



Roads Committee date: 16 September 2026	Road reference & title of report: Joint Parish & Government initiatives
Address: Various	Requested by: Constable of St Helier
Purpose of report The Constable requested that the Head of Infrastructure identify potential public realm and highway initiatives that could be progressed jointly with the Government of Jersey and discussed with the Infrastructure Minister. This report identifies projects where partnership working, coordinated investment and shared responsibility may deliver benefits to both St Helier and the wider Island community. Executive Summary This report identifies several potential partnership opportunities between the Parish of St Helier and the Government of Jersey relating to public realm improvements, transport infrastructure and highway maintenance responsibilities. The projects identified include: • Major public realm enhancement schemes. • Future Neighbourhood Improvement Areas. • Areas affected by the New Healthcare Facilities Programme. • Strategic town-centre streets serving wider Island functions. • Opportunities for shared funding or Government support. The report also provides a summary of the E-Scooter report previously considered by Roads Committee and recommends that any future discussion with Government is undertaken subject to the outstanding legal matters being reviewed. Introduction The Parish has a strong opportunity to raise with the Infrastructure Minister the wider value of public realm investment within St Helier. Many of the streets identified below are not simply local Parish roads; they serve town-wide and Island-wide functions, supporting access to Government offices, retail areas, public transport corridors, the hospital, civic spaces, and key pedestrian routes. Investment in the public realm sends a clear and positive message to residents, businesses, retailers and the hospitality sector that St Helier is a place worth investing in. Well-designed streets and public spaces help create a more attractive, welcoming and vibrant town centre, encouraging people to live, work, visit and spend time in St Helier. A good example of this is Halkett Street North, where the Parish delivered significant public realm improvements. Prior to that investment, the area had seen a decline, with vacant units and a generally tired appearance. Since the improvements were completed, the character of the street has changed considerably, creating a more positive and vibrant environment which has encouraged both retailers and hospitality businesses to invest. This demonstrates the wider economic and community value that can be achieved when the Parish and Government work together to improve key areas of town. A partnership approach with Infrastructure and Environment would allow the Parish and Government to align priorities, avoid isolated schemes, and deliver improvements that support active travel, accessibility, public safety, town centre regeneration, and a more attractive public environment.	



Where previous joint funding arrangements have been successful, such as the northern section of Halkett Street, there may be a strong case for seeking a similar collaborative model for future schemes.

Potential public realm partnership projects

The Parish would welcome a discussion on the development of a shared programme of priority projects and potential funding arrangements between the Parish and Infrastructure and Environment.

1. Town Centre Public Realm Strategy

The Parish may wish to invite Infrastructure and Environment to work jointly on the preparation of a longer-term Public Realm Strategy for St Helier, identifying priority streets, delivery phases and potential funding mechanisms. This could help ensure that future improvements are delivered in a strategic and phased manner rather than through isolated projects.

2. Halkett Street South

The Parish previously refurbished the northern section of Halkett Street, with the Government of Jersey contributing 50% of the cost, recognising that the benefits extended beyond Parishioners and supported the wider community.

The southern section of Halkett Street is now included within the Roads Committee programme, and the design process has commenced. The appointed team is progressing the project with the aim of being in a position to commence works on site in the next financial year.

Given the successful partnership approach used for the northern section, the Parish could seek a similar arrangement with Government for the southern section. The scheme would provide broader town centre benefits, including improved public realm, enhanced pedestrian movement, and better overall connectivity.

The Parish would continue to work closely with Infrastructure and Environment officers, as it did on the previous phase.

3. Phillips Street and Minden Street

Before the completion of Charles Square and Cyril Le Marquand Square, the Parish had been liaising with Government about the potential to create a public realm corridor from the Government Offices in Union Street through to the new square.

This corridor could include improvements to Burrard Street and Minden Place, linking through to Parish roads including Phillips Street and Minden Street.

Some initial concept ideas were previously prepared by Infrastructure and Environment for this corridor. It would be helpful to revisit those early proposals and consider whether this could now be progressed as a joint Parish and Government scheme.

4. Union Street and the eastern arm of Parade

Before the construction of the new Government Offices in Union Street, early consideration had been given to improving the junction between Union Street (Gov road) and the eastern arm of Parade (Parish road).

There is an opportunity to create a better and more attractive link between the Government building and the surrounding public realm and safer pedestrian crossings. Improvements to this junction could



also support wider enhancements to Parade, including better pedestrian movement and a stronger connection towards Gloucester Street, Parade Gardens and the Cenotaph.

This area is partly within the Parish of St Helier and partly connected to Government road infrastructure, making it a suitable candidate for a partnership approach.

