



PARISH OF ST HELIER

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ROADS COMMITTEE MEETING

Wednesday 16 July 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 18 June 2025 ('A' Agenda items).
- A4. Matters arising.
- A5. For decision: Brooklyn St/St Saviour's Rd. signalisation & Ann St./Charles St./Brooklyn St. proposed crossing.
- A6. For decision: Halkett Place decorative Plaque – outside St Helier Library.
- A7. For decision: Lewis Street parking issues.
- A8. For decision: Rue du Funchal update and safety concerns.
- A9. For decision: Adoption of updated Parish resurfacing and road works policy.
- 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~~


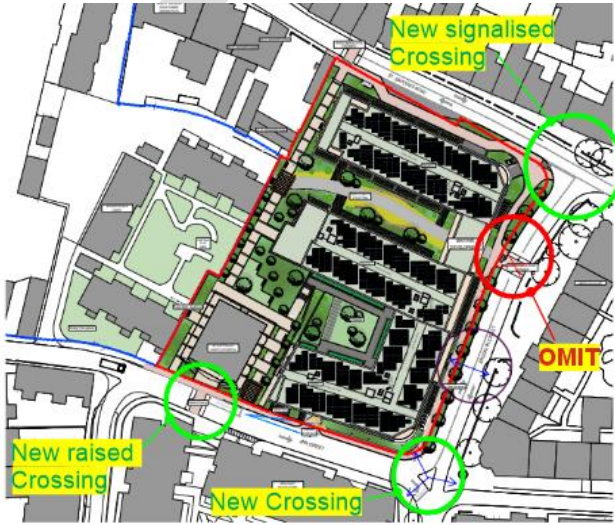
~~*Friday 4 July 2025: Visite du Branchage~~

~~Wednesday 17 September 2025~~

~~Wednesday 15 October 2025~~

~~Wednesday 17 December 2025~~



| | |
|--|---|
| <p>Date of request: 16 July 2025</p> | <p>Road reference & title of report: 021 Brooklyn St./St Saviour's Rd signalisation & Ann St./Charles St./Brooklyn St. crossing.</p> |
| <p>Address:</p> <ol style="list-style-type: none"> 1. Brooklyn St/St Saviour's Rd. junction signalisation 2. Ann St./Charles St./Brooklyn St. junction proposed crossing. | <p>Requested by:</p> <ul style="list-style-type: none"> • Government of Jersey Infrastructure and Environment team & • PoSH Infrastructure |
| <p>Location map:</p>  | <p>Key Plan:</p>  |
| <p>Brief introduction/summary:</p> <p>The Government of Jersey Infrastructure and Environment team is here today to present to the Roads Committee proposals for the following:</p> <ol style="list-style-type: none"> 1. Brooklyn St/St Saviour's Rd. junction signalisation 2. Ann St./Charles St./Brooklyn St. junction proposed crossing. <p>The Gov I&E resurfacing of St Saviours Road (from Simon Place - La Motte Street) is now programmed to take place in summer 2027. As such, I&E are now looking to accelerate the delivery of a signalised junction at Brooklyn Street.</p> <p>Background:</p> <p>Dandara, on behalf of Andium Homes, are finalising the work at the former Mayfair Hotel, and as part of a POA agreement, there is a commitment to provide two crossing points, one in Brooklyn Street and one in Ann Street.</p> <p>However, the proposed zebra crossing in Brooklyn Street and the proposed new Gov signalised crossing at the junction of St Saviour's Road cannot coexist due to the proximity, and therefore, the zebra crossing on Brooklyn Street is proposed to be relocated to the junction with Charles Street/Ann Street.</p> <p>The original proposed raised crossing in Ann Street will remain, and the new additional crossing (at grade) will be located at the junction with Charles Street/Brooklyn Street. These changes will align with the walking desire lines, and placing the crossings at this junction will benefit Charles Street.</p> | |

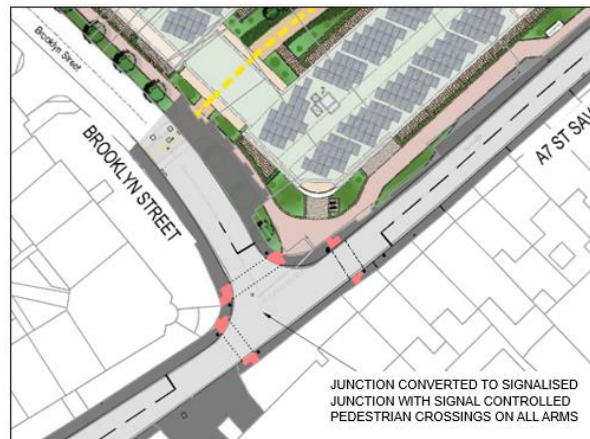


Revised Proposals:

Brooklyn St/St Saviour's Rd. junction signalisation. (POA funded by Dandara/Andium)

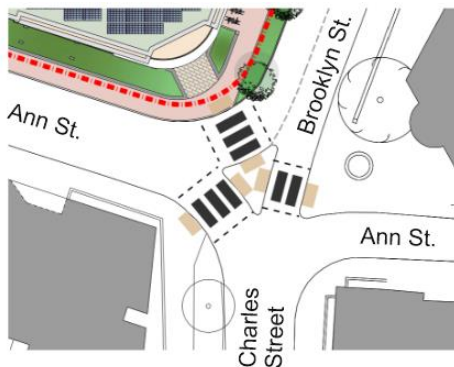
The ring road is a barrier to active travel; to address this, the proposal is to provide crossings that will reduce this barrier and enhance links to schools and homes.

Gov is proposing to provide a signalised crossing at the junction with Brooklyn Street with push-button crossings on all arms. This will provide Safer controlled crossing points across the ring road and link to developments and routes to schools.



Gov sketch of potential concept at the Brooklyn St./St Saviour's Rd. junction.

Ann St./Charles St./Brooklyn St. junction proposed crossing:



Sketch of potential concept at the Ann Street/Charles Street junction.

Ann Street/Brooklyn Street/Charles Street Junction are a key node for pedestrian movement post-development and hence suggests that it would be a justifiable priority for improving crossing facilities.

The team suggests that it would easily co-exist with and complement a crossing on Brooklyn Street, away from the St Saviour's Road Junction, allowing pedestrians travelling to and from the west good connectivity with the Mayfair development and onwards, through to the Brewery development.

The LHS image is an example of a proposal for the crossing point, which omits the proposed crossings that were going to go into Ann Street and Brooklyn Street



Funding proposal:

The proposal is to use the funding that has been allocated in the POA to construct the raised table crossing in Ann Street (subject to confirmation from Planning). POA details are very specific and are allocated for a particular item; therefore, the fund cannot be used for any other purpose.

However, this would require the Parish to pay for this upfront; therefore, it would result in having to delay an approved road project or road resurfacing to cover this cost. We would then need to claim the money back from the Government Treasury once the work has been completed and paid. Committee needs to be aware that it is extremely time-consuming and long-winded to get the money refunded from Gov Treasury. From recent experience, we had to wait over 18 months to get POA money paid to the Parish.

There is also a sum of **£ 21,484** which is due to be received from Dandara as part of the contribution to the public realm, and will be used to construct the crossing at grade at the junctions of Brooklyn Street, Charles Street and Ann Street. Although there could be additional costs for the provision of Belisha beacons if this is required, as this sum may not be sufficient to cover all of the cost.



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| Date of request: 16 July 2025 | Road reference & title of report: Halkett Place - North (085) Proposed decorative pavement slab outside the Library |
| Address: Jersey Public Library 91 Halkett Place | Requested by: Government of Jersey - Children, Young People, Education and Skills |
| Location map:  | Photograph/street view:  |
| Brief introduction/summary: <p>The Government of Jersey Education are here today to request Roads Committee approval for the installation of a decorative plaque on the footway following the recent multilingual Community Celebration event for children and their families hosted at the Jersey Library.</p> <p>The team are looking to condense some of the work created on the day into a decorative paving tile to be placed on the pavement outside the Jersey Library.</p> <p>The Head of the library and the Constable are supportive. However, as this section of Halkett Street is a Parish by-road, the approval of the Roads Committee is being sought.</p> | |

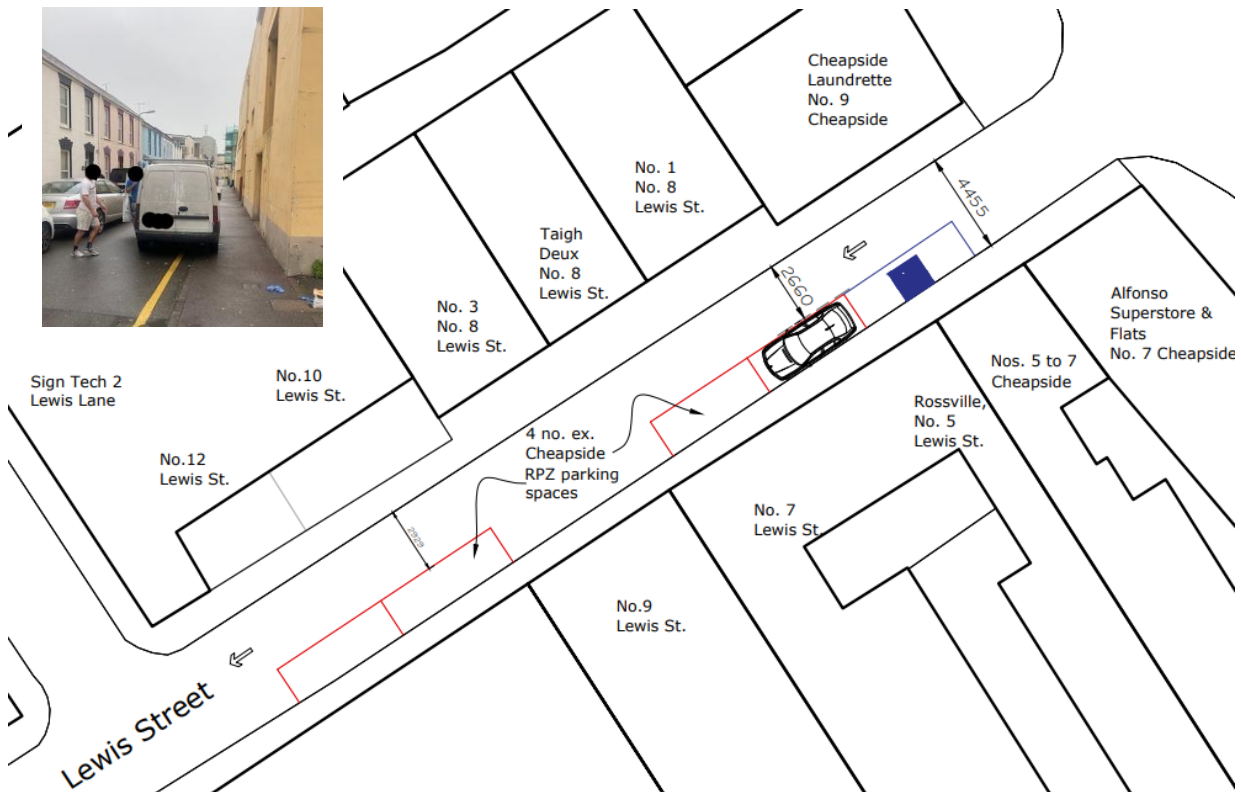


| | |
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| Date of request: 16 July 2025 | Road reference & title of report: 141 Lewis Street parking & Safety issues. |
| Address: Lewis Street | Requested by: Resident, Community Support Team and I&E Officers |
| Location map:  | Photograph/street view:  <i>Example pics showing vehicles mounting the footway to get past parked vehicles.</i> |
| Brief introduction/summary: <p>We have been receiving complaints about the use of Lewis Street, regarding the abuse of the existing parking spaces, abuse of the 'No entry except for Access' restriction which has resulted in safety concerns as larger vehicles are having to mount the footway to get past parked vehicles, this includes the Parish refuse vehicles. This places pedestrians at risk and also results in damage to the footway's kerb edge.</p> <p>The Community Support Team Manager met with I&E Officers to discuss the issues being received and the improvements that can be made. PoSH Infrastructure Officers reviewed the suggestions, and this resulted in the following recommendations and options for the Parish Roads Committee consideration and approval.</p> <p>Removing the parking from Lewis Street must be actioned to stop motorists from having to mount the footway due to parked vehicles in Lewis Street.</p> <p>Removing the parking will help reduce the number of vehicles accessing this street as currently, the 'No Entry except for access' can be challenged due to the RPZ and disabled parking spaces in Lewis Street, which allows motorists to access the street legally to access the parking spaces to use the adjacent shops and cafés.</p> <ul style="list-style-type: none">• Currently, the 4 existing parking spaces are 20-minute pay card limit between 9 am and 10 pm, reverting to RPZ between 10 pm and 9 am as part of the Cheapside RPZ 'Road Traffic (St Helier) (Jersey) Order 1996'.• The existing disabled parking space is a 1-hour disabled parking space, 'Road Traffic (Disabled Persons) (Parking) (Jersey) Order 2002' <p>This report sets out the options for the Roads Committee's consideration.</p> | |



Lewis Street – Existing issue:

Lewis Street comprises 4 no. RPZ parking spaces (Cheapside Zone) and one disabled parking space:



Plan 1: Lewis Street - Existing layout

With a parked car in place, the carriageway is reduced to 2.6m wide, which is extremely tight as the minimum carriageway width should be at least 3m clear (ideally 3.2m). This narrowing results in large vehicles (including the Parish refuse vehicle) mounting the footway.

