



PARISH OF ST HELIER

USE OF BOLLARDS

Guidance for assessing requests for bollards

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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 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.



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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
2	13 August 2025	Silvio Alves	Minor amendment

Approval

Version	Presented to	Approved by	Date
3	Roads Committee meeting	Roads Committee	13 August 2025