



ROADS COMMITTEE MEETING

Wednesday 12 March 2025 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 February 2025 ('A' Agenda items).
- A4. Matters arising.
- A5. For information: Broad Street public realm proposals presentation.
- A6. For decision: Vallée des Vaux, request from cyclist to change the new virtual footway into a shared cycle/pedestrian footway.
- A7. For decision: To create new Old Trinity Hill residents parking zone.
- A8. For decision: Request for an exemption to the approved Roads Committee Policy to allow the use of red asphalt when patching existing red asphalt footways.
- A9. For information: 2024/25 Roads Programme update
- A10. For decision: To agree provisional 2025/26 Roads Programme
- A11. For decision: To consider recent Planning applications.
- A12. Agreed decisions.
- A13. Lodging items for forthcoming Roads Committee meetings.

'B' AGENDA – CLOSED TO THE PUBLIC

- B1. Declarations of interest.
- B2. To approve minutes of meetings held on 12 February 2025 ('B' Agenda items).
- B3. Matters arising.

Dates of 2025 meetings:

~~Wednesday 15 January 2025~~

~~Wednesday 12 March 2025~~

Wednesday 21 May 2025

Wednesday 16 July 2025

Wednesday 13 August 2025

Friday 19 September: Visite du Branchage et Chemin

Wednesday 19 November 2025

~~Wednesday 12 February 2025~~

Wednesday 16 April 2025

Wednesday 18 June 2025

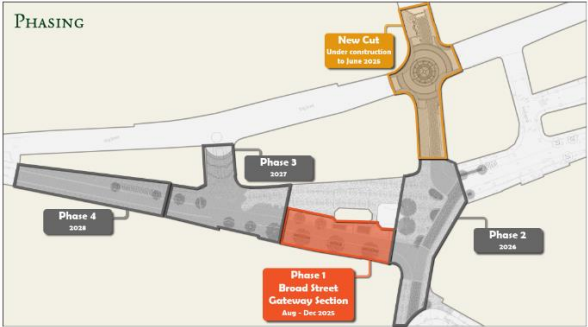
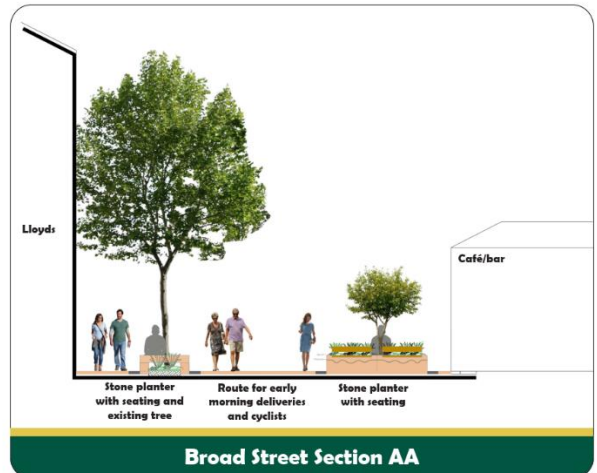
Friday 18 July 2025: Visite du Branchage

Wednesday 17 September 2025

Wednesday 15 October 2025

Wednesday 17 December 2025

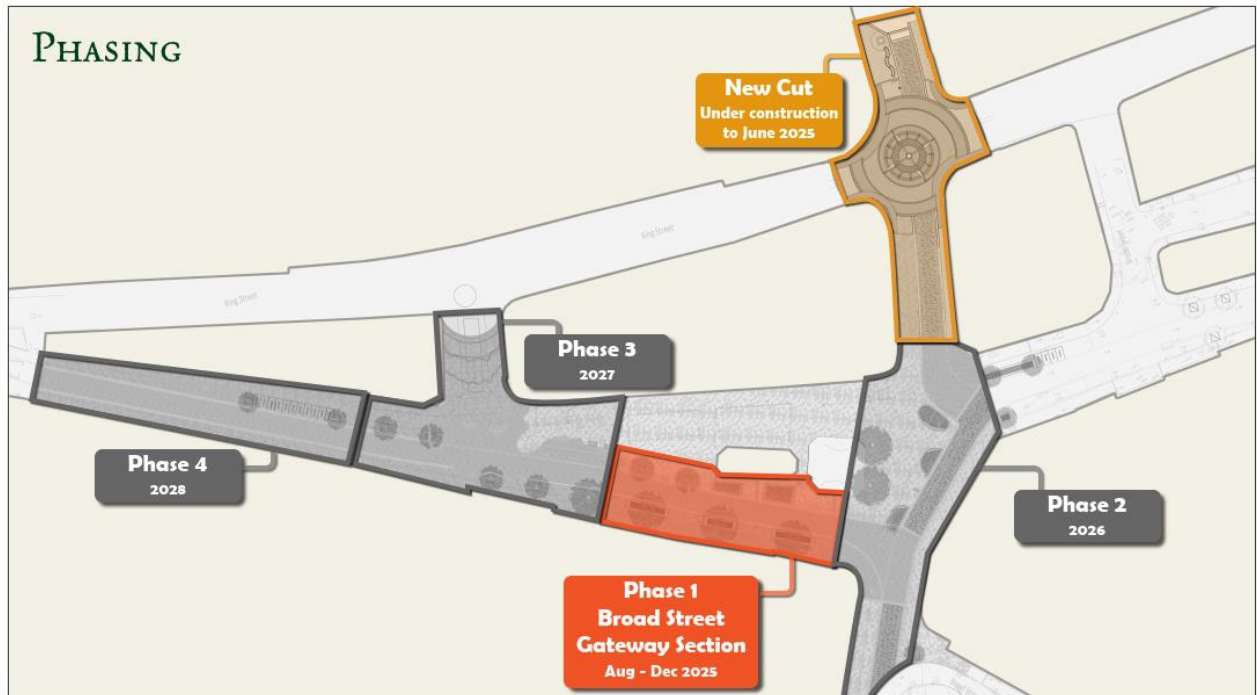


<p>Date of request: 12 March 2025</p>	<p>Road reference & title of report: Broad Street Public Realm improvement Phase 1</p>
<p>Address: Broad Street</p>	<p>Requested by: Government of Jersey Infrastructure & Environment team</p>
<p>Location map:</p> 	<p>Photograph/street view:</p> 

Brief introduction/summary:

I&E Officers are here today to present the proposals for Broad Street public realm. The project is proposed to be delivered in phases, Phase 1 – is from the Lloyds Bank to the Post Office:

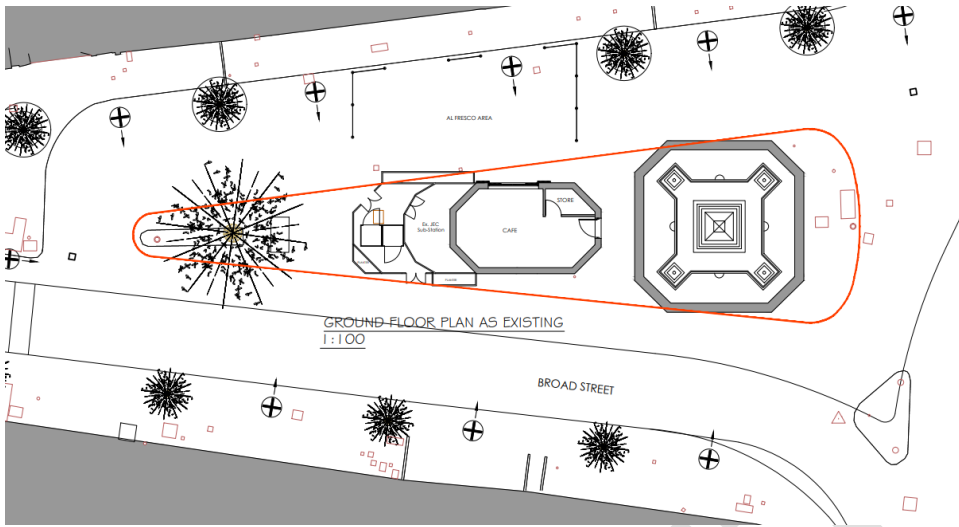
Proposed Phasing:



Phase 1 will go past the Parish owned café (where Colmar is located).