To add to the problem, inconsiderate motorists regularly park vehicles behind the disabled parking space, resulting in motorists having very little turning circle to enter Lewis Street – this is causing unacceptable safety risk, especially for pedestrians.



Parked vehicle behind the disabled space, blocking access to Lewis Street.



Example of large vehicles mounting the footway to get past parked vehicles.



Parked vehicle behind the disabled space, blocking access to Lewis Street.

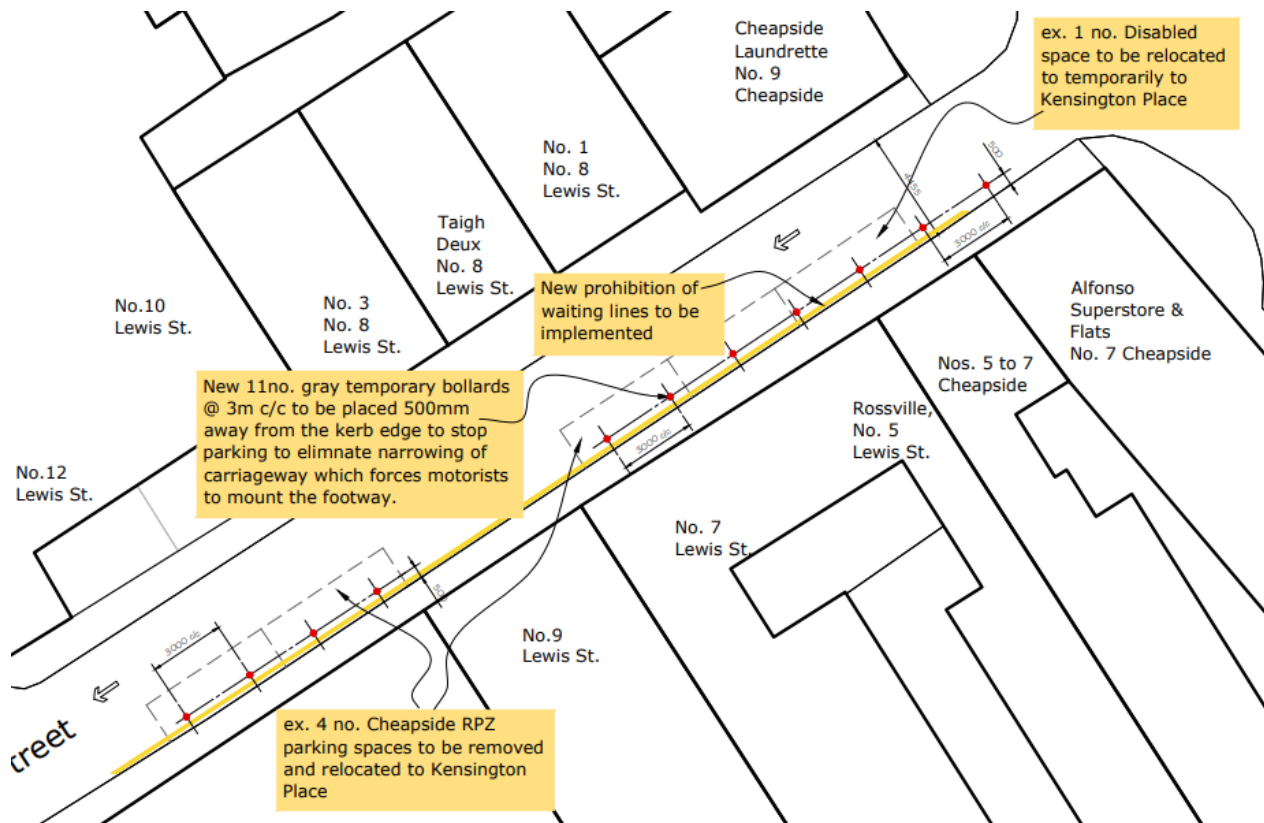


Proposals:

The Parish Roads Committee is asked to consider and approve the following.

RPZ Relocation:

Immediate action: Remove the car parking in Lewis Street, to reduce the mounting of the footway occurring, it should be noted that Parish refuse vehicles also have issues in accessing Lewis Street with parked cars.



Plan 2: Proposed removal of the RPZ and disabled spaces in Lewis Street, extend prohibitions of waiting lines and place bollards (which are marked with red dots)

Example of the bollards (like the ones in Don Street), but they will be placed on the carriageway to minimise the loss of footway width.



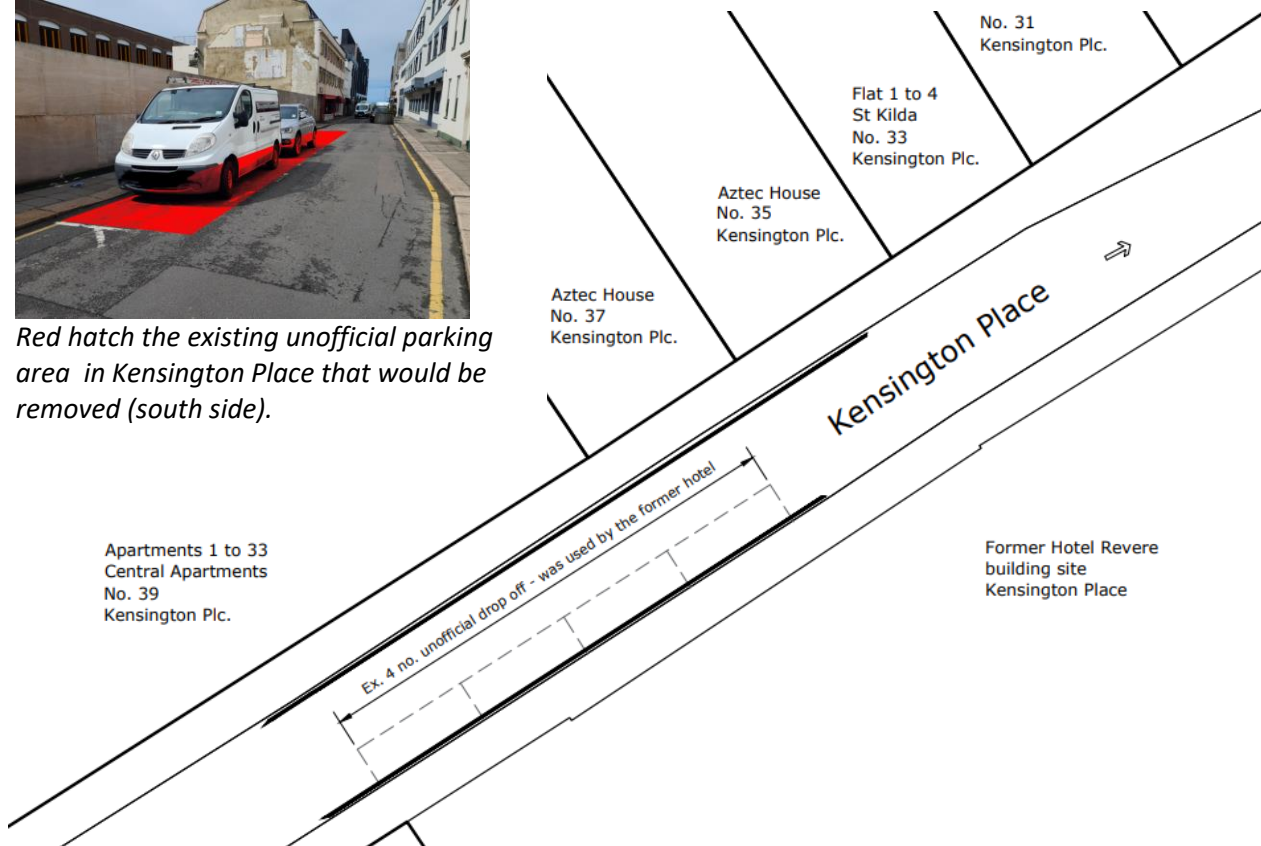
Example of the bollards placed in Don Street footway due to delivery vehicles mounting the footway. We propose the use of similar bollards in Lewis Street (south side)



Kensington Place: Relocate the parking (4 no. RPZ spaces and the Disabled space) to Kensington Place at 34 yards, north side, Kensington Place. Across from the former Hotel Revere site:



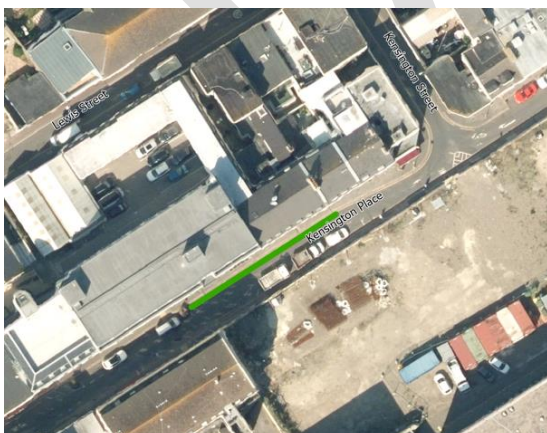
Red hatch the existing unofficial parking area in Kensington Place that would be removed (south side).



Plan 3: Existing Kensington Place

However, this new relocated parking would need to be reviewed once the plans of the existing Hospital have been developed. Officers have contacted the Hospital design team to request clarification on the impact on Lewis Street and Kensington Place.

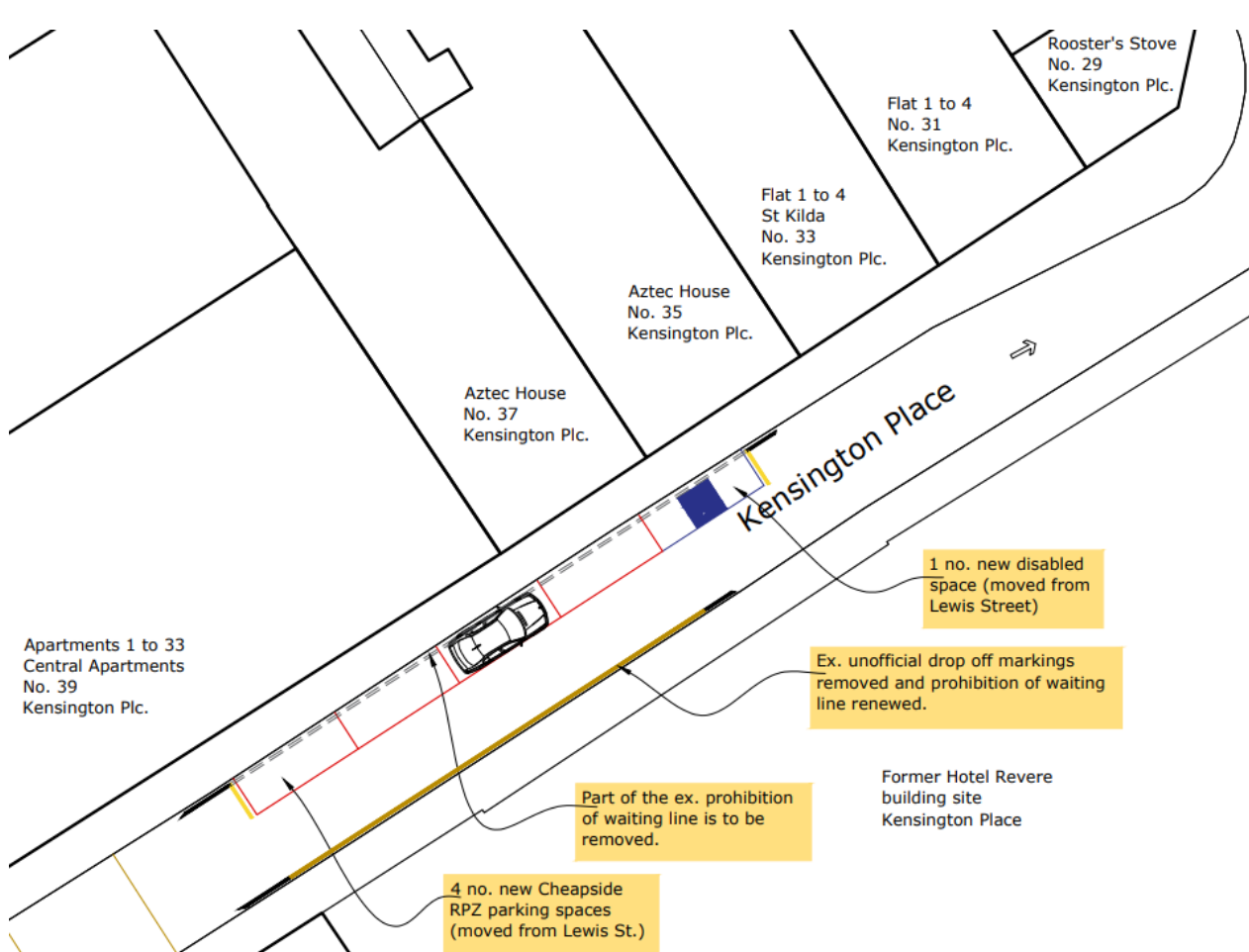
Kensington Place is a Government of Jersey Infrastructure and Environment Road and requires the Infrastructure Minister's approval, although initial conversations with officers have been positive, who met with the Parish Community Support Manager.



