



PARISH OF ST HELIER

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ROADS COMMITTEE MEETING

Wednesday 17th September 2025 at 9.30am

Meeting held in the **ASSEMBLY ROOM**

A G E N D A

'A' AGENDA – OPEN TO THE PUBLIC

- A1. Apologies.
- A2. Declarations of interest.
- A3. To approve the minutes of the meeting held on 18 June 2025 ('A' Agenda items).
- A4. To approve the minutes of the meeting held on 13 August 2025 ('A' Agenda items).
- A5. Matters arising.
- A6. For decision: Springfield to Town Park Signed Cycle Route (presentation)
- A7. For decision: Seale Street changes.
- A8. For decision: Transfer of land to Parish at Mayfair development (Ann Street).
- A9. For information: Pomona Road feedback.
- A10. For decision: E-Cycle/scooters Presentation by Roads Committee member
- A11. For decision: To consider recent Planning applications.
- A12. Agreed decisions.
- A13. 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~~



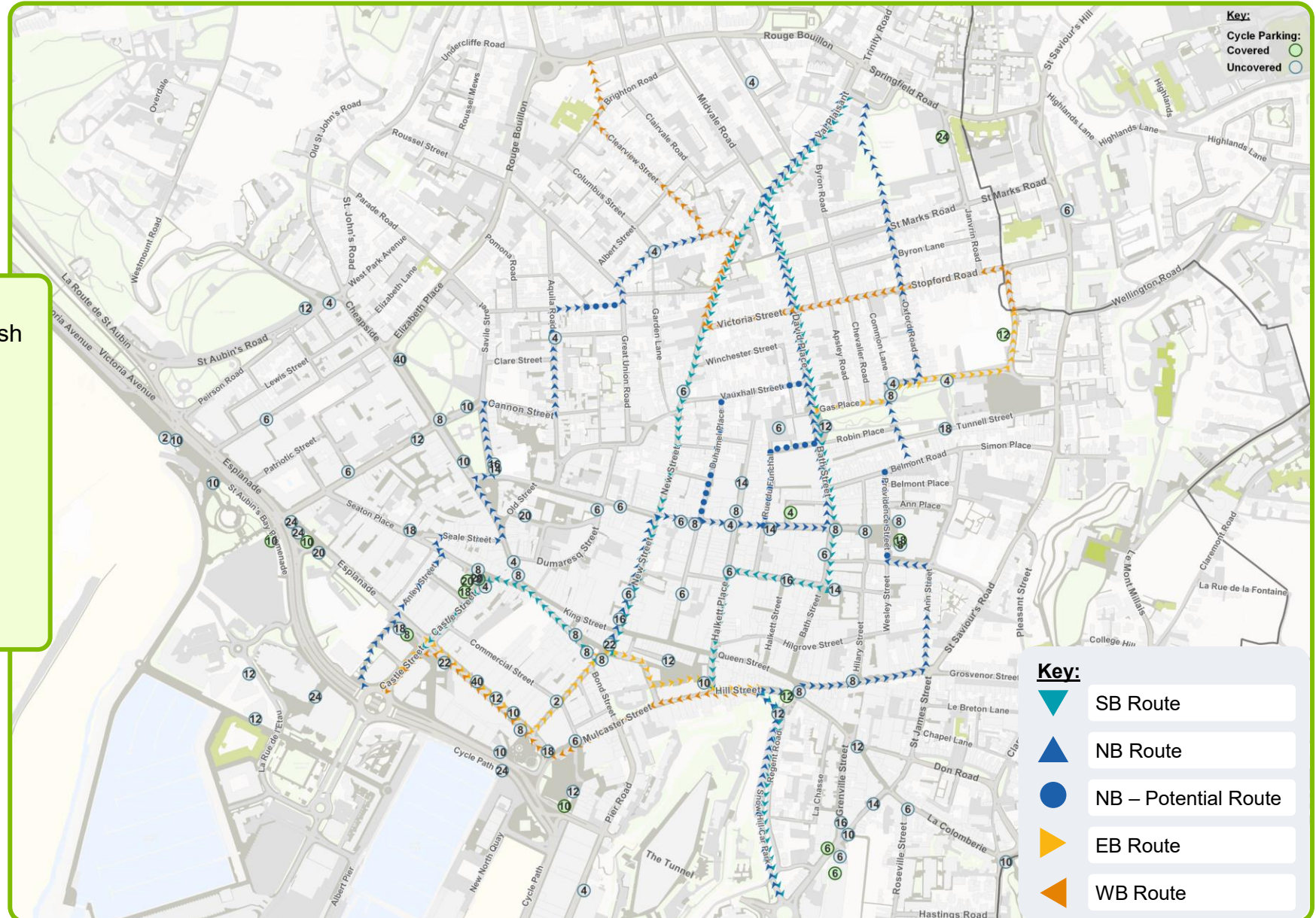
Town Cycle Routes – Springfield Stadium to Millenium Park Proposed Changes

Town Cycle Network



The Government of Jersey are working in partnership with the Parish of St Helier including Roads Committee members and Cycle for Jersey to enhance the Town Cycle Network.

The Minister for Infrastructure has requested a change to an existing southbound cycle route between Springfield Stadium and Millenium Park



Springfield Stadium to Millennium Park

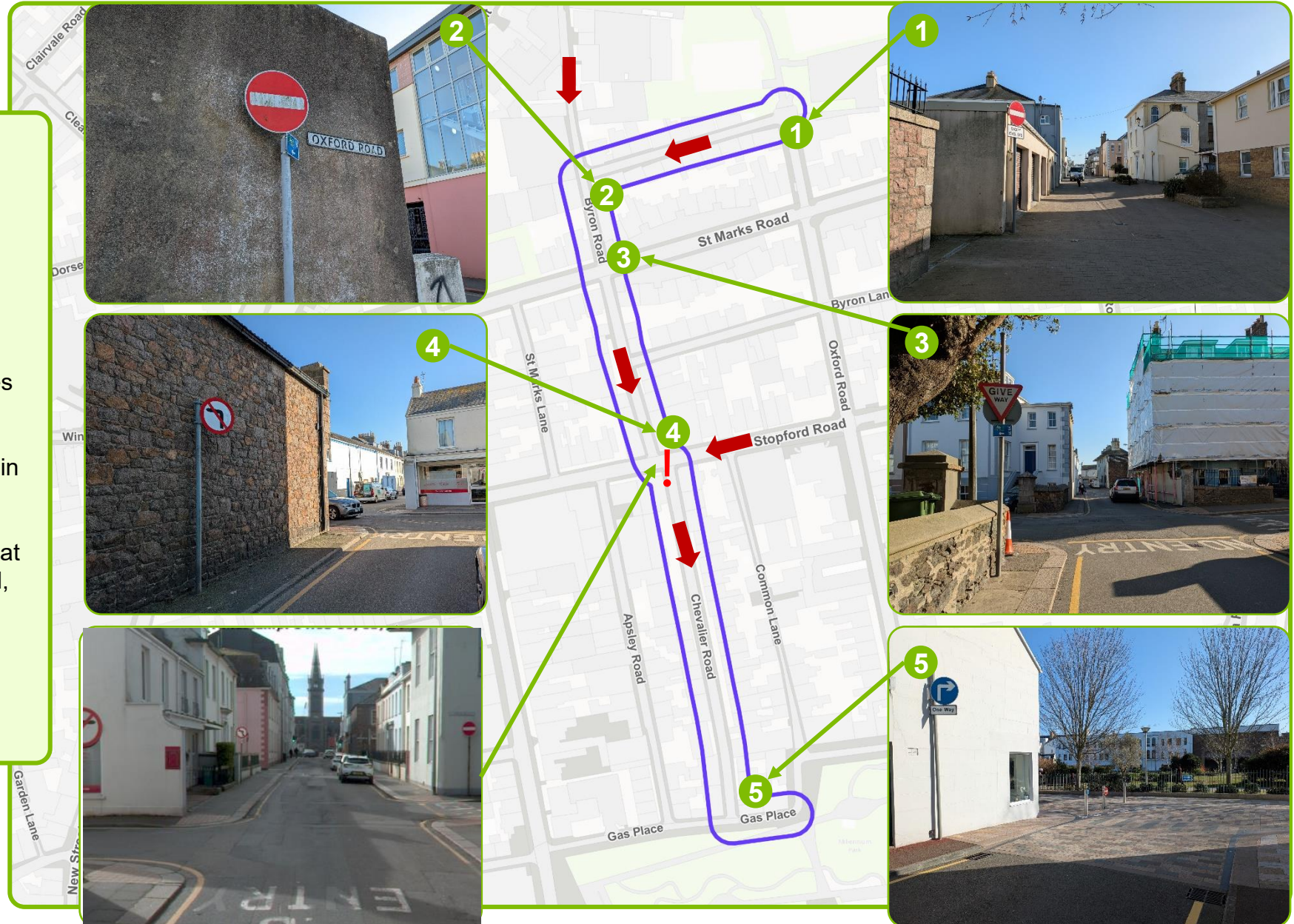


The Minister for Infrastructure has suggested rerouting southbound Cycle Route No.5 (part of Jersey's leisure cycle network) away from Oxford Road and onto Byron Road, Chevalier Road and Gas Place (as shown on the adjacent map).

This would avoid existing challenges on Oxford Road including:

- The existing contraflow situation in close proximity to parked cars.
- Substandard cycle lane marking at the southern end of Oxford Road, approximately 40cm wide.

Rerouting Cycle Route 5 would require new signage as outlined on this slide.

