



ROADS COMMITTEE MEETING

Wednesday 13 August 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 16 July 2025 ('A' Agenda items).
- A4. Matters arising.
- A5. For information: Havre des Pas Coastal Flood Alleviation Scheme presentation.
- A6. For decision: Old St John's Road – Speed humps consultation results.
- A7. For decision: Brooklyn St/St Saviour's Rd. signalisation & Ann St./Charles St./Brooklyn St. proposed crossing (*confirmation of decision*).
- A8. For decision: Halkett Place decorative Plaque – outside St Helier Library (*confirmation of decision*).
- A9. For decision: Lewis Street parking issues (*confirmation of decision*)
- A10. For decision: Rue du Funchal update and safety concerns. (*confirmation of decision*).
- A11. For decision: Adoption of updated Parish resurfacing and road works policy. (*confirmation of decision*).
- A12. For information: Roads Programme update.
- A13. For information: Visite du Branchage update report.
- A14. For decision: Approval of the revised Bollard Policy, now known as "Use of bollards".
- A15. For decision: Highview Lane, road widening.
- A16. For decision: To consider recent Planning applications.
- A17. Agreed decisions.
- A18. 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: 13 August 2025</p>	<p>Road reference & title of report: 168 - Old St John's Road Speed Hump</p>
<p>Address: Old St John's Road</p>	<p>Requested by: Roads Committee</p>
<p>Location map:</p>  <p>Speed hump locations</p>	<p>Photograph/street view:</p>  <p>Location 1</p> <p>Location 2</p> <p>Location 3</p>
<p>Brief introduction/summary:</p> <p>Following the Roads Committee meeting held on 10 July 2024, trial speed humps were installed on Old St John's Road to help address speeding and improve road safety for pedestrians, especially school children who regularly use this route to get to and from school.</p> <p>The Parish went to consultation, with site notices, letter drops, website and social media posts on Friday 11 July, with a cut-off date of 31 July to obtain views on the proposals to make the speed humps permanent. Please see Appendix 1 for the poster that has been circulated.</p> <p>The Parish raised the following questions:-</p> <ol style="list-style-type: none"> 1. Do you support the speed humps being made permanent (Yes or No)? 2. If not, why don't you support this? 3. Do you have any other observations? 	
<p>Results:</p> <p>Number of responses received: 27 no. (as of 31.07.25)</p> <p>Do you support the speed humps being made permanent? Yes = 24 / No response = 3</p> <p>Refer to Appendix 2 for general remarks</p>	



Officer recommendation:

The speed humps should be made permanent. The Officers will seek to place an additional speed hump further up the hill from the feedback received.

The Parish will need to develop technical plans for the permanent crossings, and as per the **Highways (Road Humps) (Jersey) Regulations 2002** the Parish is to consult with the Minister for Infrastructure. It should be noted that there may be a requirement for additional lighting to conform to the regulations needed.

Extract of the **Highways (Road Humps) (Jersey) Regulations 2002:**

Clause 2: "A highway authority must not construct a road hump on a highway for which it is the highway authority unless it has, in the case of a by-road, consulted the Minister or, in the case of a main road, consulted the Connétable of the parish."

Speed limit of road:

15	20	30	40	N/A
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Officer dealing with request:

Infrastructure

Safety Audit level:

Technical design paper and details are needed, and yes, RSA will likely be needed.

Anticipated budget cost to implement:

A sum of £ 15,000 has been allowed for the construction of the permanent speed humps and associated marking, as per the approved Roads Programme priority.

Funding proposal:

The funding will be from the 2025/26 approved Road Project budget. This work is classified as Road Works Improvements proposals.

Programme:

Approximate programme:

Stage 1: The Parish to commission a technical paper to design the humps to conform to the regulations, which may necessitate additional street lighting. Road Safety Audits 1, 2 and 3 may be required. Appoint design team: approx. August 2025

Stage 2: Consult with the Infrastructure Minister. approx. October 2025

Stage 3: Out to tender and appoint successful contractor to install the permanent speed humps (where possible during school half terms to minimise the disruption). approx. September 2025

Proposed public notification: The Parish will place site notices and dates once a contractor has been appointed and a programme of work is established. November 2025

Legislation affected:

The new speed humps must conform to:
"Highways (Road Humps) (Jersey) Regulations 2002"

Will an additional report be required?

Only needed if there are funding issues.



Appendix 1: Consultation poster



PARISH OF ST HELIER

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

Email: infrastructure@sthelier.je, tel: 01534 811811



CONSULTATION
OLD ST JOHN'S ROAD
PROPOSED PERMANENT SPEED HUMPS



Following the Roads Committee meeting held on 10 July 2024, trial speed humps were installed on Old St John's Road to help address speeding and, improve road safety for pedestrians, especially school children who regularly use this route to get to and from school.

The Parish is seeking to make these speed humps permanent and would appreciate residents views.

1. Do you support the speed humps being made permanent (Yes or No)?
2. If no, why don't you support this?
3. Do you have any other observations?

The results of the consultation will go to Roads Committee before the speed humps are made permanent.

CONSULTATION ENDS 31 JULY 2025



Location 1



Location 2



Location 3



QR Code: please scan me to see our questions and to email us direct.

email us your views: infrastructure@sthelier.je



Appendix 2: Consultation comments

Question 1 Do you support the speed humps being made permanent?	Question 2 If not, why don't you support this?	Question 3 Do you have any other observations?
Yes		As a resident of the road, absolutely yes I agree and would support more and additional measures to dissuade people using the road.
Yes		
Yes		I live on the road and walk my kids to school. It is a very popular pedestrian route to and from town and it is clear that pedestrians are frustrated when cars are passing, as they have to squeeze into the side of the bank in some places and be subjected to exhaust fumes in close proximity. I would advocate blocking the road halfway up to turn it into more of a walkway than a road, as this would reduce traffic to a minimum, which is still higher than it needs to be.
Yes		They improve slowing the traffic down. Great for the many pedestrians that use our road and also for us using our drive, I think it is an excellent edition to the road.
Yes		
Yes		As a resident of Old St John's Road, I agree that these speed humps should be made permanent, to help address speeding and improve road safety for pedestrians on this road - in parts very narrow and lacking pavements. As well as the school children who regularly use this route to get to school, Old St John's Road may well become one of the walking routes for the new Overdale Hospital too.
Yes		Totally agree with permanent speed humps on Old St Johns Road. We are living in the area and the amount of irresponsible drivers driving at ridiculous speeds is staggering.



Question 1 Do you support the speed humps being made permanent?	Question 2 If not, why don't you support this?	Question 3 Do you have any other observations?
YES AND NO	<p>The humps are proving futile as the majority of the cars coming up the hill are using the first hump as a starting block to increase speed to continue up the hill. The humps have also not necessarily deterred non residents using the road. And many a time i end up giving way to a stream of cars entering the road. Also if a car is trying to turn into the road when i am at the yellow line they will stay there waiting and offering me to move off on, despite me suggesting they carry on straight. And the abuse you receive is remarkable.</p>	<p>Yes. I was walking down the cut between sunshine apartments and the back of victoria house the other day only to be nearly knocked over by a moped driver that sharply turned into the bottom of the cut from st johns road. He had no regard for who might be walking there and if i had had my grandson with me that day, they would have definitely collided with his buggy!</p>
Yes		<p>Vehicles still come down the wrong way. Very dangerous when I am coming out of [REDACTED] car park. Locate hump at start of one way to slow such vehicles.</p>
Yes		<p>The speed humps have not caused any problems to us personally, and I trust that they have been effective in their purpose, although I have no evidence either way. Certainly the road feels much safer now than a few years ago.</p>
Yes		
Yes		<p>Just enforce the one way access premises only or failing that put bollards before or after the entrance to the Ellora Estate making impossible to use the road as a rat run</p>
Yes		<p>I would also mention although this is relevant to St Johns Road that as I walk up this road on a regular basis, the 20 mile zone is completely ignored and cars are speeding down here every morning.</p>
Yes		<p>Yes they should be permanent, it's made it a bit safer for walking on the hill, especially for the school children. Some drivers do speed up once passed them, might be beneficial to add another further up the road near the hedge where the road narrows. Drivers ignoring the access to premises sign by Churchill House is concerning, hopefully this can be addressed.</p>



<p>Question 1 Do you support the speed humps being made permanent?</p>	<p>Question 2 If not, why don't you support this?</p>	<p>Question 3 Do you have any other observations?</p>
<p>Yes</p>		<p>I have received your Consultation paper for the speed humps in our road. We are residents of [redacted] and support making the humps permanent. Whilst in contact I enquire of the plans for the one way section of St John's Road. I think the new system is working well and should be made permanent also. At some point the barriers at the southern end should be removed in favour of a better aesthetic alternative and one which does not make it difficult to see any vehicles approaching from Peoples Park direction.</p>
<p>blank email</p>	<p>blank email</p>	<p>blank email</p>
<p>Yes</p>		<p>I support the improvements to Old St Johns Road & St Johns Road. Much safer for us pedestrians! & St Johns Road will be brilliant when finished. Thank you</p>
<p>Yes</p>		<p>In fact we feel that there should be two more sets of humps fitted</p>
<p>Yes</p>		<p>I live at [redacted] and myself and my dogs have been almost run over a number of times. We need to a. Put more speed bumps at the top and b. Stop people using it as a through way</p>
<p>No comment</p>		<p>I am writing to express serious concerns regarding traffic behaviour and pedestrian safety on Old St. John's Road, which has become increasingly dangerous due to excessive and unregulated vehicle use.</p> <p>As a resident of the [redacted], my family and I witness daily instances where motorists accelerate aggressively after passing the final speed hump, often reaching unsafe speeds before the white line. This poses a constant threat to pedestrians—ourselves included—forcing us to take evasive action simply to stay safe on our own road.</p> <p>Despite existing traffic signs indicating restricted access, these are routinely ignored by a significant number of vehicles. This includes private cars, motorbikes, box vans, and even lorries. A recent resident count recorded over 800 vehicles in a single day, an alarming volume for a road with limited footpaths and limited passing space.</p> <p>We note the following ongoing issues:</p> <ul style="list-style-type: none"> • An estimated 70% increase in traffic, often violating the 'access only' designation. • Lack of enforcement or penalties—to our knowledge, there have been no prosecutions for repeated traffic violations. • No warning signage regarding consequences for ignoring access restrictions. • No speed surveillance or monitoring equipment to deter or record infractions. • A growing number of vulnerable pedestrians (families with prams, elderly residents, wheelchair users, etc.) placed at serious and constant risk. • The absence of proper forward planning in relation to upcoming hospital developments, St. Joseph's renovations, and the Huntley Lodge


