

**WRITTEN QUESTION TO THE MINISTER FOR INFRASTRUCTURE
BY DEPUTY L.V. FELTHAM OF ST. HELIER CENTRAL
QUESTION SUBMITTED ON MONDAY 6th JULY 2026
ANSWER TO BE TABLED ON MONDAY 13th JULY 2026**

Question

“Will the Minister advise how roadworks, road closures and changes to traffic flow on the main road network are coordinated to minimise congestion, including how the cumulative impact of works, diversions and one-way systems in St. Helier is evaluated; and will he further advise whether it is his assessment that the current coordination arrangements are working effectively for residents and businesses?”

Answer

The Department approves up to 5,000 roadworks permits each year. These include highway authority works, utility works and specified works such as scaffolding, crane operations, skips and other activities that occupy or affect the public highway. Around 80% of approved permit applications are planned for off-peak periods, which is an important part of reducing disruption to road users, residents and businesses.

Roadworks, road closures and temporary changes to traffic flow are coordinated through the statutory roadworks permitting and traffic management process. This requires those carrying out works to obtain approval, demonstrate safe working arrangements, provide trained, qualified staff and appropriate traffic management, including diversions where necessary.

Applications are assessed by officers before approval is granted. Consideration is given to the road hierarchy, peak travel periods, bus routes, school movements, pedestrian and cycle safety, access for emergency services, and access for residents and businesses. The timing, notification period, duration and method of traffic management are also reviewed, and applicants may be required to amend their proposals to reduce disruption.

In line with the Restricted Routes Policy, which aims to ensure that strategic thoroughfares are kept available, where possible works are scheduled outside peak periods, take into account seasonal travel patterns and are coordinated to avoid unnecessary overlap on key routes. However, some disruption is unavoidable, particularly where works are urgent, relate to essential infrastructure, or cannot safely be carried out without restricting traffic.

The cumulative impact of works is considered by reviewing other planned or live activity on the network, particularly where closures, temporary signals, diversions or one-way arrangements may interact. In St. Helier, this assessment is especially important because the road network is constrained, traffic demand is high at peak times, and alternative routes are limited.

Changes to traffic flow, including one-way systems, are subject to separate consideration. This includes assessment of road safety, network impact, access requirements, public transport, active travel, servicing needs and the likely displacement of traffic onto surrounding roads. Monitoring and feedback are used where appropriate to inform whether arrangements should be adjusted.

To facilitate this the Department hosts monthly Utility Coordination Meetings which brings together all statutory undertakers, contractors, and optional Parish representatives. These meetings incentivise dual working and allow participants to share plans, reduce overlaps, and coordinate works to minimise disruption.

Long-term planning is also a key feature of the Department's approach. Each year, major work promoters are asked to submit 1–5-year forecasts of their planned activities. This enables alignment of works programmes, including major utility works and infrastructure improvements such as resurfacing schemes, and helps avoid re-excavation of newly resurfaced roads by making the Planned Highway Maintenance Programme the lead reference point.

Major road events such as the Battle of Flowers also compete for road space, requiring a careful balance between supporting the social and economic benefits these events provide and delivering the infrastructure improvements and maintenance necessary to keep the network safe and efficient.

The current coordination arrangements are generally effective, but I recognise that residents and businesses, particularly in St. Helier, can still experience significant disruption when multiple pressures occur at the same time. The Department therefore continues to challenge the timing and duration of works, improve coordination between promoters, and strengthen communication with road users, residents and businesses.

In summary, roadworks and traffic-flow changes are coordinated through permit approval, traffic management review, network assessment and ongoing liaison with relevant parties. While the arrangements provide a sound framework, there remains a continuing need to improve sequencing, communication and town-wide planning to minimise congestion wherever possible.