



PARISH OF ST HELIER

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ROADS COMMITTEE MEETING

Wednesday 9 August 2023 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 meetings held on 12 July 2023 ('A' Agenda items).
- A4. Matters arising.
- A5. For decision: Halkett Street refurbishment update
- A6. For decision: Vallée des Vaux improvements - Phase 1
- A7. For decision: Renaming of Vallée des Vaux Parish Garden
- A8. For discussion: Transport Strategy discussion and set up Sub-Committee to look at scooters & illegal cycling on pavements.
- A9. For discussion: Cigarette and Chewing gum litter campaign. (Verbal - No report)
- A10. For information: 14 July; Visite du Branchage report.
- A11. For information: Revised Road 2023/24 revised Programme
- A12. For decision: To consider recent planning applications.
- A13. Agreed decisions

'B' AGENDA ITEMS

- B1. To approve minutes of meetings held on 12 July 2023 ('B' Agenda items).
- B2. Matters arising.
- B3. For discussion: Update proposals for changes to Westmount Road as part of Overdale Hospital changes. (Presentation).
- B4. For discussion: Proposals for East Quarter Town "La Colomberie area" (Presentation)
- B5. For discussion: Roads Law Review 2nd Presentation questionnaire.
- B6. Lodging items for forthcoming Roads Committee meetings.

Dates of 2023 meetings:

Wednesday 6 September 2023 (Roads Committee)

Wednesday 11 October 2023 (Roads Committee)

Wednesday 6 December 2023 (Roads Committee)

Friday 8 September 2023 (Visite du Branchage et Chemin)

Wednesday 15 November 2023 (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, 12th JULY 2023 AT 9.30AM</u>	
PRESENT	Constable S Crowcroft (SC) Mr Andrew Sugden (Chief Executive Officer) (AS) Mr J Lagadu (JL) Mr T Vibert (TV) Mrs H Hubbell (HH) Mr Bernie Manning (BM) Mr K Proctor (KP)
IN ATTENDANCE	Mr P Pearce (Procureur du Bien Public) (PP) Mr J Baker (Procureur du Bien Public) (JB) Mr A Sty (Infrastructure Manager) (AS) Mr S Alves (Head of Infrastructure) (SA) Mrs A Roberts (Parish Secretary) (AR)
APOLOGIES	The Very Rev'd M Keirle (MK)
DECLARATION OF INTEREST	(JB) declared an interest in the Bollards at La Rue de L'Etau.
OPEN MEETING	Having been previously circulated, the 'A' Agenda Minutes of the meetings held on 07 th June 2023 were agreed.
MATTERS ARISING	Discussions focused on declarations of interest and the placing of items by members to the Committee's agenda. Agreed action was the formulation of a policy to provide clarity to members.
75/2023 CHARLES STREET PROPOSED NEW UNLOADING BAY	<p>Previous minutes refer 69/2023</p> <p>Record in the minutes (BM's) suggestion that restrictions to the unloading bay should also apply on a Sunday.</p> <p>The reduction of parking provision for new housing developments in St Helier is to be discussed by the States. The Constable will ask that the decision be deferred until a St Helier parking strategy is brought forward.</p> <p>The Committee agreed to set up a subgroup to consider parking and residents parking zones. The group will produce a parking policy that will be forwarded to the Government, to form part of their parking strategy. Volunteers JL,HH,BM,JB and TV.</p>
76/2023 LA COLLETTE WASTE MANAGEMENT SITE PRESENTATION	<p>Previous minutes refer 67/2023</p> <p>An extensive environmental impact assessment was only uploaded on the Government website the day before the debate for retrospective planning permission</p>
77/2023 PARADE GARDENS UNEVEN FOOTPATH OPTIONS	<p>Pavements in Parade Gardens are being pushed up by tree roots. As a temporary measure the Parish has placed warning signs in the area to advise of the hazard. The Committee approved the following:</p> <p>A short-term solution to replace the temporary measures by installing new warning signs. This will not resolve the issue but will highlight to the public the uneven surface. A permanent solution will be explored to avoid the loss of the trees.</p>

	<p>The Committee asked Officers to present by the end of the year, recommendations on how to deal with trees on roads and pavements. It was suggested that in addition to signage the pavement be painted to highlight the tree roots. Officers were asked to explore the solution of gravel around the base of the trees, as can be found in the Royal Square.</p>
<p>78/2023 NEIGHBOURHOOD IMPROVEMENT AREAS UPDATE</p>	<p>In January 2022, the Committee approved 5 "Neighbourhood Improvement Areas" (NIAs) that could benefit from public realm improvements.</p> <p>Meetings are taking place with residents and Deputies and a list of improvements researched and costed. The Committee previously suggested a small area within an NIA be trailed, which could serve as a template for future NIAs. Once funding is secured Poonah and Pomona Roads have been selected to move to the design stage.</p> <p>Havre des Pas has a well-established improvement group. The Parish commissioned a Village Improvement Scheme in 2020 but unfortunately the improvements were not supported by the Infrastructure Minister of the day. The Parish has subsequently commissioned a separate piece of work asking residents to suggest improvements, but to date the only significant investment in the area has been the resurfacing of the promenade with the inclusion of a new raised table pedestrian crossing. Last year following an amendment by the Constable to the Government, the States Assembly agreed extra funding to improve the area, which should commence next year and include restoration of South Hill gardens.</p> <p>Following representations from the residents of Belmont Gardens, the Constable has initiated a further NIA for Belmont Road, to include Belmont Gardens, Museum Street and Providence Street. The Committee is asked to support the addition of the NIA to the others previously approved.</p> <p>The Committee agreed the additional NIA making the following comments:</p> <p>Concerns were raised over the removal of euro bins in Belmont Road. The Constable advised this was requested by those living nearby. Bins have been placed 20 yards away in Museum Street, both sites are being regularly inspected for fly tipping and the solution appears to be working. It is hoped flower beds will be placed where the bins were.</p> <p>The Committee asked Officers to explore underground bins and/or a large central town refuse site, instead of individual bins in numerous streets. It was asked whether NIA plans involve new green space, cycle paths etc. A suggestion was to create a small fund to encourage parishioners to approach the Parish for advice as to what containers can be placed and planted on pavements.</p> <p>Could following the completion of the Philip Street development, consideration be given to a further NIA including Ann Street, Vauxhall Street and Halkett Place.</p>
<p>79/2023 OLD ST JOHNS ROAD - ACCESS TO PREMISES CONSULTATION RESULTS</p>	<p>In January 2022 the Committee approved the trial of a 'No Entry Except for Access to Premises' designation on Old St John's Road (OSJR).</p> <p>Implemented in July 2022, the trial has been successful, improving road safety and creating a quieter street for residents. The Committee is asked to permanently adopt the changes.</p> <p>Roads designated as 'No Entry Except for Access to Premises' are difficult to police. It creates essentially a private road which is cleaned and maintained by the Parish and funded by all St Helier ratepayers, who are no longer permitted to use it.</p>

	<p>Concern was expressed as to why rate payers should subsidise others to live in a private road, these property owners experience an increase in property values. It was requested the changes not be permanently approved until the traffic management system for the new Overdale hospital had been agreed.</p> <p>To ensure the road is not private, bicycles should be permitted to travel on it. Consultation feedback demonstrated a positive impact on safety for children walking to and from school.</p> <p>Signs stating access to residents would make it a through road, but could discourage people using it, without the road being private. New traffic measures in neighbourhoods including planters can reduce traffic and pollution.</p> <p>The Committee concluded that public safety comes first. It is a positive solution if residents' lives are improved by the reduction of rat runs.</p> <p>The Committee voted 5 in favour and 1 against.</p>
<p>80/2023 LA RUE DE L'ETAU UPDATE AND BOLLARD REQUEST</p>	<p>In June 2023 the members requested a progress update.</p> <p>1. Speed limit reduction to 20mph Update: Legislation change is anticipated in October 2023, to reduce speed limits throughout the Parish.</p> <p>2. 4 raised islands (speed humps) – 3 incorporating crossings Update: The JDC agreed to fund the raised hump crossing points and currently have traffic engineers reviewing the proposals. The Parish await details of implementation.</p> <p>3. Unloading bays: 1 x new outside Horizon & change of short-stay car parking spaces to an unloading bay, outside Cooper's Café. Update: In 2022 the Committee approved the adoption of the pavement to the front of the Horizon site, which incorporates an unloading bay. The Parish Assembly ratified the proposition in November 2022. On completion of the Horizon site the JDC will transfer the pavement and unloading bay to the Parish, at which time an article 68 will be drafted to change the short-stay parking to a 7 day a week unloading bay. The law changes are subject to Government approval.</p> <p>4. Additional cycle parking outside Cooper's Update: Complete; however, the cycle parking is above the underground car park and not outside Cooper's.</p> <p>5. Additional 5 streetlights on footpaths for a section of La Rue de l'Etau Update: The Committee agreed new street lighting funded by the JDC in April 2023. The additional lighting will be installed in December 2023 with the remaining lights installed in the second quarter of 2024.</p> <p>Public feedback has called for bollards be placed at Rue De L'etau. The Committee discussed the need and cost of placing bollards in the area.</p> <p>The Committee reached the view that placing numerous bollards may not be the best solution, as they have not resolved traffic issues in Colomberie or Don Street. The Committee requested the Constable raise the matter of automatic number plate recognition (ANPR) with government, as this could be the perfect solution.</p> <p>The Committee agreed as a temporary safety measure to place 5 screw-in bollards on the pavement in front of the planter, to aid pedestrians and to leave sufficient space for prams and wheelchairs.</p>
<p>PLANNING APPLICATIONS</p>	

81/2023 P/2023/0429 CROWN HOUSE, JOURNEAUX STREET, ST HELIER, JE2 3XQ	<p>Convert ground floor office to a 1 one-bed apartment.</p> <p>The Roads Committee approved the draft comments detailed in the planning report dated 12th July 2023 (refer to documentation attached)</p>
82/2023 P/2023/0442 THE TOWN HOUSE PUB AND RESTAURANT, 57 NEW STREET, ST HELIER, JE2 3RA	<p>Construct second and third floor and change of use of ground and first floors, to create 18 one-bed and 2 two-bed residential units. Retain listed façade and alter vehicular access onto Craig Street.</p> <p>The Roads Committee approved the draft comments detailed in the planning report dated 12th July 2023 (refer to documentation attached)</p>
83/2023 P/2023/0447 74 HALKEET PLACE, ST HELIER, JE2 4WH	<p>Reduce ground floor commercial space and convert the remaining ground and first floor from office spaces to create 1 one-bed and 4 two-bed residential units. Internal and external alterations to include external amenity space to second floor; fenestration replacements and render with paint finish to South and West elevations.</p> <p>The Roads Committee approved the draft comments detailed in the planning report dated 12th July 2023 (refer to documentation attached)</p>
84/2023 AGREED DECISIONS	<ul style="list-style-type: none"> • Approved short-term solution on Parade Garden footpath. • Approved and noted by Officer's to take forward Old St Johns Road • To place temporary bollards at Rue de L'Etou • To explore the possibility of (ANPR)
NEXT MEETING	<p>The next meeting will take place on Wednesday 09th August 2023.</p>

1. Crown House, Journeaux Street, St. Helier, JE2 3XQ

P/2023/0429

Convert ground floor office into a 1-bed apartment

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

1. Committee notes this application is for the conversion of the ground floor office into a 1 x 1-bed unit of accommodation, with 2 no. cycle parking spaces provided. There is no scope to provide car parking spaces.
2. 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.
3. Any windows 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 be a breach under the Highways Encroachments (Jersey) Regulations 1957.
4. No doors may open outwards over 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.
5. Applicant is to note that the cost for removal and relocation of any street furniture or utilities, for example: lampposts, bollards, bike racks etc and subsequent making good to road and pavement surfaces due to this application, is to be at the applicant's cost. Relocation of street furniture must be agreed with the Parish in advance prior to any work commencing on site.
6. The cycle parking provided should include electric charging and be of sufficient size to accommodate larger-sized cycles, such as cargo cycles.
7. The refuse store/collection arrangements, refuse separation and recycling strategy to be agreed in detail with the Parish's Refuse Manager.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2023/0429>

2. The Town House Pub and Restaurant, 57 New Street, St. Helier, JE2 3RA

P/2023/0442

Construct second and third floor and change use of existing ground and first floors to create 18no. one bed and 2no. two bed residential units. Retain existing listed facade. Alter vehicular access onto Craig Street.

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

1. The Committee commented on the previous application, reference P/2020/1726, which was for the conversion of the building and construction of 26 no. apartments with a bike store providing 39 no. racks, private parking for 10 no. cars using a specialist car stacking platform system and each with an electric charging point. This application was refused Planning permission.

This new application makes no changes to the form and scale of the development except for 8m² of additional floor space on the third floor as a result of the change of roof profile from mansard to flat roof in this new submission. This new redesigned development will comprise of 18 no. 1-bed units and 2 no. 2-bed units, 60 no. secure cycle car parking spaces are provided and 7 no. off-street parking spaces. All car parking spaces will have electric charging points and 4 no. cycle charging points are being provided.

Pedestrian access will be via New Street and the existing vehicle entrance is being retained (off Craig Street) which provides access to the car parking and cycle parking facility. The applicant will widen the public footpath on Craig Street, providing safer visibility for exiting the existing entrance/exit, and the applicant will provide two cycle stands on Craig Street.