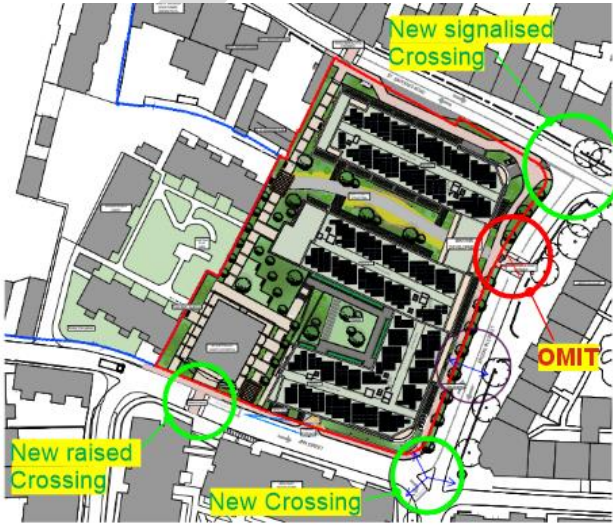


<p>Question 1 Do you support the speed humps being made permanent?</p>	<p>Question 2 If not, why don't you support this?</p>	<p>Question 3 Do you have any other observations?</p>
	<p>demolition all of which are likely to further strain this already unsafe road.</p> <p>We respectfully ask that the Parish and relevant departments take urgent action, including:</p> <ol style="list-style-type: none"> 1. Installation of additional traffic calming measures, including a final speed hump nearer the white line. 2. Clear signage with legal consequences for ignoring 'access only' restrictions. 3. Introduction of ANPR (Automatic Number Plate Recognition) or registration monitoring to identify repeat violators. 4. Regular, independent traffic surveys to validate the volume and nature of traffic. 5. A formal review of the road's sustainability and capacity in light of upcoming developments. 6. Immediate public consultation with residents, focusing on safety and infrastructure resilience. <p>Pedestrian injury on this road is not a matter of "if" but "when." The Parish has a duty of care to address this risk now, before a serious incident occurs.</p>	
<p>Yes</p>	<p>While there are still ongoing issues with non-residents using the road as a rat run (notably trades persons in the mornings) they help slow down the speeders. I've seen dog walkers, commuters on foot and schoolchildren narrowly avoid being hit, myself included, on the upper part of the road. Having Honories do sporadic checks even monthly would help address this problem.</p>	
<p>Yes</p>	<p>Living on the road, it is clear that they have an impact on 'some' of the driving behaviours I see on a daily basis. I would consider extending these humps to an additional one towards the top of the road, where it narrows after the last speed hump. Myself and fellow walkers have had several 'close shaves' on that stretch, including one lady who was hit by a wing mirror. Having to lean into the hedge to make yourself safe is clearly not OK and this happens for me personally 2/3 times per week and I'd imagine the same for regular users. The volume of traffic around the peak times is still ridiculous and despite the road closure signs, this is ignored without fear of being caught. I've heard of one or two patrols but not seen any myself, and a police presence on a couple of mornings around school time and at the end of the working day, would improve pedestrian safety no end. It's clear the speed humps have helped, but not deterred those drivers keen on breaking the rules.</p>	



<p>Question 1 Do you support the speed humps being made permanent?</p>	<p>Question 2 If not, why don't you support this?</p>	<p>Question 3 Do you have any other observations?</p>
<p>Yes</p>		<p>I am 100% in agreement to make these speed bumps permanent, especially for the one titled "location 2". and since the implementation we have avoided so many near misses as it has enabled cars who are driving up and those speeding to slow down and see us entering/leaving our property. If this was to be removed, it would have a detrimental impact for us! Since the implementation, I have not had the feeling that someone is going to crash into me. The permanent speed bumps should be higher as there are some vehicles that still drive over these at speed, large trucks and motorbikes for example. They should be like the ones located on St Andrews Road and near St Michael School. As you can appreciate this road is still used as a through road with vehicles driving fast so if the speed bumps are made higher to slow ALL Vehicles down, those that are using it a short cut would reconsider. On a side note, what would also help with speed and illegal usage of the OSJR would be the use of Number Plate Vehicle Recognition, and to have writing at you enter OSJR saying "No Through Road" like that near Green Street. In addition, as part of this road is more like a lane should the speed limit of this road be reduced to say 15mph. I note that the speed limit around Haute Vallee school is not 20 and on the basis that a lot of children use this road, I think reducing the speed limit would also be a great traffic calming measure.</p>
<p>Yes</p>		<p>Numerous cars are still driving up the hill who don't live there so are using it as a quick route to St Johns Road.</p>
<p>Yes</p>		<p>I would also mention although this is relevant to St Johns Road that as I walk up this road on a regular basis, the 20 mile zone is completely ignored and cars are speeding down here every morning,</p>
<p>Yes</p>		<p>I think you need an extra bump at the top, I live at the top and once someone has gone over the final one they speed up. An extra might prevent this.</p>
<p>Yes</p>		<p>Yes, absolutely. They could even be a little raised, to make sure drivers have to really slow down (like behind the school at La Moye).</p>



<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)

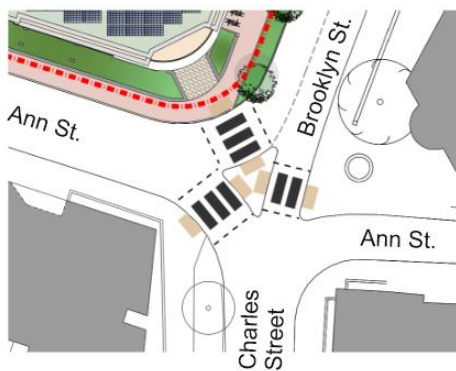
The ring road is a barrier to active travel; to address this, the proposal is to provide crossings that will reduce this barrier and enhance links to schools and homes.

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.



<p>Date of request: 16 July 2025</p>	<p>Road reference & title of report: Halkett Place - North (085) Proposed decorative pavement slab outside the Library</p>
<p>Address: Jersey Public Library 91 Halkett Place</p>	<p>Requested by: Government of Jersey - Children, Young People, Education and Skills</p>
<p>Location map:</p> 	<p>Photograph/street view:</p> 
<p>Brief introduction/summary:</p> <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>	

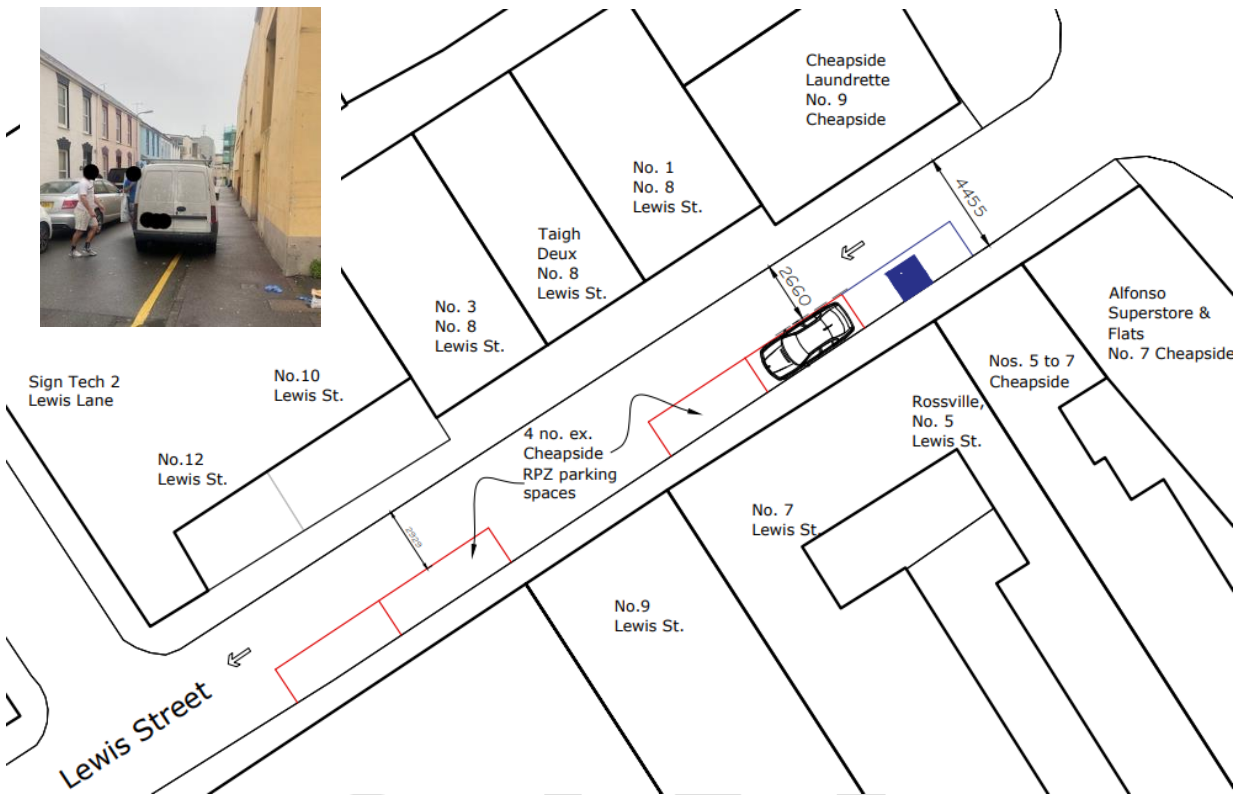


<p>Date of request: 16 July 2025</p>	<p>Road reference & title of report: 141 Lewis Street parking & Safety issues.</p>
<p>Address: Lewis Street</p>	<p>Requested by: Resident, Community Support Team and I&E Officers</p>
<p>Location map:</p> 	<p>Photograph/street view:</p>  <p><i>Example pics showing vehicles mounting the footway to get past parked vehicles.</i></p>
<p>Brief introduction/summary:</p> <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.

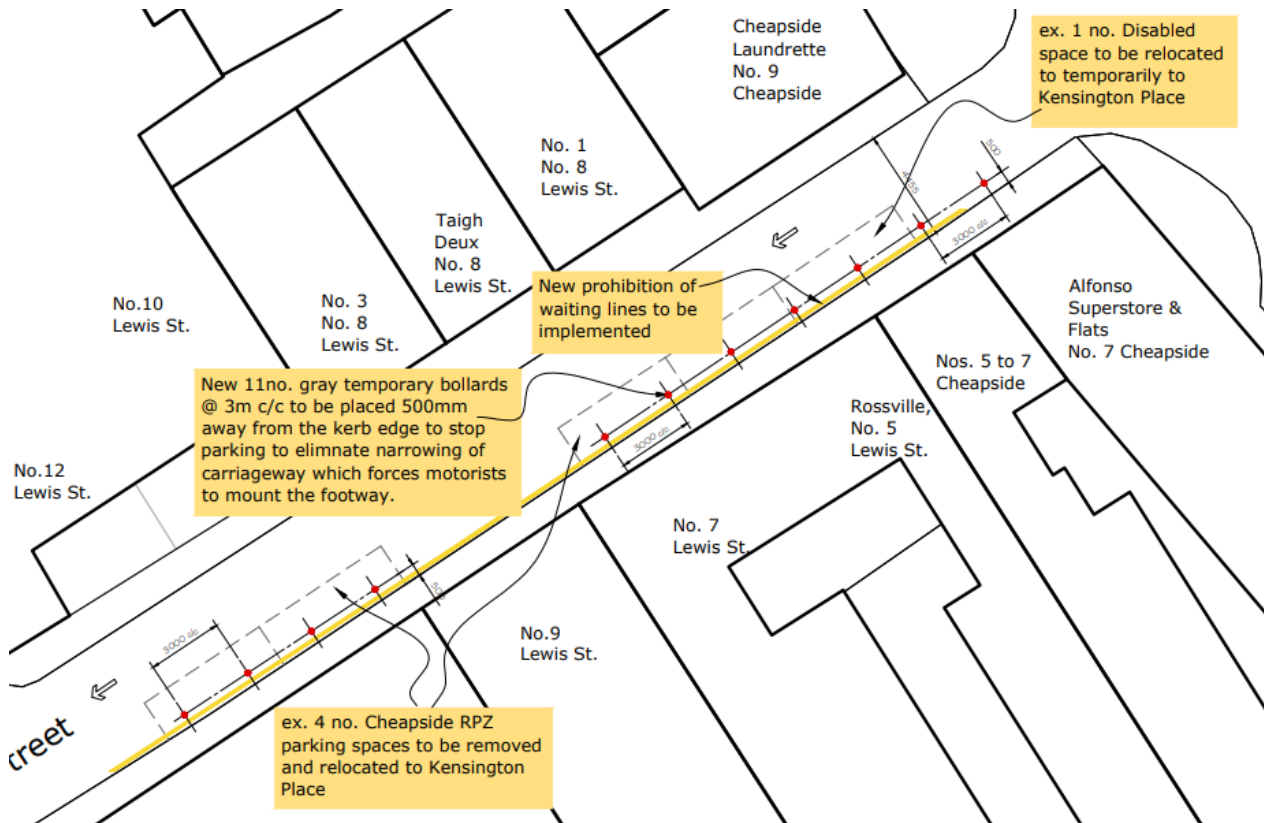


Proposals:

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.



