



PARISH OF ST HELIER

www.sthelier.je

ROADS COMMITTEE MEETING

Wednesday 16 April 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 the minutes of the meeting held on 12 March 2025 ('A' Agenda items).
- A4. Matters arising.
- A5. For information: Parish ANPR Feasibility.
- A6. For information: Town Cycle Route; changes to Cyril le Marquand Court and Poonah Road.
- A7. For decision: Stolpersteine Phase 2 & OT Forced Labour Camps Trail pavement markers.
- A8. For decision: Relocate Clairvale Road motorcycle bay to Brighton Road.
- A9. 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.
- A10. For decision: To consider recent Planning applications.
- A11. Agreed decisions.
- A12. Lodging items for forthcoming Roads Committee meetings.

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 4 July 2025: Visite du Branchage

Wednesday 17 September 2025

Wednesday 15 October 2025

Wednesday 17 December 2025

****Roads Committee members to please note change of date for July 2025 Branchage***



Date of request: 16 April 2025	Road reference & title of report: ANPR Deployment Feasibility
Address: N/A	Requested by: Constable
Brief introduction/summary: <p>In recent years, much hope has been placed on the benefits of Automatic Number Plate Recognition (AN PR) technology and how it may support the Parish's road safety responsibilities, as well as parking enforcement.</p> <p>To this extent, the Parish's Policy and Strategy Board (PSB) commissioned a review into the potential uses of ANPR, and a copy of the report is attached in Appendix 1 for your information.</p> <p>The presentation today runs through the findings from the study and next steps</p>	
Background <p>The Government's Parking Control Officers work Monday to Saturday (8am to 6pm). They do not work on Sundays and Bank Holidays.</p> <p>Following the introduction of RPZ in 2016, an agreement was reached with the Government that the Parish would police RPZs from Monday to Saturday (8am to 10pm) and Sunday (8am to 5pm). These hours can be extended (6am to midnight) when intelligence merits it.</p> <p>Whilst Parish Wardens predominantly cover RPZs, a community helpline was established and Parish Wardens now also respond to incidents of dangerous parking, obstructions and other issues outside the hours worked by Government Parking Control Officers.</p>	



Appendix A: ANPR Deployment Report

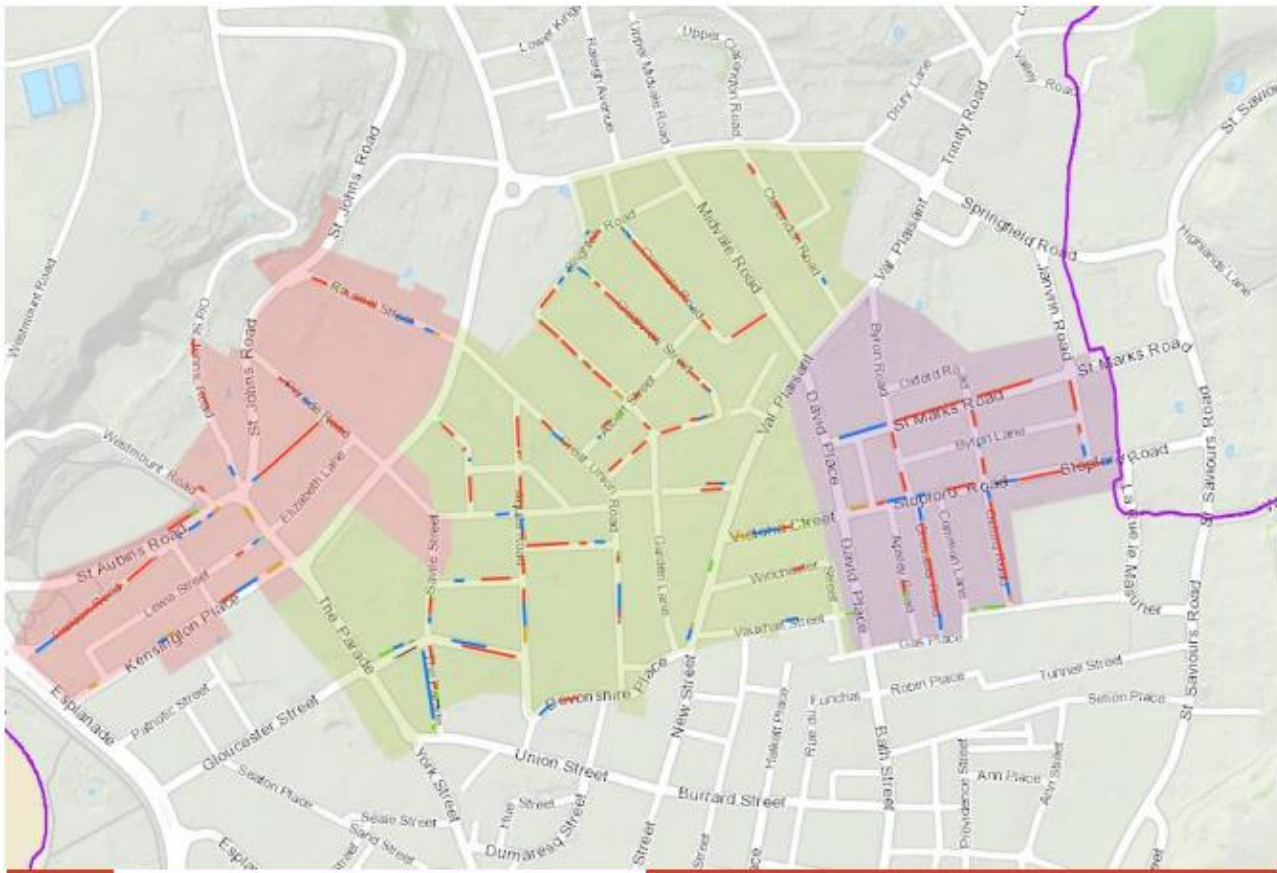


ANPR DEPLOYMENT FEASIBILITY STUDY

FINAL REPORT 21ST FEBRUARY 2025

IAN CLARKSON

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EXECUTIVE SUMMARY

Deployment of Automatic Number Plate Recognition (ANPR) technology in public places within Jersey is considered unlikely to prove viable for the Parish of St Helier in the short to medium term, save for in isolated cases. This is primarily because:

- a) the technology presents challenges from a privacy and data protection perspective,
- b) Jersey's statutory regulatory and audit framework for ANPR deployment in public spaces is underdeveloped relative to other jurisdictions that have sought to deploy ANPR for law enforcement purposes in accordance with data protection and privacy regulations, and
- c) Government of Jersey is not understood to be prioritising the development of a statutory regulatory and audit framework for ANPR during the period 2025-26.



Given the current status of Jersey's regulatory and audit framework, the Jersey Office of the Information Commissioner should be expected to conduct a proactive and comparatively forensic evaluation of the policy rationale for any proposed deployment of, and the corresponding audit arrangements for, ANPR systems in Jersey's public realm.

Notwithstanding the above issues, it is technically feasible to deploy a mobile ANPR enabled vehicle to assist with regulation of the existing and potential future Residential Parking Zones. Battery electric car, van and motorcycle options are all readily available. There is, however, insufficient evidence to suggest that deployment would generate financial savings within a 5-year period and / or generate additional income through a sustained increase in detection rates for parking infractions.

Technologies other than ANPR may be suitable for deployment in public spaces (e.g. sensors to assist with monitoring of disabled bay usage). These systems have variable capital and running costs depending on the technology required and the volume and complexity of systems integration work needed.

In the event that the Parish is minded to deploy any new technology to assist with parking and broader traffic enforcement (e.g. at specific offending hot-spots such as Rue de l'Etou), it may wish to collect additional data to enable an effective cost-benefit assessment of technology options.

Either ANPR or non-ANPR technologies could readily be deployed in Parish off-street car parks with a single point of entry / exit. These solutions have potential to improve customer satisfaction and cost-effectiveness over the medium term. Partnerships with existing parking providers and / or greater utilisation of systems and technologies that have already been deployed and proven on-Island may be considered more likely to yield both benefits.

With reference to existing States and Parish economic, social and environmental policies, a case could be made for reviewing the operation of the existing Residents Parking Zones, including the pricing policy and terms and conditions. There is arguably some limited scope to make more efficient and effective use of existing and potential future RPZs whilst securing a broadly compensatory increase in revenue.

A case could also be made from a road safety perspective to revisit previous proposals to introduce fixed penalty notices for speeding offences. Any such reconsideration might best be undertaken in full consultation with Government of Jersey, the Honorary Police, the States of Jersey Police and the Public.



INTRODUCTION

There is a political and operational desire within the Parish of St Helier ('the Parish') to assess the feasibility of deploying one or more variants of ANPR technology to assist with more efficient and effective discharging of vehicle parking management and enforcement, as well as broader road traffic enforcement responsibilities. The Parish also wishes to consider the potential for other relevant uses of ANPR technology.

Terms of reference for this feasibility study are included at **Appendix 1**.

BACKGROUND

Parish Responsibilities

The Parish discharges a broad range of road traffic policing and vehicle parking responsibilities.

Since responsibility for administering RPZs passed to the Parish in 2004, the scheme has been developed to include a total of 4 RPZs across the Cheapside, Richmond Road, St Marks and St Thomas areas. These offer a total of 432 on-street parking spaces for the benefit of local residents and businesses.

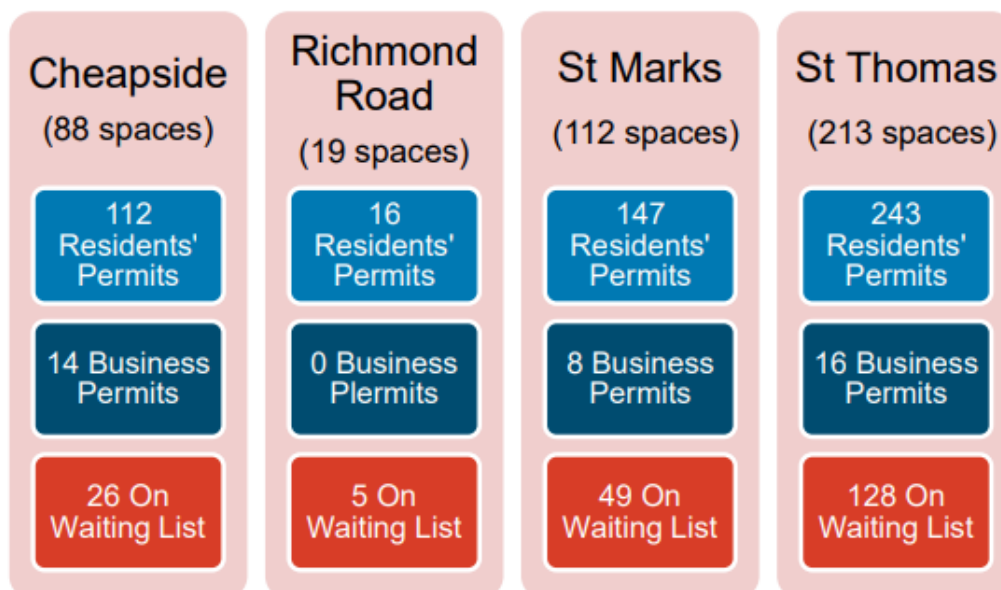


Figure 1: Residential Parking Zone Numbers



Off-street car parks administered by the Parish include the open public car parks at: West Park (at the former Inn on the Park site); People's Park alongside St Aubin's Road; Mount Bingham (adjacent to the public playground) and Nelson Street. Together, these offer more than 150 spaces – albeit that a number at People's Park are allocated to the Cheapside RPZ.



Additional private car park facilities are operated at Lempriere Street and Belmont Road. There is also a private car park at Byron Road, the revenue for which assists with upkeep of the Deanery and Town Church.

Duties undertaken by the St Helier Honorary Police include enforcement of speed limits, traffic restrictions and other rules of the road across the comparatively large and dense road network in the Parish. The significant annual events programme within the Parish adds an extra dimension to this responsibility.

Outputs from this management and enforcement activity include and extend beyond the issuing of some 11,500 Parking Infraction Notices per annum. These broader road traffic responsibilities are discharged by a combination of the St Helier Honorary Police, the States of Jersey Police and the Parking Control team within Department of Infrastructure and Environment, Government of Jersey, as well as the team of Wardens.

Data on the total number of on street Parking Infraction Notices (PINs) issued in St Helier during 2024 was available for this feasibility study. Prior year data was not readily available. This affected the scope for benchmarking.

The 2024 data indicates that there is a significant quantity of non-compliance within on-street Paycard / PaybyPhone parking zones, disc parking zones and RPZs, as well as significant abuse of unloading bays and no waiting or 'yellow line' areas. Parking on footways is also problematic.

Perhaps also worthy of note is that the number of Disabled Parking PINs is comparatively low, at just 214. Given the volume of comment that can be found on perceived disabled parking bay abuse across traditional media and social media platforms in particular, this figure indicates that any issues with disabled bays are likely not attributable to those undertaking operational enforcement.

Available data regarding the road traffic-focused workload of the 20-25 officers serving within the Honorary Police is limited. It is nevertheless understood that several Government departments and the States of Jersey Police are currently collaborating on the development of a new STATS 19 project, which will provide a new, comprehensive source of data on road safety collisions and other related interventions.





Vehicle speed check logs are nevertheless kept by the Parish. Those for 2024 indicate that some 6.5% of all vehicles monitored were being driven in excess of the speed limit, with the driver having been either stopped and given words of advice or warned to attend a Parish Hall Enquiry.