2. Public Realm improvements: Although the Parish's Roads Committee agreed the proposals for Craig Street in 2020 with the original planning permission, the final design and detail will need to be discussed and approved by the Parish to ensure quality materials are used on the public highway, and the final design be checked and approved by the Parish. The work undertaken on the public highway is to be undertaken by a Parish-approved civil contractor.
3. The Parish supports the introduction of a tree planted into the pavement (not contained within a planter) on Craig Street. The applicant will need to consult with an experienced arborist/arboriculturist professional to ensure that the appropriate root guards are in place and that an appropriate tree species is chosen to avoid future damage to the Parish roads/pavements, underground services and that the applicant's building does not suffer from tree root penetration. The Parish requires confirmation that an appropriate professional has been consulted with.
4. The Parish notes the introduction of two-cycle hoops - the design, position, and detail of these hoops to be agreed with the Parish. The Parish uses and specifies Sheffield Hoops (stainless steel). The Parish notes the introduction of 1 no. bollard, which is to be stainless steel and to Parish specification.
5. The widened footpath specification is to be agreed with the Parish in detail and the applicant is to construct the widened footpath in accordance with Parish requirements. Priority is to be given to pedestrians, and therefore, as shown on the applicant's drawings, the footpath is to be continuous across the vehicle entrance.
6. Roads Committee will expect the carriageway to be resurfaced for the whole width of the carriageway and for the extent of the development in the event that services are taken from Craig Street. The applicant is to liaise with the Parish to agree the scope of works and specification.
7. Cycle provision: The Parish welcomes the provision of a cycle hub accommodating 60 no. cycles, which hub should accommodate a mix of cycles from cargo cycles to standard cycles. Roads Committee requests that within the hub the applicant provides a workbench and cycle washing facility to enable occupiers to maintain their cycles from within the hub. The proviso of only 4 no. cycle electric charging points seems a very low provision; the Parish would expect a minimum of at least 10%. There could also be an opportunity to dedicate some of the spaces as Club cycle spaces, such as EVie cycles.
8. Motorcycle parking: The applicant should consider whether there is scope to provide motorcycle parking with electric charging.
9. Car parking: There is a reduction of car parking from the original application and Roads Committee appreciates that it is not possible to create additional car parking on the site due to the building's proposals being a conversion. The Committee therefore requests that a car share scheme is put in place and the applicant should consider negotiating this with a car club provider, to include a 12-month membership voucher for all occupiers.
10. The car parking spaces should be conditioned that they remain for the use/ownership of the units of accommodation.

11. Servicing: Committee notes that there is no servicing/unloading facility being provided. This could create problems for occupiers arranging for service engineers and deliveries to the site. The applicant should liaise with the Government of Jersey's I&E department to see if there is a possibility for an unloading bay on New Street in front of the building.

12. Any windows 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 be a breach under the Highways Encroachments (Jersey) Regulations 1957.

13. No doors may open outwards over 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.

14. 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.

15. 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.

16. 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.

17. 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 that depending on the location of the property 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's 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.

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

19. 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.
20. That the refuse store/collection arrangements, refuse separation, and recycling strategy be agreed in detail with the Parish's Refuse Manager.
21. The Parish requests that a POA contribution is set to go towards walking and cycling and provision of a bus shelter at the nearest bus stop. The Applicant is to liaise with Infrastructure and Environment to agree contribution.
22. The construction process and site servicing arrangements must be discussed with Parish of St Helier's Infrastructure department and with Growth, Housing and Environment at development stage.
23. That notwithstanding the above comments, this submission should be referred to Infrastructure 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/2023/0442>

3. 74, Halkett Place, St. Helier, JE2 4WH

P/2023/0447

Reduce existing ground floor commercial space and convert the remaining ground floor and first floor office spaces to create 1no. one bed and 4no. 2 bed residential units. Various internal and external alterations to include new external amenity space to second floor; fenestration replacements and render with paint finish to South and West elevations.

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

1. Committee notes that the proposal is to convert the existing building to provide a total of 4 no. 1-bed units, 3 no. 2-bed units, 1 no. studio unit and 1 no. commercial unit:

Breakdown:

Ground floor: reduced commercial unit, 1 no. 1-bed flat and 1 no. 2-bed unit.

First floor: the office space is to be converted to 2 no. 2-bed units and 1 no. 1-bed unit.

Second floor: existing accommodation will remain unchanged, consisting of 1 no. studio unit and 2 no. 1-bed units (one of the existing 1-bed units includes a study).

Cycle parking:

Space for 12 bicycles with 8 no. electric charging points.

Car parking and servicing:

There is no facility provided for car parking and unloading as the site does not have the capacity to accommodate parking spaces.

2. Cycle provision: The Parish welcomes the provision of a cycle store area accommodating 12 no. cycles: there should be facilities to accommodate a mix of cycles, i.e. cargo cycles. Roads Committee requests that within the cycle store the applicant provides a workbench and cycle washing facility

to enable occupiers to maintain their cycles.

3. Public Realm improvements: The Parish requests a POA contribution of £10,000 to replace the asphalt patched areas to footpaths on Halkett Place (North section) which is under Parish administration, replacing the asphalt with granite paving to match the existing.



POA requested to uplift asphalt patches and replace with granite in Halkett Place (North)

4. POA: The Parish requests that a POA contribution is set going towards walking and cycling. The Applicant is to liaise with Infrastructure and Environment to agree contribution.
5. That any windows 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 be a breach under the Highways Encroachments (Jersey) Regulations 1957.
6. That no doors may open outwards over 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.
7. That the refuse store/collection arrangements, refuse separation, and recycling strategy be agreed in detail with the Parish's Refuse Manager.
8. That notwithstanding the above comments, this submission should be referred to Infrastructure and Environment since the road in front of the property is a Government main road.

<https://www.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2023/0447>



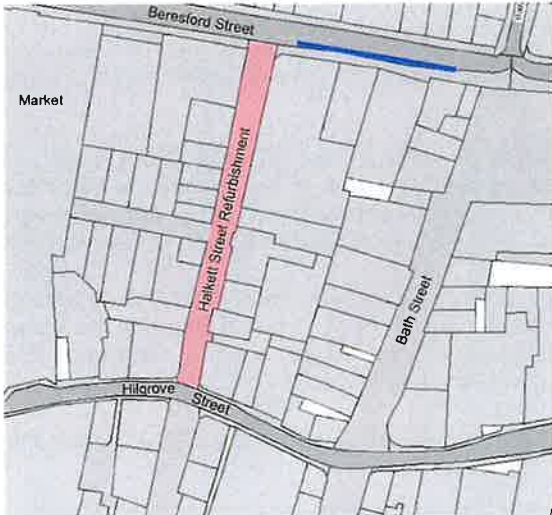

PARISH OF ST HELIER INFRASTRUCTURE

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

Roads Committee Report

Halkett Street renaming and
refurbishment update

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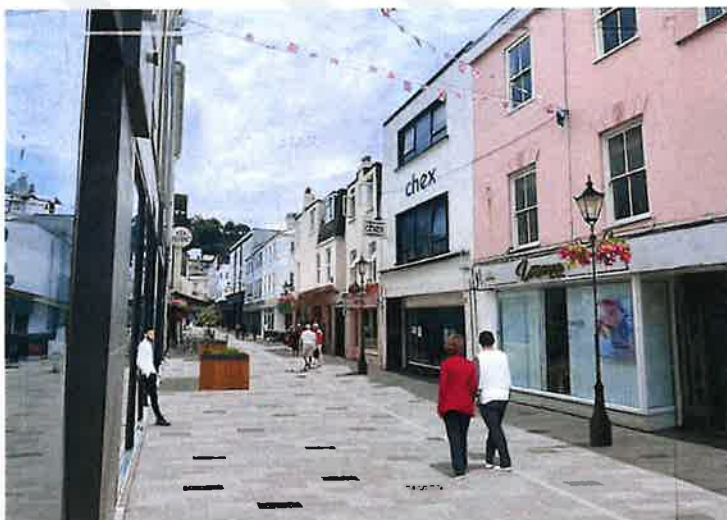
Date of request: 9 August 2023	(Road reference) & title of report: (087/P01) Halkett Street refurbishment
Address: Halkett Street precinct (between Beresford Street and Hilgrove street)	Requested by: Parish
Location map: 	Photograph/street view: 

Brief introduction/summary:

The committee is being asked to approve:

1. Renaming Halkett Street to **Rue Ivy Forster** the consultation has commenced. If approved by the Parish Roads Committee it will then be taken to a Parish Assembly for renaming the street.
2. We are presenting to Committee the drafted scheme proposals which is in-line with the previously approved in principle plans. The drawings will be worked up ready for tender as the Parish is on a very tight timeline and budget to deliver the refurbishment as the intention is to be on site by January 2024 and completion by end of March 2024.

Consultation with the traders and residents has commenced based on the draft scheme.



Visual of the new paved area which is in line with the previously approved in principle design concept.



Details:

The Parish Roads Committee has approved in principle the refurbishment of Halkett Street precinct and the draft scheme for the section between Beresford Street and Hilgrove Street, which has been earmarked for refurbishment since 2014.

The project had been delayed due to various major developments such as the Walker House that forms the corner of Hilgrove Street/Halkett Street and the redevelopment of the former 1 Highlands House which is now a fitness centre. There has also been resources and budgetary challenges which has meant that the project had to be delayed.

Due to the deteriorating condition of the brick surface in the top section of Halkett Street, between the junctions with Beresford Street and Hilgrove Street, we cannot put this work off any further and therefore this project must go ahead.

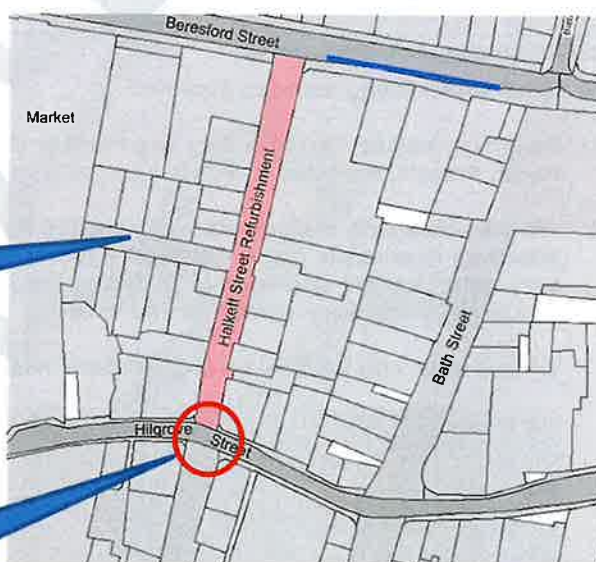
Although we are primarily looking at the section between Beresford Street and Hilgrove Street, however also extends between Hilgrove Street and the Queen Street precinct, and as this surface is in better condition we are not seeking to refurbish this section. The design concept for the precinct will, however, consider this section as part of the overall plan so that the scheme ties in flawlessly with Queen Street.

Market Street is an existing granite paved pedestrianised road located halfway up Halkett Street, linking to the Central Market and owned and administered by the Government of Jersey's Property Holdings department. We are not proposing to undertake any changes to Market Street, but the design concept for Halkett Street needs to be mindful of this important and existing gateway to the Central Market.

Hilgrove Street cobbled road is proposed to be taken further across the junction of Halkett Street and ideally tie in with the design for Halkett Street precinct.



View of Market Street junction with Halkett Street



Plan of Halkett Street, red hatched area is extend of the precinct to be refurbished. Beresford Street also has unloading bays (marked blue on the plan) available for use from 6am to 10am.

Renaming Halkett Street:

The Parish is proposing to rename Halkett Street "**Rue Ivy Forster**" in celebration of the first female St Helier Deputy in Government. The renaming of Halkett Street will be subject to Parish Assembly approval. If the name is approved in principle by Roads Committee the next stage will be public engagement before being presents to a Parish Assembly.



Scheme update:

The Parish appointed a local design team following a tender process. The team comprises of the following local companies:

- Project Lead: André Sty (Infrastructure)
- Communication/consultation/engagement lead: Connor Burgher (Parish of St Helier)
- Lead designer/Landscape Architect: Axis Mason
- Project Manager/Contract Administrator, Quantity Surveyor, Health and Safety Project Coordinator: Currie and Brown
- NEC Supervisor/Clerk of works: Sentinel

All the above companies are locally based and were appointed following a tender process. There may be the need to appoint other specialist as the project progresses on an ad hoc basis, although we are very much aware of the budget constraints that we must work to.

The design team is following the project brief that was put together in association with the previously approved draft schemes from the Roads Committee.

Appendix 2 includes part of the design brief that outlines the main salient points in terms of design that the design team will work to which is based on the comments from the Parish Roads Committee previous meetings, the extracts of the relevant minutes are included in Appendix 3.

Appendix 1, shows the proposed latest draft scheme for approval by the Parish Roads Committee, the design follows the previously approved concept design that Infrastructure produced and the proposed design meets the requirements of traders who have been consulted on the draft scheme.

We are seeking Committee's final approval on the scheme proposals, which will be worked up ready for tender. The Parish is on a very tight timeline and budget to deliver the refurbishment as the intention is to be on site by January 2024 and completion by end of March 2024, we are currently going through the review on costs.

Funding proposal:

The overall project including the design team fees budget has been set at **£ 350,000**.

The team are currently reviewing the costs for the refurbishment as the scope has extended to include a small section of Hilgrove Street and the footpath along Beresford Street.

The team is on a very tight timeline and budget as the aim is to complete all of these works before the end of our financial year.

