Minister for Infrastructure

Government of JERSEY

Government of Jersey
Union Street | St Helier | Jersey | JE2 3DN

Deputy Hilary Jeune
Chair, Environment, Housing and Infrastructure Panel

By Email

7th April 2025

Dear Chair

RE: Follow-up questions from the Quarterly Public Hearing on 5th March 2025

Thank you for your letter dated 25th March 2025 with additional questions following the Quarterly Public Hearing that took place on 5th March.

Please find below responses to your questions.

Revitalising Town

1. **How have members of the public been involved in shaping the proposals for enhanced cycling and walking spaces?**

Active travel plays a key role in delivering several of the Government's strategic ambitions. It supports the *Future Jersey Vision* and its ten island outcomes by enhancing Islanders' health and wellbeing, improving the built environment, and contributing to community safety. The *Common Strategic Policy 2024–2026* also includes a specific commitment to revitalise town, and active travel is central to this aim.

Public engagement has been integral to the formation of key transport and environmental policies. The *Sustainable Transport Policy (2019)* and the *Carbon Neutral Roadmap (2022)* were both shaped by extensive consultation, including online surveys with more than 1,500 respondents, focus groups, public events, and over 50 written submissions from stakeholders. These engagements consistently highlighted public support for greater investment in walking and cycling infrastructure—both within St Helier and across the island.

Beyond strategic policy development, members of the public have directly helped shape walking and cycling proposals in town through a range of targeted engagements. Examples include:

- A dedicated online survey and virtual stakeholder platform used to inform the development of the *St Helier Public Realm and Movement Strategy*;
- The *Bagatelle Safer Routes to School* survey (2022), which gathered local views on creating safer walking and cycling environments for schoolchildren;
- Stakeholder workshops held in 2023 and a business engagement campaign in 2024 to inform improvements to the Broad Street public realm.

Additionally, in Spring 2022 the Government partnered with the Dutch Cycling Embassy to host the *Cycle Friendly Jersey* engagement programme. Islanders attended a screening of *Why We Cycle*, followed by panel discussions and a series of workshops focusing on active travel in and around St Helier. These workshops gathered community input on existing constraints and future opportunities.

2. To what extent has consideration been given to altering road layouts or traffic flows (for instance, beneath Cyril Le Marquand Court) to ease parking pressures?

Consideration is routinely given to the potential for road layout changes or traffic flow adjustments as part of wider strategies to manage access, movement, and parking within St Helier. One key mechanism for this is the Government's statutory role as the Highway Authority, which involves providing formal consultation responses to development planning applications and ensuring that highway safety, accessibility, and functionality are appropriately maintained or enhanced. Through this process, the Government routinely assesses whether improvements or alterations to existing road layouts or movement patterns are justified and deliverable.

In terms of strategic planning, the *North of Town Masterplan* (approved by the States Assembly in 2011) specifically addressed future land use, access, and public realm priorities for the area surrounding Cyril Le Marquand Court and beyond. The Masterplan proposed a more coherent and people-friendly urban environment, with improved walking and cycling connections and public space enhancements, balanced against the ongoing requirement for vehicle access and parking. While some elements of the Masterplan have been delivered—such as the refurbishment of the Town Park and the rationalisation of surface parking—others remain subject to further development or funding availability.

In this context, Government officers continue to explore opportunities to support town revitalisation through changes to traffic management, including schemes that may alleviate pressure on existing parking capacity or enable more efficient use of urban space. Proposals are reviewed with a focus on ensuring access for those who need it while prioritising safety and active travel in line with the Island's sustainable transport goals. As land use evolves, including under future iterations of the Island Plan, the potential to reconfigure road layouts and optimise space will remain a key consideration.

3. How will your plan balance improved vehicle access to Town with the need to protect and enhance St Helier's unique character?

Balancing the need for improved access with the protection and enhancement of St Helier's unique character is a central objective of the *St Helier Public Realm and Movement Strategy*, which sets out a coordinated vision for how people and vehicles move through and experience town.

The strategy was developed following detailed analysis and extensive public and stakeholder engagement. This included a dedicated online platform, surveys, and workshops with businesses, residents, transport operators, and accessibility groups. These sessions gathered feedback on issues such as traffic dominance, safety, air quality, walkability, and the quality of public spaces, helping to shape guiding principles that reflect the needs of a broad cross-section of the community.