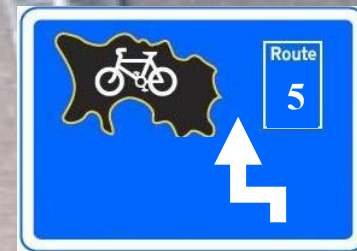
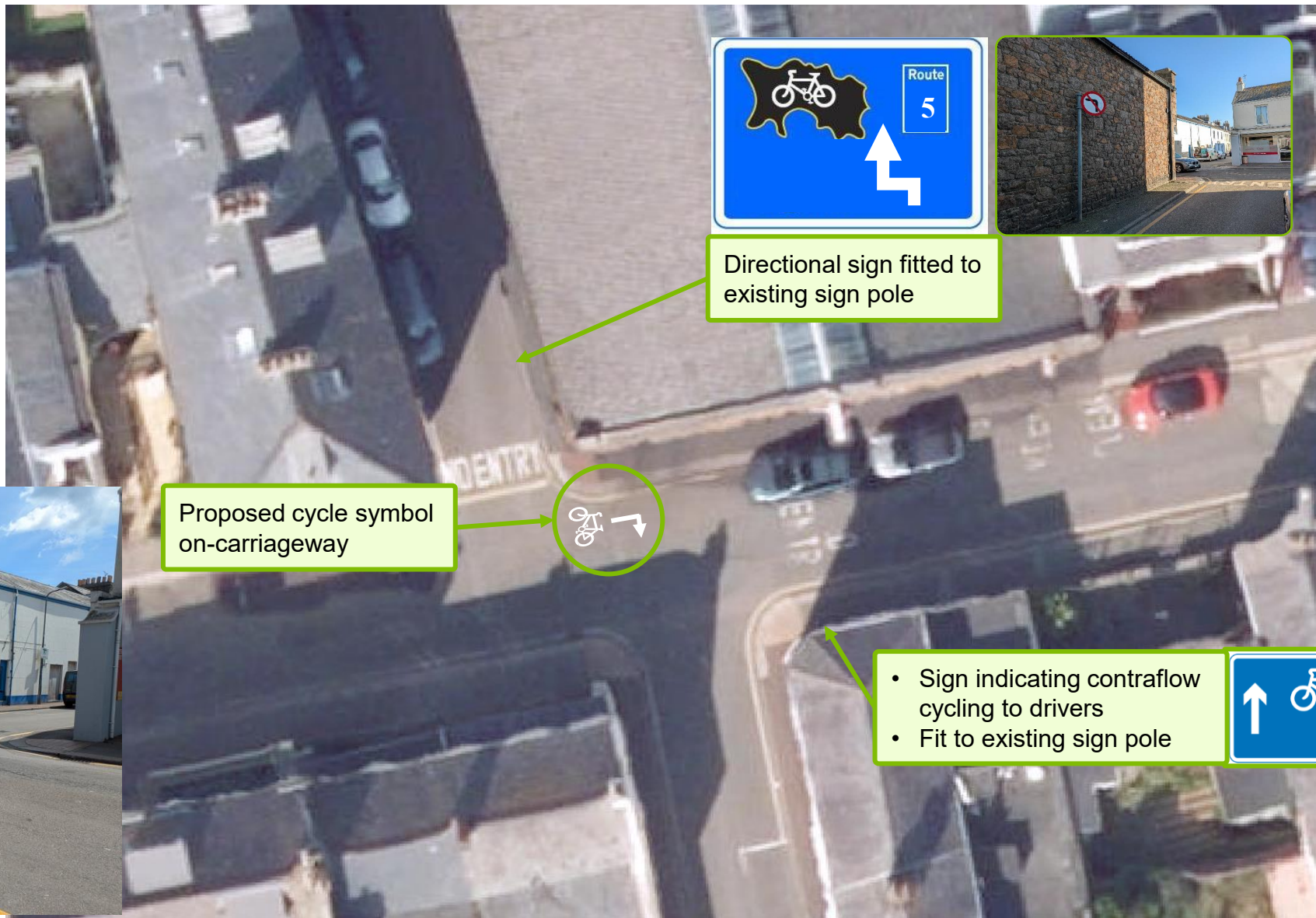
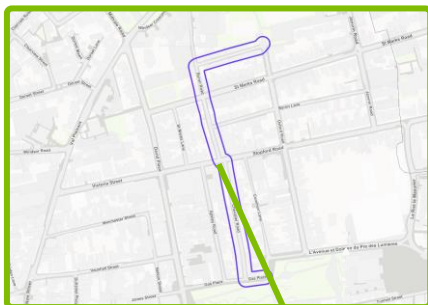


Oxford Road – Existing Layout



Springfield Stadium to Millennium Park – Proposed Changes

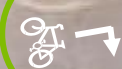
- Exempt cycle from one-way
- Amendment to Road Traffic (St. Helier) (Jersey) Order 1996



Directional sign fitted to existing sign pole



Proposed cycle symbol on-carriageway



- Sign indicating contraflow cycling to drivers
- Fit to existing sign pole



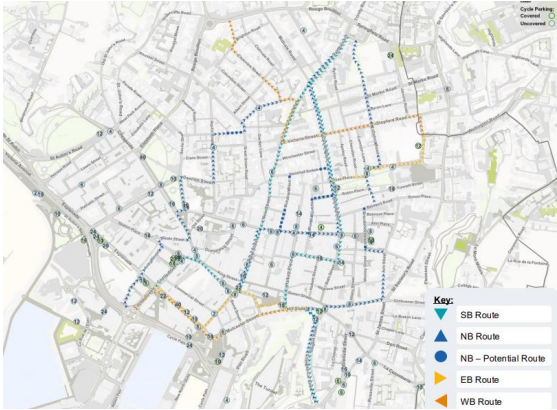



PARISH OF ST HELIER INFRASTRUCTURE

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Roads Committee Report Town Cycle Routes – Springfield Stadium to Millennium Park Proposed Changes

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Date of request: 17 September 2025	Road reference & title of report: Town Cycle Routes – Springfield Stadium to Millennium Park Proposed Changes
Address: Oxford Road, Byron Road, Chevalier Road, and Gas Place	Requested by: Government of Jersey Infrastructure & Environment
Location map: 	Photograph/street view:  Oxford Road
Brief introduction/summary: Presented by: Government of Jersey Infrastructure & Environment Purpose: To seek Parish Roads Committee approval for proposed changes to Cycle Route 5, which runs along Parish by-roads. Background: The Government of Jersey, in partnership with the Parish of St Helier, Cycle for Jersey, and 2no. Roads Committee members, are working to enhance the Town Cycle Network. Concerns have been raised regarding the existing cycle route 5 (part of the leisure cycle network) along Oxford Road: <ul style="list-style-type: none">• The existing contraflow arrangement on Oxford Road (between St Marks Road and Millenium Park) is uncomfortable for cyclists when passing close to parked vehicles, with a risk of occupants opening their car doors into the path of cyclists.• Substandard cycle lane markings at the southern end of Oxford Road (approx. 40cm wide). The group have reviewed the existing route and supported a proposed change. Proposal: The proposed change involves amending leisure cycle route 5 to direct southbound cyclists away from Oxford Road and instead directing them along Byron Road, Chevalier Road, and Gas Place. The contraflow cycle arrangement on Oxford Road would remain as an alternative route option for cyclists. Implementing the revised route will require the installation of new signage to support safe and clear navigation for cyclists. Parish considerations: <ul style="list-style-type: none">• The proposed route affects Parish by-roads and therefore requires Roads Committee approval.	



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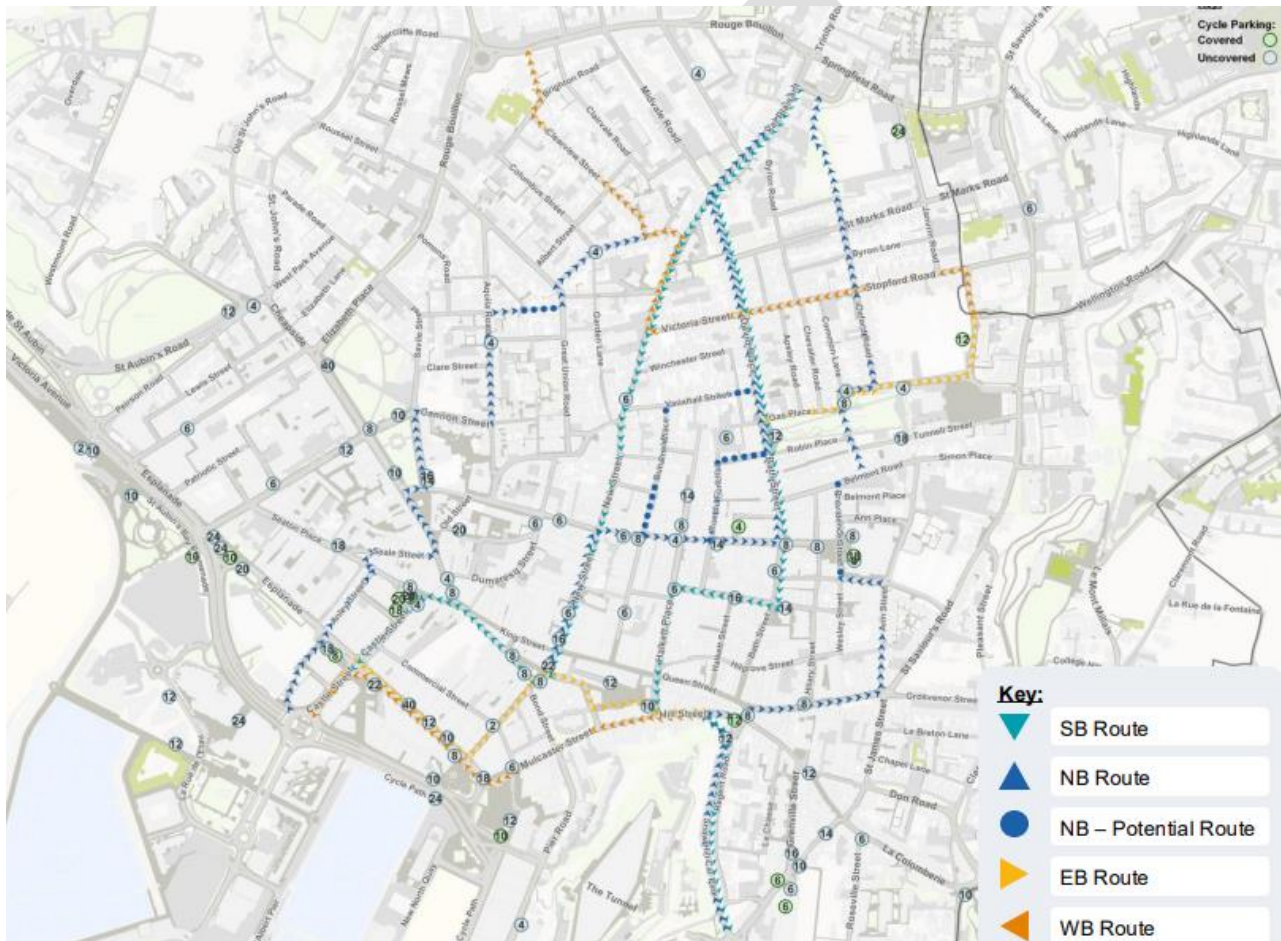
Roads Committee Report Town Cycle Routes – Springfield Stadium to Millennium Park Proposed Changes

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- Coordination with Honorary Police and I&E will be necessary for signage, enforcement, and communication with affected residents.
- The impact on existing parking and traffic flow should be assessed.
- The proposal aligns with broader objectives to improve active travel infrastructure across St Helier.