Programme:

High-level key programme:

- Consultations: Draft scheme for consultation with traders July (underway)
- Roads Committee sign-off: August 2023
- Order materials: ASAP, as this will have a long lead-in time
- Commence on-site: January 2024 (subject to materials)
- Completion: 1 April 2024 (subject to materials)



PARISH OF ST HELIER INFRASTRUCTURE

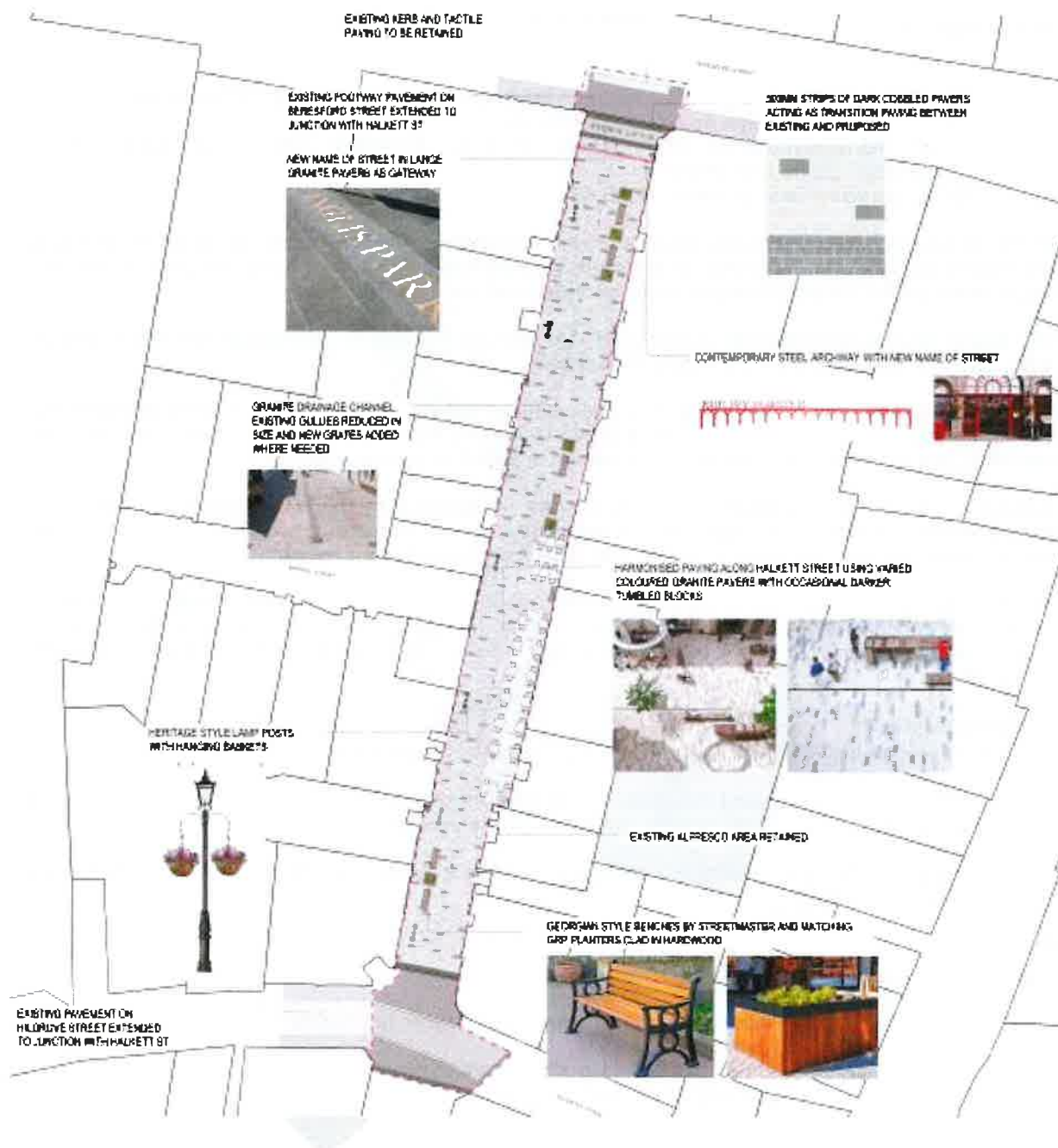
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Halkett Street renaming and
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Appendix 1: Proposed scheme draft





Visual of the paving and proposed lamp posts with hanging baskets



Visual of the proposed welcome archway into Halkett Street – the high-level arch design concept is based on the central market railings. However this may need to be postponed to a future year if funding is not sufficient.



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GEORGIAN STYLE BENCHES BY STREETMASTER AND MATCHING GRP PLANTERS CLAD IN HARDWOOD



HERITAGE STYLE LAMP POSTS
WITH HANGING BASKETS



EXISTING KERB AND TACTILE
PAVING TO BE RETAINED

Water bottle refill station similar to what
is provided on the Weighbridge

EXISTING FOOTWAY PAVEMENT ON
BERESFORD STREET EXTENDED TO
JUNCTION WITH HALKETT ST

NEW NAME OF STREET IN LARGE
GRANITE PAVERS AS GATEWAY



At the Beresford Junction

500MM STRIPS OF DARK COBBLED PAVERS
ACTING AS TRANSITION PAVING BETWEEN
EXISTING AND PROPOSED



EXISTING PAVEMENT ON
HILGROVE STREET EXTENDED
TO JUNCTION WITH HALKETT ST

At the Hilgrove street junction



Appendix 2: Extracts from Roads Committee meetings:

24.04.18

**55/18 -
REFURB OF
HALKETT
STREET**

Previous minute 244/16 refers

In July 2014 approval was given in principle to renew the paving finish in Halkett Street. Before the paving was to be installed it was agreed that a reduction in traffic was necessary and following extensive consultation with traders access by permit only up until 8.00am was introduced which has reduced traffic significantly.

An intricate design was approved by the Committee which needed a 5 month timescale for the Parish workforce to complete, however, during the consultation the traders requested a quick turnaround of a maximum of three months. The traders did agree to the work being carried out 7 days a week to speed up the process.

The only way the process can be completed within the traders preferred timescale is to use an outside company as they have greater resources and are not restricted by the union rules that the Parish has to adhere to.

An initial budget cost was received of £325K and the overall cost to include granite, street furniture and lighting is estimated to be in the region of £450K. As the development on the corner of Halkett Street and Hilgrove Street was still under development so the project was put on hold.

Funding has now become available from the payment made by the States to the Parish in lieu of rates and Parish Assembly has already agreed that Halkett Street would be one of the Parish projects to benefit.

Two simpler designs have now been drawn up:-

Option 1 – simple granite design with a small border – small granite square cut setts will be used which are easier and faster to lay

Option 2 – mixture of granite and asphalt – the granite will be laid in bays with an asphalt infill

Proposals to include a tree or central raised water feature have been dropped as access by emergency and delivery vehicles is necessary. However, it is proposed that either scheme could contain a central feature eg a stone compass. A drinking fountain, hanging baskets and street furniture will be incorporated at a later detailed design stage. SA said that the traders could be asked to sponsor a drinking fountain with a possibility that water from their premises could be used.

DE said that the traders were keen for any scheme to be implemented to improve the area with the least disruption possible. She said ideally the period from January 2019 until Easter would suit them best. DE said that an incoming investor was seeking assurance that the area would be refurbished before committing themselves.

SC said that himself and the Procureurs needed to be involved in deciding who would carry out the work ie Parish or outside contractors once the budget figures were finalised as this will be a political decision.

SA said contact would be made with the various utility companies to ensure that all their works have been carried out before the new surface is laid.

PP said that when King Street was resurfaced it was advantageous to traders that one side was completed fully before work started on the opposite side.

SA said whichever surface was decided the tender would include the Parish specifications to ensure the work was carried out to a high standard along with time limits for completion of the work.

The Committee felt that as this was adjacent to a heritage area ie Central Market and Market Street, it was important that the scheme was sympathetic to this. SC said that the Planning Department may object to the use of tarmac.



The Committee voted on the options as follows:-

Option1 – SC, BM, BLF, RLB

Option 2 – JB, JR

It was agreed that DfI, Planning and the Future St Helier Group would be consulted about the proposals. Funding would also be sought from the Future St Helier Group.

GJ suggested that the central feature could include a memorial to a Jèrriais poet. SA said that a more detailed scheme, including timescales, would be brought back to the Committee in due course.

18.07.2014

**155/14
REFURB
HALKETT
STREET**

Previous minute 124/14 refers

Following consultation with traders a scheme has been drawn up for the refurbishment of the section of Halkett Street between Beresford Street and Hilgrove Street. The aim is to improve the look, feel and vibrancy of the Street and replace the existing unsafe brick surface which is now beyond repair.

A major issue that arose during the consultation exercise is overwhelming unhappiness with the current access/unloading situation which is 'Delivery to Premises only 6.00am to 10.00am'. This delivery status is being abused by many drivers who are parking outside important town retailers for up to an hour at a time with no sign of unloading taking place and parking close to shop doorways so that traders are actually being stopped from opening up their businesses.

A proposal was put to traders to bring Halkett Street in line with King and Queen Street and make access by permit only up until 8.00am. All of the traders accepted the proposal with one exception of the florist who strongly opposes the change as it is believed it will have a major impact on the business, alternative parking locations have been suggested by the Parish.

Consultation with all freight / delivery companies, TTS and Chamber of Commerce Transport section is being carried out.

A number of surface material options, eg different layouts/patterns/types/colours of granite, have been considered and traders were also in favour of the addition of street furniture ie seating, planters, hanging baskets, a welcoming feature eg archway and the provision of irrigation and power for planters/Christmas trees.

The Committee agreed in principle to the refurbishment taking place and made the following points:

- New street lighting to be considered with the possibility of costs shared with the JEC;*
- Consideration to be given to the use of different finishes to assist people with visual impairments, similar to the central area in King/Queen Street;*
- French granite to be used along with new benches and street furniture;*
- Provision of a welcome feature which would need to be above 18 feet high, (Mr Le Brocq and Mr Blake dissented);*
- Inclusion of a public art feature;*
- Access by permit only from 6.00am - 8.00am.*

Subject to the monies being approved at the forthcoming Rates Assembly it is hoped the work will commence in January 2015.



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11.06.2014

124/14 - TOWN CENTRE MANAGER'S REPORT

The Town Centre Manager provided his monthly report which indicated a slight decrease in footfall.

- *Halkett Street – a new scheme, which the traders were supportive of, would be brought to Committee in due course, thanks to Andre Sty for drawing up the scheme.*
- *Funding has been secured from Economic Development for a Sunday market in New Street (£14K), this will be used to purchase 16 gazebos and a trailer which could also be used at other events.*
- *New town centre signage – an additional £40K had been gained from the Tourism Development Fund for the signage. The design is in the final stages and will be completed next week. It will be quick and cheap to make changes to the sign as they are made of a fibrous material and individual sections can be removed and replaced as necessary.*
- *Halkett Place parking – following consultation with TTS part of the unloading bay will be changed to 20 minute paycard spaces. If successful there is a possibility further parking could be introduced especially as the car park behind JT is now available to traders. Mr Stievenard agreed to find the previous correspondence with TTS with regard to herringbone parking in Halkett Place.*
- *Halkett Street – unloading can take place until 10.00am daily and this is being abused by delivery drivers meaning that some of the shops are unable to open and trade until after this time. A permit system will be introduced which has 100% support from the traders. If this is effective a similar arrangement could be introduced in Bath Street but the problem there is not as severe.*
- *Town Centre/Traders groups – as Mr McKenzie is leaving the Parish somebody needs to take responsibility for these groups.*

The Committee thanked Mr McKenzie for all his hard work in the Parish and wished him good luck for the future.

HALKETT STREET PRECINCT

DESIGN INTENT

The proposal presented for Halkett Street considers the diverse character of St. Helier and the various other public realm projects implemented in recent years, such as Charing Cross and Ann Court.

To honour both traditional and contemporary elements, the proposal offers a modern interpretation of Jersey granite paving while celebrating classic materials like cobbles. At the entrances from Hilgrove and Beresford, a row of 500mm dark cobble paving will demarcate the proposed area from the existing. At the core of the site, the paving will use varying shades of grey, natural tones, and Jersey pink, with occasional darker tumble blocks reminiscent of the cobble paving used at the entrances. This design element aims to provide a visually appealing and textured experience for pedestrians. Additionally, existing gullies will be replaced with more appropriately sized ones and a central drainage channel that aligns with the drainage strategy of Market Street. This channel will also introduce a linear element running North/South along the paving.

The selected street furniture will follow the language of the neighbouring streets. Georgian-style cast iron benches with Iroko hardwood and modern freestanding GRP planters, clad in matching hardwood. All the furniture is movable to accommodate future requirements, creating a flexible environment. Lighting will be provided using the Heritage Style Windsor Street lamp post, complemented by matching brackets capable of holding hanging baskets with varying vegetation. This selection provides a coordinating aesthetic while incorporating functional elements.

The planting palette will consist of native species with seasonal and vibrant characteristics, ensuring suitability for Jersey's coastal environment.

Lastly, to commemorate Ivy Forster or any alternative street name chosen, we have devised two proposals. The first option involves using larger granite pavers with the street name inset at the entrance of Beresford Street, creating a distinct gateway. The second option explores the concept of a contemporary archway inspired by the Jersey Market and adjacent fish market, incorporating shapes and colours that harmonise with the surrounding environment.

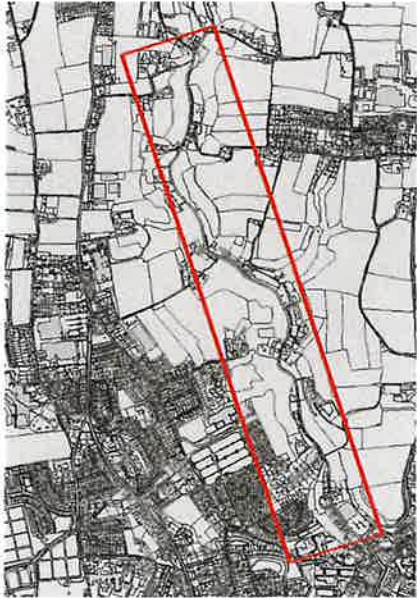



Artistic Impression - Halkett Street Scene



Artistic Impression - View of Halkett Street from junction with Beresford St



<p>Date of request: 9 August 2023</p>	<p>(Road reference) & title of report: (253) Vallée des Vaux proposals</p>
<p>Address: Vallée des Vaux</p>	<p>Who reported name/status: Infrastructure</p>
<p>Location map:</p> 	<p>Photograph/street view:</p> 
<p>Summary:</p> <p>On 27 January 2021, the Parish Roads Committee approved in principle to host of changes to Vallée des Vaux (please see Appendix 1) and as part of this work the department appointed traffic engineer to work up the scheme incorporating the changes that the Roads Committee had previously approved in principle. This report outlines the proposals and costs for Roads Committee approval.</p> <p>Vallée des Vaux does not currently have the character and feel of other roads designated as green lanes, and is therefore subject to higher speeds.</p> <p>Reducing the available carriageway width should create an environment where drivers are more inclined to reduce their speeds, closer to the 15mph speed limit.</p> <p>The aim of the scheme is to reduce vehicle speeds and provide an enhanced environment for pedestrians, cyclists and equestrians.</p> <p>Due to financial constraints, it was agreed that the Parish would undertake these works on a rolling programme basis and propose progressing with installation of the virtual footway and associated bollards & road marking etc from chainage 1860m to 1080m (where there is currently no footpath).</p> <p>This will provide a link for pedestrian from chainage (top of valley) to Waitrose. The provision of the link will result in the available carriageway width being reduced which is likely to result in reduced traffic speeds on the route.</p> <p>Phase 1 works: Proposed works:</p> <ul style="list-style-type: none"> • Provision of HFS (High friction surfacing) - £40k • Supply and install bollards - £20k • Adjusting existing kerb at tie in at chainage 1080m - £5k • Traffic Management - £3.5k (based on road closures and work being completed within 7 days) 	



- Road marking & new signs - £20k (includes for removal of existing lining where required and provision of new)
- Prelims - £5k
- Detailed design input estimate approx. - £4k

Other costs (not included in above)

- engaging and undertaken consultation with stakeholders
- preparation of contact documents

Total - £100k Budget set for Phase 1

Committee is asked to approve the proposed works as listed above as Phase 1, any work not being able to be fitted into Phase 1 will be moved to Phase 2. The department is committed to undertaking as much of the works as possible for Phase 1 but this is subject to tender sums received.

