Minister for Infrastructure

Government of JERSEY

Union Street | St Helier
Jersey | JE2 3DN

Deputy Hilary Jeune
Chair
Environment, Housing and Infrastructure Scrutiny Panel

BY EMAIL

28 October 2026

Dear Chair

Thank you for your letter of 30th September following up from the quarterly hearing that took place on 16th September. Please find the response to your questions below.

1. Delivering Investment in the Public Realm [R.158/2024] refers to a programme of public realm improvements delivered through the Public Realm and Movement Strategy and supporting policy frameworks. Can the Minister provide a list of the strategies, policies, action plans and other documents that currently inform the programme, together with their objectives, priority projects and delivery timelines?

The Public Realm Works Programme is currently guided and informed by the following strategies, policies and supporting documents:

- **Future Jersey 2017 – 2037**

  Future Jersey and the associated Island Outcomes and Indicators provide the long-term strategic framework for sustainable wellbeing against which Government policies and programmes are considered.

  The following Island Outcomes are of particular relevance:

  - Safety and security
  - Vibrant and inclusive
  - Healthy, active lives
  - Built environment
  - Jobs and growth

- **Common Strategic Policy 2026 – 2030**

  Specifically, Priority 9 and Action 9.1.

- **St Helier Public Realm and Movement Strategy**

  The St Helier Public Realm and Movement Strategy (PRMS) provides the principal strategic framework for improving the streets, roads and public spaces of St Helier, with the aim of creating a safer, more accessible and attractive town for residents and visitors. The Stage 3 report sets out an action plan based on four key concepts:

  - **Growing a Vibrant Core:** strengthening St Helier's commercial centre by improving access, activity and the diversity of its offer.
  - **Bridging the Ring Road:** improving pedestrian and cycle crossings to reduce the barrier created by the Ring Road.
  - **Embedding an Active Network:** developing a coordinated network of streets that encourages walking and cycling to and through the town centre.
  - **Creating Liveable Neighbourhoods:** reducing the impact of traffic and road severance in residential areas surrounding the town centre.

  Overall, the strategy seeks to create a more connected, people-focused, vibrant and liveable St Helier, while supporting active and sustainable travel.

- **Framework for a Sustainable Transport System 2020 – 2030**

  Provides the overarching framework for the development of a more sustainable transport system.

- **Carbon Neutral Roadmap (2022)**

  Informs the programme in relation to carbon reduction, sustainable transport and the transition towards a lower-carbon Island.

- **Time to Win (2026)**

  Sets out an action plan to reform and secure the Island's financial and professional services sector. The plan is relevant to the role that an attractive, vibrant and well-functioning town centre plays in supporting Jersey's economy and finance sector.

- **Future-Fit Retail Roadmap (2025)**

  Supports the development and vitality of Jersey's retail sector and town centre.

- **Visitor Economy Strategy (2023)**

  Recognises the importance of Jersey's places and public spaces to overall visitor experience.

- **Bridging Island Plan 2022 – 2025**

  The Bridging Island Plan provides the Island-wide planning policy framework embedding the concept and objectives of the PRMS into planning policy.

- **Public Realm Works Programme – Town Centre Masterplan**

  The PRMS provides a high-level strategic framework, identifying key movement corridors and areas for improvement in St Helier. This is now being translated into deliverable projects through more in-depth analysis and stakeholder consultation undertaken as part of the Public Realm Works Programme – Town Centre Masterplan.

  Delivery is already underway along 'La Grande Rue' (Parade to Royal Square) and within the 'Vibrant Core', with New Cut and Phase 1 of Broad Street completed. Further projects and wider opportunities are under development.

  Work continues to establish a coordinated approach to prioritising future public realm projects, informed by the policies and strategies above and the wider town context as well as:

  - public realm analysis;
  - public engagement and feedback, including on-street surveys, focus groups and drop-in sessions; and
  - collaborative working with key stakeholders, including the Parish of St Helier, the team responsible for development of the regeneration strategy for St Helier and others.

  This work will enable individual projects to be considered as part of a coordinated programme and prioritised against strategic objectives, deliverability and available funding. This will be published on the Public Realm website (Public Realm) as the work progresses.

  The full list of current priorities, projects, delivery timelines and associated budgets will be presented at the briefing requested under Question 3, with the briefing materials circulated in advance.

2. Does the Minister intend to review or update the Public Realm and Movement Strategy and, if so, what is the anticipated timetable for this work?

The PRMS presents four key concepts which remain valid and align with the priorities set out in the Common Strategic Policy 2026 – 2030.

The intention is to build upon the PRMS through the development of the Public Realm Works Programme – Town Centre Masterplan. As set out above, this will translate the PRMS concepts into a plan of deliverable projects. This will also define a framework for appraising planned and proposed projects with the aim of ensuring strategic objectives are achieved and benefits are maximised with the available funding and in response to any changing priorities and aspirations.

Further details of the Public Realm Works Programme – Town Centre Masterplan, included an anticipated timetable to publication, will be provided at the briefing requested under Question 3. Briefing materials will be circulated in advance.

3. The Panel would welcome a briefing on the Broad Street Public Realm Project. In advance of that briefing, can the Minister provide all relevant project documentation, including the project plan, business case, costs, funding arrangements, delivery timetable and consultation materials? The Panel also requests documentation relating to the proposal to relocate the apple press outside Marks & Spencer on King Street, including consultation responses, stakeholder feedback and details of the decision to retain the installation in its current location.

My officers are liaising with your officers to identify a convenient time for a briefing. All requested information will be provided no later than one week before the briefing.

