



PARISH OF
ST HELIER

AGENDA

ROADS COMMITTEE MEETING

Wednesday 12th August 2026 at 9.30 am

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 22 July 2026 ('A' Agenda items).
A4. Matters arising.
A5. For decision: Lewis Street – update
A6. For decision: Pomona Road – Visitor Spaces/Unloading
A7. For information: Viste du Branchage report
A8. For decision: To consider recent Planning applications.
A9. Agreed decisions.
A10. Lodging items for forthcoming Roads Committee meetings.

Dates of 2026 meetings:

Wednesday 14 January 2026

Wednesday 11 March 2026

Wednesday 13 May 2026

*Friday 10 July 2026: Visite du Branchage

Wednesday 12 August 2026

*Friday 18 September 2026: Visite du Branchage et Chemin

Wednesday 18 November 2026

Wednesday 11 February 2026

Wednesday 15 April 2026

Wednesday 17 June 2026

Wednesday 22 July 2026

Wednesday 16 September 2026

Wednesday 14 October 2026

Wednesday 16 December 2026

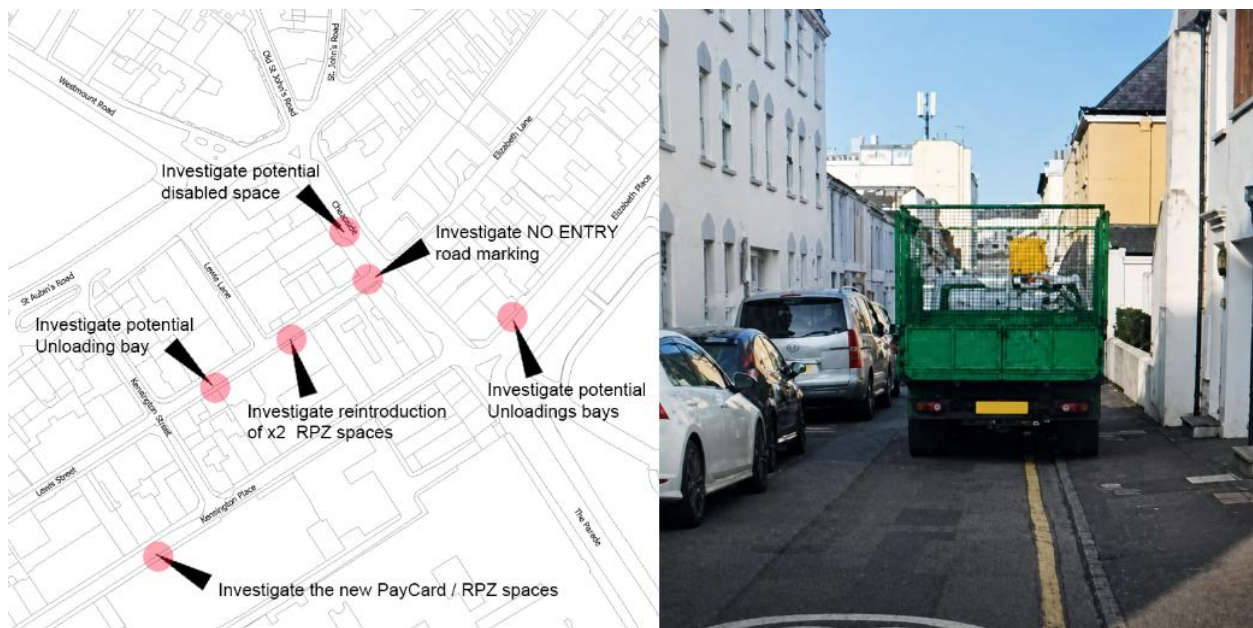


Roads Committee Date
12th July 2026

Road Ref: 141 Lewis Street Update

Requested by:
Constable

Location map:



Brief introduction/summary:

As Committee will be aware; The Lewis Street parking and safety issue has developed from a long-running road safety concern relating to the narrow carriageway, misuse of parking spaces, and repeated reports of vehicles mounting the footway to pass parked vehicles. The Roads Committee report in July 2025 identified that this behaviour created a risk to pedestrians, particularly where residential front doors open directly onto the footway, and noted that larger vehicles, including Parish refuse vehicles, were affected by the restricted carriageway width.

On 13 August 2025, the Roads Committee approved the removal of parking spaces in Lewis Street following officer advice and evidence of the safety concerns raised by residents and the Community Support Team. The scheme was implemented in February 2026, following site notices, and resulted in the removal of four Residents' Parking Zone spaces and one disabled parking space. Temporary melba blocks were subsequently installed, with the intention that these would be replaced by planters as a more appropriate semi-permanent measure.

The intention was to relocate the displaced parking provision to Kensington Place however, this was not supported by I&E at the time due to constraints linked to the existing hospital site and future hospital-related proposals. People's Park was also considered, but this was deferred because of emerging proposals for Peirson Road, Kensington Street and People's Park which are expected to affect parking provision in that area. (There has recently been an update to this which is shown latter in this report).

Residents have raised concerns that the removal of parking has displaced, rather than resolved, some of their underlying issues.



Update

The Constable held a meeting in Lewis Street on 21st July 2026 to allow each stakeholder group an opportunity to share their views before a final discussion and consideration.

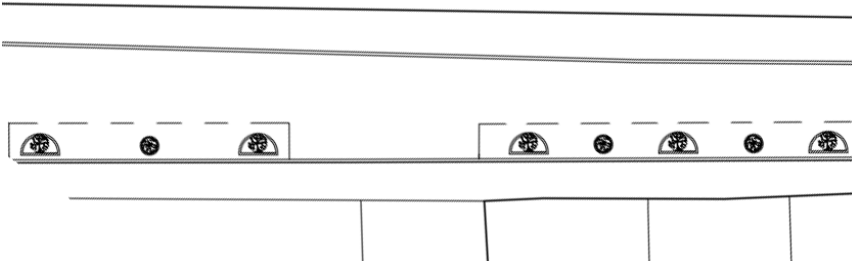
Stakeholder Groups;

- Meeting with local business owners.
- Meeting with residents who oppose the reinstatement of parking.
- Meeting with residents who support the reinstatement of parking.

Various points and suggestions were raised by the different stakeholders during the engagement process. The current position on each of these matters are set out below.

Installation of Planters to replace the temporary road blocks

Planters are due to be installed shortly, along with the Constables suggestion of edibles such as rosemary, mint or bay leaves, it was suggested that perhaps residents could be asked to water the area however as these locations form part of the public highway, any requested maintenance activity brings Health & Safety liability considerations for the Parish. Residents are not trained, accredited, equipped or insured to work on the highway to the standards we would require of our own staff or contractors, so if an incident occurred, the risk would ultimately sit with the Parish.