Background:

Vallée Des Vaux runs between Trinity Hill at its southern end and Rue de Vieux Moulin in the north. The study area terminates in the north at Rue de la Vallée. The road is two-way throughout its entire length and the majority is unlit.



Vehicle speeds recorded between May and September 2021 indicate that only 11% of all vehicles are travelling within the speed limit, with over 50% exceeding 20mph, and 3% exceeding 30mph.

1. **Virtual footpath - PHASE 1 and PHASE 2:** Create a virtual path along most of the road, thereby reducing the width of the road at its widest points and separating road users from pedestrians. This would include having fixed posts.

The section of the road where there is currently no footpath appears to generally be wide enough to accommodate a virtual footpath to a reasonable standard. The desired standard is a 1.8m path with a 4.0m carriageway. This would allow two adults to pass within the virtual footway and allow a car and a cyclist to pass within the road. Where the road is wider the additional space could be given to the virtual footway. This would achieve a similar standard to West Hill, pictured below:



West Hill example



Proposed virtual footway with narrowed carriageway



- Bollards & roundels
- High Friction surfaces to over-run strips & Virtual Footway

2. **Remove Centre Line Markings - PHASE 1 and PHASE 2:** Removing the central white markings accordingly (a trial area is suggested first)

Centre line markings are generally provided where the carriageway is over 5.5m. Below this width they should be removed. The carriageway can be artificially narrowed with road markings and edge treatments to provide a consistent width over longer lengths, with the edge treatment areas used for passing. Bollards should be used to prevent vehicles from driving over the edge treatments for substantial lengths.

3. **Improve road signage - PHASE 1:** Less signage but making it clearer.

The road could be signed as a single-track road to warn drivers that they cannot pass. This is likely to encourage slower speeds. 15mph roundel road markings should not be in pairs as this may indicate that the road is wide enough for two vehicles to pass but should be staggered alternately.

4. **Road markings - PHASE 1:** Changes in Road markings will be needed at Rue du Vallée and Springbank.

This will change priorities at Rue du Vallée and will need to be reviewed as part of the final scheme at detailed design, to ascertain what additional signing might be required. Additional temporary signing will be required to remind local drivers of the change in priority

5. **Priority traffic point - PHASE 2:** Where the road narrows create a priority (going north) for traffic.

Using the principles above, drivers will be expected to give and take throughout the length of the road. Priority could be assigned but it is likely that drivers will negotiate priority at each point. Formal priority working would require signing throughout the scheme and may be confusing or cause some drivers to assume priority where it may be safer to allow the opposing traffic to pass. Allowing drivers to give and take will minimise the need for signing.



Priority working at Waitrose to improve existing pedestrian access – there would be a pedestrian crossing point placed on the raised table.

6. **Rumble Strips - PHASE 2:** Create a number of (cobbled) rumble strips at key points (but not near residencies) with gaps for cyclists.

These can be provided at strategic points and also incorporated into roundel markings.





Safety Audit level: RSA levels 1,2 and 3 will be required	Financial implication: Funding allocated in the Cost Estimates is £ 185k however the Roads Committee wishes to plan the changes in a phased approach.
Programme: The options approved will be costed and the Parish will go out to consultation with residents prior to implementation. The feedback will be brought back to the Roads Committee in case there are changes required to the proposals. <ul style="list-style-type: none">• Out to consultation in September 2023• Back to Roads Committee in October 2023• Implementation 1st qtr. in 2024• Completion by end of April 2024	
Legislation: The IHE Minister will require consultation	Is additional report required? Yes, consultation responses.



Appendix 1: Previous Roads Committee minutes

Extract of minutes from 27 January 2021

<p>6/21</p> <p>LA VALLEE DES VAUX PROPOSALS FOR DECISION</p>	<p>AS presented a report for consideration and approval outlining proposals for La Vallée des Vaux.</p> <p>The proposals follow discussions and presentations from 14th October 2020, when the Infrastructure Department were requested to identify alternative traffic calming measures.</p> <p>The report outlines the proposals for the Committee to consider and approve in principle, if approved they will be subject to wider consultation with residents and a road safety audit.</p> <p>Ideas considered are;</p> <p>Virtual footpath: thereby reducing the width of the road at its widest points and separating road users from pedestrians.</p> <p>The footpath could be shared with cyclists, but it would require a different anti-skid finish, which would identify it to drivers. The path where appropriate could be marked in sections with cobbles or timber bollards, allowing vehicles to pull in when faced by oncoming traffic. <u>Approximate cost is £30K</u></p> <p>Remove Centre Line Markings: The removal of centre lines can have a positive impact on speed as it creates an 'element of uncertainty' for drivers. Lines "can provide drivers with a psychological sense of confidence that oncoming vehicles will not encroach on their side of the road.</p> <p>If the Committee approve, lines will be removed following an RSA audit; they may be retained in the more dangerous sections. <u>Approximate cost is £3500</u></p> <p>Priority traffic point: Roads are narrowed to create a priority (in this case going north, but could be in either direction). <u>Approximate cost £1K</u></p> <p>Road markings: Changes in Road markings at Rue du Vallée and Springbank by the placement of a 'give way'. Changing the 'give way' line at the northern end of the Valley is possible. <u>Approximate cost £5K</u></p> <p>Improve road signage: Increased circular painted 15mph and 'SLOW' road markings could be installed in granite cobbles, which would be in keeping with the Vallée. <u>Approximate cost £2500</u></p> <p>Rumble Strips: Create a number of (cobbled) rumble strips at key points but not near residencies, as there are noise implications, with gaps for cyclists. The advantage of this product over cobbles are that they can be placed directly on to the road without having lengthy closures for excavations. <u>Approximate cost for 8 Strips £16K. Road Safety Audits for the options would be approx. £5K</u></p> <p>If funding is secured, it is anticipated public consultation would commence in May. Following consultation the matter will come back to the Committee for final sign off, with installation planned for August/September.</p> <p>It was questioned why the yellow line at Springbank could not be painted on the Parish road.</p> <p>BLF spoke on behalf of the residents of Vallée des Vaux, to clarify if the virtual footpath was pedestrian only. He questioned if it were possible to install sensor lights, if the yellow line was to remain and if the short stay car parking bays would be taken away. The response was cyclists could use the footpath, lighting could be looked into, the yellow line would remain and there were no plans to change the parking.</p> <p>GJ enquired if there are other give way markings, where private roads meet public roads. PP provided an example, being La Hougue Avenue where the pavement is continuous, so the answer may be to run a curb across.</p> <p>JB recorded his thanks to AS and referred to community engagement with resident's, Parish Deputies and the Parish, giving special thanks to Colin Lever</p>
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	<p>JR raised concern that priority is given northbound, there are areas where the road narrows and southbound traffic cannot see around the corner. It is agreed visibility is a problem; traffic engineers will consider this before giving approval.</p> <p>PP said the Committee had discussed putting a screen on top of the stream near the Old Harvest Barn to make a pavement. The stream is privately owned, BLF is to explore ownership of the stream.</p> <p>The Committee agreed to proceed with the plan.</p>
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Extract of minutes from 14 October 2020

<p>79/20 PROPOSALS FOR VALLEE DES VAUX TO ADDRESS TRAFFIC CONCERNS</p>	<p>AS presented his report for La Vallée des Vaux, as the Committee are aware the residents of the Valley attended a Roads Committee meeting in December to raise concerns and request improvements to the valley.</p> <p>The outcome of the meeting was;</p> <ul style="list-style-type: none"> • For Implementation of targeted policing • Infrastructure department to bring forward a report outlining options and proposals • An event or festival to be considered • Honorary Police have and are continuing to police the area • A Vallée des Vaux event was recently held, which we were told was a success <p>Infrastructure have undertaken various works in the valley following residents' concerns</p> <ul style="list-style-type: none"> • Line markings and indications have been refreshed • Signage cleaned and foliage restrictions removed • Agents for Springbank Avenue have been contacted and requested to consider the installation of a junction line at the end of the private road • A speed indication device SID has been positioned in the valley since the beginning of the year and is regularly rotated to inform drivers of their speeds in both directions <p>Infrastructure have given details in the latest report of three options for Committees consideration</p> <p>Option 1 To install additional signage to reinforce that pedestrians and cyclists have priority.</p> <p>Option 2 States Assembly have recently voted in favour of unmanned speed cameras. Once the legislation is in place cameras will be able to be deployed to assist Honorary Police. Lastec cameras are in the region of £15,000 each though the costs would be very likely be covered by fines income. It would then be open to the Parish to decide to allocate any surplus income for implementing its climate emergency actions.</p> <p>Option 3 Implement Traffic Calming measures in the form of narrowing the carriageway giving priority to one lane of traffic over the other. These narrowing's could be constructed in conjunction with or without road humps. A similar design has been used outside St Martins School. The cost for the design shown in the packs is approximately £30K.</p> <p>Option 4 – Making the Valley one way, as highlighted in the pack this would be a major project that would require a substantial traffic study and Road Safety Assessments to explore and understand its impact on surrounding roads and residents. It would also require a major consultation exercise. The department recommendation would be that the remaining items in Option 1 should be completed where possible and wait until legislation is in place for the use of Lastec camera equipment for Option 2. Should the Committee wish to implement traffic calming as suggested in Option 3, funding would be requested within the 2021/22 cost estimates and the necessary research and consultation undertaken. Option 4 should only be considered as last resort.</p> <p>Colin Lever from Le Vallée de Vaux residents association addressed the Committee, he spoke about the trial that was run a couple of Sunday's earlier and said it had been extremely successful, he went on to say what the residents would like to see in the area, the use of a speed camera on occasion's to deter speeding, discreet changes to the Vallée so that its not urbanised like St Mary, virtual footpaths which is coloured tarmac, bollards but not every ten yards only where necessary, removal of the white centre line,</p>
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were the road narrows a priority passing area, although there is a slight issue with that if you have priority in both narrow areas you cannot see as a driver one end to the other clearly, so that may be an issue, strategic use of rumble strips on the straight section but not near houses which he felt was crucial.

SC asked AS what he thought of Colin's suggestions, AS said he had been in conversation with JB the day earlier who had highlighted some of the same points, JB had suggested not going down the road of asphaltting or painting the virtual path completely because of the urbanisation that they are trying to achieve, suggesting maybe just a single line and also different colour line markings and using timber bollards to fit in with the area, some items would have to be looked at with road safety assessments. SC asked if the removal of the white line seemed feasible, AS advised that this has never been done before so he would need to investigate.

JB started by making an apology to the Committee as himself Colin and others had actually walked the route some months ago and came up with a set of ideas which Colin has explained and thought he would have had time to meet up with Infrastructure to go through the details before bringing them to the Committee, he wanted to emphasize some important points, he said by removing white lines that there is proven evidence from the UK and other jurisdictions that it can reduce the speed of traffic, which can vary eight percent upwards of average speed, he suggested virtual pavements being a simple line painted in green or fluorescent colours and using wooden bollards every twelve to fifteen metres, introduce better signage, also suggesting changing the name Green Lane to something French or even Jersey French, rumble strips again keeping in with green lanes could be cobbled but with gaps for cyclists, having a fluorescent fifteen mile sign every time you come up to a rumble, were you have problems with the road narrowing and to avoid going on to pavements you really need to give priority and think this should be for vehicles travelling North because anyone travelling South would usually be travelling to work and be in a hurry. He suggested that himself and some other members of the Committee walk the vallee again to see what is practical from a monetary point of view, suggesting looking at the problem areas first working from the north.

BLF thanked Colin for the presentation and following on from what JB had said about priority moving north, he thought it a bad idea as depending on what happens in Midvale Road his fear would be that the Vallee becomes a rat run for people trying to avoid Queens Road and Rouge Bouillon and speed cameras cannot happen until we have legislation and suggested having chicane in the wider areas similar to what they have in St Martins as it seems to be effective in slowing people down. SC suggested adding these on to the master list which AS would go away and look at.

BM suggested if the traffic was one way then South would be best as if you are coming into town its easier to go up Trinity Hill and come down the one-way system, if it were the other way around you would have a long circuit to make. SC said the residents according to Colin would not be in support of one way.

JR said the problems with using a virtual path in Vallee des Vaux is that there is a foot path but that it moves from side to side and suggested the virtual footpath be on one side to stop people having to cross over. He also wanted to congratulate our traffic department on their excellent maps of the roads.

MK said he would support the removal of the white line as it does make you slow down, and he advised to be careful what you wish for as he had previously lived within twenty-five yards of rumble strips and speed humps either side of his house and they are very loud. Also, you need to reflect on the character of the lane next time you are walking through it, it needs to be done with huge sensitivity and awareness of the environment.

GJ said the use of fixed cameras would not only pay for themselves but would be very effective given what percentage of motorists are currently speeding along the lane, and rather than put in rather expensive and possibly controversial infrastructure out of the Committee's budget would probably be best to think of saving that budget for physical intervention for other projects that the Committee would like to prioritise and press to get the legislation through so what we know is effective in terms of cameras can quickly be installed within a reasonable budget to pay for itself in order to answer the concerns of the residents not only in Vallée Des Vaux but across the Parish.

PP said he was in favour of the removal of the white line and likes what he calls a brown pavement all the way through, although the use of wooden bollards worries him because they have a visibility problem as he doesn't think there is sufficient street lights in that area.



JB confirmed that it is standard practice when fitting wooden bollards to have reflective strips, it is part of the rules of road safety, he suggested himself Colin the Constable and maybe some residents go on the walk again before anything is decided.

Deputy Ward joined the meeting via zoom and wanted to support the work that had gone on and said congratulations to Colin and thought that some of the options are definitely viable, he reminded the Committee that the assembly did pass the ability to designate road's, this could be something to be thrown in to the mix which is a radical change but one that is now available, he thought the pathway a very good idea, regards the detail of what the bollards are made of he thinks that is something that can be worked on, he fully supports this and thinks we should be looking at doing it in other areas within St Helier.