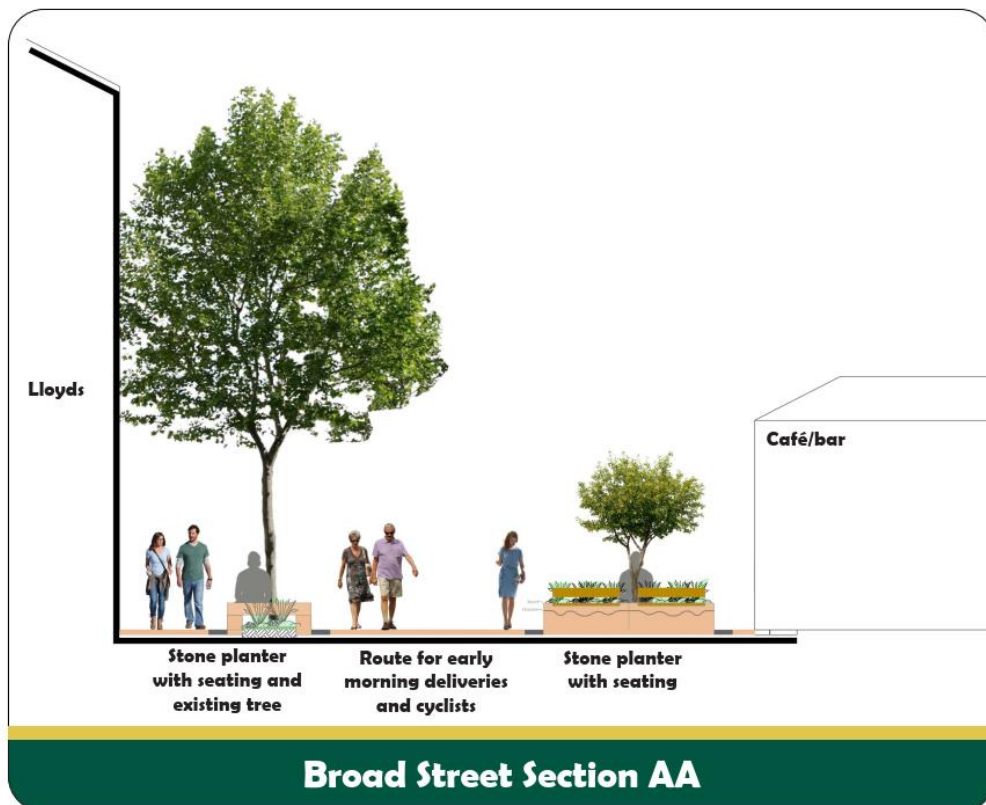


The Parish ownership is shown on the plan below within the red outlined area.




The proposals will include improvements to enhance the public realm such as

- Flush kerbs and new granite paving to emphasise pedestrian priority
- Entrances to the premises decluttered and emphasised
- Planters to create 'gateway' and pleasant seating areas
- Additional planting to enhance the character and biodiversity
- Subtle details and historic references to create a sense of place
- Low traffic streets after 10am (no deliveries)





<p>Date of request: 27 February 2025</p>	<p>(Road reference) & title of report: (253) Vallée des Vaux</p>
<p>Address: Vallée des Vaux</p>	<p>Who reported name/status: Infrastructure</p>
<p>Location map:</p> 	<p>Photograph/street view:</p> 

Summary:

In January 2021, the Parish Roads Committee approved in principle a host of changes to Vallée des Vaux and as part of this work the department appointed traffic engineers to work up the scheme incorporating the changes that the Roads Committee had requested, such as:

- Installation of a virtual pedestrian footpath marked by rustic timber bollards,
- Removal of the centre line markings,
- Vehicle priority signage
- Rumble strips.

In August 2023 the final design and £100,000 funding was approved by Committee and Road Safety Audits were undertaken.

In April 2024 works were completed.

Since completion a frequent user of the valley has raised concerns with the works carried out, a concerned cyclist will be attending the March meeting to address the Committee with her concerns which are;

- Cyclists being forced into the middle of the road on blind bends (placement of bollards on corners) and Visibility as you come around those corners

Traffic Engineers response:

the projects has had various stages of a regulatory road safety audit process applied and most recently the stage 3 completed which identified minor issues which have since be resolved.

- Speeds of northbound traffic if you are on a bicycle going southbound

Officer response:

A Speed Indication Device (SID) is currently installed in the valley to get some up to date speed data. See December's data over page.

- Selection of material type used for bollards, if a cyclist were to hit them the injuries would be severe



Officer / Traffic Engineers response:

These timber bollards are typical style used in rural areas around the Island and were agreed to be more in keeping with the surroundings than stainless steel alternative.

- The concerned cyclist suggestion: Allow cyclists to use the virtual walkway southbound with Give way to pedestrians signage placed (as is on the promenade, La Collette etc.)

Traffic Engineers response:

The footways on the promenade and La Collette are quite different than the virtual footway along Vallee Des Vaux, given some locations the width reduces down to approx. 1m in places.

Traffic Engineers stated additional signage promoting cyclists to use the virtual footway is not the right approach and said there is nothing stopping cyclists using a section of the virtual footway in places when they need to pull in to allow vehicles to pass, just like any other vehicle would do when they meet.

Committee should also be reminded of the issues raised on La Grande Route Du Mont-a-L'Abbe when a cyclist incorrectly used the virtual footpath and knocked over and caused serious injury to a lady exiting a property. The lady and the owner of the property addressed committee several times requesting additional signage to ensure cyclists do not use the path (which was approved).

Speed data:

There has been recent Honorary Police attendance in May, June, August and January.

Most recently on the 12/01/25:

- 226 vehicles were monitored.
- 201 vehicles were at correct or below the limit.
- 25 Words of advice we given
- 2 were reported to Parish Hall Enquiry

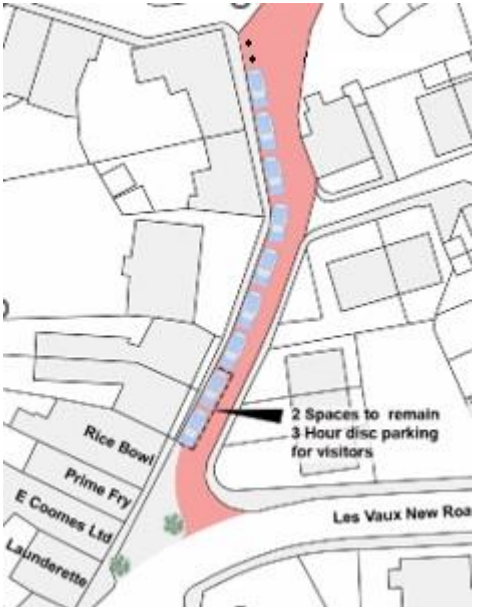

At present the road is seeing much more volume in traffic due to the Rouge Bouillon closure, which is due to end in June.

Most current speed data from December 2024 which was located just south of the changes shows:

- Average speed of 21mph
- 85th percentile speed of 26mph.

Officers recommend that a sum of £5,000 is set aside in the cost estimates for the installation of additional rumble strips throughout the Valley.



<p>Date of request: 12 March 2025</p>	<p>Road reference & title of report: Proposed Old Trinity Hill Resident Parking Zone (ref: 169)</p>
<p>Address: Old Trinity Hill</p>	<p>Requested by: Constable</p>
<p>Location map:</p> 	<p>Photograph/street view:</p> 
<p>Report:</p> <p>St Helier’s Residents Parking Zones (RPZs) have been in existence for approximately a quarter of a century. They were first introduced in partnership with the then Public Services Committee following the setting up of a government working group chaired by the then Deputy Crowcroft of St Helier No.2 District; current Roads Committee member, Bernie Manning, was on the original group along with former Deputies Jackie Hilton and Jennifer Bridge.</p> <p>The case for RPZs was based on the impact on residents’ quality of life of, in particular, high sided commercial vehicles being parked in residential streets for long periods, especially at weekends; not only did this make it difficult for residents to park but it also meant that some homes received little daylight due to the size of the parked vehicles in the street outside. A further problem resulting from the old system of disk parking was that a resident lucky enough to find a parking space in their street would only be able to occupy it for 3 hours, or risk a fine by moving the clock on the disk to gain a further period of time; this was a particularly onerous condition on Saturday mornings requiring drivers to be up at 8 a.m. to move their vehicle somewhere else.</p> <p>It was accepted that there were insufficient parking spaces in St Helier’s central residential areas for RPZ permits to be made available to all car owners which is why it was agreed to allocate them to residents without their own off-street parking (This provision in the relevant law is one of several which the current Parish Parking Working Group believes needs amending as it is not as currently drafted sufficient to stop residents with access to parking from applying for a permit, nor for a household to have several permit holders) and on the basis of one permit per household. It was also deemed essential to make provision for holders of a Blue Badge to receive priority allocation of available permits, to grant permits to health and care staff with clients in the zones, to avoid placing RPZs in the town centre where on-street parking is essential for the operation of shops and to make provision for businesses in the RPZs to apply for permits during the working day; each street would also need a number of visitor spaces controlled by paycards.</p>	