The green line indicates the proposed location for the relocated RPZ and disabled parking spaces.



The green line shows the approximate location of the relocated Lewis Street RPZ & disabled spaces.



Plan 4: Proposed relocation of the 4no. RPZ parking & disabled space from Lewis Street

Unloading bays in the area:-

Kensington Place:

- Unloading bay outside the Grand Hotel (20 minutes)
- Unloading bay across from Little Italy (20 minutes)
- Unloading bay across from Stafford Hotel (20 minutes)

Lewis Street:

- No unloading bays

Alternative B: If there is an issue relocating the spaces to Kensington Place, then the Committee is requested to consider relocating all the spaces to People's Park, which will result in the loss of 5 no. public paid parking spaces.

Alternative C: Alternatively, if this is not acceptable, then the Committee is to consider the loss of the RPZ spaces and the disabled spaces for Lewis Street.

Lewis Street - Mounting of the footway:

To reduce the risk of the footway being mounted, the Parish proposes to place a series of grey plastic bollards along the carriageway to deter vehicles from mounting the footway while manoeuvring from Cheapside into Lewis Street.

These bollards would be temporary as Lewis Street would benefit from being developed as a Neighbourhood Improvement Area (NIA).



The funding for this future NIA could be from a POA request, when the proposals for the existing Hospital and the vacant site are made, this would be requested to minimise the disruption to residents in this area from a larger and redeveloped hospital.

Parking restrictions:

As part of the review of the parking in the area and obtaining feedback from the Community Support team, the Roads Committee is requested to consider and, if deemed acceptable, approve the following changes to the short stay parking restrictions.

The Community Support team suggests that the current 20-minute parking limit should be altered, as it is often too short for users to complete related tasks. A change to a 1-hour limit would provide more appropriate flexibility. This revised pay area is to run from 8 am to 8 pm and then change to residents' parking spaces from 8 pm to 8 am.

The Committee will need to be mindful that reducing the time to 8 pm may impact the existing cafés and restaurants in the area.

Request revised parking restriction:

It is requested that the Roads Committee approves in principle the following changes (Which will be subject to consultation), this impacts on the relocated 4 no. RPZ spaces:

- *From:* Currently, they are 20-minute pay card limit between 9 am and 10 pm, reverting to RPZ at all other times as part of the Cheapside RPZ 'Road Traffic (St Helier) (Jersey) Order 1996'
- *To:* 60-minute pay card limit between 8 am and 8 pm, reverting to RPZ at all other times as part of the Cheapside RPZ 'Road Traffic (St Helier) (Jersey) Order 1996'.

Consultation strategy:

Immediate action: Lewis Street

The Parish has no option in terms of the removal of the Parking on Lewis Street, which is causing an unacceptable risk to pedestrians and those stepping out of their homes with vehicles mounting the footway to get past parked vehicles. Therefore, the Parish would do this as a notification to advise that the RPZ and disabled spaces will be removed. We propose a two-week notice period.

This would be via site notices, social media and the Parish website.

Relocation options:

In terms of the relocation of the spaces, this will be dependent on the feedback and official confirmation from the Infrastructure Minister approving the relocation of the spaces to Kensington Place, the Parish recognises that this could be a temporary measure until there is more certainty in the design of the and expansion of the existing hospital.

The alternative would be to relocate the spaces to People's Park, but it would mean the further loss of Paycard parking, which is needed especially for businesses in the area. This would also mean the loss of higher revenue when compared to RPZ spaces.

Once we are aware of the Minister's initial thoughts, we would do this as a notification, not the standard consultation. The message would be released via site notices, social media and the Parish website.

Parking revised time:

Changing the time restrictions from the paid 20 minutes to paid one-hour parking should hopefully be a welcome and positive move. Although reducing the time restriction from 10 pm to 8 pm may be an issue, especially for the commercial businesses in the area.



We suggest gauging the community views for this change and would suggest a questionnaire, consider a letter drop to the local community in the area in Lewis Street, Kensington Street and Kensington Place, site notices all with QR codes to access an online questionnaire. The message would be released via social media and the Parish website.

If the results are positive, we would propose to request that the Minister approves the change, if the consultation is negative, then the parking spaces will remain as 20 minutes as they currently are, if there is no clear consensus, then we would propose to bring back to the Roads Committee to make the decision.

Speed limit of the road:

| | | | | |
|----|----|----|----|-----|
| 15 | 20 | 30 | 40 | N/A |
|----|----|----|----|-----|

Officer dealing with the request:

PoSH Infrastructure department

Safety Audit level:

No Road Safety audit is required – see Appendix 2

Anticipated budget cost to implement:

Approximately £400 per bollard including installation, therefore £4,400 + allow approx. sum of £600 for road markings and signage, poles, etc = **£5,000 budget cost**

Funding proposal:

There is currently no funding allowed for this work within the 2025/26 cost estimates; therefore, the cost for the works would need to come from the approved budgets. This may impact on delivery of the roads programme, therefore compensatory savings would be required.

The proposal is to undertake the temporary measures initially and then review this area as part of a future NIA scheme.

Programme:

Lewis Street parking: to remove the RPZ and disabled spaces, extending the prohibition of waiting lines and installation of bollards, will be subject to implementation of Article 68 notice and the supplier of the bollards – allow 1 ½ months

Relocation of spaces: This will be subject to the Infrastructure approval, which will then need to follow with an article 68 notice and site notices – allow 2 ½ months

Changes to parking duration: develop questionnaire, allow 3 weeks consultation period, if supported by the community, implement the changes via an article 68 initially – allow 2 months

Legislation affected:

Yes, this will impact the "Road Traffic (St Helier) (Jersey) Order 1996" and "Road Traffic (Disabled Persons) (Parking) (Jersey) Order 2002".

Article 68 notices will be drafted for the above changes, which allow 12 months before it is implemented into the law.

Will an additional report be required?

Only required if there is no clear consensus on extending the parking duration or if there are issues in relocating the RPZ and disabled parking spaces.

Will public consultation be required?

Yes – refer above to the consultation strategy.

Is this to go back to Roads Committee?

Only if there is no clear consensus on extending the parking duration or if there are issues in relocating the RPZ and disabled parking spaces.



Appendix 1: Site visit report with I&E Officers and PoSH Community Support team

SITE VISIT REPORT

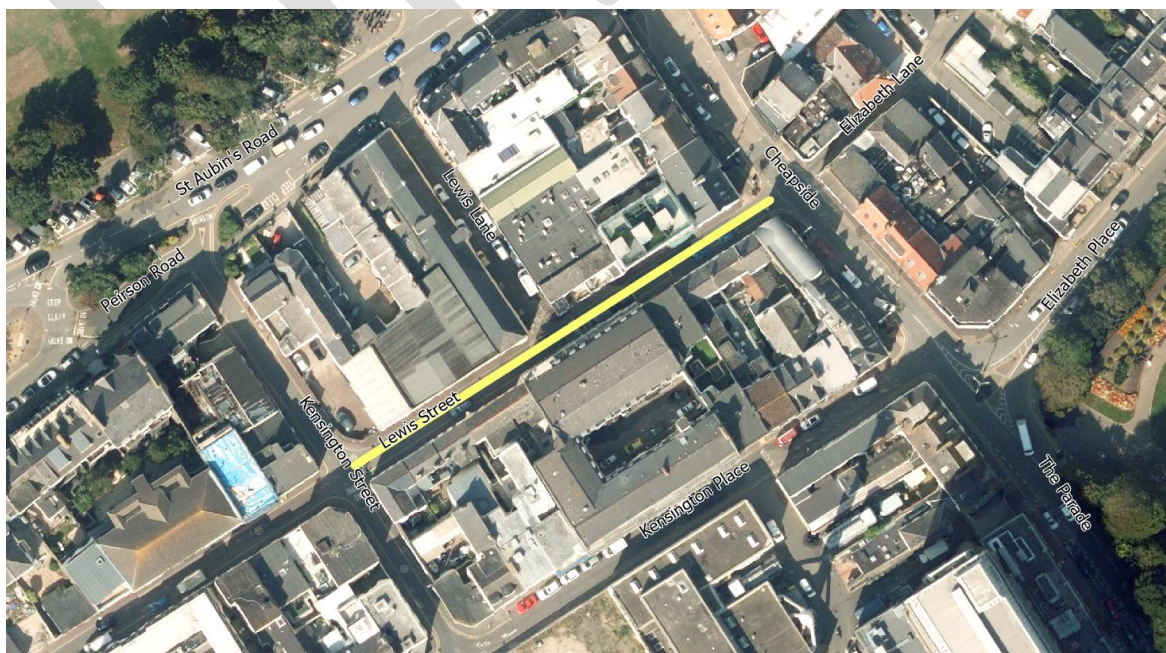
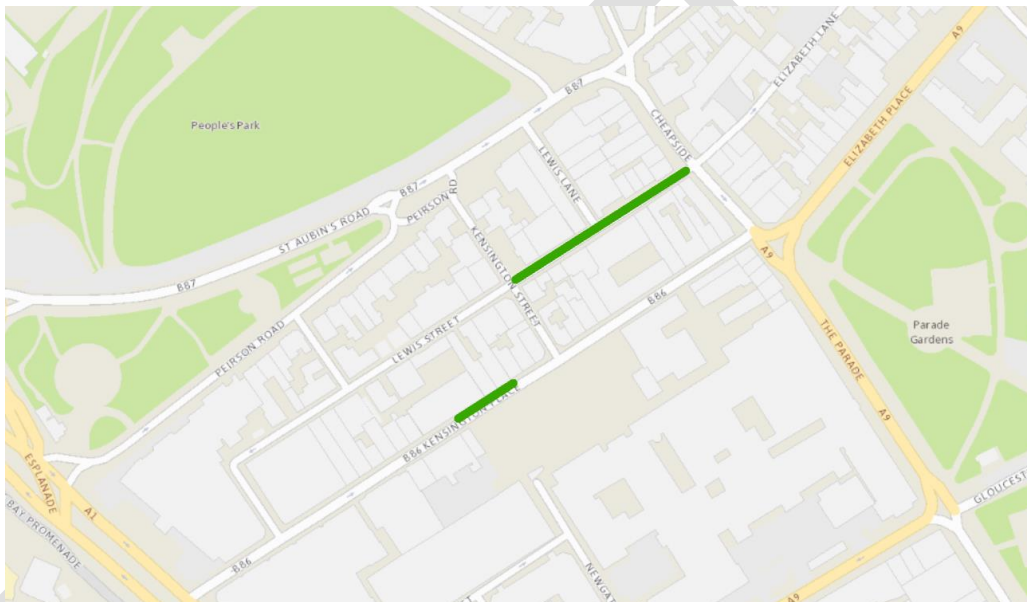
Site/location Top end of **Lewis Street (between Cheapside & Kensington Street)**

Parish road, plus the possibility of **Kensington Place** availability – I&E road.

Reason for visit Parish of St. Helier enquiry with I&E.

Date/time 03/06/2025, 13.30
Officers: Mark Hutcheson (PoSH),
Terry Renouf (I&E) & Marc Poingdestre (I&E)

Conditions Cloudy & overcast.





Description - Lewis Street

X1 Disabled bay, X2 shared pay & residents permit, and X2 residents permit spaces.



Kensington Place possible available area (approx. 34yards from planter to where footway widens).





Ideas

Move all X5 spaces in Lewis Street (between Cheapside & Kensington Street) to 34 yards, north side, Kensington Place. Then make all of this section of Lewis Street prohibition of waiting.

Following experience by PoSH to date, it is suggested that the current 20-minute parking limit be reviewed, as it is often too short for users to complete related tasks. A change to a 1-hour limit may provide more appropriate flexibility.

Suggestion of pay area spaces to be 1 hour 8am to 8pm then residents parking 8pm to 8am.

access will have to continue on Lewis Street for deliveries, possible thoughts of infrastructure works to stop large vehicles mounting footway while manoeuvring from Cheapside into Lewis Street.

We ask the Parish to consider the two road-related requirements and advise the Department for Infrastructure of their preferred approach, including any necessary changes. A meeting or site visit can be arranged to assist in this process if helpful.