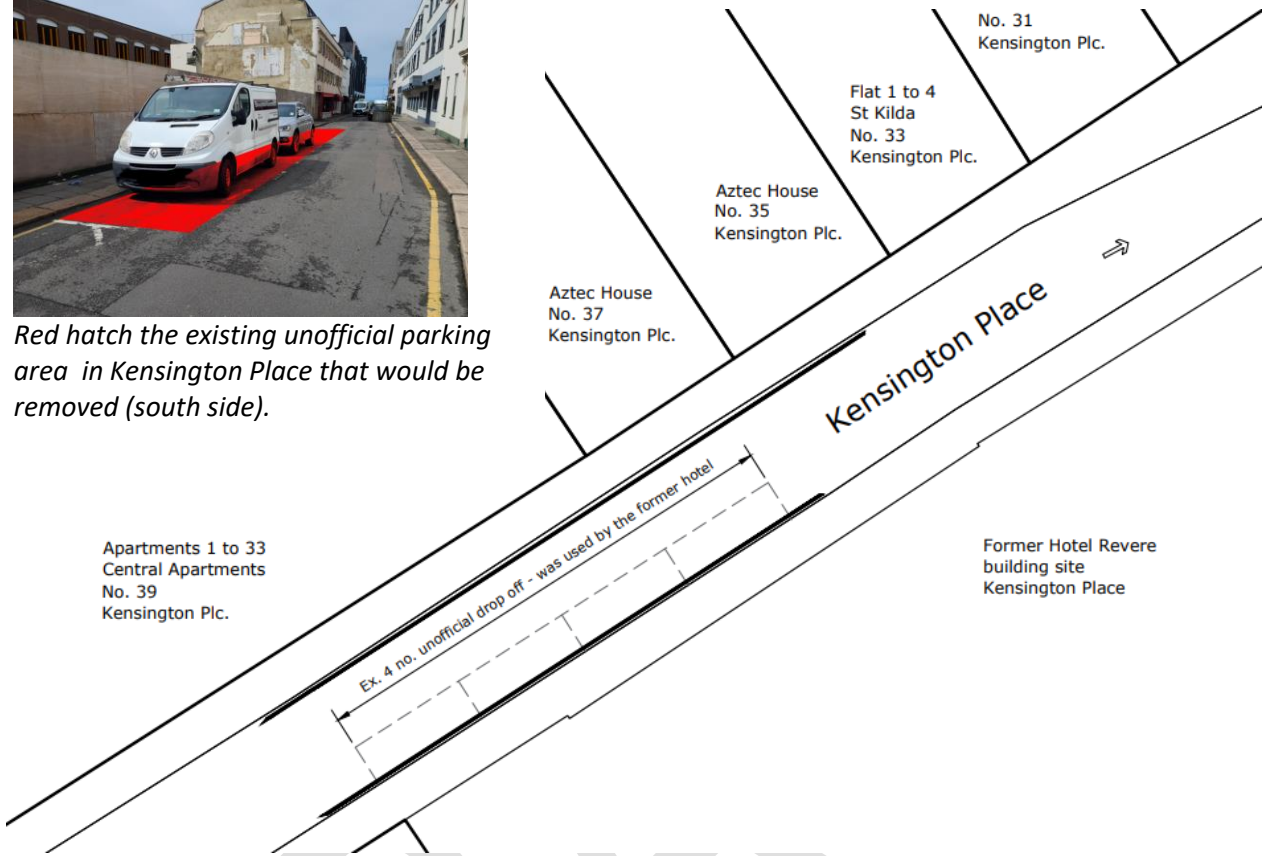
Example of the bollards placed in Don Street footway due to delivery vehicles mounting the footway. We propose the use of similar bollards in Lewis Street (south side)



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.

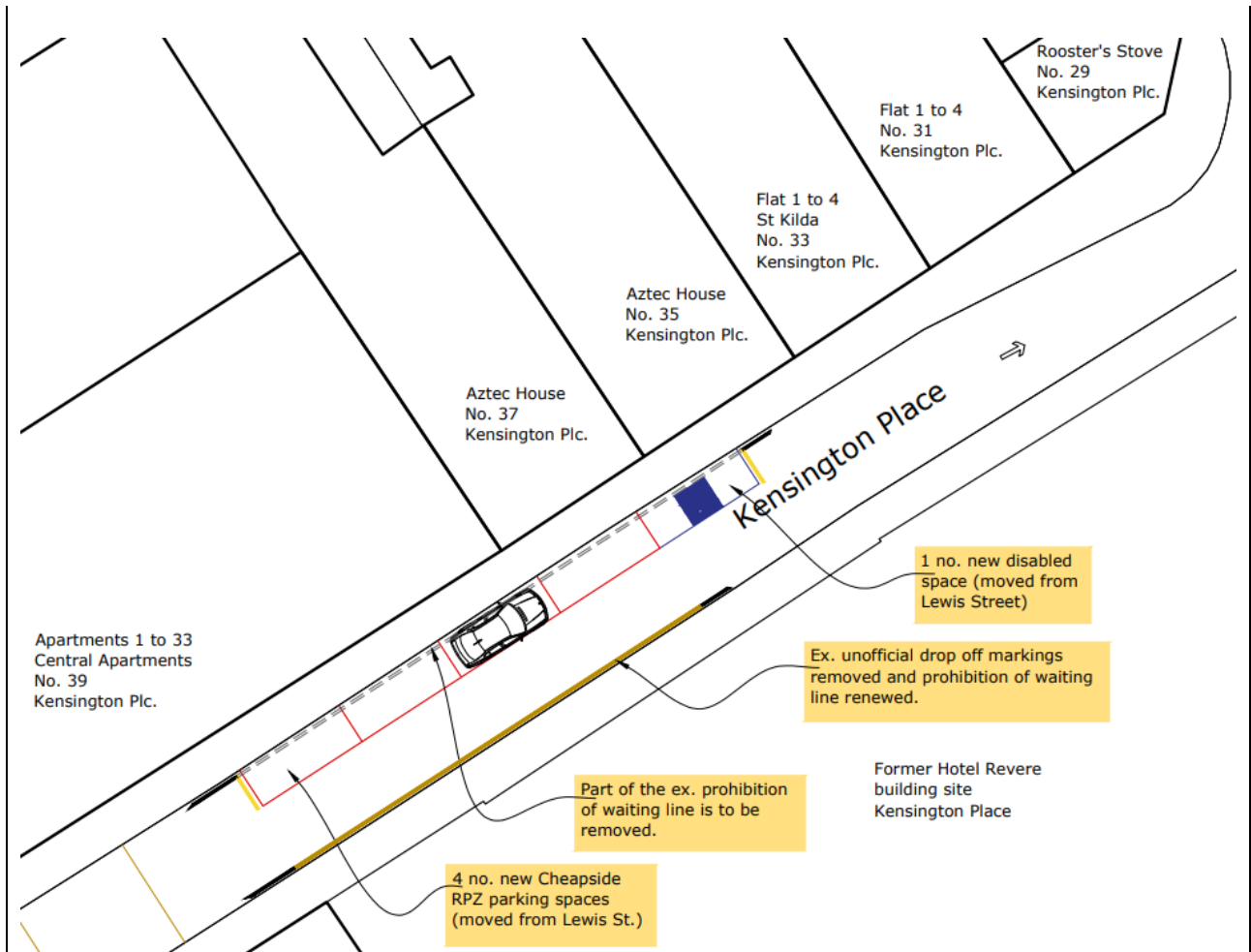
Kensington Place is a Government of Jersey Infrastructure and Environment Road and requires the Infrastructure Minister's approval, although initial conversations with officers have been positive, who met with the Parish Community Support Manager.



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
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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

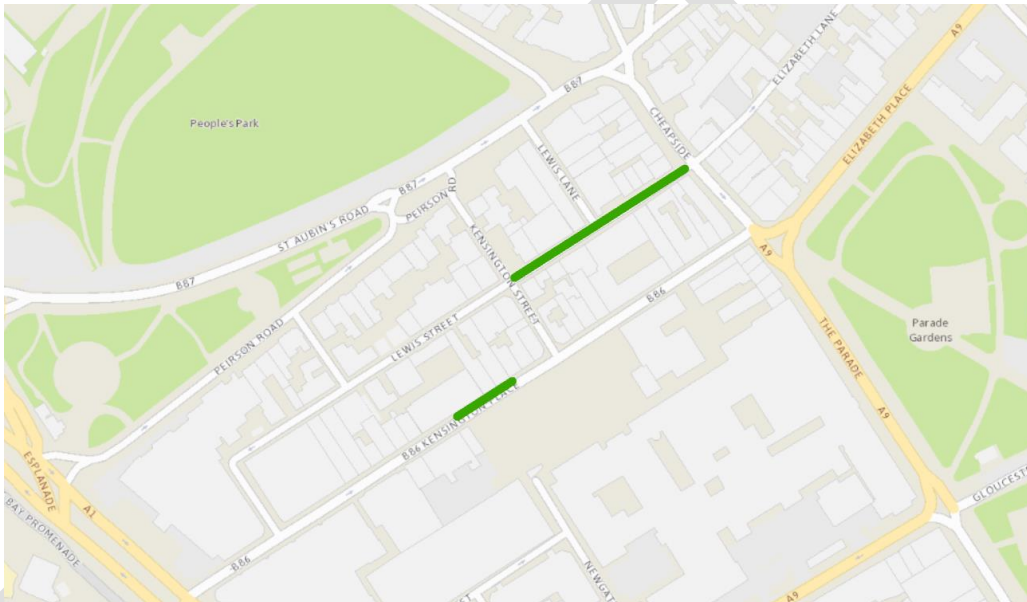
Site/location Top end of Lewis Street (between Cheapside & Kensington Street)

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
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	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.



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		

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

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.



<p>Date of request: 16 July 2025</p>	<p>Road reference & title of report: 102 Rue du Funchal & Private cut-through safety concerns</p>
<p>Address: Rud du Funchal & private cut through to Halkett Place</p>	<p>Requested by: Constable</p>
<p>Location map:</p> 	<p>Photograph/street view:</p>  <p><i>North view</i> <i>South view</i></p>
<p>Brief introduction/summary:</p> <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>	
<p>Details of concerns:</p> <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)

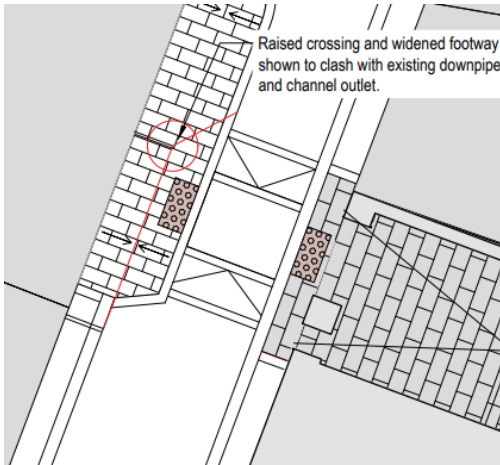
Halkett Place junction:

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

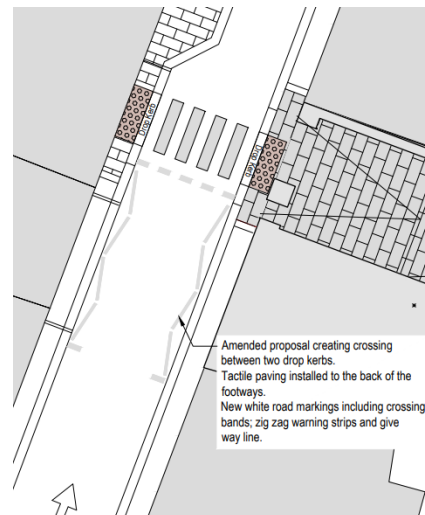
Halkett Place – crossing option:

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.