Parking Infraction Notices: Top 6 Infractions During 2024



1. Paycard / App
2,983 PINs



2. Unloading Bays
2,697 PINs



3. Yellow Lines
1,933 PINs



4. Parking Discs
1,229 PINs



5. RPZs
1,213 PINs



6. Footway Parking
999 PINs

Resource

Broadly 51% of the Parish's £17.7 million income¹ is derived from non-rates sources, with some £2.43 million classified as Roads Income.

Just under £642,000 of Roads Income is generated by Paycard / PaybyPhone receipts, with a further £227,000 coming from RPZ permit receipts and £489,000 in fine income. The remainder is derived from other sources.

Expenditure on parking and road traffic management is largely sourced from a Roads budget of £1.87 million (2023-24 figures). This budget provides for the resourcing of the RPZ scheme. Indications are that between £250,000 - £300,000 per annum of that budget funds the employment of 4 Parish Wardens, a part-time manager and an administrator to provide back-office support. These Wardens

¹ N.b. 2023-24 figures



have general parking enforcement responsibilities with respect to the 4 Residents Parking Zones and certain other matters.

Parish Accounts indicate that the separate operating costs of the St Helier Honorary Police are running at £70,000 per annum, though only a percentage of this sum is believed to be attributable to parking and other road traffic enforcement activity.

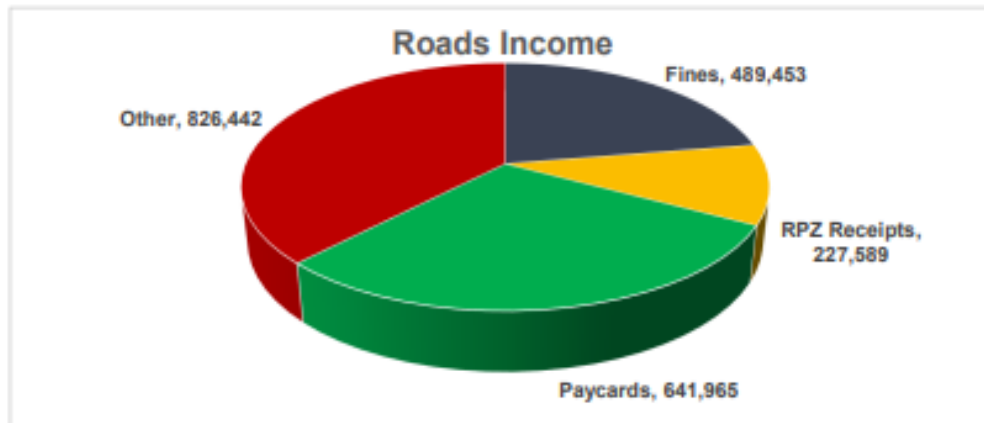


Figure 2: Parish Roads Account –Income Sources

Island Strategic Context

Government of Jersey has been pursuing a range of policies that stand to impact both demand for parking in the Parish and the nature and extent of broader road traffic workload. While these may be having some impact on travel choices and parking demand in St Helier, the extent of this impact appears limited.

The Carbon Neutral Roadmap, Bridging Island Plan and Sustainable Transport Policy are advancing decarbonisation policies to mitigate the negative effects of climate change. Recognising that a third of the Island's carbon emissions are generated by road transport, both seek to reduce the need for the population to travel and to prioritise cycling, walking and public transport over other motorised travel. The Bridging Island Plan seeks to concentrate housing and other development within central St Helier and certain surrounding areas, while the Sustainable Transport Policy: Next Steps (December 2023) pursues management of vehicle demand through measures targeting provision, pricing and restrictions on parking. It is also notable that the latter policy document includes the following commitments:

'We will continue to engage with local stakeholders to better understand the challenges of residents parking within St Helier and support where possible the Parish with their newly formed Parish of St Helier Roads Committee "Parking Working Group".'

'Using our existing relationships with commercial stakeholders, we will research the impacts of commercial vehicles using residential parking. We will identify potential solutions to increase the availability of resident parking for non-commercial vehicles.'

The Island Road Safety Review 2021² evaluated road traffic collision and casualty rates in Jersey. It found that casualty rates were slightly higher than Great Britain and that vulnerable road users were

² See: States Assembly Report [R.185/2021](#)



Photo: West Park off-street car park

over-represented. These findings were maintained in the 2023 Road Traffic Collision and Casualty Update³ (refers). Both invite consideration of additional road safety focused enforcement activity.

Other relevant Government policies include the 2021 Public Realm and Movement Strategy⁴ and Residential Parking Standards issued as Supplementary Planning Guidance under the Bridging Island Plan. These seek to limit areas for on-street parking in central St Helier, to pursue co-use of existing surface car parks and to generally discourage travelling into and / or through central St Helier by car.

Available data such as that within the latest Jersey Opinions and Lifestyle Survey indicates that these policies may be having a degree of impact on travel choices and parking demand in St Helier but not yet to any major extent. This is notwithstanding the prevailing global economic climate and local cost of living challenges, which have also been applying downward pressure on vehicle demand and consequent demand for parking since the COVID pandemic of 2020-21.

The dynamics of the new and used car market in Jersey and the UK bear this out.⁵ Jersey had just over 91,000 cars and light 4x4 vehicles registered as at the end of 2024.⁶ This figure is just over 4.5% higher than in 2014, albeit with a notable slowdown in the rate of new vehicle registrations since the COVID pandemic of 2020-21. Local market data indicates a similar picture to that of the UK, with a strengthening of used car prices reflecting strong consumer demand for petrol cars and indications that private buyers are increasingly deterred from buying new battery electric cars following the discontinuation of Government's Electric Vehicle Purchase Incentive and car parking incentives, alongside insurance and repair cost issues.

³ See: States Assembly Report [R.91/2024](#)

⁴ See:

<https://www.gov.je/SiteCollectionDocuments/Planning%20and%20building/R%20St%20Helier%20Public%20Realm%20and%20Movement%20Strategy%20-%20Stage%203%20Report%20ARUP.pdf>

⁵ See: <https://www.autotrader.co.uk/trade-site-images/static/assets/market-intelligence-reports/auto-trader-monthly-market-intelligence-december-2024.pdf>

⁶ See: opendata.gov.je



Parish Strategy and Policy

The Parish Business Plan and Estimates 2024-25 aligns with the 2022 published manifesto of the Connétable of St Helier. Several manifesto pledges are relevant to this feasibility study, with one or two introducing an element of challenge to Government policy. Relevant pledges include:

- the pursuit of a parking strategy that would not disadvantage St Helier car owners and which would provide sufficient parking for shoppers and visitors to town
- Support for the invaluable work of the Honorary Police
- Working to keep Parish rates low.

The Parish Business Plan lists 8 core services provided to parishioners. These core services specifically include:

- supporting the Honorary Police and enforcing parking in St Helier
- issuing a variety of permits and licences
- implementing corporate strategy and Roads Committee decisions.

Regarding specific parking and road traffic issues, there are concerns within the Parish with respect to the number of incidences of:

- a) no waiting (yellow line) unloading bay offences at Castle Quay, Rue de l'Etai, St Helier, and
- b) breaches of the no through road restriction at New Cut, St Helier.

While statistics evidencing the full extent of these two issues are understood not to have been formally collated, significant anecdotal evidence of problems at both sites has periodically been brought to the attention of the Parish. There is also some discussion of these topics on social media sites such as Facebook.



WHAT IS ANPR?

Automatic Number Plate Recognition systems apply optical character recognition software to camera images to read vehicle registration plates that conform to statutory requirements. ANPR is widely regarded as a relatively mature technology, having been in operational use in the United Kingdom for over 40 years



When an ANPR system identifies and reads a registration plate, it creates a precisely timed and dated record of the scan of that plate together with the geographical location of the scanned plate. This data is then queried against at least one vehicle database, either via immediate processing on site or by transmitting the data to a remote back-office function for processing. If necessary, one or more digital photographic images of the registration plate and potentially the vehicle to which the plate is attached may be taken and retained as part of the record made.

ANPR technology can be deployed via existing CCTV cameras and / or traffic enforcement cameras, or via the installation of purpose-built ANPR-specific cameras. It is suitable for deployment at fixed locations (e.g. for monitoring car park entry and exit points) but can also be incorporated into mobile solutions, such as a light commercial vehicle, passenger car or even a light motorcycle. Dedicated ANPR

cameras may utilise both visible and / or infrared light to secure a viable picture in different lighting conditions through a 24-hour period.

Dedicated ANPR cameras tend to incorporate error checking technology that alerts an ANPR network operator to fault scenarios. These can include marginal lighting conditions that may require a manual reviewer to interpret a registration number correctly, or a cloned vehicle whereby the keeper or another party has copied the number plate of one vehicle and applied it to another to hide its identity. Modern systems operated by police forces often seek to counter cloning by cross-referencing a vehicle plate scan against not only a master vehicle registration database but also other information sources, including historical location records of that same registration and other intelligence.

ANPR technology can be paired with but is generally distinct from the laser and / or radar technology commonly used in speed camera equipment, save that the use of multiple ANPR cameras at fixed points can be used to identify a vehicle's average speed over a predetermined distance.



Practical uses for ANPR technology extend across criminal and civil enforcement scenarios. Its use nevertheless gives rise to certain privacy issues with respect to the European Convention on Human Rights and also the General Data Protection Regulation (GDPR). In the Jersey context, these concerns principally relate to Article 8 of the Human Rights (Jersey) Law 2000 and the Data Protection(Jersey) Law 2018.



Specific issues for ANPR deployments that tend to arise from the requirements of the above legislation can include:

- 1) **Accuracy** – whereby inaccurate readings can generate incorrect penalties;
- 2) **Data retention** – ANPR systems have the potential to generate extensive datasets, which in turn give rise to significant capacity for human surveillance;
- 3) **Data security** – potentially extensive ANPR datasets can reveal sensitive information regarding the activity and movement of a data subject. In turn, this means that the consequences of a data breach can be significant;
- 4) **Misuse** – insufficient safeguard against misuse can allow unauthorised persons to utilise ANPR enabled databases to assist with tracking the movements of individuals;
- 5) **Regulatory compliance** – ANPR systems generate risks with respect to Human Rights and Data Protection legislation, not least with respect to requirements for lawful and proportionate data processing; and,
- 6) **Transparency** – regulatory requirements and public expectation both tend to demand public transparency in how ANPR systems are deployed and how the resulting data is collected, retained and accessed.

To resolve or mitigate the above concerns, various Western jurisdictions have tended to pass legislation and establish specific regulatory and audit regimes. In this regard, the UK has occasionally been cited as a marginal case on account of permitting a comparatively extensive acquisition of ANPR data via a regulatory regime based on a mix of common and statutory law.



ANPR USE - UK AND CROWN DEPENDENCIES

UK

The use of ANPR technology by UK and other Western police forces is long-standing and well documented. Media reporting, other open-source data and feedback from serving officers within the Metropolitan and Essex Police services indicates that both fixed (e.g. motorway installations) and mobile ANPR systems (e.g. marked and unmarked Police vans) have become a particularly useful and reliable investigatory tool with a broad range of uses, from detection of serious and organised crime through to road traffic enforcement.

Relatively broad deployment of ANPR technology in the UK has been permitted following the development of a significant regulatory and oversight regime. All police forces and other agencies concerned with law enforcement abide by National ANPR Standards for Policing and Law Enforcement.⁷ These standards are supported by National Standards for Compliance and Audit and National ANPR Service technical and supplier specifications. In turn, these regulatory codes are underpinned by a legislative framework that extends beyond the UK Data Protection Act 2018 to Police Information and Records Management Code of Practice issued under the Police Acts of 1996 and 1997.

The UK regulatory framework for ANPR sets detailed standards for data access, accuracy and management, as well as equipment, infrastructure and audit standards. It also regulates the use of ANPR technology across different classes of investigation (e.g. major investigations, serious investigations and priority and volume investigations).

ANPR use has also been progressed successfully by a range of UK councils in accordance with the requirements of the above UK regime.

Ealing Council has used ANPR to combat fly-tipping at problem locations⁸ and to assist with the enforcement of street closures to through traffic outside schools.⁹

During 2024, Portsmouth City Council began deployment of a small ANPR equipped car to bulk-scan vehicles in Residential Parking Zones and assist with enforcement. The vehicle was used to direct a traffic warden to potential offending vehicles more efficiently, rather than to complete the evidence gathering process and negate the requirement for human verification of an offence.

During the summer of 2022, Oxfordshire City Council consulted on and then reportedly implemented a proposal to use ANPR technology to restrict peak period use of six busy routes to permitted vehicles only.¹⁰ The Council is currently consulting on a series of new proposed ANPR deployments for road traffic enforcement purposes ranging from illegal right turns through to abuse of No Entry restrictions.¹¹

⁷ See: <https://www.gov.uk/government/publications/national-anpr-standards>

⁸ See <https://www.aroundealing.com/news/anpr-camera-fly-tipping/>

⁹ See <https://www.ealing.gov.uk/schoolstreetsexemption>

¹⁰ See <https://letstalk.oxfordshire.gov.uk/traffic-filters-2022>

¹¹ See https://letstalk.oxfordshire.gov.uk/countywide_anpr2024



Isle of Man

During 2024, the Isle of Man embarked on a legislative programme of work to enable the deployment of ANPR for law enforcement purposes. In June 2024 the Minister for Justice and Home Affairs, Isle of Man Government was preparing legislation to adopt and, where appropriate, adapt, UK national ANPR standards ahead of utilising the technology to target organised and serious criminality. Use of the technology for road traffic enforcement purposes was not ruled out.¹²

Notwithstanding the above, it is understood that the Isle of Man Infrastructure Department has for some years deployed a mobile ANPR unit to identify vehicles being used on public roads without vehicle tax having been paid.¹³ The unit reportedly identified over 400 untaxed vehicles during 2021.