Appendix 2: Road Safety Audit – Form 'A' assessment

| | | |
|---|-------------------------------|---------------------------|
| Project title: Lewis Street relocation of the existing RPZ and disabled spaces. | Road reference: 141 | Project No: N/A |
| Location: Lewis Street | Lead designer: SA | |

Description and purpose of the scheme:

Removal of the existing 4 no. RPZs and 1 no. disabled parking spaces in Lewis Street to eliminate the regular mounting of the footway which places pedestrians at an unacceptable risk. If possible, relocate the spaces to Kensington Place.

Main elements of the scheme:

Remove the parking spaces from Lewis Street – immediate priority, relocate the spaces if possible, into Kensington Place or remove some paid parking from People's Park to accommodate these 4 no. RPZ spaces.

| Stage(s) of RSA which apply: | 1 | 1 & 2 | 2 | 3 | 4 | Not Req'd |
|-------------------------------------|----------|------------------|----------|----------|----------|------------------|
|-------------------------------------|----------|------------------|----------|----------|----------|------------------|

| | Comment | YES | NO |
|----------|--|------------|-----------|
| 1 | <p>Does the scheme have an impact on road user behaviour or adversely change the outcome of an accident involving an errant vehicle? (Please give details)</p> <p>Removal of the parking from Lewis Street will improve road safety as vehicles will not be able to mount the footway; furthermore, bollards will be positioned to prevent this from happening.</p> <p>If approved, relocating the parking to Kensington Place will not create an adverse safety risk as the parking is being relocated from the current unofficial space (outside the former Hotel Revere), the spaces are in the wider section of Kensington Place.</p> | X | |
| 2 | <p>Does the Scheme provide appropriate visibility for all road users? (Please give details)</p> <p>Visibility will not be affected; the relocated spaces do not impact on existing entrances.</p> | X | |
| 3 | <p>Does the Scheme address a known accident problem? (Please give details)</p> <p>The changes will address near misses with vehicles driving along Lewis Street footway to get past parked cars.</p> | X | |
| 4 | <p>Does the cost and/or health and safety risk of carrying out the audit outweigh the benefits in potential safety improvement to the scheme? (Please give details)</p> | | X |



Other supporting information considered:

The prohibition on waiting lines in Lewis Street and Kensington Place are to be altered to enable the changes to be implemented and renewed where necessary, and the necessary road signage is to be installed.

To address the risk of vehicles driving on the footway in Lewis Street, the Parish will install bollards, which will be set in the road to eliminate this risk.



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| Estimated scheme value | £ 5,000 | Sums for scheme to come out of which Financial Year? | 2025/26 |
|-------------------------------|---------|---|---------|

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| I have considered the information provided and I consider that a Road Safety Audit: | IS required | IS NOT required |
| Additional comments: None | | |

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| Signed: | |
| Lead Designer: SILVIO ALVES, HEAD OF INFRASTRUCTURE | |
| Signed: SA | Date: 16 July 2025 |
| Audit Sponsor: SILVIO ALVES, HEAD OF INFRASTRUCTURE | |
| Signed: SA | Date: 16 July 2025 |

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| Notes: | |
| 1 | Maintenance Schemes that solely involve the replacement or refurbishment of a highway feature that appears the same, is located in the same position, performs the same function, and is constructed of comparable materials need not be audited. |
| 2 | Temporary works where the traffic management arrangements are not complex and conform to Chapter 8 or "Red Book" layouts need not be audited; however, an audit should be considered where complex arrangements, multiple phases, or substandard layouts are required. |
| 3 | Minor works where the outcome of a collision would not be adversely changed by the works need not be audited. |
| 4 | Where a decision is taken not to carry out a Road Safety Audit, the decision must be recorded along with the information considered in making that decision by the Audit Sponsor using this FORM A. |



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| Date of request: 16 July 2025 | Road reference & title of report: 102 Rue du Funchal & Private cut-through safety concerns |
| Address: Rue du Funchal & private cut through to Halkett Place | Requested by: Constable |
| Location map:  | Photograph/street view:  <i>North view</i> <i>South view</i> |
| Brief introduction/summary: <p>Work is progressing on Merchant's Square (P/2019/0711), Rue du Funchal (RduF). This is a significant £ 70 million investment in St Helier by a private developer, which includes the new Premier Inn, residential apartments, and commercial units, and commenced on site in 2021.</p> <p>Unfortunately, the development was significantly marred by the collapse of the main contractor, "Camerons", which ceased trading on 28 February 2023. Despite this, the good news is that work is progressing well and is due to be completed in a month.</p> <p>The Constable has requested that this be brought to the Roads Committee's attention as he has instructed the Parish Officers not to reopen RduF until his safety concerns are addressed.</p> <p>This report provides the Committee with background on the project and the work that is underway. This report also identifies the Constable's concerns for discussion and to agree on the next stages.</p> | |
| Details of concerns: <p><u>Background:</u></p> <p>Although work is progressing on Merchant's Square, Rue du Funchal. Unfortunately, the pace of the works was significantly marred by the collapse of the main contractor, 'Camerons', which ceased trading on 28 February 2023 leaving a host of building sites in turmoil, with the Merchant's Square being one of those sites that was significantly impacted due to the outstanding work that had to be completed and having to revisit various elements of the structure.</p> <p>This was then followed by the collapse of 'Camerons' parent company the Garenne Group, which went into liquidation at the end of March 2023.</p> | |



Following the collapse of 'Camerons', the site was shut down for about 6 months, whilst understandably, Le Masurier evaluated the site in terms of costs and took stock of the situation and worked on a plan to restart the building work.

Gardiner & Theobald, an independent construction and property consultancy, were appointed to work with the developer Le Masurier to complete the project.

The good news is that work is progressing well and is due to be completed shortly.

Concerns raised by the Constable:

1. Walkthrough between Rue du Funchal (RduF) and Halkett Place – concerns with pedestrians not realising they are coming to a roadway.

Officer response: Moneypenny Lane and the cut-through are privately owned; the Parish was not involved in the design or construction. However, to improve road safety, at the end of the cut-through and at the Constable's request, we placed the following signs at the exit points of the private cut-through.



Halkett Street end (Photo lightened for Rue du Funchal end clarity)

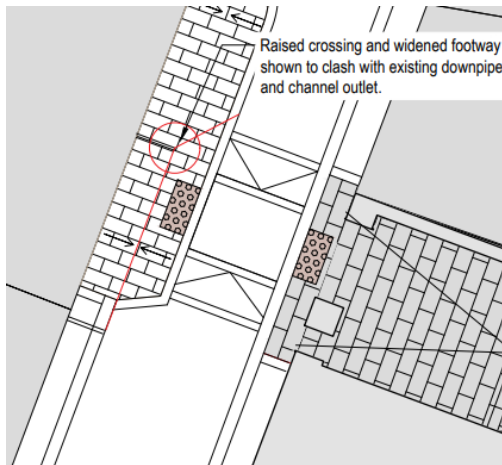
Halkett Place junction:

View of the junction with Halkett Place, there is a distinct material difference with the carriageway in black asphalt, granite footway leading into the private cut-through. There is also tactile paving for visually impaired pedestrians.





Originally, there was a Roxem finish on the raised hump in Halkett Place. This crossing was not an official crossing; however, there were issues with the quality and level of finish and following a developer close by needing to install an electric main, the Roxem was removed.



Original Architects drawing



Please note that the grey bands on the photo above are tyre marks.



It should be noted that this crossing (with the above Roxem finish) went through a **Road Safety Audit - Stage 3**. The report did not identify any problems with the walkthrough and the materials used there. The only problem identified was with the Halkett Place crossing, which had slight upstands in the paving; the recommendation was that it should have been constructed as flush.

The Parish is liaising with the developer on this to rectify this. The current proposal is to reinstate the Roxem courtesy crossing point

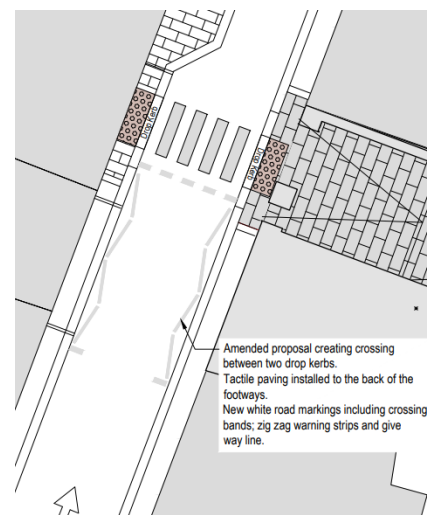
Halkett Place – crossing option:

The developer is due to reinstate the original Roxem finish; however, the Parish could have the option to change this to a Jersey Crossing, but it would be at the cost to the Parish.

If this is required, then a technical paper and design will be required, and Road Safety audits would need to be undertaken, levels 1 through to 3 for the option of the crossing.

There will be a high cost to factor in, as Belisha beacons will be required. The cost to purchase 2no. Belisha beacons are at least £ 15k + installation cost.

The proposed crossing will require the approval of the Infrastructure Minister.



Optional crossing option

It should be noted that in the Roads Committee's new [Planning Guidance Standards | Parish of St Helier](#), Belisha Beacons at crossing points are a requirement so that the crossing is easily visible to motorists.

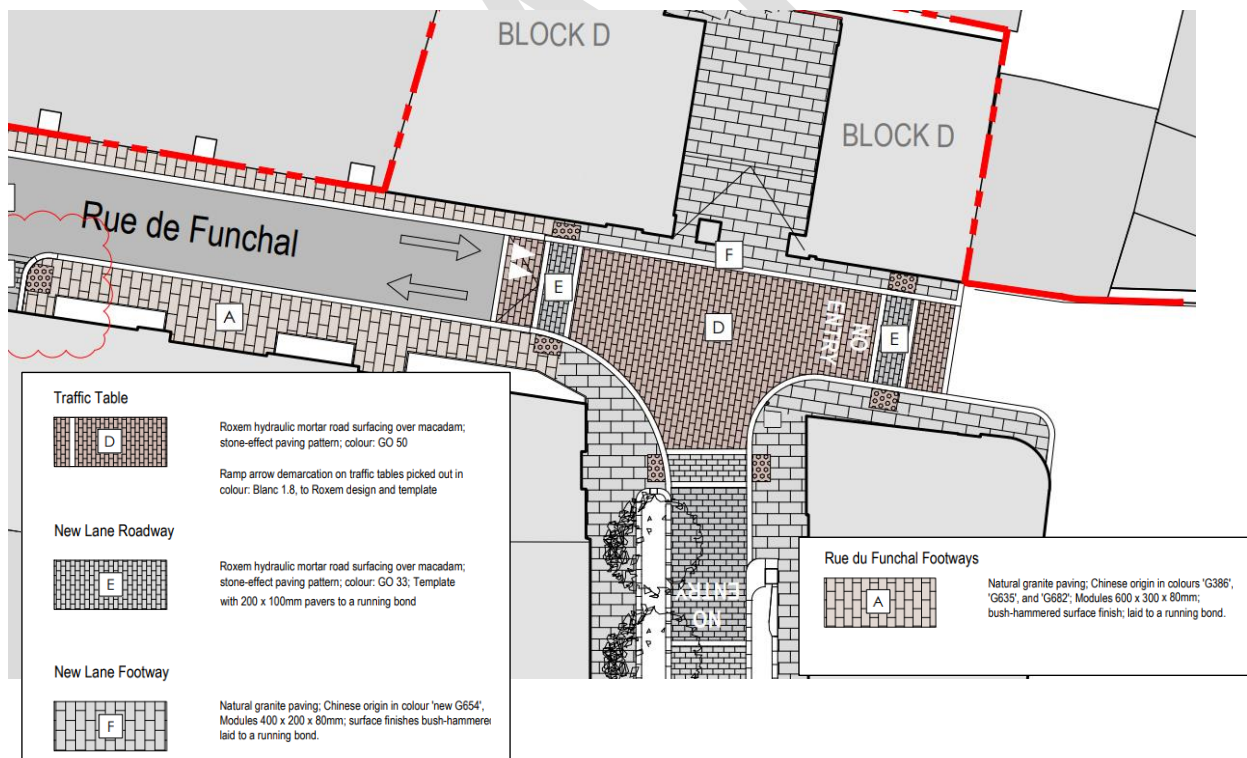


Money Penny/RduF junction:

View of the Rue du Funchal junction with Money Penny Lane (private): The carriageway is black asphalt, with granite paving footways. The carriageway has been kept in black asphalt so that there is a clear distinction between the roadway and the footway as the original proposal was to use Roxem granite effect on the carriageway – which in essence create a shared space which the Roads Committee does not support as it would have created a safety issue especially for the visually impaired and especially that this is a vehicular three-point turning area.