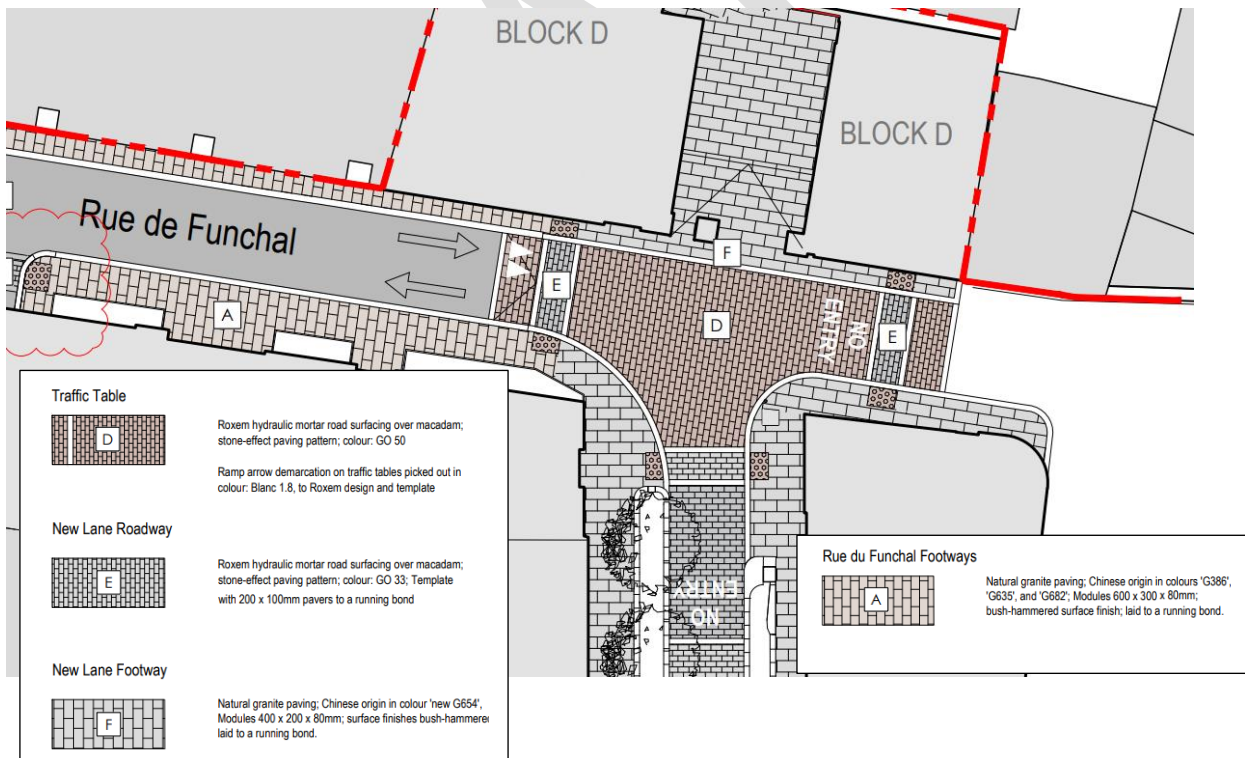


Money Penny/RduF junction:

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.)

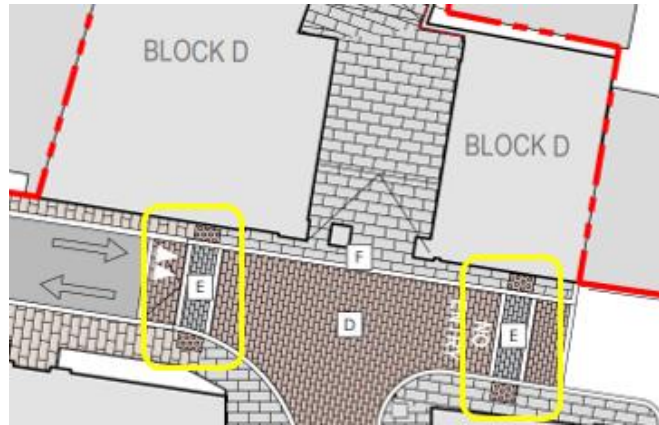
If a crossing at this turning area is wanted, then the Parish will need to appoint a traffic Engineer to assess this and undertake further independent Road Safety audits. From experience, they would likely outline similar concerns. The Committee is also to be aware that crossings require the approval 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.



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

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.

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.



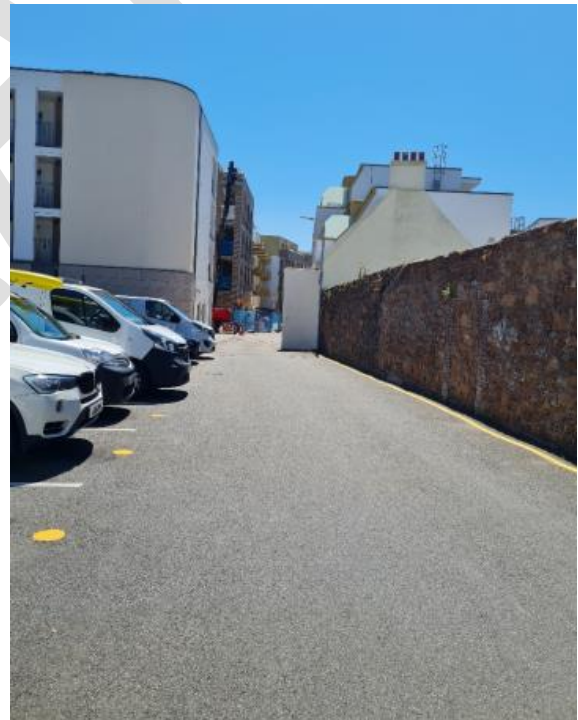
View looking southwards towards Minden Place, standing on the west footway



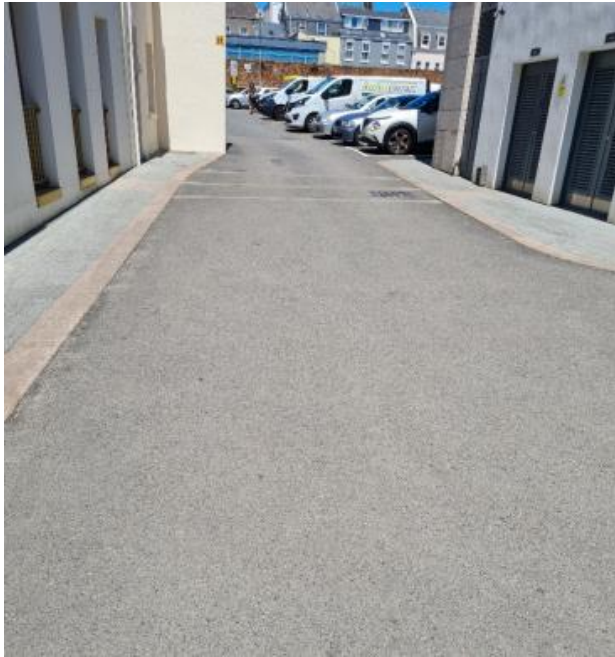
View from Nelson St Car Park, standing on the east footway looking southwards to Minden Place



View from Nelson Street car park, as can be seen, the wall on the west side obstructs further 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
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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 them 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.

DRAFT



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

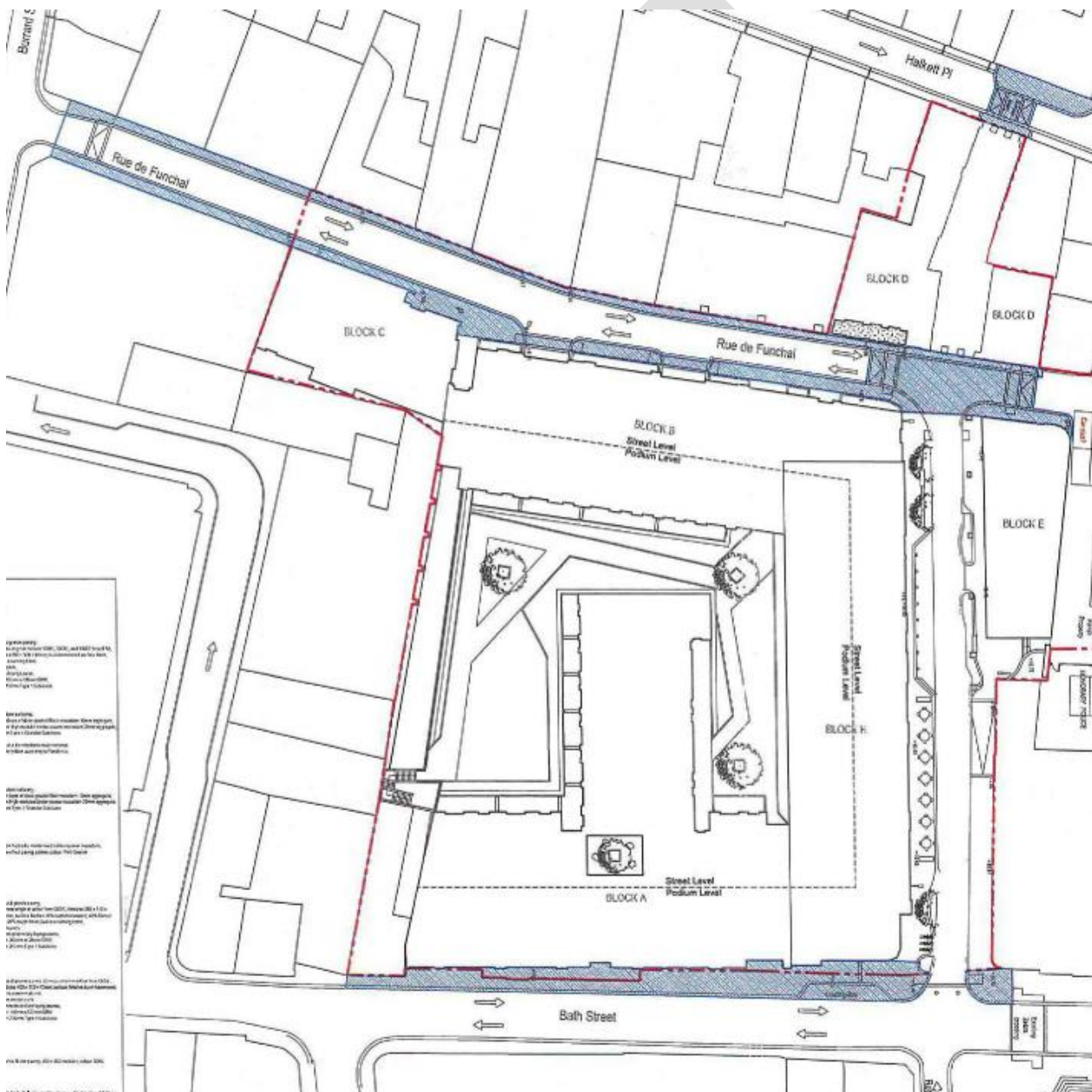


FOOTPATH WORKS AND TRANSFER

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).

