



PARISH OF  
ST HELIER

## AGENDA

### ROADS COMMITTEE MEETING

Wednesday 17th December 2025 at 9.30am

Meeting held in the ASSEMBLY ROOM

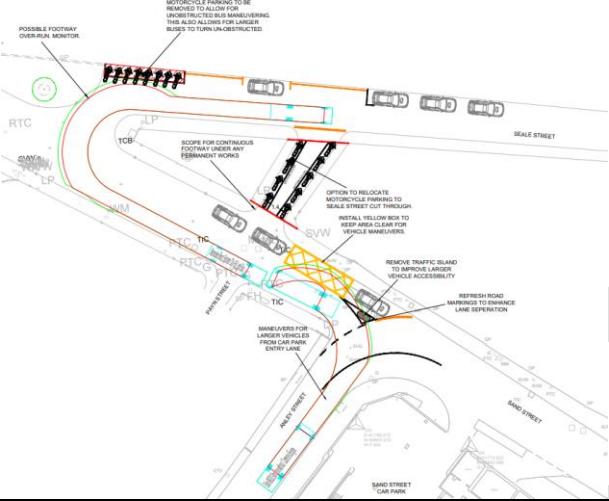
#### 'A' AGENDA (OPEN TO THE PUBLIC)

Item
A1. Apologies.
A2. Declarations of interest.
A3. To approve the minutes of the meeting held on 19 November 2025 ('A' Agenda items).
A4. Matters arising.
A5. <b>For decision:</b> Seaton Place/Seale Street bus route: request to remove of island.
A6. <b>For decision:</b> To consider a petition requesting the reinstatement of a parking space in Pomona Road.
A7. <b>For decision:</b> Rue du Funchal & Halket Place – RSA level 3.
A8. <b>For decision:</b> Winchester Street, Highview Lane and Vallée des Vaux - roads programme update and proposals to defer.
A9. <b>For decision:</b> To consider recent Planning applications.
A10. Agreed decisions.
A11. Lodging items for forthcoming Roads Committee meetings.

#### Dates of 2026 meetings:

Wednesday 14 January 2026	Wednesday 11 February 2026
Wednesday 11 March 2026	Wednesday 15 April 2026
Wednesday 13 May 2026	Wednesday 17 June 2026
*Friday 10 July 2026: Visite du Branchage	Wednesday 22 July 2026
Wednesday 12 August 2026	Wednesday 16 September 2026
*Friday 18 September 2026: Visite du Branchage et Chemin	Wednesday 14 October 2026
Wednesday 18 November 2026	Wednesday 16 December 2026



Roads Committee date: 17 December 2025	Road reference & title of report: Seaton Place and Seale Street - bus route update
<b>Address:</b> Seaton Place / Seale Street	<b>Requested by:</b> Government of Jersey Infrastructure and Environment team.
<b>Location map:</b> 	<b>Photograph/street view:</b> 
<b>Brief introduction/summary:</b> On 7 September 2025, the Parish Roads Committee approved a trial of the diverted bus route along Seale Street, which resulted in the removal of the existing motorcycle parking. The original proposal also included the removal of the central island in Seaton Place.	<p>Today, Infrastructure &amp; Environment Officers are formally requesting the permanent removal of the central island and presenting the findings of the Road Safety Audit along with the design team's recommendations.</p> <p>The central island shown in the photograph below is proposed for removal.</p> 

Refer to **Appendix 1** for the Road Safety Audit.



Appendix 1: Road Safety Audit

WSP

Government of Jersey

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## **BROAD STREET – PUBLIC REALM PHASE 1 – BUS DIVERSION**

Stage 2 Road Safety Audit



Government of Jersey

## **BROAD STREET - PUBLIC REALM PHASE 1 - BUS DIVERSION**

Stage 2 Road Safety Audit

**TYPE OF DOCUMENT (VERSION) CONFIDENTIAL**

**PROJECT NO. UK0038048.4470.100.07**

**OUR REF. NO. UK0038048.4470.100.07-P1BD-RSAS1-001**

**DATE: OCTOBER 2025**

## **QUALITY CONTROL**

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Draft			
Date	06/10/25			
Prepared by	N Downing			
Signature				
Checked by	R Neves			
Signature				
Authorised by	R Neves			
Signature				
Project number	UK0038048.4470.100.07			
Report number	UK0038048.4470.100.07-P1BD-RSAS1-001			
File reference	As above			



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## APPENDICES

APPENDIX A

DOCUMENT LIST

APPENDIX B

APPENDIX A

DOCUMENT LIST

APPENDIX B

PROBLEM LOCATION PLAN

APPENDIX C

GENERAL COMMENTS





## 1. INTRODUCTION

### 1.1. GENERAL

1.1.1. WSP has been commissioned by Joe Seabrook on behalf of Robert Cabot, Government of Jersey (Department for Infrastructure and Environment), to carry out a Stage 2 Road Safety Audit on the Broad Street Public Realm – Phase 1 Bus Diversion, St Helier.

1.1.2. The Road Safety Audit Team membership was the following:

Rebecca Neves BEng (Hons) CEng MCIHT MSoRSA Associate WSP	Road Safety Audit Team Leader
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Nigel Downing MSc CMILT MIHT Consultant Government of Jersey (Infrastructure and Environment)	Road Safety Audit Team Member
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1.1.3. The Audit Team was approved by Robert Cabot, the Audit Sponsor.

1.1.4. This audit took place on site during September 2025, and the site was examined by Rebecca Neves and Nigel Downing during daylight hours between 09:30 and 10:15 on Tuesday 9<sup>th</sup> September 2025.

1.1.5. The weather during the site visit was sunny and the carriageway surface was dry. There was a moderate flow of vehicles and cyclists, and a high flow of pedestrians.

1.1.6. The Road Safety Audit also comprised an examination of the documents and drawings supplied to the Road Safety Audit Team, referenced in Appendix A of this report. The location of problems raised can be found in Appendix B.

1.1.7. The terms of reference for the audit are as described in the Government of Jersey Road Safety Audit Policy.

1.1.8. The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. This Road Safety Audit has not considered structural safety or checked for compliance to standards. This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Accident Investigation, Road Safety Engineering and Road Safety Audit. No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

1.1.9. Collision data has not been provided for this Road Safety Audit.

1.1.10. There have been no previous road safety audits undertaken on this scheme.

### 1.2. PURPOSE OF SCHEME

1.2.1. As part of the Broad Street Public Realm project, bus services that previously passed through Broad Street will be diverted. A localised diversion has been put in place which follows the Parish Road network around Broad Street but requires the removal of street furniture and amenities for ease of navigation.

1.2.2. In particular, the area of Anley Street, Seaton Place and Seale Street require buses to make tight manoeuvres in areas of high pedestrian flows and where current street furniture restricts the ability to make these movements.

1.2.3. It is anticipated that this diversion will become permanent when the project is completed, which could be in 3 to 4 years' time.

1.2.4. Services affected are all outbound from Liberation Bus Station:

- Service no. 5 (St Johns Church)
- Service no 19 (La Pouquelaye)
- Service no 20 (Townlink)
- Service no 24 (Townlink – Grand Vaux).

1.2.5. Additional general comments / explanations are included in Appendix C.



## 2. PROBLEMS IDENTIFIED AT THIS STAGE 2 ROAD SAFETY AUDIT

### 2.1. GENERAL

No problems of this type were identified during this audit.

### 2.2. LOCAL ALIGNMENT

No problems of this type were identified during this audit.

### 2.3. JUNCTIONS

#### 2.3.1 PROBLEM 1

Location: Anley Street / Sand Street junction.

Summary: Removal of splitter island may lead to left turning vehicles overrunning eastbound traffic lane resulting in sideswipe or shunts, and conflicts with pedestrians

It is proposed to remove the central island on Sand Street at the junction of Anley Street to facilitate the left turning movement for buses and other large vehicles from Anley Street into Sand Street. The central island is shown in figure 1 below.



**Figure 1. Central island at Sand Street junction with Anley Street.**

At present, with buses already on diversion, larger vehicles including buses were observed making the left turn and the following observations were made:

- Anley Street is one way northbound on the approach to the junction, with two lanes, the offside lane being a dedicated lane for vehicles entering Sand Street car park, and the nearside lane being for all other traffic.





- Some buses and other large vehicles were observed to move to the centre of the road in Anley Street (thus straddling both lanes) to facilitate the left turn movement.
- Most vehicles (including many cars) overran the nearside kerb when making the left turn movement, and there is evidence of heavy vehicle overrun on the nearside kerbs on the radius at this location.
- There is evidence of the central island having been hit several times by vehicles.
- Many vehicles, especially larger vehicles and most buses overran the centre line in Sand Street to varying degrees when turning left bringing them partially into the opposing lane of traffic in Sand Street.
- Some buses were observed to have difficulty making the left turn and then aligning themselves properly to the humped zebra crossing in Sand Street immediately downstream of this junction.
- A number of pedestrians were observed to cross Sand Street at the centre island utilising the central island as protection against vehicles.

The vehicle tracking provided for the scenario in which the central island is removed showed both the Optare Solo bus and the Mercedes Sprinter bus making the left turn but did not demonstrate that buses could then realign themselves for the zebra crossing downstream. The tracking for both also showed buses going into the offside lane in Anley Street before making the left turn.

The tracking provided for the Optare Solo bus making a left turn from Anley Street into Sand Street indicated that a bus would make contact with the rear of an eastbound car waiting at the give way line on Sand Street.

The overrunning of the nearside kerb brings buses into conflict with pedestrians on the footways.

The removal of the island and the retention of the hatched markings in the carriageway may encourage pedestrians to continue crossing at this location. This may lead to pedestrian / vehicle collisions.

If the central island is removed, vehicles may take a wider turn at the junction to avoid overrunning the nearside kerb. If vehicles are waiting to exit Sand Street, this may lead to turning vehicles sideswiping eastbound vehicles or brake suddenly resulting in shunts.

From observed bus movements if the proposed box marking is introduced to minimise conflict with eastbound vehicles queuing for the give way line in Sand Street it would need to be slightly longer to further minimise the risk of conflict.

#### RECOMMENDATION

It is recommended that the designers consider the following options, some in combination with each other:

- Investigate the possibility of some or all buses being put on alternative diversion routes
- Investigate the possibility of smaller buses being used on the diversion route



- Investigate the possibility of reducing Anley Street to one lane on the approach and that lane being offset from the nearside to facilitate the left turn movement into Sand Street.
- Investigate whether moving the give way line and central island eastwards in Sand Street at the junction will further facilitate the left turn into Sand Street without the need to remove the central island.
- Extending the proposed yellow box markings in Sand Street to allow for a smoother turning movement for the largest vehicle anticipated to make this turn.

**Designers Response 1A – Sideswipes and shunts**

The removal of the central island is proposed to significantly improve vehicle tracking through this junction, particularly for larger vehicles. This adjustment will allow such vehicles to adopt a more central position when approaching the junction, reducing the likelihood of overrunning the inside kerb and thereby eliminating potential conflicts between vehicles and pedestrians.

Following the Road Safety Audit, it is also proposed to relocate the give-way line further forward and install yellow box markings. These measures will help ensure that vehicle paths do not conflict with stationary vehicles, improving overall junction operation and safety.

Additionally, it is recommended that an "Oncoming vehicles in middle of road" warning sign be installed on Seaton Place eastbound to alert drivers to the revised arrangement and encourage appropriate caution.

**Oncoming  
vehicles  
in middle  
of road**

**Designers Response 1B – Conflict with pedestrians**

The proposal to raise the kerbs at this location will enhance pedestrian protection by providing a stronger physical separation from vehicular movements. The removal of tactile paving and dropped kerbs will further reinforce that the adjacent zebra crossing to the west is the safest and most appropriate crossing point for all pedestrians, including those with reduced mobility.

Additionally, the removal of the central island will create additional space within the junction, allowing larger vehicles to manoeuvre without encroaching onto adjacent footways, thereby reducing the risk of conflict with pedestrians.





### 2.3.2 PROBLEM 2

Location: Sand Street junction with Seale Street.

Summary: Buses overrunning both nearside and offside kerbs when turning right from Sand Street into Seale Street bringing them into conflict with pedestrians on the footways.

The buses on diversion were observed overrunning both the nearside and offside kerbs when turning right from Sand Street into Seale Street. The footways at this junction have quite heavy continuous pedestrian flows, principally people walking along the northern footway in Sand Street and crossing Seale Street. This brings buses into conflict with pedestrians on the footways.

Moreover, some buses making the right turn into Seale Street were held up during the manoeuvre by vehicles loading or unloading just downstream in Seale Street. This resulted in pedestrians and cyclists moving around the stationary bus to continue their journeys with a risk of cyclists not being seen by bus drivers, and pedestrians who chose to cross behind the bus moving out into a live carriageway in Sand Street and being at risk of conflict with vehicles in Sand Street.

It is noted that the motorcycle parking on the north side of Seale Street is to be removed to allow for unobstructed bus manoeuvres and this will have some positive benefit for buses turning into Seale Street.

### RECOMMENDATION

It is recommended that the designers consider the following options, some in combination with each other:

- Investigate the possibility of some or all buses being put on alternative diversion routes
- Investigate the possibility of smaller buses being used on the diversion route
- Monitoring the ease and manner in which buses turn right from Sand Street into Seale Street following removal of the motorcycle parking.

### Designers Response

The Design Team proposes to adjust the kerbline at the north-western corner of Seale Street to reduce the risk of vehicles overrunning the footway and to improve vehicle tracking through the corner. There is also scope to refine the internal radius of the bend to further enhance manoeuvrability for larger vehicles.

In addition, it is proposed to extend the downstream zig-zag markings on the westbound approach to the zebra crossing. This measure will help discourage illegal parking and waiting, thereby improving visibility and road user compliance.

During consultation with elected representatives, the suggestion was made to install a "Jersey" style zebra crossing across the bellmouth of Seale Street. The Design Team has assessed this proposal and considers it feasible.



### 2.3.3. PROBLEM 3

Location: Seale Street junction with The Parade.

Summary: Buses overrunning the nearside kerb when turning left from Seale Street into The Parade brings them into conflict with pedestrians on the footways.

Some of the buses on diversion were observed overrunning the nearside kerb when turning left from Seale Street into The Parade. The footways at this junction have quite heavy continuous pedestrian flows principally people walking along the western footway in The Parade and crossing Seale Street. This brings buses into conflict with pedestrians on the footways.

### RECOMMENDATION

It is recommended that the designers consider the following options, some in combination with each other:

- Investigate the possibility of some or all buses being put on alternative diversion routes
- Investigate the possibility of smaller buses being used on the diversion route
- Investigate the necessity or desirability of modifying the junction radius on the northwestern corner of the junction.

### Designers Response

The Design Team proposes to review the existing kerb alignment and make minor adjustments where necessary. In addition, the relocation of street furniture, such as bollards, will be considered to provide clear guidance to road users on expected vehicle tracking.

Minor kerbline adjustments are considered feasible and appropriate to reduce the risk of vehicle overrun onto kerbs and footways, thereby improving safety and maintaining the intended function of the layout.

DRAFT



## 2.4. WALKING, CYCLING AND HORSE RIDING

### 2.4.1 PROBLEM 4

Location: Along southern footway in Seale Street.

Summary: Buses overrun the southern footway in Seale Street when passing vehicles unloading and loading in marked loading bays risking collision with pedestrians.

The buses on diversion need to pass marked loading and parking bays on Seale Street which are heavily used, resulting in buses mounting or running close to the southern footway in Seale Street to pass vehicles in the bays. This creates a risk of buses hitting pedestrians on the footway (even if the buses do not mount the footway their wing mirrors overhang it). This is illustrated in figure 2.



Figure 2. Bus passing a delivery bay in Seale Street.

#### RECOMMENDATION

It is recommended that the designers consider the following options, some in combination with each other:

- Investigate the possibility of some or all buses being put on alternative diversion routes
- Investigate the possibility of smaller buses being used on the diversion route
- Investigate the possibility of modifying the loading and parking arrangements in Seale Street to accommodate the buses on diversion.

#### Designers Response

The Design Team acknowledges that the proposed arrangement is not ideal; however, none of the recommendations suggested by the Audit Team are considered practicable within the constraints of this scheme and location. Similar arrangements exist at numerous sites across St. Helier and operate without issue.



Bus drivers are professional drivers, trained to a higher standard than general motorists, and can be relied upon to manage the risks associated with over-running footways. Intervisibility between pedestrians and approaching buses is considered good, ensuring that all users are aware of each other's presence and movements.