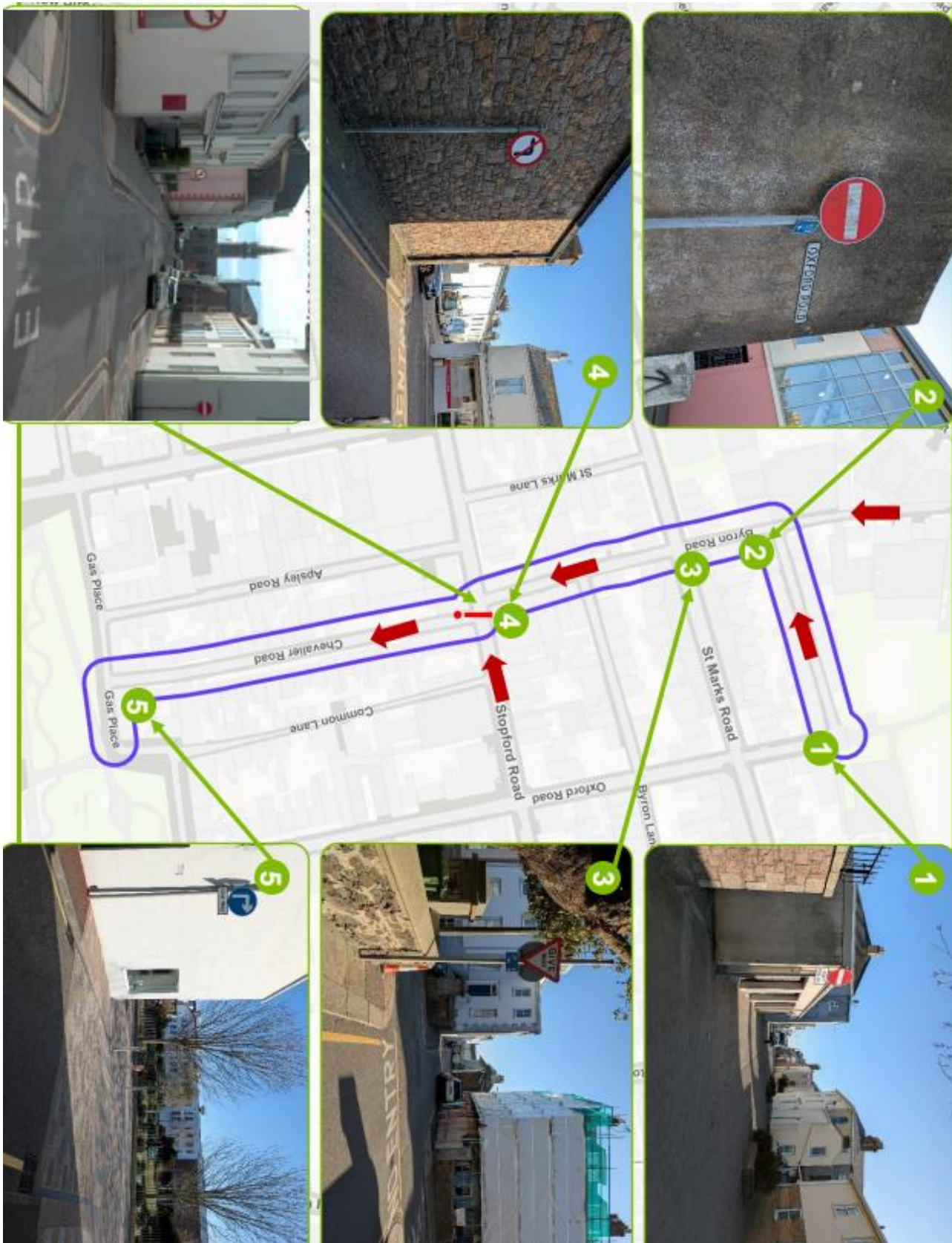
Next steps:

- Roads Committee discussion and decision on the proposed rerouting.
- Confirmation of signage requirements and installation timeline.
- Continued collaboration with stakeholders to ensure smooth implementation.





Appendix 1: Plans





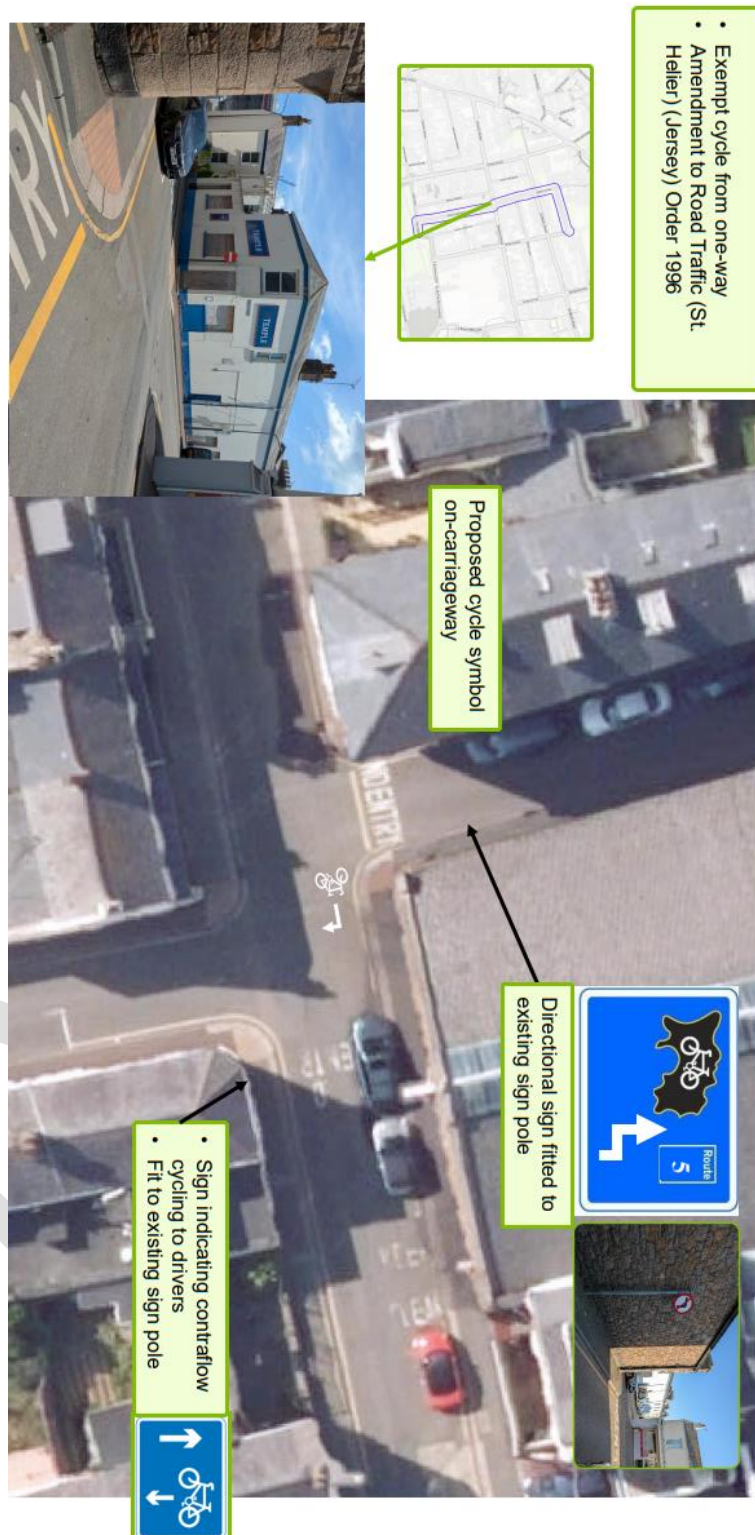
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Roads Committee Report Town Cycle Routes – Springfield Stadium to Millennium Park Proposed Changes

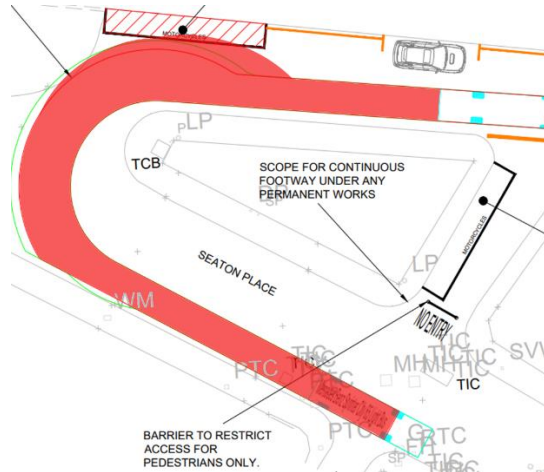
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Springfield Stadium to Millennium Park – Proposed Changes





Date of request: 17 September 2025	Road reference & title of report: Seale Street changes (226)
Address: Seale Street	Requested by: Government of Jersey Infrastructure & Environment
Location map: 	Photograph/street view: 
Brief Summary – Motorcycle Bay Relocation Proposal: <p>Presented by: Government of Jersey Infrastructure & Environment</p> <p>Purpose: To seek the Parish Roads Committee's approval to relocate the lost motorcycle bay to the cut-through between Big J Takeaway and Loaf (subject to consultation). This will require closure of the cut-through to traffic from the Seaton Place end. I&E officers are present to address any concerns from the Committee.</p> <p>Context:</p> <ul style="list-style-type: none">• The Broad Street works began on 1 September 2025, resulting in its permanent closure.• Following urgent discussions and a bus trial on 27 August 2025, I&E requested the relocation of the motorcycle bay from Seale Street to the cut-through to facilitate bus turning from Seaton Place.• Long-term plans include a public realm improvement scheme for Seaton Place, at which point motorcycle parking provision can be revisited. <p>Current Status:</p> <ul style="list-style-type: none">• A plan showing the proposed bay location and turning circle is as per below.• Parish members were consulted via email on 27 August 2025. Feedback was mixed, with 4 in favour and 3 against.• The Committee acknowledged the urgency but emphasised the need for a well-considered solution.	