Jersey

Jersey is not a party to the UK National ANPR Standards for Policing and Law Enforcement and does not appear to have an equivalent regulatory regime that would demonstrate alignment with the requirements of existing human rights, data protection and potentially other legislation.

To date, ANPR deployments in Jersey have been confined to off-street car parks operated by Jersey Development Company, Jersey Airport, Ports of Jersey and Government of Jersey within Sand Street Car Park. The latter deployment is understood to have been at least partially enabled by the inclusion of a specific ANPR provision at Article 12 of the Road Traffic (Sand Street Car Park) (Jersey) Order 2012 – the only piece of Jersey legislation known to include a specific reference to ANPR usage.

In the above circumstances, the Jersey Office of the Information Commissioner should be expected to conduct a proactive and comparatively forensic evaluation of the policy rationale for any proposed deployment of, and the corresponding audit arrangements for, ANPR systems in Jersey's public realm.

¹² See <https://www.tynwald.org.im/spfile?file=/business/hansard/20202040/k240625.pdf>

¹³ See: <https://www.bbc.co.uk/news/world-europe-isle-of-man-48404600>



ALTERNATIVE (NON-ANPR) TECHNOLOGIES

Almost all digital parking and traffic enforcement technologies are designed to accurately identify the presence of a vehicle in a specific space or, in the case of parking solutions, to establish when a specific space is vacant. They then tend to send some degree of data to a central management system, where collation, processing and evaluation is undertaken. The extent to which these systems generate volumes of data tends to be dependent on whether there is a requirement to identify generic vehicles, a specific vehicle type or an individual vehicle.

While ANPR systems are generally very useful for placing a specific vehicle at a specific location at a verifiable point or points in time, several other smart Internet of Things ('IoT') technologies are available that can at least partially perform the same function whilst also generating a lower risk of acquiring personal / excess data. These include sensors embedded in or attached onto the surface of parking spaces.

Sensors can feed useful real-time data to app-based parking solutions that could be deployed to increase the efficiency and effectiveness of RPZ and potentially other parking (e.g. disabled) administration. They can offer the consumer a map of available parking spaces in the desired area and, where appropriate, enable advance booking.

Smart parking IoT systems can include:

1. overhead radar or lidar (light detection and ranging) systems
2. ground sensors.

Each of these technologies has a mix of advantages and disadvantages.

Overhead radar / lidar based systems use radio or laser reflection measurements to detect whether a vehicle is in a specific zone or bay. They tend to be positioned on lamp posts or similar street furniture and can be impacted by line of sight obstructions. The open-source consensus appears to be that they only work well at a distance of less than two average car lengths, which can mean that a significant number of sensors are required for a particular car park or stretch of on-street parking. They can also require comparatively significant processing power, which has implications for both sensor cost and power requirements.

Ground or in-road sensors are often robust, battery-powered, wireless sensors that are generally not vulnerable to line-of-sight obstructions. They can utilise infrared, magnetometer, infrared, radar or ultrasonic technology. Localities that suffer from significant snowfall or other events that can impact the sensors (e.g. leaf falls in autumn in areas with a significant number of trees) tend to be recommended to use radar enabled sensors. Others tend to manage with magnetometer / infrared sensors that can be slightly cheaper and are more likely to achieve a longer (8-10 year) battery life.

Recent examples of alternative IoT / smart sensor technology deployments include the following:



- **Westminster Council, UK** – Westminster was an early adopter of parking technology, having worked to remove 4,400 parking meters and display machines by 2009 in favour of mobile payment solutions.¹⁴ In 2015, the Council installed more than 3,300 sensors in parking bays by 2015 to detect when parking bays were occupied. This was supplemented by the roll out of parking app to give drivers visibility on vacant spaces across Westminster. The Council subsequently trialled a disabled e-permit system, again supported by in parking bay sensor technology, to alert traffic wardens to unauthorised disabled bay use.¹⁵ It is understood that this trial did not result in a full-scale rollout. The reasons for this are being investigated.
- **Norfolk County Council, UK** – reportedly spent £20,000 on a parking sensor array trialled in Great Yarmouth during late 2022 to gather data on how long vehicles were staying in pay and display spaces.¹⁶ The sensors were not intended to be used for civil enforcement purposes.
- **Richmond Council, UK** – installed 151 parking bay sensors in town centre spaces to gather usage data and monitor overstay. No personal data was collected. The sensors were integrated with the RingGo parking app to help drivers identify vacant parking spaces.¹⁷
- **Sutton Council, UK** – conducted a trial in 2021 whereby sensors were placed in disabled parking bays to monitor the frequency and duration of bay use over a set period. While all data collected in that particular trial was anonymous, the same technology could conceivably have been configured to assist with directing Wardens and Parking Control Officers to monitor specific spaces where heavy usage and / or extended stays were detected regularly.¹⁸
- **Parking Perx** - Sunderland and other areas ,UK - A now defunct sensor and mobile app-based system that was designed to reward customers with free town centre parking when they purchased in physical stores that had also signed up to the system. Initially, the system utilised smart sensors in specific car parks that were intended to remove the requirement for customers to use ticket machines or location codes of the type used in Jersey by PaybyPhone. It subsequently adapted to utilise the RingGo parking app for the same purpose. After gaining initial traction in 2019 and a subsequent successful funding opportunity secured via BBC Dragon's Den in 2021,¹⁹ the business is understood to have folded in 2022. Media reports indicate that the proprietary loyalty card systems of bigger national retailers were one factor that frustrated progress for the company.

Media articles that reference IoT technology sometimes refer to 5G mobile network technology as an IoT enabler or that it otherwise enables various 'smart city' connectivity. In this regard, it is perhaps worthy of note that while Jersey has not yet seen 5G mobile networks launched either in St Helier or across the Island, 4G technology has proven sufficient in other jurisdictions for a broad range of ANPR or smart sensor technology deployments.

⁴ See: <https://www.local.gov.uk/sites/default/files/documents/parking-technology-and-sy-08e.pdf>

⁵ See: <https://www.transportextra.com/publications/parking-review/news/47458/westminster-to-use-parking-sensors-to-foster-misuse-of-disabled-bays/>

⁶ See: <https://www.edp24.co.uk/news/local-council/20621384.trial-will-see-20k-sensors-monitor-cars-parking-bays/>

⁷ See: <https://www.innovateproject.org/2021/11/22/smart-parking-sensors-trial-to-begin-helping-to-assist-residents-and-improve-air-quality/>

⁸ See: <https://www.sutton.gov.uk/w/sutton-council-uses-new-technology-to-look-at-disabled-parking-bay-use>

⁹ See: <https://www.thewestmorlandgazette.co.uk/news/19434497.parkingperx-app-will-reward-kendal-high-street-parkers-free-parking/>



TECHNOLOGY PROVIDERS

The following is a sample of relevant systems and technology providers with relevant experience in the provision of ANPR or other sensor-based services to assist with parking and traffic management / enforcement.

Alliot Technologies

Distributor of a broad range of IoT solutions, with specialists in IoT systems design, supply and deployment.

Clients have included Leeds City Council, Inverness Airport and Blenheim Palace, with the project at the latter having assisted with a range of data driven improvements from smart parking to biodiversity improvements.²⁰

Private limited company with registered premises in Huddersfield, West Yorkshire. Incorporated in December 2017.

T: 01484 599544

W: <https://www.alliot.co.uk/>

E: contact@alliot.uk

Civica

UK based software and services provider operating internationally and offering multiple solutions to public sector organisations. Markets 'Civica Traffic ANPR' in the UK to manage moving traffic contraventions by combining ANPR scanning with penalty charge notice generation and administration. Marketed as a company 'trusted by 90% of UK police forces' for provision of fixed, mobile and redeployable ANPR and PNC (Police National Computer) services.

UK registered company Registered in London and trading from premises across the UK, Australia, the USA and elsewhere. Established in 2003.

T: +44 (0) 3333 214 914

W: <https://www.civica.com/en-gb/anpr/>

²⁰ See: <https://www.alliot.co.uk/lorawan-use-cases/>



NDI Recognition Systems

Provides UK designed and manufactured fixed and mobile ANPR solutions to the global market.

UK registered company trading from premises in Livingston, UK. Established in 2008.

T: 01270 613780

W: <https://www.ndi-rs.co.uk/>

E: sales@ndi-rs.com

Skidata

Provider of various integrated smart parking and mobility solutions that include ANPR and other technologies. Supplier of ANPR system utilised by Jersey Development Company in their Waterfront car park.

Multinational company with registered office in the UK and trading from premises in Hemel Hempstead.

T: +44 20 8421 2211

W: <https://www.skidata.com/home>

E: info@skidata.com

Smart Parking (UK) Limited

Provider of integrated smart parking solutions that include ANPR and other technologies. Offices in the UK, Germany, Australia and New Zealand.

Registered in the UK in 2011 and trading from premises in Birmingham.

W: <https://smartparking.com/uk>

E: info@smartparking.com

Taranto

Provider of traffic enforcement and management solutions. Works with over 50 UK authorities, manages Transport for London Road User Charging schemes and the Dartford Crossing. Also supplies enforcement systems including handheld ANPR scanning equipment to Parking Control, Infrastructure and Environment, Government of Jersey.

Part of the international Modaxo conglomerate. Trading from offices in Liverpool.

T: 0151 832 0623



W: <https://tarantosystems.com>

E: sales@tarantosystems.com

Traffic Environment Systems (TES)

Provider of CCTV and ANPR systems and support. Supplies fixed ANPR camera systems and ANPR enabled enforcement and survey vehicles (cars, light vans and motorcycles), together with desktop and mobile Compliance Display Mapping software/applications. Also offers systems integration services, car park surveys, training and project management.

TES claims to have the City of London and 21 of 32 London boroughs using its systems.

Private limited company Registered in Enfield, Middlesex and trading from premises in Ampthill, Bedfordshire, UK. Established in 2004.

T: 0152 588 7456

W: <https://www.tes.ltd/>

E: info@tesltd.co.uk

Verra Mobility

Global company providing ANPR and other smart mobility technology to enable barrier-free toll roads (deployed in France, Ireland, Italy and Spain), detection of red light traffic offences, bus lane enforcement and other uses. Also provides fleet management technology to rental companies and other commercial organisations.

US company but understood to have European offices in 5 cities, including London, UK. Reportedly the supplier of the mobile speed camera to be trialled by Department for Infrastructure and Environment in conjunction with the States of Jersey Police during 2025.

W: <https://www.verramobility.com/>

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FEASIBILITY ASSESSMENT

Key:



= Considered viable or viable with minor issues to address only



= Of marginal benefit or with significant risks / challenges to overcome



= Not considered viable

Market

Proposed Deployment	Feasibility
Mobile ANPR system for use in RPZs and general road traffic enforcement	
Fixed ANPR cameras in RPZs and other public places	
Fixed ANPR cameras in off street public car parks (e.g. West Park, Peoples Park, etc)	
Fixed ANPR cameras in Parish operated private car parks	
Lower complexity parking sensor trial (e.g. Disabled Bay monitoring)	

Looking first at the 4 RPZs operated by the Parish, the available data indicates that consumer demand for the introduction of ANPR regulation is unknown.

RPZs were originally introduced to enhance the quality of life for St Helier residents by giving them better access to parking near their homes or businesses. One of the attractions of the scheme seems to have been the comparatively low cost of the permit. With the exception of the lengthy waiting lists for applicants to obtain an RPZ permit in their zone, there appear to be very few complaints logged by customers or other stakeholders regarding the operation of the scheme.

It is less than clear from the available data whether ANPR systems would make the management and enforcement of the RPZs more efficient and effective. There is, however, potential for the introduction of these systems to increase the operating costs of the scheme. In turn, this would create pressure to raise the cost of permits to compensate. Given that low permit cost is believed to be one of the valued attributes of the scheme, introducing ANPR at this stage might prove counterproductive.








Regarding other off-street car parks, there does not appear to be any significant evidence of non-compliance within the private car park estate. Similarly, public car park enforcement is managed separately via Parking Control Officers, who already utilise portable ANPR scanning as part of their enforcement operation. The available data on enforcement activity does not indicate a particularly strong case for supplementing or replacing the existing enforcement regime.

With respect to broader road traffic enforcement matters, public calls for interventions on road traffic matters tend to focus on enforcement of speed restrictions in their immediate locality. While ANPR technology can assist with this type of enforcement, the nature and extent of perceived speeding issues across the Island, coupled with evidential requirements for prosecutions, point towards the deployment of purpose-built semi-mobile speed camera technology of the type due to be trialled imminently by the States of Jersey Police and Infrastructure and Environment as a more viable way forward. It is understood that the St Helier Honorary Police have been invited to engage with this trial.

The 2023 Road Traffic Collision and Casualty Update 2023²¹ indicates that Jersey has a particular issue with vulnerable road user casualty rates, with motorcyclist and cyclist injuries being notably higher than UK averages. These trends appear to be influencing Government policy towards road safety initiatives in directions that do not involve the introduction ANPR technology.