DRAFT






PARISH OF ST HELIER INFRASTRUCTURE

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

Roads Committee Report

Renaming Vallée des Vaux Parish garden

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Date of request: 9 August 2023	(Road reference) & title of report: (253) Renaming Vallée des Vaux Parish garden
Address: Vallée des Vaux, garden	Requested by: Constable
Location map: 	Photograph/street view: 
Brief introduction/summary: <p>At the Roads Committee meeting in October 2020, the Constable advised that the Rotary Club approached the Constable to request that Roads Committee considered naming the small garden area situated off Vallée des Vaux and in Parish ownership, suggesting that it be known as the "Parish of St Helier Peace Garden".</p> <p>The Rotary Club requested permission to erect a symbolic Rotary Peace Pole in a suitable corner of the garden in celebration of the name change. We understand that the pole would be crafted locally. It would have 4 sides bearing the message "May peace prevail on earth" in English, French, Portuguese and Polish.</p> <p>Committee members are asked to view the below link which provides some further information on examples of the Peace Pole: Peace Pole Project - May Peace Prevail On Earth International (worldpeace.org)</p> <p>What is a Peace Pole? "A Peace Pole is an internationally-recognised symbol of the hopes and dreams of the entire human family, standing vigil in silent prayer for peace on earth. Each Peace Pole bears the message May Peace Prevail on Earth in different languages on each of its four or six sides. There are estimated over 250,000 Peace Poles in every country in the world dedicated as monuments to peace."</p> <p>Committee is asked to approve the proposed name for the small garden as "Parish of St Helier Peace Garden" and the placement of a Peace Pole, its position to be agreed with officers.</p> 	



Previous Roads Committee:

Extract of Roads Committee minutes: 14.10.2020

**94/20 RENAMING
VALLEE DES VAUX
GARDENS**

SC said the Rotary Club would like us to consider the renaming of Vallée des Vaux gardens to the **Parish of St Helier peace gardens** because Jersey become a peace island in 2005 and they do a lot of work on the gardens several times a year, it is something for the Committee to consider and he thought it a nice idea.

Extract of Roads Committee minutes: 11.11.2020

**100/20 RENAMING
VALLEE DES VAUX
GARDENS**

Previous minutes refers 94/20

PP said in the last meeting it was said they would consider the name change of Vallee Des Vaux Gardens but it does not appear on the Agenda to be considered.

SC said that Tony Allchurch was looking at this and suggested discussing again in January. GJ suggested co-ordinating the name change with signage as there is still no signage there, he said this has been long running for many years, interpretation and signage in our parks giving information monuments to history we don't make enough of a point of the importance and the nature and history and clarity of rules of usage, this has been looked at over the years but never got to a resolution of what the signage should be.

SC suggested bringing this topic back in January or the first meeting of the new committee.



<p>Date of request: 9 August 2023</p>	<p>Road reference & title of report: 391 Roads Committee transport strategy, discussion paper</p>
<p>Address: St Helier</p>	<p>Requested by: Roads Committee</p>
<p>Brief introduction</p> <p>At its meeting held on 7th June 2023, Roads Committee requested that Parish Officers produce some guidance for discussion towards a St Helier parking strategy, which will feed into the Government of Jersey's Infrastructure & Environment department's strategic policies and into any necessary legislation changes.</p> <p>The Roads Committee members wish to setup a working group to look at the below issues in order to feed into the Government of Jersey various strategies.</p>	
<p>For discussion:</p> <p>The following is for discussion purposes, to then feed back into the Government of Jersey's various strategies.</p> <p>1. E-Scooters / micromobility vehicles</p> <div data-bbox="287 929 798 1214" data-label="Image"></div> <div data-bbox="833 938 1264 1214" data-label="Image"></div> <p>Discussion points:</p> <ol style="list-style-type: none"> Surge in their use on roads and pavements; currently unlawful to use on a public road but not being policed. Police should be given legal power to confiscate and summon user to Parish Hall Enquiry where the user should be provided with an opportunity to explain the breach and automatically issued with a fine (similar to a parking fine); if not paid, the scooter/micromobility vehicle will be destroyed. Funding collected is to go into improving the cycle network's increased cycle parking. Suggest allowing their use ONLY along dedicated and segregated cycle pathways and roads but not on pavements – would require legislative changes. Consider similar trial as recently undertaken in the UK, or await outcome of UK's trial. As can be seen, there has been an increase in road safety and accidents, with some fatalities using E-scooters. Should this be an Island-wide initiative rather than just St Helier? The Parish recommends taking a similar approach to UK, in allowing the use of rental electric scooters (E-scooters) as the only way to legally ride an E-scooter on public roads or along designated cycle paths, thus making it illegal to use privately-owned E-scooters or other powered transporters on public roads. <p>Background:</p> <p>Below are extracts from Government of Jersey's website: E-Bikes-and-E-Scooters-in-Jersey</p> <ol style="list-style-type: none"> E-scooters are classed as motor vehicles in Jersey and are covered by the same laws and regulations that apply to all motor vehicles. As such, E-scooters would need to meet the different requirements (e.g. licensing, insurance, technical safety standards) of the relevant road traffic laws to use public roads lawfully. Currently, it is not possible to register E-scooters in Jersey - and it is not currently possible to obtain a licence or insurance for them. It is therefore only permissible to use E-scooters in Jersey on private property. 	



- b) While it is legal to buy or sell an E-scooter in Jersey, riding them on public roads, pavements or cycle lanes is against the law.
- c) As regards the general use of such devices on pavements or cycle tracks, Article 40 of the [Road Traffic \(Jersey\) Law 1956](#) states that, subject to several exceptions, a person is liable to a fine if he/she drives a vehicle on any footway. This is supported by the [Cycle Tracks \(Jersey\) Order 2000](#) which provides that only pedal cycles and pedestrians – on certain tracks – are allowed on cycle tracks.
- d) The same rules apply to other electrically-assisted devices such as [hoverboards or E-skateboards](#), quad bikes, Segways, mini motos, mini choppers or TUK TUKs.

Are there plans to change the law on e-scooters?

Commenting on [an E-petition to make a law for the safe use of electric-powered transport devices](#) a Government spokesperson stated that "new types of electric vehicles may be part of the solution, but only if they are safe for users and are not a danger to other road users. There are no internationally recognised safety standards for these vehicles yet, and a lot of legislative work will have to be done before they can be driven legally in Jersey."

DVS were contacted on 270223 to suggest implementing an E-scooter trial in Jersey – certain areas such as the Waterfront or St Aubin seafront, or even around Millennium Town Park. DVS confirmed such trials are some way off as the first step will be to evaluate the UK trials and learn from their experiences. Should any trials take place in Jersey in the future, there will be consultation with relevant stakeholders, and Government could of course decide to proceed with a different methodology that doesn't include the need for a trial at all, or even just main the status quo without legalising use of E-scooters. Currently, the law won't allow trials on any public land and, as such, the law would need to be changed before a trial could take place.

- e) The UK is currently investigating solutions to legalise E-scooters' use and is running various trials. Initial indications are that the UK will introduce a new category of motor vehicle which will be exempt and designed to include a number of small personal mechanically propelled vehicles, including E-scooters. Jersey is awaiting both the conclusion of these trials and then a further update on any legislative changes that the UK might make.
- f) In the UK, it is possible to buy E-scooters for personal use, but they cannot be legally ridden on roads, cycle lanes or pavements [unless the E-scooter is part of the new trials in which road and cycle lane use is permitted](#).
- g) Table 1 compares the rules in EPACs (Electric Power Assisted Cycle) in the UK with those regulating the trials of E-scooters:

	EPACs	E-Scooters (for trials)
Vehicle Approval before use	Technical standards set which manufacturers must comply with, but not subject to vehicle approval before use on roads	Exempt from vehicle type approval in the RTA 1988.
Treated as a motor vehicle	No	Yes
Registration and Taxation	Not required	Not required
User driving licence	Not required	Provisional or full licence required
Insurance	Not required	Required (though likely to be covered by the hire scheme rather than individual rider)
Helmet use	Not mandatory, but encouraged	Not mandatory, but encouraged
Minimum age	14	16
Use on roads/cycle lanes/pavements	Roads and cycle lanes, not pavements	Roads and cycle lanes, not pavements
Speed limits	No road speed limit – though motor must stop providing power at 15.5 mph	12.5 mph

Source: <https://www.stewartslaw.com/news/e-scooter-uk-legalisation-and-regulation>



Accident history

- h) At present, reliable accident data on E-scooters is limited. However, a study of injuries relating to manual and electric scooter use between January 2016 and July 2019 in Copenhagen is one of the few reviews undertaken. The data gathered for an article in the BMJ confirmed that hospitals saw 468 scooter-related injuries. Riders of electric scooters were likely to be 18-25 years old, sustain facial bruising and lacerations requiring sutures, and be under the influence of drugs or alcohol. Non-riders of electric scooters were mostly elderly people tripping over a scooter and sustaining an injury.
- i) The recent consultation acknowledged that "in order to fully understand E-scooter safety, data is required that allows comparison to other modes, such as the number and severity of injuries per number of miles travelled". This kind of data is some way off, particularly in the UK where E-scooter trials have been brought forward in the absence of any such data, and it will be some time before it is available. At present, the limited studies abroad demonstrate that E-scooters are not risk-free to riders, pedestrians or other road users. For this reason, it is recommended that some form of driver training is important - for both E-scooter riders and other road users.

Locally:

- Locally (May 2023) A 25-YEAR-OLD man has been arrested and bailed after allegedly colliding with a pedestrian while he was on an electric scooter. *He was arrested on suspicion of driving a vehicle while unfit through drink or drugs, failing to report an accident and driving an unregistered motor vehicle on a road. The man allegedly collided with a female pedestrian on Patier Road in St Saviour and crashed into a wall.*

UK Stats:

- Television presenter Emily Hartridge (35 years old) dies in electric scooter crash when her e-scooter collided with a lorry at a roundabout in Battersea, south-west London - the first fatal collision involving an e-scooter in Britain. (2019)
- Data from the Department for Transport (DfT) shows 12 people died in incidents involving e-scooters in the year ending June 2022. (11 riders and one pedestrian died in collisions involving the vehicles.)
- The figure is three times higher than for the same period in 2021, when four people died.
- Meanwhile, the number of people seriously injured by or when using e-scooters has almost doubled over the last year, up from 228 in 2021's figures to 429 in 2022.
- The provisional data, [published by the Department for Transport \(DfT\) for the year ending June 2022](#), also shows that collisions involving e-scooters increased by 38%.

There were 1,349 collisions involving e-scooters, compared to 978 in the year ending June 2021, new data for the year ending June 2022 suggests.

Source: <https://www.fleetnews.co.uk/news/car-industry-news/2022/11/25/accident-data-shows-e-scooter-deaths-treble-year-on-year>

E-scooter rules in other jurisdiction:

j) London

Electric transport methods such as E-scooters and E-bikes have become more and more popular in the capital as they are relatively cheap and eco-friendly.

Rental electric scooters (E-scooters) are the only way to legally ride an E-scooter on public roads or in other public places within London - and even this is limited to specific boroughs. It is still illegal to use privately-owned E-scooters or other powered transporters on public roads.

Since June 2021 electric scooters (E-scooters) have been available to rent in several London boroughs.



Transport for London's E-scooter rental scheme alone has recorded nearly two million trips since it began in June 2021.

The E-scooter rental trial is part of a wider effort by TfL, London Councils, London boroughs and the UK Government to enable people to use new and greener forms of transport.

Our current trial of rental e-scooters is expected to run to autumn 2023. We are currently running a competitive procurement process for the new phase of London's rental e-scooter trial, and operators will be selected on their ability to meet strict safety requirements and high operating standards.

The London E-scooter rental scheme is approved by the Department for Transport (DfT). Privately-owned E-scooters or other powered transporters are not legal to use on public roads.

E-scooters and powered transporters may be used on private land with permission from the landowner or occupier but several laws make it illegal and/or spell out the penalties if you're caught riding one on public roads:

- Driving a motor vehicle with no insurance - you could be liable for a fixed penalty of £300 and six points on your driving licence
- Driving vehicles on pavements is generally an offence - this applies at all times to all types of E-scooters and powered transporters
- Riders must be 18 or over and have a full or provisional driving licence to rent an E-scooter

Some of the laws do not apply to mobility scooters or e-bikes (electrically-assisted pedal cycles) which are not treated as motor vehicles. The Gov.uk website has details of the [law on powered transporters](#).

The rental trial in London has been equipped with a number of safety features including:

- Riders must be 18 or over and hold at least a provisional driving license
- The speed limit of trial e-scooters is capped at 12.5mph - they will automatically reduce speed to 8mph in 'go slow' areas. The trial e-scooters also come to a safe stop in 'no-go' zones to ensure they can be ridden safely
- All first time riders must do mandatory training on how to ride safely in London
- The trial e-scooters are maintained to a high level and have large wheels to help navigate road surfaces more easily
- Lights at the front and rear of the vehicles are always on throughout any rental

The e-scooters are now available for hire in:

- Camden
- City of London
- Ealing
- Hammersmith & Fulham
- Kensington and Chelsea
- Lambeth (north of the borough only)
- Richmond upon Thames
- Southwark
- Tower Hamlets (limited parking at Canary Wharf and some TfL stations)
- Westminster

A Traffic Order will allow us to permit the use of electric scooters on TfL cycle tracks within the participating boroughs.

Source: <https://tfl.gov.uk/modes/driving/electric-scooter-rental-trial>

Note: Trials of rental e-scooters on roads in dozens of towns and cities across England are ongoing.

k) Berlin, Germany

Germany has regulated to allow 'small electric vehicles', which include electric scooters, to be used. These are limited to 12.5 mph (20km/h) and must have handlebars. Electric scooters may



be used on the road or cycle lanes (where available), but not on the pavement. Users must have insurance and the vehicle must be registered, but a driving licence and helmet are not required.

l) Tel Aviv, Israel

Hireable E-scooter providers are licenced and there is a limit on the number of E-scooters available. Users must be 18 years old and hold a specific driving licence. E-scooters are used in cycle lanes and cannot use the pavement. They must be parked in designated spaces.

m) Barcelona, Spain

E-scooters can use cycle lanes at speeds up to 10km/h (around 6mph) and roads at speeds up to 30km/h (18.6mph) but cannot be used on pavements. They must be parked in designated spaces. The minimum age to use an E-scooter is 16, and users of E-scooters that are between 25-50kg and commercial users require helmets. Insurance is recommended, but not required.