Approximate turning circle.



Location of I&E's proposed motorcycle bay (with bollards at the Seaton Place end)

Action Plan Implemented:

1. **Motorcycle Bay Removal:** Approved and notices displayed. Bay was out of use from 1 September 2025.
2. **Sand Street, Central Island:** To be removed following completion of a Road Safety Audit.
3. **Morrisons Deliveries:** I&E to coordinate with Morrisons to avoid delivery conflicts with bus movements.
4. **Cut-Through Access:** Remains open pending today's decision on motorcycle parking.

Decision Required Today:

The Committee must decide on the proposed relocation of the motorcycle bay to the cut-through, considering the high demand for motorcycle parking in St Helier. The removal of the existing bay has displaced 12 motorcycles.

Roads Committee feedback:

Please see below the key summarised points of concern we have received from the Roads Committee. The presenters are here to respond to these key points.

- **Width Restriction:** Seale Street is limited to vehicles under 6'6" in width. Allowing buses would undermine this restriction and potentially open the road to other commercial vehicles. While the road can physically accommodate larger vehicles, the restriction exists for a reason.
- **Traffic Island on Sand Street** No objection to its removal in principle, but the request highlights that the current bus fleet may not be well-suited to our road infrastructure—particularly in town. Only the newer electric buses and older Connex models seem appropriately sized.
- **Cost Responsibility:** As this is a Government-led initiative, all associated costs should be covered by the relevant department—not parish ratepayers.
- **Public Realm Improvements:** Any changes should include enhancements such as:
 - Paving the cut-through between Seaton Place and Seale Street.
 - Upgrading the pedestrian crossing on Seaton Place and aligning it with Payn Street for better flow.



- Redesigning the York Street/Dumaresq Street junction to allow vehicle access and create a drop-off/unloading bay, which would require reversing the current traffic flow.
- **Need for Proper Planning:** Provide a detailed plan and design proposals before any decisions are made. A rushed or temporary fix is not acceptable.
- **Motorbike Parking and Traffic Flow:** concern about losing motorbike spaces and increased congestion during peak hours. A detour via Gloucester Street, possibly stopping near the hospital, might be a better route for the town link bus.
- **Safety Assessment:** No changes should be made, including the removal of the traffic island, without a proper Road Safety Audit (RSA). This should have been brought to the Roads Committee for full discussion rather than being fast-tracked.

DRAFT



Date of request: 17 September 2025	Road reference & title of report: 004 Ann Street, Gift of land to PoSH
Address: Former Mayfair Hotel development	Requested by: Property owners and developers
Location map:  Red , Ann St: 27.13 sq.m. / 292.02 sq.ft. Green , Brooklyn St (Gov Road)	Photograph/street view: 
Report <u>Former Mayfair development - Land Cession</u> <p>The Parish has been offered a gift of land by Andium Homes at Ann Street, as part of the Planning Obligation Agreement for the new development on the former Mayfair Hotel site (Le Grand Douet & De Queetteville Court).</p> <p>This land, which measures approximately 27.13 square meters (292.02 square feet) and is shaded in red on the plan in Appendix 1, has been used to widen the footways on both streets.</p> <p>The Parish confirms that the footway has been constructed in accordance with Parish requirements.</p> <p>The Parish is now seeking approval from the Road Committee to accept this gift, which will also be subject to Parish Assembly approval to adopt the additional areas.</p> <p>These are to be transferred at no cost to the Parish. Andium Homes will cover all reasonable legal costs associated with the transfer.</p> <p>If supported by the Roads Committee, the proposal will be taken to the Parish Assembly on 24 September 2025</p>	



Ownership of Brooklyn Street:

Based on a legal review, the Parish has confirmed that Brooklyn Street is not a Parish by-road. It is a government-owned public road, as there is no record of it ever being officially adopted by the Parish Assembly.

The Parish cannot claim ownership through **possession quadragénaire**, a customary law also known as "forty years' possession." This principle states that a person who has had peaceful and uninterrupted possession of land for 40 years or more acquires an unchallengeable right to it. This legal concept, codified in the Code of 1771, does not apply to rights of way or use.

The Parish lawyers advise: Given the nature of this road and the fact that they have been open to the public throughout, there is no sustainable basis on which to base such a claim.



Appendix 1: Parish Assembly projet

Transfer of land at Mayfair development - Land Cession Ann Street

For consideration by the Parish Assembly
on 24 September 2025 at 7:00pm

PARISH OF ST HELIER

P.05/2025



Site Plan



PROPOSITION

PARISHIONERS are asked to take into consideration and if deemed advisable:

To approve a recommendation from the Connétable, Roads Committee, and Procureurs du Bien Public to accept a gift of additional land areas at Ann Street. This land will be used to widen the footway as part of the new development at the former Mayfair Hotel site, pursuant to a Planning Obligation Agreement.

The Assembly is to instruct the Connétable and at least one Procureur du Bien Public to pass a contract, with the owner paying all reasonable legal costs associated with the transfer.

REPORT

The Parish has been offered a gift of land by Andium Homes at Ann Street, as part of the Planning Obligation Agreement for the new development on the former Mayfair Hotel site (Le Grand Douet & De Queetteville Court).

This land, which measures approximately 276 square meters (2,970.86 square feet) and is shaded in red on the plan in Appendix 1, has been used to widen the footways on both streets.

The Parish confirms that the footway has been constructed in accordance with Parish requirements.

The Parish is now seeking approval from the Parish Assembly to accept this gift, which will be transferred at no cost to the Parish. Andium Homes will cover all reasonable legal costs associated with the transfer.

Refer to Appendix 2 for photographs.



PARISH OF ST HELIER INFRASTRUCTURE

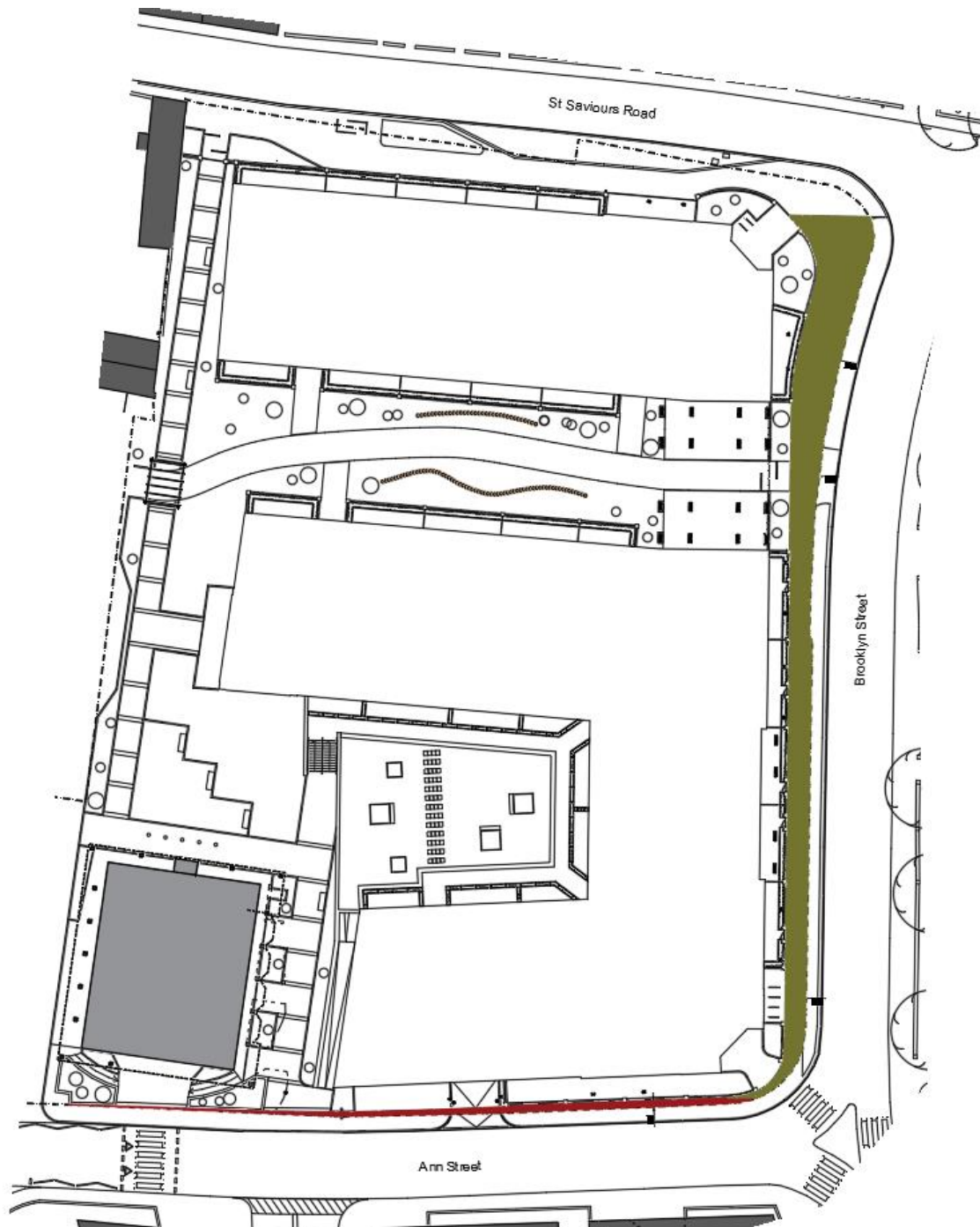
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Roads Committee Report

Ann Street – gift of land

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Appendix 1: Area to be transferred to the Parish is shown shaded in red (27.13 square meters (292.02 square feet) located specifically on Ann Street:

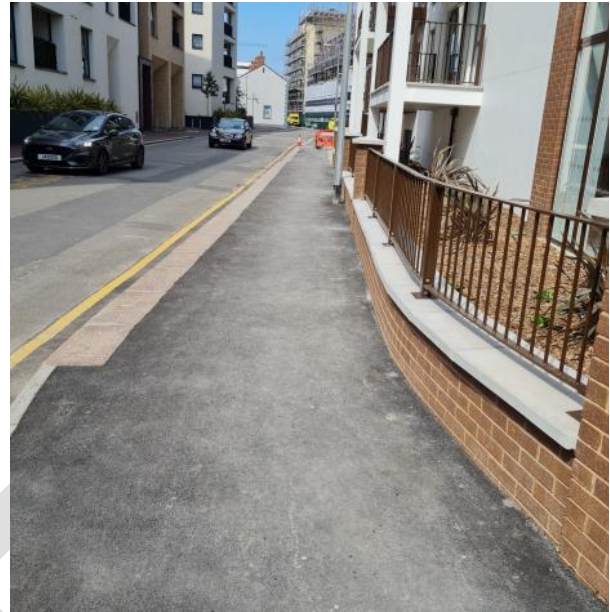




Appendix 2: Photographs of areas to be transferred to the Parish.