Turning to localised issues, there is anecdotal evidence in the form of social media content and informal complaints to the Connétable of St Helier and Parish administration that indicates ongoing issues at the New Cut no-through road and at the Castle Quay frontage along Rue de l'Étau. The former – which is not a Parish road – relates to unauthorised vehicles crossing the busy King Street junction, while the latter appears to consist of excessive waiting on yellow lines or in time limited disc zone bays intended for limited unloading / loading. The safety implications for vulnerable road users at both sites are potentially such that both could be proposed for trials of either ANPR-based enforcement or other parking sensor technology, subject to steps being taken to collate higher quality data to evidence the extent of the problems at those sites. Any trial at New Cut should nevertheless be considered in conjunction with the Infrastructure and Environment Department, Government of Jersey.

Technical and Operational

Proposed Deployment	Feasibility
Mobile ANPR system for use in RPZs and general road traffic enforcement	
Fixed ANPR cameras in RPZs and other public places	
Fixed ANPR cameras in off street public car parks (e.g. West Park, Peoples Park, etc)	
Fixed ANPR cameras in Parish operated private car parks	
Lower complexity parking sensor trial (e.g. Disabled Bay monitoring)	

²¹ States Report [R.91/2024](#) refers



It is technically and, in a number of cases, operationally feasible to deploy either mobile or fixed ANPR systems in St Helier.

The Customs and Immigration Service has deployed ANPR technology at Elizabeth Harbour, while other car park operators in Jersey have also deployed the technology. Jersey Development Company in particular has deployed a Skidata supplied system with a licensing arrangement that would allow that operator to extend their system to multiple further off-street car parks that have a single entry and exit point at relatively low cost.

The Island has a high-quality communications network with a full fibre backbone and a defined programme of work to implement 5G mobile technology in the short to medium term.

A broad range of mobile ANPR service providers across the UK and Europe have suitable equipment and proven installation experience. Any tender exercise for the deployment of ANPR to assist with RPZ or the discharge of broader traffic enforcement duties can be expected to generate interest from a number of those companies. Several have already expressed informal interest in supplying the Parish with equipment and systems integration support. **Appendix 2** includes examples of 2 mobile ANPR vehicles that one company has provisionally priced for deployment across the RPZs and, potentially, for other road traffic uses. The same company is due to provide further product and pricing information on Monday 10th February for at least one ANPR solution that should be deployable at locations such as New Cut, St Helier to assist with no through road enforcement.

The Parish has ownership of necessary car park land and a significant number of roads in St Helier and there is no shortage of available suppliers offering mature, proven solutions – albeit that none are understood to be operating in Jersey at this time.

The Taranto parking control management platform deployed by Department for Infrastructure and Environment and utilised by the Parish for RPZ and related enforcement duties is well known to a number of ANPR suppliers, which means that any systems integration work should not be unduly complex.

It may also be feasible to deploy static ANPR systems to regulate parking in one or more off-street car parks with single entry and exit points, so long as 230 - 240 volt power sources can be identified (e.g. within lamp posts). Many fixed ANPR solutions tend to require a fixed power source rather than battery power.

Off street car parks with multiple entry and exit points (e.g. People's Park) should be expected to present a greater challenge, as physical restrictions and the planning permission needed to enable them will be required to stop drivers from evading camera detection.

Maximising the efficiency of ANPR-based enforcement would likely require some form of direct linkage or regular downloads of the central DVS registered vehicles database. While the relative complexity of this task would require further work, there are other, more immediate feasibility considerations to consider. These are covered immediately below and elsewhere in this study.

The principal operational challenges concern geography, data and effective resourcing. These are particularly relevant in the case of a potential RPZ deployment.

The geography and layout of the 4 RPZs and current state of ANPR camera technology is such that a relatively large number of fixed cameras would need to be deployed to provide whole area coverage. Given the current scale of the RPZs, there is simply insufficient custom to make such a solution viable (see Financial). A mobile ANPR solution would address this issue, with one vehicle








being likely able to achieve several successful passes through all 4 RPZs per day, even with relatively densely parked vehicles on both sides of a road. It would nevertheless be necessary to take one of the existing Wardens from their current duty in order to drive the vehicle and secure provisional 'hits' of non-compliant vehicles. Existing legislative restrictions would then mean that a second Warden would need to follow up the provisional hit and confirm that the potentially offending vehicle was non-compliant (e.g. without a valid permit being displayed). This does not seem to be a practical or more efficient method of enforcement given the number of Wardens currently employed and the shift patterns they need to cover. Moreover, there is not currently a strong evidence base to suggest that the existing Warden enforcement activity without an ANPR vehicle is materially inefficient to the point that a vehicle could make a significant difference.

An alternative option of deploying one or both Wardens on ANPR enabled electric motorcycles has been considered. While this might conceivably enable one Warden to identify provisionally non-compliant vehicles and then follow up with a visual confirmation more easily, this option generates different logistical and compliance challenges (e.g. where a Warden could lawfully park the motorcycle to dismount and how many Wardens are licensed to ride a light motorcycle). The anticipated efficiency gains would also likely be insufficient to justify the expenditure required.

An alternative deployment of simpler parking sensors to monitor disabled parking and unloading bay usage would likely be technically and operationally viable. While the more readily available and cost-effective sensors (n.b. an example is included at **Appendix 3**) would simply record occupancy rather than identification of a specific vehicle, such a sensor array should alert a back-office function to potential disabled and unloading bay overstay and allow for intelligence led redirection of Parking Control or Warden resource to investigate.

Legal

Proposed Deployment	Feasibility
Mobile ANPR system for use in RPZs and general road traffic enforcement	
Fixed ANPR cameras in RPZs and other public places	
Fixed ANPR cameras in off street public car parks (e.g. West Park, Peoples Park, etc)	
Fixed ANPR cameras in Parish operated private car parks	
Lower complexity parking sensor trial (e.g. Disabled Bay monitoring)	

The concept of ANPR deployment to assist with enforcement of off-street parking infractions with a civil penalty is comparatively straightforward. Feedback from the Jersey Office of the Information Commissioner suggests that the precedent established by Government of Jersey, Ports of Jersey and the Jersey Development Company with respect to ANPR usage in off-street car parks is understood and is tolerated.



Deployments in Jersey's public spaces are materially more problematic. The JOIC is thought to harbour specific concerns regarding how ANPR deployment in public areas will be reconciled with the principles of the Human Rights (Jersey) Law 2000 and the Data Protection (Jersey) Law 2018. It also appears to have a related concern regarding the proportionality of ANPR use in Jersey for detecting and prosecuting relatively low-level road traffic offences.

These concerns appear to be underpinned by the fact that Jersey has a significantly more limited regulatory regime for ANPR usage relative to that of the UK, which is itself not universally regarded as a best practice jurisdiction.

Whereas the Isle of Man Government is known to have been working during 2024 to put ANPR use on a broadly equivalent statutory and regulatory footing to the UK, Jersey is not believed to have a comparable plan to implement one. It is understood that Justice and Home Affairs is not working on the topic and capacity in the Government Law Drafting Programme for any new projects before late 2026 is distinctly limited.






Regarding Jersey's existing road traffic and parking legislation, only the Road Traffic (Sand Street Car Park) (Jersey) Order 2012 is believed to have made specific provision for ANPR data to be accepted as prima facie evidence for enforcement purposes. In the event that ANPR data is to be used to support a broader range of road traffic offences or parking infractions, other legislation that should perhaps be similarly amended would potentially include the primary Road Traffic (Jersey) Law 1956 and the relevant subordinate Road Traffic Orders concerning St Helier, disabled parking and other public parking spaces across the Parish.

It is also notable that statutory recognition of ANPR technology in Jersey would potentially open up the possibility of making other changes to existing legislation. For example, Article 29 of the Road Traffic (St Helier) (Jersey) Order 1996 requires either the physical displaying of a valid RPZ permit in a vehicle or the securing of written permission from the Connétable for it to be parked in an RPZ lawfully. It might be considered practical to remove the requirement for a physical permit at a future date, so as to allow full digitisation of the RPZ scheme.

All of the above concerns would appear to be mitigated in the event of a non-ANPR based sensor technology deployment to gather data on disabled or unloading bay usage and potential overstay.



Political

Proposed Deployment	Feasibility
Mobile ANPR system for use in RPZs and general road traffic enforcement	
Fixed ANPR cameras in RPZs and other public places	
Fixed ANPR cameras in off street public car parks (e.g. West Park, Peoples Park, etc)	
Fixed ANPR cameras in Parish operated private car parks	
Lower complexity parking sensor trial (e.g. Disabled Bay monitoring)	

The regulatory challenges to potential ANPR deployments can reasonably be expected to impact political assessments.

ANPR featured in the January 2014 report of the Education and Home Affairs Scrutiny Panel entitled 'Camera Surveillance in Jersey' (SR.1/2014 refers).²² The Panel found that the States of Jersey Police were minded at that time to pursue the introduction of an ANPR system that would monitor every traffic movement in and out of St. Helier. This was thought to represent a major enhancement of police surveillance powers over Islanders that should warrant the development of new regulations and the publication of a suitably comprehensive privacy impact assessment. To date, those regulations have not been forthcoming. This is perhaps not surprising given that the States of Jersey Police appear to have moved back from that policy objective.

More recent discussions with both the States of Jersey Police (at Inspector level) and with Infrastructure officers concerned with road safety policy reveal that both consider the priority focus to be on matters that do not necessarily justify the deployment of fixed or mobile ANPR equipment. In particular, both consider that significant speeding offences are a priority for detection. To that end, they have concentrated efforts on a trial deployment of a semi-mobile speed camera that is believed to combine ANPR and other UK Home Office compliant technologies for speed detection.

On a related matter, both Infrastructure and the States of Jersey Police appear satisfied that they have sufficient evidence to confirm that speeding is a widespread problem across the Parish and the Island as a whole. Both have indicated potential interest in revisiting whether the proportionate introduction of fixed penalty notices for minor speeding (and certain other traffic / parking offences) might be achievable to increase deterrence while not eroding the Parish Hall inquiry system. In this regard, both noted that a previous attempt to increase speeding offence detection and prosecution caused logistical challenges at the Parish Hall Inquiry level.²³

It is also clear that other surveillance camera deployments in Jersey have generated negative publicity across traditional and social media from time to time. Perhaps the most notable recent

²² See: <https://statesassembly.je/publications/statements/2014/cctv-report-re-camera-surveillance-in-jersey>

²³ See: <https://statesassembly.je/publications/questions/2012/results-of-speeding-monitoring-on-victoria-avenue-with-supplementary-questions>



example was the September 2022 deployment of traffic monitoring cameras in central St Helier, which was reported on by the Jersey Evening Post.

Wondering what these cameras dotted around St Helier are all about..? Here's the answer

News | Published 20 September 2022 | Last updated 20 September 2022 | By Newsdesk



The 2022 traffic monitoring deployment generated significant interest from local media organisations and on social media, with much of the public comment on the latter being comparatively negative.

ANPR deployments were also the subject of FOI requests in February 2016 and September 2019.²⁴

Turning to the question of RPZ policy, there are indications that while Government of Jersey may not be opposed to RPZs, one or more departments may be less than convinced that RPZs are the most effective use of roadside space in the town. This view is reflected successive policy documents that include the Bridging Island Plan and Sustainable Transport Policy. Whether Government would support the development of a regulatory regime to enable

ANPR deployment to maintain RPZ operations is therefore less than entirely clear.

Financial

Proposed Deployment	Feasibility
Mobile ANPR system for use in RPZs and general road traffic enforcement	
Fixed ANPR cameras in RPZs and / or other public places	
Fixed ANPR cameras in off street public car parks (e.g. West Park, Peoples Park, etc)	
Fixed ANPR cameras in Parish operated private car parks	
Lower complexity parking sensor trial (e.g. Disabled Bay monitoring)	

Given the scale and geography of the existing RPZs, the deployment of a mobile ANPR solution should be more viable and cost-effective than deployment of fixed camera installations, the likely installation cost of which would be a minimum of £10,000 per camera plus systems integration and back-office setup costs. Given that multiple cameras would likely be required per street to provide coverage of less than 500 spaces, this option has been discounted.

²⁴ See: <https://www.gov.je/government/freedomofinformation/pages/foi.aspx?ReportID=3223>



Acquisition and deployment of standalone mobile ANPR technology for other traffic enforcement purposes is nevertheless not likely to be cost effective unless the same system can also be utilised regularly for RPZ enforcement.

The purchase of a suitably adapted supermini-sized electric vehicle such as an electric Dacia Spring or petrol Toyota Aygo (see **Appendix 2**) should be expecting to cost of the order of £70,000. This would be inclusive of vehicle, equipment installation, interface configuration and cloud-based systems integration – on the assumption that integration with the existing Taranto back-end system is viable in Jersey. This upfront cost would be supplemented with an annual maintenance charge of the order of £5,000, plus additional training costs.

The above cost is likely stop short of enabling any significant savings over a 5-year period (assuming all other parameters of the RPZ scheme remain unchanged). Deployment would likely require the withdrawal of one Warden from foot patrol duties to devote to driving duties. While this redeployment might increase the number of vehicles identified as potentially non-compliant, it would likely still be necessary to have each potentially non-compliant vehicle visited by a Warden on foot to establish whether or not a valid permit had been displayed in the vehicle. Given existing staff numbers and shift patterns, this is not thought likely to result in significant efficiencies.