Lost Disabled Space

Officers are investigating the possibility of relocating the disabled parking space lost from Lewis Street to the layby adjacent to the cafés in Cheapside, this was following concerns raised by café owners. The businesses advised that the former disabled parking space was integral to their operations and accessibility for customers. Officers are currently in discussions with Infrastructure and Environment (I&E) to determine whether this proposal is feasible.



Potential Disabled Space shown red on Cheapside



Possible reintroduction of RPZ spaces and new Unloading bay

Officers have been asked to investigate the reintroduction of two Resident Parking Zone (RPZ) spaces in their former location (Location B below), together with the potential introduction of an unloading bay at Location A. It was felt by some stakeholders, that if a vehicle had to mount the footpath in these particular locations it was not as critical / dangerous as further up the road where the initial concerns first came about, as there is more visibility due to gated gardens etc.

This was not supported by Traffic Engineers as per attached Technical Memo (appendix 1).



Location Plan



Location A, Potential Unloading bay outside No. 1 & 2 (Opposite the rear entrance of Pet Paradise and near the food bank)



Location A, Potential Unloading Bay



Location B Potential for reintroducing the former X2 RPZ Spaces

Potential Unloading Bay(s) in Elizabeth Place (Government administered)

Mark Hutcheson who heads up the Parish Community Support team and Charges Office, stated he has been in talks with Parking Control over the potential placement of an unloading bay in the wide section of carriageway in Elizabeth Place. Infrastructure are now in dialogue with I&E over the likelihood and timescale of this proposal.





New Visitor Spaces in Kensington Place (Government administered)

Below are X5 Visitor spaces (RPZ after 10pm) that have been established recently in Kensington Place. This is the location where the 4 RPZ's and 1 Disabled space were originally requested to be relocated by PoSH.

I&E have confirmed these spaces went live at the end of May, therefore there are now more RPZ options for Lewis St residents in this area.



X5 New Spaces on Kensington Place

No Entry Road Markings

Following requests from residents to reinforce the existing restriction on through traffic, a 'No Entry' road marking has been installed on the carriageway at the entrance to Lewis Street.





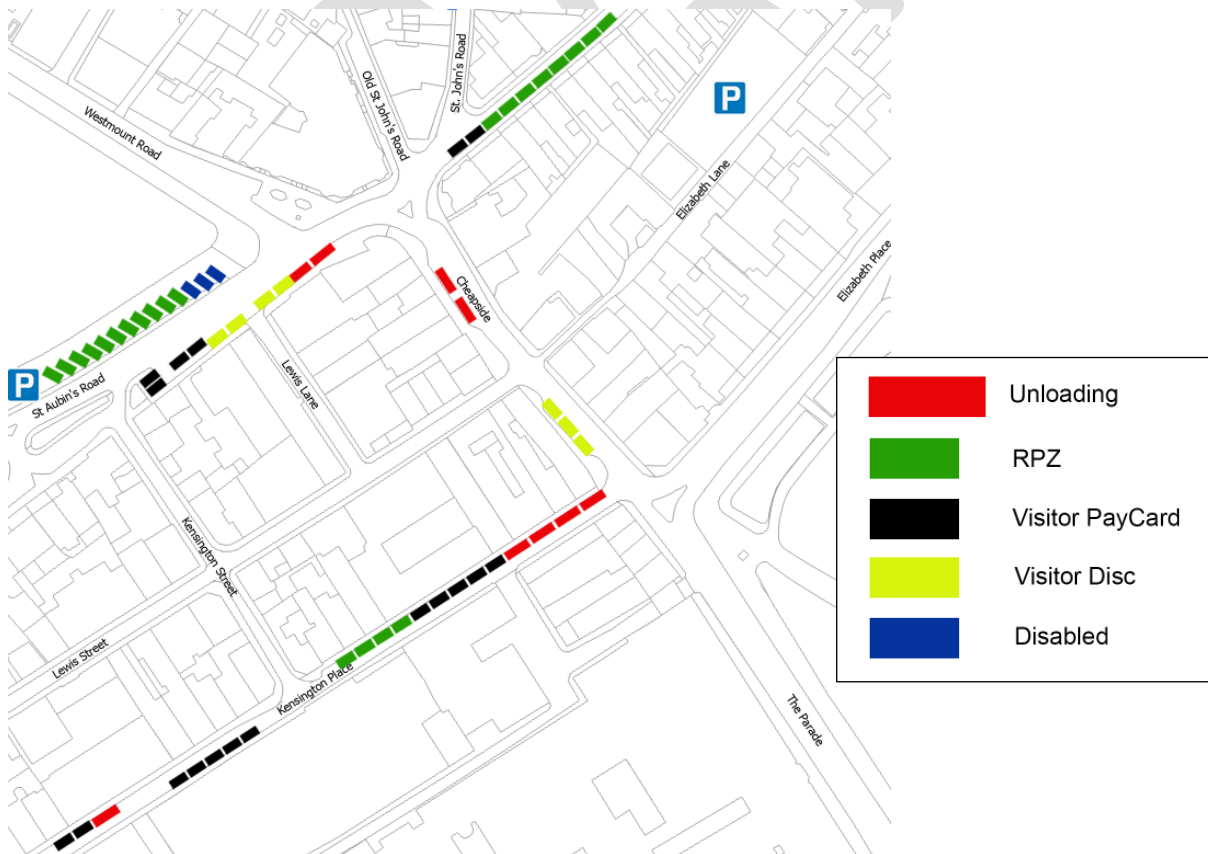
Possible Bollard installation

A resident also suggested the installation of a flexible bollard(s) on the western side of the carriageway, adjacent to the garages, to stop vehicles mounting the footpath. However, now that the parking spaces in this location have been removed and planters due to be positioned, officers do not consider this measure to be necessary. In addition, On balance, it is considered that the introduction of a bollard would add unnecessary street clutter without providing any significant benefit



Vicinity of suggested bollard

Below is the current parking and unloading facilities in the area



Appendix 1: WSP Technical memo



TECHNICAL MEMO

DATE:	29 July 2026	CONFIDENTIALITY:	Restricted
SUBJECT:	Lewis Street Parking & Safety Scheme - Safety Review		
PROJECT:	62100327/RSR/24/A	AUTHOR:	Andrew Davison

1. INTRODUCTION

Scope & Background

Concerns have been raised regarding vehicles mounting the footway to negotiate parked vehicles in the allocated parking spaces in Lewis Street, St Helier. In July 2025, the Parish of St Helier issued a Roads Committee Report titled 'Lewis Street Parking and Safety Issues'. The report included several photographs of large vehicles mounting the footway on the northern side of the street. This is a significant safety concern, as vehicles can be seen passing close to doorways and putting pedestrians at risk. It also has the potential to cause damage to the kerbs and footway.