The Parish introduced Parking Wardens, now termed Community Support Officers, to enforce the new parking provisions and it was agreed with the government of the day that the cost of RPZ permits would be sufficient to meet the cost of administering the scheme, including enforcement costs, but the scheme would not be an income-raising measure on the part of the Parish. The introduction of Parish officers to patrol the zones was seen as one of the main ancillary benefits of the scheme as they would fulfil a number of administrative and socially beneficial functions apart from checking RPZ permits are on display: these include reporting a range of issues affecting residential streets from litter and dog fouling to faulty street lights enabling a swift response from the Parish's technical teams, as well as getting to know residents and being able to answer queries or provide advice.

The operation of the Parish's 4 RPZs (St Thomas', St Marks, Cheapside and Richmond Road) has been a great success and has given St Helier residents, two thirds of whom rely on maintaining a private car, the ability to do so without having to go to the expense of renting a private garage; it has also improved the experience of all residents by removing the blight of high-sided commercial vehicles being parked in front of their properties; and it has improved the sense of community in town. Yet it has not been without its problems: with the exception of the 'mini RPZ' in Richmond Road there are long waiting lists for permits, while permit holders occasionally experience frustration when trying to park, especially when a number of spaces are out of commission due to building works or roadworks; permit holders are discouraged from using visitor spaces for obvious reasons but if they have no choice this is permitted, which makes life difficult for residents to receive visitors; finally, a small number of permit holders have chosen to use their permit to enable them to store their car in the RPZ and to rarely, if ever, put it to use. Such problems which are perhaps inherent in a scheme of this sort have been exacerbated by the determination of the government's Planning Department to give permission for new developments in town which have inadequate parking, at the same time as allowing a dramatic increase in the number of homes being built in St Helier. Equally there has been little progress by Government towards the production of a Parking Policy even though it has been requested by the Constable on several occasions, which might have lessened the parking problems for residents of St Helier as well as providing practical solutions for the parking of commercial vehicles.

It was concern about these and other issues raised by Roads Committee members at its meeting on 22 February 2023 which led the Committee to reject, by a majority, the request by residents of Old Trinity Hill for a 'mini RPZ' in their street. In response to this refusal the Constable determined that a Parish Parking Working Group should be created to consider what improvements could be made to the operation of the scheme, as well as into other parking-related issues, in the hope that the proposal for Old Trinity Hill could be revisited in due course.

This work has now been done, with a number of recommendations brought forward by the PPWG which, subject to public consultation, will be passed to the Government Infrastructure Department for the necessary law changes to be made. The PPWG has also implemented a number of improvements in order to improve the functioning of the scheme, including liaising with the Parish's municipal services teams to carry out 'deep cleans' of selected streets within the RPZs: not only will this mean that permit holders will have to move their vehicles at regular intervals, and will be discouraged from keeping a permit for a vehicle that is seldom used, but it will also improve the cleanliness of streets within the zone. Permit holders have also been reminded of the importance of providing the Parish with up-to-date contact information in order for such activities to take place and this will also assist the Parish's Infrastructure Department which has struggled in the past to contact permit holders when building works or scaffolding has been necessary at short notice in a particular town street.

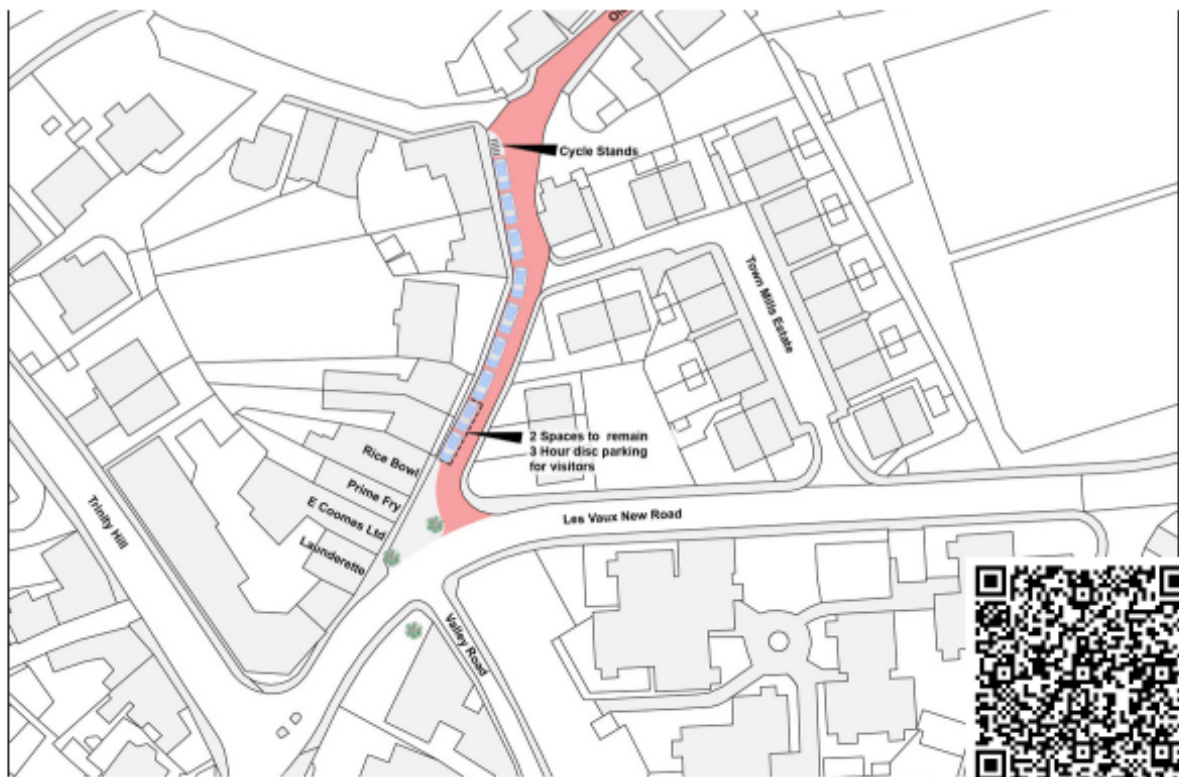
The Roads Committee is, therefore, requested to support the introduction of the Old Trinity Hill RPZ, for which the Parish has already carried out the necessary groundwork and consultation. Details of the scheme are as follows:



PROPOSED OLD TRINITY HILL RESIDENTS' PARKING ZONE

Residents of Old Trinity Hill have asked the Parish of St Helier to create a 'mini RPZ' similar to the one that has operated successfully for many years in Richmond Road. This will prioritise the limited amount of on-street parking for use by residents who have no other parking facilities, while maintaining the visitor parking spaces at the bottom of the street and providing some new cycle parking stands at the top.

The St Helier Roads Committee has approved the idea in principle and now residents in the area are being consulted to find out their views. You can have your say by completing the survey overleaf or scanning the QR code on this page and completing the survey online. Please let us have your views by 30 November. Thank you.