Ann Street



Ann Street

DRAFT

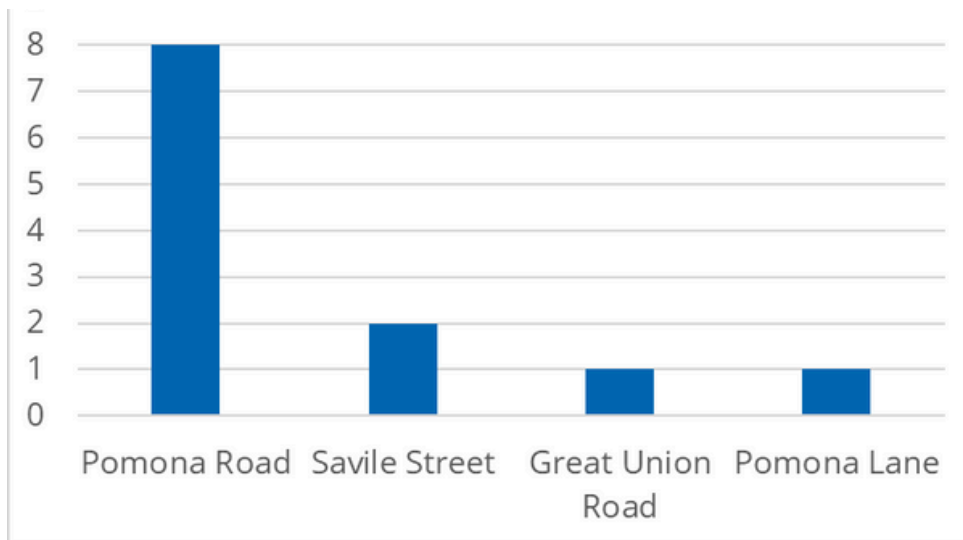


PARISH OF
ST HELIER

POMONA ROAD NIA PHASE 1 FEEDBACK

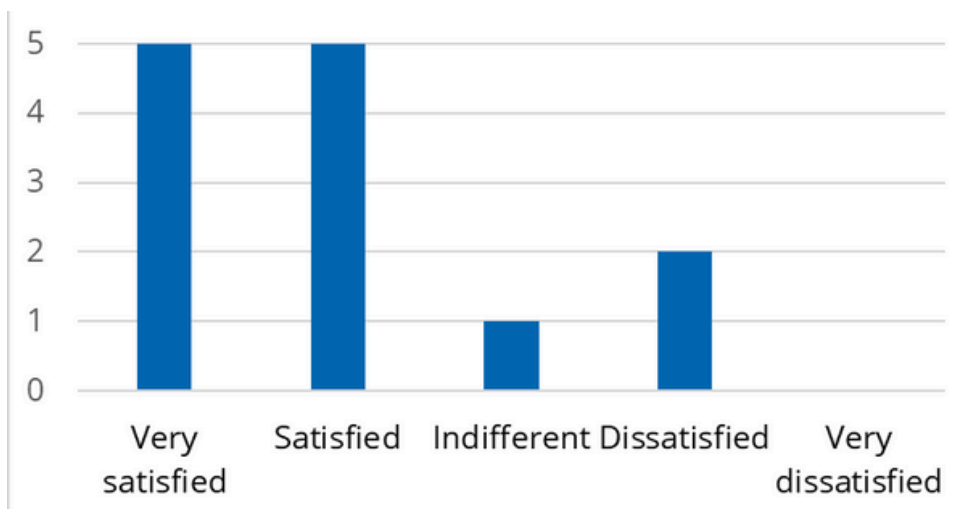
PARTICIPANTS

14 people completed the survey from the following areas:

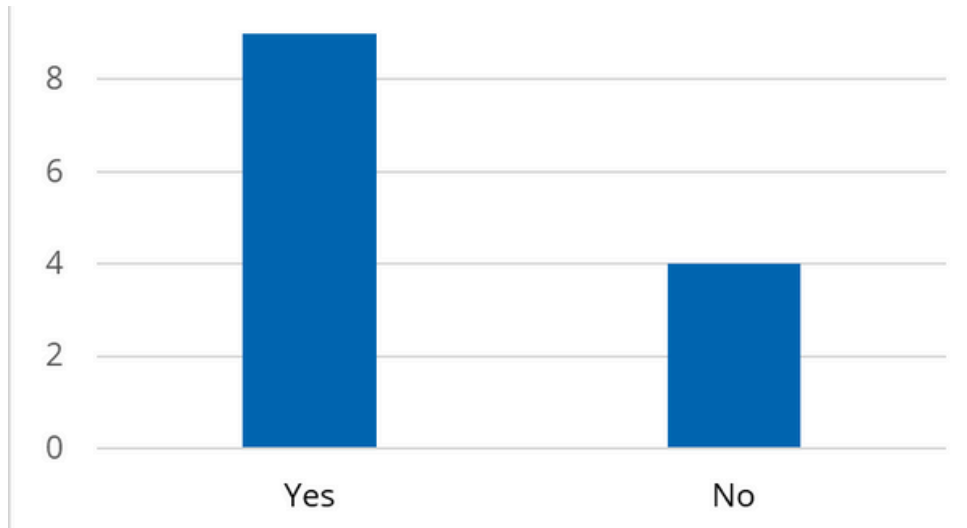


COMMUNICATIONS

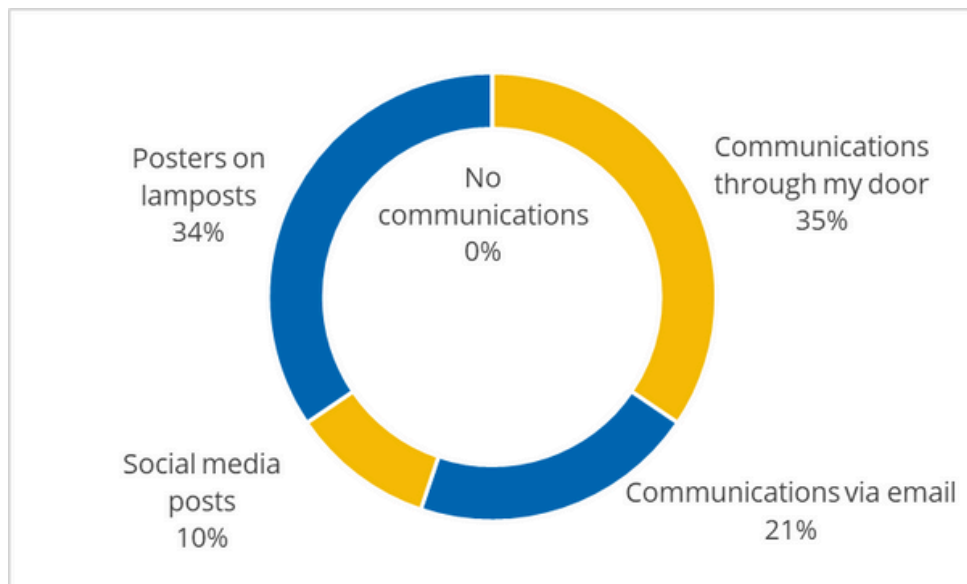
Were you satisfied with the communications you received from the Parish?



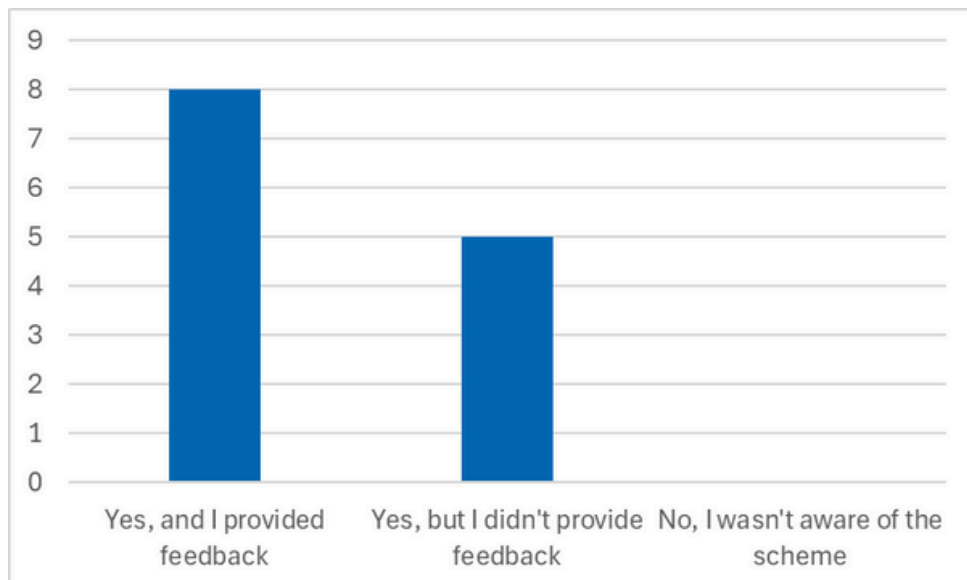
Did you attend any of the sessions in the Town Hall?