To combat these issues, the Parish has removed the parking to help reduce the need for large vehicles to overrun the footway. It will also reduce the number of vehicles accessing the street, as prior to the removal of the parking area, the 'No Entry except for access' could have been challenged due to the Residents Parking Zone (RPZ) and disabled parking spaces in Lewis Street. This allowed motorists to enter the street legally to access the parking spaces to use the adjacent shops and cafés.

The previous parking arrangements were as follows (as shown in Figure 1):

- 4 No. parking spaces, which were 20-minute pay card limit between 9 am and 10 pm, reverting to RPZ between 10 pm and 9 am as part of the Cheapside RPZ 'Road Traffic (St Helier) (Jersey) Order 1996'.
- 1 No. disabled parking space is a 1-hour disabled parking space, 'Road Traffic (Disabled Persons) (Parking) (Jersey) Order 2002'

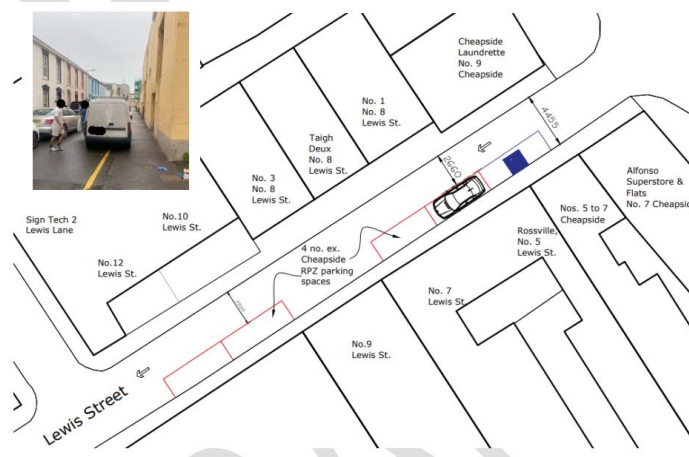


Fig 1 – Previous Parking Arrangements in Lewis Street



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To offset the loss of the parking area, it is proposed to relocate the parking spaces elsewhere within the local vicinity, with ongoing discussion being held with the Government of Jersey.

The purpose of this Technical Memo is to assess any safety implications arising from these alterations. In addition, the Review Team has also been asked to comment on options for reinstating two residents parking spaces plus a small loading bay elsewhere in Lewis Street.

General Site Description

Lewis Street is located within a residential / business area within central St Helier, close to the main hospital. Its width has been measured at 4.455m, leaving a gap of approximately 2.6m to pass a parked car. It is a one-way street that is subject to a 20mph speed limit, and has single yellow lines throughout on both sides.

The site was visited on 9th July 2026, as part of this assessment. The parking bays had been removed with a single yellow line and temporary water-filled barriers placed in front of the footway (See Figure 2). It is understood that the water-filled barriers are to be replaced by bollards located 500mm in front of the footway.



Fig 2 – Lewis Street Parking Area (Removed)

No collision or traffic data has been made available for this report. Traffic levels were low at the time of the site visit, with a small number of pedestrians observed using the footways.



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2. ROAD SAFETY IMPLICATIONS OF REMOVING THE ON STREET PARKING SPACES

Although the layout of Lewis Street is not untypical of streets within St Helier, evidence provided by the Parish indicates that there is a risk to residents and pedestrians from vehicles overrunning the footway. Although vehicle and pedestrian numbers are likely to be low, any road layout that necessitates regular footway incursions should be avoided.

The removal of the car parking area should also reduce the number of vehicles accessing Lewis Street, which would have a positive impact on road safety. Whilst the provision of some parking could lead to a reduction in traffic speeds, the loss of these spaces is unlikely to have a significant impact on speeds. Being located close its junction with Cheapside, traffic speeds are likely to be low as vehicles will have only just turned into Lewis Street.

The relocation of the disabled space should have little impact unless it was dedicated to a particular property.

The proposed bollards had not been installed in front of the removed parking area. It is noted that they are described as being 'temporary', and it is understood that planters are now being proposed as an alternative. Drivers turning into Lewis Street may not see the bollards / planters in poor visibility (for example at night or when the southern side of the carriageway is in shade), therefore it is recommended that hatched road markings are installed around the junction bellmouth in advance of the first bollard / planter. Consideration may be given to locating the bollards / planters on the northern side of the street as this may have less of an impact of vehicles turning into the street (if placed closer to the junction).

The provision of single yellow lines prohibits waiting by vehicular traffic, including short term drop offs and setting down passengers. During the site visit several vehicles were observed to be parked at the south-western end of Lewis Street, with some vehicles parked partly on the footway. An enforcement strategy, if not already in place, could help deter abuse of these restrictions.

3. OPTIONS FOR REALLOCATING PARKING / LOADING AREAS ELSEWHERE ON LEWIS STREET

Residents and businesses have requested that alternative sites for parking / loading within Lewis St are investigated (see Figures 3, 3A and 3B). Suggestions have been put forward for a small loading bay (Fig 3 – Location A) and two RPZ spaces (Fig 3 - Location B). The carriageway width at each location has been measured at 4.42m and 4.45m, respectively.

The unloading bay has been suggested outside Nos. 1 & 2 (Opposite the rear entrance of Pet Paradise), with the 2 RPZ spaces occupying part of the area where parking was previously permitted.



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Fig 3 – Suggested alternative locations



Fig 3A – Location A (foreground) with Location B (in distance)



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Fig 3B – Location A (Left) and Location B (Right)

The option for reinstating parking spaces elsewhere on Lewis Street would largely defeat a key objective of the scheme, which is to discourage drivers from entering Lewis St. If some level of parking is to be retained on Lewis Street, then the best place for it would be at its north-western end (Location B), as traffic speeds will be lower. The spaces would also be nearer to the shops and services that drivers are likely wanting to access. The width of the carriageway further west along Lewis St looks to be consistent throughout, therefore there doesn't appear to be other sections with greater available width.

The Jersey design standard 'Access Standard for Small Housing Developments' refers to a minimum road width of 5.0m for developments of between 13 and 25 dwellings. Whilst not entirely applicable to the situation in Lewis Street, it is possibly the nearest appropriate design standard, as similar UK standards are likely to be based on larger vehicles. Whilst road widths in the region of 4.45m may be sufficient to allow a car to pass another parked car, larger vehicles may struggle to do this without mounting the opposite footway.

Allowing for a parked car to occupy a width of approximately 2.0m, a residual width of 2.45m would be left for passing vehicles. Design dimensions for delivery vehicles typically used in Jersey are not known, however refuse vehicles are generally in the region of 2.5m wide, which is greater than the residual width. Any arrangement that requires passing vehicles to mount the footway would not be supported.

It is, however, recognised that given the expected low volume of vehicles and pedestrians, as well as low traffic speeds, the risk to pedestrians is not excessively high. If bays are to be provided, then they should avoid areas where doorways are present (which could be impacted by vehicles overrunning the footway). Furthermore, they should be far enough away from any junction to allow vehicles to complete any turning manoeuvres.