T: 01534 811811 E: townhall@sthelier.je



Consultation results

	Address	Y/N	Comments
1	Old Trinity Hill	No	Parking is important on the street as there is little other parking nearby. It is currently difficult for residents and visitors to park, and 7 permit spaces will make this worse as it will limit parking to only 7 cars with permits. Currently cars park on yellow lines, we have daily issues with cars parking opposite our entrance at 56 making our entrance difficult to access. Who will police the parking? I'm expecting those without a permit will park illegally and make the road more difficult to park. Sign says it was requested by residents? This is first time we've been asked to comment, 55 and 60 are new to the area so knew their properties had no parking, 51 and 53 are moving shortly so it's not clear which residents would find permits helpful. At best the permits would be for evening parking only, leaving 3 hour zone during the day. We feel permits will only help 7 cars, everyone else in the area will be inconvenienced, including customers to the chip shop/laundrette at the bottom of the road. Residents who live on the road and without a permit will have no where to park. Please reconsider as this is not helpful to the majority of residents in the area. Thank you.
2	Le Vier Mont	Yes	I think this is a fantastic scheme for residents as it is becoming increasingly difficult to find parking as there is lots of large vans starting to block up the road, which less cars can park. Thanks for considering this scheme.
3	Le Vier Mont	Yes	With allocated spaces everyone knows where they stand, and will dissuade people parking cars on yellow lines, or builders "reserving" spaces by putting out cones in the current 3 hour zone
4	Balmoral Villas	No	Old Trinity Hill is also the parking area for residents on Trinity Road and Drury Lane. I agree with the proposal on the basis that residents at these addresses are also included in the proposal.
5		No	I live just by prime fry take away and I think this isn't good idea cause many people like me want to park disc zone and after everyone will struggle to find park isn't good for every people living here and also for the business here too cause will be crazy to park thanks.
6	Le Vier Mont	Yes	I agree with the residential parking being made available to local house holds, I strongly disagree with the bike rack directly outside my front door. Potentially causing issues and access to my property. Especially when there are so many other viable places for bike racks around the area
7	Le Vier Mont	Yes	
8	Le Vier Mont	Yes	
9	Beau vallon	Yes	Whilst more parking for residents is required, this has to be balanced with people driving into town. Currently it appears as tho if you live out of town you are given the privilege of congestion grown and causing emissions for town residents. Whereas those that live in town are forced not to have a vehicle, this preventing them from gaining other employment outside of st. Helier prior to moving out of st. Helier
10	Old Trinity Hill	Yes	Excellent idea - many people park outside who don't even live nearby and then walk into town! This leaves no space for residents in the area.
11	Buisness	No	To reduce surrounding parking spaces would significantly impact out business as a lot of our customers are elderly now.
12	Le Vier Mont	Yes	We've had so many commercial vehicles parking in the street. It should be resident parking and it should not be a short cut from trinity hill. We fully support this and look forward to it being implemented as soon as possible.
13		Yes	Please put it in place as soon as possible.
14	Business	No	Allowing this parking zone will cause more problems than it solves
15	Rigby Court	No	The public consultation seems to have been very low key, I wonder why? I only saw this because of the site notice, I am aware of other residents in the area who will not be aware of this proposals? we do not support this proposals as we have neighbours who do not have parking and can only park on Old Trinity Hill - there is no where else!. Our neighbors who have businesses, Chip shop, Chinese Takeaway, Bookies and Laundrette do not have parking their staff also park on Old Trinity Hill, where are they now supposed to park?, this proposals removes the parking altogether, you are only providing 2x 3 hours spaces this is a loss of 8 spaces. Yet during the day parking is available on Trinity Hill, I do not understand why this is needed. People who bought their houses without car parking chose to purchase their property without parking, which I am sure was reflected on the price they paid for their property why is it the Parish at the detriment of other parishioners providing subsidised parking for those very lucky to be offered a parking space because they live on the hill. This is totally wrong and hope it does not go forward. I am aware of a lady who lives on Old Trinity Hill already marketing her house for sale with an RPZ space on Old Trinity Hill.
16	Business	No	
17	Rigby Court	No	Not enough visitor parking, worried there will be nowhere for visiting family to park, does not feel there is a problem to fix, feels that the few requesting this are doing so to add value to their homes.



Previous roads Committee decisions:

Extract of minutes from 22 February 2023:

**15/2023
PROPOSED OLD
TRINITY HILL
RESULTS OF
CONSULTATION FOR
RPZ ZONE**

(SA) A petition was received from residents requesting the parish consider the introduction of a small RPZ scheme on Old Trinity Hill. Consultation was undertaken in November 2023 to consider 7 RPZ spaces (leaving 2 visitors' spaces to the south) and placing some additional cycle parking to the north. If approved the Parish will consult with the IHE Minister over the proposal and if agreed, the new zone will be written into law, this process can take 6-12 months.

Amanda Le Nomond, a resident of Old Trinity Hill, said most people responding to the survey did not live on the road. The 20-minute spaces at the bottom of the hill are always full of delivery drivers, forcing people to park in the area outside her house. As a result, she has resorted to renting a space nearby, which is far from ideal as having recently bought an electric vehicle she would like to charge it outside her house.

Another resident who lives on Trinity Hill who has a parking space with her property thought an RPZ area on Old Trinity Hill would affect the businesses, as there would not be parking for people using the facilities. The introduction of an RPZ would cause more problems than it would fix and result in illegal parking on yellow lines etc.

(JB) said the Parish RPZ scheme needs investigation as it is subsidised by every ratepayer and a considerable loss of income to the Parish. Mrs Nomond was advised she would not be able to charge her vehicle outside her home as a lead cannot cross a pavement.

(GJ) thought the cycle parking would be better placed at the bottom of the hill outside the businesses.

(TV) and (JL) had both visited the area and noted that two bollards could be removed. They said that reducing the car spaces by 7 in this area will make it harder for people who want to use the businesses. They asked if the size of the spaces could be reduced to increase the number of spaces on the road.

The Roads Committee voted against introducing an RPZ scheme on Old Trinity Hill.



<p>Date of request: 12 March 2025</p>	<p>Road reference & title of report: Red asphalt patching exemption to the approved policy</p>
<p>Address: Parish</p>	<p>Requested by: Officers</p>
<p>Location map: N/A</p>	<p>Photograph/street view: N/A</p>
<p>Brief introduction/summary:</p> <p><u>Request an exemption from the approved Roads Committee Policy to allow the use of red asphalt patch repairs on existing red asphalt footways.</u></p> <p>Parish Officers are seeking Roads Committee approval to agree to exemptions to the approved Roads Committee policy (see Appendix A) to allow officers to specify red asphalt for patching footways that are currently red.</p> <p>This will apply where a utility company or contractor excavates an existing red asphalt footway and will be subject to the existing condition of the footway, i.e., the extent of fading.</p> <p>Officers will use their discretion to determine whether the footway patching should be in red or black asphalt, because when the red has faded significantly, a black asphalt patch will be more aesthetically appropriate and will not stand out as much as the red patch.</p> <p>As the committee will be aware, the use of red asphalt is not currently used due to the poor longevity of the product, lack of durability, no guarantee being provided, and the cost associated with using red asphalt.</p> <p>Officers have advised the service companies that will be working on Belmont Road that the asphalt patching is to be in red, seeing that the red asphalt footway is in reasonable condition, although it will stand out as a red asphalt colour significantly fades quickly due to sunlight/UV, resulting in the footway looking grey in colour.</p>	



Appendix 1: Roads Committee approved policy

Date approved and version of the Policy:

Issue date: 13 July 2022

Version: 1.3

Policy reference and title:

(391) Resurfacing & Road Works Policy

Policy background:

The Parish of St Helier (PoSH or the Parish) comprises approximately 9,638,230.76 square meters (3.72 square miles) consisting of approximately 271 public and private roads, of which 191 are Parish by-roads which, in terms of area, are as follows:

- 45,705.97 linear metres (28.4 miles) = Parish-administered roads
- 284,416.42 square metres (0.11 square miles), broken down approximately as follows:
 - ❖ Over 76 miles of road in St Helier
 - ❖ 28 miles of Parish by-roads and pavements maintained by PoSH
 - ❖ 77,186.53 square metres (0.030 square miles) = pavements
 - ❖ 207,229.89 square metres (0.08 square miles) = carriageway

The roads have a replacement value of circa **£ 48 million**, making them arguably the single most valuable asset owned by the Parish.

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

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

Roads in Jersey are primarily finished with asphalt, which is a generic term for all types of coated material including macadam, hot rolled asphalt, stone mastic asphalt, and proprietary surfacing. These are manufactured using temperature-sensitive bitumen as the binding agent.

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

Service life of surface courses

Circa 20 years

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

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



Scope of Policy:

This Policy will be applied for resurfacing of Parish by-roads and working on Parish by-roads, to provide contractors and developers with guidance of PoSH requirements and specifications for road and pavement resurfacing.

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

Government of Jersey guidance publications:

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

Tarmacadam resurfacing specification:

Specification for road resurfacing is to be in accordance with IHE's Specification for the Reinstatement of Openings in Main Roads and the New [Roads and Streetworks Act 1991 Code of Practice](#) Specification for the Reinstatement of Openings in Highways.