[Source: <https://www.stewartslaw.com/news/e-scooter-uk-legalisation-and-regulation>]

n) Portugal

In Portugal, as a driver of an electric scooter, you follow the same traffic rules as cyclists:

- No minimum age has been set;
- There is no driving licence requirement;
- If a cycle path is available, you use it. In the absence of a cycle path, you use the public road;
- You are **not allowed** to drive on the pavement;
- Holding or wearing a phone, headphones or earphones on the scooter is not allowed;
- You cannot ride two people on one e-scooter;
- Drinking and riding an electric scooter is prohibited. The maximum permitted alcohol level is 0.5 promille.

o) France

In France, as a driver of an electric scooter, you follow the same traffic rules as cyclists, the following rules apply:

- The minimum age for riding a share scooter is 12 years;
- You are obliged to ride on the cycle path wherever possible. If no bicycle path is available, you use the public road (only on roads with a maximum speed of 50 km/h);
- You cannot ride an e-scooter on the pavement unless it is indicated on a road sign;
- There is no driving licence requirement;
- Wearing a helmet is not compulsory;
- You are required to wear a reflective safety vest in the dark or when visibility is poor;
- It is forbidden to use a phone, headphones or earphones while driving;
- It is forbidden for two or more people to stand on an electric scooter;
- It is not allowed to ride an electric scooter with alcohol in your blood. The maximum permitted alcohol level is 0.5 promille.

[Source: *How to rent an E-scooter in France (2023 update)* (ukscooter.co.uk)]



Note, in Paris on 2 April 2023: Free-floating e-scooters are no longer permitted in Paris, after participants in the city's referendum voted overwhelmingly to get rid of them.



Definition: Short-term free-floating rentals allow you to rent a vehicle (car, moped, bicycle, scooter) without a reservation, by picking it up and dropping it off where you want and paying only for the length and trip mileage (for cars) of your rental.

Around 100,000 people - approximately 7.46 percent of the city - voted in the referendum, with almost 90 percent of those votes cast to reject the scooters.

For some - the scooters represent a fun, affordable and environmentally-friendly mode of transport, while others disagree with their ecological merits, seeing them primarily as a dangerous nuisance.

This means that the scooters will continue to be available for use in the city until August 31st, but "on September 1st, there will be no more free-float e-scooters in Paris".

As the referendum only focused on the city of Paris, the results will not impact the surrounding suburbs. This means that users may be able to hire an e-scooter from a neighbouring suburb, but users will not be able to hire one from the city of Paris. However, it seems unlikely that operators will continue to run operations only in the suburbs.

Other cities in France, such as Montélimar (located to the north of Avignon) have opted to ban the free-float devices, while Nice, Toulouse and Villeurbanne (near Lyon) never allowed the free-floating scooters in the first place.

There is, however, no national ban on ride-share scooters in France, the decision rests in the hands of local authorities.

p) **New Zealand**

The New Zealand Transport Agency (<https://bit.ly/3IgQmo0>) doesn't classify E-scooters as motor vehicles, thus they are allowed to be ridden on footpaths or the edge of roadways, shared paths and cycle paths without being licensed and registered, as per the Land Transport Act 1998 (<https://bit.ly/3SesPZn>).

Helmets aren't a legal requirement, and priority must be given to both pedestrians and mobility devices. A speed limit of 10km per hour is being considered, but there is concern around enforcement. Minimum age to ride is 14 years.

q) **Other micromobility vehicles**

It should not be ignored that E-scooters are not the only new type of vehicle starting to be used on our roads (and pavements). The distinction between EPACs and E-scooters seems to be based on whether or not the vehicle has pedals. Does that make such a big difference to the necessary legal and insurance regime?

There are a number of other micromobility vehicles in use, such as electric skateboards, self-balancing vehicles and electrically assisted cycle trailers and yet more are likely to hit the market in the next few years. Legislation should be amended to cater for all kinds of micromobility vehicles, rather than looking at the laws each time a new vehicle is released.

2. Cycling on Pavements & speeding.





Discussion points:

- a) Currently, not being policed effectively.
- b) Very difficult to police – no registration marks
- c) Government needs to make it much clearer where cycling is allowed.
- d) Education is needed. Consider introducing a simple slogan message such as what the States of Jersey Police initially used: **"UNLESS YOU'RE ON A MARKED CYCLE PATH / ROUTE, IF YOU CAN'T DRIVE ON IT, DON'T RIDE ON IT."**
- e) Signage needs to be vastly improved and the necessary legislation to be updated.
- f) Police should be given legal power to immediately confiscate and summon user to Parish Hall Enquiry where they will be interviewed and automatically fined or the bicycle is destroyed.

Background:

a) **Cycling on pavements**

Many people have misconceptions about what is and isn't lawful while riding a bike, including whether bikes are allowed on pavements.

Cycling on pavements is inconsiderate and may cause inconvenience or fear for pedestrians, contributing to a hostile environment which reduces the mobility of vulnerable or disabled people such as the elderly and visually impaired.

Cycling on pavements is generally illegal unless it is signposted, and is punishable by a £75 fine (Jersey) depending on the circumstances.

In 1999, UK government made cycling on the pavement a fixed penalty offence. At the time, the government said: "The introduction of the fixed penalty is not aimed at responsible cyclists who sometimes feel obliged to use the pavement out of fear of the traffic, and who show consideration to other pavement users."

According to the UK Highway Code, Rule 64: You MUST NOT cycle on a pavement. However, it does provide further guidance for how to behave when cycle tracks are alongside footpaths and pavements in Rule 62. Jersey follows the UK Highway Code, with some modifications that apply in the Island.

If the pavement is shared with pedestrians, cyclists should "take care when passing pedestrians, especially children, older or disabled people, and allow them plenty of room".

Bike users should be prepared to stop or slow down if necessary and keep on the side intended for them to protect pedestrians.

b) **Education on where you can ride a bicycle:**

In 2019 the States of Jersey Police released a statement on social media recognising that signage in town needs to be improved to advise cyclists where and where not to cycle, but this needs to be done sympathetically so as not to litter the streetscape with signage. The simple rule of thumb advice is: "unless you're on a marked cycle path/route - if you can't drive on it, don't ride on it."

c) **Accidents/Deaths**

There have recently been several high-profile cases of pedestrians dying after being hit by bikes: it's important that the rules are followed to keep all road and pavement users safe.

As an example: A pedestrian who angrily yelled and waved her arm at a bicycle on the pavement, leading the cyclist to tumble into the path of an approaching car, was sentenced to three years in prison for criminal manslaughter (20 October 2020).

[Source: <https://www.standard.co.uk/news/uk/laws-cycling-on-pavements-bikes-fines-b1064469.html>]



d) Cycling on Jersey roads

When cycling on Jersey roads, you:

- cannot give someone a lift on your bike. Unless it's designed for 2 people, such as a tandem bike
- must not ride on a pavement. Unless there is a sign saying you can
- should not ride through a red traffic light
- must not ride more than 2 abreast (more than 2 cyclists next to each other) on a main road
- should not ride the wrong way up a No Entry sign. Unless there is a sign saying you can
- must follow the rules set out in the Jersey Highway Code
- must obey all traffic signs in the Jersey Highway Code
- must not ride carelessly or dangerously
- cannot ride an electric bike until you are aged 14 or over

Adults can be prosecuted for riding a bike under the influence of alcohol or drugs.

The motor on an electric bike should not be able to propel you at more than 15 miles per hour.

e) E-Cycles - Fire Safety:

Meanwhile, London firefighters have attended more than 130 fires involving lithium-ion batteries in a little over a year, 44 of which were related to E-cycles. There have been a further 29 lithium battery fires this year, including 17 involving E-bikes. The fires are caused by the vehicles' lithium-ion batteries overheating and catching fire.

Figures reveal that the London Fire Brigade was called to 116 fires involving E-vehicles last year. In total, there were 87 fires related to E-bikes and 29 caused by E-scooters, marking a 38% increase on the 72 E-bike and E-scooter fires reported in 2021.

f) Are electric bikes legal in the UK?

Electric bikes are indeed legal for riders aged over 14 as long as the vehicle meets certain requirements.

E-bikes, also known as electrically assisted pedal cycles (EAPCs), must have the following:

- Pedals that can be used to propel them
- Either the power output or the manufacturer of the motor shown
- Either the battery's voltage or the maximum speed of the bike displayed
- Have an electric motor with a maximum power output of 250 watts
- A motor unable to propel the bike when it's travelling over 15.5 mph

g) Where can you ride e-bikes in the UK?

If your EAPC meets the requirements, then you are allowed to ride it on cycle paths and anywhere else that pedal bikes are allowed.

If your bike doesn't meet the requirements, then it is classed as a motorcycle or a moped and needs to be registered and taxed accordingly. Plus, you will need a driving licence and a crash helmet to legally ride it.

These rules follow the tragic news that a 15-year-old boy in Salford died as a result of an E-bike collision with an ambulance which was being followed by Greater Manchester Police (GMP) traffic officers until bollards blocked their vehicle's path.

h) E-Cycle speeding – case study (June 2023)

In June 2023 Guernsey Police warned islanders to be aware of how powerful their electric bikes are after three riders ended up in the Guernsey Magistrate's Court and were fined and taken off the roads.

Under Guernsey law the motor assistance of an E-bike must cut out at 15.5mph and only supports the rider in pedalling, but certain types of powered cycle do not have any speed limitations and are fully powered by a motor.

A Guernsey Police spokesman said they were confident that the large local cycle retailers only sold products that complied with regulations and that their staff were aware of the regulations.



'We would warn islanders to ensure that if they are purchasing electric cycles online, or through non-official retailers, to make sure they know exactly what it is they are buying and that it complies with the regulations,' he said.

The three cyclists affected by recent court cases faced a mixture of punishments, including motorbike bans and fines, depending on their circumstances.

Cyclist 1 admitted riding while disqualified and without insurance after police recorded him travelling at 26mph along the Castel coast road on a bike he bought from the internet.

Cyclist 2 admitted using a motor vehicle without insurance at Les Petites Mielles and not wearing a crash helmet. When stopped by police one evening, it was found that his E-bike had a thumb throttle, could be ridden without using the pedals, and could reach a speed of more than 18mph.

Cyclist 3 admitted using his machine without insurance or a licence and whilst not wearing a crash helmet after police saw him riding his E-bike uphill without pedalling. Tests confirmed his E-bike had a maximum speed of 17mph.

Judge Graeme McKerrell oversaw all three cases and noted in court that the issue of whether an electric bike came under the road traffic legislation or not was a relatively new element to be coming before the Guernsey court, but he had ruled on cases relating to E-bikes in recent times. As a result, there should be no lack of clarity for the court going forward, he said.

Each case would still be determined on its own facts but the public should be aware of the risks they take when using this type of machine. Guernsey Police said they would continue to monitor the use of E-bikes on the roads.

i) **Insurance:**

Most electric bikes are equipped with tyres, rims, brakes and even frames that may not stand up to higher-speed and higher-stress usage. An impact on a pothole, for example, might be annoying at the top assisted speed, but in reality could be catastrophic at higher speeds which the bike itself is not built to handle,' explains Ed Benjamin, a consultant to the electric bike industry with eCycleElectric.

Specialist cycling insurer, Bikmo, explains: 'If an EAPC (Electrically Assisted Pedal Cycle) sits outside of the bicycle classification it's classed as a moped or motorbike which needs to be registered and taxed. If caught, you should expect what any motor vehicle user would expect if they don't follow the Highway Code.'

'We often come across cyclists who unknowingly purchase and use an E-bike that doesn't meet the classification and therefore can't be insured, nor make a successful claim. One Bikmo customer had a non-pedal-assisted bike-shaped vehicle, which was sold as an "E-bike" by the retailer. Unfortunately, as this wasn't pedal-assisted or type-approved - it was again classed as a moped and couldn't be insured by us. This only came to light at the point of claim, which had to be declined given the vehicle wasn't insurable by Bikmo.'

Most commonly, though, Bikmo points to users going for a speed enhancement of an existing legal E-bike, often using a kit to trick sensors into releasing more power. As soon as you've done this you become at risk of being prosecuted for a long list of motoring offences.

'If, unfortunately, they collide with another road user while riding a de-restricted E-bike - which is legally an unregistered, unapproved motor vehicle - they will almost certainly find that any third party insurance cover they may hold is invalidated, potentially leaving them with large liabilities to personally cover - for example, the long-term medical costs of a person they may have injured.'

A tampered with E-bike will be considered a motor vehicle, so the following legal repercussions may apply:

- Administrative offences and fines for riding a motor vehicle that is not allowed on public roads
- Criminal offences and cautions: In the event of repetition, the user's criminal record may no longer be clean



- Infringement of insurance
- Consequences of criminal offence may include withdrawal of driving licence
- Loss of insurance cover (private liability)
- Loss of materials defect liability by the manufacturer
- Loss of warranty claims
- Usually, partial responsibility in case of accident and high damages due to missing motor insurance

j) Relevant Laws and codes:

- [Jersey Highway Code](#)
- [Road Traffic \(No. 60\) \(Jersey\) Regulations 2014 on Jersey Law website](#)
- [Pedal Cycles \(Amendment No 2\) \(Jersey\) Order 2014 on Jersey Law website](#)

3. **Cycle parking:**

Discussion points:

- a) Should there be time-restricted cycle parking in the public accessible cycle parking bays?
- b) More covered cycling spaces needed to encourage cycling?
- c) Consideration for creating cycling storage hubs, where users can lease a space and store their valuable cycle(s). These cycle storage hubs should include work bench(s), cycle wash bay, and changing room facilities to entice and encourage use.
- d) The Parish receives complaints about the lack of cycle parking and such parking being taken up by cyclists parking their cycles for long periods of time.
- e) Consider introducing time-restricted cycle parking, though this would require CCTV to monitor the usage otherwise very difficult to police – no registration marks.