It is essential to maintain the existing road character, with a clear and consistent demarcation between carriageway and footway, to preserve clarity of priority for both drivers and pedestrians. This approach supports user understanding and reduces ambiguity.

Furthermore, there have been no recorded incidents along this section of road in the past five years, which indicates that the current arrangement operates safely in practice.

## 2.5. ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

No problems of this type were identified during this audit.

End of Problems identified and Recommendations offered in this Stage 2 Audit

General Designer Response to suggestion to displace buses to other routes.

It should be noted that buses are not the only large vehicles using this route and junctions. Maintaining access for buses to St. Helier Town Hall bus stop is an important public service, particularly for passengers with limited mobility, as this stop has become a highly valued facility.

Furthermore, new buses with improved manoeuvrability are scheduled to enter service from January 2026, which will assist in reducing tracking issues and improving overall operational safety at this location.

## 3. AUDIT TEAM STATEMENT

We certify that this audit has been carried out in accordance with the Government of Jersey Road Safety Audit Policy.

AUDIT TEAM LEADER

Rebecca Neves  
Beng (Hons) CEng MCIHT MSoRSA  
Associate

Signed:

Date: 06/10/25

AUDIT TEAM MEMBER

Nigel Downing  
MSc CMILT MIHT  
Consultant

Signed:

Date: 06/10/25

WSP  
2 London Square  
Cross Lanes  
Guildford, Surrey  
GU1 1UN



### List of documents and plans considered during this Stage 2 Road Safety Audit:

Road Safety Audit Instruction – Form B

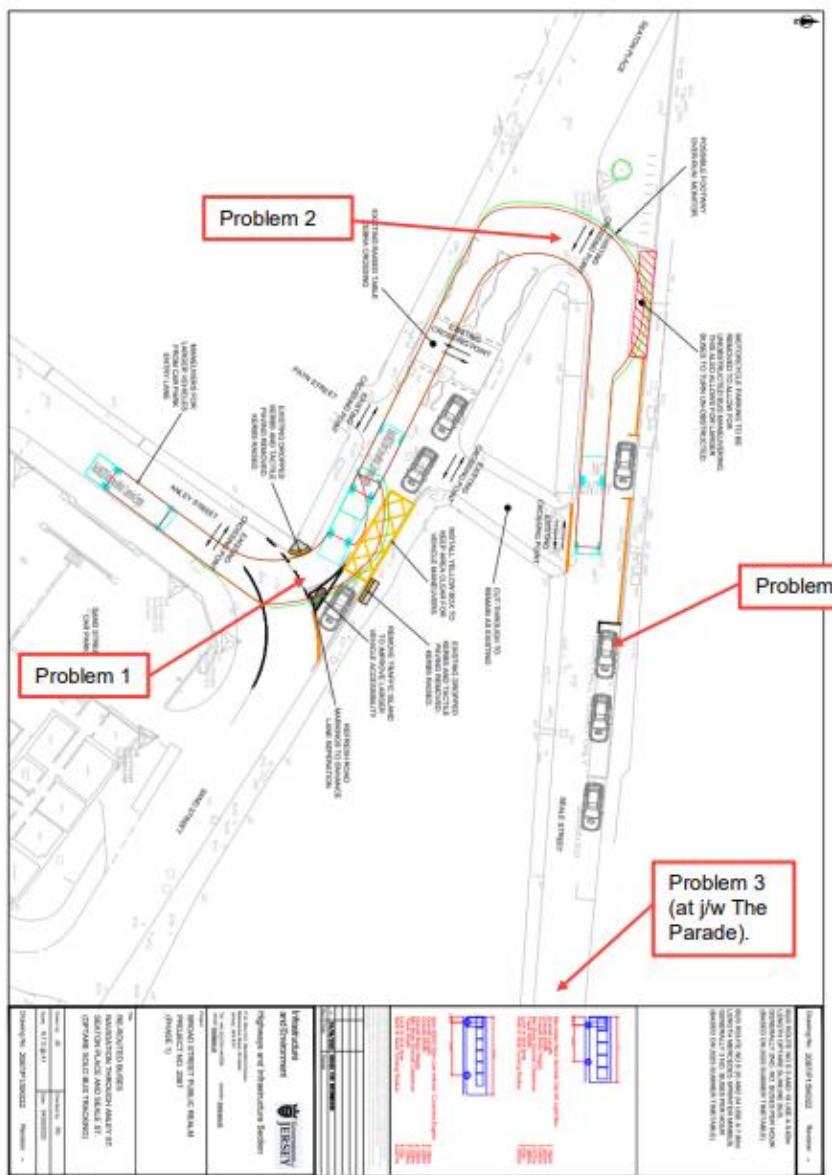
#### Drawings – General:

G3 Bus Routes Diversion Plan

2087/SK/022 Re-routed Buses Navigation Through Anley St Seaton Place and Seale St. (Mercedes Bus Tracking).

2087/SK/022 Re-routed Buses Navigation Through Anley St Seaton Place and Seale St. (Optare Solo Bus Tracking).

#### Problem Location Plan



Comment 1 refers to two locations outside the boundaries of this drawing.



### **GENERAL DESIGN COMMENTS (INC NON-SAFETY ITEMS)**

#### C1 COMMENT 1

Whilst the temporary bus stop locations are suitable as short-term temporary stops, further consideration needs to be given as to their exact locations and any necessary modifications to those locations, should it be decided they become permanent. The temporary stop in Castle St is adjacent to a pedestrian island and hinders use of the island when a bus is at the stop.

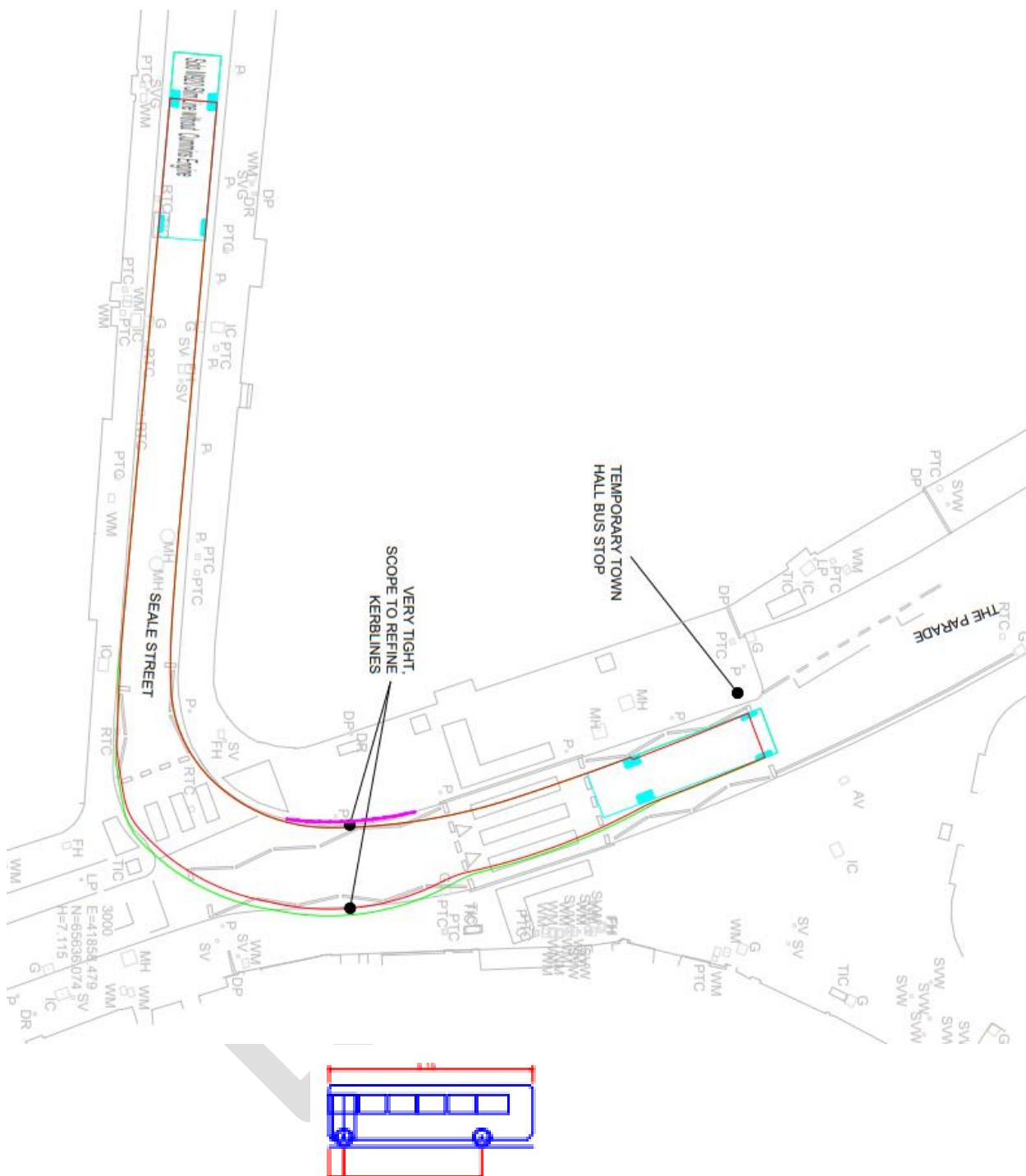
#### **Designers Response**

Evidence to date indicates all new bus stops are working well. The relevant Highway Authority will continue to monitor.

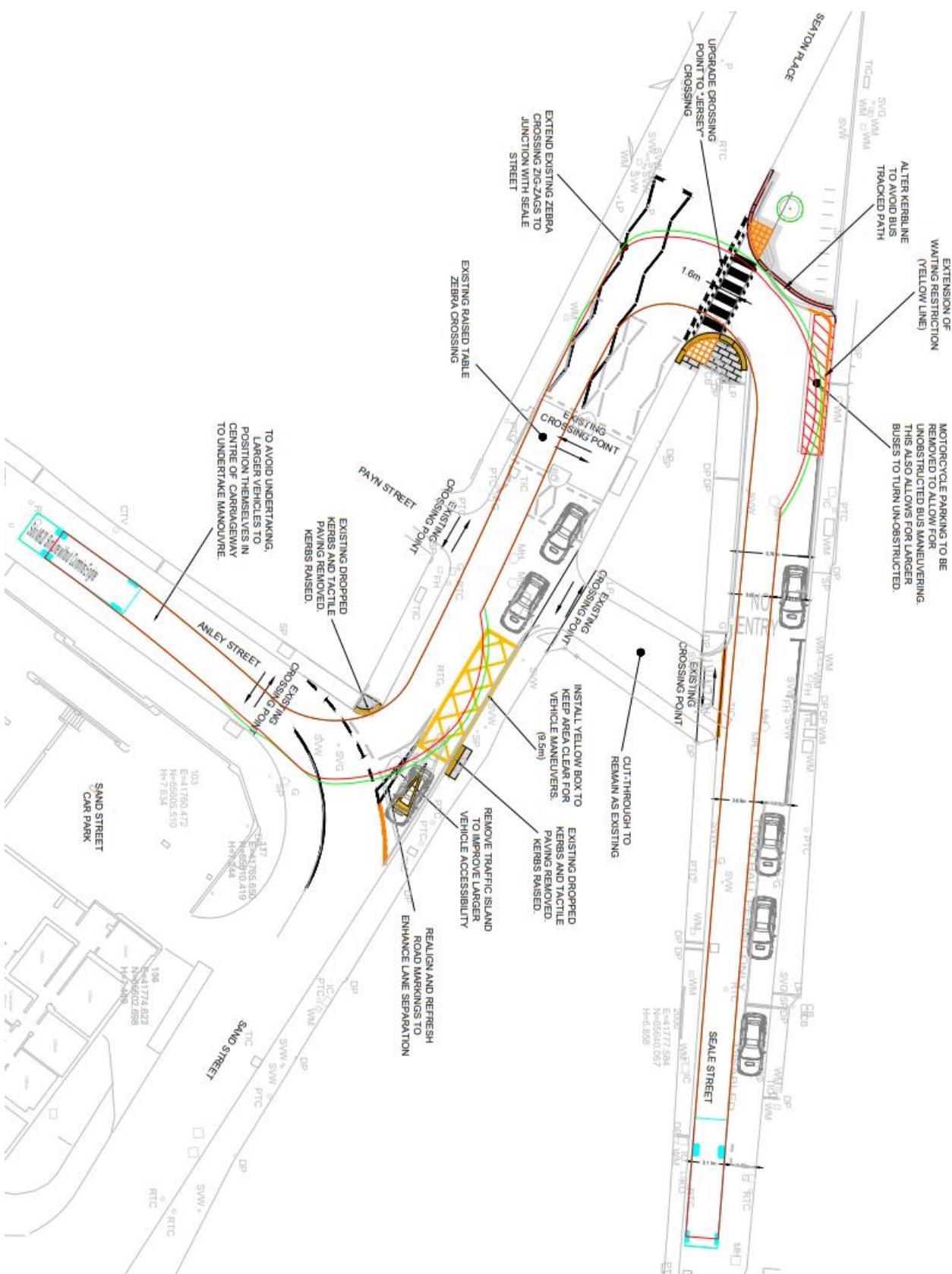
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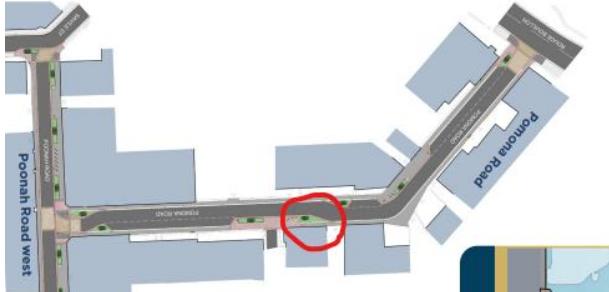


Appendix 2: Details



Solo M920 Slim Line without Cummins Engine	
Overall Length	9.190m
Overall Width	2.336m
Overall Body Height	2.750m
Min Body Ground Clearance	0.308m
Track Width	2.320m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	0.221m



<b>Roads Committee date:</b> 17 December 2025	<b>Road reference &amp; title of report:</b> Pomona Road visitor parking space request
<b>Address:</b> Pomona Road	<b>Requested by:</b> Resident
<b>Location map:</b> 	<b>Photograph/street view:</b> 
<p><b>Request:</b> The committee is aware that the Pomona Road scheme was completed in April 2024, during the last financial year.</p> <p>It is important to note that Pomona Road falls within the St Thomas Residents' Parking Zone (RPZ). Within close proximity, there are alternative visitor parking spaces available, as follows:</p> <ul style="list-style-type: none"> <li>• Poonah Road – 3 no. visitor spaces</li> <li>• Aquila Road – 5 no. Visitor spaces</li> <li>• Saville Street – 2 no. visitor spaces</li> <li>• Journeaux Street – 2 no. visitor spaces</li> <li>• Clare Street - 2 no. visitor spaces</li> </ul> <p>All of these locations are within a short walking distance of Pomona Road.</p> <p><b>Post-Implementation Consultation:</b> Following the completion of the scheme, the Parish conducted public consultations, as reported to the Roads Committee on 17 September 2025. Feedback indicated overwhelming support for the changes, and residents expressed general satisfaction with the delivered scheme. There were no requests to reinstate the visitor parking space, although overall participation in the consultation was low.</p> <p><b>Pre-Implementation Consultation:</b> Before work commenced, the Parish undertook several consultation activities, including drop-in sessions, letter drops, and local meetings. The scheme was generally well received, with 40 responses submitted, most in support. Of these, only two comments related to visitor parking: one supported its removal, and the other expressed regret that it was being removed. There was no significant demand to retain the previous visitor space. In fact, some feedback called for their removal due to frequent misuse and access issues for the adjacent property.</p> <p><b>Petition – September 2025:</b> On 19 September, the Constable received a petition requesting reinstatement of the removed visitor space and removal of the planter and greened area (see Impact section). The petition results are summarised below:</p>	

- Some signatures were from residents at the same address; these have been counted as a single request.
- The petition document cannot be shared due to GDPR restrictions, as it contains personal data.