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As previously stated, during the visit delivery vehicles were observed parking on the footway at the south-western end of the street, which would indicate a lack of width available (see Photo in Figure 4, below). There are also quite a few garages and accesses at the south-western end of the street, so there would be only a limited number of possibilities at that end. Parking near to junctions should also be avoided.



Fig 4 - Vehicles parked at the SW end of Lewis St

4. SUMMARY

The removal of the on-street parking bays on Lewis Street presents no significant safety issues and will reduce the need for delivery vehicles to mount the footway. This will have safety benefits for residents and pedestrians by removing the potential for conflicts. The removal of the parking area should also help discourage drivers from entering the street.

The option to reinstate limited parking / loading bays would not be supported on road safety grounds, although the risk to pedestrians is likely to be low.

If parking spaces are to be reinstated, then the best place for them is likely to be where the spaces were previously provided, although away from areas with door accesses that could be impeded by overrunning vehicles.



Roads Committee date: 12 August 2026	Road reference & title of report: Pomona Road visitor parking space request Results of consultation
Address: Pomona Road	Requested by: Roads Committee
Location map: 	Photograph/street view: 
Request:	
Background: This report provides the Roads Committee with the results of the public consultation undertaken in relation to the future use of an existing Residents' Parking Zone (RPZ) space on Pomona Road. The consultation was carried out following the Committee's decision of 17 December 2025 to seek the views of residents and other interested parties on whether the space should remain unchanged, be converted to a visitor/paycard parking space, or be designated as a 24/7 unloading bay. The report summarises the history of the matter, including the original petition received following the completion of the Pomona Road Neighbourhood Improvement Area (NIA) scheme, the Committee's previous considerations, the consultation process undertaken in 2026, and the responses received. It also outlines the operational, environmental, financial, and legal implications associated with the available options before seeking a decision from the Committee on how the matter should proceed. Pre-Implementation Consultation: The Committee will recall that the Pomona Road scheme was completed in April 2024 and Pomona Road falls within the St Thomas Residents' Parking Zone (RPZ). The Parish undertook substantial consultations on this first NIA. 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. Post-Implementation Consultation: 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.	



Petition – September 2025:

On 19 September, the Constable received a petition requesting reinstatement of the removed visitor space and removal of the planter and greened area. The petition results are summarised as 14 signatures from residents in Pomona Road, and 22 responses from visitors across the island not just St Helier.

During the address to the Roads Committee, the resident felt a visitor space would not be suitable, but a space for workers, such as an unloading bay, could be possible. The Committee agreed to take a further look at the road, consider the proposed suggestions from the infrastructure team and, if required, consult with residents in 2026.

The Parish advised the Roads Committee at the time that, there are alternative visitor parking spaces available all in easy walking distance, as follows:

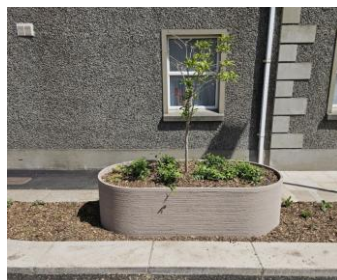
- Poonah Road – 3 no. visitor spaces
- Aquila Road – 5 no. Visitor spaces
- Saville Street – 2 no. visitor spaces
- Journeaux Street – 2 no. visitor spaces
- Clare Street - 2 no. visitor spaces

All of these locations are within a short walking distance of Pomona Road.

Original visitor space

The original petitions requested that the Roads Committee remove 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, as was explained in the 17 December Roads Committee report – the main points being:

- **Reduced privacy** for the neighbouring property due to the loss of the planter and landscaped buffer between the roadway and the property boundary.
- **Increased vehicle activity**, with the potential for additional noise, disturbance, and obstruction of access to the adjacent property.
- **Loss of green infrastructure**, resulting in a reduction in street greenery, visual amenity, and biodiversity.
- **Traffic and parking impacts**, including the potential for increased short-term parking activity and localised congestion.
- **Risk of recurring misuse**, as the former visitor space had reportedly been used inappropriately, leading to access issues for the neighbouring property.
- **Conflict with Parish objectives** aimed at protecting and enhancing green spaces and environmental improvements within the Parish.





Having considered these factors, the Committee concluded that the removal of the planter and green space should not be pursued. Accordingly, reinstating a visitor parking space in this location was discounted as a viable option.

Roads Committee meeting 17 December 2025

Extract from the Roads Committee minutes – 17 December 2025:

126/2025 POMONA ROAD – VISITOR PARKING SPACE REQUEST	The NIA scheme was completed in 2024, feedback from residents at the time was positive, showing staunch support for the delivered scheme. A petition has now been received, requesting removal of a fixed planter and green space to reinstate a visitor parking space. There are 14 visitor spaces in the surrounding area. A property owner in Pomona Road represented those who signed the petition. It was explained that the issue, is not just visitor parking, but residents having nowhere for workers to park nearby, especially in an emergency. There are approx. 75 residential units on the road and no visitor spaces or unloading bays, leading to workers having to stop in the road to unload their tools and blocking traffic. The Committee questioned if the property owner had taken part in the NIA consultation, they confirmed that they hadn't. Following discussion, it was felt a visitor space would not be suitable but a space for workers such as an unloading bay could be possible. The Committee agreed to take a further look at the road, consider the proposed suggestions from the infrastructure team and if required consult with residents in the New Year. A concern was raised that it costs money, each time a complaint is received, and the Parish re-looks at completed projects; it also restricts the completion of other projects.
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Letter Drop and 2026 Consultation Process

Following a direction from the Roads Committee, the Infrastructure Department undertook a public consultation between **15 June 2026 and 17 July 2026** to seek views on the future use of the parking space on Pomona Road.

Given that any change to the parking arrangements would have the greatest impact on residents of Pomona Road—particularly as it could result in the loss of an RPZ parking space—a consultation letter was delivered to every property on the road. In addition, site notices were displayed in the vicinity to ensure that visitors and other interested parties were also made aware of the consultation and given the opportunity to participate.

Respondents were able to provide their views through a variety of channels, including an online questionnaire hosted on the Parish website, by scanning a QR code included in the consultation materials, or by submitting comments via email.

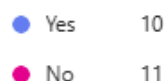
A copy of the consultation letter and questionnaire is attached at **Appendix 1**.



Results of the 2026 consultation:

Total – 21 respondents – the consultation was open for 37 days.

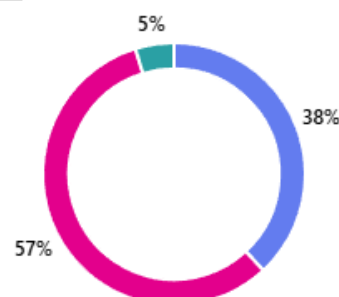
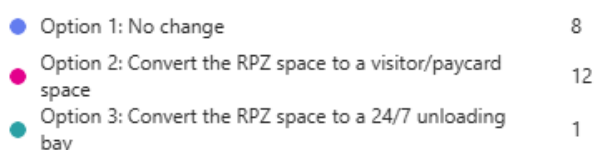
1. Do you live on Pomona Road?