The original finish was to infill the black asphalt with red Roxem hydraulic mortar road surfacing over the asphalt to create a stone-effect paving pattern; colour: GO 50 as per the below architects drawing:



We omitted the red Roxem surfacing (marked "D" on the plan above) as it is very close in colour to the granite paving on the footway. However, the Grey band marked "E" on the plan above is still to be applied by the specialist contractor. The Roxem supplier and installer is a French company and there is only a small window of opportunity to secure spots for them to come over, the Parish are awaiting confirmation when they are scheduled to come over, although it does seem to be that the earliest time due to their workload is likely to be at least Spring 2026.



2. Constable has requested a crossing on Rue du Funchal turning area

The Planning Obligation Agreement (POA) imposed on the developer was for the refurbishment of Rue du Funchal and the creation of the raised hump crossing in Halkett Place, where the cut-through was formed (Please see appendix 2). It did not include an additional crossing off Moneypenny Lane, as this particular junction is a turning area.

This turning area was assessed as part of the RSA 1 & 2 and will be subject to a further RSA 3 once the works are completed (the RSAs are funded by the developer). The plan on the RHS illustrates the three-point turning manoeuvre that motorists need to make to exit RduF.



A crossing is not possible at the turning area as it will pose a significant risk to pedestrians having to keep away from vehicles doing three-point turns to enable the motorist to exit southwards onto Minden Place.

To introduce a crossing would require that Nelson Street be linked to RduF by changing a section of Nelson Street car park to create a formal carriageway and footway linking Nelson Street to RduF.

The Roads Committee at the time in 2019 did not support the creation of a roadway through Nelson Street car park, as they felt it would impact future development opportunities of Nelson Street car park, and it would potentially impact the car parking spaces themselves due to road safety reasons.

However, if it had been approved, this would have enabled far-reaching improvements to be undertaken, such as:

- Widened footways as it would have made RduF one way southbound (from Nelson Street car park and exiting out onto Minden Place).
- Removed the need for vehicles to turn at the Moneypenny lane/RduF junction.
- Enable the creation of a crossing point as there would be no vehicle turning areas.

We now have the two-way arrangement with the turning area located at the exit point of Nelson Street car park. (Please see the Previous Roads Committee minutes and Appendix 1.)

If a crossing at this turning area is wanted, then the Parish will need to appoint a traffic Engineer to assess this and undertake further independent Road Safety audits. From experience, they would likely outline similar concerns. The Committee is also to be aware that crossings require the approval and sign off of the Infrastructure Minister and must meet "Road Traffic (Pedestrian Crossings) (Jersey) Order 1982" standards, placing a formal crossing in this location has some safety issues to address.

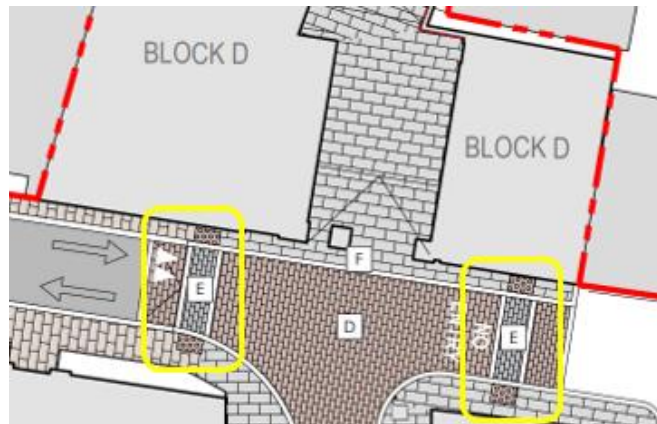
There is a visibility issue that will require resolution, as has been demonstrated in the next section, "Progress update", which will likely require the removal of the car park wall.



As an alternative to a formal crossing, there is a distinct Roxem courtesy cross point proposed on RduF as indicated by the letter "E" on the Plan below (Marked with a yellow square).

On the original Architects' design, there were proposals to introduce a crossing point at the mouth of Nelson Street car park; however, this was omitted following concerns with poor visibility and the Roads Committee's comments about the use of Nelson Street car park as a roadway linking Nelson St with RduF.

It should also be noted that pedestrians will not have clear visibility to see vehicles exiting the car park, especially the crossing closest to the car park, due to the existing wall at the exit point of the car park.



Yellow squares are the location of 'courtesy cross points'.

Please see the Roads Committee Planning consultation response (See appendix 1)



Photo mock-up of the courtesy cross point.

However, please refer to the photos in the "Progress update" section that demonstrate the visibility challenge for pedestrians at this junction.

Road Safety Audit – Level 3

It should be noted that a Road Safety Audit Level 3 is due to be undertaken at the end of the public realm works on RduF by the developer, and any shortcomings will be addressed.



Progress update:

As explained above, this development has been challenging and faced challenges due to the collapse of Cameron's, which was out of the developer's control; therefore, it is recognised that there was also of time to review the works and arrange for the project to continue. The good news is that work is progressing well and is due to be completed shortly.

The developer is working on RduF and the Parish Infrastructure team is keeping a close eye on progress and ensuring that a quality job is delivered.



View looking southwards towards Minden Place, standing on the west footway



View from Nelson St Car Park, standing on the east footway looking southwards to Minden Place



View from Nelson Street car park, as can be seen, the wall on the west side obstructs pedestrians from view if a crossing were introduced in the turning area.



The same view from Nelson Street car park further illustrates the visibility onto the turning area.



View northwards into Nelson Street Car Park, the wall on the western footway obscures views to the courtesy crossing.



View Northwards on the western footway towards Nelson Street car park.

Speed limit of road:

| | | | | |
|----|----|----|----|-----|
| 15 | 20 | 30 | 40 | N/A |
|----|----|----|----|-----|

Officer dealing with request:

PoSH Infrastructure

Funding proposal:

Halkett Place. optional crossing:

The Roads Committee has the option to replace the proposed Roxem raised hump point in Halkett Place to a Jersey Crossing, this will require a Technical paper to be put together and independent Road Safety Audits for the crossing. The Roads Committee is to be aware that this will likely result in one of the existing on-street parking spaces in Halkett Place needing to be lost to enable the zigzag lines to be placed to conform to the standards. This will also result in the need to install Belisha beacons, which are very costly.

Budget cost - £ 25,000 (assuming that Belisha beacons will be required)

There is currently no funding allowed in the 2025/26 roads programme for this work; therefore, there would be a need to postpone some work or wait until a later end of this financial year to see if there are savings that will cover some of the above work.

Legislation affected:

Road Traffic (Pedestrian Crossings)
(Jersey) Order 1982 (If crossing is wanted)

Will an additional report be required?

Subject to Roads Committee discussions



Previous Roads Committee decisions:

20th March 2020 minutes of the RCom "A"

**29/20 – TO
RECEIVE UPDATE
ON LE MASURIER
DEVELOPMENT,
BATH STREET, TO
APPROVE
REMOVAL OF
PARTY WALL
BETWEEN NELSON
STREET CAR PARK
AND LE MASURUER
DEVELOPMENT,
AND APPROVE
CEDING OF LAND
TO IMPROVE
FOOTPATHS IN
RUE DE FUNCHAL**

This item consists of two parts – the removal of the party wall and the project's public realm finishes. CR from Ogier and PD from Collas Crill had attended the meeting.

Committee is aware that work is progressing at the Le Masurier site, with demolition underway. The developer wishes to demolish the party wall between Nelson Street Car Park and its site for the purposes of constructing new building 'Block E'. Parish Assembly approval will be required for the wall's removal, and the new wall will be constructed on the Le Masurier side, ceasing to be a party wall. In order to demolish and construct a new wall, a hoarding line will need to be placed within Nelson Street, which will result in the loss of two parking spaces in the public car parking area and one private space within the barriered area. This will also result in at least two Honorary Police vehicles being relocated to the Parish's Municipal Services Depot. The developer also wishes to cede some land along Rue de Funchal for the purpose of improving its footpath. Committee thanked BLF for his assistance to the Parish and developers' legal representatives' work on the legal matters forming part of this agreement.

Proposals for the public realm finishes include a turning point at the exit point of the Nelson Street Car Park, for which all risk assessments and road safety assessments will be undertaken at no cost to the Parish, in line with the Committee's adoption of the Road Safety Assessments.

JB voiced road safety concern for the whole Bath Street area, and said it would be worth considering putting bollards on pavements to stop taxis pulling up and blocking vision to the zebra crossing, with properly indicated turning areas that need to be kept clear. SA said that Bath Street comes under GHE remit, but he was aware that Le Masurier and Axis Mason had both been liaising with GHE regarding desire for future changes.

Decision on the party wall has been deferred; the Constable and Procureurs to discuss before reverting to Committee.

Finishes to the public realm area were approved, and CR, PD and MB left the meeting.

Extract of Roads committee meetings on 10.04.19: "B" Agenda

AGENDA ITEMS
**60/19 -
REDEVELOPMENT
PROJECT – BATH
STREET**

The Committee received a presentation from the Le Masurier Group, representatives from Axis Mason and Peter Brett Associates were also in attendance. The plans were confidential at the time of the meeting but were to be made public on 4th April 2019.

The outline of the plans is as follows:-

- Creation of a 122 bedroom Premier Inn
- Regeneration of a 2 acre site
- Creation of 145 units of one and two bedroom residential accommodation
- Creation of 100 new jobs, 65 in the construction process and 35 in the hotel
- £70 million private sector investment
- 130 car park spaces, 10 for the hotel, 20 for the Freedom Church and 100 for the residential accommodation
- Creation of a pedestrian link between Rue de Funchal and Halkett Place



- Improvements to the public realm of Nelson Street Car Park but the loss of 6 spaces
- Provision of 150 cycle parking spaces
- Roof gardens
- Widened pavement on Bath Street and Rue de Funchal adjacent to the development
- Traffic to access the site and Rue de Funchal via Nelson Street Car Park
- Private road in front of the Freedom Church to be closed and turned into an access road for the hotel and pedestrian walkway, possible taxi pick up point for the hotel and alfresco area
- Creation of loading bays on Bath Street and Rue de Funchal
- Recycling area to be relocated to Nelson Street Car Park
- Rue de Funchal to become one way
- Provision of alfresco areas on Bath Street could be considered alongside the unloading bay if space permits

The Committee made the following points

- Loss of income to PoSH from Nelson Street Car Park a concern, could recycling facility be relocated elsewhere
- Pedestrian crossing on Bath Street already very busy
- Impact of proposals in 'North of Town Masterplan' to make Bath Street one way
- Dedicated cycle route on Bath Street
- Could wall in Nelson Street Car Park be removed to create more space, there may be a building there
- Making Rue de Funchal one way will cause some issues for property owners and there could be legal implications
- If Nelson Street Car Park is to be used as a public highway legal access rights/re-designation will be required which will be costly
- How will the loading bays be managed if they are available to the general public
- What provision is there for vehicles servicing the site eg removal vans
- Vehicles may park on the widened pavement, consider the introduction of planters/bollards
- Consideration of mail room to accommodate parcels for the residential accommodation
- Lighting in the general areas eg car park to be on sensors and dimmed when not required
- Rain water harvesting
- Consideration to be given to the provision of sprinklers, smoke gas, carbon monoxide detectors connected to fans
- Concern about the removal of 100 private car park spaces and where these vehicles will be dispersed to
- PoSH may have plans to build on Nelson Street Car Park which would prohibit this being used as an access route to Rue de Funchal and this may not get through a Parish Assembly
- Buildings/windows overlooking Nelson Street Car Park will devalue the site
- If Nelson Street Car Park is to be used as access, pavements will be required if it is designated as a roadway, this will further reduce the number of car parking spaces available
- Cycle links around and through the site need to be given consideration for the public and for residents
- Unloading bays need to have a tarmac surface and the pavements granite in order to clearly define the areas
- Unloading bays can have designated times set on then but actual unloading must be taking place, not to be used for parking, PoSH will have no jurisdiction over any private unloading bay
- Suggest that legal advice is sought by the developers at an early stage concerning the ownership of the party wall in Nelson Street Car Park



The Committee's concerns were responded to as follows:

- Lighting on the site will be environmental friendly but bearing in mind safety of users
- Planting on the site will be drought tolerant with irrigation possibly being installed
- The whole site will be constructed within sustainable principles
- There is a fire consultant on board but it is not thought a sprinkler system is warranted
- The removal of the current 100 private car park spaces is not the developers problem but has been discussed with the States who are keen to remove cars from the central town area

The Committee welcomed in general the development plans and the forthcoming investment in the area and thanked the team for their presentation.