Specification of road build-up is based on the "class" of road. Parish by-roads are primarily class 3 - "Local Circulation Route" - although some roads are also class 2 - "Arterial Route" - i.e. Tower Road.

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

Stone Mastic Asphalt:

Carriageway resurfacing works:

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

Strengthening works:

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

Edge restraints (kerbs):

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

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

Coloured tarmacadam surfacing:

Current arrangements are that pavements within the ring road area are generally finished with red asphalt; it seems that historically this arrangement has been passed down from one engineer to another (for the last 15 to 20 years). Whilst this has been what the Parish and IHE have worked to, it doesn't appear that any formal policy was ever written, and IHE is developing a "style guide" as part of the public realm work.



Coloured surfaces, although more aesthetically pleasing compared to black tarmac, carry the main disadvantages of high cost, availability and durability. It should also be noted that coloured tarmac tends to fade quicker than traditional black.

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

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

Red asphalt has 50-60% less lifespan than black asphalt, especially in heavily-trafficked areas. PoSH only lays red asphalt on footways or non-trafficked areas: we are aware of asphalt companies no longer laying red asphalt in private driveways due to there being so many issues with it.

Jersey local supplier advises (Ronez):

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

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

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

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

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

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

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

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

Jersey supplier: Cost comparison:

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

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

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

It should be noted that a minimum order of 1 ton is required, hence why there are some red footpaths with black tarmac patches when the minimum order isn't met. This then requires the black asphalt patch to be removed and replaced with red asphalt when the contractor has sufficient red available - basically duplicating work and increasing carbon footprint.



IHE's current policy is to continue using red/brown asphalt even though there are issues with the product as above. To address red asphalt's durability issue, IHE proposes to use black asphalt at vehicle entrances, such as the recent work undertaken on Midvale Road:



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

Roads Committee decision: On Wednesday 13 July 2022, the Parish Roads Committee agreed to adopt officer recommendation that red asphalt on pavements will no longer be used. The Parish will resurface with black asphalt, but wherever possible granite stone paving is to be used.

High Friction Surfacing (anti-skid)

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

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

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

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

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

The correct carriageway markings should also always be in place prior to the application of HFS. Only in exceptional circumstances should it be acceptable to apply HFS and then install road markings on top of



it. All road markings should be 'masked off' by contractors before application of HFS and the road markings re-applied to a sufficient depth to bring them (and any applied reflective material) above the surface of the HFS. However, there is a tendency for white lining to 'blend into' lightly coloured surface treatments, and therefore lightly coloured surfacing should not be used where a driver/cyclists etc is expected to rely on white lining.

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

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

Locations where HFS is **unlikely** to be suitable:

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

Policy particulars:

1. **Asphalt:** Due to the large cost increases and its durability issues. the Parish of St Helier Roads Committee has adopted the policy of using black asphalt in all areas, as being the most cost-effective option with the longest life span.
2. **Granite:** Where a footpath is granite paved, the granite paving is to be re-used or replaced with similar granite paving unless it has been agreed by the Roads Committee to use an alternative material as part of a Roads Project.
3. **Pavements:** Wherever feasible, granite stone paving is to be used instead of asphalt pavements as the preferred resurfacing material.
4. **Brick:** The Parish has several areas with herringbone brick surfaces; this finish may be aesthetically pleasing but it creates significant maintenance issues in terms of cleaning. Traffic over these areas also creates significant settlement issues, resulting in pot holes creating road safety issues, and on footpaths creating tripping hazards.

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

5. **Road safety audits:** Depending on the situation, Road Safety Audits levels 1, 2 and 3 are to be undertaken where there are significant changes to the road carriageway design and layout that alter the carriageway.
6. **Dished kerbs:** These are to be fitted with concrete tactical for pedestrians with visual impairment.
7. **Continuous footpaths:** Footpaths across driveways, garages, and any vehicular openings are to be reinforced as per the guidance in this Policy.
8. **Crossfalls:** The provision of crossfalls on footways is necessary to provide good drainage. A 2.5% (1 in 40) crossfall is the recommended maximum acceptable standard, but crossfalls in the range of 1 to 2% are preferred. Slopes: 5% (1 in 20) is preferred. The absolute maximum gradient is 8% (1 in 12).
9. **Rainwater channels:** Rainwater piles (RWP) are to be plumbed into road gullies wherever possible by installing a pavement gully against a building with the RWP going into the pavement gully and the pavement gully connected into a road gully wherever possible under the pavement. If this is not possible, then granite paving channels are to be used. The use of metal pavement channels will be phased out where possible, although there are situations where they must be used due to available depth and falls.



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

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

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

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

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

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

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

- Roads to be closed
- Diversion routes
- Pedestrian and vulnerable user access
- Residential access
- Temporary and suspended parking
- Bus stop and taxi rank restriction or relocation
- Temporary signage
- Refuse collection schedule

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

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

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

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



Guidance is provided below on how PoSH assesses the surface condition of roads and footpaths to establish if visibly distressed, in accordance with: [Roads and Streetworks Act 1991 Code of Practice.](#)

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

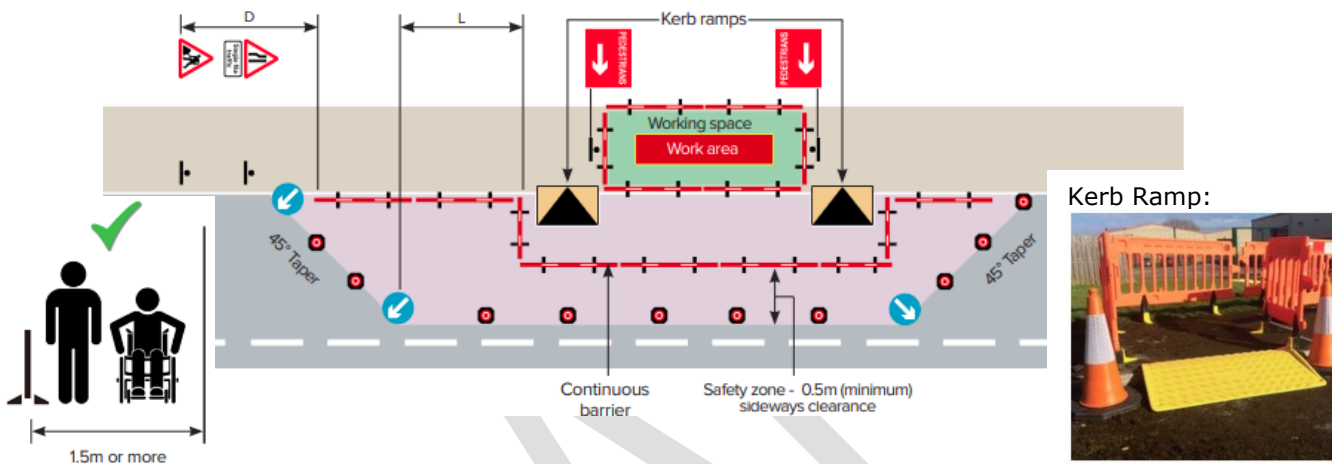


13. **Line markings:** Road markings are to be renewed once carriageways are resurfaced.

