Roads Committee date: 17 June 2026	**Road reference & title of report:** Bollards and Cycle Stand Specification Changes
Address: N/A	**Requested by:** Infrastructure

Brief introduction/summary:

Following Roads Committee approval of the Parish Planning and Development Guide on 21 May 2025, the finalised version was circulated on 28 May 2025 and on the Parish website (link: Roads Committee approved policies and guidance).

As Members may recall, the Guide is reviewed on a two-year cycle, with the intention that the Parish and the Government of Jersey (as the highway authority for the Island's main road network within St Helier) remain aligned, so far as practicable, and continue to work in partnership to secure a consistent approach to streetscape design and street furniture.

Officers are therefore proposing a targeted update to Section 10 of the Guide, specifically in relation to bollards and cycle stands. The purpose of this amendment is to support improved accessibility by moving away from stainless steel street furniture where appropriate, recognising the inherent issues around low visual contrast and glare for people with visual impairments, and to adopt higher-contrast finishes and detailing (including contrasting/reflective banding) as standard practice.

This approach is consistent with established UK best-practice guidance for the accessible public realm, and it also aligns with Jersey's wider duties to consider reasonable adjustments for disabled people.

Accordingly, Officers seek the Roads Committee's approval to amend Section 10 of the Guide to formalise the use of higher-contrast materials and finishes for bollards and cycle stands, for the benefit of pedestrians and other users with visual impairments.

Officers note that recent public realm schemes have increasingly adopted darker, higher-contrast street furniture against lighter paving materials, which supports improved visibility in practice.

Details of the proposed changes:

This section includes the proposed revised Section 10 extract from the **PLANNING & DEVELOPMENT GUIDE** (Link: PLANNING & DEVELOPMENT GUIDE):

Bollards:

Policy and approach

- The Parish's policy is that bollards are a last resort. Alternatives should be explored first, such as trees, planters, or other design measures that reduce the need for bollards.
- Bollards should generally be avoided as they can clutter the street and create avoidable hazards, particularly for people with mobility needs or visual impairments.
- Bollards are not the default solution for illegal parking. They should only be considered where there is clear evidence of persistent problems and other measures (including enforcement and design changes) are not sufficient.

When bollards may be needed

- Bollards must not be installed where they create difficulty for pedestrians or cyclists, especially those with mobility or visual impairments.
- Bollards must not be installed if they would reduce the remaining clear footway width to less than 1.2 metres.

Road safety and consultation

- A Road Safety Audit may be required where there is potential for bollards to affect road safety.

Positioning and spacing (to keep routes usable)

- Bollards must be positioned outside of the main pedestrian route wherever practicable.
- A minimum clear footway width of 1.2 metres must be maintained to allow access for wheelchair users, pushchairs, and similar.
- Bollard spacing must allow people to pass through safely but discourage vehicle access:
    - maximum spacing of 1.8 metres (centre-to-centre).
- Set bollards back from the kerb:
    - allow 300mm clear space from the front edge of the kerb to the bollard.

Visibility and accessibility (reduce collision risk)

- Bollards must be easy to see, particularly for people with partial sight:
    - Provide clear visual contrast; and
    - Use reflective banding where necessary to improve night-time visibility.
- Where contrasting bands are used, industry guidance commonly refers to a band of at least 150mm depth positioned around 1400–1600mm above ground level to aid detection by partially sighted pedestrians.

Design and maintenance (reduce injury and trip risks)

- Use smooth, rounded profiles and avoid protrusions.
- Ensure bases and surrounding surfaces are flush and well-maintained to avoid trip hazards.
- Use durable finishes and ensure any reflective or contrast features can be maintained and replaced if they deteriorate.

Bollard specification (default standard)

- Preferred product range: Barton Duracast polyurethane bollards, black (RAL 9005), domed top, or approved similar.

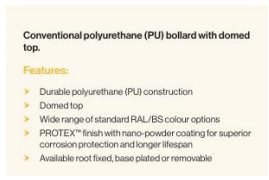
- Polymer bollards are preferred because they provide better visual contrast (supporting accessibility), are durable and low maintenance (often avoiding repainting), and perform well in impact-prone locations.

- Visibility: fit with a white reflective band where necessary.

- Dimensions:
  - 1100mm high
  - 395mm root depth
  - 170mm diameter

- Fixed and removable options (same product)

Fixed bollard
The Barton range of polyurethane bollards
https://www.broxap.com/barton-pu-bollard.html



Removable bollard
https://www.broxap.com/barton-pu-bollard.html

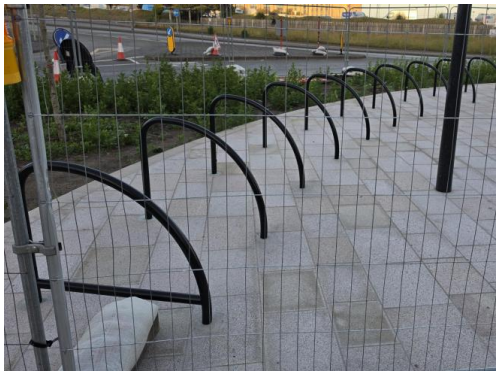
Cycle stands (bicycle racks)

- Cycle stands should be provided at street level in appropriate locations within the public realm.

- Preferred design: Sheffield stand (or approved equivalent, including curved variants).

- To support people with visual impairments, provide tapping bars/rails so an empty stand can be detected by a person using a cane. Where stands are installed in a run, tapping rails are often provided on the two end stands as a minimum (unless the site justifies more).

- Finishes:
  - marine-grade powder coating systems; or
  - polymer / polyurethane-type alternatives (where available and appropriate).



Stainless steel (visibility and accessibility)

- Stainless steel is not being removed entirely, but the Parish is moving away from stainless steel for bollards and cycle stands because low contrast and glare can make it harder to see, particularly for people with partial sight.
- Where stainless steel is retained, it must be made more detectable by adding contrasting finishes/colours and reflective banding to break up the outline.

Cycle shelters

- Where space allows, cycle shelters may be requested to encourage cycling and provide weather protection.

- Where a shelter is proposed on Parish land, the design, materials, siting and appearance must be agreed with the Parish in advance to ensure it is suitable and does not create an accessibility barrier.