Appendix 1: Roads Committee Planning Application statutory consultation comments:

Date: 15.07.19

Ref: P/2019/0711

For the attention of: Planning & Building Services

Premises: 14, 16, 19 & 28 Rue de Funchal, 108 Halkett Place, 78, 80, 82, 84, 86, 88, 90 & 92 Bath Street, St Helier

Subject: *Demolish 80, 82, 84, 86, 88, 90 and 92 Bath Street, 14, 16, 19 and 28 Rue de Funchal and 108 Halkett Place and all site structures to Bath Street commuter car park and former "Odeon" car park. Construct 82 No. one bed and 63 No. Two bed residential units, 1 No. hotel, 1 No. restaurant and 1 No. retail unit with associated ancillary structures, parking and landscaping. Create public access route from Bath Street to Halkett Place and various public realm and highways improvements. 3D model available.*

Agent:

Drawing Ref:

REQUIREMENTS:

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

- The Committee is supportive of the proposals for the regeneration of this site which will provide significant improvement to the area. The committee raises the following points.
- Committee would not normally support an application in which 1 parking space per dwelling was not provided. Committee is aware that the development will comprise of 82 x 1 bedroom units + 63 x 2 bedroom units, making a total of 145 units of accommodation with a total of 130 car parking spaces within the ground floor car park. There are a total of 20 spaces are provided for the church and 10 spaces allocated for the hotel users within the ground floor car park. The remainder (100) is residential parking, all to be provided within the ground floor car park. Committee believe more residential car parking spaces should be provided.
- The Committee supports the proposal that a 2 x car club spaces are to be provided.
- The provision of the 145 cycle parking facility is to include electrical charging points with the infrastructure in place to expand further.
- It is noted that there will be some electrical charge points for cars in the private car park. Committee would request that the infrastructure is in place to expand this facility to all the parking spaces.
- 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 windows bordering the Public Road or Footpath shall be of a type whose opening lights do not open beyond the face of the building. The applicant should note that contravening this condition will mean that the Parish will take action against the applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.
- 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 a line of 50mm wide split blocks shall be laid flush at the junction between the private land and the rear of the public footpath for the width of the site. This is a Parish of St Helier set condition which must be undertaken by the applicant/owner prior to the parking space being used.
- The Committee notes the proposal for the pedestrian link from the Parish car park to the private drop off/unloading area (outside the hotel). Applicant to be aware that the Parish would like it legally agreed that the Parish has the right to request that this access is blocked up in the event that the Parish ever develops the public car park site.
- Applicant to confirm the status of the existing boundary wall between the Parish car park and new commercial Unit B.
- Final design details, including finishes for Rue de Funchal, are to be agreed with the Parish, which is to incorporate the entire stretch of Rue de Funchal from the junction of Minden Place through to Nelson Street car park to achieve a cohesive public realm improvement. Costs for delivering the public realm improvement is to be met by the applicant.
- Committee notes that Rue de Funchal is proposed to remain as two way, however, there will be build outs which may cause issues for two way traffic, therefore the Transport Assessment needs to include this and this must also be subject to Road Safety Assessments.
- It suggested that the two way access is stopped short to gain access as far as the private car park entrance only as access further north should not be required and would cause issues for vehicles turning around the site as the road is already a no through road.
- Committee welcomes any opportunity to increase the widths of footpaths along Rue de Funchal.
- Footpaths are to be continuous across all vehicular entrances (Entrance and exit of the private car park) as priority is to be given to pedestrians and cyclists.
- Final design and details to be agreed for the Nelson Street car park with the Parish. All costs associated with the improvements to the car park are to be funded by the applicant
- It is noted that a raised zebra crossing is proposed at the entrance into Nelson Street car park. Therefore, the applicant will need to organise for a technical traffic assessment to be undertaken and Road Safety Assessments stages 1, 2 & 3 as the provision of the zebra crossing will need to be approved by the Infrastructure Minister. Concerns are expressed about the visibility for pedestrians.
- There are currently 5 secure rented parking spaces in Nelson Street car park, the applicant will be required to provide drop down bollards for the rented spaces.
- The Committee welcomes the landscape permeability with the public link through between Rue de Funchal and Halkett Place through to the Millennium Town Park; Committee requests that this remains a public access route.
- Due to the 145 No of cycle spaces being provided, it is important that a cycling strategy for the site linked to the cycle network is developed and included within the Transport Assessment. The applicant is encouraged to consult with Growth, Housing and Environment to establish ways to improve the cycle network to provide easy access for residents of this development.
- That the applicant must comply with the visibility requirements as set out in '**Growth, Housing and Environment's**' - **Access Standards for Small Housing Developments**' which is available online at (which the Roads Committee adopted in October 2016):



[https://www.gov.je/SiteCollectionDocuments/Planning%20and%20building/Access%20Standards%20for%20Small%20Housing%20Developments%2020161004%20JT%20\(2\).pdf](https://www.gov.je/SiteCollectionDocuments/Planning%20and%20building/Access%20Standards%20for%20Small%20Housing%20Developments%2020161004%20JT%20(2).pdf)

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.

It is noted that the exit out of the private car park will be compromised with the unloading bay on the southern side of the car park exit. It is suggested that the unloading bay is kept within the private car park, possibly moved to the southern boundary of the site to ensure visibility is not compromised.

- Committee are assuming that the properties located on the western side (forming the access route to Halkett Place) have access to the cycle parking on the eastern side.
- The Nelson Street car park motorcycle provision will require increasing to accommodate at least 8 motorcycles to match existing, final details are to be agreed.
- Halkett Place: the Committee requests that the applicant gives some consideration to improvements to Halkett Place such as:
 - a) Footway upgraded to granite to match existing
 - b) Provide pavement build out and raised table to facilitate cyclists exiting right from the new link to join the one way system back into town.

Final design details to be agreed with the Parish.

- That the refuse store and collection arrangements are agreed in detail with the Parish Refuse Manager.
- That a refuse separation and recycling strategy is agreed in conjunction with the Parish.



Appendix 2: Planning Obligation Agreement (dated 5th November 2019)

Public Realm contribution: *the sum of two hundred and forty thousand pounds (£240,000) to be paid by the Owner to the Treasurer of the States to be applied by the Minister for Infrastructure towards public realm improvement works consisting of improving Bath Street to aid pedestrian movement;*

PEDESTRIAN LINK WORKS

4. To carry out and complete at the cost of the Owner the Pedestrian Link Works as follows:

4.1 to the extent of the Pedestrian Works from Bath Street to Rue de Funchal prior to Occupation of the Hotel ("Hotel Pedestrian Link Works"); and

4.2 the remainder of the Pedestrian Works from Rue de Funchal to Halkett Place prior to Occupation of the Dwelling Units to the west of Rue de Funchal forming part of the Development. ("Remaining Pedestrian Link Works").

5. Not to Occupy the Hotel until such time as the Hotel Pedestrian Link Works have been carried out and completed.

6. Not to Occupy the Dwelling Units to the west of Rue de Funchal forming part of the Development until such time as the Remaining Pedestrian Link Works have been carried out and completed.

7. Following completion of the Hotel Pedestrian Link Works or the Remaining Pedestrian Link Works (the "Relevant Pedestrian Link"):

7.1 To allow free and unrestricted use for recreational purposes of the Relevant Pedestrian Link by persons living and/or working in the Development and all members of the general public on foot and by bicycle without charge subject only to:

- a) all rights for the Owner and any future owners and/or tenants of the Development and all persons expressly or by implication authorised by them from time to time at all times to use any part or parts of the Relevant Pedestrian Link for all purposes connected with their use and enjoyment of the Development including without prejudice to the generality of the foregoing:
 - (i) by foot and vehicle to gain access to and egress from any part or parts of the Development (including any al fresco area and loading bay);
 - (ii) access with or without workmen, scaffolding, materials and equipment to maintain, decorate, clean, repair, renew, construct or rebuild any part or parts of the Development or any Conduits serving the Development running through or on the Relevant Pedestrian Link;
 - (iii) to place, erect or construct any type of enclosure, awning or other structure around or over the perimeter of the Development (including any al fresco area and loading bay) or areas with access rights onto the Relevant Pedestrian Link in order to construct, maintain, repair, replace and decorate such structure.
- b) all existing and future servitudes and covenants granted to third parties which may affect the Relevant Pedestrian Link;
- c) such rules, regulations, terms and conditions as to their use as may be approved by the Minister from time to time;
- d) the right to suspend public use of any part of such Relevant Pedestrian Link pending maintenance or repair of that part but subject always to reasonable prior written notice



having been given to the Minister of the intended works of repair or maintenance and the duration of any such disruption being kept to the minimum reasonably necessary to carry out the works; and

- e) the right to exclude persons whose behaviour is abusive, intimidating, offensive, threatening, antisocial or criminal; and

7.2 to keep the Relevant Pedestrian Link unobstructed and free of any gates or barriers save for any bollards, electronic or otherwise.



Pedestrian Link Plan

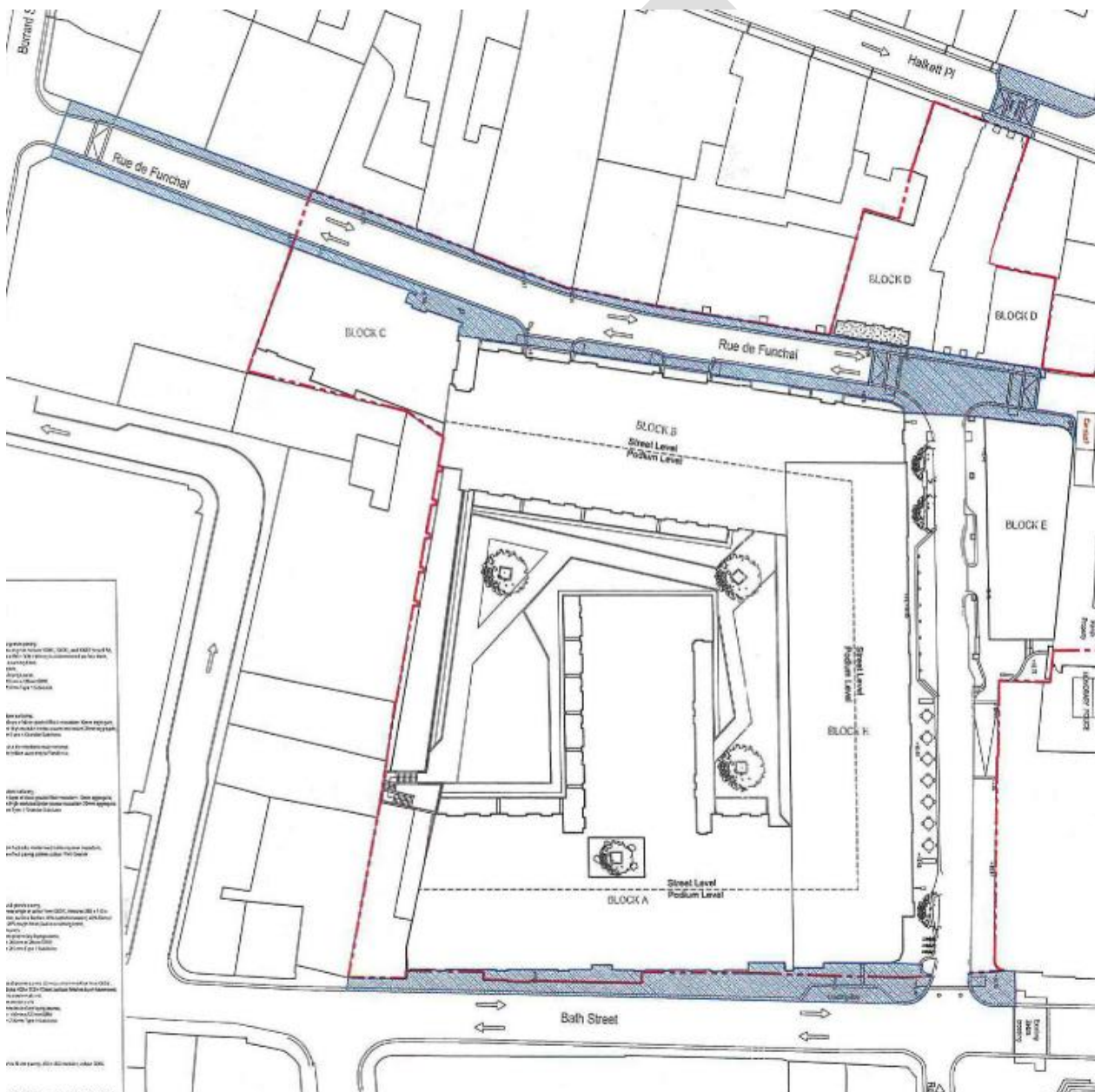


FOOTPATH WORKS AND TRANSFER

8. To carry out and complete the Footpath Works at the cost of the Owner prior to the Occupation of not less than 50% of the Dwelling Units.

9. Not to Occupy more than 50% of the Dwelling Units until such time as the Footpath Works have been carried out and completed.

10. Following completion of the Footpath Works to transfer to the PoSH or the Public (as applicable) free of charge upon request by the PoSH or the Public (as applicable) and in such manner and time so as to ensure the Public complies with Standing Orders of the States (as applicable), that part of the Site upon which any of the Footpath Works have been carried out so that the Footpath Works thereby will form part of the PoSH by-road or the Public main road (as applicable) the Owner paying the proper and reasonable costs of and incidental to the said transfer (including all and any reasonable legal and professional costs).