2. If yes, what is your house name or door number?

All 10 residents responded – their addresses are not included in this report for GDPR.

3. Which option do you support?



IMPORTANT NOTE:

Consultation responses from **Pomona Road residents** (10 responses received):

- **Option 1 – No change (retain RPZ space):** 6 residents (60%)
- **Option 2 – Convert to visitor space:** 3 residents (30%)
- **Option 3 – Convert to a 24/7 unloading bay:** 1 resident (10%)

Key point: A clear majority of responding residents (60%) supported retaining the existing RPZ parking space, with limited support for a visitor space (30%) and minimal support for an unloading bay (10%).

4. Do you have any additional comments?

Parking on Pomona Road is a contentious issue and both my husband and I have been confronted by an 'entitled' individual who doesn't live on Pomona Road, but who (wrongly) assumed we were parking there without a permit. I think having a visitor parking would help reduce this aggressive and jealous policing of spaces and encourage a healthier approach to parking on the road.

This was consulted upon - at length - when the NIA was discussed with residents. Those who don't live on Pomona Road have tried to upset that claiming to have lost 'their parking space'. The views of those who live on this street should have primacy. The parish should better interrogate who it gives parking permits to. They don't live on this street.

Many times whilst trying to find a parking place, I pass numerous 'Residents Parking Only' spaces which are empty. These would be better utilised as a temporary short stay parking.



Pomona Lane resident. It's hard enough to find spaces in the area as it is without removing one. There is plenty of visitors parking nearby

Pomona road only has residents parking, we need a paycard/ visitors space like other roads have, so family or friends can come to visit. We have family that don't usually come to visit because there's no parking. There's no many paycard parking space around here, it's basically all residents parking and when they come around all the paycard spaces are usually full. Thank you.

When visiting family no space to park, so if converted to paycard space will be nice

It's very frustrating, as not having any pay and spaces as I have to go to this road regularly and it's all disabled or residents parking

The illegal parking in the street has stopped since the removal of the public parking space. We don't see why an unloading bay should be provided on a residential street, it would most likely be used regularly by the same business owner who lives in the street with an extremely large commercial vehicle most days. The person canvassing for signatures in the road is not a resident, he is a property owner and sent someone to knock on our door to sign his petition so we believe some people felt under pressure. If we need workmen to visit we will happily pay for parking at the parish hall and protect the parking on the street for the residents who need it. Please don't change the parking space to public or unloading

Unnecessary change being put forward.

Financial and Legal Implications

Should the Roads Committee be minded to alter the existing RPZ parking space, it should note that consultation responses indicate no support for a 24/7 unloading bay. Any change would therefore most likely involve converting the space to a visitor parking bay, which would have the following financial and legal implications:

- **Estimated implementation cost:** Approximately **£1,000**, to cover the removal of existing infrastructure and the installation of any required road markings, pole and signage. Note this cost would need to be from the Parish Roads Programme; therefore, compensatory savings may be required.
- **Traffic Order amendment:** The change would require an amendment to the **St Helier Traffic Order**, involving a formal legal process and associated timescales before implementation could proceed.

Decision Required

Having considered the consultation responses and the associated operational, financial, legal, and environmental implications set out above, the Committee is requested to decide which option the department should take forward.



Appendix 1: Consultation

Letter Drop:



PARISH OF ST HELIER INFRASTRUCTURE

Town Hall, PO Box 50, St Helier JE4 8PA
infrastructure@sthelie.je

Your views are important.

The Parish of St Helier is seeking the views of Pomona Road residents following a petition from residents and visitors regarding parking access. The Roads Committee agreed on 17 December 2025 to consult residents before reaching a decision.

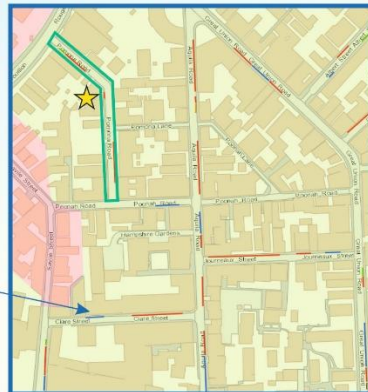
Why are we consulting?

The petition requested a visitor space or unloading bay. Due to the constraints of the existing road layout, this would require changing the use of an existing RPZ space.

The options are:

- **Option 1: No Change:** Retain all existing RPZ spaces. Alternative visitor parking is available within walking distance at:

- Poonah Road: 3nr.
- Aquila Road: 5nr.
- Saville Street: 2nr.
- Journeaux Street: 2nr.
- Clare Street: 2nr.



Blue lines on the map indicate the visitor spaces

Click on the **MAP** to access the RPZ interactive map

- **Option 2: Visitor/paycard space.**
Convert one RPZ space to a visitor/paycard space (9am–10pm daily). This would reduce resident parking by one space during the day.
- **Option 3: 24/7 unloading bay.**
Convert one RPZ space into a full-time unloading bay. This would permanently remove one RPZ space from resident use. Unloading bays are not commonly provided on residential streets.

Have your say.

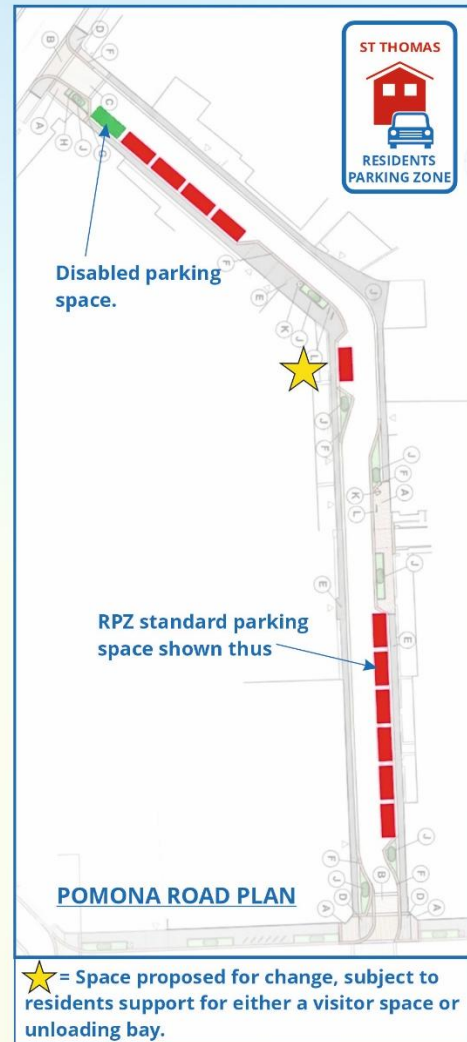
Pomona Road residents are invited to share their views to help inform the Parish Roads Committee's decision.