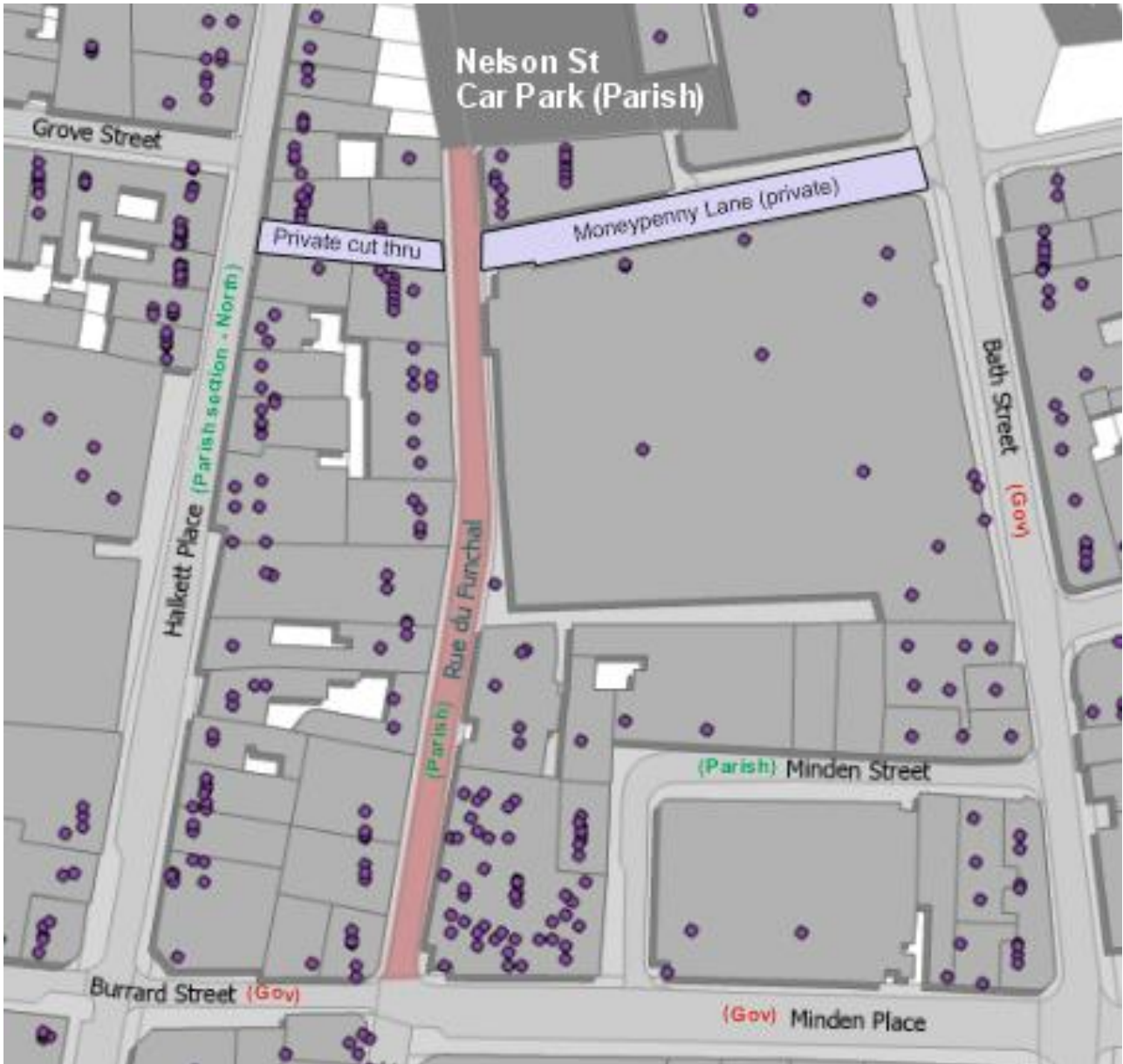


Footpath Works Plan



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.



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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



PARISH OF ST HELIER Resurfacing & Road Works

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.



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		

DRAFT

APPROVED AT RATES ASSEMBLY (16.07.25)
2025/26 - PROPOSED ROADS MAINTENANCE

Version: 2.0
Date: 13.08.25

A. ROAD WORKS MAINTENANCE/RESURFACING WORK

<u>Priority</u>	<u>Brief detail</u>	<u>Indicative budget cost</u>	<u>approx Area</u>	<u>approx Lin/m</u>	<u>Update</u>
1	Road wrks mat., Road Markings, Asphalt R&M, fountain R&M, etc.	137,000			Essential maintenance
2	Misecallaeuous planters (Broken concrete panter)	25,000			Essential maintenance - planters
3	Aquila Rd - (Phase 1) Poonah rd junction to GUR	75,000	580	285 l/m	<i>Being looked at with Poonah NIA</i>
4	Clarendon Road resurfacing Footways, brick humps, carriageway (to be Phas	125,000	2,015	231 l/m	<i>Postpone - use some funding for Aquila Rd - Phase 2</i>
5	Winchester St. (Carriageway and Footways)	80,000	1,000	310 l/m	<i>To be actioned - subject to building site</i>
6	Tower Road (High Friction area)	50,000	400	195 l/m	<i>To be actioned</i>
Sub total:		492,000			
					Budget estimate: <u>492,000</u>

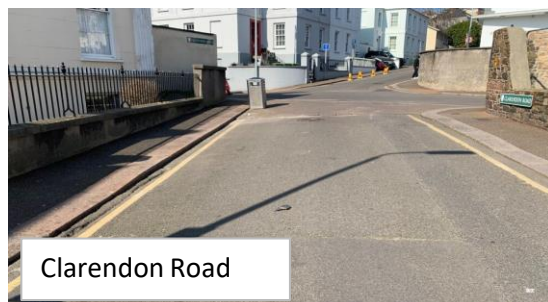
RESERVE LIST

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

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



Aquila Road



Clarendon Road



Winchester St

APPROVED AT RATES ASSEMBLY (16.07.25)
2025/26 - PROPOSED ROADS PROJECT

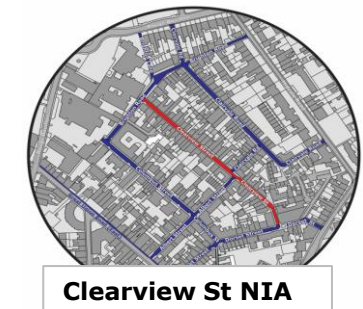
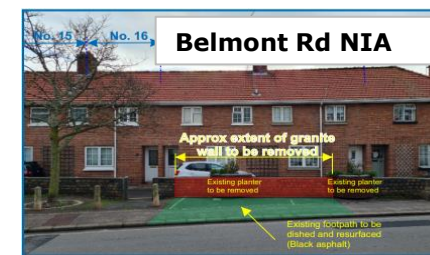
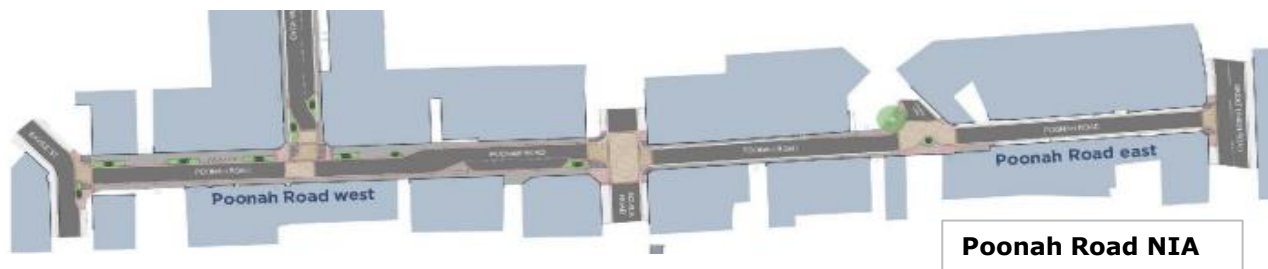
Version: 2.0
Date: 13.08.25

B. ROAD WORKS IMPROVEMENTS (PROJECTS)

<u>Priority</u>	<u>Brief detail</u>	<u>Indicative budget cost</u>	<u>Score</u>	<u>Criteria</u>	<u>Update</u>
1	Allowance for Road Safety Assessments & Topographical surveys	20,000			
2	NIA - Poonah Rd.	490,000	31	1,3,4,5,6,8,9	Deisgn work progressng - costs being put together
3	Vallée des Vaux flooding - develop scheme during 2025/26	100,000	31	1,2,5,2	Work t be quoets for strengthening wrk & dredging
4	NIA - Clearview street area - progress initial designs	75,000	27	1,3,4,5,6	NIA - No. 3 : Topographical survey to be unedertaken
5	Highview Lane - road width - 2025/26 develop scheme	50,000	25	1,2,5	Review survey and develop scheme to widen road
6	Les Chenes rebuild roadside wall (Requires Planning/bye-laws)	0			Omitted due to funding - moved to reserve list
7	NIA - Belmont Rd - Belmont Gardens exit (mini-NIA) (£ 65k)	15,000	23	3,4,5,6,8,9	Budget reuded - scheme ameded due to RSA - to be issued
8	Old St John's Road permanent speed humps (3x)	15,000	19	1,3,6,8	Consuultation undertaken - RCom decision required
9	Installation of bike shelter	10,000	16	3,5,6,8,9	Shelters purchased, waiting on Mural before install
10	Old Street Mural	8,000	14	3,4,6,8	Waitng for info formt he artist - ongoing
Sub total :		783,000			Budget estimate: 783,000

RESERVE LIST

1	Les Chenes rebuild roadside wall (Requires Planning/bye-laws)	65,000	24	1,3,5,6,8,	Postponed - due to fundig - will require Planning
2	Barbizon, La Pouquelaye - Road improvement line	75,000	22	1,4,5,6	Need land; likely to be Compulsory Purchase
3	La Pouquelaye footpath widening, prog (Phase 2)	50,000	22	1,3,5,6	Review Phase 1 for next 12/24 months first
4	Hope Street - alfresco area	15,000	21	3,4,5,7,8,9	No recent request or demands - Public Realm
5	Minden Street - regeneration	TBC	19	3,4,5,6,7	Continue from regen of Minden Plc; funding is an issue
6	Phillip Street - regeneration	TBC	19	3,4,5,6,7	Continue from regen of Minden Plc; funding is an issue
7	Halkett Street (North sections) - regeneration	750,000	19	3,4,5,6,7	Continue from South Sections - funding is an issue
8	Don Street Regeneration	100,000	14	3,5,6,7	Develop scheme - Delayed due to funding
9	Patriotic Place scheme	150,000	12	3,5,6	Review once plans for existing Hospital known
10	Twining Signs	10,000	10	3,4	Ex.to be replaced; Hold as further twinning planned
12	Seaton Place - regeneration - Phase 1; develop scheme plans	45,000	9	3,7,8	Postpone paving to alfresco to be part of regen
13	Dongola Road / Drury Lane - RPZ request	TBC	4	2,2	Request for additional RPZ area



PROJECTS/MAINTENANCE CRITERIA OBJECTIVES

Ref	Note	Score
1	The project/maintenance will address road safety. i.e. visibility, speed, emergency access, etc	10
2	Accident/near misses - Evidence to substantiate has been provided	10
3	This project/maintenance will improve the public realm facility and accessibility	5
4	The project create local attractive green routes through communities where people are the priority	5
5	Improved accessibility will be achieved - walking and cycling routes (Improved crossings)	5
6	Will the work benefit the wider community (more than 20 households).	2
7	The project will benefit businesses such as retail and hospitality - providing more opportunity for alfresco	2
8	The work will be complete within this financial year	2
9	The project reduces vehicular dominance on the street/road.	2
10	This project/maintenance is approved by Roads Committee and Funding has been secured.	2

ROAD RESURFACING CRITERIA

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

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

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



The Visite du Branchage was held on the morning of Friday, 4th July. We can report that a number of roads inspectors confirmed their vingtaines were inspected as requested and advisory notices had been delivered to areas of concern.. The party of 10 escorted by Honorary Police left the Town Hall at 09:30.