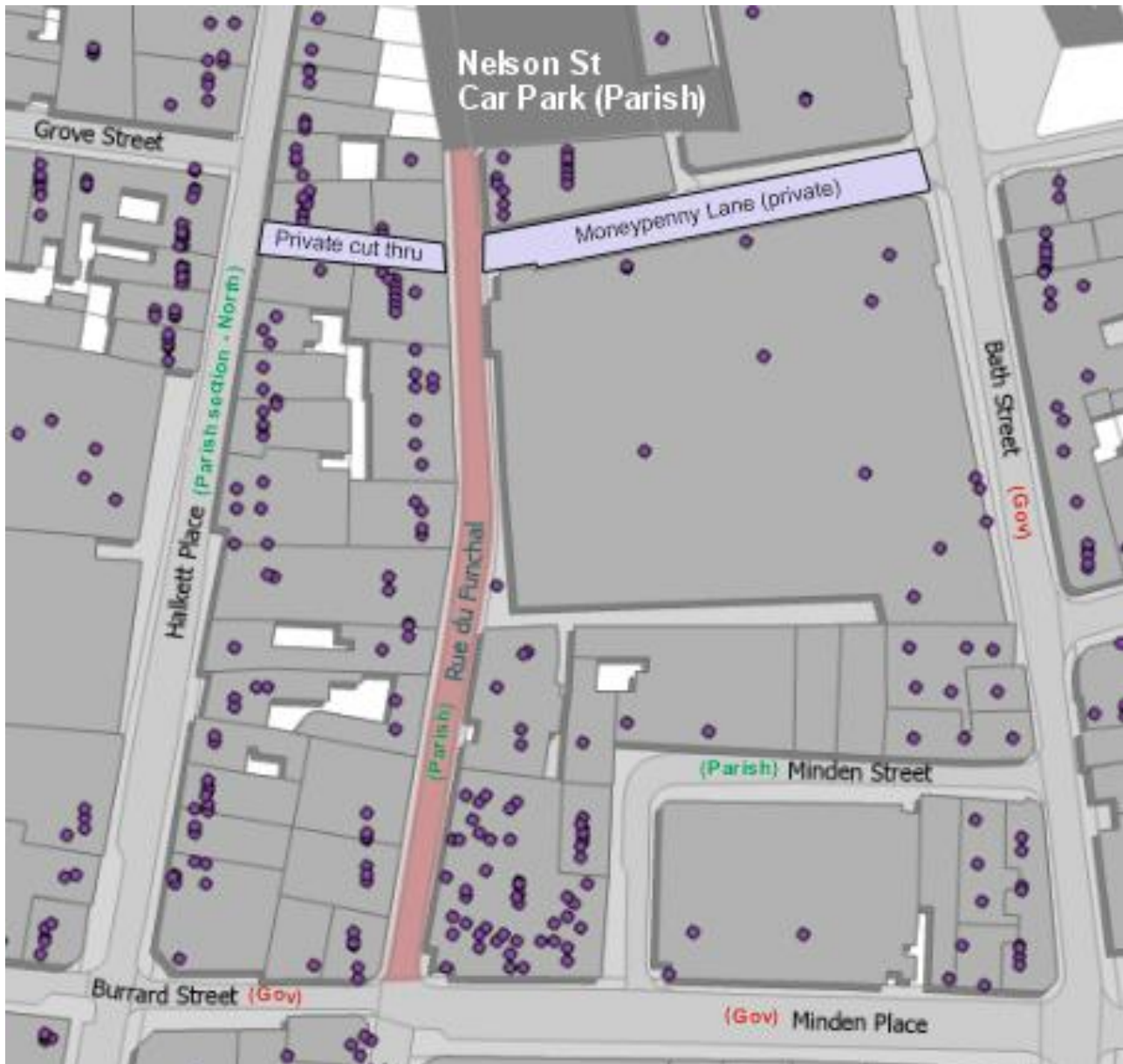


Footpath Works Plan



Appendix 3: Ownership plan

Ownership clarification: Site Plan showing privately owned land shaded blue





PARISH OF ST HELIER

RESURFACING & ROAD WORKS

Guidance for resurfacing and working on Parish by-roads.

| | |
|------------------------|---|
| Document title | Resurfacing and Road Works |
| Document type | Policy and procedure |
| Document status | Guidance document |
| Document author | Silvio Alves, Head of Infrastructure |
| Issue date | 16 July 2025 |
| Version | v.2 |
| Review | A full document review at a frequency of 2 years shall be applied, with changes being captured in the document control sheet. |
| Implementation | The document control sheet on the last page provides a log of updates and amendments. |



PARISH OF ST HELIER Resurfacing & Road Works

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1. Welcome

The Parish of St Helier (PoSH or the Parish) comprises approximately 120 square kilometres (km²), which is equivalent to 8% of the Island's area – follow this link for more information: [Size and land cover of Jersey](#).

St Helier has approximately 271 public and private roads, of which 191 are parish by-roads equating to approximately 45,705 linear metres in length (28.4 miles) and an approximate combined area (footways and carriageways) of 284,416 square metres.

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, minimise disruption, and value for money.

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

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

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

Service Life of surface courses

Circa 20 years

Service life is defined as the period 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 footway 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.



2. Aims and purpose

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 carriageway and footway resurfacing.

This policy is to be read in conjunction with the Parish-approved "Planning and Development Guide".

3. About the Parish Roads Committee

There is a total of 13 highway authorities in Jersey, comprising a Roads Committee per Parish (12 in total), who are the highway authority for the Parish by-roads.

The Department of Infrastructure and Environment (I&E) is also the Highway Authority and owns the main road network in Jersey and is responsible for maintaining it. The roads under their administration are spread within the 12 Parishes.

Some other roads are privately owned, for example:

- Ports of Jersey
- Jersey Property Holdings
- Housing Associations
- Privately owned roads

You can find out who owns or administers a road on the [road information map](#).

Each Parish is responsible for the upkeep of by-roads within the Parish. The Government of Jersey, through the Department for Infrastructure, is responsible for main roads. Some roads may be privately owned or administered by another body.

The Roads Committee (Comité des Chemins) is elected to administer the by-roads. The Roads Committee is also the 'highway authority' in relation to the by-roads of the Parish and has duties under various laws.

The Roads Committee is made up of five elected members, plus the Rector and the Constable, who is the chair. The Roads Committee meets once a month on a Wednesday morning to discuss a wide range of matters, particularly in relation to roads and open spaces; the meeting is open to the public.

4. Tarmacadam resurfacing specification

The Parish of St Helier follows the specifications and standards that the Government of Jersey Infrastructure and Environment team follows ([Specification and standard details for highway reinstatements.pdf](#)).

Technical drawings are required so that both your contractor and the Parish is clear in what is to be built.



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You must prepare detailed technical drawings for all highway works based on the standard drawing details published by the Government. The minimum required details you must show include:

- Proposed materials
- Levels
- Falls
- Extents
- Proposed land ownership boundary
- Drainage
- Vehicle and pedestrian visibility splays, where applicable

The developer and contractor must follow the guidelines as set out on the Government website: [Technical standards for highway construction](#)

The Specification of road build-up is based on the "class" of road. Parish by-roads are primarily class 3 - "Local Circulation Route". 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 \(gov.je\)](#)

Footway specification (Parish uses the Government of Jersey I&E Specification):

Footway Pedestrian Duty

- 50mm thick of AC 20 Dense Binder Course & 25mm thick of AC6 Dense Surface Course

Light Duty Vehicle Duty Crossover

- (Light duty Vehicle Crossing to be used by domestic vehicles less than 2.5 ton. Developments less than 20 units)
- 70mm thick of AC 20 Dense Binder Course & 30mm thick of AC6 Dense Surface Course

Medium Duty Vehicle Duty Crossover

- (Medium duty Vehicle Crossing for accesses to develop of 20 to 50 units & bin lorry use)
- 145mm thick of AC 20 Dense Binder Course & 30mm thick of AC6 Dense Surface Course

Heavy Duty Vehicle Duty Crossover

- (Heavy duty Vehicle Crossing for accesses to developments in Access of 50 units & /or Regular HGV Use)
- 210mm thick of AC 20 Dense Binder Course & 30mm thick of AC6 Dense Surface Course

Carriageway specification (Parish uses the Government of Jersey I&E Specification):

Specification for road resurfacing is to be in accordance with the Government of Jersey Infrastructure & Environment's Specification for the Reinstatement of Openings in Main Roads

Typical 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 (footway)
- 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.

5. Coloured tarmacadam surfacing

Current arrangements are that footways 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 Government of Jersey Infrastructure & Environment have worked towards, it doesn't appear that any formal policy was ever written.

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

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

- a) Coloured surfaces are not considered as being signs or road markings and therefore have no legal status.
- b) Applied coloured surfacing is less durable and is more expensive to maintain and install than a black 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 that asphalt companies no longer lay red asphalt in private driveways due to there being so many issues with it.

Jersey local supplier advice:

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.



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The new product is a considerable cost increase over 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 pigmented asphalt.

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

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

- d) Due to a large price increase on bitumen.

Jersey supplier: Cost comparison:

- Black asphalt current rate - AC10mm @ **£ 193.21 Per Ton**
- Red asphalt current rate – AC6Red @: **£ 308.21 per ton**

Note: 1 Ton of asphalt does 12.5 sq. m.

- e) Red asphalt is **59.6% more expensive** compared to black asphalt.
- f) 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, costs and increasing the carbon footprint.
- g) It should be noted that the Government of Jersey Infrastructure and Environment's (I&E) is considering discontinuing the use of red asphalt, due to cost, durability, although they will consider brown asphalt instead, but this also has the same inherent problems as red asphalt.

On 13 July 2022 Roads Committee agreed that red asphalt on footways will no longer be used. The Parish will resurface with black asphalt, but wherever possible, granite stone paving is to be used or an alternative surface treatment.



EXAMPLE: To address red asphalt's durability issue, I&E used black asphalt at vehicle entrances.

This gives the wrong message that motorists have priority across the footway due to the red asphalt being stopped at either side of the vehicle entrance.



Continuous footpaths

The Roads Committee requests that developers provide continuous footways across driveways, entrances, garages, and any vehicular openings, which will need to be reinforced for vehicle loadings.

Care needs to be taken in terms of pedestrian safety, especially for children and pedestrians with vision impairment and wheelchair users.

It is essential to ensure that motorists pulling out have sufficient visibility in compliance with 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 plant growth, is to be permanently restricted in height to 900 mm above road level in perpetuity.

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).

6. Red asphalt patching

In areas where there are already red footways, the Parish will judge these locations to see if it is viable to replace the footway with red footways. The general rule is that if an existing footway is dug for a utility that the patch is to match the colour of the original footway (i.e. red asphalt for red footways).

7. 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.

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 |

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/cyclist, etc, is expected to rely on white lining.

8. Alternative surface treatments

Roxem (or approved similar) surface treatment

There are alternative surface treatments that could be applied over the top of a new black asphalt footway to create features using Roxem surface treatments ([Roxem imitation paving stone](#) [Roxem by Stylroc](#)).

There are many examples in St Helier where Roxem surface treatment has been used successfully and has been durable; however, thought needs to be given to this where there are services underground that are likely going to be accessed, as patching Roxem will make the patch stand out and look aesthetically poor.

Examples of locations where Roxem surface treatment has been used successfully:



Roxem surface treatment used to indicate the speed humps/courtesy crossing.



Used as a continuation of the footway, makes it clearer to pedestrians that they are approaching a vehicular entrance.



Roxem has been used for the carriageway in this private lane.



Granite paving

Where a footway is granite paved, the granite paving is to be reused or replaced with similar granite paving unless it has been agreed by the Roads Committee to use an alternative material.

Wherever feasible, granite stone is to be used instead of asphalt as the preferred resurfacing material.

Refer to the Parish-approved "**Planning and Development Guide**" for full details of colours, pattern and quality of the granite paving that must be used.

Brick

Brick is no longer used as a road/footway finish, as it creates significant maintenance issues. Roxem or an approved similar system is to be used as an alternative that can replicate the look of brick if needed (i.e. herringbone style).

Brick 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.

9. Reinstatement particulars

Tactile paving

The use of tactile paving surfaces is important because these surfaces convey vital information to vision-impaired and other people about their environment, including hazard warning and directional guidance, thereby supporting independent mobility.

When moving around the public realm, vision-impaired people will actively seek and make use of, tactile information underfoot, in particular detectable contrasts in surface texture. It is, therefore, important that tactile paving is used correctly and consistently so that conflicting and confusing information is not conveyed.

The installation of tactile paving surfaces will also need to meet the standards of other relevant requirements, including the Building Regulations.

The blister surface is for use only at designated pedestrian crossing points, and its purpose is two-fold. Its general purpose is to provide a warning to vision-impaired people who, in the absence of a kerb upstand greater than 25mm high, may otherwise find it difficult to differentiate between where the footway ends and the carriageway begins.