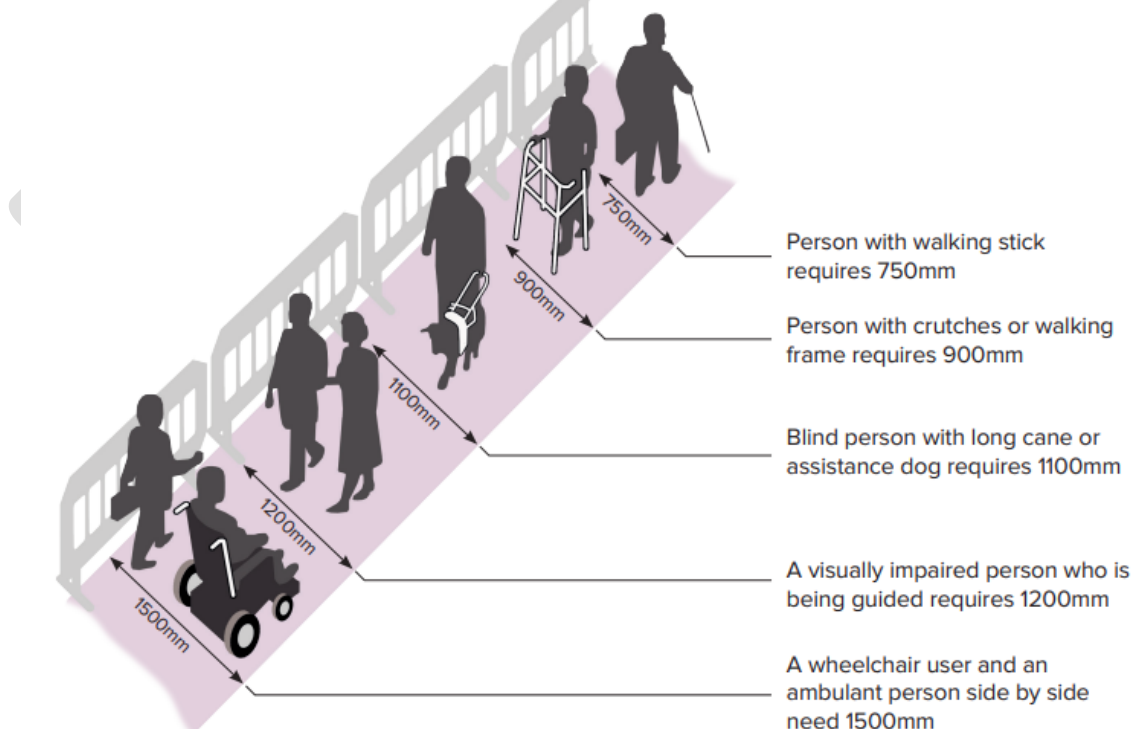
14. **Working on pavements:** When footways, crossings and pedestrianised areas are affected by works, it is important to ensure that passing pedestrians, especially those with a disability and other vulnerable road users, are safe. This means protecting them from both the works and any passing traffic.

The Parish will work in accordance with "Working Safely on Jersey Roads" whenever a pavement has to be closed to pedestrians. As long as sufficient width is available, a temporary pavement for pedestrians will be formed on the carriageway to enable walking around the closure, and the use of temporary traffic lights may be required.

Below is an extract from Section 7 of the "Working Safely on Jersey Roads" showing typical acceptable site set-up where a footpath is blocked by work:



Below is an extract from "Working Safely on Jersey Roads" pedestrian route width requirements:



Direct pedestrians to existing or suitable crossing points

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



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

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

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

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

Utility companies and their appointed contractors are required to undertake their excavation and ancillary activities in accordance with the Road Works and Events Law (2016).

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

Currently, utility companies have to comply with IHE's Specification for the Reinstatement of Openings in Main Roads and the New Roads and Streetworks Act 1991 Code of Practice Specification for the Reinstatement of Openings in Highways.

Utility companies and their appointed contractors are responsible for ensuring that these standards are met, and are required to guarantee any works in the public highway for 3 years after their completion; if remedial work is required to the trench (in the case of the trench not passing certain "intervention limits", or the integrity of the surface material is failing), this will be carried out by the relevant undertaker's appointed contractor.

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

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

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

of a paved road other than a carriageway.



Departures from Policy:

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

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

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

Review date:

This Policy will be reviewed regularly, especially with the future release of Government of Jersey's IHE Department's "Style Guide".

Policy implementation date:

13 July 2022

RATES ASSEMBLY APPROVAL (10.07.24)
PROPOSED ROADS PROJECT AND MAINTENANCE

Version: 5.0
Date: 12.03.25

A. ROAD WORKS MAINTENANCE/RESURFACING WORK

Priority	Brief detail	Indicative budget cost	approx Area	approx Lin/m	Update
1	Road wrks mat., Road Markings, Asphalt R&M, fountain R&M, etc.	137,000	Essential maintenance		<i>Used as and when required</i>
2	Replace failed bricked areas Clairvale Rd., Rue de L'Etau, Clearview St., Dorset St., Clarendon Rd., etc. - essential work)	100,000			<i>1st wk completed, wks 2+3 over Easter half term</i>
3	Winchester St. (Carriageway and Footways): Parade Gardens footway	75,000	1,000	210 l/m	<i>Commencing 10 March</i>
4	Duhamel St. (Carriageway and Footways) 1990	35,000	2,638	310 l/m	<i>Completed</i>
5	Ann Street (Carriageway and Footways) La Motte St to Charles St	75,000	1,010	160 l/m	<i>Completed</i>
6	Charles St. Footways (Phase 1): Hilgrove St. granite footways	100,000	355	91 l/m	<i>On site - due to complete 21.03.25</i>
Sub total:		522,000			Approved budget: 522,000

RESERVE LIST

1	Charles Street (Phase 2) (Carriageway) 2002	85,000	312	91 l/m
2	Clare Street (Carriageway and footways)	50,000	775	105 l/m
3	Tower Road Carriageway section	30,000	300	55 l/m
4	Museum Street Carriageway and Footways	35,000	440	75 l/m
5	Aquila Rd. (Carriageway and footways) 1989	125,000	2638	310 l/m

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

B. ROAD WORKS IMPROVEMENTS

Priority	Brief detail	Indicative budget cost	Score	Criteria	Update
1	Allowance for Road Safety Assessments & Topographical surveys	20,000			<i>Used as necessary for H&S & Surveys</i>
2	NIA - Pomona Rd. & Poonah Rd. Design team appointed 2023/24	490,000	31	1,3,4,5,6,8,9	<i>On site, due to be completed end of April</i>
3	La Pouquelaye road safety improvements - chicane area (Phase 1)	150,000	31	1, 2, 3,6,8,9	COMPLETED
4	NIA - Belmont Rd - Develop scheme drawings for delivery 2025/26	65,000	23	3,4,5,6,8,9	<i>Traffic Engineer assessing & RSA due in mid March</i>
5	Hope Street (Closure to traffic) OSJ Rd temp speed humps trial	15,000	H&S		COMPLETED - OLD ST JOHN'S SPEED TEMP HUMPS
6	Twining Signs	10,000			<i>ON HOLD - for future financial year</i>
7	Bike shelter for Old street	15,000			<i>Shelters due on 13 March, to be installed in 2025/26</i>
Sub total :		765,000			Approved budget: 765,000

RESERVE LIST

1	Highview Lane Road improvement	75,000	25	1,2,5 (Requires purchase of land - possibly Compulsory Purchase)
2	Barbizon, La Pouquelaye - Road improvement line	75,000	22	1,4,5,6 (Requires purchase of land - possibly Compulsory Purchase)
3	La Pouquelaye footpath widening, prog (Phase 2)	50,000	22	1,3,5,6 (Postponed to 2024/25, due to funding)
4	Hope Street - afresco area	15,000	21	3,4,5,7,8,9 (Moved to reserve as funding needed for OSJ)
5	Rue De L'Etau Improvement scheme	80,000	17	1,5,2 (Speed humps & Lighting by JDC. Unloading bays req'd)
6	Claremont Road Traffic Calming	15,000	17	1,5,6 (This forms part of the works being undertaken by IHE)
7	Don Street Regeneration	100,000	16	3,5,6,7,9 (£ 30k POA to replace tarmac footpath with granite)
8	Vallee Des Vaux Traffic Calming (Phase 2)	80,000	12	3,5,6 (Phase 1 - 2023/24 - undertake review in approx. 12 months)
9	Les Chenes rebuild roadside wall	75,000	10	3,5 (Listed can't set wall back to create footpath on STJR - planning)
10	Seaton Place planter & Paving	45,000	6	3,7,8,10 (Postponed due to funding)

SUBJECT TO RATES ASSEMBLY APPROVAL (16.07.25)
2025/26 - PROPOSED ROADS MAINTENANCE

Version: 1.0
 Date: 12.03.25

DRAFT ISSUE

A. ROAD WORKS MAINTENANCE/RESURFACING WORK

<u>Priority</u>	<u>Brief detail</u>	<u>Indicative budget cost</u>	<u>approx Area</u>	<u>approx Lin/m</u>	<u>Update</u>
1	Road wrks mat., Road Markings, Asphalt R&M, fountain R&M, etc.	137,000			Essential maintenance
2	Misecallaeuous planters (Broken concrete panter)	25,000			Essential maintenance - planters
3	Aquila Rd - (Phase 1) Poonah rd junction to GUR	75,000	580	285 l/m	<i>Aquila road is in poor condition / needs to be phased</i>
4	Clarendon Road resurfacing Footways, brick humps, carriageway (to be Phas	125,000	2,015	231 l/m	<i>Clarendon Road is in very poor condition</i>
5	Winchester St. (Carriageway and Footways)	80,000	1,000	310 l/m	<i>Postponed from 2024/25</i>
6	Tower Road (High Friction area)	50,000	400	195 l/m	
Sub total:		492,000			