Which of the following did you receive or notice throughout the consultation process?



Did you feel that you were given the opportunity to provide feedback on the proposals?



How could we improve the consultation process?

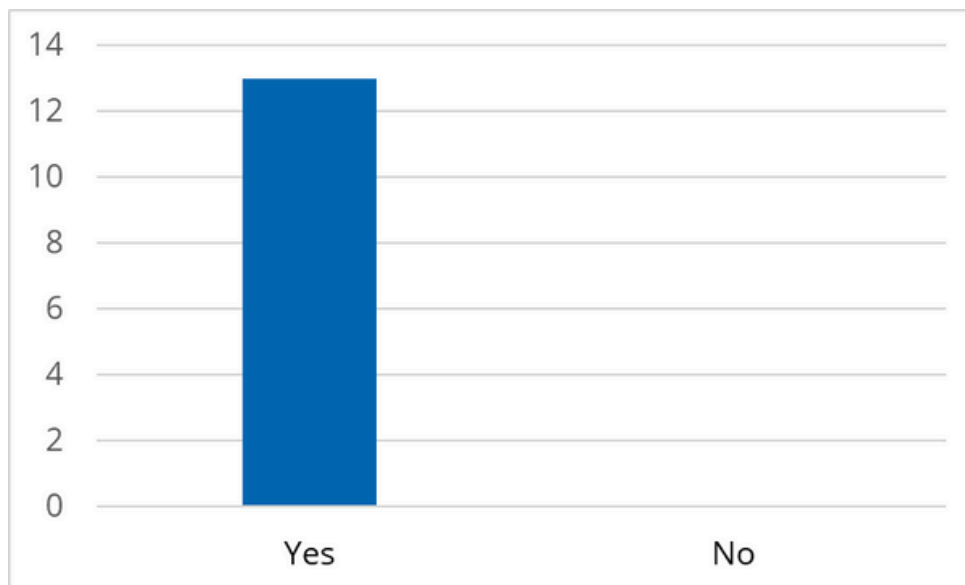
More structure to meetings (went off track)

Listen to residents during the actual development (resident spoke to labourers about them blocking the drain to their downpipe gutter and felt it was ignored and now creates puddles on the pavement when it rains.

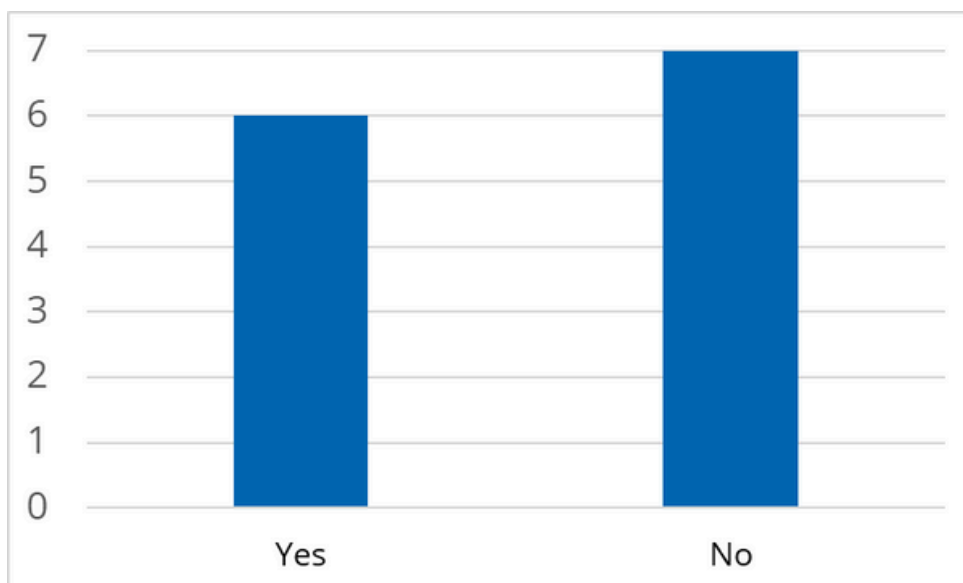
No consideration given to properties with garages/ rear access to Poonah Road.

CONSTRUCTION

Did you receive notice that works were taking place?



Did you experience any issues during the construction period?



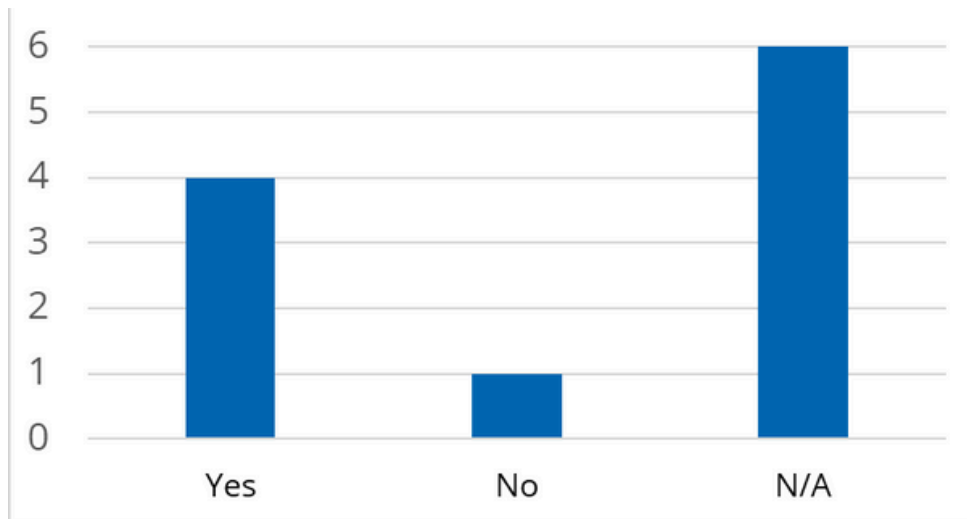
If yes, briefly explain the issue:

Noise level early in the morning

Difficulty accessing property, especially with a vehicle (mentioned 4 times)

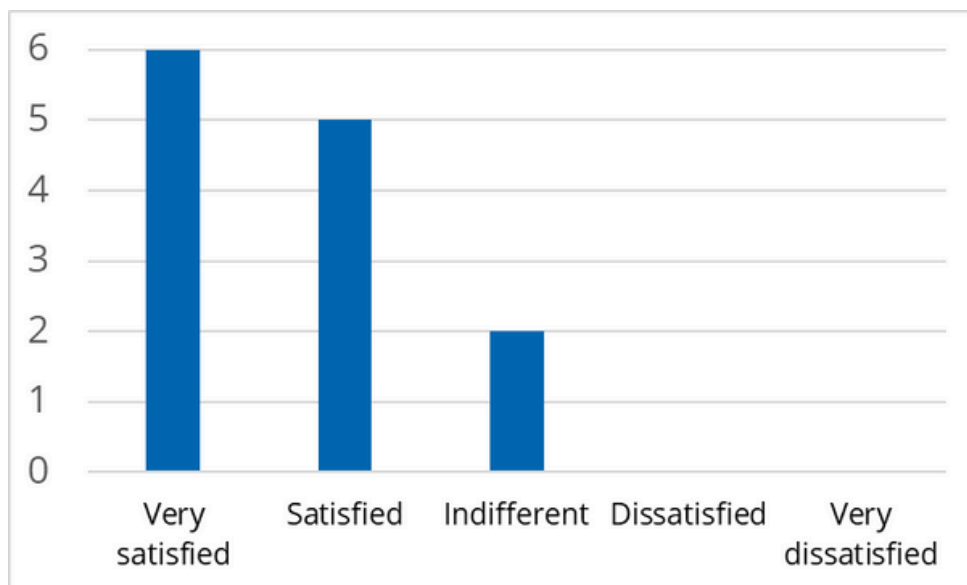
Damage to property (vibrations damaged sash window and plinth around house damaged slightly)

Was the issue described above dealt with?