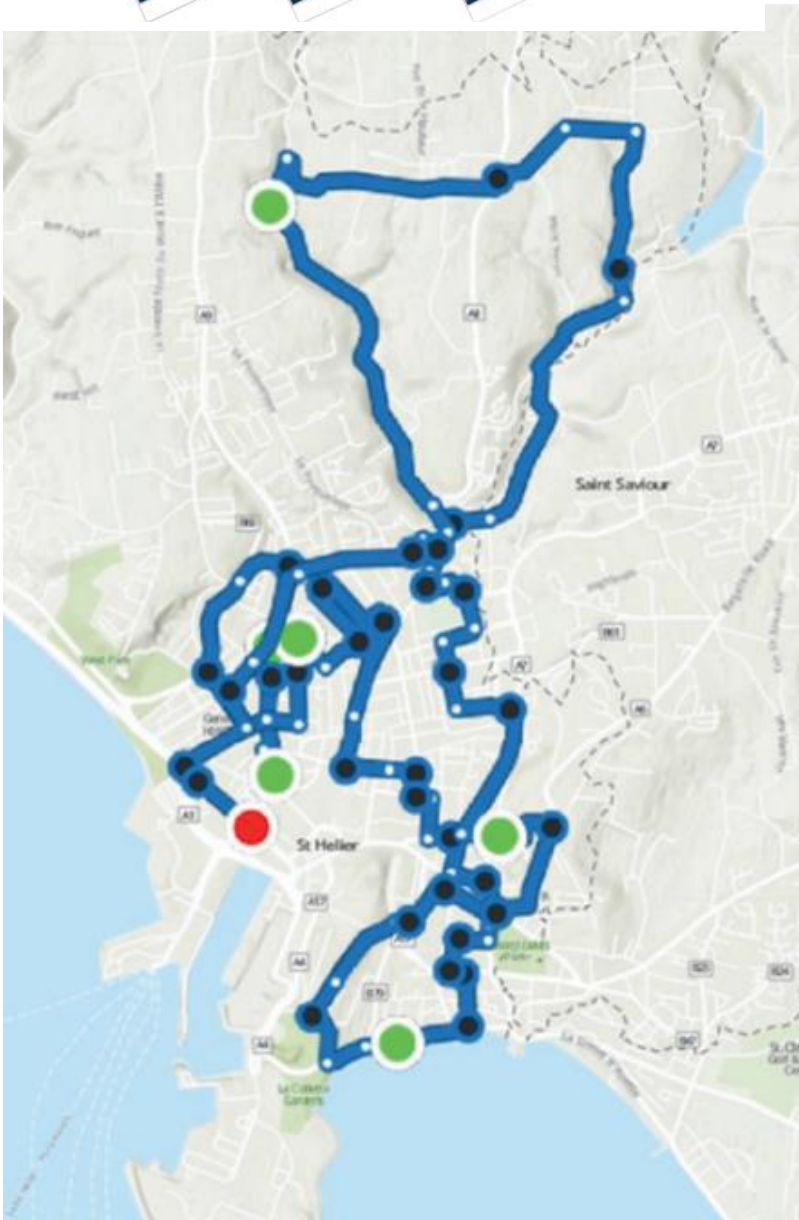


- 58 Roads Visited
- 8 miles covered by bicycle

Attendees:

- Constable
- Peter Pearce
- John Baker
- Bernie Manning
- Kevin Proctor
- Jason Lagadu
- Mario Pirozzolo

- Luke Stoddart
- Anthony Sartin
- André Sty



Conclusion

The department is satisfied with the work carried out on the Visite du Branchage,. The department will continue to issue 8-day letters where necessary, all year round.

Following an operational debrief, some concerns were raised regarding the convoy procedures used during the event. Health and safety is a priority for the Parish, as highlighted in the recent Rates assembly, and as such, a review of the risk assessment for this event is currently being conducted by Parish officers and our external health and safety consultants Cop-Coy to ensure the Visite continues in the safest way for all attendees.



PARISH OF ST HELIER

USE OF BOLLARDS

Guidance for assessing requests for bollards

Document title	Use of bollards
Document type	Policy and procedure
Document status	Guidance document
Document author	Silvio Alves, Head of Infrastructure
Issue date	13 August 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.



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DRAFT



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 are essential to ensure the safety of road users, minimise disruption, and value for money. In the prevailing economic climate, correct choices are essential.

Bollards are short posts often installed on footways. They provide a barrier that stops vehicles while allowing free pedestrian flow, making them a common choice in urban and commercial areas. However, generally, the use of bollards is a last resort; other options will be investigated before the bollard option is considered, e.g. trees and planters instead of bollards.

The use of bollards should not be used to address illegal parking, especially if there are already existing prohibition of waiting lines marked on the carriageway, unless it is categorically proven that there are persistent and inherent parking issues. Robust enforcement will be the main method that will be used to address illegal parking in the first instance.

This policy must be read in conjunction with the Parish Planning Guidance Standards. The document provides guidance for architects, developers, and property owners on the Parish of St Helier requirements when developing property that impacts on Parish roads and sets expectations in terms of materials. The policy can be viewed on the Parish website following this link: [Planning Guidance Standards | Parish of St Helier](#)

2. Aims and purpose

This Policy replaces the previous policy "Bollard Policy" that was approved on 3 March 2022.

This Policy will be applied to assess requests for bollards on Parish by-roads to provide guidance on the Parish Roads Committee's requirements when assessing requests.

This policy is to be read in conjunction with the Parish-approved "[Planning Guidance Standards | Parish of St Helier](#)".

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. Assessment criteria

Bollards to protect footways and verges will only be considered and introduced where they meet the following criteria, and if their introduction is considered appropriate within the streetscape:

1. A complaint must have been received regarding parking on or obstruction of the footway or verges, and one or more of the following criteria must be met:
 - a. There has been a relevant road traffic collision or dangerous incident involving a pedestrian or damage to the frontage of the property in the previous 12 months.
 - b. The footway is close to a school and there is evidence of parking on the footway by parents taking or collecting children and causing danger to pedestrians.
 - c. The footway has been so seriously damaged that emergency repairs have had to be made to it in the previous 12 months.
 - d. The verge has been so seriously damaged that it has proven difficult to maintain as an environmental asset to the area.
 - e. To delineate shared spaces, virtual footpaths.
 - f. Where possible, bollards are not to be used in Green Lanes to avoid cluttering the streetscape with street furniture.



- g. There has been a security concern raised which has been supported by the States of Jersey Police and St Helier's Honorary Police.
2. Bollards should not be provided where they cause any problem or difficulty to pedestrians and cyclists, particularly those with mobility or visual impairment.
3. In line with accessibility standards, bollards should not be placed on a footway where the remaining width would be less than 1.2 metres.
4. The proposal to introduce bollards must be approved by the Roads Committee. However, Officers will be given the discretion to determine bollard requests where they are a replacement of defective/damaged bollards, and where no more than 4 bollards are required that meet the above criteria.
5. In the first instance, the Parish will consider the option of using planters or trees instead of bollards. The use of bollards will be the last resort.
6. Existing bollards that do not meet this Policy will be reviewed and removed, if deemed necessary, to remove the dominance of bollards on the roads.
7. Existing bollards that are in place will be maintained and kept clean.

5. Design considerations & positioning

When considering the installation of bollards in the public realm, designers should take a holistic approach to ensure an appropriate level of physical protection is provided whilst minimising any negative impact on pedestrian movement.

Sites that experience high volumes of pedestrian use must accommodate movement safely, and at the required level of comfort and convenience.

Design consideration:

1. It may be necessary to reconsider the design concept of the road if there is a need for a large number of bollards.
2. Consider opportunities for fixing signs and waymarks instead of bollards, to avoid use of additional posts.
3. The use of visibility bands may be required in areas of heavy pedestrian usage.
4. If vehicles are required to mount the edge of the footway on rare occasions, design teams will consider local strengthening of the footway rather than introducing bollards.

Positioning:

5. Located outside of clear pedestrian zone.
6. A minimum clear pavement width of 1.2 metres must always be maintained for access by those with wheelchairs and pushchairs etc.



7. Spacing of bollards must allow for the passage of wheelchairs, pushchairs and pedestrians but restrict the passage of vehicles - a maximum spacing of 1.8 metres centres.
8. Allow 300mm clear space from the front edge of the kerb to the bollard.

6. Bollard specification.

It is important to assess each application on its own merits to determine the most appropriate materials, being mindful of pedestrians with disabilities, especially those with visual impairment.

It is also vital to ensure that the bollards introduced do not push pedestrians onto the carriageway and that the bollards are robust and can be easily seen by motorists. The Parish tends to follow a similar specification to the Government of Jersey so that there is a consistent approach to avoid a mismatch of bollard styles in St Helier.

Please refer to the Parish-approved "[Planning Guidance Standards | Parish of St Helier](#)" for full specification details of the bollards that the Parish has adopted.

7. 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.

Depending on the situation, bollard installation may require Road Safety Audits levels 1, 2 and 3. The Road Safety Audit will be required where there is potential that the installation of the bollards will affect road safety. Parish Officers will assess and advise on the requirements for a Road Safety Audit – each application/request will be assessed on its own merits.

Please refer to the Parish-approved "[Planning Guidance Standards | Parish of St Helier](#)" for full details on the requirements and qualifications of the Road Safety Audit team.

8. 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 Guidance Standards | Parish of St Helier](#)" for full details on the requirements for applying for road works permits.

9. 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 the Parish by-roads, and this includes checking the condition of bollards. The officers will address any immediate safety issues and will review damaged bollards and replace them where necessary.

10. Relevant legislation and guidance

- Road Works and Events (Jersey) Law 2016
- Road Works (Supervisors and Operatives) (Jersey) Order 2018
- 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

11. Contact us.

Please email us at infrastructure@sthelier.je if you wish to request bollards, at which time the team will assess the request against the policy criteria as set out in this policy.

However, please note that the Parish Roads Committee will only consider bollards as a last resort.



12. Document Control Sheet

Amendments



Version	Date issued	Written by	Record of change
1	13 August 2025	Silvio Alves	Revised guidance produced

Approval

Version	Presented to	Approved by	Date
2	Roads Committee		

DRAFT



<p>Date of request: 13 August 2025</p>	<p>Road reference & title of report: 093 Highview Lane road widening</p>
<p>Address: Highview Lane</p>	<p>Requested by: PoSH Infrastructure</p>
<p>Location map:</p> 	<p>Photograph/street view:</p> 
<p>Brief introduction/summary:</p> <p>Highview Lane is located off La Pouquelaye and is a Parish by-road. It is a green lane that is 15mph; the lane leads to several properties and stairs that lead down to Vallée des Vaux (see plan above and Appendix 1). There is no through road.</p> <p>After the issue was brought to our attention by residents and our refuse team, the department investigated and could see that there is an issue with the narrow width of the carriageway affecting access for emergency vehicles, service delivery suppliers, etc. There are no defined boundaries present, allowing a formalised boundary between properties and public land.</p> <p>Therefore, the Parish is seeking to acquire small parcels of land from several property owners, which are generally fields, to enable the roadway to be widened to 3m and to achieve this, we are seeking the following parcels of land (See Appendix 2):</p> <ol style="list-style-type: none"> 1. CCTV House - Area of land to be acquired approx. 17.67 sq.m. (190.20 sq.ft.) 2. Field No. H1248 - Area of land to be acquired approx. 14.79 sq.m. (159.20 sq.ft.) 3. Field No. H1249 - Area of land to be acquired approx. 1.12 sq.m. (12.06 sq.ft.) 4. Field No. H1255- Area of land to be acquired approx. 62.04 sq.m. (667.79 sq.ft.) 5. Field No. H1250 - Area of land to be acquired approx. 8.17 sq.m. (87.94 sq.ft.) 6. Le Petit Chateau - Area of land to be acquired approx. 3.55 sq.m. (38.21 sq.ft.) <p>The Parish is seeking to come to an amicable agreement with the property owners and make offers at a fair value, we have obtained valuations for the small sections of land that we are seeking to acquire and, subject to the Parish Policy and Strategy Board’s approval, will make the offers to the landowners to purchase the land. The final decision to pass contracts will ultimately be subject to Parish Assembly approval.</p> <p>*The valuations being undertaken are independent and by a RICS qualified chartered surveyor. The valuations are RICS Red Book compliant and are on an “Equitable Value” rather than “Market Value” basis.</p> <p>*RICS Red Book valuation is a formal, professional assessment of a property's market value, adhering to the RICS Valuation – Global Standards (the "Red Book"). This ensures a consistent, reliable, and legally sound valuation, often required for legal purposes.</p>	



Equitable value and market value are both measures of an asset's worth, but they differ in how they consider the specific circumstances of the transaction. Market value represents the price an asset would fetch in an open, competitive market between unrelated parties. Equitable value, on the other hand, considers the specific advantages or disadvantages that a particular buyer and seller might have in a transaction, potentially leading to a different price.

The offers need to include payment of the property owner's reasonable legal fees for the transactions, as the Parish would be expected to pay all legal costs, especially seeing that the areas of land will benefit the public.

The areas of land required have been kept as small and are narrow strips of land, as we are governed by existing vegetation and obstructions. Please see Appendix 2, which indicates hatched areas of land we wish to acquire.

As part of the transaction, the Parish will commit to restoring the various banques to the impacted owners' reasonable satisfaction. This will include replacing lost vegetation and ensuring that there is a clear delineation between the Parish roadway and the private land to make it clear who owns which areas. This would all be at the cost of the Parish.

The Parish will endeavour to come to an amicable agreement as we want to avoid compulsory purchase, but we need to be mindful that this might have to be the route we have to go down.