5. Upper Gloucester Street and Cannon Street (both government roads)

There has previously been discussion about creating a stronger public realm connection between Parade Gardens and the Cenotaph, potentially forming a larger and more open civic space in this part of town.

Such a scheme could significantly enhance the character and function of the area. However, it would involve several operational considerations, including:

- Removal of the roadway (upper section of Gloucester Street).
- Removal or relocation of motorcycle parking.
- Review of existing car parking.
- Reconfiguration of the bus route and existing bus stop arrangements.
- Consideration of access and servicing requirements.
- Coordination with Infrastructure and Environment due to the wider traffic and public transport implications.

This would therefore require careful feasibility work.

6. Seaton Place and Sand Street

In 2015/16, there was some discussion about potential public realm improvements to the Sand Street area, including the possible reconfiguration of Seaton Place as a one-way street.

This could create opportunities for improved pedestrian space, better connectivity and a more attractive route linking towards Gloucester Street.

Given the strategic location of Sand Street, its relationship with the car park, and its connection to surrounding streets, this could be worth revisiting as part of a wider town centre public realm programme.

7. Library Place

With Government progressing public realm improvements in Broad Street and New Street, there is an opportunity to review Library Place to consider whether further improvements could help this area sit more comfortably within the wider public realm improvements taking place nearby.

A coordinated approach would help ensure that Library Place does not appear disconnected from the broader improvements being delivered in this part of town.

8. Cheapside, Lewis Street, Kensington Place, Kensington Street, Peirson Road and Newgate Street

The areas around Cheapside, Lewis Street, Kensington Place, Kensington Street, Peirson Road and Newgate Street are likely to be impacted by the proposed works associated with the existing hospital site.



Although the details of the hospital works appear to remain relatively quiet at this stage, it will be important that both the Parish and Infrastructure and Environment remain fully engaged in any emerging plans.

Given the scale and duration of the proposed hospital redevelopment works, there is an opportunity to secure a longer-term legacy for the surrounding neighbourhoods through coordinated public realm improvements. Early engagement will help ensure that opportunities for environmental enhancements, traffic-calming measures, pedestrian improvements and public space investment are considered from the outset rather than retrospectively.

There is an opportunity to consider these roads as part of a wider partnership scheme, potentially linked to a Neighbourhood Improvement Area approach. While it is unlikely that the hospital project alone would fund all associated public realm improvements, the scale of likely impact means that a coordinated approach between the Parish, Government, and the hospital project team could be beneficial.

Newgate Street should also be included in these discussions, as it is a Parish by-road at the rear of the hospital and is likely to be affected by the hospital-related works.

9. Belmont Road & Simon Place NIA

Belmont Road could also be considered as a potential public realm improvement area, possibly as part of a Neighbourhood Improvement Area scheme. However, this would need to be coordinated carefully with Government, as Infrastructure and Environment are due to recommence the major drainage works in this road as part of the wider Belmont Road drainage project, which has been progressing since last year.

As you may be aware, the Parish has already undertaken improvement works at Belmont Gardens, which have significantly improved the exit arrangements for residents in Belmont Gardens onto Belmont Road. There may now be an opportunity to build on those improvements and review the wider public realm along Belmont Road once the drainage works are fully understood.

This could also provide an opportunity to review the Parish-owned car park in Belmont Road, which is currently leased to the Government of Jersey for the markets, and consider whether the site could form part of a wider public realm, access, parking or community-use review.

10. Charles Street (PoSH), Brooklyn Street (PoSH), Bath Street (Gov)

There is an opportunity to work collaboratively with Government on public realm improvements in this area, as these streets are closely linked to Charles Square, Cyril Le Marquand Square and the wider public realm corridor referred to earlier in this report.

Improvements to Charles Street, Brooklyn Street and Bath Street could help provide a more coherent and attractive connection between the Government Offices, the new public spaces and the surrounding Parish streets. Given that the roads fall under both Parish and Government responsibility, this would appear to be a suitable area for a joint review and potential partnership scheme.

11. Main Roads (Gov) and Parish by-Roads

The Parish Roads Committee has previously raised concerns regarding the increasing maintenance burden being placed on Parishioners for a number of roads which, in practice, now function as main arterial routes.



Although these roads remain classified as Parish by-roads, they have become key connecting routes within the wider highway network. They link directly to main roads, support the operation of the ring road, and provide benefits to the wider community and Island as a whole, rather than solely to St Helier Parishioners.

Given the strategic transport function these roads now perform within the Island-wide highway network, there is a reasonable basis for reviewing whether the current allocation of maintenance responsibility and funding remains appropriate. The Parish may wish to ask Government to either:

- Take responsibility for these roads and reclassify them as main roads; or
- Provide an appropriate financial contribution towards their ongoing maintenance, improvement and upkeep.