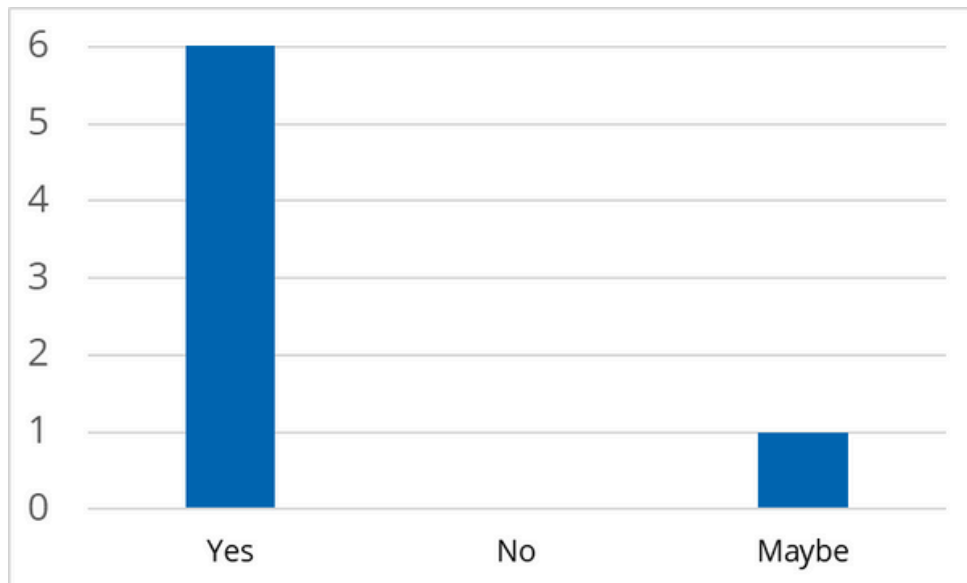


THE FINAL SCHEME

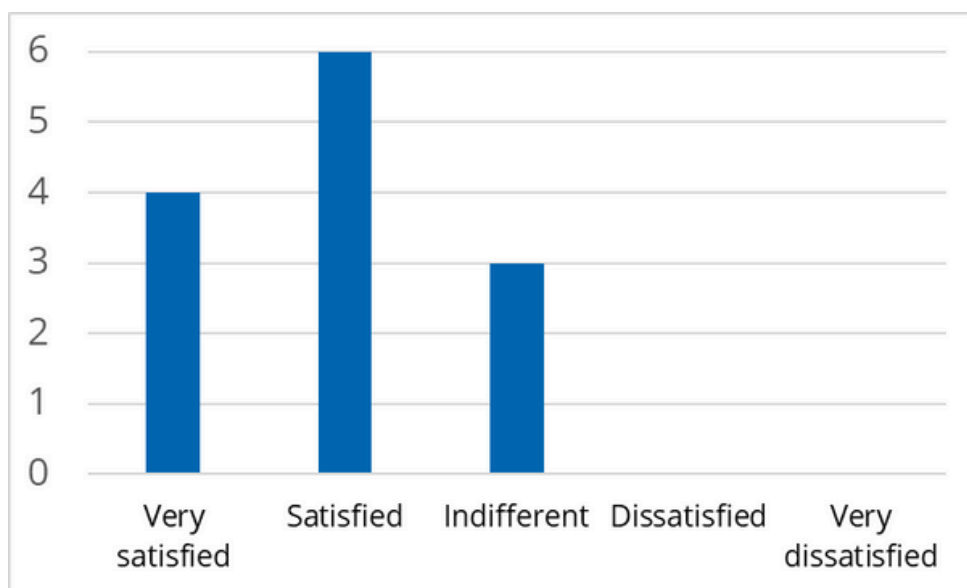
How satisfied are you with the results of the scheme?



Would you say the impact of the scheme has made the area nicer to live in?



How satisfied are you with the maintenance of the scheme?



Please include any thing that you think is missing from the finished scheme:

- Planters need watering and clearing of rubbish
- Woodchip not ideal as it gets kicked down the road, grass or raised beds would have been preferred, dogs urinate on the street level planting
- More litter bins
- The finish could have been better and planters better designed

Is there anything that you think should be considered for future NIA schemes?

- Better communication with everyone affected
- A continuation of comms and mindful of times/dates work is carried out
- Turn from Pomona Road into Poonah Road forces drivers to mount pavement

Positive comments to note:

Great consultation

Re-assuring to see the plans, especially around access to premises

Our street is so much nicer

Illegal parking issue has been sorted now the road is narrower, although some still park on pavement and over the flower beds



Date of request: 17 September 2025	Road reference & title of report: E-Scooter update		
Address: N/A	Requested by: Roads Committee member – Bernie Manning		
Brief introduction/summary: <p>Committee member Bernie Manning presented the following report to the Roads Committee on 18 June 2025, outlining key findings and recommendations. He will now provide an update on the actions taken since that meeting, incorporating feedback received from the Committee.</p> <p>He is seeking the support of the Roads Committee, to ask the Constable to take it to a parish assembly seeking their view on whether he should take it further. With the aim of securing support for a trial of e-scooters. This trial would be subject to the necessary legislation being in place.</p>			
Report by Bernie Manning: <p>At the 18 June 2025 Roads Committee, Committee member Bernie Manning presented his report (See Appendix 1)</p> <p>The presentation by Bernie Manning was received positively and was featured in the local media and generated interest. Please see the links below to articles on the presentation</p> <ul style="list-style-type: none">• Conversation re-charges about legalising e-scooters - Bailiwick Express News Jersey• Call for Jersey e-scooter trial but concerns persist - BBC News• FOCUS: E-scooters, the law, and Jersey's very "absurd" position - Bailiwick Express News Jersey <p>Other relevant articles:</p> <ul style="list-style-type: none">• AG Supplemental Direction and Guidance Electric Scooters February 2025.pdf• States Assembly OQ.91/2024 <p><u>Extract of previous Roads Committee minutes on 18.06.25:</u></p> <table border="1"><tr><td>58/2025 E-SCOOTER REPORT UPDATE</td><td><p>(BM) presented a paper on E-Scooters.</p><p>The Committee unanimously agreed the information, and the proposal to look at legislation to enable E-Scooters to be made legal, for use on St Helier's roads. It was thought that the paper was informative and should be put to a Parish Assembly for its backing.</p><p>The Committee was advised by (JL) that the Government has set up a working group which have met twice, with the next meeting addressing questions and possibilities.</p><p>It was agreed that the Roads Committee should wait to see the outcome of this meeting, before the matter is presented to a Parish Assembly.</p></td></tr></table>		58/2025 E-SCOOTER REPORT UPDATE	<p>(BM) presented a paper on E-Scooters.</p> <p>The Committee unanimously agreed the information, and the proposal to look at legislation to enable E-Scooters to be made legal, for use on St Helier's roads. It was thought that the paper was informative and should be put to a Parish Assembly for its backing.</p> <p>The Committee was advised by (JL) that the Government has set up a working group which have met twice, with the next meeting addressing questions and possibilities.</p> <p>It was agreed that the Roads Committee should wait to see the outcome of this meeting, before the matter is presented to a Parish Assembly.</p>
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Town Cycle Network review group:

The Government of Jersey is currently conducting a review of the Town Cycle Network in collaboration with the Parish of St Helier, Cycle for Jersey, and two members of the Roads Committee. The focus of this review is to enhance cycling infrastructure within the town. Please note that the scope of this review does not include the consideration or integration of E-Scooters.

Therefore, he is seeking the Roads Committee's support to progress this to the Parish Assembly to progress his draft "**E Scooter Regulations (Jersey) Law 20xx**" as outlined below:

Part 1 – Preliminary

1. Definitions

In this Law, unless the context otherwise requires:

- "e-scooter" means a two-wheeled electrically powered personal mobility device designed for a single rider, not exceeding 25 km/h.
- "rider" means any person operating or in control of an e-scooter.
- "public space" includes roads, pavements, cycle paths, and any area accessible to the general public.

Part 2 - General Provisions

2. Legal Use and Scope

1. E-scooters shall be classified as a distinct category of personal light electric vehicles.
2. E-scooters may be used on:
 - a. Cycle paths;
 - b. Public roads with speed limits not exceeding 40 mph;
 - c. Designated mixed-use zones.
3. E-scooters shall not be used on:
 - a. Pavements or pedestrian-only walkways;
 - b. Any road exceeding the above speed limits unless specifically approved by the Minister.

Part 3 - Rider Requirements

3. Age, Licensing, and Safety

1. A person must be 16 years or older to operate an e-scooter.
2. A person must hold at least a provisional driving licence valid in Jersey to operate an e-scooter on public roads or in public spaces.
3. Helmets shall be compulsory for all riders under the age of 18 and strongly recommended for all other riders.
4. No person shall operate an e-scooter while under the influence of alcohol or drugs.

Part 4 - Operational Requirements

4. Speed Limit and Safety Equipment

1. E-scooters shall not exceed a maximum speed of 25 km/h on public roads and 15 km/h in pedestrian-priority zones.
2. All e-scooters shall be equipped with:
 - a. Front and rear lights;
 - b. A functioning bell or audible warning device;
 - c. Reflectors or other visibility markings;
 - d. A clearly visible registration number, displayed on both sides of the e-scooter in a durable and legible format, in accordance with specifications prescribed by Order of the Minister.



Part 5 - Sharing Schemes and Commercial Operators

5. Licensing of Operators

1. All commercial e-scooter sharing schemes must be licensed by the Minister.
2. License holders shall:
 - a. Provide third-party liability insurance;
 - b. Ensure regular maintenance of the fleet;
 - c. Share anonymised usage data with the Government of Jersey for infrastructure planning.

6. Parking and Storage

3. E-scooters may only be parked in designated bays or zones marked for such use.
4. No e-scooter may be left in a position that:
 - a. Obstructs pedestrian or disabled access;
 - b. Impedes emergency services.

Part 6 - Offences and Enforcement

7. Offences

1. A person commits an offence who:
 - a. Operates an e-scooter in a prohibited area;
 - b. Exceeds the maximum speed limits;
 - c. Rides without appropriate safety equipment;
 - d. Operates an e-scooter without the required licence;
 - e. Parks or abandons an e-scooter in contravention of Section 6.

8. Penalties

1. Offences under this Law shall be punishable by:
 - f. Fixed penalties of up to £250;
 - g. Seizure and impounding of the e-scooter in repeated cases;
 - h. Temporary or permanent ban from using shared scooter services.

Part 7 - Final Provisions

2. Commencement.

This Law shall come into force on such day or days as the Minister may appoint by Order.



Appendix 1: Previous report

Should E-Scooters Be Legalised in Jersey?

1. Introduction

Electric scooters are an essential part of micromobility—one of the fastest-growing and most exciting industries in the world. They have become hugely popular personal electric vehicles for students, commuters, and thrill seekers worldwide. Scooters and other personal electric vehicles promise a cleaner planet, more commuting satisfaction, more social mobility, and an abundance of savings in time and money. With the pace of innovation, however, comes the struggle for regulation to keep up.

The popularity of electric scooters (e-scooters) has surged globally as a modern and sustainable mode of transport. However, Jersey's current legal framework prohibits their use in public spaces. This report examines the legal status of e-scooters in Jersey, weighs the arguments for and against their legalisation, and proposes regulatory measures to ensure their safe integration into the island's transport system.

2. Current Legal Status in Jersey

In Jersey, e-scooters are classified as motor vehicles under the Road Traffic (Jersey) Law 1956 and the Motor Traffic (Third-Party Insurance) (Jersey) Law 1948. As such, they are subject to the same legal requirements as cars, including insurance and licensing, neither of which are available for e-scooters. Further restrictions exist under the Cycle Tracks (Jersey) Order 2000, which prohibits e-scooters from cycle tracks, lanes, and pedestrian pathways. Riding an e-scooter on public roads or pavements is illegal, carrying penalties such as fines, driving bans, confiscation, or in extreme cases, prosecution and imprisonment. The Attorney General provides enforcement guidance to police, with options ranging from cautions to court proceedings.