**Pomona**

<u>Road</u>	<u>Visitor</u>	<u>Location</u>
1	1	Not clear
1	1	St Clement
1	1	Poonah Lane
1	1	Aquilla Rd
1	1	Charing Cross
1	4	General visitors
1	1	La Colomberie
1	1	Route du fort
1	1	St Brelade
1	1	St Saviour
1	1	Trinity
1	1	St Brelade
1	1	St Saviour
1	1	Mont a L'Abbe
<b>14</b>	<b>1</b>	<b>OSJR</b>
	1	James Place
	1	Trinity
	1	Route de St Aubin
	1	St Clement
<b>22</b>		

**Decision Required**

The Committee is asked to consider this request and determine the preferred course of action.

**Options:**

1. **Remove the planter and green space to reinstate a parking space**
  - Estimated cost: approximately £15,000
  - Requires amendment to the St Helier Traffic Order by Law Officers.
2. **Convert one existing RPZ space into a visitor space**
  - Requires amendment to the St Helier Traffic Order by Law Officers.
  - Estimated timeframe: approximately 6 months for the order change.
  - This change should be subject to public consultation.
3. **Retain the current scheme**
  - The existing arrangement was supported during both the initial and post-implementation consultation stages.

**Recommendation:**

- **Option 3:** Retain the current scheme, as it underwent a thorough consultation process prior to implementation and was reaffirmed through subsequent consultation. There are also alternative visitor spaces in close proximity.
- or
- **Option 2:** Convert one RPZ space into a visitor space, subject to further consultation with residents.

**Impact:**

The resident and petition support the removal of the planter and green space, with a visitor parking space reinstated in its place. While this would address the resident's concern, the proposed change would have several implications: visitor visitor

**1. Impact on Adjacent Property**

- The planter and green space currently provide a buffer between the roadway and the neighbouring property. Removing these features would reduce privacy and visual screening for the adjacent property.
- Increased vehicle activity in this location could lead to noise and potential obstruction of access for the property owner.

**2. Environmental and Aesthetic Considerations**

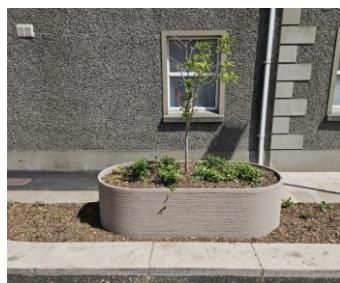
- The green space contributes to the street's visual appeal and supports biodiversity. Its removal would reduce greenery and alter the character of the area.
- Loss of planted space may conflict with broader Parish objectives to enhance green infrastructure.

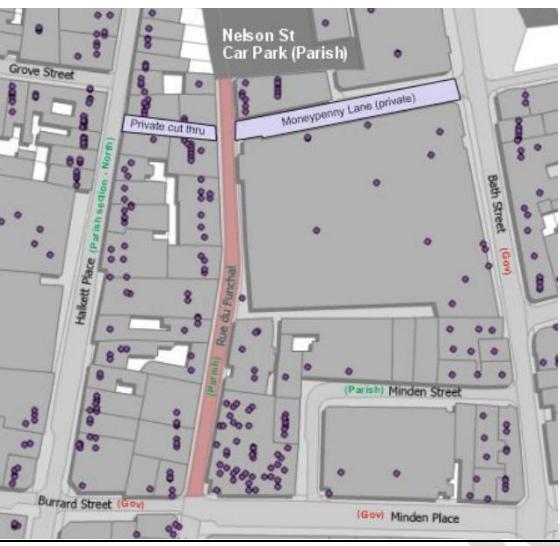
**3. Traffic and Parking Management**

- Reinstating a visitor parking space could encourage short-term parking, potentially increasing traffic flow and congestion in the immediate vicinity.
- There is a risk of the space being misused, as was reported prior to its removal, which previously caused access issues for the adjacent property.

**4. Financial and Legal Implications**

- Estimated cost for removal and reinstatement: approximately £15,000.
- Requires amendment to the St Helier Traffic Order, involving legal processes and associated timeframes.



<b>Roads Committee date:</b> 17 December 2025	<b>Road reference &amp; title of report:</b> Road Safety Audit Findings – Rue du Funchal & Halkett Place
<b>Address:</b> Rue du Funchal & Halkett Place	<b>Requested by:</b> Roads Committee
<b>Location map:</b> 	<b>Photograph/street view:</b> 
<b>Brief introduction/summary:</b> <p>Work is progressing to resurface Rue du Funchal following completion of Merchant's Square (P/2019/0711), which includes the new Premier Inn, residential apartments, and commercial units, and commenced on site in 2021.</p> <p>The Constable requested that this be brought to the Roads Committee's attention, as he has instructed the Parish Officers not to reopen Rue du Funchal until his safety concerns are addressed. It was agreed at the Roads Committee meeting on 16 July 2025, that the Parish would commission its own Road Safety Audit to assess Rue du Funchal and Halkett Place crossing.</p> <p>We present today the findings and recommendations from recent Road Safety Audits (RSA) and seek Committee approval and reopening of Rue du Funchal. A decision will also need to be made regarding the crossing to Halkett Place</p> <p>The committee is asked to review the attached Road Safety Audits that have been undertaken by two different Road Safety auditors.</p> <p><b>Appendix 1:</b></p> <ul style="list-style-type: none"> <li>• TRS - Bath Street Interim Stage 3 RSA Report (Rue du Funchal)</li> <li>• TRS - Halkett Place Crossing Assessment</li> </ul> <p><b>Appendix 2:</b></p> <ul style="list-style-type: none"> <li>• TMS Level 3 RSA Report (Halkett Place)</li> <li>• TMS Level 1 &amp; 2 RSA Reports (Nelson Street Car Park)</li> </ul>	

The Key observations are identified below

## 1. Rue du Funchal

### Key Observations from RSA:

- **Carriageway Width:** At approx. 4m, the road is narrow for two-way flow, creating risk of head-on collisions or vehicles mounting footways.
- **Turning Head Issue:** No provision for vehicles to turn at the northern end; current situation forces three-point turns near Moneypenny Lane and Nelson Street car park exit, increasing risk of vehicle/pedestrian conflict and building strikes.
- **Pedestrian Thoroughfare:** Limited visibility between pedestrians emerging from the new passageway and vehicles on Rue du Funchal. Proposed surfacing (ROXEM mortar paste) could create confusion, making pedestrians unaware they are entering a live carriageway.
- **Signage:** No signs currently warn pedestrians or motorists of these risks.

### Recommendations from RSA:

- Consider making Rue du Funchal one-way southbound, with access via Nelson Street Car Park.
- Highlight building corner near Moneypenny Lane to improve visibility for motorists (this will be relayed to the property owner).
- Maintain distinct carriageway surfacing (lower than footway) to avoid confusion.
- Introduce advisory signage within the pedestrian thoroughfare and at Nelson Street car park exit.
- Consider a vertical traffic calming feature at the car park exit (i.e. speed humps).

### Committee Considerations:

- Interim signage options to guide motorists through Nelson Street car park (effectively one-way) while assessing permanent changes.
- Explore the feasibility of widening footways or introducing parking bays and planters to create a chicane effect (subject to street width constraints).
- Address the immediate concern to enable the reopening of Rue du Funchal.

## 2. Halkett Place

### Key Observations from RSA:

- Existing informal crossing can be converted to a Jersey Crossing.
- Current visibility south from east side is approx. 20m (below 25m standard for 20mph speeds).
- Pavement width constraints may limit tactile paving layout; east side would have a very short tail.
- Tactile paving would need to change to 'L' layout for a formal crossing for full compliance.
- Formal crossing will require a technical paper and Infrastructure Minister approval.

### Recommendations from RSA:

- Reduce permitted parking by approx. **5m** (Loss of 1 parking space) at northern end of east-side bay to improve visibility to ~40m.
- Update tactile paving layout and consider pavement width limitations.

#### Committee Considerations:

- If formal Jersey Crossing is adopted, cost implications include **Belisha beacons** (~£25,000), with potential issues:
  - Limited footway width for installation.
  - Light pollution for nearby residents.
- Trip hazard noted in Level 3 RSA (slight upstands in paving); should be constructed flush – this will be rectified.

#### Making Rue du Funchal One-Way – Key Considerations

##### Background

The Roads Committee previously discussed making Rue du Funchal **one-way southbound**. This change would require significant modifications to **Nelson Street Car Park** and a full assessment of impacts.

##### Previous Committee decision

The original concept proposed reconfiguring Nelson Street Car Park to enable Rue du Funchal to operate as one-way southbound. At that time, the Committee did not support the change due to concerns that:

- It could compromise future development opportunities on the Nelson Street site.
- It would require extending Nelson Street roadway into the car park.
- There would be a loss of parking spaces and a need to reconfigure the car park layout.

##### Previous work

Developer's traffic engineers undertook detailed studies, and the attached **TMS Level 1 and 2 Road Safety Audits** reviewed options for making Rue du Funchal one-way, focusing on changes to Nelson Street Car Park. These audits ultimately recommended Rue du Funchal remain **two-way**.

##### What Would Be Required Now (Including RSA Advice)

To revisit this option, the following would need to be considered:

##### 1. Nelson Street car park changes

- Modify the car park layout to allow one-way traffic flow from Rue du Funchal.
- Extend Nelson Street roadway into the car park.
- Accept some loss of parking spaces and reconfiguration of bays.

##### 2. Rue du Funchal adjustments

- Widen footways where possible to improve pedestrian safety.
- Alternatively, introduce limited parking (e.g., disabled bays) and create a **chicane effect** using planters and parking spaces—though the street may be too narrow for this.

##### 3. RSA-Specific safety measures

- **Highlight the building corner near Moneypenny Lane** to improve visibility for motorists (advise the property owner of the RSA recommendation).
- Maintain **distinct carriageway surfacing** (lower than footway) to avoid confusion for pedestrians.
- Introduce **advisory signage** within the pedestrian thoroughfare and at Nelson Street car park exit.
- Consider a **vertical traffic calming feature** at the Nelson Street car park exit.



#### 4. Traffic flow and safety

- Review signage and road markings to clearly indicate one-way operation.
- Assess impacts on surrounding streets and access points.

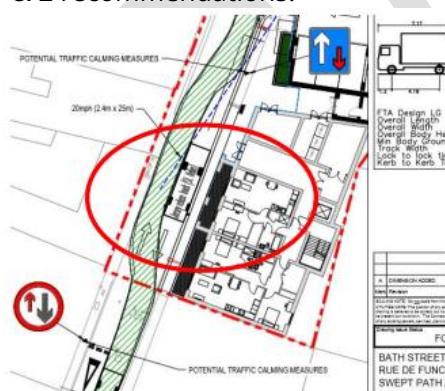
#### 5. Reference

The attached RSA Level 1 and 2 reports and the original layout (see screenshot below) provide the basis for reconsidering this option.

Draft layout of Nelson Street (Echelon parking would need to be reversed):



Original RSA 1 & 2 recommendations:



**RECOMMENDATION**

The carriageway should remain with two-way traffic movement therefore passing a stationary / parked vehicle will be a conscious decision by the driver.

## 6. Comparison table summary

This table compares the current advice for making Rue du Funchal one-way with the recommendations from the RSA Level 1 & 2 and Stage 3 audits.

Topic	Current Advice	RSA Recommendations
Carriageway Width	Recognised as narrow; suggests one-way southbound.	Explicitly states width (~4m) inadequate for two-way; recommends one-way southbound.
Turning Provision	Notes need for reconfiguration of Nelson Street car park.	Highlights lack of turning space; recommends one-way and signage to prevent wrong-way entry.
Nelson Street Car Park Changes	Requires layout changes, extension of roadway, loss of parking.	Not detailed in RSA, but implied as necessary for one-way operation.
Footway Adjustments	Suggests widening footways or adding chicane effect with planters.	No widening mentioned; focus on maintaining distinct carriageway and footway levels.
Signage	General mention of signage for one-way operation.	Specific: advisory signage for pedestrians, signage to prevent wrong-way entry into Moneypenny Lane.
Surfacing	Mentions possible changes for chicane effect.	Recommends carriageway surface remain distinct and lower than footway to avoid confusion.
Traffic Calming	Not mentioned.	Recommends vertical traffic calming feature at Nelson Street car park exit.
Building Corner Visibility	Not mentioned.	Recommends highlighting building corner near Moneypenny Lane for visibility.

### Officer comments – Funding and permissions

If the Roads Committee requests the department to revisit the option of making Rue du Funchal one-way, several considerations apply:

#### Impact on Parish Property

- Nelson Street Car Park and the Old Fire Station are part of the Parish's current **Property Review Project**.
- Converting part of Nelson Street Car Park into an extension of Nelson Street would:
  - Affect the listed Parish property **Old Fire Station**.
  - Influence future use of the car park.
  - Reduce income from both public and private parking spaces.

#### Required changes

- Significant alterations to Nelson Street Car Park would be necessary.
- A **traffic impact assessment** must be carried out to evaluate effects on the wider road network.
- **Planning Permission** would be required.
- This would need to be treated as a long-term project.

#### Estimated cost

- An initial budget of approximately **£100,000** would be required to cover:
  - Design work.
  - Traffic assessment.
  - Cost analysis to be undertaken.
  - Detailed planning submission.

#### Governance

- The **Parish Policy and Strategy Board (PSB)** must approve the expenditure because it involves Parish property and land.
- The Roads Committee's remit is to **recommend the change**, but the final decision to convert part of Nelson Street Car Park into a roadway (extending Nelson Street) rests with the PSB.

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**Appendix 1: Road Safety Audits - Parish appointed Road Safety Audit – TRS**

Interima RSA 3 – Rue du Funchal:



## Bath St, St. Helier Development

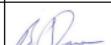
### Stage 3 Interim Road Safety Audit Report

TRS LTD. 1 Undercliffe, Le Quai Bisson, St. Brelade JE3 8JT

May 2025



#### Record of Issue

	Prepared by:	Checked by:	Approved by:	Date Approved
Name	Nigel Downing	Bryan Shawyer	Nigel Downing	7 October 2025
Signature				

#### Distribution

Organisation	Name	Copies
Parish of St. Helier	Andre Sty	

## 1. Introduction

TRS Ltd. has been commissioned by the Parish of St. Helier to carry out a stage 3 Road Safety Audit on the public highway elements (on Rue de Funchal only) relating to proposals for a development of 149 residential apartments and a 122 bedroom hotel adjoining and west of Bath Street, immediately north of St. Helier town centre.

The audit was carried out at the request of the Parish of St. Helier.

The road safety audit team comprised of:

Nigel Downing MSc CMILT MCIHT MSoRSA - Audit Team Leader  
Bryan Shawyer B.Eng MSc, MCIHT, MSoRSA - Audit Team Member

The road safety audit took place at the St. Aubin offices of TRS Ltd. in September 2025 and consisted of a detailed examination of the submitted documents as listed in **Appendix A**. The site was examined by Nigel Downing and Bryan Shawyer during daylight hours between 16.00 and 17.15 and in darkness between 19.30 and 19.45 on Monday 29<sup>th</sup> September 2025. The weather during the site visit was sunny and dry, and the road surface was dry, with the exception of a small area which was being sprayed with water as part of the highway works associated with the scheme.

The road safety audit was carried out in accordance with the States of Jersey Road Safety Audit Policy and the Road Safety Audit Instruction. The terms of reference for the audit are as described in that policy.

The location of problems raised can be found in **Appendix B**.

The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. This Road Safety Audit has not considered structural safety or checked for compliance to standards. This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Accident Investigation, Road Safety Engineering and Road Safety Audit. No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

The comments and suggestions for road safety improvements in this report seek to address matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme. Consequently, the auditors accept no responsibility for the design or construction of the scheme.

No road traffic collision data has been provided for this road safety audit.

No previous road safety audits have been undertaken for this scheme. There have been previous road safety audits for other elements of this development, with some minor overlap onto the elements examined for this audit. However, there are no previous audit problems raised and still outstanding that fall within the scope of this audit and need to be addressed.

### 1.1 Purpose and Description of Scheme

The purpose of the proposals is to provide highway improvements to Rue de Funchal associated with the development of 149 residential apartments and a 122 bedroom hotel adjoining and west of Bath Street, immediately north of St. Helier town centre.

The principal elements of the proposed highway improvements being audited are:

- New surfacing kerbing and footway works in Rue de Funchal
- The introduction of textured surfacing at the northern end of Rue de Funchal where it meets Moneypenny Lane.
- The creation of a new pedestrian walkway between Rue de Funchal and Halkett Place.
- A new car park entrance and exit on Rue de Funchal.

Some detail has been provided of elements of highway improvement works on other roads associated with the scheme, but these have not been considered as part of this audit, except for elements that interact with the works on Rue de Funchal.