Contractors visiting properties in emergencies:

A Q&A at the back explains what to do for emergency access.

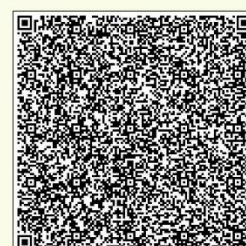
Consultation closing date: **17 July 2026**

Consultation POMONA ROAD Proposed RPZ parking space change



Tell us your preferred option.

- Email: infrastructure@sthelie.je
- Visit: <https://sthelie.je/public-consultations/>
- Scan the QR code below to email us directly.



SCAN me to email us



PARISH OF ST HELIER INFRASTRUCTURE

Town Hall, PO Box 50, St Helier JE4 8PA
infrastructure@sthelier.je

Consultation
POMONA ROAD
Proposed RPZ parking
space change



Q&A Contractor and delivery parking in the Residents' Parking Zone

Contractor parking	Delivery and shopping unloading
Q. Can contractors park in the RPZ when attending my property? Yes, but the normal and lawful route is for the contractor to obtain a temporary RPZ permit from the Parish before parking in a residents' permit space.	Q. Can residents stop on a yellow line or other no-waiting area to unload shopping bags? Residents should not assume that they can. I have not identified a published general exemption in the current St Helier parking law allowing residents to stop on an ordinary prohibition of waiting line simply to unload shopping bags.
Q. What is a temporary contractor permit? Temporary permits are available for contractors employed to carry out works within an RPZ, including the St Thomas' zone. The current published daily rate is on the Parish website, and permits are available for up to two weeks.	Q. Does the same apply to supermarket or home-delivery vehicles? Yes, as there is no exemption in the current St Helier parking law allowing supermarket or other home-delivery vehicles to stop on an ordinary prohibition of waiting line to unload shopping.
Q. When is the temporary permit valid? Temporary permits are valid Monday to Friday, from 8.00 am to 6.00 pm only.	Q. Are there any exceptions? Where unloading is intended to be allowed, this is usually dealt with through designated unloading bays or specific legal exemptions. Jersey law also contains a specific exemption for postal vehicles on certain clearways.
Q. Where can a contractor park with a temporary permit? A temporary permit allows parking in a Residents' Parking Permit space only. If a contractor parks in a paycard space within the zone, a paycard is still required.	Q. What is the safest approach for deliveries or unloading shopping? The safest approach is to use a lawful parking space or a designated unloading bay where one is available.
Q. How far in advance should the permit be arranged? The Parish advises that the application should be submitted in good time and at least 24 hours before the date it is required.	Q. What if there is a genuine emergency? Where there is a genuine emergency and there is no time to arrange a permit in advance, residents should contact the Community Support Team on 01534 811866 and leave a message if necessary. This is a practical operational step rather than a published legal exemption.
Q. Can the Parish keep a bay clear for essential works? Yes. The Parish guidance states that spaces may be cordoned off for essential works only. The permit form says this should normally be requested 48 hours before the permit start date through the Community Support Team.	Q. What should an emergency contractor do on arrival? As a practical measure, it is sensible for the contractor to place a note in the windscreen stating the address being attended and that they are responding to an emergency call-out. This may assist officers if the vehicle is checked while on patrol. This is practical guidance rather than a published exemption.
Q. Does a permit guarantee a parking space? No. The Parish permit form makes clear that a permit does not guarantee that a space will be available.	Q. Is dropping off passengers treated differently? Yes. The current St Helier Order expressly says that "waiting" does not include stopping to set down or pick up passengers.

Useful contacts and links:

- Customer Services Team: 01534 811733 / rpz@sthelier.je.
- Community Support Team: 01534 811866 / communitysupport@sthelier.je
- Further information about Residents' Parking Zones & the application form: <https://sthelier.je/resident-parking-zones/>
- Complete the "Temporary permit details" section when applying for an RPZ temporary permit.



Site Posters:



PARISH OF ST HELIER
INFRASTRUCTURE
Town Hall, PO Box 50, St Helier JE4 8PA
infrastructure@sthelie.je

Consultation
POMONA ROAD
Proposed RPZ parking
space change



Pomona Road residents

Have your say

We are asking residents for their views on a proposed change to one existing RPZ space in Pomona Road.

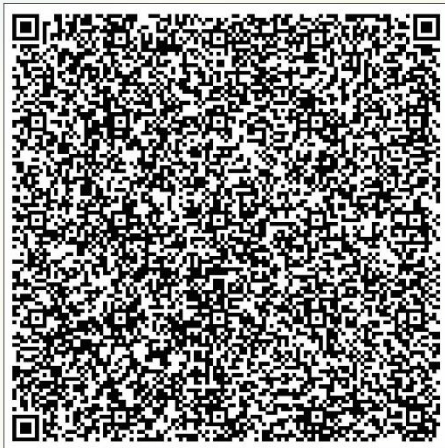
Option 1: No change

Option 2: Change it to a visitor/paycard space

Option 3: Change it to a 24/7 unloading bay

For more information visit the Parish consultation web page: <https://sthelie.je/public-consultations/>

Scan the QR code to take part:



SCAN me to email us

Closing date: **17 July 2026**





If the QR is scanned, the following will be generated into an email

From: xxxxxxxx
Sent: Tuesday, 9 June 2026 16:06
To: Infrastructure Mailbox infrastructure@sthelier.je
Subject: Have your say: Pomona Road parking consultation

Dear Resident,

Pomona Road residents are invited to comment on a possible change to one existing RPZ parking space before any decision is made.

Options are:

- 1: No change
- 2: Convert the RPZ space to a visitor/paycard space
- 3: Convert the RPZ space to a 24/7 unloading bay

View the consultation here: <https://sthelier.je/public-consultations/>

Please reply with:

1. Do you live on Pomona Road – Yes / No
2. Your house name or door number
3. Your preferred option: 1, 2 or 3

Please send us your response by 17 July 2026.

Privacy note: Your reply will only be used for this consultation to help the Parish understand views from residents. Your personal details will not be shared outside the Parish or used for any other purpose without your permission.

Thank you



Parish website: [Public consultations](#) | [Parish of St Helier](#)

Pomona Road RPZ Space Change

CLOSED

CONSULTATION DATES:

Monday 15th June 2026 to Friday 17th July 2026

LOCATION:

Pomona Road

[View on Google Maps](#)

PROPOSAL / BRIEF:

Residents of Pomona Road are being asked for their views on a proposed change to one existing RPZ space in Pomona Road.

Following a petition from the residents and visitors of Pomona Road regarding parking access, the Parish of St Helier are looking into 3 possible options listed below.