Details of the request:

Background:

Highfield Lane is a narrow public road located in what would have historically been a largely rural part of St. Helier. In its original state, Highfield Lane would probably have been a humble cart track serving the bordering fields. In more recent times, the road has been surfaced with tarmac to form a more durable carriageway for cars and other motor vehicles.

The Parish has been dealing with issues with this lane, especially since an owner of a Field introduced boulders along the road edge, there to prevent further erosion or damage being caused to the Southern bank by vehicles using Highfield Lane. This reasoning, given, aligns with the obvious damage already caused to the banque.

Consequently, due to the erosion of the banque, the alignment of the Southern foot of the bank has changed. This has left some small strips of land lying between the remains of the bank and tarmac-surfaced carriageway of the public road.

The boulders created road width issues, impacting emergency services and causing difficulties in accessing properties. This also resulted in residents not having their bins collected due to the narrowness of the roadway. This also resulted in oil deliveries not being able to access a property to provide oil for heating. It is also noted that all the properties are on septic tanks, which require continued servicing. There have also been residents who subsequently damaged their vehicles on the boulders.



Pic of the boulders (2023)



The Ambulance & Fire Service at the time responded:

"The information you provided to Ambulance control reference the access issues for Highview lane have reached the Fire and Rescue Prevention and Protection department, so I'm just emailing you with our concerns over the restricted access in case you can use it in your negotiation with the landowners as part of the resolution to the problem.

Our operational crews attended to make an assessment for Fire & Rescue Service access to the properties down the lane, and they weren't able to proceed unless a member of the responding crew exited the vehicle and physically moved the boulders by hand, time time-consuming and a manual handling risk. This would mean that unless these boulders were moved, we couldn't get our appliances close enough to the properties down the lane and would require a considerable amount of effort and time to get personnel, equipment, and water to the properties if they were affected by fire."

The Fire Service advised that they require an absolute minimum of 2.6 metres width to access the properties with an appliance if required.

However, thankfully, the boulders seem to have been removed, but there is still a dispute as to the location of the roadway edge, as the boundary stone has been removed.

Legal advice:

The Parish's first check was to see if there was a contract when Highfield Lane was transferred to the Parish, but unfortunately, the Public Registry does not hold information concerning the adoption of roadways by Parochial authorities because such transfers are affected by Acts of the Principals and Electors of the Parishes. In any event, from approximately 1950 onwards, Highfield Lane is definitively referred to in title deeds as a "public road leading from La Pouquelaye to La Vallee des Vaux".

Under Customary Law, a property owner must leave a *relief* (or offset) between any enclosure that they wish to build or establish and a neighbouring property or roadway. The purpose of a *relief* (or offset) is: (a) to ensure that the enclosures being established do not encroach onto the neighbouring property/roadway; and (b) to allow some space for the enclosures to be maintained without gaining access onto the neighbouring property/roadway. It is for these reasons that *reliefs* (or offsets) are typically left as open strips of land. Our lawyers have not been able to identify any case law or legal commentary on whether a property owner may place temporary items on their *reliefs* (or offsets).

The Parish lawyers have been unable to determine the boundary line as the bank is relatively clear in its current form, but there is nothing to go off in conjunction with the contracts/research that can give an absolute, definitive line and prove where it should be. The lawyer's view is that the road should consistently have at least a width of 8 feet as per the old rural right for a horse and cart, and arguably it doesn't at its narrowest point.

We propose to pass contracts that allow for a particular amount of control of the bank, planting, etc., on the grounds of assisting access for emergency vehicles, etc, and it would be peace of mind for the field owners given a contractually agreed, certain boundary with associated rights.

It is also doubtful that either neighbouring field owners could, by way of counterargument, prove without doubt where their banque may have originally been and that there is no form of encroachment.



Compulsory purchase (CPO):

The Parish can invoke a compulsory order under the "**Roads Administration (Jersey) Law 1960**" in which the powers conferred by paragraph (1) shall extend to empower a parish to acquire land for the construction of a new road or the improvement of an existing by-road and, in relation to the exercise of such powers, the **Compulsory Purchase of Land (Procedure) (Jersey) Law 1961**, shall have effect as if references therein to the States were references to the Parish Assembly, to the Connétable, and references to the acquiring authority were references to the Roads Committee of the parish.

This process allows the States or a parish to acquire land needed for road projects when negotiations with landowners are unsuccessful.

In general, the process involves:

1. Initiation:

The States or the relevant parish (for by-roads) can initiate a CPO if they believe land is needed for a new road or the improvement of an existing one.

2. Acquiring Authority:

The Minister for Infrastructure is the acquiring authority for States projects, while the Parish Roads Committee acts for parish by-roads.

3. Compulsory Purchase of Land (Procedure) (Jersey) Law 1961:

This law outlines the procedures for compulsory purchase, including preliminary notices, vesting of land, compensation, and arbitration.

4. Consultation:

The Minister or Roads Committee must consult with the Connétable of the parish where the land is located during the process.

5. Compensation:

Owners of land acquired through a CPO are entitled to compensation, which is determined according to the law.

6. Potential for Negotiation:

Even after a CPO is initiated, negotiations with landowners may still occur to reach an agreement on land acquisition.

7. Planning Permission:

In some cases, the final stage of a CPO (taking possession of the land) may be tied to the successful determination of the relevant planning application.

8. Review and Amendments:

The process can be subject to review and potential amendments, as seen in the case of the Our Hospital project.

In essence, the CPO process in Jersey provides a legal framework for acquiring land for public road projects, balancing the needs of the community with the rights of landowners.

However, the Parish will only seek the compulsory purchase route as a last resort and work to explore and secure a consensual route first off, it is respectfully pointed out that the Parish have an absolute right when they can establish a need onto the applicable legislation to acquire land "*for... the improvement of an existing by-road*" with the acquisition followed by a valuation process under the Law if a value can be agreed.



To invoke compulsory purchase, the Parish lawyers would need to have fully researched the title before going down this line, to have as close an understanding as possible of the boundary line and be clear as to what the Parish needed to acquire.

There are two caveats

1. That the agriculture department (Minister for the Environment) would need to consent to the carve off the respective strips, but if it's to enable essential Parish works, they would likely permit.
2. Planning Permission would also need to be sought for a change of use. There is no guarantee that the Planning Consent would be successful.

Minimum Road Width:

Highview Lane would probably have been a cart track serving the bordering fields. In more recent times, the road has been surfaced with tarmac to form a more durable carriageway for cars and other motor vehicles.

The road should consistently have at least a width of 8 feet as per the old rural right for a horse and cart, and arguably it doesn't at its narrowest point.

However, 8 feet will not accommodate emergency services vehicles; therefore, the Parish is seeking to achieve a 3m clear width which allows for larger delivery vehicles, refuse vehicles. Today's modern vehicles are much wider.

In Jersey, the minimum width of a road varies depending on its function and classification. While there isn't a single, universally stated minimum width, roads are designed with considerations for traffic volume, safety, and the presence of features like footpaths and drainage.

Guidance can be found in [ID Access onto the Highway - December 2019 LIVE 191204.pdf](#) standards, although this tends to be for new and amended access driveways, however, it provides a good guide, section 4.7 sets out:

Roads and driveways are required to be a minimum width depending on the development:

Number of Residential dwellings	Minimum Access width (m)
1 to 4	3.1m*
5 to 12	4.8m
Over 13	5.0m
Commercial developments	Consult with officers' pre-application

* If the road is over 50m to the furthest dwelling, it should be at least 3.7m wide with intervisible passing places of 5.2m width every 50m. The first passing space should be provided at the access point onto the highway.

Taking an objective view, we suggest that the minimum width be 3m (This tends to be the minimum width that the Parish works to), which will cater for emergency services and is in line with other green lanes; this minimises the need to acquire substantial agricultural land and as this is an existing, well-established roadway which is primarily accessed by property owners who are familiar with the narrow road which is also a no through road as the road ends at a cluster of properties, there are steps at the end of the lane leading to Vallée des Vaux.

The motorist will still need to be able to pull into the field entrance to allow for crossover points, as there is no dedicated publicly accessible turning circle. The Parish may need to consider making the entrances sufficient in size to enable cars to pull in if needed to let a passing vehicle pass.



Comparison with other green lanes:

Highview Lane is different to other green lanes in that the roadway leads to a cul-de-sac, which means that there will be times when there will be two-way traffic, and currently, there are no pull-in bays apart from pulling up onto private field driveways to allow vehicles to pass.

A lot of the Parish's other green lanes tend to be one-way, and where two-way is located, there are generally pull-in bays to allow oncoming traffic.

Roads Committee approval:

The Roads Committee approved adding this project to the 2025/26 roads programme. The Parish is seeking Roads Committee approval for the proposed width increase, and their support with acquiring this land, ideally amicably or worst-case scenario, via compulsory purchase.

The Parish will need to acquire all parcels of land first before being able to implement the necessary changes. Therefore, it is extremely difficult to provide a definitive timeline for the project.

The purchase of the parcels of land will also be subject to Parish Assembly (PA) approval, as well as PA approval to commence implementing the compulsory purchase route if it becomes necessary.

Speed limit of the road:

15	20	30	40	N/A
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Officer dealing with the request:

Head of Infrastructure

Safety Audit level:

A Road Safety Audit stages 1, 2 & 3 is to be undertaken. Any recommendations coming from the audit are to be actioned.

Anticipated budget cost to implement:

2025/26 - £ 50,000
Allowed in the Roads Programme cost estimates.

Funding proposal:

The Parish only has sufficient funds to cover acquiring the various parcels of land, but does not have sufficient funds in this financial year to develop the plans, which will be stage 2

Property	Approximate areas to be acquired	Valuation sum
CCTV House	17.67 sq.m. (190.20 sq.ft.)	£ TBA
Field No. H1248	14.79 sq.m. (159.20 sq.ft.)	£ TBA
Field No. H1249	1.12 sq.m. (12.06 sq.ft.)	£ TBA
Field No. H1255	62.04 sq.m. (667.79 sq.ft.)	£ TBA
Field No. H1250	8.17 sq.m. (87.94 sq.ft.)	£ TBA
Le Petit Chateau	3.55 sq.m. (38.21 sq.ft.)	£ TBA

Other associated costs:

We need to add to the above valuation figures betterment costs, more in-depth legal research, all legal costs for the sale (both parties' fees to be paid by PoSH), Road Safety Audits, Traffic Engineer's assessment, planning application costs and construction costs

Programme:

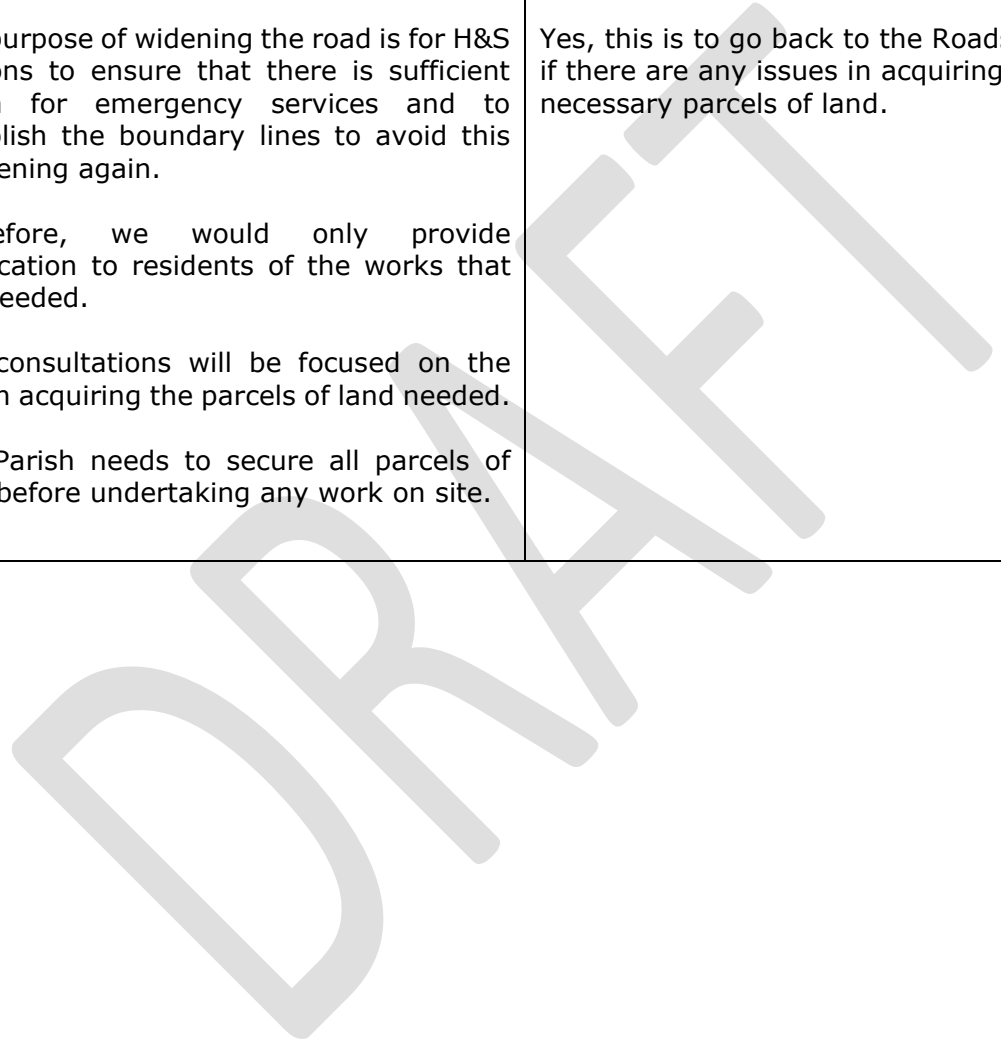
It is difficult to provide a definitive programme for this project due to uncertainty in terms of acquiring the various parcels of land, as it is important to acquire all the land to achieve a wider road width; therefore, this initial financial year will be focused on acquiring the land.