This audit report is an interim report as the new road surfacing in Rue de Funchal has yet to be undertaken. Once this has been done, a further visit will be made to the site and a final report issued.

## 2. Problems Identified at this Stage 3 Road Safety Audit

### 2.1. GENERAL

No problems of this type were identified during this audit.

### 2.2. LOCAL ALIGNMENT

#### PROBLEM 2.2.1

*Location: Rue de Funchal*

*Summary: Inadequate road width for two-way flow could lead to head on collisions between vehicles or vehicles hitting pedestrians.*

Whilst the existing carriageway width of Rue de Funchal has not significantly changed, the introduction of the development and associated car park will lead to greater numbers of vehicles travelling northbound on Rue de Funchal, thus bringing them into conflict with southbound vehicles that have accessed the road from Moneypenny Lane or from Nelson Street car park. This will lead to the increased possibility of vehicles in head on collisions or vehicles mounting the footways to pass vehicles in the opposing direction. Just prior to the entrance to the new car park associated with the development, the carriageway width is approximately 4m.

Whilst the risk of collision is comparatively small as flows are not great and vehicle speeds are low, it does exist. There is further risk of conflict where vehicles turning into Rue de Funchal from Burrard Street meet vehicles emerging from the southern end of Rue de Funchal at a point where forward visibility for vehicles turning left from Burrard Street into Rue de Funchal is hampered by the buildings on the nearside of Burrard Street approaching the junction.

### RECOMMENDATION

It is recommended that consideration be given to making Rue de Funchal one way southbound with access to the road via Moneypenny Lane.

## 2.3. JUNCTIONS

### PROBLEM 2.3.1

*Location: Rue de Funchal junction with Moneypenny Lane*

*Summary: Inability of vehicles to turn around at northern end of Rue de Funchal could lead to vehicle to vehicle conflict or vehicle to pedestrian conflict or vehicular conflict with buildings.*

Whilst northbound access to Rue de Funchal is permitted, there is no provision for vehicles to exit the northern end of the road. They cannot do so via Nelson Street car park at this point as the car park is exit only, and they cannot do so via Moneypenny Lane as Moneypenny Lane is one way westbound.

The only means of exiting Rue de Funchal is for vehicles to turn around within the road, and for most vehicles this will mean having to undertake a three point turn, and the most convenient and practical

place to do this is at the top of Rue de Funchal where it meets both Moneypenny Lane and the exit from Nelson Street car park.

This will bring vehicles into conflict with vehicles from the car park and from Moneypenny Lane. The problem is exacerbated by the narrow width of both roads and the proximity of the edge of the residential block B to the edge of the carriageway. The latter is illustrated in figure 1 below.



**Figure 1 Proximity of Block B of the development to the carriageway in Rue de Funchal/Moneypenny Lane.**

The above two factors lead to a risk of vehicles being in conflict with pedestrians, and a risk of them striking the building.

Whilst the predominant type of properties in Rue de Funchal are residential, there are also businesses and a public house. All of these on occasion will require deliveries from larger vans and lorries. The public house will need them on a regular basis.

There is a further issue in that there is currently no signing to indicate to vehicles at the northern end of Rue de Funchal that they cannot travel eastbound along Moneypenny Lane. This could lead to vehicles attempting to do so resulting in head on collisions with westbound vehicles on Moneypenny Lane.

#### RECOMMENDATION

It is recommended that consideration be given to making Rue de Funchal one way southbound with access to the road via Moneypenny Lane.

It is further recommended that the corner of the block B building is highlighted in some manner so as to make its proximity to the carriageway apparent to motorists.

#### 2.4. WALKING, CYCLING AND HORSE RIDING

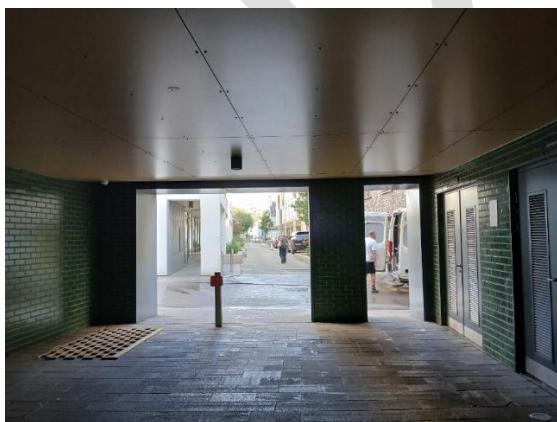
##### PROBLEM 2.4.1

*Location: Pedestrian Thoroughfare between Halkett Place and Rue de Funchal.*

*Summary: Proposed carriageway surfacing could lead to confusion amongst pedestrians using it leading to vehicle pedestrian collisions*

The development features a new paved thoroughfare at ground level below block D of the development which provides a link for pedestrians between Halkett Place and Rue de Funchal and exits onto Rue de Funchal near its junction with Moneypenny Lane and immediately downstream of the exit from Nelson Street car park.

There is very limited visibility between pedestrians emerging from the thoroughfare and vehicles on Rue de Funchal owing to the walls each side of the thoroughfare and the pillars within it supporting the building above. This is shown in figure 1 below.



**Figure 1. Thoroughfare between Halkett Place and Rue de Funchal looking towards Rue de Funchal.**

Whilst this is an existing situation, the proposed introduction of ROXEM mortar paste surfacing (this imitates natural stone surfacing and raises the existing carriageway level to footway level) will give the impression of a continuous paved area rather than a road. This will lead to pedestrians being unaware that they are entering a live vehicular carriageway, bringing them into conflict with vehicles. In darkness any colour contrast between the road and the footways will be significantly less apparent. The limited visibility from the thoroughfare will seriously exacerbate the issue.

#### RECOMMENDATION

It is recommended that the carriageway surface remain distinct from the adjoining footways and at a level lower than the footways so as to clearly delineate between the two.

**Note: There is a clear intervisibility issue between pedestrians emerging from the walkway underneath the development and the recommendations within the report mitigate the risk but do not eliminate it. Ironically, sending more vehicles through Nelson Street car park rather than letting them use Moneypenny Lane does increase risk because there is less intervisibility between the two parties.**

It is further recommended that consideration be given to the introduction of an individual vertical traffic calming feature at the exit from Nelson Street car park onto Rue de Funchal.

It is further recommended that consideration be given to increasing the extent of advisory signing within the thoroughfare that warns pedestrians they are emerging on to a live carriageway.

#### 3.5. TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

No problems of this type were identified during this audit.

End of problems identified, and recommendations offered in this stage 1 Road Safety Audit.

We certify that this audit has been carried out in accordance with the Government of Jersey Road Safety Audit Policy.



Nigel Downing

Audit Team Leader



Bryan Shawyer  
Audit Team Member

## Appendix A – List of Documents Examined

### Reports & Emails

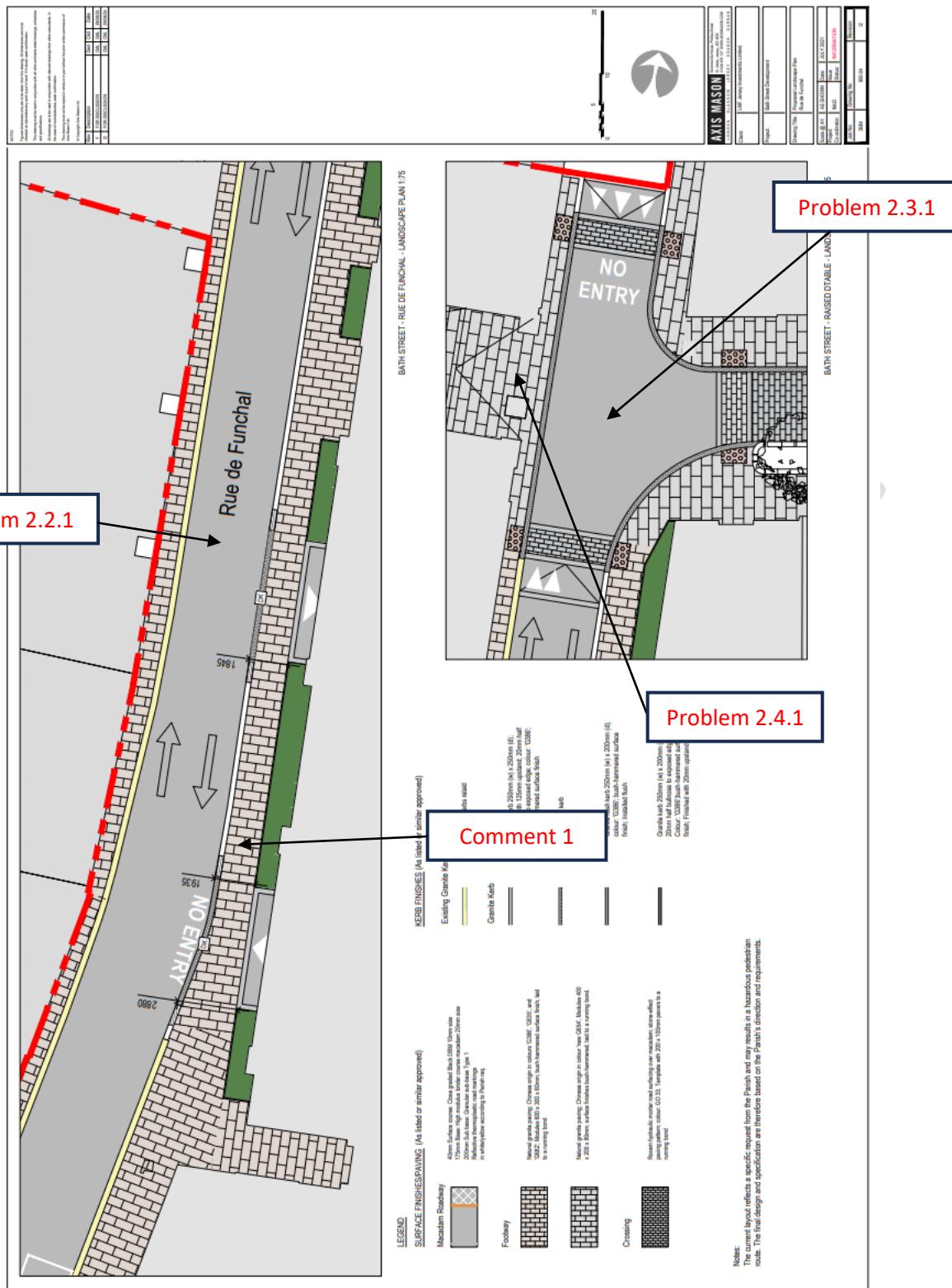
- Bath Street, St Helier combined Stage 1 & 2 Road Safety Audit – TMS Consultancy
- Bath Street, St Helier Stage 3 Road Safety Audit – 910-01 - TMS Consultancy
- Emails between Parish of St. Helier, Axis Mason and Gardiner & Theobald regarding vehicular crossing points and footways
- Emails between Parish of St. Helier, Axis Mason and Stantec regarding vehicular crossing points and footways

### Axis Mason Drawings

- 3684 900-04 I2 Proposed Landscape Plan – Rue de Funchal
- 3684 910-01 C8 Paving Plan Podium & Street Level

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## Appendix B – Problem Location Plan



## Appendix C – General Comments Including Non-Safety Comments

1. Specific consideration was given to the footpath on the eastern side of Rue de Funchal which has been made continuous across the access and exit to the ground level parking garage in block B of the development rather than stopping and starting each side of the access and exit. The access and exit are comparatively wide and the required intervisibility criteria between pedestrians on the footpath and emerging vehicles are met (and surpassed). Moreover, a flowerbed and planting between the rear of the new footpath and the exit to the car park further improves intervisibility and gives a greater time for emerging vehicles to stop. However, it is suggested that consideration be given to providing advisory signing at the exit to the car park to warn of pedestrians on the footway and their right of way.

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## Halkett Place Crossing Point, St. Helier



### Introduction

TRS Ltd. have been asked to assess the practicality and feasibility of converting the existing informal crossing point in Halkett Place, St. Helier into a Jersey Crossing. The approximate location of the crossing point is shown in figure 1 below.

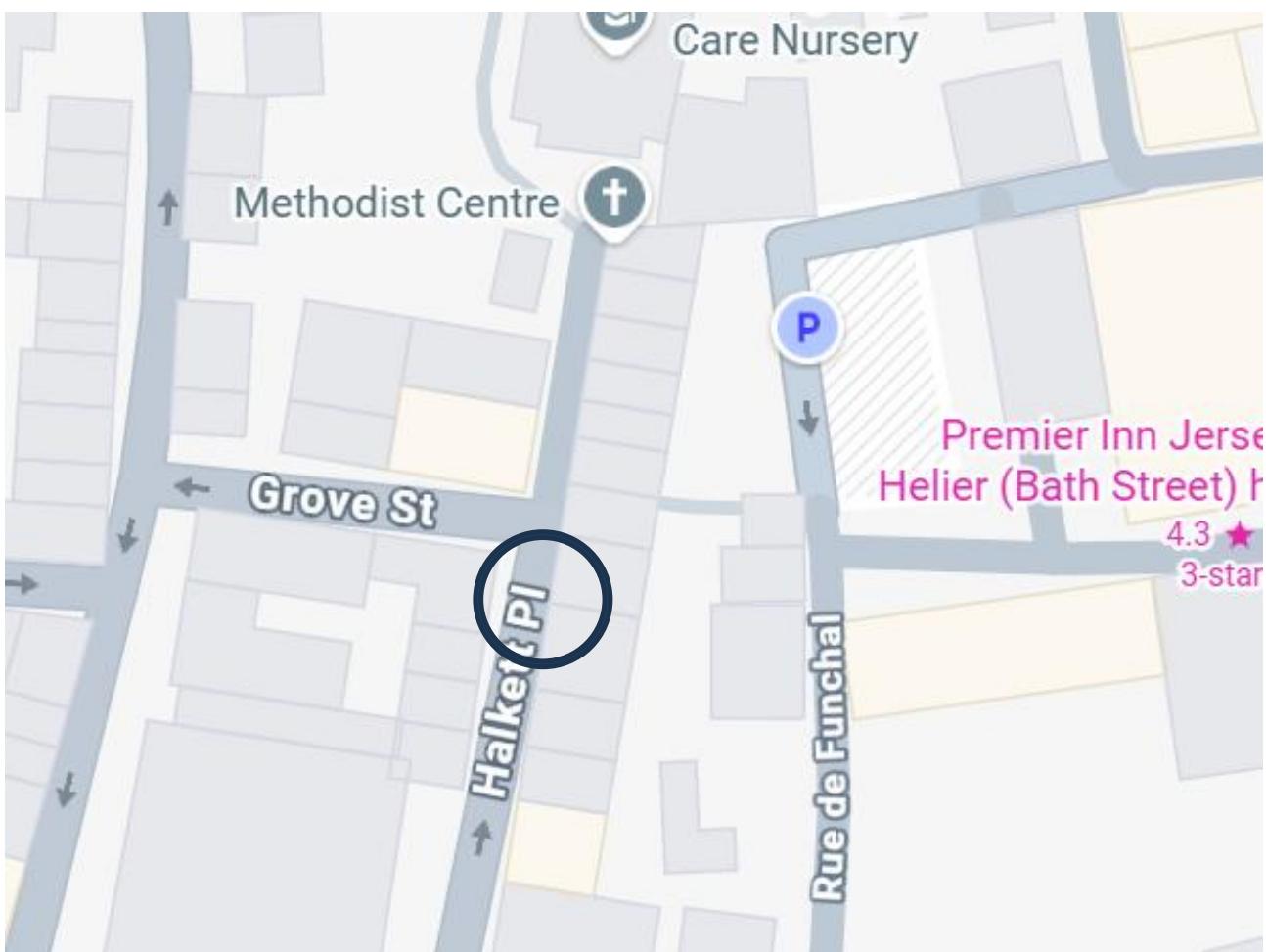


Figure 1 - Location Plan

### Site Description and Observations

Halkett Place is one way northbound at this point with a mixture of residential and business properties each side. The crossing point takes the form of a tarmacadam raised table which helps connect Halkett Place with the northern end of Rue de Funchal via a wide passageway at ground level underneath a new residential block of properties constructed as part of the Bath Street Re-Development Project.

The crossing place is steadily used throughout the day. Traffic flows are comparatively low. No formal counts are available for consideration or have been undertaken as part of this assessment. The crossing point is shown in figure 2 below.