Any consideration of ANPR deployment costs might reasonably be benchmarked against the cost of employing a 5th Warden (perhaps on a fixed term contract). Data made available for this feasibility study is currently insufficient to allow for a year-on-year assessment of the efficiency and effectiveness of the existing team of Wardens. Deployment of a 5th Warden for a fixed period might allow the Parish to gauge whether the existing rate of Parking Infraction Notice issuing is constrained by resource or whether the team is likely to be detecting the majority of infractions across RPZs. It is also arguable that a 5th Warden could be deployed to gather hard data regarding potential offending rates at potential hot spot sites such as New Cut, St Helier.

While the cost of implementing any other road sensor technology at scale may likely require a compensating increase in parking fees or other income, a smaller scale trial of parking sensor technology to enable monitoring of disabled bay and unloading bay usage may prove more affordable and useful. Simple sensors of the type referenced at **Appendix 3** are available for less than £200 each, have a claimed lifespan of 5 years+ and appear relatively quick and non-invasive to install. Systems integration costs to collate, display and utilise the data are unknown at this time and may well exceed the cost of the sensor array. Such an option may nevertheless generate data of value to other parties, including Infrastructure and Environment and Digital Jersey, as well as providing a degree of usefulness to those concerned with enforcement.

Static single camera solutions for deployment in one or more off street public or private car parks in Parish control with single points of entry and exit should be expected to cost not less than £10,000 assuming the presence of suitable mounting points, with any barrier or gate installation and systems integration being additional costs. In this regard, it may be worthy of note that the Jersey Development Company has an established relationship and contract with Skidata for the ANPR-based equipment used to operate their Waterfront car park. The licensing arrangement with Skidata is such that the same technology could be deployed on further sites in St Helier at a minimal additional software cost. This means that the Parish has the option to explore the concept of a mutually beneficial management agreement with Jersey Development Company to access their system for the purposes of managing the Parish's private off-street car parks.



CONCLUSION AND RECOMMENDATIONS

From a technical perspective, it is entirely feasible to deploy fixed or mobile ANPR systems in St Helier. Legal and related political factors should nevertheless be considered likely to minimise scope for deployments in the short to medium term. This is primarily because of the privacy and data protection challenges that ANPR technology presents, coupled with the fact that Jersey's regulatory and audit framework for the use of such systems in public spaces is significantly less mature than that of the UK and other jurisdictions. Moreover, the combination of a current oversubscription of the Government Law Drafting Programme and the fact that the necessary workstreams do not appear to be a priority for either the Department for Justice and Home Affairs or the States of Jersey Police suggest that there is little prospect of this position changing before 2027 at the earliest.

In the event that this position changes, consideration might be given to changing at least the Road Traffic (St. Helier) (Jersey) Order 1996 to remove the requirement to display a physical RPZ permit in a vehicle and to recognise specific ANPR systems as generating admissible evidence. These modifications could reduce the admin burden on the Parish by allowing for full digitisation of the RPZ permit and negate the need for a positive ANPR scan of a non-compliant vehicle to be followed up by a physical Warden attendance.

Until such time as a new statutory framework and associated policy for ANPR deployments has been developed, the Jersey Office of the Information Commissioner should be expected to conduct a proactive and relatively forensic evaluation of the policy rationale for and Data Protection Impact Assessment concerning any individual proposals for deployment of such a system in Jersey's public realm.

Recommendation 1: The Parish is recommended to refrain from pursuing deployment of ANPR systems within the existing RPZ zones or other areas of public realm in the short to medium term. Fixed ANPR camera installations at New Cut and Rue de l'Etai, St Helier may nevertheless prove viable, subject to the execution and outcome of Recommendation 2.

In the circumstances, the JOIC will likely expect any proposals to deploy ANPR technology to be underpinned by a robust evidence base. The Parish may wish to concentrate efforts in this area in the short term, as current datasets are likely to provide insufficient justification for installations in any public spaces across St Helier. That which is available (such as 2024 Parking Infraction Notice data) is certainly useful. Indications are that the Parish has further good quantity data on its systems or the ability to access relevant data from other sources (e.g. pre 2024 Parking Infraction Notice data and complaints of disabled parking and unloading bay abuse – including those made to Parking Control Officers.). Some additional resource or investment might enable the Parish to better collate that potentially useful data and make it more readily available for this and related purposes. The Parish might in any event consider undertaking some limited additional work to make data it likely already has more accessible (e.g. PINs for years 2022 and 2023) and to assess what further data collation and reporting is viable with existing systems and data sharing agreements (including potential waiting or through road offences at New Cut and Rue de L'Etai).



Recommendation 2: The Parish should consider resourcing a data collation exercise to provide a clear evidence base regarding the need for one or more ANPR deployments in public spaces.

Options to facilitate data gathering might include:

- fixed term appointment of a 5th Parish Warden, to be utilised within the RPZs to establish whether the rate of PIN issuing in 2024 was resource constrained or whether the existing 4 Wardens had been sufficient to detect the majority of infractions. Alternatively, they might be deployed for fixed periods to log offending rates at New Cut and Rue de L'Etai
- Trial deployments of parking sensor technology in disabled or unloading bays across St Helier, or potentially even levels of abuse in no-through roads.

Given that any resulting data might have a value to Department for Infrastructure and Environment and, potentially, additional value to Digital Jersey with respect to their Digital Twin model, it might be possible to secure some degree of co-funding of such a parking sensor trial from at least one of those stakeholders.

Recommendation 3: To supplement its evidence gathering, the Parish might consider recruiting a 5th Parish Warden on a fixed term contract and / or conducting a trial of smart sensor technology to assess disabled bay and / or unloading bay utilisation over time.

Recommendation 4: Options for co-funding of a parking sensor trial covering disabled and / or unloading bays in conjunction with Government of Jersey and / or Digital Jersey should be explored.

Some degree of demand management is also an option in the RPZs. While the strategic objectives of the Parish include ensuring that St Helier car owners are not disadvantaged and that permit prices were adjusted upwards in 2023, RPZ permits are still notably low when benchmarked against the price of monthly season tickets for long stay car parks (being more than 75% cheaper). Given Government transport policy, the size of current RPZ waiting lists and that the cost of operating and enforcing the RPZ scheme may be exceeding the income generated from it even before the question of funding ANPR or other technology is considered, there appears to be an argument for contemplating further rises in the cost of RPZ permits above the rate of inflation.



Recommendation 5: The Parish could consider a further proportionate increase in the cost of an RPZ permit.

Finally, and with respect to options for supplementary enforcement of speeding offences across the Parish, there appear to be two options worth exploring that either mitigate or avoid the difficulties with Jersey's regulatory framework for ANPR.

The first option is that the Parish engages with Infrastructure and Environment and the States of Jersey Police regarding their imminent trial of a new semi-mobile speed camera, with a view to evaluating whether deployment of a second, Parish-owned or controlled speed camera would be viable. A second option would be to revisit the concept of introducing fixed penalty notices for low level speeding offences only.

Recommendation 6: The Parish could seek to become a party to the joint Infrastructure and Environment – States of Jersey Police trial of a new semi-mobile speed camera, with a view to evaluating whether to acquire an equivalent Parish-owned or controlled speed camera.

Recommendation 7: The Parish might consider engaging with Justice and Home Affairs and the Honorary Police regarding a revisiting of previous proposals to introduce fixed penalty notices for low-level speeding offences.



APPENDIX 1

Terms of Reference

1. Assess the scope for both short to medium term and longer-term use of Automatic Number Plate Recognition (ANPR) technology within the Parish of St Helier, to include:
 - a. Administration and management of parking within Parish owned car parks and kerbside Residential Parking Zones (RPZs),
 - b. Parking enforcement within car parks and also including RPZs, unloading areas, disabled spaces, and yellow-lined roads,
 - c. Broader road safety-focused enforcement, including speeding in problem areas / at problem times, abuse of Access Only and one way restrictions, and
 - d. Possible alternative uses beyond a – c above;
2. Benchmark the use of ANPR technology:
 - a. across a sample of UK councils and within the other Crown Dependencies, and
 - b. against potential alternative technologies and approaches;
3. Complete a high-level risk vs cost vs benefit analysis of ANPR deployment spanning the prospective use cases detailed in 1 above;
4. Compile and submit to the CEO, Parish of St Helier by 31st January 2025 a suitable report detailing evidence-based findings and making recommendations with respect to TORs 1 – 3 above;
5. Be available at reasonable notice to attend a meeting of the St Helier Roads Committee to discuss the resulting findings and recommendations.



APPENDIX 2

Mobile ANPR Vehicle Options

DATA SHEET
Traffic and Parking Enforcement Vehicles

GEN 1-6

TES CCTV enforcement vehicles are in use every day assisting local authorities to manage traffic flow, enforce parking regulations and promote road safety.

There are six generations of vehicle currently available each one with more features and extended capabilities from the last one.





Key Benefits

- All electric, hybrid and petrol vehicle options available.
- Feature rich system, TES have been providing mobile enforcement systems since 2004.
- Remote system support direct to vehicle via 4G.
- Fully integrated with TES Review.
- Fixed price long term rental agreements available for Vehicles and CCTV/ ANPR equipment (includes maintenance and support).

Key Features

GENERATION 1: (Attended Mode) a second operative or the driver can use the roof mounted extendable PTZ camera to carry out manual parking and traffic enforcement duties by using the touchscreen to activate the recording equipment to capture evidence.

GENERATION 2: (Unattended Mode) enforcement route maps are configured and downloaded by the end-user. Using the on-board GPS and ANPR, and a daily white list the system can automatically detect and enforce contraventions.

GENERATION 3: (Workplace Parking Levy Scheme) Special software features developed to help councils enforce the Workplace Levy Scheme.

GENERATION 4: (Spotter ModeTM) can be used to patrol zones that are Permit, Pay & Display or Cashless parking controlled. Using GPS, the TES Cap software automatically grabs authorised vehicle lists as it approaches a controlled parking zone. Any potential contraventions are flagged and sent to the TES Compliance Display Map (CDM). The Civil Enforcement Officer (CEO) closest to the potential contravention is sent a map, image of the vehicle and street details for action. (Also has GEN1 and 2 Features as standard).

Typical applications for Generation 4 includes parking outside schools • Parking on Bus Stops • Over staying max time in bays • Unauthorised parking in a Permit parking area • Non purchase of a cashless or P&D parking sessions etc.

GENERATION 5: (Spotter ModeTM) has all the functions of a GEN 4 with exception of a camera mast (a fixed PTZ camera is fitted instead). This allows all seats to be utilised within the vehicle so it can be used as a personnel transporter as well.

GENERATION 6: Configured specifically to enforce CPZ's and Car Parks in "Spotter ModeTM" mode.

- TESCap software used in all systems developed and supported by TES.
- GEN 1, 2, 4 and 5 systems transfer of evidence packs via USB drive or directly to TES Review / Back Office via Wi-Fi or 4G.
- Supports standard video formats H.264, MPEG2 and MPEG4.
- System operated via external touchscreen.
- System audit trail.

* GEN 4/5/6 Supports Spotter ModeTM and CDM.



TEScooter

DATASHEET
TES Scooter

The TES Scooter is intended to complement the exist range of TES Mobile Enforcement vehicles providing a compact spotter solution to be used in support of GEN4/5/6 systems, or in deployment where the use of a bigger car-based system is really not practical.

The on board ANPR system built in to the TES Bike will make parking teams more efficient so that they can patrol larger areas than they would be able to on foot.



Key Features

- Fully electric scooter.
- For use in Spotter[®] mode on-street, and in car parks.
- Automatic system the rider simply activates spotter mode and starts the patrol.
- Works with the TES CDM Platform.
- Operates where larger ANPR vehicles are more difficult to deploy.
- Capital purchase or rental options available.
- Remote support directly to TES Bike via 4G.

Key Benefits

- Fully electric scooter platform with removeable batteries.
- Automatic enforcement of your parking estate in Spotter Mode[™] using ANPR and GPS.
- Connects to Permit, Cashless and P&D parking systems to check parking rights.
- Flags up potential contraventions to rider for action.
- Full integration with TES Compliance Display Map.

Contact

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APPENDIX 3

Example of Parking Sensor Technology

Bosch Connected Devices and Solutions GmbH | Datasheet

Parking Lot Sensor

Wireless sensors for detecting parking space occupancy



BOSCH
Invented for life

Wireless sensors detect and report parking space occupancy, thus enabling active parking lot management features, such as search, navigation and reservation. The easy retrofit solution for off-street parking is installed in minutes. It was designed for detecting with the highest reliability if a parking space is occupied or available.