Please refer to the Parish-approved "**Planning and Development Guide**" for full details of Public Realm Improvements and specifications.

Rainwater pipe (RWP) connections

The Parish will expect rainwater pipes (RWP) to buildings to be connected directly to the surface water drainage system. This will require piping the water under the footway/roadway to connect to the nearest surface water system, which will ensure that there is no surface water running



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across the footway surface to avoid it being a risk for pedestrians, especially in colder months where standing water will freeze and create a significant risk for pedestrians.

As a last resort, and if there are no other options, the Parish will reluctantly accept water channels across a footway, but there will be a need to prove that this is the only option. The type of channel will be determined by the Parish; therefore, the developer must liaise with the Parish at an early stage to agree on the details and specifications.

Examples of footway water channels:



Metal water channel.



Granite water channel.

Line markings

Road markings are to be renewed once carriageways are resurfaced. It is important to liaise with the relevant Highway Authority prior to applying the line markings on public road, which must be in compliance with **Traffic Signs (Jersey) Order 1968** and **Road Traffic (St. Helier) (Jersey) Order 1996**.

Working on footways

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 expect work to be undertaken in accordance with "[Working Safely on Jersey Roads](#)" whenever a footway has to be closed to pedestrians. As long as sufficient width is available, a temporary footway for pedestrians will be formed on the carriageway to enable walking around the closure, and the use of temporary traffic lights may be required.

Direct pedestrians to existing or suitable crossing points

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

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



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

Parish-approved contractors

Only Parish-approved civil contractors are permitted to work on Parish by-roads who have the relevant qualification in compliance with **Road Works and Events (Jersey) Law 2016** and **Road Works (Supervisors and Operatives) (Jersey) Order 2018**.

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).

10. Utility companies:

All utility companies are required to employ contractors who 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 (Jersey) Law 2016** and **Road Works (Supervisors and Operatives) (Jersey) Order 2018**.

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.

11. Public Realm Improvements

A thriving public realm is somewhere people want to live, work, and spend time. It is good for the economy, community wellbeing and environment. The quality of the public realm materials and street furniture is very important to get right to ensure it is robust and appropriate for use in the public realm.

Please refer to the Parish-approved "**Planning and Development Guide**" for full details of Public Realm Improvements and specifications.

12. Road Safety Audits

A Road Safety Audit (RSA) is a procedure adopted as part of the design process for roads that allows an independent overview of the proposal for safety issues. The objective of the process is to minimise future road collision occurrence and severity once the scheme has been built, and the road comes into use. A well-conducted Road Safety Audit adds value to a scheme at every level.



The audit considers all road users, particularly vulnerable users such as pedestrians and pedal cyclists. Having identified potential road safety problems, the audit then makes practical recommendations for improvement.

The Parish Roads Committee has adopted Road Safety Audits, in particular, stages 1, 2 and 3 and will expect the applicant/developer to undertake these important studies and provide a copy of the report to the Parish confirming what actions have been taken to mitigate any issues arising from the Audits.

Please refer to the Parish-approved "**Planning and Development Guide**" for full details on the requirements and qualifications of the Road Safety Audit team.

13. Specific requirements for working on roads.

There are specific requirements when working on Parish by-Roads, which are Parish-specific requirements:

Speak to us before you start on site: liaise with the Parish Infrastructure department before undertaking any work on site to discuss site access, logistics for delivering the development, and the extent of any reinstatement work needed to the Parish roadways and footways.

Trafficworx: Any work on the highway requires permission from the relevant highway authority; there are strict rules on working on a public road that contractors must meet. It is, therefore, vital that communication lines are opened with the relevant highway authority to discuss requirements ahead of commencing on-site to avoid any delays and issues.

If you're planning to work on Parish by-roads, you need to contact the Parish of St Helier Infrastructure department.

If you're planning to work on Government roads, you need to contact the Government of Jersey Infrastructure and Environment separately. GoJ webpage has an online permit application eform that can be found on <https://www.gov.je/Travel/Roads/Applying> for road works permits (for main roads) - [Road works permit application - Before you start - one.gov.je](#)

Please refer to the Parish-approved "**Planning and Development Guide**" for full details on the requirements for applying for road works permits.

14. Engagement

All highway authorities use a road network management system called Trafficworx to coordinate all road activity. With Trafficworx, the highway authorities can effectively plan road works and road events to reduce the impact on the travelling public.

Highway authorities use a permit management system to plan, coordinate, and consult on permit applications before approving them. This ensures that the approved work is well coordinated, safe and causes the least amount of impact to the travelling public.

This also gives notice to residents, emergency services and the public to keep the road network safe and the travelling public moving." Any work on the highway requires permission from the relevant highway authority; there are strict rules on working on a public road that contractors



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must meet. It is, therefore, vital that communication lines are opened with the relevant highway authority to discuss the buildability and your requirements ahead of commencing on-site to effectively plan on Trafficworx and avoid any delays and issues.

The system helps the highway authorities:

- Assess and reduce impact on traffic
- Record planned activities
- Consult about road works and events
- Avoid conflict with other road works and events
- Combine works where possible
- Show other workers and the public what is happening on the roads

Highway authorities also use Trafficworx to plan, coordinate and consult on permit applications before approving them. This ensures that the approved work is well coordinated, safe and causes the least amount of impact to the travelling public. This also gives notice to residents, emergency services and the public to keep the road network safe and the travelling public moving.

Pre-warning site notices and letter drops

Contractors are expected to place in the impacted site pre-warning site notices and undertake pre-warning letter drops with residents and businesses that will be impacted by the works.

In addition, ideally, the contractor should also visit the impacted premises to speak face-to-face with the impacted resident/business owner/manager. The contractor should record the time and date of the visit and who they spoke to for record purposes, and to address any comments that a resident/business was not aware of the works.

There is a requirement to provide the Parish with a copy of the prewarning letters with confirmation that all households/businesses have received a letter, which premises were visited, and confirmation that pre-commencement site notices have been placed in the area where works are being undertaken, with details of where they have been placed.

The site notices and prewarning letters should include:

1. Details of the company undertaking the works for and for which utility or Road Authority.
2. Name the site foreman and Health and Safety officer, providing contact details.
3. Advise on the commencement date and the duration of the closure/restriction, and the purpose.
4. It is also important to include a traffic management plan outlining the alternative route(s) that motorists will need to take.
5. Those residents with vehicular access to their properties in the affected road will require access to their properties, and therefore, there needs to be a process in place that allows the resident to gain access to their property with their vehicle.
6. Consider the impact of the works on the businesses and ensure that their customers can access the businesses. There may be a need for the contractor to provide additional site signage confirming and directing customers to the impacted businesses.
7. Please provide a copy of the site notices in PDF format, as the Parish can place this on the Parish website and social media pages.



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If on-street car parking is to be suspended, then the Parish will need to be made aware of this very early on, as the Parish would be seeking the operator to minimise the loss of on-street car parking and ideally provide alternative car parking spaces (where possible).

The prewarning site notices must be placed out as early as possible, ideally two weeks or one week, where it is urgent work.

The Parish does accept that there will be situations where emergency work needs to be undertaken, which makes it difficult to provide adequate site notices; however, in these instances, the contractor is to go door to door but still ensure that adequate diversionary routes are in place. Emergency services and the bus service must be aware of these emergency works.

Diversionary route road signage is essential and must be checked at the start of the working day and at the end of the working day to ensure signage has not been moved or damaged. Traffic management needs to be reviewed regularly to ensure that it is working and making any necessary changes, but ensuring always that the prewarning signs are in place.

15. Embargo periods

Road embargos in reference to digging 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.



16. Inspections and compliance

The Parish of St Helier has employed officers in the Parish Infrastructure department who deal with road matters as well as parish-owned property. The team are contactable at their email infrastructure@sthelier.je and will be happy to discuss your requirements and provide advice to reduce issues going forward.

The Parish Infrastructure team 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 are 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, e.g. roads adjacent to schools or on major school access routes may be restricted for traffic management purposes on school holiday periods only

17. Relevant legislation and guidance

- Road Works and Events (Jersey) Law 2016
- Road Works (Supervisors and Operatives) (Jersey) Order 2018
- Road Works (Embargo Periods and Protected Roads) (Jersey) Regulations 2017
- Road Traffic (St Helier) (Jersey) Order 1996
- Traffic Signs (Jersey) Order 1968
- Working Safely on Jersey Roads – approved code of practice
- Government of Jersey Infrastructure Housing and Environment Specification for the Reinstatement of Openings in Main Roads

18. Contact us.

When you are ready to start your project, please email us at infrastructure@sthelier.je. We will offer guidance on your development proposals to help make the construction process go as smoothly as possible.



19. Document Control Sheet

Amendments

| Version | Date issued | Written by | Record of change |
|---------|--------------|--------------|---------------------------|
| 1 | 16 July 2025 | Silvio Alves | Revised guidance produced |
| | | | |
| | | | |

Approval

| Version | Presented to | Approved by | Date |
|---------|-----------------|-------------|------|
| 2 | Roads Committee | | |
| | | | |



1. Glenferrie Rest Home 24, Peirson Road, St. Helier, JE2 3PD

P/2025/0553

Demolish single storey extension and remove outbuildings. Convert care home into 1no. dwelling. Various external and internal alterations including replacing windows and remove 1no door.

Note: The applicant is to please refer to the Parish Roads Committee adopted **Planning & Development Guide**, please follow this link: [Planning Guidance Standards | Parish of St Helier](#) for important guidance outlining requirements for developments that are adjoining or impacting a Parish by-road.

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

The Roads Committee notes that the proposal is to convert the former residential care home, which closed in 2024, to its former use as a 5-bedroom family home.

Glenferrie is an existing three-storey main building with a small garden area in front, which lies to the South of Peirson Road. To the rear of the site lies an existing single-storey flat-roofed garage which is accessed from Lewis Street, together with a rear pedestrian access, a garden area containing oil tanks and refuse bin storage and various outbuildings.

1. The cycle parking provision should be provided at a ratio of 1 per bedroom. The applicant is to ensure that the cycle parking is of sufficient size to accommodate larger cargo cycles and that electric charging is provided. The applicant is to be aware of the fire risk associated with electric charging batteries and ensure adequate provision is provided to address this fire risk.
2. That the 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/2025/0553>

2. Trevecka, La Route de St. Aubin, St. Helier, JE2 3LN

P/2025/0556

Demolish existing dwelling and outbuildings. Construct 2No. 3 bed semi-detached dwellings with associated garages, parking, amenity space and bin store. 3D MODEL AVAILABLE

Note: The applicant is to please refer to the Parish Roads Committee adopted **Planning & Development Guide**, please follow this link: [Planning Guidance Standards | Parish of St Helier](#) for important guidance outlining requirements for developments that are adjoining or impacting a Parish by-road.

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

This application seeks to demolish the existing dwelling and construct 2 no. three-bedroom dwellings and garages off Hansford Lane (1 single garage per property, incorporating 2 no. cycle parking spaces and electric charging.

1. The Roads Committee requests that the applicant provide 1 no. cycle parking space per bedroom with access to charging, and making sure the space is sufficient to accommodate larger cargo



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. Roads Committee welcomes and supports the introduction of garage parking – 1 car park space per property.
3. The proposed new garages 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.
4. 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.
5. That all external rainwater downpipes along the elevation to the building to the back edge of a public footway/public roadway must discharge into the surface water drains at the cost of the Applicant. Rainwater Pipes MUST not discharge onto the surface of a public footway or Road.

Any work undertaken to link to the main drains is to be agreed in advance with both the Government of Jersey's Drainage Team and the Parish of St Helier **PRIOR** to any work commencing on site to agree the scope of work and the extent of making good to the public road/pavement.

6. 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.



7. 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.
8. That the refuse store/collection arrangements, refuse separation and recycling strategy are to be agreed in detail with the Parish Refuse Manager.
 - It should be noted that the Parish cannot collect refuse unless adequate access and storage facilities are provided on-site.
 - The Applicant is to indicate on a plan showing a properly constructed enclosure for the storage of refuse prior to collection.
 - There should be no step between the floor of the refuse store and the footway.
 - That the refuse store is fitted with a standard Parish lock.
9. That notwithstanding the above comments, this submission should be referred to Infrastructure and Environment since the road in front of the property is a Government Main Road.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2025/0556>

3. Ground Floor, 31 Queen Street, St. Helier, JE2 4WD

P/2025/0554

Change of Use from Ground Retail (Class A) to Café/Coffee Shop (Class B) with ancillary Basement Storage.

Note: The applicant is to please refer to the Parish Roads Committee adopted **Planning & Development Guide**, please follow this link: [Planning Guidance Standards | Parish of St Helier](#) for important guidance outlining requirements for developments that are adjoining or impacting a Parish by-road.

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

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.
 - That the refuse store is fitted with a standard Parish lock.
2. That notwithstanding the above comments, this submission should be referred to Infrastructure and Environment since the road in front of the property is a Government Main Road.

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