Figure 2 Halkett Place crossing point looking south towards the junction with Burrard Street

The crossing point is narrow, partly because of the pavement being built out on the western side of the road to assist pedestrians waiting to cross. Vehicle speeds are low, less than 20mph. The tapers of the ramps to the crossing point are shallow.

The flat surface of the crossing point has no inspection chamber covers within it and is 2.32m wide measured between the inside edges of the two lengths of kerbstones laid across the road that bound it. That width is just below the standard formal crossing width of 2.4m.

The pavements each side of the crossing are in reasonable condition. On each side of the crossing point there is a set of grey tactile paving slabs in the appropriate layout for an informal crossing point. This would need to be changed to the 'L' shaped layout for a formal crossing point if the crossing point were to be altered to a Jersey Crossing. (It is accepted that in Jersey there is no consistent approach to tactile paving colours across the different forms of crossing but to fully comply with UK guidance the tactile paving for a formal crossing should be red). If the 'L' shaped layout of tactile paving were to be introduced, the layout on the east side of the crossing would have a very short tail to it because of the comparatively narrow pavement width.

The east side of the crossing has access to it from the previously mentioned ground level passageway, and this approach is shown in figure 3 below.

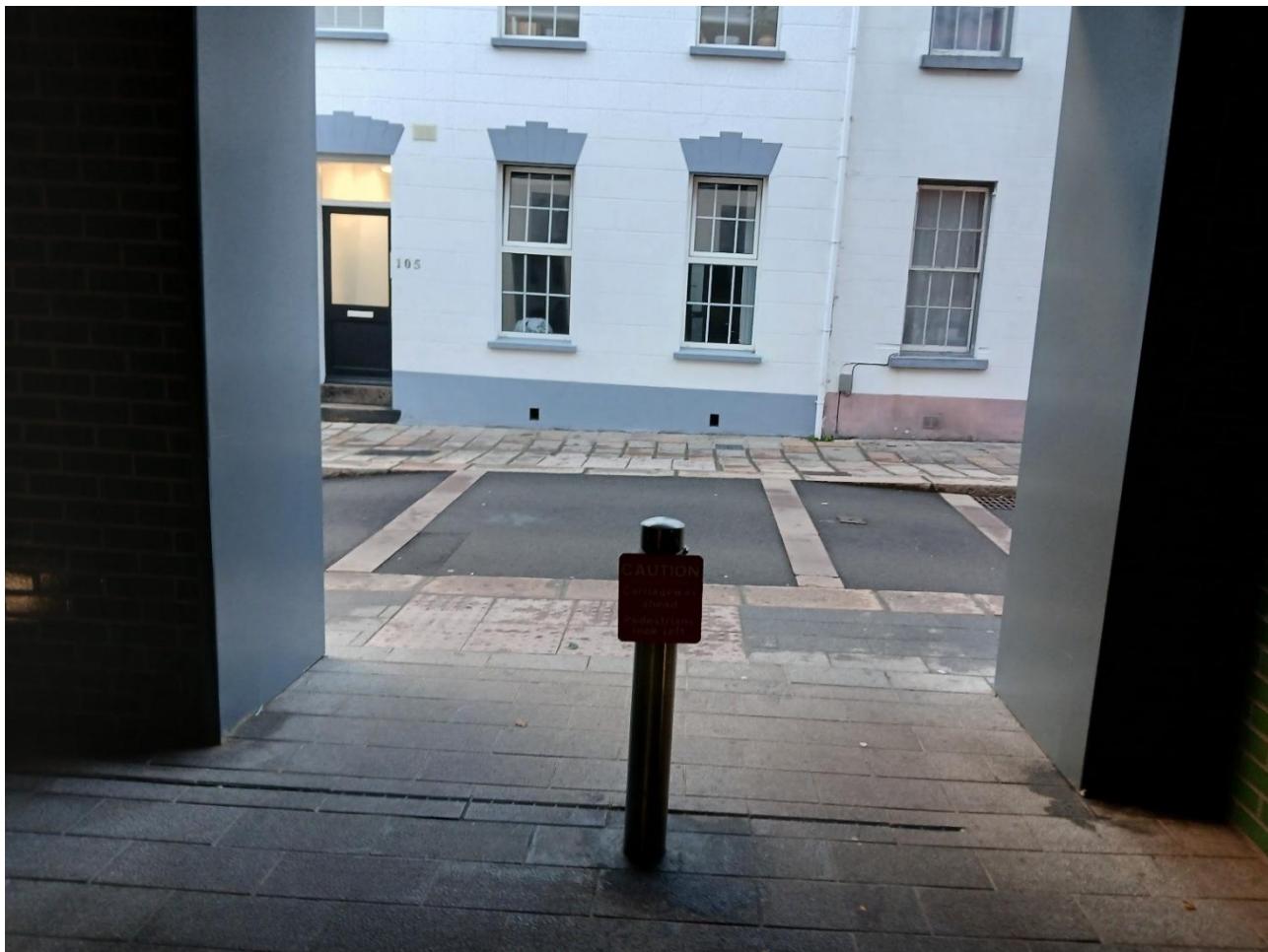


Figure 3. Approach to the east side of Halkett Place crossing point from the covered passageway.

Whilst the space between the pillars is of adequate width, there is a sign sited between them and set back of the legend 'CAUTION Carriageway ahead Pedestrians look left'. This sign effectively reduces the width for approaching pedestrians. There is a width of approximately 1.3m between each side of the sign and each pillar (measured diagonally from pillar to post). This is not ideal, but sufficient, and the value of the sign in its existing location is recognised.

Visibility in each direction for pedestrians crossing from the west side of the crossing is good. Visibility to the right (north) for pedestrians crossing from the east side of the crossing is good, but visibility to the left (south) is hampered by the presence of vehicles in an area of permitted parking and is restricted to about 20m. This is illustrated in figure 4 below.



Figure 4. Visibility the left (south) from eastern side of Halkett Place crossing point.

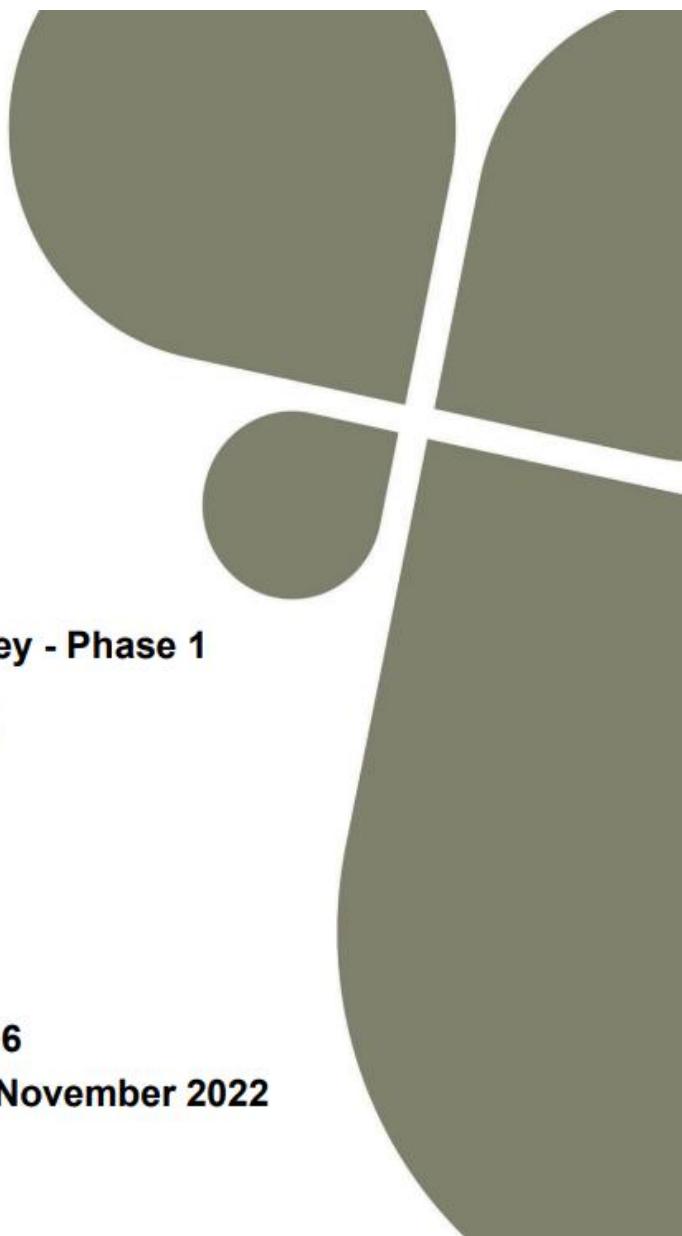
If the length of permitted parking were to be reduced by about one car length, it is estimated that visibility to the left from the eastern side of the crossing point would double to about 40m. The current distance of 20m is below the recommended minimum of 25m for a formal crossing where vehicle speeds are in the region of 20mph.

### Conclusion

There are no practical reasons why the informal crossing point in Halkett Place cannot be made into a Jersey Crossing and it would appear from the information available that this can be done at low cost and with minimal work.

It is however, recommended that the extent of permitted parking on the east side of Halkett Place immediately south of the crossing be reduced by approximately 5m at its northern end to increase intervisibility between crossing users on the eastern side of the road and vehicles along Halkett Place as the existing distance of 20m is below the recommended minimum of 25m.

Appendix 2: Road Safety Audits - Developers appointed Road Safety Audit – TMS



**Bath Street, St Helier, Jersey - Phase 1**

**Road Safety Audit Stage 3**

on behalf of Stantec

**TMS reference no:** 17406

**Date:** 11<sup>th</sup> November 2022





## Bath Street, St Helier, Jersey Phase 1

### Road Safety Audit Stage 3

#### 1. Introduction

1.1 This report describes a Stage 3 Road Safety Audit carried out for a public realm scheme on Bath Street, St Helier, Jersey, on behalf of Stantec. The audit was carried out on 11<sup>th</sup> November 2022 in the offices of TMS Consultancy.

1.2 The audit team members were as follows:

#### Audit Team Leader

Richard Marriott – CertEd, FCIHT, MSoRSA,  
Highways England Approved RSA Certificate of Competency  
Road Safety Engineer, TMS Consultancy

#### Audit Team Member

Lee Williams – BSc (Hons), MIHE  
Highways England Approved RSA Certificate of Competency  
Principal Engineer, TMS Consultancy

1.3 The Road Safety Audit was undertaken in accordance with the Brief provided by Mark Loveridge of Stantec. The audit comprised a daylight examination of the site by the Audit Team on Thursday 10<sup>th</sup> November 2022 at 10.30am. The weather was clear. Traffic, pedestrian and cycle flows were low.

Also present during the daylight examination was:

- Vesna Carnegie – Axis Mason

The Audit Team visited the site during darkness on Wednesday 9<sup>th</sup> November 2022 at 6.30pm. The weather was fine. Traffic, pedestrian, and cycle flows were low.

1.4 The terms of reference of the Road Safety Audit are as described in GG 119. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.



Client: Stantec

Scheme: Bath Street, St Helier, Jersey – Phase 1

safer roads for everyone

- 1.5 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise collision occurrence.
- 1.6 A scheme drawing is included in **Appendix A**, where the locations of specific problems are referenced. A location plan of the scheme is also included in this Appendix.
- 1.7 The scheme consists of Bath Street improvements including a new road scheme, junction improvement, traffic signs and roads marking improvement, traffic calming scheme, etc.
  - Site access at Bath Street/Nelson Street
  - Site access at Rue de Funchal
  - Junction of Rue de Funchal/Burrard Street

It is understood that some of the scheme has recently been completed as Phase 1 with more phases to follow. This Road Safety Audit has been carried out on the completed areas and observations made outside of the scheme.

#### 1.8 Road Safety Audit Response Report

Following the completion of the road safety audit, the design team should prepare a road safety audit response report in collaboration with the Overseeing Organisation.

The response report should incorporate the following:

- **Decision Log** spreadsheet, where each Problem and Recommendation in the Safety Audit report is reiterated
- In the Decision Log, a response should be provided by the Design Team and Overseeing Organisation for each problem raised in the RSA report, together with an agreed action

Further information is provided in **GG 119 Sections 4.11 to 4.19** and **Appendix F** (where a road safety audit response report template is available).

The response report should be produced and finalised within one month of the issue of the RSA report. A copy of the response report should be issued to the Safety Audit Team for information.

## 2. Items resulting from this Stage 3 Audit

Note: A Stage 2 Road Safety Audit was carried out by TMS Consultancy in April 2022 (TMS Report No: 15777A). This, together with the designer's response, were examined as part of this audit.

### 2.1 PROBLEM

Location – Junction Bath Street and Moneypenny Lane

Summary: Risk of pedestrian slip / trip / fall type injuries

During the site visit it was evident that the drainage from an adjacent building was exiting the down pipe directly into the footway and ponding at the uncontrolled drop kerb crossing point. During inclement weather this may contribute to pedestrian trip / fall /slip type injuries particularly for those with visual and mobility impairments.





#### RECOMMENDATION

Levels should be checked, and additional drainage channels provided.



#### 2.2 PROBLEM

Location – Moneypenny Lane – service / utility covers

Summary: Pedestrian trip / fall type injuries

There are several service / utility covers located within Moneypenny Lane that have not been seated correctly and have a high upstand from the metal casings. These may contribute to pedestrian trip / fall type injuries.



#### RECOMMENDATION

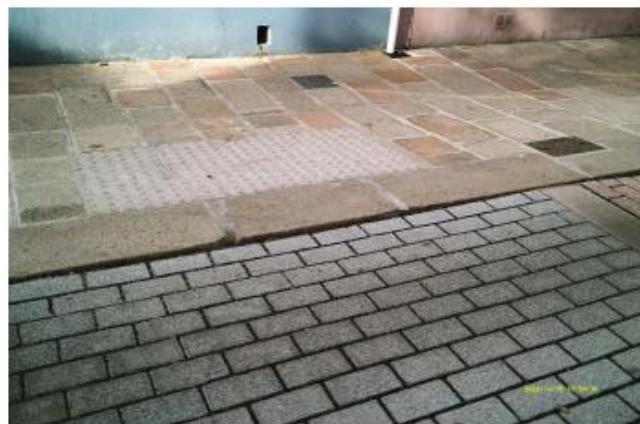
The service / utility covers should be refitted, ensuring a flush service.

### 2.3 PROBLEM

Location – Halkett Place – uncontrolled pedestrian crossing

Summary: Increased risk of pedestrian trip / fall type injuries

The newly installed crossing on Halkett Place has high upstands which may contribute to pedestrian trip / fall type injuries particularly to those with visual and mobility impairments.



### RECOMMENDATION

The kerb edge should be flush with the crossing.

### 2.4 OBSERVATION

Location – Bath Street junction with Moneypenny Lane

At this location it was noted that there was a large amount of loose material on the carriageway possibly from the paving binding agent. This may contribute to loss of control type collisions for road users and a trip / slip type hazard to pedestrians. This currently has a low level of usage so does not pose an immediate road safety concern, although it would be prudent to have the area swept and maintained on a regular basis.



### 3. Audit Team Statement

We certify that the terms of reference of the road safety audit are as described in GG 119.