Background:

As cycling becomes more popular, there is demand for more cycle parking especially covered cycle racks, as Government have been installing.

a) Temporary covered cycle racks trial



Four temporary covered cycle shelters were installed in St. Helier as part of a four-month trial scheme to encourage islanders to cycle in and out of town as part of the Sustainable Transport Policy (STP) Strong Start Delivery Plan. The locations were as follows:

- Les Jardin's public car park, near the cycle track;
- At the front of Sand Street public car park;
- Outside the International Finance Centre offices (IFC) and adjacent to the Esplanade; and
- Near the Esplanade/Gloucester Street junction.

The public consultation for the trial scheme was undertaken between 26 July and 19 November 2021.



The key themes that arose from the feedback can be summarised as follows:

- Provide a better design with more protection from the weather and security to prevent theft;
- Include cycle shelters in multi-storey car parks, i.e. Sand Street, Minden Place, and Patriotic Street;
- Provide more facilities at cycle shelters, e.g. electric bike charging, storage and changing facilities;
- Install additional cycle shelters (numerous sites proposed – with Snow Hill being the most popular);
- Negative impact of high traffic volumes and arrogant and abusive drivers; and
- Need for better cycling infrastructure, e.g. enforced segregated routes.

There was a mix of positive and negative responses; however, overall, respondents indicated the trial study was a good initiative.

The full report can be found following this link: [Covered cycle parking trial analysis report.pdf \(gov.je\)](https://www.gov.je/Covered%20cycle%20parking%20trial%20analysis%20report.pdf)

b) Cycle storage hubs:



E-Cycles are a huge investment for cyclists who understandably have a fear of their expensive cycle being stolen or vandalised whilst parked on a standard cycle hoop. There are currently no locations in Jersey where cyclists are able to hire secure space to store their valuable bicycle.

To entice more cyclists there is potential to introduce dedicated secure cycle hubs where cyclists can lease spaces with the knowledge cycles are stored securely with CCTV in place. Within these cycle hubs there could be an opportunity to consider providing workbench and cycle washing facilities. The prime location would be in public car parks where there is already CCTV in operation, and they could also be introduced where Government has empty buildings, subject to their availability.

In 2020 the Government of Jersey introduced a cycle hub at Sand Street car park providing 20 covered and secure bicycle parking spaces, covered by CCTV in an area that protects the cycles from the weather.

The facility is part of the Government's Sustainable Transport Policy which aims to get people out of their cars.





PARISH OF ST HELIER INFRASTRUCTURE

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

Roads Committee Report

Roads Committee transport strategy,
Scooters & Cycles discussion paper
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Transport emissions account for 50% of Jersey's greenhouse gas emissions and, as well as helping tackle climate change, the Sustainable Transport Policy aims to enable Islanders to become more active and healthy; improve local air quality; and to ease congestion on Jersey's roads.

[Source: Sheltered and secure cycle racks installed (gov.je)]

c) St Helier - abandoned cycle procedure:

The Parish receives regular complaints about abandoned cycles or cycles being left in place for weeks, sometimes months, without moving.

The Parish Streets Inspector undertakes regular checks of cycle racks and, when a cycle is found that is clearly abandoned and in a poor state, either left on a cycle rack or placed in an unsuitable location, causing a pedestrian risk, then the Streets Inspector will tag the cycle giving the owner two weeks to move it.

2 weeks after the initial tag, a second tag is placed on the cycle to make it easily identifiable for the Parish works crew for collection. The Honorary Police, States of Jersey Police, and Parking Control are informed of the cycles that are going to be removed at least 24 hours beforehand in case they have been reported stolen/missing.

After 2 weeks if the cycle is still in place, it is taken away and placed in the Parish vehicle compound for a further 6 weeks to give the owner opportunity to contact the Police or Parish if they find their cycle missing.

After 6 weeks in the vehicle compound, the cycles are then collected by the States of Jersey's prison service who will refurbish and resell them.

Location of cycle parking:

The Government of Jersey's website provides a very helpful map with the location of cycle parking racks: [cycle rack locations \(gov.je\)](http://gov.je)



<Click on the map to take you to the map:>



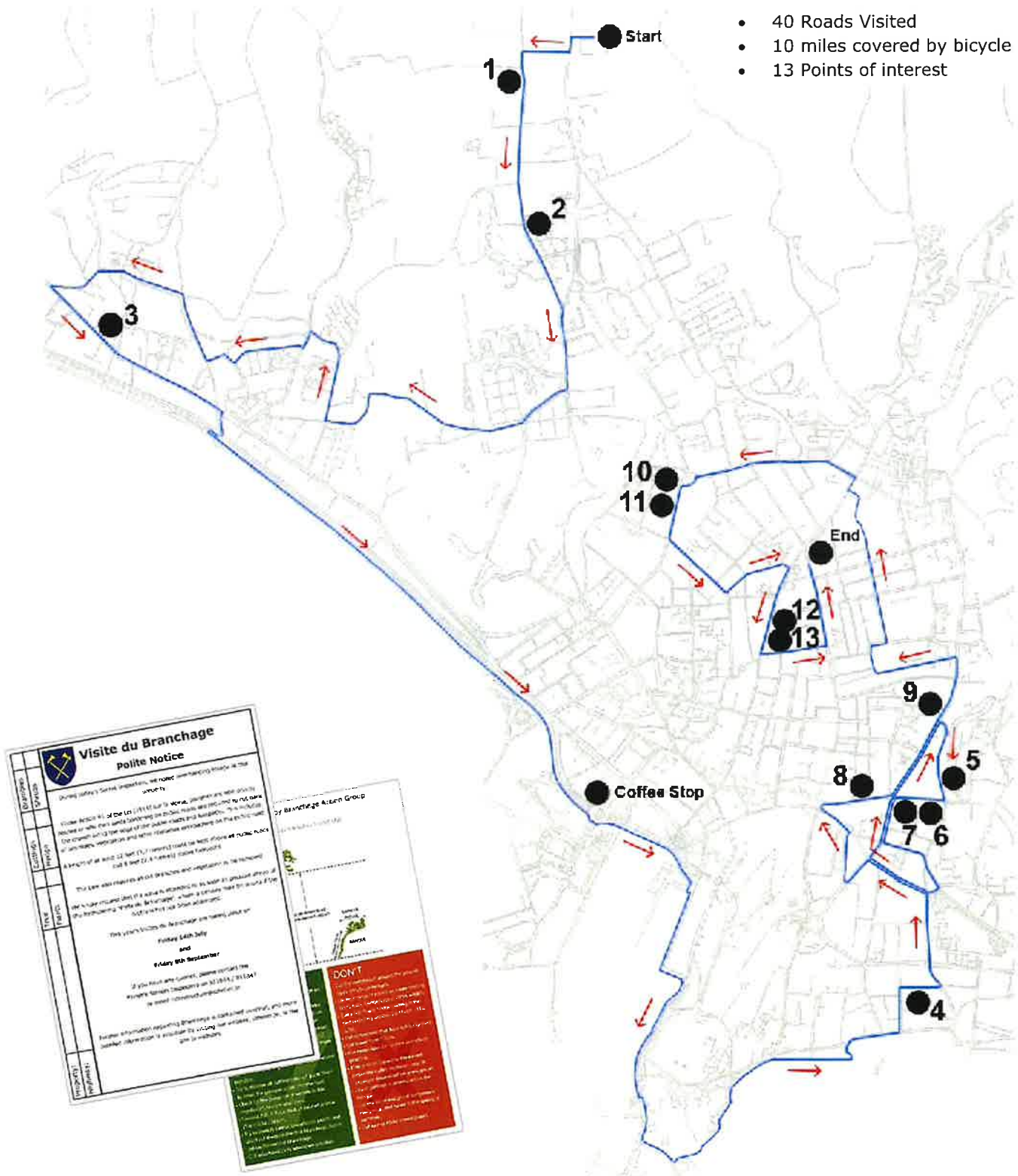
PARISH OF ST HELIER INFRASTRUCTURE

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

Report on Visite de Branchage, 14th July 2023

91 polite notices were delivered in the 2-week run up to the visite. The Infrastructure department highlighted 3 predetermined 'points of interest' to be visited (shown red on the plan below). The party of 9 escorted by 2 Honorary Police vehicles with two Centenier's, one Vingtenier and the Chef De Police left the Municipal Services Depot at 09:30.

- 40 Roads Visited
- 10 miles covered by bicycle
- 13 Points of interest



STOP No.	LOCATION	TYPE	ADMIN PENALTY
1	La Grande Route Du Mont-a-L'Abbe	Cuttings	£75
2	La Grande Route Du Mont-a-L'Abbe	Carriageway	£75
3	St Aubins Road	Footpath	Letter of Advice
4	Nelson Avenue	Footpath	Letter of Advice
5	Pleasant Street	Carriageway	£100
6	Grosvenor Street	Footpath	£0
7	Grosvenor Street	Footpath	£25
8	La Motte Street	Footpath	£75
9	St Saviours Road	Footpath	£50
10	Rouge Bouillon	Footpath	£75
11	Rouge Bouillon	Footpath	£75
12	Val Plaisant	Footpath	£25
13	Vauxhall Street	Footpath	£25

Infraction Location Photos



1 LGRDMAL



2 LGRDMAL



3 St Aubins Road



4 Nelson Avenue



5 Pleasant Street



6 Grosvenor St



7 Grosvenor St



8 La Motte Street



9 St Saviours Rd



10 Rouge Bouillon



11 Rouge Bouillon



12 Val Plaisant



13 Vauxhall Street



Conclusion

The department is satisfied with the work carried out on the Visité du Branchage, we are now undertaking the third stage of the branchage policy and are checking all roads and issuing 8 day letters where required. The department will also continue to issue 8 days letters where necessary all year round.

PROPOSED ROADS PROJECT AND MAINTENANCE

A. ROAD WORKS MAINTENANCE/RESURFACING WORK

Priority	Brief detail
1	Road works mat., Road Markings, Tarmac repairs & fountain maint, etc.
3	Cleveland Road 2nd Phase (Carriageway and Footpaths) 110m 2005
4	Peter Street (Carriageway Only) 1985
5	Westmount Road, Tower Rd, Seale St and Charrels St patch

<u>Indicative</u>	
<u>Cost</u>	
116,000	
60,000	
30,000	
25,000	
231,000	

A. Road works Maintenance; the roads have been assessed on site and against the department's register.

Sub total:

Rates Assembly approved budget: 231,000

RESERVE LIST

1	Charles Street 160m (Carriageway and Footpaths) 2002	85,000	665	160 l/m (Postponed to 2024/25, due to funding)
2	Seale Street	34,000	500	128 l/m
3	Duhamel Street (Carriageway and Footpaths) 1990	16000	350	61 l/m
4	Minden Street	35,000	764	95 l/m
5	Aquila Road	85,000	2,639	311 l/m

B. ROAD WORKS IMPROVEMENTS

Priority	Brief detail
1	Allowance for Road Safety Assessments
2	La Pouquelaye School crossing point
3	Halkett Street (Rue Ivy Forster) Precinct paving
4	Vallee Des Vaux Traffic Calming (Phase 1)
5	Neighbourhood Improvement areas

<u>Indicative</u>	<u>Cost</u>	<u>Score</u>	<u>Criteria</u>	<u>Note</u>
	15,000			
	35,000	38	1,2,4,5,6,8,9,10	
	350,000	33	1,2,3,6,7,8,10	
	100,000	16	3,4,5,6,8,9	
	30,000	21	3,4,5,6,8,10	(to sup

B. Road works Improvements; have been assessed against the criteria objectives which dictates the order of priority.

(to support agreed Gov. funding)

Rates Assembly approved budget: 530,000

RESERVE LIST

- 1** *Highview Lane Road improvement*
- 2** *Barbizon, La Pouquelaye - Road improvement line (£ 50k)*
- 3** *La Pouquelaye footpath widening, prog (2 yrs) (£50k) (5,6,8)*
- 4** *Vallee Des Vaux Traffic Calming (Phase 2)*
- 5** *Seaton Place planter & Paving (£ 1.5k funded from R&M)*
- 6** *Old St Johns Road traffic calming humps (£ 12.5k) (1,5,7)*
- 7** *Les Chenes creation of footpath (£ 10k) (3,5)*
- 8** *La Pouquelaye footpath widening, prog (2 yrs) (£50k) (5,6,8)*
- 9** *Don Street Regeneration (£ 150k) (5,7,9)*
- 10** *Hope Street investigation RSA etc. (£ 20k) (6,9)*
- 11** *Rue De L'Etou Improvement scheme (£ 80k) (3,4,5,6)*
- 12** *Claremont Road Traffic Calming (£ 15k) (1,5,6)*

50,000	29	1,2,5,8,9 (Postponed to 2024/25, due to funding)
50,000	29	1,3,4,5,6,10 (Postponed to 2024/25, due to funding)
50,000	24	1,3,5,6,8 (Postponed to 2024/25, due to funding)
80,000	16	3,4,5,6,8,9 (subject to Phase 1)
35,000	11	3,4,7,8,10 (Postponed to 2024/25, due to funding)
12,500	7	Review if access to premises designations does not work
10,000	15	Planning permission not possible as listed, repairs only
50,000	9	No funding and would require traffic assessments and street lighting
30,000	9	£ 30k POA in place to replace tarmac footpath with granite paving
20,000	4	Traffic Engineer ass. Req'd study could be undertaken in 2024/25
80,000	17	Speed humps delivered by JDC and improved lighting
15,000	4	This forms part of the works being undertaken by IHE

PROJECTS/MAINTENANCE CRITERIA OBJECTIVES

Version: 2.3
Date: 09.08.23

<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

1. 73, Great Union Road, St. Helier, JE2 3WA**P/2023/0508**

Change of use of existing ground floor commercial unit to create a 1no. two bed residential unit. Construct 2 storey extension to West elevation to create a 1no. two bed and 1no. one bed residential units.

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

1. Committee notes this application is for the conversion of the ground floor commercial into a 1 no. one-bed unit of accommodation with an office or second bedroom. The existing residential units on the floors above providing 1 no. one-bedroom unit and 1 no. studio apartment are being converted to provide on the first floor 1 no. two-bed unit of accommodation and on the second floor a 1 no. one-bed unit of accommodation. In total a proposal for at least 5 no. bedrooms, and office space on ground floor which could potentially be a further bedroom.