KEY FEATURES

- ▶ Robust algorithm for parking space occupancy detection
- ▶ Two independent sensor principles: magnetometer and radar
- ▶ Up to 5 years battery lifetime



PERFORMANCE PARAMETERS

- ▶ Model based optimized parking state detection algorithm development with millions of data points from real parking events
- ▶ 96% average parking state change detection performance proven in field-tests with more than 2000 sensors and more than 46 different car types in real parking environments.
- ▶ Adaptive algorithms ensure highest detection reliability during the whole sensor lifetime
- ▶ Self-learning calibration during the first five parking events
- ▶ Reporting of parking state changes within 35 seconds (typical)

INSTALLATION AND MAINTENANCE

- ▶ Easy and fast installation: sensor is glued to different surfaces or screwed in the ground*
- ▶ No maintenance needed
- ▶ Exchangeable sensor core
- ▶ Low cost, low power, easily replicable sensor solution
- ▶ Sensor core exchangeable without removing the base from the ground

COMMUNICATION

- ▶ Frequency Band: 868 MHz (LoRaWAN)
- ▶ Wireless device management

OPERATING CONDITIONS

- ▶ Operating temperature range: -30 to +65°C
- ▶ Humidity range: 0 to 95%
- ▶ Resistant to mechanical influences¹: snow-

SENSOR SPECIFICATIONS

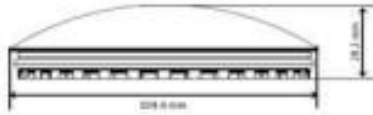
- ▶ Diameter 145.4 mm
- ▶ Max height 30.5 mm
- ▶ Weight 191 g



Sensor Core

GENERAL DESCRIPTION

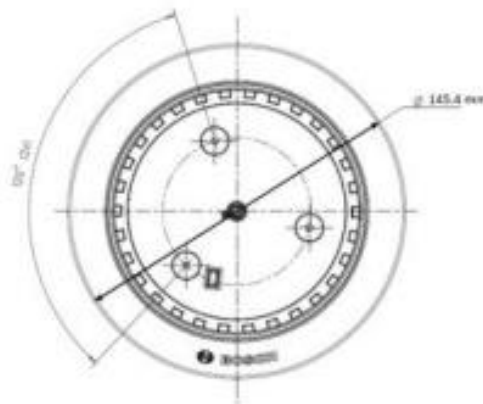
- Color RAL9005 / black
RAL7011 / irongrey
- Weight 124 g
- Size height: 28.2 mm
diameter: 104.4 mm
- Material PA6 GF35
- Description The Sensor-Core contains the sensing unit. It consists of a housing with integrated battery, electronics and O-rings.



Sensor-Base (plasma treated)

GENERAL DESCRIPTION

- Color RAL7011 / irongrey
- Weight 65 g
- Size height: 17.9mm
diameter: 145.4mm
- Material PA6 GF35
- Description The Sensor-Base is the in the ground anchored unit of the parking sensor. It is the mount for the sensor core.



Cover Cap

GENERAL DESCRIPTION

- Color RAL9005 / black
- Weight 2g
- Size height: 10.3mm | diameter: 14.8 mm
- Material PA6 GF35
- Description The cap with O-ring is positioned on top of the sensor core to protect the screw.





Date of request: 16 April 2025	Road reference & title of report: Town Cycle Route – proposed changes Cyril le Marquand Court & Poonah Road
Address: <ul style="list-style-type: none">• Cyril le Marquand Court, which impacts Providence St. and part of Phillips St.• Poonah Road (East Section)	Requested by: Government of Jersey I&E Officers
Brief introduction/summary: <p>Infrastructure Officers (I&E) are here today to present to the Roads Committee their proposals for cycle route improvements that they would like to discuss with the Parish. This will impact the Parish by-roads:</p> <ul style="list-style-type: none">• Providence Street• Phillips Street• Poonah Road <p>The changes are identified by the Government of Jersey I&E Active Travel team for Cyril le Marquand Court and Poonah Road.</p> <p><u>Cycling through Cyril le Marquand Court</u></p> <p>I&E would like to recommend permitting cycling through Cyril le Marquand Court (affected roads include a section of Providence Street and a section of Phillips Street, as below). This would include changes to:</p> <ul style="list-style-type: none">• Road Traffic (St. Helier) (Jersey) Order 1996• On-street signage	

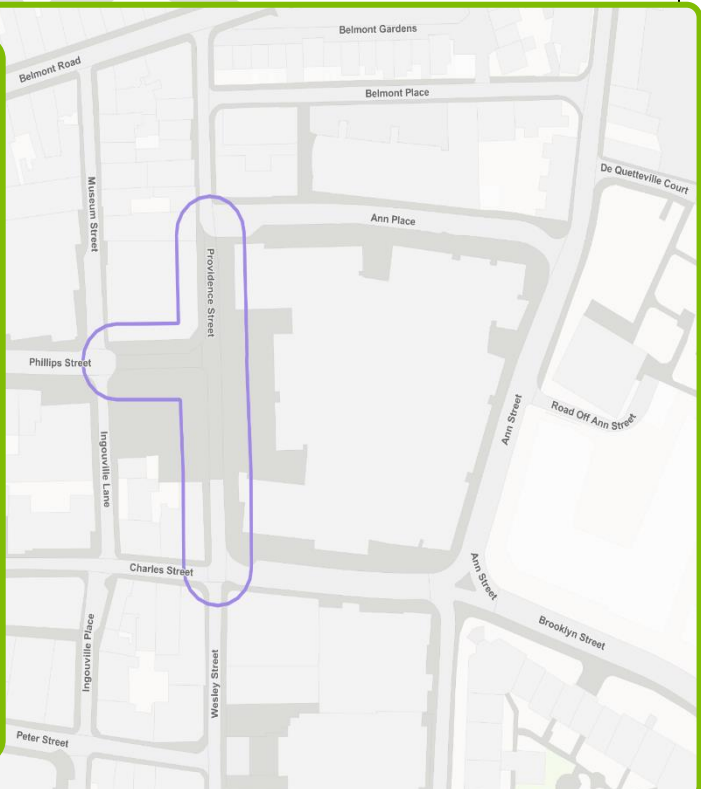
Cyril le Marquand Court is an important part of the cycle network, offering a traffic-free area, with 24 cycle parking spaces including new covered two tier cycle parking in Charles Street Car Park.

At present the area is only accessible to pedestrians with cyclists having to dismount and wheel their bicycles through the area.

The proposed change would permit cycles through the space enabling access to:

- Cycle parking
- Quiet low-traffic streets
- The wider cycle network including a route through Millennium Town Park via La Raccourche.

Offers a safe space for all ages to meet, cycle and socialise.





Poonah Road contraflow cycling

I&E are seeking to introduce contraflow cycling on this eastern arm of Poonah Road, highlighted below. This is to enable eastbound cycling to complete a northbound cycle route through the west of town, between the Esplanade and Rouge Bouillon.

If approved in principle. The I&E team will work with the design team to make amendments to the Poonah Road Neighbourhood Improvement Area plan for cater to contra-flow cycling.

This will be subject to Road Safety Audits levels 1,2 and 3.

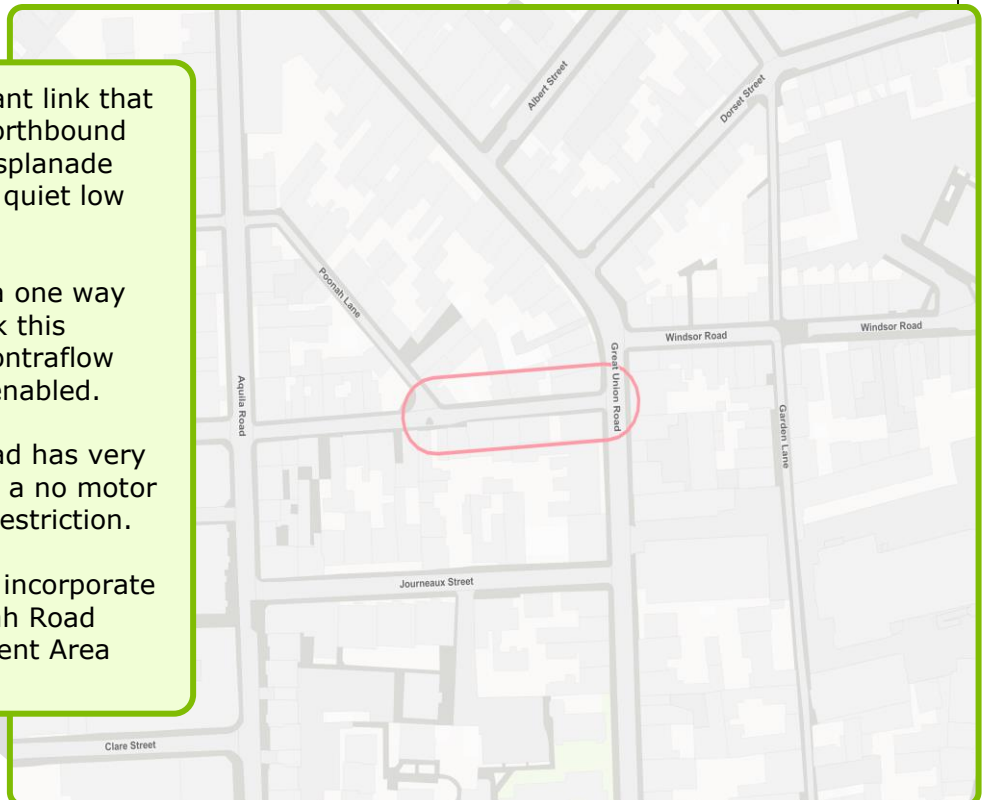
- [Road Traffic \(St. Helier\) \(Jersey\) Order 1996](#)
- Traffic signage

Poonah Road is an important link that could unlock a strategic northbound cycle route between the Esplanade and Rouge Bouillon, using quiet low traffic streets.

Poonah Road is currently a one way road westbound. To unlock this northbound cycle route, contraflow cycling would need to be enabled.

This section of Poonah Road has very low traffic volume and has a no motor vehicle except for access restriction.

There is an opportunity to incorporate this change into the Poonah Road Neighbourhood Improvement Area (NIA) scheme.



Appendix A of this report has a map which shows the Active Travel team's identified cross-town cycle routes, which are under development, and those that impact on Parish by-roads will come to future Roads Committee meetings.

Officer comments:

Cyril Le Marquand Square: The signage will need to be sufficient to make it clear to cyclists that pedestrians have priority and that cyclists need to be mindful of their speed.

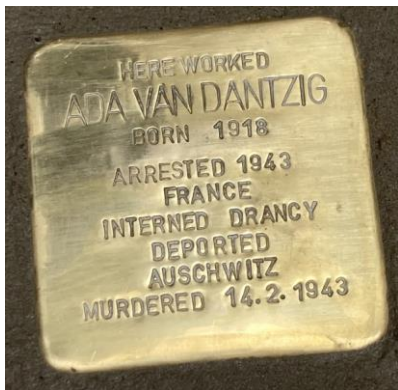
Poonah Road - Contraflow cycling: Officers are apprehensive about contraflow cycling, especially on narrow roads. The introduction of such a scheme will require careful design and analysis, and Road Safety Audits levels 1, 2 and 3 must be undertaken. Concern and risk to cyclists from oncoming vehicles, and due to the narrowness of the carriageway, there is no pull-in space. Attention needs to be drawn to tricycles and bicycles with trailers, all of which would struggle to move out of the way of oncoming vehicles.



Date of request: 16 April 2025	Road reference & title of report: Stolpersteine Phase 2 & OT Forced Labour Camps Trail
Address: Tower Road, Belmont Road, Clarendon Road, Sand Street and La Pouquelaye.	Requested by: Jersey Heritage

Brief introduction/summary:

On 10th April 2024, the Parish Roads Committee approved the installation 4no. memorial stones, outside the wartime homes of Islanders in St Helier who were imprisoned, persecuted, or deported during the German Occupation.



Example

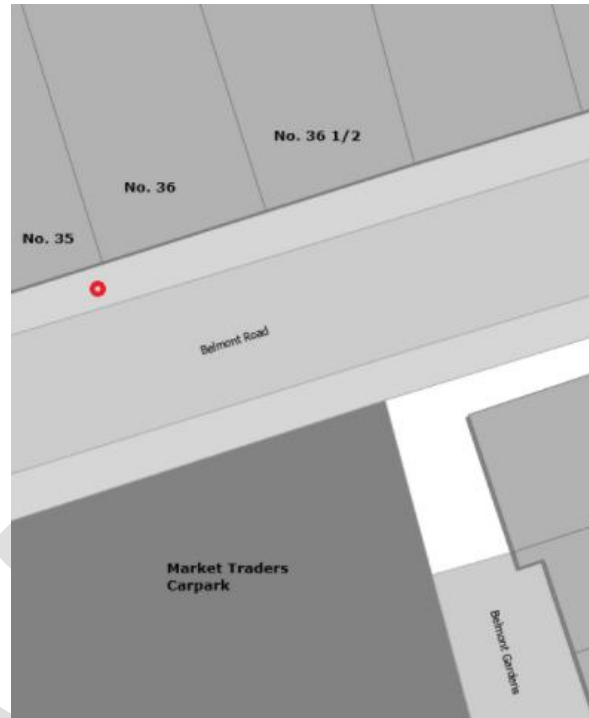
Jersey Heritage is working on Phase 2 of the project and is seeking the Parish Roads Committee's approval for further memorial stones to be placed on pavements outside the properties below.