The outcome is a framework that seeks to re-balance movement priorities within town, while ensuring access remains viable and inclusive for all. The strategy promotes a 'place-led' approach – where the function and quality of public spaces are key drivers of transport decisions – and

proposes a street hierarchy that supports better integration between walking, cycling, public transport, and essential vehicle movements. This includes considering the needs of those who require vehicular access, such as blue badge holders, delivery vehicles, and public transport users, while discouraging unnecessary through-traffic and prioritising active modes of travel in appropriate areas.

Importantly, the strategy does not apply a one-size-fits-all solution. It recognises that different parts of Town have different functions and identities, and proposals are tailored accordingly – whether that be enhancing key civic spaces, supporting the economic vitality of retail streets, or improving access to residential areas.

Going forward, proposals brought forward under the strategy – such as improvements to Broad Street and Library Place – will be subject to further design development and engagement. This will ensure that any changes are sensitive to the historic and cultural context of St Helier, and that a high-quality public realm is delivered alongside effective transport outcomes.

Liquid and Solid Waste

4. Please can you provide more detail on the contract granted for the provider handing inert waste?

Around 80,000 tonnes of inert waste is delivered to La Collette each year. The contract scope is for AAL Recycling to receive and manage inert construction, demolition and excavation waste generated on the Island by Government, Commercial Business, and Householders at the Inert Waste Reception of La Collette to include:

Concrete; Bricks and other fired clay; Stone (eg granite, shale); Ceramics (eg tiles, sanitary ware); Slates (natural & man-made); Subsoils; Cement-based products.

The Agreement commenced on 13 January 2025.

Customers deliver their waste as normal over Solid Waste's weighbridges where they are charged by the weight of waste deposited as they exit. Customers are requested to pre-sort their waste as noted above, or to separate it on site into marked reception bays. This segregation allows for more efficient recycling and recovery to avoid filling the inert headland further. Material is removed from the bays by AAL Recycling and processed into useable materials at the Aggregate Recycling Facility which is operated by the Contractor.

The headland has not had any material added to it since AAL started receiving inert waste for processing as it has all been diverted for recovery and recycling.

The terms of the contract provide the department direct savings on expenditure of around £140,000 per year as AAL Recycling is responsible for: providing staff to carry out reception, maintaining the roadway to the reception site, and transporting and processing materials.

5. To what extent have there been any notable changes to the budget or resources for the liquid waste strategy, and have other projects been deprioritised as a result?

The funding profile has been under constant review since the Bridging Liquid Waste Strategy 2023-2026 (BLWS) was approved, initially to set the Government Plan (GP) 2024-27 budget and

subsequently to work with Treasury to develop a detailed projection of the Long-Term Capital Programme (LTCP) for 2023-2050.

The status of funding approved for the Liquid Waste (LW) Projects in the GP 2025-28, including *Key Infrastructure Projects, Sewage Treatment Works (STW) Projects, Foul Sewer Extension (FSE) Projects and Major Upgrades*, is shown in Table 1 below.

Liquid Waste Government Plan 2025	2025 Estimate £'m	2026 Estimate £'m	2027 Estimate £'m	2028 Estimate £'m
Liquid Waste Projects				
Key Infrastructure Projects	8.350	9.300	-	-
Foul Sewer Extension Projects	0.500	0.500	0.500	0.500
STW Projects	1.300	-	-	-
Pumping Stations - Major upgrades	-	-	-	-
Total	**10.150**	**9.850**	**0.500**	**0.500**

Table 1 : GP 2025-28 Funding

It is noted that the funding in 2027 and beyond is unconfirmed in terms of both value and source and this creates uncertainty for the commitments in the Bridging Island Plan 2022-25 (BIP) and the BLWS. Due to the limited funding availability in the GP 2025-28 for 2025 and 2026, some of the priority Liquid Waste Projects have been delayed to 2027 and this has had knock effects up to the 2031 horizon and beyond.

The current LTCP for 2025 to 2029 is shown in Table 2 below. The *Key Infrastructure Projects* include Strategic Storage and Major Network Upgrade projects; Pumping Station Rising Main Replacement projects; Surface Water Management Plan (SWMP) projects; Strategic Surface Water Separation projects and Major Infrastructure Replacement projects.