#### Audit Team Leader

Richard Marriott – CertEd, FCIHT, MSoRSA,  
Highways England Approved RSA Certificate of Competency  
Road Safety Engineer, TMS Consultancy

Signed



Date 11<sup>th</sup> November 2022

#### Audit Team Member

Lee Williams – BSc (Hons), MIHE  
Highways England Approved RSA Certificate of Competency  
Principal Engineer, TMS Consultancy

Signed



Date 11<sup>th</sup> November 2022

**TMS Consultancy**  
Unit 36, Business Innovation Centre  
Binley Business Park  
Harry Weston Road  
Coventry, CV3 2TX

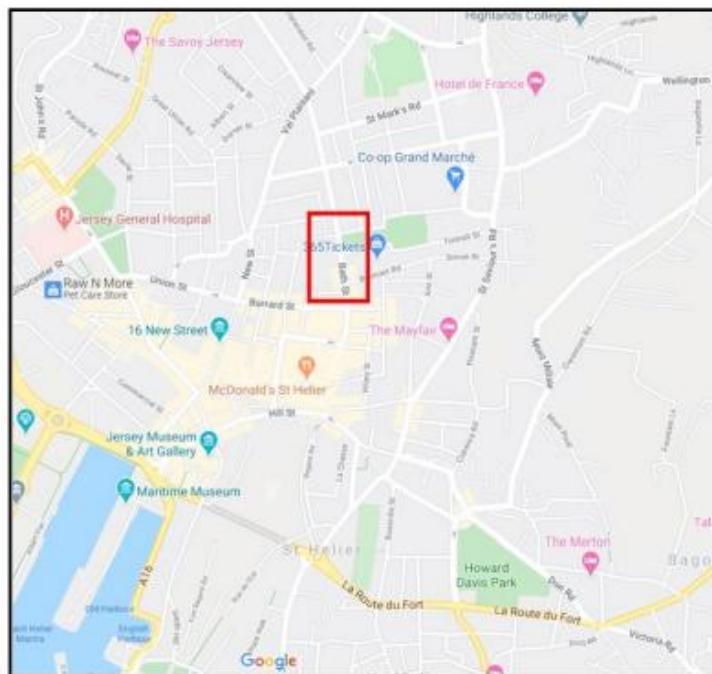
 + 44 (0)24 7669 0900  
 info@tmsconsultancy.co.uk  
 www.tmsconsultancy.co.uk



### Appendix A

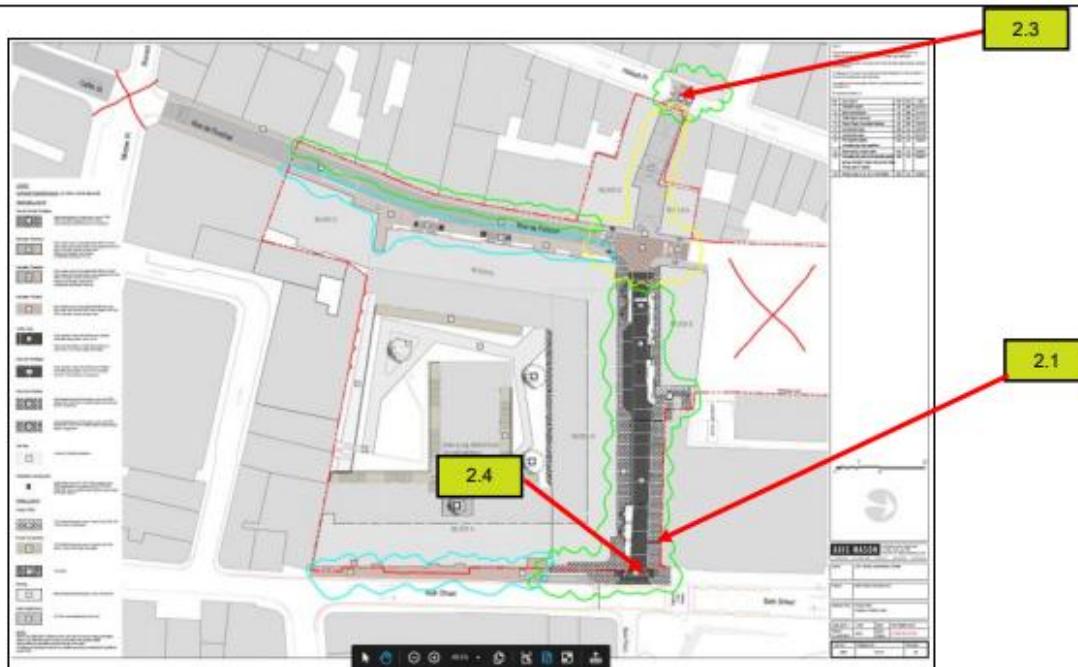
Please refer to the following page for a plan illustrating the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

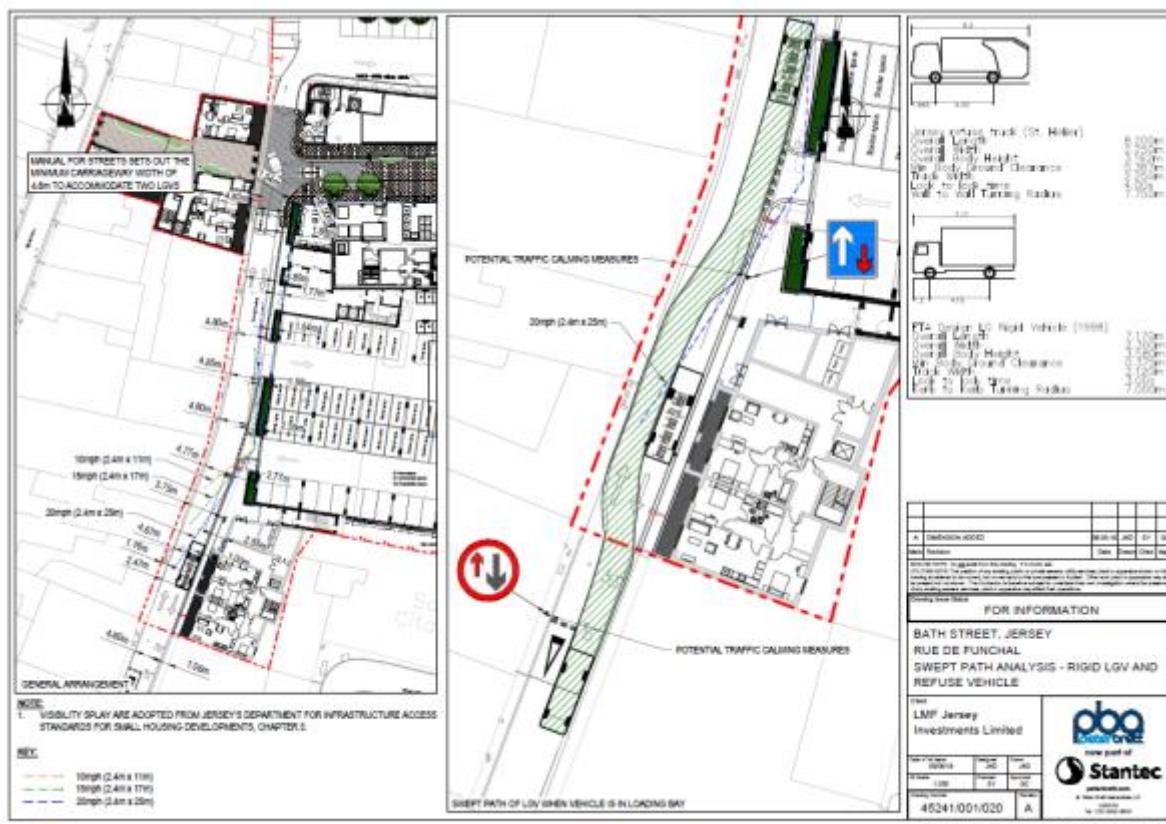
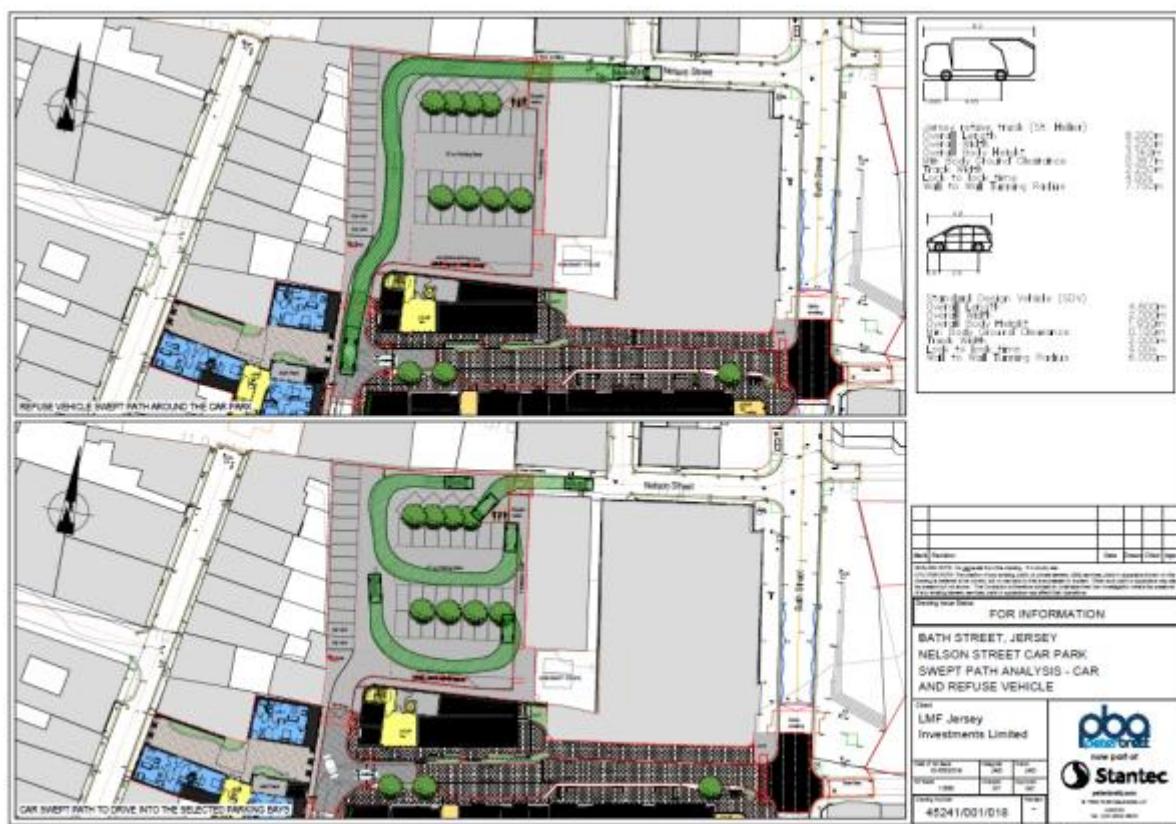
The location of the scheme is shown below



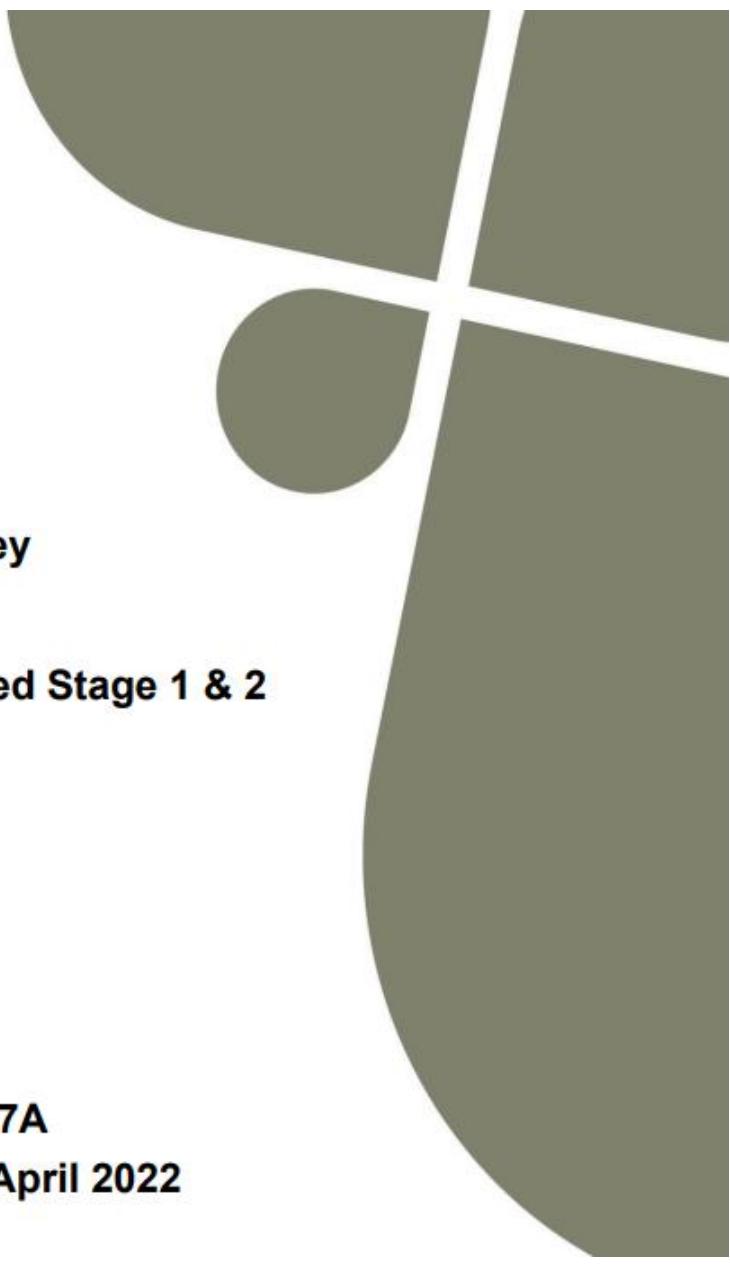
ier, Jersey – Phase 1

safer roads for everyone





RSA 1 & 2



**Bath Street, St Helier, Jersey**

**Road Safety Audit Combined Stage 1 & 2**

on behalf of Stantec

**TMS reference no:** 15777A

**Date:** 14<sup>th</sup> April 2022



## Bath Street, St Helier, Jersey

### Road Safety Audit Combined Stage 1 & 2

#### 1. Introduction

- 1.1 This report describes a combined Stage 1 and 2 Road Safety Audit carried out Bath Street, St Helier, Jersey, on behalf of Stantec. The audit was carried out on 12<sup>th</sup> August 2020 in the offices of TMS Consultancy.
- 1.2 The audit team members were as follows:

#### Audit Team Leader

Richard Marriott – CertEd, FCIHT, MSoRSA,  
Highways England Approved RSA Certificate of Competency  
Road Safety Engineer, TMS Consultancy

#### Audit Team Member

Lee Williams – BSc (Hons), MIHE  
Highways England Approved RSA Certificate of Competency  
Principal Engineer, TMS Consultancy

- 1.3 The audit comprised an examination of the documents listed in **Appendix A**. The Road Safety Audit was undertaken in accordance with the Brief provided by Mark Loveridge of Stantec.
- 1.4 As this audit has been carried out during the COVID-19 pandemic, a site visit has not been carried out. Highways England issued guidance between March and June 2020, whereby a relaxation to the Road Safety Audit Standard (GG119) was given, allowing audit teams to use online mapping in lieu of a site visit. The adoption of this relaxation was agreed by Silvio Alves of Parish of St Helier (Government of Jersey, Growth Housing and Environment).



On Wednesday 22<sup>nd</sup> July 2020, a Teams meeting was completed between Richard Marriott and Lee Williams (TMS Consultancy) and Joshua Connery and Martin Bridge from Axis Mason. The site development was explained in detail however, there was some confusion over which drawings were to be used for the Stage 1 & 2 Road Safety Audit. The team at Axis Mason had a set of drawings that differed from the drawings supplied by Mark Loveridge of Stantec. The scheme and the surrounding area were explained in detail including the local issues surrounding footway widths etc.

Clarity was sought from Mark Loveridge over which set of drawings should be used for the purpose of this audit. The response was to use the drawings as originally supplied.

All drawings supplied were used to evaluate the scheme and only issues arising from road safety concerns commented on.

1.5 The terms of reference of the Road Safety Audit are as described in GG 119, except for a site visit. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

1.6 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise collision occurrence.

1.7 A scheme drawing is included in **Appendix B**, where the locations of specific problems are referenced. A location plan of the scheme is also included in this Appendix.

1.8 The scheme consists of Bath Street improvements including a new road scheme, junction improvement, traffic signs and roads marking improvement, traffic calming scheme, etc.

- Site access at Bath Street/Nelson Street
- Site access at Rue de Funchal
- Junction of Rue de Funchal/Burrard Street

### 1.9 Road Safety Audit Response Report

Following the completion of the road safety audit, the design team should prepare a road safety audit response report in collaboration with the Overseeing Organisation.

The response report should incorporate the following:

- **Decision Log** spreadsheet, where each Problem and Recommendation in the Safety Audit report is reiterated
- In the Decision Log, a response should be provided by the Design Team and Overseeing Organisation for each problem raised in the RSA report, together with an agreed action

Further information is provided in **GG 119 Sections 4.11 to 4.19** and **Appendix F** (where a road safety audit response report template is available).

The response report should be produced and finalised within *one month* of the issue of the RSA report. A copy of the response report should be issued to the Safety Audit Team for information.

## 2. Items resulting from this Combined Stage 1 and 2 Audit

### 2.1 PROBLEM

Location – Shared space transition points with footway - extents of development.

Summary: Collisions with visually impaired pedestrians

At the shared space transition points, there does not appear to be any form of delineation to indicate that the visually impaired are entering a shared space and that the footway has ended. This could lead to visually impaired still believing they are on a footway section and not be aware that it could be shared with motorised vehicles, increasing the risk of a collisions occurring.

