



## PARISH OF ST HELIER

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# RESURFACING & ROAD WORKS

Guidance for resurfacing and working on Parish by-roads.

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<b>Document title</b>	Resurfacing and Road Works
<b>Document type</b>	Policy and procedure
<b>Document status</b>	Guidance document
<b>Document author</b>	Silvio Alves, Head of Infrastructure
<b>Issue date</b>	16 July 2025
<b>Version</b>	v.3
<b>Review</b>	A full document review at a frequency of 2 years shall be applied, with changes being captured in the document control sheet.
<b>Implementation</b>	The document control sheet on the last page provides a log of updates and amendments.



## PARISH OF ST HELIER Resurfacing & Road Works

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### 1. Welcome

The Parish of St Helier (PoSH or the Parish) comprises approximately 120 square kilometres (km<sup>2</sup>), 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



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

### Parish-approved contractors

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

Having suitably qualified supervisors and operatives who have completed a City & Guilds (or equivalent) qualification for Signing, Lighting and Guarding (for non-excavation activities) and Streetworks Supervisor and Streetworks Operative (for excavation activities).

## 10. Utility companies:

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

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

Utility companies and their appointed contractors are required to undertake their excavation and ancillary activities in accordance with the **Road Works and Events (Jersey) Law 2016** and **Road Works (Supervisors and Operatives) (Jersey) Order 2018**.

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

## 11. Public Realm Improvements

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

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

## 12. Road Safety Audits

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



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

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

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

### 13. Specific requirements for working on roads.

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

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

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

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

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

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

### 14. Engagement

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

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

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





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

The system helps the highway authorities:

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

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

### Pre-warning site notices and letter drops

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

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

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

*The site notices and prewarning letters should include:*

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



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

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

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

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

### 15. Embargo periods

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

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

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

of a paved road other than a carriageway.



## **16. Inspections and compliance**

The Parish of St Helier has employed officers in the Parish Infrastructure department who deal with road matters as well as parish-owned property. The team are contactable at their email [infrastructure@sthelier.je](mailto: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](mailto:infrastructure@sthelier.je). We will offer guidance on your development proposals to help make the construction process go as smoothly as possible.





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## **19. Document Control Sheet**

### **Amendments**

<b>Version</b>	<b>Date issued</b>	<b>Written by</b>	<b>Record of change</b>
1	16 July 2025	Silvio Alves	Revised guidance produced
2	13 August 2025	Silvio Alves	Minor amendments

### **Approval**

<b>Version</b>	<b>Presented to</b>	<b>Approved by</b>	<b>Date</b>
3	Roads Committee meeting	Road Committee	13 August 2025