- Retain all existing RPZ spaces, with alternative visitor parking available within walking distance.
- Convert one of the RPZ spaces into a visitor/pay card space between 9am-10pm, resulting in resident parking being reduced by 1 space during those hours.
- 24/7 unloading bay, reducing resident parking by 1 space permanently.

Following a roads committee meeting on 17th December 2025, it was agreed to consult the residents of Pomona Road before reaching a decision.

Please use the link below to fill out the survey and have your say, alternatively there is a QR code available below to scan which will prompt an email survey.

ATTACHMENTS:

[RPZ Space Change Consultation Letter Page 1](#)

[RPZ Space Change Consultation Letter Page 2](#)

[Pomona Road QR Code for Survey](#)

CONSULTATION RESULTS PENDING





Questionnaire on website:

Pomona Road parking consultation

The Parish of St Helier is seeking the views of residents on a possible change to one existing RPZ parking space on Pomona Road. Please complete the short form below.

Privacy note: Your response will only be used for this consultation and to help the Parish understand views from residents living on Pomona Road. Your personal details will not be shared outside the Parish or used for any other purpose without your permission.

1. Do you live on Pomona Road? *

☐ Yes

☐ No

2. If yes, what is your house name or door number?

Please provide this so we can identify responses from Pomona Road residents.

Enter your answer

3. Which option do you support? *

Please select one option only.

☐ Option 1: No change

☐ Option 2: Convert the RPZ space to a visitor/paycard space

☐ Option 3: Convert the RPZ space to a 24/7 unloading bay

4. Do you have any additional comments?

Enter your answer

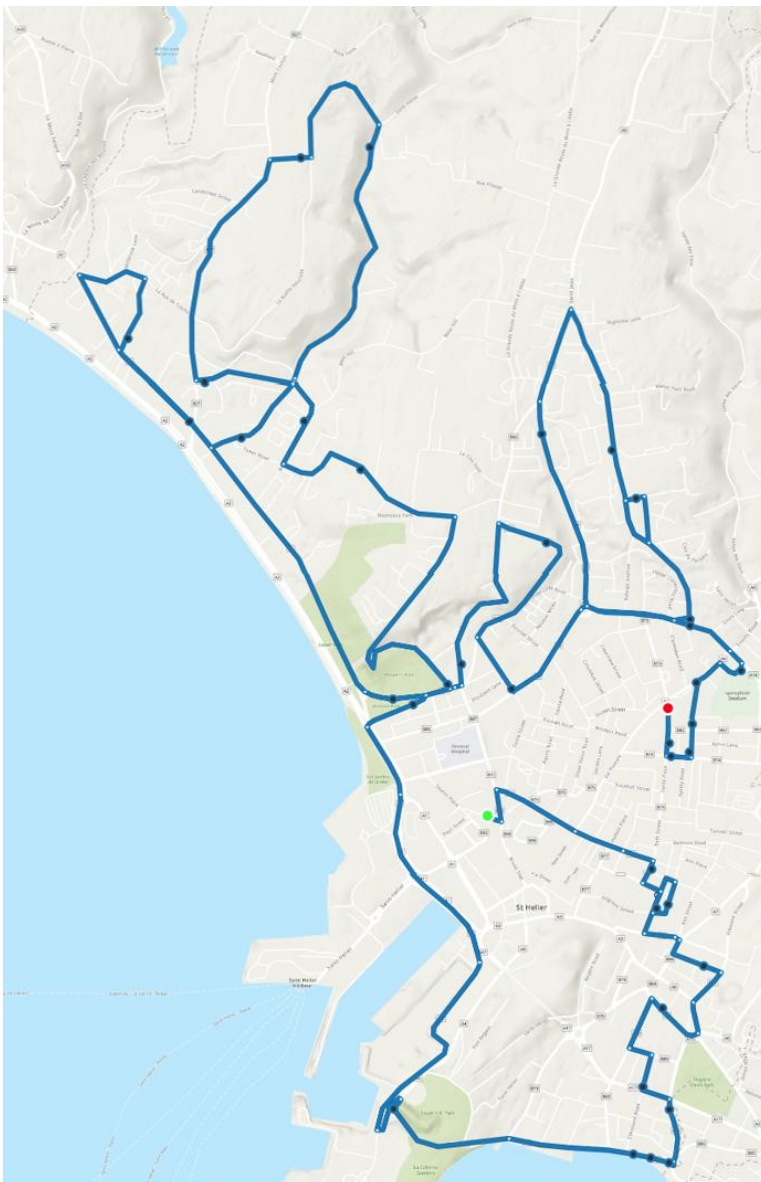


Visite du Branchage Report 10th July 2026

Preliminary Action

Prior to the Visite du Branchage, Roads Inspectors delivered a total of 27 notices requiring residents and landowners to undertake remedial branchage work where necessary.

The annual Visite du Branchage took place on Friday 10 July 2026.



A total of 17 officials participated in the visite, comprising of:

- 5 Roads Committee Members
- 4 Honorary Police Officers
- 4 Deputies
- 4 Parish Officers

The party departed the Town Hall at 9.30am by minibus and undertook an inspection route covering approximately 13 miles throughout the parish.

During the course of the visit, 57 roads were inspected.

Outcomes of the Inspection

Following inspections carried out during the visit:

- 5 Administrative Penalties were issued for noncompliance totalling £400
- 11 Letters of Advice were issued on the day to highlight areas requiring attention.



Hillary Street Stop

At June's Roads Committee meeting the Constable suggested a stop in Hillary Street after the department requested a change to the roads programme to resurface the carriageway, This led to a question being raised at the meeting over the suitability of the existing courtesy crossing location as it may not be on the pedestrian desire line.

Officers have visited site several times since the meeting, witnessing the crossing being used regularly and are content with the current location. Officers suggested any potential changes / relocation will require a Road Safety Assessment by traffic engineers and detailed consultation with the Minister for Infrastructure.

The Constable noted on site that Le Gallais are currently in talks with the parish regarding a potential contribution towards public realm improvements in the area.

It was agreed that further information will be sought before any works are undertaken in Hillary Street.

Mont Cochon (Government owned)

Whilst at the Coffee break in First Tower Park the Constable and Roads Committee members looked at an issue that had been raised to the Constable. It was suggested that the footpath bordering the eastern boundary of the park could potentially be redirected to within the park for pedestrian safety reasons.

It was agreed that this could be investigated with I&E and if there is potential, brought to a future Roads Committee meeting.

Follow Up Action

A further 16 Letters of Advice were issued to property owners and occupiers for various infractions noted by officials and officers.

Summary

The Visite du Branchage successfully inspected 57 roads across the parish, ensuring compliance with branchage requirements and highlighting locations where remedial action was necessary. The combination of advance notices, administrative penalties and letters of advice has assisted the Parish in maintaining roadside safety, accessibility and compliance with branchage regulations.