Liquid Waste Long Term Capital Plan	2025 £'m	2026 £'m	2027 £'m	2028 £'m	2029 £'m
Liquid Waste Projects					
Key Strategic Storage/ Network	8.043	10.610	3.605	4.665	3.960
Key Rising Mains Replacement	0.000	0.330	4.584	5.379	5.834
Key Surface Water Management Plan	0.250	1.379	6.351	4.333	4.040
Key Surface Water Separation	0.000	0.000	2.000	0.000	0.000
Sewage Treatment Works	2.546	0.025	1.475	0.200	0.500
Foul Sewer Extensions	0.500	0.500	0.500	0.500	0.500
Total	**11.339**	**12.845**	**18.515**	**15.077**	**14.834**
Average annual funding	*14.522*				

Table 2 : Current LTCP for 2025 to 2029

Strategic Storage/ Network Upgrades Projects

The Key Infrastructure Programme (2024-26) was initially prioritised for delivery based on the Development Briefs for Affordable Homes: St Peter Strategic Storage (February 2027) and Network Upgrades (March 2026), St John to West Hill Network Upgrades (December 2026) and Maufant Strategic Storage (October 2026). St Peter Strategic Storage Project also benefits the wider areas of St Peter, St Ouen and St Mary.

These Key Infrastructure Projects are currently being tendered and early indications are that the costs will be higher than anticipated in the current budget allocations. The Key Infrastructure Programme may have to be reprioritised once again unless additional funding can be secured for 2026-27 to match the spend profile based on the current programme for these projects.

Rising Mains Replacement

Based on the priorities established by the Rising Mains Replacement Matrix, a number of critical replacements had been identified in the Key Infrastructure Programme. This included Le Dicq Rising Mains and Maupertuis Rising Mains (2024-26); and the First Tower Rising Mains (2024-27). However, these projects are now on hold until funding becomes available in the future.

Continued use of some of these Key Rising Mains in their current condition is considered to carry a high risk of failure with significant environmental consequences, as was experienced with the failures of the First Tower Rising Mains. These failures resulted in significant short-term remedial works at an out-turn cost of £1.35m in 2024 to return the mains to service. If we are to avoid similar events occurring elsewhere, it may be necessary to consider rehabilitation of other Key Rising Mains as a short-term measure, albeit at significant abortive cost prior to their replacement.

Surface Water Management

The staged SWMP can be summarised as follows:

- Stage 1: Preparation and Risk Assessment were completed in December 2024.
- Stage 2: Options Review will be completed by mid-2025 and would produce a set of preferred schemes and relative priorities.
- Stage 3: Implementation Plan will be completed in late 2025 but will be dependent on the number and scope of the options that are identified during Stage 2.

The emerging projects from the SWMP, including the Grands Vaux scheme, have been identified separately in the Long-Term Capital Plan. Funding is yet to be secured for these schemes.

Key Surface Water Separation

Strategic Surface Water Separation projects have been identified in the LTCP but the timing of these projects will be determined by the funding availability. The West Park Surface Water Separation Project was identified as such and delivered in 2024.

Summary

In the longer term, it is noted that the investment needs for 2027 and beyond are intended to be met following the implementation of a new funding model once this has been agreed. However, projects of this scale and importance generally span multiple years and require certainty of funding at the start

to avoid abortive or inefficient capital delivery. Furthermore, some of the current projects will continue into 2027.

Where projects are planned for construction in 2027 or 2028, investigations and design work are likely to begin in 2026. Uncertainty of future funding puts these projects at risk of delay, particularly those that span across multiple years within the period 2026-28. Of immediate concern is how these delays will affect the delivery of the BIP's commitments to construct 7,900 new homes by 2030.

Recycling

6. Given Jersey's relatively low recycling rates compared to Guernsey, is it your intention to introduce regulation alongside a unified framework for collection and processing? If so, please provide further details, if not, why not?

There is currently no statutory or regulatory mechanism to increase our recycling rate or indeed reduce overall waste per capita. Parishes currently collect household waste under the Rates (Jersey) Law 2025 Part 3, Article 15 (1)(a) "a parish rate, consisting of the foncier rate and the occupier's rate, the proceeds of which shall, subject to paragraph (2) and Article 22, be applied for the payment of the general expenses of the parish arising during the financial year that begins during that rateable year;".

For Guernsey to move to their current system and hence improve their recycling rate, areas of legislation and policy were introduced or updated:

- The Environmental Pollution (Guernsey) Law 2015;
- The Parochial Collection of Waste (Guernsey) Law 2015 repealing the Parochial Collection of Refuse (Guernsey) Law 2001;
- States of Guernsey – Waste Management Plan – approved 19 July 2018;
- The Waste Management Service (Charging) Ordinance 2018.

The Management of Solid Waste in the island is unlikely to move forward without a clear understanding of roles and responsibilities and therefore the development of a framework between the Government of Jersey and the Parish authorities is seen as essential. At the presentation to the Comité des Connétable in July 2024 it was indicated that any changes along these lines would not be achievable in the short-term and would likely be implemented over a number of years.