Budget estimate: 492,000

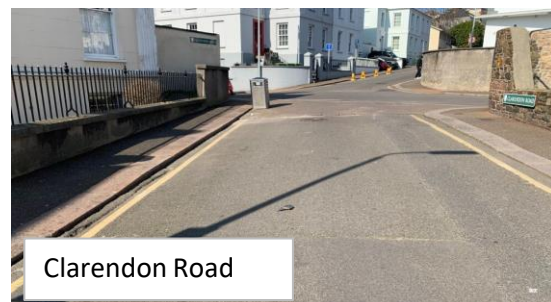
RESERVE LIST

1	Charles Street (Large Patch to Providence Junction) 2002	15,000			
2	Aquila Rd. (Phase 2) (Carriageway and footways) 1989	50,000	440	75 l/m	
3	Clare Street (large patch to Providence junction)	75,000	700	105 l/m	
4	Tower Road Carriageway (School)	50,000	775	105 l/m	
5	Museum Street Carriageway and Footways	30,000	300	55 l/m	
6	Saville Street (Clare St to RB)	125,000	1,000	165 l/m	
7	Bellozanne Road (One Way - south Section) + Speed humps scheme	143,000	1,100	157 l/m	
8	Parade (Eastern Arm)	180,000	1380	115 l/m	
9	Havre De Pas Gardens	165,000	1,250	250 l/m	
10	Ruelle Vaocluse (Section)	50,000			
11	Palmyra Road	150,000	1,110	185 l/m	

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



Aquila Road



Clarendon Road



Winchester St



Saville St

SUBJECT TO RATES ASSEMBLY APPROVAL (16.07.25)
2025/26 - PROPOSED ROADS PROJECT

Version: 1.0
Date: 12.03.25

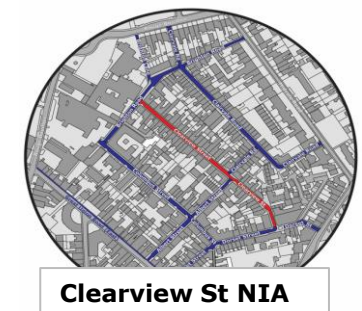
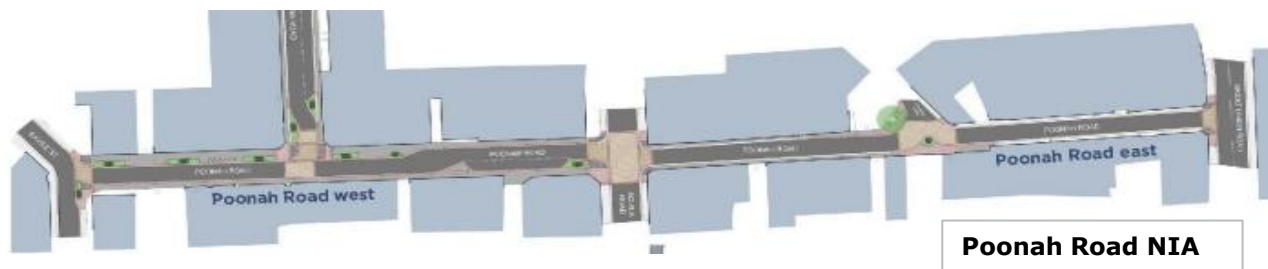
DRAFT ISSUE

B. ROAD WORKS IMPROVEMENTS (PROJECTS)

<u>Priority</u>	<u>Brief detail</u>	<u>Indicative budget cost</u>	<u>Score</u>	<u>Criteria</u>	<u>Update</u>
1	Allowance for Road Safety Assessments & Topographical surveys	20,000			
2	NIA - Poonah Rd.	490,000	31	1,3,4,5,6,8,9	Phase 2 continuation of Pomona rd. NIA
3	Vallée des Vaux flooding - develop scheme during 2025/26	100,000	31	1,2,5,2	Develop proposals for a scheme, on site in 2026/27
4	NIA - Clearview street area - progress initial designs	75,000	27	1,3,4,5,6	NIA - No. 3 - developed proposals
5	Highview Lane - road width - 2025/26 develop scheme	50,000	25	1,2,5	Review survey and develop scheme to widen road
6	Les Chenes rebuild roadside wall (Requires Planning/bye-laws)	65,000	24	1,3,5,6,8,	This has escalated due to conditions deteriorating
7	NIA - Belmont Rd - Belmont Gardens exit (mini-NIA)	65,000	23	3,4,5,6,8,9	Continuation & subject to Planning permission
8	Old St John's Road permanent speed humps (3x)	15,000	19	1,3,6,8	Replace temporary speed humps following trial
9	Installation of bike shelter	10,000	16	3,5,6,8,9	Shelters purchased - allow for install
10	Old Street Mural	10,000	14	3,4,6,8	To celebrate Avranches twinning
Sub total :		900,000			Budget estimate: 900,000

RESERVE LIST

1	Barbizon, La Pouquelaye - Road improvement line	75,000	22	1,4,5,6	Need land; likely to be Compulsory Purchase
2	La Pouquelaye footpath widening, prog (Phase 2)	50,000	22	1,3,5,6	Review Phase 1 for next 12/24 months first
3	Hope Street - alfresco area	15,000	21	3,4,5,7,8,9	No recent request or demands - Public Realm
4	Minden Street - regeneration	TBC	19	3,4,5,6,7	Continue from regen of Minden Plc; funding is an issue
5	Phillip Street - regeneration	TBC	19	3,4,5,6,7	Continue from regen of Minden Plc; funding is an issue
6	Halkett Street (North sections) - regeneration	750,000	19	3,4,5,6,7	Continue from South Sections - funding is an issue
7	Don Street Regeneration	100,000	14	3,5,6,7	Develop scheme - Delayed due to funding
8	Patriotic Place scheme	150,000	12	3,5,6	Review once plans for existing Hospital known
9	Twining Signs	10,000	10	3,4	Ex.to be replaced; Hold as further twinning planned
10	Seaton Place - regeneration - Phase 1; develop scheme plans	45,000	9	3,7,8	Postpone paving to alfresco to be part of regen
12	Rue De L'Etai Improvement scheme				New speed humps due to installed in March 2025 by SoJDC
13	Claremont Road Traffic Calming				I&E improving school connectivity



PROJECTS/MAINTENANCE CRITERIA OBJECTIVES

Ref	Note	Score
1	The project/maintenance will address road safety. i.e. visibility, speed, emergency access, etc	10
2	Accident/near misses - Evidence to substantiate has been provided	10
3	This project/maintenance will improve the public realm facility and accessibility	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

ROAD RESURFACING CRITERIA

Road resurfacing; is the process of removing and replacing the road's surface, to ensure its longevity and keep it safe for road users.

The surface and sub-layers of a road are removed and then replaced. Depending on the road, however, there can be more steps to the process. For example, we may have to renew pavement markings, adjust utilities, replace gutters, replace curbs, upgrade speed humps, and do any patching and milling. A well-maintained road will always last longer before it needs full resurfacing. However, it depends on the traffic on the road and the weather conditions experienced after the resurfacing. A new road surface will generally last 15 to 20 years.

The Parish select the roads to resurface based on the visual condition of the road, the amount of trenching previously undertaken, the amount of traffic using the road, the amount of times that we have attended to address faults, age of the road is also considered. The Parish follows the "PoSH Highways inspection manual" to assess road conditions



1. Haut du Mont, Pier Road, St. Helier

P/2025/0021

Construct bin and external stores for residents along with improvements to amenity areas. Re-configuration of parking layout. Amendments to the existing buildings including installing additional windows.