The roads identified include:

- Peter Street and Hilary Street – linking Bath Street to La Motte Street.
- Parade, eastern arm, and Savile Street – linking Union Street to Rouge Bouillon and Cannon Street.
- Charles Street and Brooklyn Street – providing access to the new Government public car park at Cyril Le Marquand Square and linking Bath Street to St Saviour's Road.
- Sand Street, La Rue de Mielles and Seaton Place – providing access to Sand Street car park and linking Castle Street to Gloucester Street.
- Seale Street – which has been significantly impacted since the closure of Broad Street and now functions as a key route for buses, linking through to Government's York Street.
- Kensington Street – This road now functions as a key arterial route, particularly for vehicles exiting the Government-owned Patriotic Street car park. It also provides an important link between Kensington Place, which is a Government road, and St Aubin's Inner Road. Given this strategic function, there is a reasonable argument that its classification and funding responsibility should be reviewed.
- Peirson Road – Vehicles travelling eastbound along Victoria Avenue in the left-hand lane have the option to enter Peirson Road, which then links directly onto St Aubin's Inner Road and onward towards Cheapside. As these connecting roads form part of the wider Government road network, Peirson Road appears to be serving a broader arterial function beyond local Parish access. This should therefore be considered as part of the wider discussion on whether Government should either take responsibility for such roads or contribute towards their ongoing maintenance and improvement.

Recommendations on priority: Seale Street presents the strongest initial case for further discussion, given their strategic transport function and the wider benefits they provide beyond Parish residents.

Suggested key points to raise with the Minister

- The Parish is keen to work constructively with Infrastructure and Environment on public realm improvements in St Helier.
- The Parish would welcome a discussion on the development of a shared programme of priority projects and potential funding arrangements between the Parish and Infrastructure and Environment.
- Several schemes provide benefits beyond Parishioners and support wider town and Island objectives.
- Halkett Street South could follow the successful joint-funding model used for the northern section.



- Previously developed Government concept work for the Phillips Street, Minden Street and Union Street corridor should be revisited.
- The new Government Offices create an opportunity to improve the surrounding streets and connections.
- Public realm opportunities around Parade, Gloucester Street and the Cenotaph could create a stronger civic space.
- Areas around the hospital should be considered early, before decisions are made that may limit future public realm improvements.
- A coordinated programme would help avoid piecemeal works and ensure better use of Parish and Government resources.

E-Scooter report

At the 27 July 2026 Roads Committee meeting, the Constable agreed to present Bernie Manning's E-Scooter report to the Infrastructure Minister. However, Bernie had been asked to consult with Procureur Peter Pearce, who had raised concerns regarding the legality of some aspects of the report.

This discussion with Peter has not yet taken place. As such, there may still be outstanding legal issues within the report that should be addressed before it is presented as a settled Parish position. Bernie has advised that he intends to catch up with Peter Pearce on this matter.

However, it should be noted that, on the instruction of the Roads Committee and the former Constable, the former CEO circulated the E-Scooter report to the Home Affairs Minister, Infrastructure and Environment Minister, the Parish of St Helier Chef de Police and the States of Jersey Police on 18 September 2025.

E-Scooter summary to advise the Minister:

- The Roads Committee has considered the matter and there is interest in exploring the issue further.
- The Parish recognises that any trial or wider legalisation would require clear legislation and Government support.
- There are potential transport and accessibility benefits, but these must be balanced against safety, enforcement, insurance, parking and legal concerns.
- Whilst the Roads Committee has previously expressed support for exploring the issue further, the report should not be regarded as representing a final Parish position until the outstanding legal comments raised by Procureur Peter Pearce have been considered.
- It may be appropriate to ask the Minister for an update on the Government working group and whether E-Scooters could be considered alongside, or separately from, the Town Cycle Network review.

Conclusion

In summary, the Parish remains committed to working constructively with Infrastructure and Environment to deliver improvements that benefit St Helier and Jersey as a whole. The projects identified within this report represent opportunities for the Parish and Government to work in partnership to improve key areas of St Helier, support wider transport and public realm objectives, and ensure that funding responsibilities are aligned with the benefits delivered across the Island. The



forthcoming discussion with the Infrastructure Minister provides an opportunity to explore both specific projects and a longer-term framework for collaboration.

Recommendations

The Roads Committee is requested to:

1. Note the potential partnership initiatives identified within this report.
2. Consider which projects should be prioritised for discussion with the Infrastructure Minister.
3. Support the principle of seeking joint funding, partnership delivery arrangements, or revised responsibility for infrastructure that serves wider Island functions.
4. Note the update regarding the E-Scooter report and the requirement for the outstanding legal comments to be reviewed before any formal Parish position is adopted.

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