

Classification Level

Official.

Freedom of Information Exemption(s)

Decision Summary:	None.
Written Report:	None.
Supporting Document(s):	N/A - There are no supporting documents.

Reason for the application of a Freedom of Information Exemption(s)

Decision Summary:	N/A - There are no exemptions being applied.
Written Report:	N/A - There are no exemptions being applied.
Supporting Document(s):	N/A - There are no supporting documents.

Data Protection

[Data Protection principles](#) have been applied to this Written Report and the Supporting Document(s), if any. The following can be shared with Scrutiny and/or published:

Decision Summary:	No - pseudonymization/redaction(s) cannot be applied in so far as to meet data protection principles.
Written Report:	No - pseudonymization/redaction(s) cannot be applied in so far as to meet data protection principles.
Supporting Document(s):	No - pseudonymization/redaction(s) cannot be applied in so far as to meet data protection principles.

Legal Advice

In accordance with the [Ministerial Code](#), its supplementary guidance on [Ministerial Decisions](#), and legal privilege principles: no verbatim legal advice, nor any text alluding to legal advice having been sought, is found in any of the documentation supporting the Ministerial Decision.

Preparatory Information

Ministerial Decision Type:	Miscellaneous
Ministerial Office:	Infrastructure
Signatory:	Minister
Lead Department:	Infrastructure and Environment (I&E)
Lead Directorate:	Operations and Transport (I&E)
Lead Officer:	Traffic Technical Support Officer

Required for the States Assembly:	No - the document(s) supporting this Ministerial Decision DO NOT require presenting/lodging with the States Assembly.
Children's Rights Impact Assessment:	No, a Children's Rights Impact Assessment is not required for this type of decision.
Human Rights Impact Assessment:	A Human Rights Impact Assessment is not required as part of this decision.

Amendment to Road Traffic (St. Helier) (Jersey) Order 1996 under Article 68 of the Road Traffic (Jersey) Law 1956

Introduction

This is a written report to support a Ministerial Decision and is to be read alongside the supporting documents, if any. This report has been prepared by officers and is viewed to be in accordance with the [Ministerial Code](#), supplementary guidance on [Ministerial Decisions](#), appropriate [Freedom of Information exemptions](#), and with consideration of [Data Protection Principles](#).

Previously New Street vehicular carriageway extended as an asphalt road across King Street where it links onto New Cut. This does not give pedestrian priority for this junction where thousands of pedestrians walk along King Street each day. This lack of clear continuity of the pedestrian precinct can be detrimental to those with certain disabilities.

As part of the current Government Public Realm Programme improvements to the Junction of King Street, New Street and New Cut are being completed. The project is in line with the Public Realm Movement Strategy ambition for the Vibrant Core to prioritize pedestrians. The Public Realm Movement Strategy is set out in this report: [R St Helier Public Realm and Movement Strategy - Stage 3 Report ARUP.pdf](#) This also support the Common Strategic Policy Objectives for community, environmental and economic wellbeing.

The works are currently under construction with completion due in Mid-July (Annex 4) [King Street and New Cut improvements](#)

[Improvements design for King Street and New Cut.pdf](#)

A key benefit of the project is making King Street pedestrian priority across the junction. Creating the continuous pedestrian precinct across the junction required a safety assessment. This assessment concluded that further New Street Traffic restriction to reduce number of vehicles passing through the junction would be a pedestrian safety benefit (Annex 1,2 & 3).

Supporting Documents

There are no other documents supporting this Ministerial Decision.

Reason for the Decision

A motorised vehicle survey in 2024 indicated that during retail hours (10am-4pm) half the number of the vehicles driving across King Street from New Street to New Cut were taxis. There would be a safety and amenity benefit for pedestrian in removing the current exemption for Taxis driving south along New Street and into Library Place

Currently bus movement make up 8% of vehicles during retail hours (10am-4pm) and rerouting buses so they do not cross would be beneficial in reducing the number of vehicles crossing the junction with potential conflicts with Pedestrians.

During construction officers have undertaken surveys of the continued use of the street and noted that the general public, and commercial delivery services have adjusted well to

the closure of New Street and New Cut. It is therefore proposed that the department trials restrictions which would ensure that all vehicles will be prevented from using New Cut to cross King Street, apart from pedal cycles and essential commercial deliveries between 8pm and 10am.

This would mean that all disabled drivers, would continue with their need to turn their vehicles at the turning head which exists between the commercial premises of 'Next' and 'Voisin's'.

Officers will work with the operators of the Disabled Minibuses to identify suitable replacement facilities which are nearby and liaise directly between them and the Parish of St Helier to ensure a satisfactory location is implemented.

The proposed changes support the Public Realm Movement Strategy pedestrian priority ambition for the Town Core (centre) and The Sustainable Transport Policy hierarchy.

Policing of these roads and sections of roads will be carried out by the Parish of St. Helier and Jersey States Police.

Recommendation

The Minister for Infrastructure is recommended to approve an amendment to the Road Traffic (St. Helier) (Jersey) Order 1996 by article 68 notice, to remove the exemption for Omnibuses, Taxi-Cabs (as defined in the Motor Traffic (Jersey) Law 1935) and disabled minibuses, exiting New Street in a southbound direction from the northern boundary of No. 8 New Street to Library Place.

The recommendation is based on the benefits to pedestrian in King Street at its junction with New Street and New Cut in accordance with the Public Realm Movement Strategy Vibrant Core Ambition, Sustainable Transport Policy Travel Hierarchy and wider Government ambitions.

Action Required if the Recommendation is Adopted

The department and/or Ministerial Office to update relevant parties of the decision and to prepare an Article 68 notice for Publishing in the Jersey Gazette online.

Resource Implications

There are no new financial and/or staffing implications.

Conflict of Interest

The decision-maker does not have an actual or perceived conflict of interest as relates to this decision.

Detail**Road Traffic (St. Helier) (Jersey) Order 1996****Schedule 6 – Part 3 – Vehicles exempt from restrictions**

- Substitute the existing entry for New Cut in column 2 with “pedal cycles”.
- Substitute the existing entry for King Street (that part which forms its junction with New Street and New Cut) in column 2 with “Pedal cycles”.
- Substitute the existing entry for New Street (between the northern boundary of No. 8 New Street and its junction with King Street) in column 2 with “pedal cycle”.
- Update the permissible times for commercial vehicle access as 8pm – 10am

Appendix 1 – Public Realm Improvement