7. Why was the decision made to keep recycling service provision at the parochial level (with Government setting high-level requirements), and what are the advantages of this model?

Recycling collections need to be considered as part of the kerbside provision to households and should not be seen as additional collections. Initial kerbside services were started in 2006 (St John), as a recommendation of the 2005 Solid Waste Strategy with the intention to expand in partnership between Parishes and the then Environment and Public Services Committee.
By retaining responsibility at the Parochial level, it fits with the current funding model for this service (Rates Law) and allows for Parishes to provide the services levels to meet their individual requirements.

8. What role will the Island's bring-bank recycling facilities play in the overall framework?

Bring Banks were introduced alongside initial kerbside collection provision with the intention to encourage positive behaviour before the majority of parishes had introduced kerbside recycling collections. They have grown to a position whereby they overlap the wider kerbside services and need to be considered as part of the overall framework of services to ensure efficiency of service, be that Government or parochial collections.

Gas Law and Island Energy

9. What work will your teams undertake as a result of the proposed amendments to the Jersey Gas Company (Jersey) Law 1989?

The relevant proposed amendments to the Jersey Gas Company (Jersey) Law 1989 principally place an obligation on the Company to provide information, when requested and provided certain requirements are met. My department has been working collaboratively with Island Energy over the last 12 months in particular to identify areas of concern in relation to our asset base, namely the drainage infrastructure of the Island. This amendment will give additional powers under Article 89C to request information such as detailed network diagrams.

The type of gas used in Jersey and Guernsey is different to that in the majority of the UK and Europe and as a result the drainage networks in the Channel Islands are particularly vulnerable to gas service leaks. The mains gas supplied locally is heavier than air and will therefore have a tendency to make its way into the public sewer network.

Detailed network diagrams will enable my department to prioritise investigations in those areas of greatest concern where gas and drainage networks are in close proximity to each other.

In addition, under Article 89B, a "reportable event" must be notified to the Minister for Justice and Home Affairs, or another person if directed by that Minister, as soon as possible after it occurs, or if the company has reasonable cause to believe that it will occur.

One of our ongoing issues is early knowledge of events such as leaks which are known to the Company, but which may impact on drainage or other utility infrastructure in the area (public or private). It would therefore be considered prudent to have a general request issued by the Minister for Justice and Home Affairs that the location of any gas leaks confirmed by the Company's officers should be reportable immediately to the Drainage Undertaker irrespective of whether it is believed or suspected that gas has entered the drainage network.

10. Can you provide details of any practical changes that might follow from these amendments?

At an operational level, teams from Island Energy and the department are now generally working well together. The additional powers to request information are welcomed, pro-active notification of the existence of leaks in the vicinity of drainage infrastructure would be helpful from a network and operative protection point of view and would enable the department to undertake investigation of any potential ingress to drainage assets in a timely manner.

Storms, Flooding, and Sea Defences

11. What clean-up or runoff management plans exist for fields following heavy rain?

Calls are received from Police HQ, Parishes or members of the public reporting landslides or field runoff as a result of heavy rainfall.

During normal working hours, a gang and/or road sweeper lorry from the Mechanical Cleaning Team will be diverted to clear the road and ensure it is safe for vehicle users. If necessary, a contractor may be called in to provide plant and haulage services.

Outside of normal working hours, a duty officer will assess the situation and coordinate appropriate resources to clear the road. A contractor may also be engaged if required.

Areas of jurisdiction are the Government of Jersey Main Roads, not parish roads.

12. How satisfied are you with current plans for future-proofing the Island's infrastructure?

The infrastructure needs to be considered in terms of the primary function and form of flood risk, be that coastal, inland fluvial or pluvial. The coastal team manages the Coastal Flood risk, whilst the Liquid Waste Team manages the fluvial and pluvial risk.

Coastal Risk: Plans are in place for the Coastal Infrastructure that are for the delivery of the policy determined by the Shoreline Management Plan. This has led to a programme of 8 projects for delivery in a phased timeline approach or epoch, with Epoch 1 finishing in 2040. The first major project covers the Havre des Pas Coastal Area, with the next highest priority areas being St Aubin's Harbour and the First Tower to West Park section of St Aubin's Bay.

The Coastal Team also have a programme of works that are performed annually on existing coastal assets to ensure they are maintained to a good standard and offer the targeted levels of protection.

Preparedness plans are in place to manage coastal flooding should a large tidal event occur, however, it should be noted that these temporary measures whilst pro-active in nature are not a replacement for the ongoing planned major works to support the Shoreline Management Plan Delivery.