- Install in pavement adjacent to the entrance to Corisande, Tower Rd.
(Frederick Page)





- Install in pavement beside entrance 35 Belmont Rd.
(Clifford Queree)

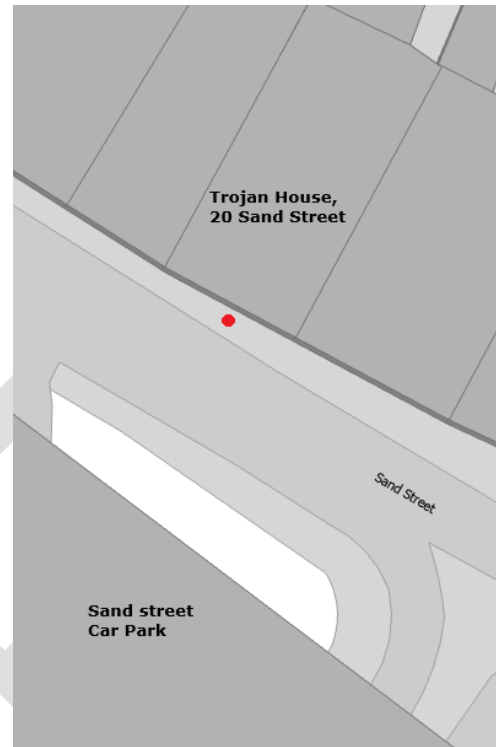


- Install in pavement adjacent to the entrance to Clarendon Villa, Clarendon Rd.
(Leonce Ogier)





- Install in pavement adjacent to the entrance to 20 Sand St.
(Gerald Bird)



Organisation Todt (OT): Liberation Route Europe Vectors

Jersey Heritage are also seeking approval for new Liberation Route Europe (LRE) vector way markers on parish roads & pavements. The aim is to lay 12 of these across the Island to mark the location of all of the Organisation Todt (OT) forced labour camps, supporting them with a trail on the LRE platform





These are proposed to be placed in the following locations:

- West Park: Install in pavement beside St Aubin's Road roundabout, adjacent to the former West Park Pavilion site, St Aubin's Road (I&E)



- Fort Regent: Install in road in front of the visitor entrance to maximise visibility (I&E)





- College Gardens, La Pouquelaye: Install in pavement by right-hand pillar at entrance to development.



Installation:

It is envisaged that both sets of markers will be installed during the summer.



Date of request: 2 nd April 2025	(Road reference) & title of report: (036) Clairvale Road Motorcycle Bay Relocation to Brighton Road
Address: Clairvale Road	Who reported name/status: Infrastructure

Location Plan:



Summary:

After numerous complaints with motorcycles overhanging their parking bay in location 1 and location 3 in Clairvale Road shown on the above plan, parish wardens have suggested that they be relocated to location 2 around the corner in Brighton Road.

The main issue is motorcycles extending passed the bays line markings and bollards which then hinders vehicles exiting the private driveway shown below.

Robust policing has been adopted in this area by both the wardens and honorary police, however the problem persists.





Motorcycles also encroach into the carriageway in location 3 as many of the bikes are longer than the bay can accommodate, as shown below.



The suggested location for the bikes currently has a 2 Hour Paycard designation (Visitor space) which could be swapped to location 3 above.

If this is acceptable the department would look to increase the size of the bay as shown in green to try to accommodate a similar number of motorcycles as the 2 former bays.



Recommendation:

If Committee agrees to this suggestion in principle, the department will commence consultation by means of site notices, social media, website and letter drop to the closest affected properties.

The results of the consultation will be brought back to Roads Committee for their final approval.



Date of request: 16 April 2025	Road reference & title of report: Red asphalt patching exemption to the approved policy
Address: Parish	Requested by: Officers
Location map: N/A	Photograph/street view: N/A
Brief introduction/summary: <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> 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. 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. 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. 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. 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.	



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 macadams, 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
		

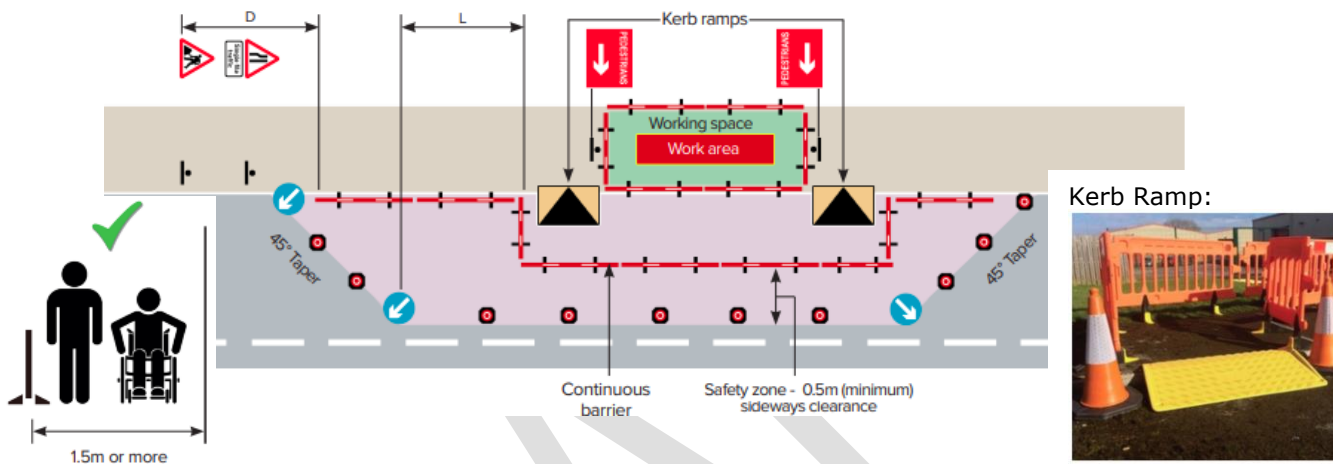


13. **Line markings:** Road markings are to be renewed once carriageways are resurfaced.

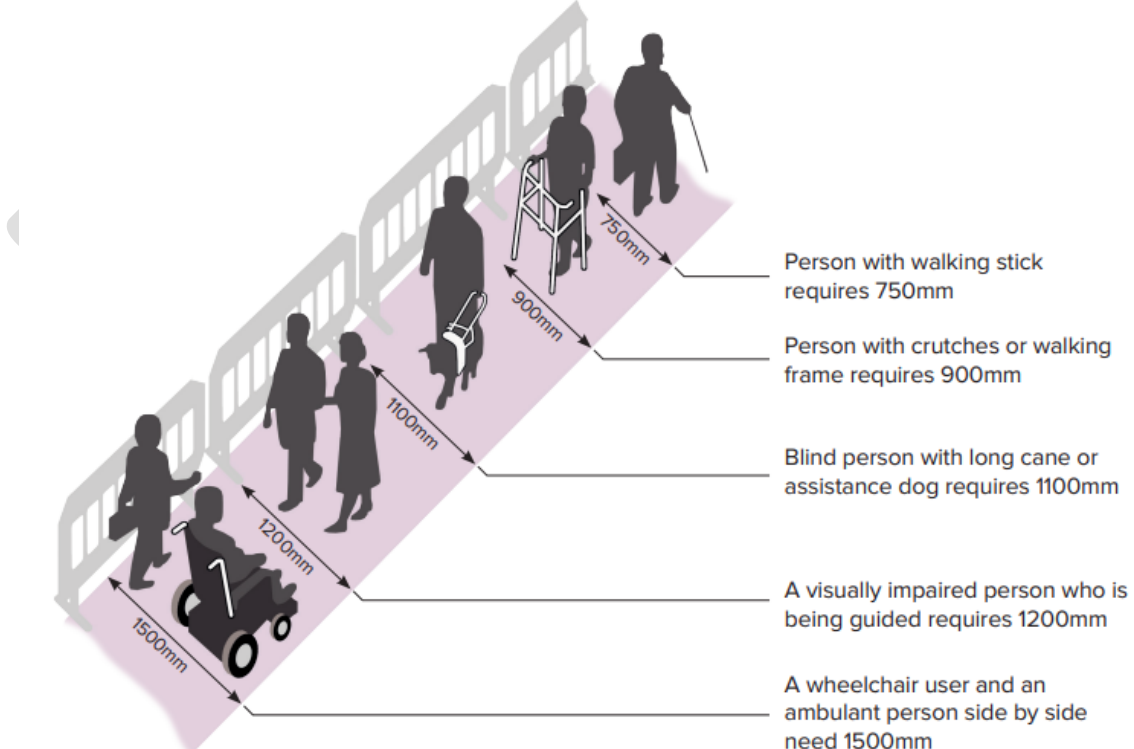
14. **Working on pavements:** When footways, crossings and pedestrianised areas are affected by works, it is important to ensure that passing pedestrians, especially those with a disability and other vulnerable road users, are safe. This means protecting them from both the works and any passing traffic.

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

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



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

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

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



1. 70-72, La Colomberie, St. Helier, JE2 4QA

P/2025/0113

Demolish all buildings on site and construct mixed use development comprising two buildings (block A & B) with 29no. residential units (14no. 1-bed and 15no. 2-bed apartments), 1no. commercial unit and 1no. retail unit. Remove vehicular access from La Colomberie and amend vehicular access to Roseville Street linking to new ground floor carpark including parking for 14no. vehicles and 2no. motorcycle spaces. Provide ground floor storage for 67no. bicycle spaces and create landscaped gardens for shared amenity at podium level and fourth floor. 3D MODEL AVAILABE.

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

The Roads Committee notes that the application is for the major regeneration of the 70-72 La Colomberie, St Helier (former YESSS Electrical Store), and is bound by La Colomberie to the North and Roseville Street to the West.

The southern boundary faces the large Metropol residential development. The proposed mixed-use development aims to redevelop a brownfield site within the built-up area of St Helier.

The proposed scheme comprises two buildings with 29 no. residential units, 1no. commercial unit and 1no. retail unit.

Accommodation, Commercial & Retail:

- 14 no. 1 bed units
- 15 no. 2 bed units
- Total of 29 no. residential units

- 1 no. Commercial unit
- 1 no. Retail unit

Cycle parking provision:

- 61 no. cycle parking spaces for residents & visitors being provided (*Includes 5 no. non-standard bicycle spaces (i.e. for larger bikes)*)
- 2 no. long stay and 1 no. short-stay cycle parking for commercial unit
- 2 no. long stay and 1 no. short-stay cycle parking for retail unit

- Total cycle parking for the development = 67 no.

Motorcycle parking:

- 2 no. spaces (Accessed via Roseville Street)

Car parking:

- 14 no. spaces, of which 1 no. is an accessible space (Accessed via Roseville Street)
- Note: The parking provision represents an overall reduction in car parking spaces when compared to the existing parking provision on site

Comments:

1. The Roads Committee requests that where there are large developments with multiple units of accommodation, a children's playground is provided within the Applicant's site. The playground is to be designed in a manner that caters for all ages and children who have mobility issues.

If it is not possible to provide a playground within the development due to site restrictions, then the Parish will be seeking financial contribution from the Applicant to invest in a public playground in the nearby area that will serve families within the Applicant's site.

2. The Roads Committee welcomes the provision of cycle parking, which is to include electric charging for E-Cycles. 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.

3. The Roads Committee believes that the parking provision for occupants of the premises is insufficient. Would the Applicant please seek ways of increasing the parking facilities. Only having 14 no. parking for 29 residential units is a very low ratio.

Car parking provision in La Colomberie area is very limited, and therefore, constructing a large development with insufficient off-street car parking will exacerbate the problems with lack of parking in this area.

Residents in St Helier should have the same rights as those in rural parishes to own and be able to park a car.

4. If increasing car parking spaces is not possible, as an alternative the Applicant should consider including facilities for a car share club (such as EVie Car club or similar) for residents and provide occupiers with 12 months' free membership.

If a car club is to be introduced, these car parking spaces should have their own dedicated parking space to ensure that there is no reduction in available visitor and service spaces. It should be made conditional that the car club/share facility should be provided prior to completion of the development.

5. The Roads Committee requests the provision of the appropriate number of charging points for electric cars. The Applicant is to future-proof the car parking spaces by providing the infrastructure to enable extending electric charging to all parking spaces for the future. 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.
6. A strategy to clean the façade of the building without the necessity for external equipment which must be operated from the roadway must be developed.
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.
 - 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=P/2025/0113>



2. 5a West Lea, Victoria Avenue, St. Helier, JE2 3WZ

P/2025/0120

Change of use from Class A to pottery studio/retail.

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' from retail to a studio/retail outlet. There are to be no internal or external alterations to the building.

1. 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.
 - The refuse store is fitted with a standard Parish lock.
2. 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/2025/0120>

3. Coppelia & Fieldings, Le Mont Pinel, St. Helier, JE2 4RS

P/2025/0144

Demolish existing dwellings (1x 3-bed and 1x 1-bed) and construct five new dwellings (5x 3-bed) with new means of access to Mont Pinel.

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

The Roads Committee notes that the proposal is to demolish 2 no. existing properties and replace them with 5 no. 3-bed dwellings. This replaces the previous application, which was for 6 new dwellings.

Cycle parking is being provided: 7 no. in an external communal Store at the Mont Pinel entrance area near units 3, 4 & 5 and a further 4 no. near units 1 and 2.

8 no parking spaces are being provided for the 5 no. dwellings. 6 of the 8 spaces will have electric charging facility. It should be noted that the applicant refers to 9 no. parking spaces; however, the drawings indicate 8 spaces.

The creation of a new vehicular entrance via Mont Pinel is as per the previous application, this will require adjustments to the Parish by-road as previously presented to the Parish Roads Committee by the applicant agent.

1. The cycle parking provision should be increased to at least 1 cycle space per bedroom (a minimum of 15 cycle spaces should be provided). The applicant is to ensure that the cycle parking is of sufficient size to accommodate larger cargo cycles.
2. The applicant is to include visitor cycle parking spaces.