#### RECOMMENDATION

Delineation measures should be installed, such as contrasting surface (corduroy tactile) to make pedestrians aware they are entering a shared area.

### 2.2 PROBLEM

Location – Nelson Street, Car Park

Summary: Increased risk of nose to tail shunt type collisions

The current configuration for the parking bays shows echelon parking that allows vehicles to be driven nose first into. This increases the risk of nose to tail shunt type collisions as the drivers reversing out of their parking bays will have no line of site for approaching vehicles.



#### RECOMMENDATION

Should echelon parking bays be the desired design, the bays should be reversed to ensure that drivers must reverse into them allowing a right-hand visibility envelope for approaching vehicles when exiting.



### 2.3 PROBLEM

Location – Proposed raised junction – Rue De Funchal / Minden Place / Burrard Street / Castle Street

Summary: Collisions with visually impaired pedestrians

There does not appear to be any form of delineation to indicate that the visually impaired are entering a shared space and that the footway has ended. This could lead to visually impaired still believing they are on a footway section and not be aware that it could be shared with motorised vehicles, increasing the risk of a collisions occurring.

#### RECOMMENDATION

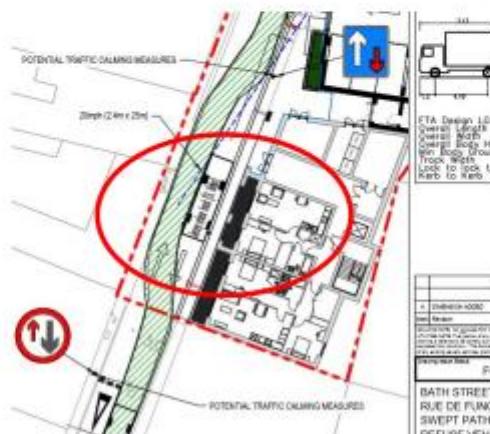
Delineation measures should be installed, such as contrasting surface (corduroy tactile) to make pedestrians aware they are entering a shared area.

### 2.4 PROBLEM

Location – Rue De Funchal – Proposed traffic calming

Summary: Increased risk of at speed head on type collisions

The Rue De Funchal is to have a chicane type traffic calming feature to allow for large refuse vehicles being stationary for long periods of time during day light hours. In the absence of a vehicle being parked it would allow for two-way traffic passing which will become the adopted practice by a large percentage of motorists. Also, whilst a vehicle is stationary there will be no forward visibility with drivers making a judgement on whether it is safe to approach, therefore increasing the risk of head on type collisions.



#### RECOMMENDATION

The carriageway should remain with two-way traffic movement therefore passing a stationary / parked vehicle will be a conscious decision by the driver.

### 3. Audit Team Statement

We certify that the terms of reference of the road safety audit are as described in GG 119, except for a site visit, due to a relaxation of the standard issued by Highways England during the COVID-19 pandemic.

#### Audit Team Leader

Richard Marriott – CertEd, MCIHT, MSoRSA,  
Highways England Approved RSA Certificate of Competency  
Road Safety Engineer, TMS Consultancy

Signed



Date 14<sup>th</sup> April 2022

#### Audit Team Member

Lee Williams – BSc (Hons), MIHE,  
Highways England Approved RSA Certificate of Competency  
Principal Engineer, TMS Consultancy

Signed



Date 14<sup>th</sup> April 2022

#### **TMS Consultancy**

Unit 36, Business Innovation Centre  
Binley Business Park  
Harry Weston Road  
Coventry, CV3 2TX

 + 44 (0)24 7669 0900  
 info@tmsconsultancy.co.uk  
 www.tmsconsultancy.co.uk

## Appendix A

### Documents Examined:

- Drawing No. 45241-001-018
- Drawing No. 45241-001-019
- Drawing No. 45241-001-020-A

### Other Information Provided:

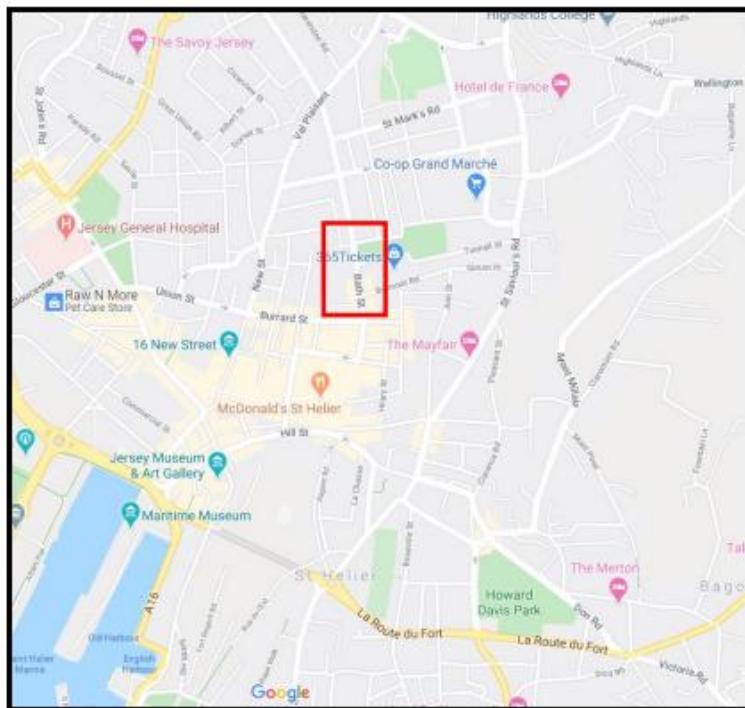
- 190514 Bath Street Transport Assessment



### Appendix B

Please refer to the following page for a plan illustrating the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

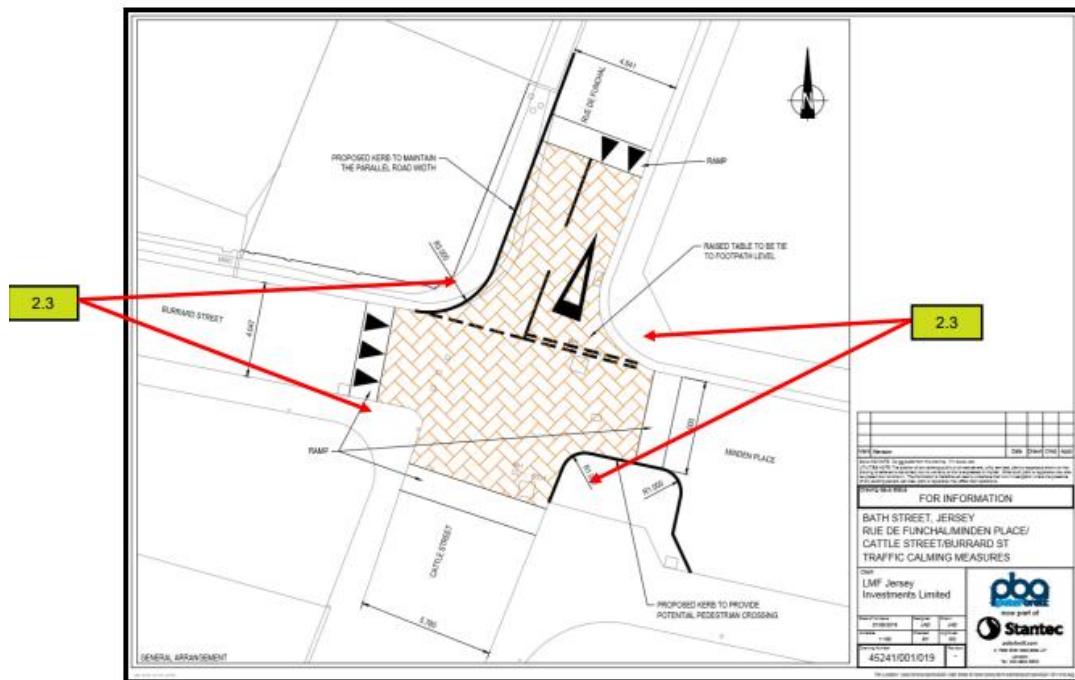
The location of the scheme is shown below:





Client: Stantec  
Scheme: Bath Street, St Helier, Jersey

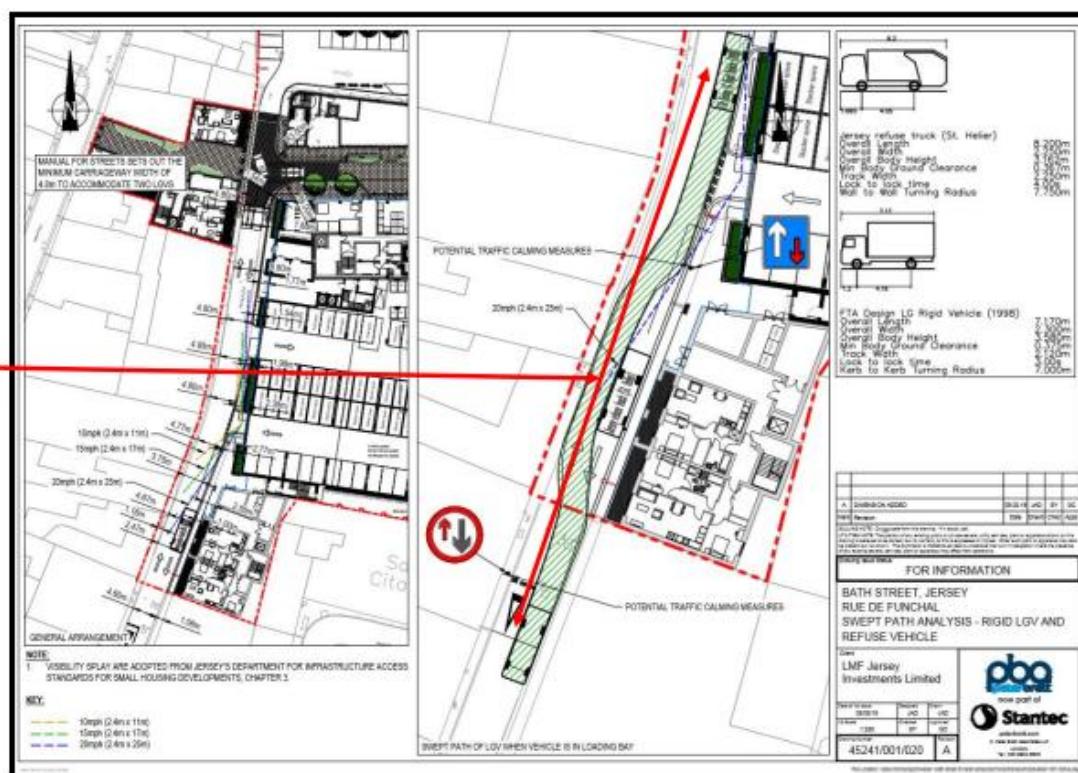
surer roads to



Road Safety Audit Combined Stage 1 & 2

Client: Stantec  
Scheme: Bath Street, St Helier, Jersey

surer roads to



Road Safety Audit Combined Stage 1 & 2

Roads Committee will be aware of the approved road resurfacing and road improvement lists for 2025–2026, which are as follows.

### Roadwork Maintenance

- *Aquila Rd (Section Clare St to Poonah Rd) £75K Works programmed to follow Poonah NIA Feb / March 26 (ADM Asphalt)*
- *Winchester St £80K - On hold until 27/28?*
- *Tower Road (High fiction areas) £50K - Programmed for year end (Gov signage / marking team)*

### Reserve List

- Charles St (Large Patch) Budget £15K
- Aquila Rd (Second Phase) Budget £50K
- Clare St (Large Patch) Budget £75K
- Tower Road (School,Section) Budget £50K
- Museum St Budget £30K
- Saville St (Clare St to RB) Budget £125K

### Roadworks Improvements

- RSAs £20K
- *NIA Poonah Road £490K – Underway (ADM / Jayen Ltd)*
- *Vallee Des Vaux flooding £100K – On hold until 26/27*
- *NIA Clearview St (Develop Scheme) £75K – Underway (WSP)*
- *Highview Lane £50K – On hold 26/27*
- *Old St Johns Road Humps £15K - Complete*
- *Installation of Bike Shelters Old St £10K – Underway (Brenwal)*
- *Old Street Murel £8K - Complete*

For reasons beyond our control, the resurfacing of Winchester Street will need to be postponed. This is due to a major planning application concerning the redevelopment of the former builder's workshop into units of accommodation. As such, the contractor has been notified that the works are on hold until all associated utility works have been completed. At present, the estimated timeframe for this is sometime in 2027–2028. When recently inspected, the carriageway was reasonable after some fairly large utility patches at the top and bottom sections.

<b>Property</b>	Winchester Street, 16, 16, St. Helier, JE2 4TH
<b>Description</b>	Change of use from builder's yard and associated office and parking to residential. Convert office to 1 No. 2-bed dwelling including demolition and replacement of rear extension (existing dwelling). Demolish builder's stores and construct 2 No. 2-bed dwellings. Retain roadside wall, and demolish remainder of garage and store/carpentry workshop and create 1 No. 1 bed unit No. 2-bed dwelling. Form amenity spaces and construct cycle and domestic stores.



Additionally, for various reasons, the High View Lane road widening and the Vallée de Vaux flooding schemes are also on hold in the short term (until the next financial year).

In light of this, we request approval to reallocate the available funds to complete a larger section of Aquila Road and, budget permitting, a section of Saville Street, which has recently deteriorated quite rapidly. Both of these roads are currently on the reserve list and the proposed works would also align with the Poonah Road NIA entrance treatments (shown below).

If there is any further contractor availability and budget we would also propose to undertake the Charles Street patching from the reserve list.



Saville Street as of 09/12/25

1. 17, Chesham House, St. Johns Road, St. Helier, JE2 3LD

P/2025/10331

*Convert 9 No. residential units into 3 No. residential units on the first, second and third floors.*

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**Important Notice:**

Applicants must review the *Planning & Development Guide* adopted by the Parish Roads Committee. This guide contains essential requirements for developments that adjoin or affect a Parish by-road. Access it here: [Planning Guidance Standards | Parish of St Helier](#).

Please be aware that Planning approval does not grant permission to alter any Parish by-road or footway. Such works require **prior** written consent from the Parish of St Helier, and all specifications **must be agreed in advance**. Furthermore, only contractors approved by the Parish are permitted to carry out works on Parish by-roads or footways. Please contact us before you commence on site: [infrastructure@sthelier.je](mailto:infrastructure@sthelier.je)

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The Roads Committee has reviewed the submitted plans and its position is as follows:

**• Advice Given**

- More Information Required
- Neither
- No Comment
- No Objection
- Object
- Support

---

**Proposal:**

The Roads Committee acknowledges that the scheme involves reconfiguring the existing layout on the first, second, and third floors at the front of the property. On each of these floors, the current studio flats will be merged to form one-bedroom flats, reducing the total number of units from nine to three. Each new flat will include two dedicated cycle parking spaces, providing six spaces in total.

At ground level, two vertical bike racks will be installed in the external courtyard, along with four additional cycle parking spaces in the front yard. There is no provision for car parking, nor is it feasible to create any.

Total accommodation within the building will be:

- **Basement:** 1 existing one-bedroom unit
- **Ground Floor:** 2 existing one-bedroom flats
- **First Floor:** 1 new one-bedroom flat and 2 existing studio flats
- **Second Floor:** 1 new one-bedroom flat and 2 existing studio flats

Roads Committee comments:

1. **Cycle Parking Provision**

The applicant should increase cycle parking provision for all residential units. The Committee requires a minimum of **one cycle space per bedroom**, and electric charging facilities must be provided for all cycle parking spaces.

2. **Electric Charging and Fire Safety**

Appropriate charging points for electric bicycles must be installed. The applicant should be aware of the fire risks associated with battery charging and ensure that adequate measures are in place to mitigate these risks.

### 3. Refuse Storage and Collection

Detailed arrangements for refuse storage, collection, separation, and recycling must be agreed with the Parish Refuse Manager.

- The Parish cannot collect refuse unless suitable access and on-site storage facilities are provided.
- The applicant must provide a plan showing a properly constructed enclosure for refuse storage prior to collection.
- There should be no step between the refuse store floor and the footway.
- The refuse store must be fitted with a standard Parish lock.