Overall, I am satisfied that the risk associated with the coastal flood risk is well managed and planned.

Pluvial & Fluvial Risk: The Liquid Waste Team have commissioned assessment programmes of work that covers the Liquid Waste Strategy and the Surface Water Management Plan. These plans consider the existing infrastructure, identify the key risk areas and assess the consequences to facilitate the planning and strategy for addressing flood risk.

The Liquid Waste Strategy primarily addresses the liquid waste from properties and businesses to receive foul water into the networks and pipe and pump foul water to the island's sewage treatment works. The Liquid Waste Strategy is covered separately in response to Question 5.

The Surface Water Management Plan (SWMP) considers flood risk and is currently in progress in several phases of assessment. The initial first phase of identifying the islands top 10 risk areas is being finalised, which will then enable the delivery programme and associated business cases to be developed. In parallel, the second phase of the SWMP will be commenced to then identify the

remaining key flood risk areas, of which there are anticipated to be 16, therefore 26 key flood risk areas overall.

This work on the Plan is progressing well and there is satisfaction that plans are being developed to enable good planning to take place, however, the effectiveness of the delivery of these plans is directly linked to budget availability for new funding requirements for upgrade and risk management projects.

These projects would, in the same way as for Coastal Flood Risk, run in parallel with the ongoing network upgrades and risk reduction from the Infrastructure Rolling Vote funding.

I am very satisfied that each of the flooding forms are being well managed by the Infrastructure teams, however, am minded that sustainable development of these plans must be hand in hand with the budgetary planning to deliver.

The Surface Water Management Plan will form the basis of future infrastructure investment for inland flood prevention, with a one-hundred-year horizon and climate change being considered. Business Plans will be developed to facilitate the delivery of projects that are identified in the Plan, which will require specific and increased financial support from Government.

13. Can you offer more detail on discussions with Jersey Water about strengthening flood mitigation measures?

Discussions to date with Jersey Water have only been in respect of the possible collaboration to address the flood risk to Grands Vaux. These discussions began in 2023 after Event Barn flooding and sought to reach consensus on the approach whereby the Infrastructure Department would embark on a programme of drainage upgrades and, when necessary, seek to manage the flood risk by utilising the Grands Vaux Reservoir.

To date there has been no formal agreement reached with respect to the use of Grands Vaux Reservoir for formal or informal usage in a flood event, plus there would need to be some infrastructure upgrades at the reservoir to fully enable a flood scheme to be effective. Use of the reservoir without infrastructure upgrades would not have the same benefit as if enhanced flow control mechanisms are available.

14. To what extent are there sufficient contingencies at Grands Vaux and other reservoirs to protect both public safety and the water supply in emergencies?

The contingencies in place to protect public safety and water supply are the subject of the ongoing engagement between Jersey Water and I&E. At this moment in time a dynamic risk assessment approach is being adopted through liaison with I&E and Jersey Water operatives regarding availability of Grands Vaux reservoir to receive flood waters. The decision-making process would consider the wider reservoir network status and availability as part of any dynamic risk assessment approach, such that undue risk to supply is not created through the aim of addressing a potential flood event.

Whilst Grands Vaux Reservoir is a key catchment reservoir, in terms of storage capacity it is approximately 8% of the available storage capacity, with the larger Val de la Mar and Queen's Valley reservoirs each storing around 5 five times the volume of Grands Vaux.

The decision to utilise Grands Vaux reservoir, or not, would be very much dependent upon the status of the water quality in the remaining reservoir network and if, for example, the larger reservoirs had water quality and thus supply issues then the option to utilise Grands Vaux would be very different, to the case whereby each of the larger reservoirs were fully able to maintain supply to treatment.

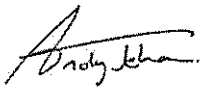
15. Following the previous Panel's recommendation, what collaboration has taken place to review surface water management and identify works needed to reduce flood risks?

The Surface Water Management Plan and catchment assessments are still being developed. As part of that process, where there is merit to collaborate with third parties such as Jersey Water to address flood risk then this will be undertaken, as has been done to date with the collaborative approach for Grands Vaux.

The Surface Water Management Plan will form the basis of future infrastructure investment for inland flood prevention, with a one-hundred-year horizon and climate change being considered. Business Plans will be developed to facilitate the delivery of projects that are identified in the Plan, which will require specific and increased financial support from Government.

Please let me know if there is any further information that you require.

Yours sincerely



Connétable Andy Jehan
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