Provision has been made for dedicated cycle storage for each apartment. The upper floor apartments have secure cycle lockers allocated located on the ground floor. These lockers could also be used for prams. The ground floor apartment also has a bicycle locker and additional space for bikes in the studio/office space.

Due to site size restrictions, it is not possible to provide off-street car parking.

2. 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.
3. Any windows 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 be a breach under the Highways Encroachments (Jersey) Regulations 1957.
4. No doors may open outwards over 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.
5. Applicant is to note that the cost for removal and relocation of any street furniture or utilities, for example lampposts, bollards, bike racks etc, and subsequent making good to road and pavement surfaces due to this application, is to be at the applicant's cost. Relocation of street furniture must be agreed with the Parish in advance prior to any work commencing on site.
6. The cycle parking provided should include electric charging and be of sufficient size to accommodate larger-sized cycles, such as cargo cycles. There should be at least one bicycle parking space per bedroom provided - it is unclear how many cycles are being accommodated in the development.
7. The applicant should refrain from storing electric bicycles within the living accommodation - cycle storage in the office space is mentioned, as this presents a fire risk.
8. The refuse store/collection arrangements, refuse separation and recycling strategy to be agreed in detail with the Parish's Refuse Manager.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2023/0508>

2. La Collette Reclamation Site 2, La Route de Veulle**P/2023/0537**

Closure and aftercare of the Eastern Headland, including capping, restoration and landscaping. RETROSPECTIVE: Construction of waste containment cells (hazardous and inert) and leachate management at Eastern Headland of La Collette site.

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

1. The Committee notes that the application is for continuation of storing hazardous building materials on site.
2. Committee requests that the applicant explore alternatives to storing hazardous materials on site which will leave a long-term problem for future generations to have to address. Government should be exploring alternative options to reduce the need to store hazardous materials. The proposed lined pits for the storage of the hazardous materials have a design life.

The Government has been aware of this issue for a considerable amount of time; it is concerning that nothing more positive has been considered or investigated since Government were made aware of the issues. Committee is mindful that there is no easy solution; however, simply burying the hazardous materials is not addressing the issue and will leave this problem for future generations to address.

3. If Planning is minded to approve this application, approval should be conditioned for a short-term basis to provide Government with a cut-off date, by which time Government must have researched and explored all avenues to reduce the amount of toxic materials and have in place a more robust storage solution.
4. In terms of transport, there is no change or additional impact on the road network. It is noted that the roads leading to the reclamation site are under the administration of the Government of Jersey's Infrastructure and Environment team. Therefore, notwithstanding the above comments, this submission should be referred to Infrastructure 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/2023/0537>

3. Greencourt, Green Street, St. Helier, JE2 4UG**RP/2023/0533**

REVISED PLANS to P/2021/1297 (Construct 2 no. 3 bed and 1 no. 4 bed dwellings and a block of 1 no. 1 bed and 5 no. 2 bed residential units to West of Greencourt with associated parking and landscape. 3D Model available. AMENDED DESCRIPTION. Design changes to elevations. Site plan and 3D Views. Submission of additional supporting documents. AUGUST 2022 - NEW PROPOSAL SUBMITTED: Restore and refurbish existing Listed Building. Construct a 4-storey apartment block in north-eastern part of the site, to contain 7 no. 2-bedroom units, 2 no. 1-bedroom units, and a roof terrace. Construct a pair of 2-storey semi-detached 3-bedroom houses in southern part of the site. Form parking courtyard between the new buildings with two car ports. Form new vehicle access to the north from adjacent property. Associated landscaping scheme, to include the retention of some existing trees and planting. 3D model updated.) Detach approved dwellings and enclose car ports to create 2no single garages.

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

1. Committee notes that the proposal is an amendment to the previous application, reference P/2019/1589, which was withdrawn in September 2020. This revised proposal provides:

Accommodation

- 1 no. 4-storey apartment block consisting of 7 no. 2-bedroom units, 2 no. 1-bedroom units
- 2 no. 2-storey semi-detached 3-bedroom houses in southern part of the site

Cycle parking:

- Cycle parking consisting of 8 no. 2 bike store units, 2 no. 3 bike store units and 3 no. Sheffield stands for visitor specs for 3 no. cycles - a total of 22 no. residents' cycles (providing ratio on one cycle per bedroom) and 3 no. visitor cycle spaces

Car parking

- Parking is provided in the courtyard between the new buildings with two carports = 16 no. car parking spaces
- Detach approved dwellings and enclose carports to create 2 no. single garages.

2. The cycle parking provided should include electric charging and be of sufficient size to accommodate larger-sized cycles, such as cargo cycles. There should be at least one bicycle parking space per bedroom provided - it is unclear how many cycles are being accommodated in the development.

3. Car parking spaces to include electric charging .

4. That the refuse store/collection arrangements, refuse separation, and recycling strategy be agreed in detail with the Parish's Refuse Manager.

5. That notwithstanding the above comments, this submission should be referred to Infrastructure 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/2023/0533>

4. Queensway House, Hilgrove Street, St. Helier, JE2 4SL

P/2023/0552

Change of use of basement UNIT 2, UNIT 3, AND UNIT 4 from Class A retail to Class H Sport and Fitness and internal alterations to ground and basement level.

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

1. Roads Committee notes that the proposal is for a change of use of the existing retail unit to Class H Sport and fitness to the basement and various changes at ground floor level retail units. It should be noted on the upper floors first, second and third floors that there are 14 no. 1 bed units + 18 no. 2 bed units.

The Roads Committee welcomes the introduction of the "Public Lane" linking Queens Street with Hilgrove Street

2. Off street cycle parking should be provided for the proposed fitness centre users and staff and should include electric charging and be of sufficient size to accommodate larger-sized cycles, such as cargo cycles. This should be in addition to cycle parking for the existing retail units on ground floor and residential units on the upper floors.

The applicant should refer to previous planning application comments that the Roads Committee submitted (reference P/2021/1962). The provision of only 10 no. cycle parking specs for the property as currently shown is significantly low and should be increased to allow for one cycle space per bedroom, cycle parking spaces should also be provided for the retail and proposed fitness areas for customers and staff.

3. Roads Committee expresses concern about the unsightly bin storage area as the Parish receives complaints about the state of the bin area, which detracts from Hilgrove Street (French lane), which is a popular walking route. The bin area behind open fencing is creating significant issue for traders/residents in the area as overflowing bins, fly tipping, regularly occurs creating significant foul odours from the bin store area which is attracting vermin resulting in complaints. This detracts from this popular walking route as it is spoiled by this bin area behind fencing which is visible with unpleasant odours from the bins. The applicant is requested to implement improvements to the design of the bin store to address issues identified above, the bin store should not be open to the public to view the unsightly and messy bin store area.
4. 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.
5. No doors may open outwards over 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. It is noted that the proposal is for the large gates to the refuse bin store to open outwards, this needs to be changed to open inwards.
6. That the refuse store/collection arrangements, refuse separation and recycling strategy is agreed in detail with the Parish Refuse Manager.
7. 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/2023/0552>

5. 19, St. Saviour's Road, St. Helier, JE2 4GJ

P/2023/0573

Demolition of all buildings forming 19 St. Saviour's Road and the construction of seven no. two and three bed dwellings, associated private gardens and cycle stores, communal gardens and refuse store, and visitor cycle storage. Lower part of southern boundary wall.

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

1. Roads Committee notes that the proposal is for the replacement 2 no. existing dwellings with 7 no. new two and three bedroom dwellings with private and communal amenity space, private / public cycle storage and refuse storage. Bike Storage facilities are provided to each dwelling with the provision of 5 no. cycle parking spaces per dwelling and a further 4 no. Evie cycle parking spaces/visitor spaces are being provided.
- It is proposed that each household is provided with a 12 month subscription that provides credit, which can be used across the entire EVie network: pay-as-you-go e-bikes, cars and vans or an e-bike subscription, where residents can store the e-bike at home in the private bike store.
- It is noted that no car parking or servicing bays are being provided.

2. Off street cycle parking provided is to include electric charging and be of sufficient size to accommodate larger-sized cycles, such as cargo cycles.

3. The Roads Committee raises concern that there has been no consideration given to providing any car parking especially as there could have been scope for underground car parking to be considered.
4. Roads Committee raise concern that there is no car parking provision being provided or off-street serving bay and suggest that there should be consideration given to introducing a car club parking space and off-street service bay within the development as a minimum. Residents in St Helier should have access to off-street car parking wherever possible and consideration should have been given to providing a basement car park or other car parking provision for this new build development.
5. That the refuse store/collection arrangements, refuse separation and recycling strategy is agreed in detail with the Parish Refuse Manager.
6. 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/2023/0573>

6. The Northern Quarter (Former BOA Warehouse), La Rue le Masurier, St. Helier, JE2 4YE P/2023/0586

Partial change of use of existing ground floor commercial area to create Coffee Shop/Drop-In Centre to Commercial Unit 01. Create ramped and stepped access and reconfigure roadside planter to East elevation.

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

1. Roads Committee notes that the proposal is for the partial change of use of 68 sqm of ground floor into a coffee shop which forms part of the overall masterplan for the Northern Quarter site (formally known as the BOA Warehouse). This application will involve reconfiguring the layout to form a new Coffee Shop / Drop-in Centre to the current East area of the commercial unit. The intention is that this area will be accessed separately from the West area with access being from La Rue Le Masurier via a ramped/stepped approach.

There will be no changes to the south elevation, onto the access road, other than glazing on the west facing wall adjacent to the 3 external parking spaces.

The coffee shop/drop-in centre will be a separate operation to the building supplies business. The coffee shop will not incorporate kitchen prep for hot food, but will offer pre-prepared light food and coffees etc for consumption on the premises. It is anticipated that the food available will be cakes, pastries, sandwiches and similar. The operator intends that the premises will act as a community & social space for residents in addition to its function as a coffee shop.
2. That the refuse store/collection arrangements, refuse separation and recycling strategy is 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=P/2023/0586>

7. The Flat, 29, Le Geyt Street, St. Helier, JE2 3RJ

P/2023/0626

Construct garage extension with first floor terrace and privacy screen, extend existing dormer window and convert window to door to South Elevation, replace 2no windows to North Elevation, replace 2no. windows and install 1no. window and 2no. doors to North West Elevation, repair and replace roof tiles where necessary, repair cracked render, various internal alterations.

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

1. Roads Committee notes that the proposal is for the creation of a garage and amenity space to the existing 1 bed flat above the existing laundrette. The proposed garage will be located in the existing yard alongside the property.
2. That the "Up and Over" door is of a type which does not encroach over the footpath or Highway when being opened or closed, or when fully open. Should it be a new vehicular access from a Parish by-road, kerb and footpath must be lowered by the Parish at the applicant's expense.
3. That no doors may open outwards over 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.
4. That the applicant must comply with the visibility requirements as set out in '**Access onto the Highway – Standards and Guidance**' as produced by Infrastructure, Housing and Environment which is available online at: <https://www.gov.je/travel/roads/pages/roadhousingdevelopment.aspx>
Everything in the visibility areas so formed including gates, pillars, walls and plants growth to be permanently restricted in height to 900 mm above road level in perpetuity.
5. 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.
6. 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.
7. 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.

8. 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 dish 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 dish 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.

9. 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.

10. That the refuse store/collection arrangements, refuse separation and recycling strategy is agreed in detail with the Parish Refuse Manager, as it is noted that the garage may impact on the bin collection arrangements.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2023/0626>

8. Laundrette, Dolphin House, 52 La Colomberie, St. Helier, JE2 4QA

RP/2023/0587

REVISED PLANS to P/2019/1479 (Convert part of ground floor and first and second floor from office to form 11 No. one bed and 11 No. two bed residential units with associated parking. Various external alteration to include install Juliet balconies to all elevations. Demolish various plant structures, create bin store, reconfigure parking layout and install bike rack to courtyard.) & RP/2021/1209 (Alter housing mix to form 12 No. one bed and 10 No. two bed residential units. Various internal layout alterations and external alterations to materials.) & P/2022/0330 (Change of use of part of ground floor from Class A – shop to create 2no.1 bed residential units. Various internal and external alterations. AMENDED PLANS: Alterations to front elevation and the car parking area): Convert laundrette into 1No. 2-bed residential apartment. Various internal layout alterations and external alterations to materials.

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

1. Roads Committee notes that the proposal is for alterations to front elevation and the car parking area): Convert laundrette into 1No. 2-bed residential apartment. The applicant has increased the number of cycle parking provision by 2 no. for the proposed changes.
2. That the refuse store/collection arrangements, refuse separation and recycling strategy is 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/2023/0587>

9. 22 St. Marks Road, 7 St. Marks Crescent, St. Helier, JE2 4LY**P/2023/0641***Convert existing 6no. lodging units into 1no. apartment.*

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

1. Roads Committee notes that the proposal is for the alterations to the existing building by refurbishing the existing 1 no. one bedroom flat on the ground floor and converting the 6 no. lodging rooms spread over three floors with shared bathroom and kitchen facilities to 1 no. three bed flat.
2. Off street cycle parking is to be provided, to include electric charging and be of sufficient size to accommodate larger-sized cycles such as cargo cycles. There should be the provision of one cycle parking space per bedroom 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/2023/0641>

10. 1, Peter Street, St. Helier, JE2 4SP**P/2023/0659***Construct first floor extension to East elevation. Convert 1No. two-bedroom apartment on the first floor into two 1-bedroom units and convert 1No. three-bedroom apartment on the second & loft floor into 2No. one-bedroom units.*

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

1. Roads Committee notes that the proposal is for changes to an existing first floor 1 no. two Bedroom unit into 2 no. one bedroom units and to change the existing second floor 1 no. three bedroom unit into 2 no. one bedroom units. This creates a total of 4 no. 1 bed units. The existing ground floor commercial unit is to remain unaltered. It is noted that no cycle parking is being provided on the proposals.
2. It is noted that the applicant is suggesting that the very busy existing public cycle parking spaces in Bath Street are used by residents, this is unacceptable. The applicant must ensure that there is provision provided for dedicated adequate off-street cycle parking for occupiers of the units of accommodation which is to include electric charging facility and be of sufficient size to accommodate larger-sized cycles such as cargo cycles. There should be the provision of one cycle parking space per bedroom provided within the applicant's site.
3. That the refuse store/collection arrangements, refuse separation and recycling strategy is agreed in detail with the Parish Refuse Manager.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2023/0659>