If the Parish needs to initiate a Compulsory Purchase Order, then it will be a protracted process and will require further legal research and expenditure.



It should be noted that the offers made for the parcels of land will be subject to the Parish successfully securing all parcels of land, Planning and Parish Assembly approval. Therefore, no work will commence on site until the contracts for all the parcels of land have been passed.

<p>Legislation affected:</p> <ul style="list-style-type: none"> • Roads Administration (Jersey) Law 1960 • Compulsory Purchase of Land (Procedure) (Jersey) Law 1961 	<p>Will an additional report be required?</p> <p>Yes, possibly, if negotiations fail and the compulsory purchase route is instigated.</p>
<p>Will public consultation be required?</p> <p>The purpose of widening the road is for H&S reasons to ensure that there is sufficient width for emergency services and to establish the boundary lines to avoid this happening again.</p> <p>Therefore, we would only provide notification to residents of the works that are needed.</p> <p>The consultations will be focused on the Parish acquiring the parcels of land needed.</p> <p>The Parish needs to secure all parcels of land before undertaking any work on site.</p>	<p>Is this to go back to Roads Committee?</p> <p>Yes, this is to go back to the Roads Committee if there are any issues in acquiring the necessary parcels of land.</p>



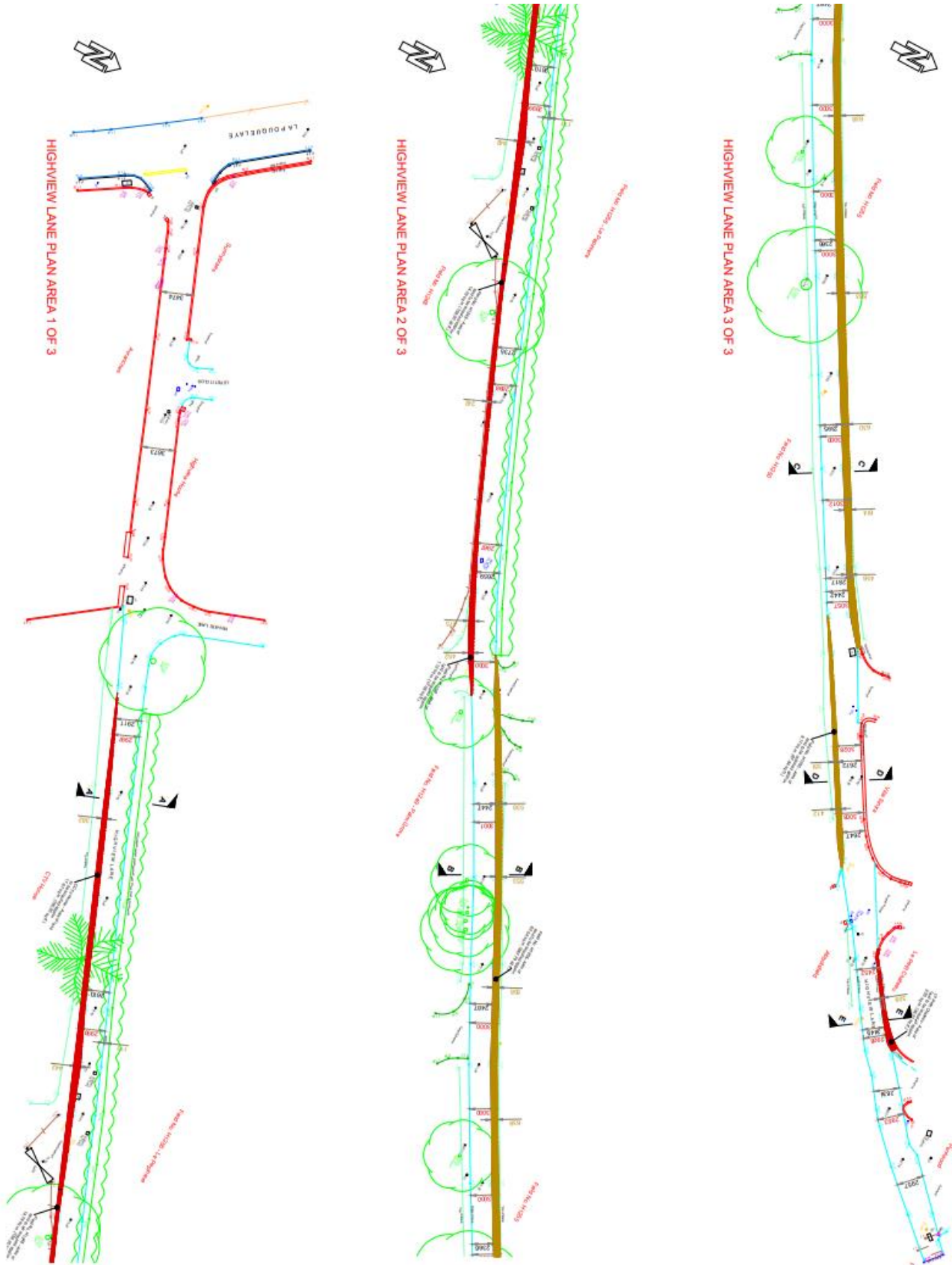


Appendix 1: Highview Lane location map





Appendix 2: Proposed plan





1. 6, Nelson Avenue, St. Helier, JE2 4PD
Widen vehicular access onto Nelson Avenue.

P/2025/0715

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 demolish part of the side garden/yard and the existing garage to create an additional parking space. Providing 2 parking spaces. The works will require the Parish street lamp post to be relocated.

1. Roads Committee requests the provision of the appropriate number of charging points for electric cars. The applicant is to be aware of the fire risk associated with electric charging batteries and ensure adequate provision is made to address this fire risk.
2. The users of the car parking spaces will be expected to reverse into the parking space, as parking front-face will cause a risk to pedestrians walking on the footway. The Roads Committee requests that if the application is approved there be a condition imposed on the Applicant that cars parking in these spaces must reverse into the parking spaces; if this cannot be conditioned then the Roads Committee has safety concerns and therefore the applicant will need to implement processes to manage this risk which should be checked with independent Road Safety Audits 1, 2 and 3 being undertaken.
3. That the Applicant must comply with the visibility requirements as set out in '**Access onto the Highway – Standards and Guidance**' as produced by the Government of Jersey's Infrastructure and Environment Department, available online at: <https://www.gov.je/travel/roads/pages/roadhousingdevelopment.aspx>. Everything in the visibility areas so formed, including gates, pillars, walls and plant growth, is 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. The kerb and footway must be lowered by the Parish of St Helier or an approved Parish contractor at the expense of the Applicant. This is a Parish of St Helier set condition which must be undertaken by the Applicant prior to the vehicle entrance being used. The Parish will not allow access across the footway by the Applicant/owner without this work being undertaken first; this is to avoid damage to the kerbstones from vehicle movement.

Please note that footways **MUST** be continuous across all vehicular entrances as priority is to be given to pedestrians. Therefore, there is no need to provide tactile paving on either side of a vehicular entrance.

The Applicant must contact the Parish of St Helier's Infrastructure Department prior to undertaking any work to the public highway to agree on the extent of work and specific details and specifications. The Applicant is to be aware that only Parish-approved contractors are permitted to work on the public road/footway. All necessary works are to be at the cost of the Applicant.



6. That a line of 50mm wide split blocks shall be laid flush at the junction between the private land and the rear of the public footway for the width of the site. This is a Parish of St Helier set condition which must be undertaken by the Applicant/owner prior to the parking space being used.

The Applicant must contact the Parish of St Helier's Infrastructure Department prior to undertaking any work to the public highway to agree on the extent of work and specific details and specification. The Applicant is to be aware that only Parish-approved contractors are permitted to work on the public road/footway. All necessary works are to be at the cost of the Applicant.

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

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2025/0715>

2. Beehive Cottage, Old St. Johns Road, St. Helier, JE2 3LG

P/2025/0718

Demolish single storey extension. Construct two storey extension to form 1 2No. bedroom dwelling. Alterations and refurbishment of existing dwelling (Beehive Cottage). Various hard and soft landscaping. Connection to mains drainage.

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 retain and refurbish the existing cottage, while removing the existing single-storey extension and replacing it with an adjoining two-storey unit. The proposal includes 1 parking space per unit with electric charging and cycle parking (2 cycle parking spaces per unit and 1 visitor space per unit are provided).

1. The Roads Committee requests that the applicant provide 1 cycle parking space per bedroom with access to charging, and ensure 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 made to address this fire risk.
2. Roads Committee welcomes and supports the introduction of the parking – 1 car park space per property and notes that electric charging is being provided. The applicant is to be aware of the



fire risk associated with electric charging batteries and ensure adequate provision is made to address this fire risk.

3. The users of the car parking spaces will be expected to reverse into the parking space, as parking front-face will cause a risk to pedestrians walking on the footway. The Roads Committee requests that if the application is approved there be a condition imposed on the Applicant that cars parking in these spaces must reverse into the parking spaces; if this cannot be conditioned then the Roads Committee has safety concerns and therefore the applicant will need to implement processes to manage this risk which should be checked with independent Road Safety Audits 1, 2 and 3 being undertaken.
4. That the Applicant must comply with the visibility requirements as set out in '**Access onto the Highway – Standards and Guidance**' as produced by the Government of Jersey's Infrastructure and Environment Department, available online at: <https://www.gov.je/travel/roads/pages/roadhousingdevelopment.aspx>. Everything in the visibility areas so formed, including gates, pillars, walls and plant growth, is to be permanently restricted in height to 900 mm above road level in perpetuity.
5. That any new or altered access must be surfaced in a hard-bound material, such as concrete or asphalt (not loose stone or gravel), within 2m of the public highway, and all surface water generated on the area is to be disposed of within the site by soakaway or other appropriate means. This is a Parish of St Helier set condition which must be undertaken by the Applicant prior to the parking space being used.
6. That a line of 50mm wide split blocks shall be laid flush at the junction between the private land and the rear of the public footway for the width of the site. This is a Parish of St Helier set condition which must be undertaken by the Applicant/owner prior to the parking space being used.

The Applicant must contact the Parish of St Helier's Infrastructure Department prior to undertaking any work to the public highway to agree on the extent of work and specific details and specification. The Applicant is to be aware that only Parish-approved contractors are permitted to work on the public road/footway. All necessary works are to be at the cost of the Applicant.

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 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.

9. 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.
10. 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.
11. 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.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2025/0718>