### 4. Referral to the Government of Jersey Infrastructure and Environment

Notwithstanding the above, this application should be referred to **Infrastructure and Environment**, as 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/2025/10331>

**Silvio Alves** MCIAT, MCIOB, ACABE  
Head of Infrastructure | Parish of St Helier  
On behalf of the Parish of St Helier Roads Committee

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## 2. 69 Halkett Place, 1st Floor, St Helier, JE24WG

P/2025/10334

*Change of use of 1st floor office to 1no. 1-bed flat. Re-glaze single glazed timber sash windows with slimline double glazing.*

#### Important Notice:

Applicants must review the **Planning & Development Guide** adopted by the Parish Roads Committee. This guide contains essential requirements for developments that adjoin or affect a Parish by-road. Access it here: [Planning Guidance Standards | Parish of St Helier](#).

Please be aware that Planning approval does not grant permission to alter any Parish by-road or footway. Such works require **prior** written consent from the Parish of St Helier, and all specifications **must be agreed in advance**. Furthermore, only contractors approved by the Parish are permitted to carry out works on Parish by-roads or footways. Please contact us before you commence on site: [infrastructure@sthelier.je](mailto:infrastructure@sthelier.je)

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The Roads Committee has reviewed the submitted plans and its position is as follows:

#### • Advice Given

- More Information Required
- Neither
- No Comment
- No Objection
- Object
- Support

**Proposal:**

The property currently consists of retail space on the ground floor, offices on the first floor, and residential accommodation on the second and third floors. The office space has remained vacant for an extended period. The applicant seeks approval to convert the first floor into a one-bedroom residential unit.

At ground level, the proposal includes provision for one cycle parking space located beneath the staircase. There is no on-site car parking, and it is not feasible to create any.

**Roads Committee comments:**

**1. Cycle Parking Provision**

The applicant should increase cycle parking provision for all residential units. The Committee requires a minimum of **one cycle space per bedroom**, and electric charging facilities must be provided for all cycle parking spaces.

**2. Electric Charging and Fire Safety**

Appropriate charging points for electric bicycles must be installed. The applicant should be aware of the fire risks associated with battery charging and ensure that adequate measures are in place to mitigate these risks.

**3. Refuse Storage and Collection**

Detailed arrangements for refuse storage, collection, separation, and recycling must be agreed with the Parish Refuse Manager.

- The Parish cannot collect refuse unless suitable access and on-site storage facilities are provided.
- The applicant must provide a plan showing a properly constructed enclosure for refuse storage prior to collection.
- There should be no step between the refuse store floor and the footway.
- The refuse store must be fitted with a standard Parish lock.

**4. Referral to the Government of Jersey Infrastructure and Environment**

Notwithstanding the above, this application should be referred to **Infrastructure and Environment**, as 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/2025/10334>

**Silvio Alves MCIAT, MCIQB, ACABE**  
**Head of Infrastructure | Parish of St Helier**  
On behalf of the **Parish of St Helier Roads Committee**

**3. 16, Winchester Street, St. Helier, JE2 4TH**

**P/2025/10325**

*Change of use from builder's yard and associated office and parking to residential. Convert office to 1 No. 2-bed dwelling including demolition and replacement of rear extension (existing dwelling). Demolish builder's stores and construct and 2 No. 2-bed dwellings. Retain roadside wall, and demolish remainder of garage and*

store/carpentry workshop and create 1 No. 1 bed unit No. 2-bed dwelling. Form amenity spaces and construct cycle and domestic stores.

**Important Notice:**

Applicants must review the **Planning & Development Guide** adopted by the Parish Roads Committee. This guide contains essential requirements for developments that adjoin or affect a Parish by-road. Access it here: [Planning Guidance Standards | Parish of St Helier](#).

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The Roads Committee has reviewed the submitted plans and its position is as follows:

- Advice Given
- More Information Required
- Neither
- No Comment
- No Objection
- **Object**
- Support

**Proposal:**

The applicant seeks permission for 'Change of use' from builder's yard and associated office and parking to residential. Convert office to 1 No. 2-bed dwelling, including demolition and replacement of rear extension (existing dwelling). Demolish builder's stores and construct and 2 No. 2-bed dwellings. Retain roadside wall, and demolish the remainder of the garage and store/carpentry workshop and create 1 No. 1-bed unit No. 2-bed dwellings.

Schedule of Accommodation:

Summary table based on the **Schedule of Accommodation**:

Unit	Type	Bedrooms	Cycle Parking (Proposed)	Car Parking (Proposed)
Unit 1	House	2	2	0
Unit 2	Flat	2	2	0
Unit 3	Flat	1	2	0
Unit 4	Flat	2	2	0
Unit 5	Flat	2	2	0
<b>Total</b>	—	—	<b>10 spaces</b>	<b>Nil</b>

Cycle Parking provision

The development will provide secure, covered cycle parking for all five dwellings, totalling **10 spaces**, in accordance with the Residential Parking Standards SPG for Sustainable Transport Zone 2. Each unit will have two dedicated cycle spaces, and all spaces will include **electric charging points for e-bikes**. This provision supports sustainable

travel choices and complements the car-free nature of the scheme, alongside a financial contribution to the Eastern Cycle Route Network.

Summary note:

- All cycle spaces include **electric charging points**.
- Development is **car-free**, with mitigation via **12 months' Evie car club membership** for residents.

#### No car parking mitigation

No on-site car parking is proposed due to the site's location within Sustainable Transport Zone 2 (STZ2), where car-free development is supported. The applicant advises that providing parking would harm the setting of the Listed building, reduce amenity space, and compromise safety by retaining dangerous vehicular accesses.

To mitigate this, the applicant will provide 12 months' free membership to the Evie car club for all residents of driving age, ensuring access to shared electric vehicles.

This measure, combined with secure cycle parking for all units and a financial contribution to the Eastern Cycle Route Network, promotes sustainable travel and aligns with planning policy objectives.

Summary note:

The site is in **Sustainable Transport Zone 2 (STZ2)**, very close to STZ1, where **car-free development is supported**. The applicant advises that providing car parking would:

- Harm the **character and setting of the Listed building**.
- Reduce **amenity space** or require loss of one or two dwellings.
- Impact **scheme viability**.
- Create **unsafe vehicular access** onto Winchester Street.
- The planning authority agreed that **car-free development is acceptable** given the location and mitigation measures.

#### Roads Committee comments:

##### 1. Note on Roads Committee Position

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

- **Equal Rights to Car Ownership:** Residents in St Helier should have the same rights as those in rural parishes to own and park a car. The Committee expected on-site car parking provision; without it, additional pressure will be placed on already congested public car parks and the Residents Parking Zone (RPZ), which currently has a waiting list of more than two years.
- **Policy Context:** The Constable of St Helier lodged States Proposition P.54/2025, calling for planning guidance to be revised so that, where practicable, a minimum of one parking space is provided per accommodation unit. He argued that current policies unfairly discriminate against town residents by denying them the same right to car ownership as rural residents and wrongly equate car ownership with car use.
- **States Assembly Decision:** On 22 October 2025, the Assembly approved Part A of the proposition, requiring that, where practicable, a minimum of one parking space per residential unit be provided. This decision now carries formal weight and should influence the reassessment of car-free

developments in St Helier. It strengthens the Roads Committee's position in objecting to car-free schemes and highlights the need to reconcile this requirement with sustainable transport measures such as car club access and cycle parking, where physical constraints prevent car parking provision.

- **Alternative Option:** The Committee notes that the existing car parking could have been retained by keeping the existing garage, which would have provided a car parking facility for the development, although this would have required the loss of one unit of accommodation.
- **Servicing Requirements:** The Committee also requests that the applicant provide off-street parking to enable servicing of the units, including deliveries, service visits, and refuse collections.

## 2. Cycle Parking Provision

The Roads Committee welcomes the inclusion of cycle parking within the development. However, it recommends that the spaces be designed to accommodate larger bicycles, such as cargo bikes, to ensure practicality for families and residents with alternative cycle types. All cycle parking should include electric charging facilities, and the applicant must implement appropriate safety measures to mitigate fire risks associated with battery charging.

## 3. Encroachments

The requirements of the **Highway Encroachments (Jersey) Regulations 1957** must be strictly observed. Planning approval does not grant permission for any structure to encroach onto the highway or footway. The following conditions apply:

- **Windows:** Any windows adjacent to the public road or footway must be designed so that opening lights do not project beyond the building line. Breach of this condition will result in enforcement action under the Highway Encroachments Regulations.
- **Doors:** No doors may open outward over the public highway. Any contravention will lead to enforcement action under the same regulations.
- **Up-and-Over Doors:** These must not encroach over the footway or highway when opening, closing, or fully open. Where a new vehicular access is created from a Parish by-road, the kerb and footway must be lowered by the Parish at the applicant's expense.
- **Foundations:** No part of the building's foundations may extend beneath the public highway. Any breach will result in enforcement action.
- **External Insulation:** External insulated systems must not project over the public highway. Planning permission does not entitle the property owner or developer to encroach onto neighbouring land, including public roads or footways.

Additionally, any sign, structure, or object that overhangs a public footway or highway requires prior written approval from the Parish of St Helier's Infrastructure Department, regardless of its height or how long it has been in place.

## 4. Street Furniture

The applicant is advised that any costs associated with the removal or relocation of street furniture or utilities—such as lampposts, bollards, or bike racks—and subsequent reinstatement of road and pavement surfaces will be the responsibility of the applicant. Relocation of street furniture must be agreed with the Parish prior to any works commencing on site.

**5. Service Boxes & dished kerbs**

The applicant must remove any obsolete service boxes that no longer serve the site or, alternatively, realign or renew them in consultation with the relevant utility provider. Obsolete dished kerbs and footway entrances must also be removed, with kerbs and footway reinstated. This includes making good the asphalt across the full width and length of the dished area as a minimum. Depending on the property's location, red or black asphalt may be required, and in some cases, granite paving may need to be reset.

The specification and extent of these remedial works must be agreed in advance with the Parish of St Helier's Infrastructure Department. Only Parish-approved contractors are permitted to carry out works on public roads or footways, and all costs will be borne by the applicant.

**6. Footways/kerb line changes**

Where car parking is removed, existing dished kerbs must be reinstated to a standard kerb line, and the footway must be renewed/resurfaced. If the parking entrance is retained, the kerbs and footway must also be renewed/resurfaced. The kerb line and footway must be resurfaced for at least the full length of the development by a Parish of St Helier-approved contractor, at the applicant's expense. This is a mandatory condition set by the Parish and must be completed prior to occupation of the premises.

The specification and extent of these remedial works must be agreed in advance with the Parish of St Helier's Infrastructure Department. Only Parish-approved contractors are permitted to carry out works on public roads or footways, and all costs will be borne by the applicant.

**7. Public Realm Improvements**

The Roads Committee intends to carry out enhancements in the surrounding area to improve the public realm, which will also benefit this development. To support these works, the Committee is seeking a financial contribution of **£40,000** towards the resurfacing of Winchester Street.

**8. Rainwater Pipes Adjacent to Public Roadway/Footway**

All external rainwater downpipes located along elevations facing a public footway or roadway must discharge directly into the surface water drainage system at the applicant's expense. Rainwater **must not** discharge onto the surface of any public footway or road.

Any works required to connect to the main drainage system must be agreed **in advance** with both the Government of Jersey's Drainage Team and the Parish of St Helier. This agreement must cover the scope of works and the extent of reinstatement required for the public road or pavement prior to any works commencing on site.

**9. Refuse Storage and Collection**

Detailed arrangements for refuse storage, collection, separation, and recycling must be agreed with the Parish Refuse Manager.

- The Parish cannot collect refuse unless suitable access and on-site storage facilities are provided.
- The applicant must provide a plan showing a properly constructed enclosure for refuse storage prior to collection.
- There should be no step between the refuse store floor and the footway.
- The refuse store must be fitted with a standard Parish lock.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2025/10325>

Silvio Alves MCIAT, MCIOB, ACABE  
Head of Infrastructure | Parish of St Helier  
On behalf of the Parish of St Helier Roads Committee

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**4. Cintra, Pen-y-craig Avenue, St. Helier, JE2 3GN**

P/2025/10407

*Convert existing single garage to residential use, alterations to elevation.*

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**Important Notice:**

Applicants must review the **Planning & Development Guide** adopted by the Parish Roads Committee. This guide contains essential requirements for developments that adjoin or affect a Parish by-road. Access it here: [Planning Guidance Standards | Parish of St Helier](#).

Please be aware that Planning approval does not grant permission to alter any Parish by-road or footway. Such works require **prior** written consent from the Parish of St Helier, and all specifications **must be agreed in advance**. Furthermore, only contractors approved by the Parish are permitted to carry out works on Parish by-roads or footways. Please contact us before you commence on site: [infrastructure@sthelier.je](mailto:infrastructure@sthelier.je)

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The Roads Committee has reviewed the submitted plans and its position is as follows:

- Advice Given
- More Information Required
- Neither
- No Comment
- No Objection
- **Object**
- Support

---

**Proposal:**

The applicant seeks permission to convert the existing garage into habitable accommodation to provide additional living space for a growing family. The garage has not been used for vehicle parking for some time due to restricted access caused by road levels and internal floor levels. The dwelling is located within **STZ 1 (St Helier Town Centre)** as defined by the 2023 Residential Parking Standards SPG.

**Applicant's Statement**

- The garage is below current minimum parking standards, and access is constrained.
- It has not been used as a garage for a significant period.
- The proposal aims to maximise unused space for family needs.

**Roads Committee comments:**

**1. Note on Roads Committee Position**

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

- **Equal Rights to Car Ownership:** Residents in St Helier should have the same rights as those in rural parishes to own and park a car. The Committee expected on-site car parking provision; without it, additional pressure will be placed on already well-used on-street parking.
- **Policy Context:** The Constable of St Helier lodged States Proposition P.54/2025, calling for planning guidance to be revised so that, where practicable, a minimum of one parking space is provided per accommodation unit. He argued that current policies unfairly discriminate against town residents by denying them the same right to car ownership as rural residents and wrongly equate car ownership with car use.
- **States Assembly Decision:** On 22 October 2025, the Assembly approved Part A of the proposition, requiring that, where practicable, a minimum of one parking space per residential unit be provided. This decision now carries formal weight and should influence the reassessment of car-free developments in St Helier. It strengthens the Roads Committee's position in objecting to car-free schemes and highlights the need to reconcile this requirement with sustainable transport measures such as car club access and cycle parking, where physical constraints prevent car parking provision.
- **Alternative Parking Arrangements:** The applicant has not provided any information on the alternative off-street parking provision, which the current guidance considers as a possible mitigation when deviating from standard parking provisions.
- **Garage compliance:** The garage door is 2.438 m wide, exceeding the former standard width of 2.4 m, as set out in earlier guidance, confirming compliance with the 1988 historic standards.

However, it is noted that the current minimum specification for a single garage is 3.0 x 6.0 metres in the Planning Department - **Residential parking standards SPG** – this would apply if constructing a new garage. In this instance, this is an existing garage.

#### • Current Parking Standards

- **Zone:** STZ2 – Suburban Sustainable Transport Zone

*Sustainable transport zone 2: STZ2 covers areas outside the St Helier town centre boundary, generally suburban locations with lower density and less reliance on walking and cycling compared to STZ 1.*

- **Minimum requirement:** 0.5 space per 2 bed dwelling.

NOTE: The conversion of the garage to accommodation will reduce off-street parking. Under the Planning Department's 2023 guidelines for STZ 2, a minimum provision is expected, so the proposal must demonstrate compliance with this requirement. While this may still meet planning policy if alternative parking or justification is provided, it conflicts with the Roads Committee's preference for maintaining at least one off-street parking space per dwelling.

## 2. Cycle Parking Provision

The applicant must provide adequate bicycle parking. The Committee requires a minimum of **one secure cycle space per bedroom**, and all cycle parking spaces must include facilities for electric charging.

## 3. Electric Charging and Fire Safety

Appropriate charging points for electric bicycles must be installed. The applicant should be aware of the fire risks associated with battery charging and ensure that adequate measures are in place to mitigate these risks.

**4. Refuse Storage and Collection**

Detailed arrangements for refuse storage, collection, separation, and recycling must be agreed with the Parish Refuse Manager.

- The Parish cannot collect refuse unless suitable access and on-site storage facilities are provided.
- The applicant must provide a plan showing a properly constructed enclosure for refuse storage prior to collection.
- There should be no step between the refuse store floor and the footway.
- The refuse store must be fitted with a standard Parish lock.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2025/10407>

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On behalf of the Parish of St Helier Roads Committee

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