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

1. The Roads Committee notes that the application is for the construction of a Store room and reconfiguring car parking (13 parking spaces).
2. That the refuse store/collection arrangements, refuse separation and recycling strategy are to be agreed in detail with the Parish Refuse Manager.
 - It should be noted that the Parish cannot collect refuse unless adequate access and storage facilities are provided on-site.
 - The Applicant is to indicate on a plan showing a properly constructed enclosure for the storage of refuse prior to collection.
 - There should be no step between the floor of the refuse store and the footway.
 - That the refuse store is fitted with a standard Parish lock.
3. That notwithstanding the above comments, this submission should be referred to Government's Infrastructure & Environment Department 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/2025/0021>

2. Lilly's Mini Market, 15 La Motte Street, St. Helier, JE2 4SY

P/2025/0025

Change of use of premises from retail/café to mixed use of retail, café and bar.

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

The application submitted is to apply for a 'change of use' to permit the sale and consumption of alcoholic beverages on the site from 9am to 11pm (1st and 6th category licenses). There are to be no internal or external alterations to the building.

1. Although out of the Roads Committee remit, the applicant will need to seek the Parish Assembly approval and Bailiff/licensing bench approval to operate a bar from the premises, and the Committee notes the concerns raised in the public consultation, which the applicant should address.
2. That the refuse store/collection arrangements, refuse separation and recycling strategy are to be agreed in detail with the Parish Refuse Manager.
 - It should be noted that the Parish cannot collect refuse unless adequate access and storage facilities are provided on-site.
 - The Applicant is to indicate on a plan showing a properly constructed enclosure for the storage of refuse prior to collection.
 - There should be no step between the floor of the refuse store and the footway.
 - That the refuse store is fitted with a standard Parish lock.



3. That notwithstanding the above comments, this submission should be referred to Government's Infrastructure & Environment Department 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/2025/0028>

3. 25, Lewis Street, St Helier, JE2 3PB

RP/2025/0029

REVISED PLANS TO P/2020/1592 (Demolish existing garage. Construct 1 no. two bed residential unit with integral garage.) Revisions: Re-position South-West and North-East boundary walls. Reduce floor to floor heights and overall height of building. Various external appearance amendments to include altering fascia and gutter heights, fenestration/door layout, design of window, to accord with proposed adjacent building. addition of JEC meter.

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

The Roads Committee notes that the development will comprise the demolition of the existing garages/store and the construction of a new two-bedroom property with an integral garage underneath. The existing garage is at the back of the property at 22 Pierson Place; it seems to be the former backyard to the property.

1. That within the garage electric charging is provided for electric cycles and electric car. The applicant is to be aware of the fire risk associated with electric charging batteries and ensure adequate provision is provided to address this fire risk.
2. 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.
3. The kerb and footway 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 vehicle entrance being used. The Parish will not allow access across the footway by the Applicant/owner without this work being undertaken first; this is to avoid damage to the kerbstones from vehicle movement.

Please note that footways **MUST** be continuous across all vehicular entrances as priority is to be given to pedestrians.

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/footway. All necessary works are to be at the cost of the Applicant.

4. 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:
 - That any windows bordering the public road or footway shall be of a type whose opening lights do not open beyond the face of the building. The Applicant should note that contravening this condition will mean that the Parish will take action against the Applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.



- 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.
 - That any “up and over” door is of a type which does not encroach over the footway or highway when being opened or closed or when fully open. Should it be a new vehicular access from a Parish by-road, the kerb and footway must be lowered at the Applicant’s expense.
 - That no part of the foundations of the building may project under the public highway. The Applicant should note that contravening this condition will mean that the Parish will take action against the Applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.
 - That external insulated systems do not encroach over the public highway. Planning permission does not entitle the property owner / developer to encroach out onto neighbouring property that is not under their ownership, which includes public roadways/footways.
5. The Applicant must remove obsolete service boxes that are no longer used to provide a service to the Applicant’s site or, alternatively, realign/renew service boxes, liaising with the appropriate utility company. Obsolete dished kerb and footway entrances are to be removed with the kerbs and footway 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 footway, although in some instances the Applicant may need to reset granite footway 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/footway. All remedial works are to be at the cost of the Applicant.

6. Applicant is to note that the cost for removal and relocation of any street furniture or utilities, for example 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.
7. That the refuse store/collection arrangements, refuse separation and recycling strategy are to be agreed in detail with the Parish Refuse Manager.
- It should be noted that the Parish cannot collect refuse unless adequate access and storage facilities are provided on-site.
 - The Applicant is to indicate on a plan showing a properly constructed enclosure for the storage of refuse prior to collection.
 - There should be no step between the floor of the refuse store and the footway.
 - That the refuse store is fitted with a standard Parish lock.
8. That notwithstanding the above comments, this submission should be referred to Government’s Infrastructure & Environment Department 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/2025/0029>



4. Jersey College For Girls Secondary School, Le Mont Millais, St. Helier, JE2 7YB **P/2025/0039**

Lower existing boundary wall between Le Mont Millais and the Jersey College for Girls (JCG) Coach Park, install visi-railings in place of the wall. Removal of 1no. tree. Amend vehicular access.

The Roads Committee supports this application:-

The Roads Committee notes that the proposed work will create a signal-controlled pedestrian crossing on Le Mont Millais, near Hautmont Estate, providing access to Jersey College for Girls.

The proposed crossing aims to enhance safety by improving the current uncontrolled pedestrian crossing, benefiting children and young people accessing the college, its bus park, and the Jersey College Preparatory school.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2025/0039>

5. 10 Hilgrove House, Hilgrove Street, St. Helier **P/2025/0095**

Convert existing 1st, 2nd and 3rd floor office building and 1no. 1-bedroom apartment to 7no. 2-bedroom apartments and 1no. 1-bedroom apartment with roof terrace, bin and cycle stores.

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

The application is for a change of use of the upper floors of the property from office to residential, which will create in total:

- 1x commercial unit (Ground floor)
- 7x two-bed residential units
- 1 x one-bed residential unit

The property will also include the provision of 14 cycle parking spaces, of which 13 are in a cycle hub, whilst 1 cycle is stored in a storeroom. The applicant advises that electric charging is provided.

There are also 3 no-cycle hoops, which will provide cycle parking for the commercial unit, providing a further 6 cycle parking spaces.

The appellants design statement states that there is provision for 2 cycles per unit of accommodation and space for large cycles such as cargo cycles.

There is no car parking provision due to site restrictions; the property is located next door to the Central Market Hillgrove Street entrance.

1. There must be a minimum of one cycle parking space per bedroom provided for the site and sufficient visitor cycle parking spaces.

Although it is stated in the Planning Statement that there will be 2 cycle parking space per unit which equates to 16 cycle parking spaces, however the plan indicates 14 cycle parking spaces.

2. That the Applicant provides a cycle parking covered facility which must have sufficient space to accommodate larger cargo bicycles. Although it is stated in the Planning Statement, that there is sufficient room for cargo cycles, however this is not shown on the plans.
3. Roads Committee requests the provision of the appropriate number of charging points for electric bicycle charging. The applicant is to be aware of the fire risk associated with electric charging batteries and ensure adequate provision is provided to address this fire risk.



4. 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:
 - That any windows bordering the public road or footway shall be of a type whose opening lights do not open beyond the face of the building. The Applicant should note that contravening this condition will mean that the Parish will take action against the Applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.
 - 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.
 - That any "up and over" door is of a type which does not encroach over the footway or highway when being opened or closed or when fully open. Should it be a new vehicular access from a Parish by-road, the kerb and footway must be lowered by the Parish at the Applicant's expense.
 - That no part of the foundations of the building may project under the public highway. The Applicant should note that contravening this condition will mean that the Parish will take action against the Applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.
 - That external insulated systems do not encroach over the public highway. Planning permission does not entitle the property owner / developer to encroach out onto neighbouring property that is not under their ownership, which includes public roadways/footways.
5. That the refuse store/collection arrangements, refuse separation and recycling strategy are to be agreed in detail with the Parish Refuse Manager.
 - It should be noted that the Parish cannot collect refuse unless adequate access and storage facilities are provided on-site.
 - The Applicant is to indicate on a plan showing a properly constructed enclosure for the storage of refuse prior to collection.
 - There should be no step between the floor of the refuse store and the footway.
 - That the refuse store is fitted with a standard Parish lock.
6. The Roads Committee seeks a Planning Obligation Agreement to be in place to contribute to improvements on Hillgrove Street to enable the cobbles and granite paving to be extended further on Hillgrove Street.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2025/0095>