3. Arguments for Legalising E-Scooters

Advocates of legalisation cite multiple benefits:

- **Traffic Relief:** E-scooters could reduce road congestion.
- **Cost-Efficiency:** More affordable than cars or e-bikes.
- **Convenience:** Ideal for short trips and last-mile transport.
- **Inclusivity:** An alternative for individuals unable to cycle.
- **Environmental Benefits:** Zero emissions and a lower carbon footprint.
- **Space Efficiency:** Compact storage, beneficial for urban living.

Supporting Statistics:

- There were an estimated 50 million registered e-scooters worldwide in 2019.
- In the United States, there were 86,000 shared e-scooters operating in 250 cities in 2019.
- In Europe, the number of e-scooter users increased by 116% between 2018 and 2020.
- The global e-scooter market is projected to reach \$32 billion by 2029.
- The average e-scooter trip distance is 7.45 miles (12 km), with an average duration of 12 minutes.

4. Counterarguments and Concerns

Despite their advantages, critics highlight the following concerns:

- **Safety Risks:** Potential for rider and pedestrian accidents.
- **Regulatory Gaps:** Risk of reckless riding and improper parking.
- **Infrastructure Challenges:** Jersey lacks dedicated e-scooter paths.
- **Public Nuisance:** Issues with noise, obstruction, and misuse.



Supporting Statistics:

- Injuries related to e-scooters, e-bikes, and hoverboards have increased by 70% over the past four years.
- Men account for 75% of e-scooter trips in the United States.
- Paris banned shared e-scooters in 2023 following a public referendum.

5. Recommendations for Responsible Legalisation

A balanced regulatory framework could include:

- Speed Limits: Capping speeds at 15–25 km/h.
- Dedicated Lanes: Adapting bike lanes for e-scooters.
- Helmet Laws: Making helmets mandatory.
- Age & Licensing Restrictions: Establishing minimum age and licensing requirements.
- Parking Regulations: Designating parking areas.
- Enforcement Measures: Fining unsafe riders.
- Insurance Requirements: Introducing liability coverage.
- Public Education Campaigns: Encouraging responsible riding.

6. Comparison with International Regulations

- UK: Unauthorised use results in fines and penalty points.
- Spain: Certified e-scooters must not exceed 25 km/h; helmets are mandatory.
- Germany: Maximum speed limit of 20 km/h, with insurance required for high-power models.
- France: Minimum riding age of 12; reflective clothing mandatory at night.
- US: State laws vary; restrictions on roads with high-speed limits.
- Australia: Helmet use is mandatory, with regional restrictions.

7. Case for Regulatory Alignment with E-Bikes

E-scooters share key features with electric bicycles (e-bikes), yet regulations often differ. Since many e-bikes operate similarly to e-scooters, placing them in separate legal categories creates inconsistencies.

Key Recommendations:

- Category Consolidation: E-scooters should be regulated similarly to e-bikes.
- Speed-Based Classification: A uniform speed limit should apply to all small electric transport devices.
- Consistent Legal Requirements: Insurance and helmet regulations should be aligned across all motorised personal transport options.

8. Different types of e-scooter





9. Conclusion

While e-scooters remain prohibited in Jersey, they offer notable benefits if introduced responsibly. A well-regulated approach—incorporating safety measures, infrastructure adjustments, and legal clarity—could help integrate e-scooters into Jersey's transport network, balancing innovation with public safety.



1. Lucas House, St. Clements Road, St. Helier, JE2 4PX

P/2025/0767

Demolish buildings on site, retain JEC substation, and construct mixed use development comprising 29no. residential units (15no. 1-bed, 13no. 2-bed and 1no. 3-bed) and 1no. commercial unit, including parking for 13no. vehicles (including 2 public EV spaces) and 3no. motorcycle spaces and 55no. bicycle spaces (including cargo bicycle space), with landscape amenities comprising of new connected 'mews' and 'ginnel', shared podium gardens with play areas and shared roof gardens. 3D model available.

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

The Roads Committee **does not support** this application for the following reasons:

The Roads Committee notes that the proposal is to demolish the existing commercial unit (garage) site and construct.

- 29 no. residential units (15x 1 bed, 13 x 2 bed and 1 x 3 bed units = total of 44 bedrooms)
- 1 no. commercial unit
- 55 no. cycles spaces with electric charging
- 13 no. car parking spaces (2 of these spaces are dedicated to EVie car share) all accessed via Rodney Avenue.
- 3 no. motorcycle parking

The majority of the Roads Committee's comments and concerns on the previous application still stand; the comments have been updated for this revised application:

1. The Roads Committee requests that, where there are large developments with multiple units of accommodation, a children's playground be provided within the Applicant's site. The playground is to be designed in a manner that caters for all ages and children who have mobility issues.
2. The proposed pedestrian route on St Clement's Road will force pedestrians onto the developer's private land; this is unacceptable and needs to be amended.
3. The Applicant will be expected to renew the public footway to the satisfaction of the Parish prior to completion of the development – this is to Rodney Avenue and Cleveland Avenue. The Applicant must discuss the rectification of the footway well in advance with the Parish Streets Inspectors.
4. It is noted that the Applicant advises that there will be a total of 54 no. cycle parking spaces are provided with electric charging for e-cycles. The cycle parking provision is broken down as follows:
 - 3 no. visitor parking spaces
 - 51 no. for residents further broken down:
 - 2 no. cargo cycle parking spaces
5. The Committee has concerns that there does not seem to be sufficient visitor cycle parking spaces, especially in light of the inadequate provision of car parking for a commercial unit. Proposals for the commercial unit are also unclear from the application for the projected customer access and number of staff, all of which will require parking provision.
6. Only 3 no. motorcycle parking spaces are proposed; electric motorcycle charging facility should be provided.
7. The Roads Committee does not support this application due to the poor provision of car parking. This area does not have sufficient parking as it is, and adding this very large development will exacerbate the parking situation. The Committee sees that this development offered the



opportunity to provide basement or ground floor parking (with a podium garden area over the top of the car park). The provision of only 13 no. car parking spaces for a development consisting of 29 no. residential units and a commercial unit is inadequate. Provision of customer car parking for the commercial unit should also be provided. Residents in St Helier should have the same rights as those in rural parishes to own and be able to park a car.

8. The use of Rodney Avenue as the main vehicular access to this development is a major concern. The car park should be accessed via St Clement's Road, which is more suitable due to the width of the road and as there is already existing parking provided to the front of this existing commercial unit accessed via St Clement's Road. Rodney Avenue is a very quiet residential road and should not be used as the main vehicular access. Planning will be aware of this from the numerous residents who have contributed to the consultation and raised this as one of their major concerns.
9. The Roads Committee has concerns about the lack of a servicing bay for the refuse bins and for servicing the retail unit. Committee is aware of the Government of Jersey's Infrastructure & Environment ('I&E') Department's concerns with the proposed unloading bay on St Clement's Road. The Applicant will need to ensure there is a dedicated servicing bay within the Applicant's site for the refuse bin collection and for the servicing of the commercial units as well as the residential units.
10. It is noted that the position of the proposed Car Club space will make it very difficult to access the bins, and this will need to be reviewed.
11. There should be a servicing provision provided for the commercial units and customer parking.
12. The Applicant must undertake a condition survey of Cleveland Avenue and Rodney Avenue to record the condition of the footway and carriageway, which will be impacted during the demolition and construction of the building and share this with the Parish before commencing this development. The Applicant will be required to repair and reinstate any damage caused to the Parish infrastructure (footways, carriageway, line markings, etc) to the satisfaction and approval of the Parish.
13. 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.
14. 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.
15. 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.
16. The Applicant must remove obsolete service boxes that are no longer used to provide a service to the Applicant's site or, alternatively, realign/renew service boxes, liaising with the appropriate utility company. Obsolete dished kerb and footway entrances are to be removed with the kerbs and footway lifted, which will result in making good to the asphalt for the full width and length of the dished area as a minimum. Applicant is to be aware that depending on the location of the property red and/or black asphalt may be required for making good to the footway, although in some instances the Applicant may need to reset granite footway paving.



The specification and extent of the remedial works must be agreed in advance with the Parish of St Helier's Infrastructure Department. Only Parish-approved contractors are permitted to work on the public road/footway. All remedial works are to be at the cost of the Applicant.

17. 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.
18. Applicant must note that Planning approval does not permit the Applicant to undertake any alterations on the public road or footway without the PRIOR agreement and permission from the Parish of St Helier. The Parish will need to agree the exact details and specifications in advance to any work commencing on the public roadway or footway.
19. The construction process and site servicing arrangements must be discussed with Parish of St Helier's Infrastructure Department at development stage.
20. Alterations/surfacing to the Parish footway and/or carriageway must ONLY be undertaken by an approved Parish contractor. The cost associated with any necessary alteration(s) or resurfacing to the public footway or carriageway will be at the full expense of the Applicant.
21. 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.

Please note: It is extremely important that the applicant consults with the Parish Refuse Manager; otherwise it will result in the Parish not being able to collect refuse from this development. The current proposals seem to indicate a logistical challenge and will need to be discussed with the Refuse Manager. It is noted that no discussion has taken place with the Parish Refuse team.

22. The Parish has set up a Neighbourhood Improvement Area (NIA) reserve, and the Havre des Pas area is also earmarked in the future to benefit from an NIA. The Parish therefore seeks a POA contribution of **£ 200,000** to go into this central NIA reserve that will be used to improve residential streets, which include Rodney Avenue and Cleveland Avenue.
23. That notwithstanding the above comments, this submission should be referred to the Government of Jersey's I&E Department since the road in front of the property is a Government main road.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2025/0767>

2. Land North of St. Michael, La Route du Petit Clos, Jersey, JE2 3FX **P/2025/0627**
Demolish existing shed and greenhouse. Construct 1No. Two-bed dwelling with associated storage to North of Site.

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 applicant seeks permission to demolish the existing garden shed and greenhouse at the site north of St Michael, La Route du Petit Clos, St. Helier, and construct a single-story, two-bedroom assisted living residence. This project is supported by the Jersey Homes Trust and will be included in their portfolio, ensuring the development provides an affordable, high-quality housing option for those who need it.

The property will have one parking space and 2 cycle parking spaces with electric charging.

1. The Roads Committee notes that the applicant provide 2 cycle parking spaces with access to charging to 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 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. 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.

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