

**WRITTEN QUESTION TO THE MINISTER FOR INFRASTRUCTURE
BY DEPUTY H.L. JEUNE OF ST. JOHN, ST. LAWRENCE AND TRINITY
QUESTION SUBMITTED ON MONDAY 5th OCTOBER 2026
ANSWER TO BE TABLED ON MONDAY 12th OCTOBER 2026**

Question

“In relation to the [Northern sewer network upgrades](#), will Minister advise –

- (a) the expected completion date of the upgrades for each individual section and the full length of the road;
- (b) any planned works in the next five years to include, but not be limited to, works by Jersey Electricity, Jersey Water, Jersey Gas, telecommunications providers or the Government, in each case detailing the purpose, the expected timing, and the section of road affected;
- (c) what steps were taken before the upgrades began to coordinate with the utility companies, so that any planned cabling, pipework or ducting could be laid while the roads were open; and, if any utility declined or was not asked, explain why;
- (d) whether any legal or policy restriction exists that stops a newly resurfaced road from being dug up again within a set period (except for emergency works), and if so, how long it lasts and whether it would apply to any road affected by the Upgrades; and
- (e) what consideration has been given to the condition of the Parish lanes and by-roads currently being used as diversions during the upgrades?”

Answer

- (a) The Northern Sewer Network Upgrades project comprises approximately 2.5km of sewer upsizing works from 400mm diameter to 600mm diameter pipework. The upgrades are being delivered under two contracts, Phase 1a and Phase 1b. Construction commenced on 04 November 2025. At present:
 - Phase 1a (Bellozanne Valley to Union Inn crossroads) has a contractual Completion Date of 07 May 2027. Approximately 76% of the works have been completed and the contractor is currently on course to meet the completion date.
 - Phase 1b (Union Inn crossroads to Sion Village) has a contractual Completion Date of 26 May 2027 with the contractor targeting completion by this date. Progress was impacted by conflicts with existing Jersey Water infrastructure, requiring the installation of a temporary overland water main. Construction of the new sewer recommenced on 21 September 2026 and approximately 55% of the foul sewer upgrades have been completed.

As construction progresses sequentially through La Grande Route de St Jean, which has been divided into a number of Work Areas, reinstatement and reopening of completed sections are undertaken progressively as the works advance.

- (b) The Government of Jersey does not hold a definitive programme of all future utility company works over a five-year period. Utility providers regularly review, amend and reprioritise their investment programmes in response to operational, customer and regulatory requirements.

Prior to commencing major highway resurfacing works resulting in embargo restrictions applied to resurfaced highways, the I&E Highway team consult with utility providers through the established roadworks coordination process to identify known planned works and opportunities for coordination. While some future utility projects may already be identified at a strategic level, detailed programmes, timings and extents are often not sufficiently developed to enable them to be incorporated into a scheme several years in advance.

- (c) Prior to construction commencing, the Department undertook the normal utility coordination processes which included consultation, obtaining statutory utility records, carrying out site investigations and engaging with utility providers to identify existing apparatus and any known planned works. Dual working opportunities are sought at the planning stage, and utility companies are encouraged to work together to minimise disruption. Opportunities for dual working must, however, be balanced against factors such as available road space, the extent and duration of the works, traffic management requirements, limited working windows and, most importantly, the safety of both the workforce and road users. Where these considerations cannot be satisfactorily accommodated, dual working is not considered appropriate.

The design of the new upgraded foul sewer was developed using information provided by the various utilities and included consideration of existing infrastructure. Utility providers were afforded opportunities to identify planned works that could potentially be undertaken alongside the sewer upgrade project through the roadworks coordination system ('TrafficWorx'); the monthly road works coordination meetings which are attended by all utility companies, highway authorities and the emergency services; and, in accordance with statutory processes to apply for permits to implement road closures.

Notwithstanding these activities, coordination is ongoing between the I&E Liquid Waste team and Jersey Water to replace the existing water main through Sion Village within the same excavation for the new foul sewer, and coordination with Jersey Electricity to enable a new connection and network upgrades to be completed in Sion Village for the Affordable Housing site in Field T1404 under the current road closure.

I am not aware of any utility company declining an invitation to participate in the coordination process.

- (d) The Road Works (Embargo Periods and Protected Roads) (Jersey) Regulations 2017 provide at Article (2):

2) *Embargo periods*

The length of time referred to in the definition "embargo period" in Article 28(1) of the Law commencing on the date substantial highway authority works are completed is –

- (a) 5 years where the substantial highway authority works comprised construction (including enhanced surfacing) or reconstruction of a carriageway;*
- (b) 3 years where the substantial highway authority works comprised resurfacing of a carriageway;*
- (c) 5 years where the substantial highway authority works comprised enhanced surfacing of a paved road other than a carriageway;*
- (d) 1 year where the substantial highway authority works comprised any of the following –*

- (i) *construction (excluding enhanced surfacing),*
 - (ii) *reconstruction,*
 - (iii) *resurfacing,*
- of a paved road other than a carriageway.”*

Where excavation of a recently resurfaced road is required, the Highways Authority may impose enhanced reinstatement requirements and other conditions through the Roadworks Permit process to protect the structural integrity of the highway asset, to preserve the Public’s investment in the road. Emergency works remain permissible where required to maintain essential services or public safety, again where embargoed these will be subject to enhanced reinstatement conditions.

The nature of the northern sewer upgrade works mean that they do not fall within the remit of Article 2 of these Regulations.

- (e) Parish roads remain under the administration of the relevant Parish highway authority, which retains responsibility for their repair and maintenance. Temporary use as a diversion route does not transfer that responsibility to Government or create an automatic liability for deterioration caused by the ordinary passage of traffic.

Diversion routes are selected having regard to their condition and suitability to accommodate reasonable levels of lawful traffic, together with any legal restrictions and temporary traffic-management requirements. Before the closures began, photographic condition surveys were undertaken of the affected Parish roads. The routes continue to be inspected, and the project team remains in liaison with the relevant Parishes.

The surveys and inspections allow any specific damage directly attributable to the project’s works or activities to be distinguished from pre-existing defects or ordinary traffic-related deterioration. Any identified project-related damage will be considered with the relevant Parish, without altering the respective highway authorities’ statutory responsibilities.