3. The cycle parking is to include electric charging for E-Cycles. 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. Applicant is to note that if Planning consent is given that the applicant will not be permitted to undertake any work on the Parish by-Road (Le Mont Pinel) without the express approval of the Parish and works undertaken must confirm to the conditions imposed by the Parish.
5. Due to it being noted that the carriageway width at the junction with the private lane has been significantly reduced, the applicant must consult with the Parish Refuse and Street Cleansing Manager to ensure that the Parish refuse vehicle can access the private lane as well as the applicant's site, and that emergency services can also have unhindered access to the properties within the private lane.
6. The applicant will be required to undertake resurfacing of the footpath and the entrance area at the existing vehicle entrance end of the development as the existing footpath and kerbs have sustained damage due to the existing entrance not being adequate. Exact details of the existing vehicular entrance are to be agreed with the Parish's Infrastructure Department.
7. The Roads Committee accepts the principle of the proposed alterations on Le Mont Pinel to form the new vehicular entrance, with proposed planters being provided at the entrance to the site on Le Mont Pinel. A condition should be imposed that the applicant maintains and keeps the plants and shrubs etc. in good order always and to put in place a maintenance regime.
8. The applicant is to liaise with the Parish Infrastructure Department to agree on specifications and finishes to the vehicular entrance surface and the buildout details that are proposed to be placed on the Parish by-road. The applicant is to note that Planning permission does not mean that the applicant has Parish approval to work on the Parish by-road, as final details are to be agreed with the Parish.
9. The Roads Committee requests that a POA is imposed for the purposes of improving road safety, especially in view of the additional traffic that will be introduced with the new development. The fund will be used to assess, investigate and deliver improvements to Le Mont Pinel, which may include investigating the options of making part of Le Mont Pinel one-way and introducing traffic calming measures and improving walking and cycling connectivity.
10. The construction process and site servicing arrangements must be discussed with Parish of St Helier's Infrastructure Department prior to any work progressing on-site, ensuring sufficient notice is provided. The applicant must ensure that the construction methodology will minimise disruption.
11. The Applicant must comply with the visibility requirements as set out in '**Access onto the Highway – Standards and Guidance**' as produced by the Government of Jersey's Infrastructure and Environment Department, 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.
12. That any new or altered access must be surfaced in a hardbound material, such as concrete or asphalt (not loose stone or gravel), within 2m of the public highway, and all surface water generated on the area is to be disposed of within the site by soakaway or other appropriate means. This is a Parish of St Helier set condition which must be undertaken by the applicant prior to the parking space being used.
13. The applicant must remove obsolete service boxes that are no longer used to provide a service to the applicant's site or 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 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 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.

14. 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, are 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.
15. 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.
16. 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.
 - The refuse store is fitted with a standard Parish lock.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2025/0144>



4. Holmhurst Flats, Queens Avenue, St. Helier, JE2 3ZE

P/2025/0151

Construct 1No. single-storey dwelling with amenity area to North of Site.

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

The Roads Committee notes that the proposal is to create a unit of accommodation within the garden of the existing property; there are no changes to the existing main house.

1. The applicant is to provide cycle parking for this unit of accommodation; the cycle parking should include electric charging and be of sufficient size to accommodate a larger cargo cycle.
2. It is noted that one existing parking space will be allocated to this property, which means that there will be a reduction of one parking space to the existing property.
17. 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.
 - The refuse store is fitted with a standard Parish lock.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2025/0151>

5. St. Joseph's Care Home, St. Johns Road, St. Helier, JE2 4XZ

P/2025/0155

Construct 42 No. Over 55 Class J Sheltered Housing Accommodation, Comprising 38 No. 1 Bed & 4 No. 2 Bed Units with Parking, Amenity Area and Bin & Bicycle Storage. Construct Sub Station to Northeast of Site. Demolish Existing Garage. New Hard & Soft Landscaping. 3D MODEL AVAILABLE..

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

- The application is for the construction of 42 no. Over-55 Sheltered Housing consisting of 38 no. 1-bedroom and 4 no. 2-bedroom units.

Cycle Parking:

- The cycle parking requirements and provision for the proposed Over-55 Sheltered Housing are set out below. The applicant advises that residents can park up to 2 bicycles in their personal storage sheds and in the communal cycle parking area. All cycle parking spaces are covered and have e-bike charging facilities.



	Nos	Requirement		Provided
1-bed unit	38	1.5/unit	57	Up to 85 cycle spaces consisting of private and communal cycle parking spaces
2-bed unit	4	2/unit	8	
Total Residents			65	
Visitors		0.1/unit	4.2	
Total			69.2	

65 no. cycle parking spaces for the new 42 no. units of accommodation. 4 no. for visitors leaving up to 16 no. spaces for the remaining 20 no. existing over-55's sheltered housing units and staff.

Motorcycle parking:

- 2 motorcycle parking bays are provided.

Car Parking:

- The car parking provision, including visitor bays, will serve both the proposed 42 no. Over-55's Sheltered Housing and the existing 20 no. Over-55's Sheltered Housing units operating on the site.
- Some of the existing car parking bays for the 20 no. Over-55 Sheltered Housing units have been redesigned to create additional road space for access to the proposed development.
- 23 no. car parking spaces are located behind the existing Over-55's units and on the southeast side of the site.

Proposed car parking provision:

	Nos	Requirement		Provided
Existing 1-bedroom unit	20	0.25/unit	5	17
Proposed 1-bedroom unit	38	0.25/unit	9.5	
Proposed 2-bedroom unit	4	0.5/unit	2	
Total Residents			16.5	
Visitors (total 62 units)		0.1/unit	6.1	6
Total			22.6	23

23 no. parking spaces for 62 no. units. The applicant justifies this large reduction in car parking by proposing to run a shuttle service for staff.

It is proposed that the shuttle bus service is extended to operate as a 'dial-and-ride-like' service to residents of the Sheltered Housing. The Sheltered Housing residents would book their journeys online or by telephone to travel out of the site and into St Helier town. The operating system and cost charged to the user have yet to be determined, and the applicant advises will be included as an action in the site travel plan development.

Access:

- The Sheltered Housing will share the existing widened site entrance off St John's Road with the St Joseph's Residential Care Home.



Comments:

1. The Roads Committee requests that the cycling parking provision be increased, especially given the reduction in car parking and the lack of cycle parking for the existing 55's units and staff. The cycle parking provision is to include electric charging for E-Cycles. 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. The Roads Committee believes that the parking provision for occupants of the premises is insufficient. Would the Applicant please seek ways of increasing the parking facilities. Only having 23 no. parking for 62 no. units is a very low ratio.

On-street car parking provision in the St Johns Road area is extremely limited, and therefore, constructing a large development with insufficient off-street car parking will exacerbate the problems with lack of parking in this area.

Residents in St Helier should have the same rights as those in rural parishes to own and be able to park a car.

3. If increasing car parking spaces is not possible, as an alternative, the Applicant should consider including facilities for a car share club (such as EVie Car club or similar) for residents and provide occupiers with 12 months' free membership.

If a car club is to be introduced, these car parking spaces should have their own dedicated parking space to ensure that there is no reduction in available visitor and service spaces. It should be made conditional that the car club/share facility should be provided before completion of the development. There are no alternative EVie car club provisions near this development.

4. The Roads Committee requests the provision of the appropriate number of charging points for electric cars. The Applicant is to future-proof the car parking spaces by providing the infrastructure to enable extending electric charging to all parking spaces for the future. 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.
5. It is noted that the applicant operates an 11-seater shuttle bus service for all staff as part of the program to reduce demands for staff car parking on-site.

As a result, the applicant's staff car parking space has been restricted to permit holders only. There is a further 20 no. parking spaces allocated to the existing Care Home, which are visitor and staff parking.

6. 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.
 - The refuse store is fitted with a standard Parish lock.



7. 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/2025/0155>

6. Vacant Site/Carpark, Poonah Road / Poonah lane, St. Helier, JE2 3XP P/2025/0185

Demolish 2 No. roadside walls to Poonah Road & Poonah Lane & Install new bollards with chain link barriers to perimeter of parking area.

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

The Roads Committee notes that the proposal is to demolish two boundary walls. Presently, the site access/exit is from Poonah Road, and this arrangement will be retained.

1. The applicant is to note that the existing tree on the Parish footway must be protected from the works and safeguard the tree roots.
2. The Applicant is to note that this application sits within a Neighbourhood Improvement Area. Poonah Road NIA is due to commence in Autumn 2025, subject to funding being secured. The work includes resurfacing of the footway and carriageway, which will result in an embargo in place to restrict any work on the public footway and carriageway for 3 years.

Any work undertaken that requires adjustment to the Parish footway or carriageway before the end of the 3-year embargo will require that the applicant funds large areas (for the full width) of resurfacing. The exact extent and specification are to be agreed with Parish in advance of works commencing on site.

3. 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.
4. 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. Therefore, there is no need to provide tactile paving on either side of a vehicular entrance.

The Applicant must contact the Parish of St Helier's Infrastructure Department prior to undertaking any work to the public highway to agree on 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.



5. 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 footway 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 specifications. 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.

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.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2025/0185>

7. Chanceux, La Vallée des Vaux, St. Helier, JE2 3GA

RP/2025/0189

REVISED PLANS to P/2023/1410 (Convert existing ground floor studio flat into one bedroom unit with single storey flat roof to south of flat 1, amenity space & storage. Create 3no. parking spaces. REVISED DESCRIPTION: Construct single storey flat roof extension to South East Elevation to form 1no. 1-bed residential unit. Clad existing East elevation in horizontal hardi-plank cladding and form 3no. parking spaces to North East of site. AMENDED PLANS) : Revisions to Parking Layout, Cycle Store Location & Hard Landscaping to North East of Site.

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

The Roads Committee notes that the proposal is to provide 3 no. parking spaces for the existing units accommodation; the parking spaces are 2.550 x 4.9m. The parking spaces will have electric charging facility. The proposal also includes parking for cycles, with space provided for cargo cycles all with electric charging.

1. 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.
2. 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. Therefore, there is no need to provide tactile paving on either side of a vehicular entrance.

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.



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

4. The users of the car parking spaces will be expected to reverse into the parking space as parking front-face will cause a serious risk to pedestrians walking on the footway. The Roads Committee requests that if the application is approved there be a condition imposed on the Applicant that cars parking in these spaces must reverse into the parking spaces; if this cannot be conditioned then the Roads Committee has serious safety concerns and therefore, the applicant will need to implement processes to manage this risk.
5. That the requirements of the Highway Encroachments (Jersey) Regulations 1957 are strictly complied with. Planning approval does not give permission for parked vehicles to encroach on the highway or footway.
6. 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.
 - The refuse store is fitted with a standard Parish lock.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=RP/2025/0189>

8. Flats 1 & 2, Villa Dupuit, Green Street, St. Helier, JE2 4UG

P/2025/0213

Demolish existing garage and outbuilding and construct two storey extension with first floor terrace to East elevation. Various internal and external alterations.

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

The Roads Committee notes that the proposal is to demolish the existing garage to create a 2-storey extension.

- The existing building consists of two separate units of rental accommodation accessed via a shared front entrance on the site's West onto Green Street.
- The proposal is to demolish the East gable of the existing dwelling, the existing outbuilding, and the existing garage and to replace with a new extension to the East of the site.
- To the North Villa Dupuit is bordered by Harve Des Pas Gardens, a 20mph one-way Parish Road offering egress onto Green Street from the East.



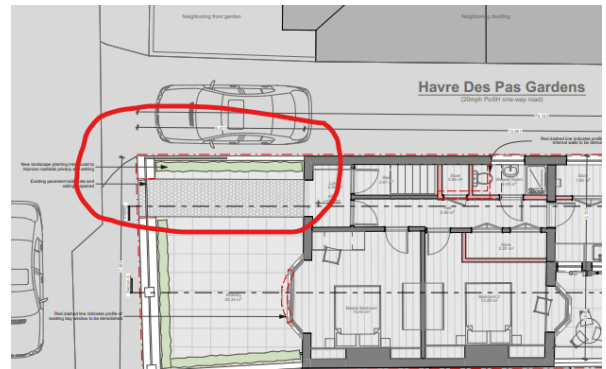
- On the extension's East elevation, vehicular access to a reformed garage space is provided at the ground floor level. There is also the provision of 4 no. cycle parking spaces within the proposed new garage.

Visibility splays

- That the Applicant must comply with the visibility requirements as set out in '**Access onto the Highway – Standards and Guidance**' as produced by Government of Jersey's Infrastructure and Environment Department, 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.

Vehicular access

- 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.
- The garden wall and planting adjacent the entrance path to the property on the northern end, as circled on the plan on the right-hand side, must be kept low in perpetuity and must be conditioned on any approval as set out in '**Access onto the Highway – Standards and Guidance**' as produced by Government of Jersey's Infrastructure and Environment Department, 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 900mm above road level in perpetuity. This is essential to ensure that motorists have clear visibility at the junction of the road as they pull out of Havre des Pas Gardens onto Green Street.

Refuse & Recycling

- 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.
 - The refuse store is fitted with a standard Parish lock.

Government of Jersey, Infrastructure & Environment

- Notwithstanding the above comments, this submission should be referred to the Government of Jersey'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/2025/0151>



9. 19-21, Broad Street, St. Helier, JE2 3RR

P/2025/0151

Change of use of part of the ground floor from a class C (office) office area to a class H (sport and fitness) PT studio and yoga studio.

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

The Roads Committee notes that the proposal involves the change of use of a section of ground floor space that is vacant into a Personal Training Studio and Yoga Studio.

1. 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.
 - The refuse store is fitted with a standard Parish lock.
2. Notwithstanding the above comments, this submission should be referred to the Government of Jersey'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/2025/0250>