Key Statistics

- Roads inspected: 57
- Distance covered: 13 miles
- Advance notices issued: 27
- Administrative penalties issued: 5
- Letters of advice issued on the day: 11
- Further letters of advice issued after the inspection: 16



1. Units 2 and 3, St. Helier Business Park, La Pouquelaye, St Helier JE2 3TP

RC/2026/11400

Request to vary Condition 1 of P/2021/0230: (Change of use from Class C - Office to Class H - Fitness Gym) from, "The operation of the gym hereby approved shall be carried out in strict accordance with the Management Plan - January 2022, which forms part of the submission and is an approved document. Any variation that may be required in due course must be agreed in writing with the department prior to any such change being undertaken", to: "The operation of the gym hereby approved shall be carried out in strict accordance with the Management Plan - June 2026, which forms part of the submission and is an approved document. Any variation that may be required in due course must be agreed in writing with the department prior to any such change being undertaken"

The Roads Committee has reviewed the submitted plans and its position: **Advice Given**

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

Proposal:

The Roads Committee notes that this application seeks to vary Condition 1 attached to planning permission reference P/2021/0230 to replace the approved Management Plan – January 2022 with the updated Management Plan – June 2026. The applicant advises that the approved 2022 Management Plan specifically omitted the operation of classes on Sundays, although Sunday operation was referenced within other approved documents..

The application is supported by a noise assessment prepared by 24 Acoustics and an updated noise management plan. The proposed variation would allow indoor gym classes to take place on Sundays between 8:00am and 2:00pm, whilst confirming that outdoor running will not form part of Sunday classes.

1. It is noted that the supporting statement acknowledges that residential neighbours previously raised complaints with the Compliance Team regarding noise disturbance arising from outdoor running activities associated with Sunday classes. The applicant states that this application has been submitted following those complaints and confirms that outdoor running is not being sought as part of the proposed Sunday operation

Notwithstanding the submitted noise assessment, the Roads Committee considers it important that the views of neighbouring residents are fully understood. The Committee therefore requests confirmation that meaningful consultation has been undertaken with residential properties in the vicinity of the gym, particularly those who were affected by previous noise complaints. Given that the proposal would result in the gym operating seven days per week, details of any consultation undertaken, including the properties consulted and a summary of the feedback received, should be provided to the Planning Authority as part of its assessment of the application.



<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=RC/2026/11400>

Head of Infrastructure | Parish of St Helier

On behalf of the Parish of St Helier Roads Committee

2. The Loft, 3 King Street, St. Helier, JE2 4WF

P/2026/11401

Change of use of ground floor retail shop to coffee shop.

The Roads Committee has reviewed the submitted plans and its position: **Advice Given**

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

Proposal:

The application seeks planning permission for a change of use of the ground floor premises at 3 King Street, St Helier, from retail use to a coffee shop. The proposal includes an internal fit-out with a serving counter, bench seating, tables and chairs, internal redecoration, and replacement signage, with no significant alterations proposed to the building fabric or external appearance.

The site is described as occupying a prominent position on King Street, one of St Helier's principal commercial streets. The building is identified as a Grade 3 Listed Building, and the submitted statement says the proposal is intended to preserve the building's character through minimal and reversible alterations.

1. The business plan refers to external "alfresco seating", consisting of small 600mm Italian-style street tables, with between three and six tables proposed. The applicant should be advised that a separate alfresco licence application will be required from the Parish before any seating, tables, chairs, or associated items are placed on public land. The relevant application form is available on the Parish website.

For clarity, any planning permission granted would not provide permission for alfresco seating to be implemented on public land. This would remain subject to the Parish's separate licensing process and approval.

The applicant should also be advised that, if alcohol is to be sold or served from the premises, a liquor licence application will be required. Further information can be obtained from the Parish of St Helier Parish Secretary by emailing townhall@sthelier.je.



2. 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.
 - 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/2026/11401>

Head of Infrastructure | Parish of St Helier

On behalf of the Parish of St Helier Roads Committee

3. Field No. H1256, La Pépinière, St. Helier JE2 3FN

P/2026/11425

Create a playground on Field H1256 adjoining Mont à l'Abbe School. Erect a 2.4m perimeter fence.

The Roads Committee has reviewed the submitted plans and its position: **Advice Given**

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

Proposal:

The application seeks planning permission for the creation of a new inclusive playground within Field H1256, adjoining the existing Mont à l'Abbé School site. The Committee notes that Field H1256 has been earmarked for future educational redevelopment as part of the Bridging Island Plan 2022–2025, and that this proposal is identified as Phase 1 of a wider educational development for the site.

The Committee supports the principle of improving outdoor play provision for Mont à l'Abbé School, particularly given that the design statement identifies the school as operating at capacity with limited safe outdoor space available for pupils. The proposed playground appears intended to provide a secure, inclusive and engaging outdoor environment for pupils with a range of needs and abilities.

1. The applicant should confirm whether the playground will be for school use only, or whether any wider community use is proposed. If community use is intended, further clarification should be provided on access, supervision, parking and opening times.
2. The Committee notes that the submitted design statement refers to the playground being designed by Sutcliffe Play, who are described as experienced in inclusive SEN play areas, and that the layout has been



developed to maximise inclusivity. The Committee would welcome confirmation that the school, staff and, where appropriate, pupils or pupil representatives have been consulted on the final play equipment, layout and accessibility arrangements.

3. The Committee also notes that the design statement refers to secure access being provided from the school side, with a 2.4 metre metal fence proposed around the perimeter of the playground. The Committee would therefore ask the applicant to confirm that day-to-day pupil access will be taken from the existing school site, and not from Highview Lane.

Highview Lane is a Parish by-road and is extremely narrow. The Committee would have concerns if this lane were to be used as the principal access for the playground, whether for pupils, staff, servicing or general site activity. Whilst the Committee appreciates that any wider road improvement or road widening requirement is likely to relate to the future comprehensive educational redevelopment of Field H1256, it wishes to raise this point at an early stage. Any future phases of development should fully assess the suitability of Highview Lane and any required highway improvements.

4. The applicant should confirm that emergency and maintenance access arrangements are adequate, particularly given the enclosed nature of the playground and the proposed secure perimeter fencing.
5. The Committee asks that the applicant confirms the proposed construction access, delivery route, contractor parking arrangements and site servicing arrangements before any works commence. These matters should be discussed and agreed with the Parish of St Helier's Infrastructure Department in advance, to ensure that there is no adverse impact on the Parish road network (Highview Lane), nearby residents, or the operation of the existing school.
6. As La Grande Route de St Jean is a Government main road, the Committee recommends that the application is also referred to Infrastructure and Environment for comment on any access, traffic, construction management or highway safety matters.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2026/11425>

Head of Infrastructure | Parish of St Helier
On behalf of the **Parish of St Helier Roads Committee**