4. During the Quarterly Hearing, the Assistant Minister indicated that Jersey was the preferred bidder for the 2035 Island Games. However, the response to Written Question WQ.166/2026 states that preferred bidder status will not be conferred until 2028. Can the Minister clarify the current status of Jersey's bid and provide copies of any strategy, facilities plans, bid documentation or submissions made to the International Island Games Association to date?

In order to remove the expense involved in a 'bidding war', the International Island Games Association ('IIGA') has changed the process for awarding a Games to a host island. Once an island has submitted an Expression of Interest, the IIGA informally note that island as a preferred host, before formal status is conferred. In Jersey's case, preferred bidder status will not be formally conferred until 2028 with the expectation that a formal bid will be presented at the 2029 IIGA AGM and the Games awarded at the 2030 IIGA AGM. Nothing further has been submitted to the International Island Games Association at this stage. I and my Assistant Minister, Senator Kersten, will seek continued support for the bid process in the coming months once further preparatory work has been undertaken. This preparatory work will include reviewing in more detail the facilities required for a 2035 Games and determining likely costs.

5. What progress has been made in increasing community use of school sports facilities through Memorandum of Understanding, Service Level Agreements or similar arrangements, and what further work is planned?

Senator Kersten met with the Minister for Education and Lifelong Learning on 17th September 2026 to discuss community use of school facilities. Whilst constructive usage of the school estate was identified, we agreed that further analysis of demand patterns could assist in identifying further opportunities for community usage. For facilities like Langford and Oakfield Sport Centres, usage is constantly being reviewed to ensure the use of these facilities is being maximised.

6. Can the Minister provide an update on Phase 1 of the Fort Regent redevelopment programme, including whether it remains on track in terms of scope, budget and delivery timescales, and how subsequent phases will be progressed?

A lot of work has continued behind the scenes over the past year to progress the first phase of Fort Regent's regeneration and to establish the longer-term future of the site.

The £43 million already approved for Fort Regent remains in the 2027 budget proposals and is committed to the first phase of works.

This will cover the essential repairs and infrastructure needed to secure the building and enable future phases.

These include repairs to the historic roof and extensive glazing, conservation works to the walls, the replacement and upgrading of outdated services, alongside drainage and fire safety improvements.

The timeline for the programme has been extended, partly due to the election period and partly because of refinements to the scope of works within Phase 1. Fort Regent is a complex, listed Georgian fort, and the design, planning and conservation considerations required for a project of this nature add to the time needed to ensure the work is carried out appropriately.
Subject to planning approval, expressions of interest will be sought from the construction market in the new year, ahead of the main procurement process.

The first phase of works remains focused on protecting and securing this important historic asset while preparing it for future phases of regeneration.

In terms of the future phases of work, the States of Jersey Development Company has developed well-advanced plans for a state-of-the-art mixed-use leisure facility. However, cost estimates for these are being reconsidered. This comes as a result of a number of factors, including inflationary pressures and maturing design requirements against what is a highly complex build programme. For this reason, the Regeneration Steering Group has agreed that we should first carefully evaluate the proposals and consider alternative ways that the leisure facility
may be funded and delivered, including considering scaled-back alternatives and additional private sector involvement. We have requested officers and SoJDC set out these options, which are to be subject to economic analysis, and will help ensure that further investment for the site maximises outcomes for the community and our economy, whilst limiting public spending pressures.

Whilst this work continues, we remain committed to advancing the first phase works, maintaining momentum and progress towards bringing the building back into use for the public.

7. Further to the Minister's commitment to provide a written update, can the Minister advise what progress has been made in reviewing the proposed drug-driving legislation and when revised legislation is expected to be lodged?

Since the withdrawal of the previous draft legislation, work has been undertaken with the States of Jersey Police to review the practical and operational requirements associated with implementing a specified drug-driving regime.

That review identified a number of operational and evidential considerations which require further work to ensure that any revised legislation is both legally robust and operationally deliverable. These issues relate not only to the legislative framework itself, but also to the associated enforcement processes that would be required to support implementation.

My priority is to ensure that any revised legislation strikes an appropriate balance between road safety, enforceability and fairness, whilst providing the Police with a framework that can be implemented effectively in practice. Officers are therefore reviewing the available policy options,

including the approach to THC limits, medicinal cannabis safeguards, and the wider enforcement framework.

Drug driving remains an important road-safety issue, and I am committed to progressing this work as rapidly as I can.

I expect to receive further advice from officers and, following consideration of that advice, a decision will be taken on the preferred policy approach and the timetable for bringing forward revised legislation. At this stage, I am therefore not in a position to confirm a lodging date, but I will provide a further update to the Panel once the review is complete and the next steps have been agreed. My intention is to lodge no later than the end of Q1 2027 and hopefully well before.

8. Can the Minister provide an update on active travel initiatives, including: a) schemes planned or under development for 2027; b) planned improvements by parish; and c) work being undertaken by Jersey Sport to support bikeability and active travel programmes?

Jersey Sport continues to support active travel programmes through a wide range of programmes for children, families and adults.

Their work towards active travel comes under two funding streams. One via the Department for the Economy, which delivers school programmes including Bikeability training from Balance through to Level 3, helping develop cycling skills, road safety awareness and confidence. In 2026, Bikeability Balance has been delivered to Year 1 pupils across 19 primary schools, and Level 1 and 2 has been delivered across 22 primary schools. Additional Learn to Ride and Cycling with Confidence sessions are available during school holidays and are open to all children. Volunteer-led guided rides also take place throughout the week, encouraging adults to be more active.

The other funding comes via the active travel behaviour change programme through the Climate Emergency Fund, as part of the delivery of the Carbon Neutral Roadmap. Through this Active Travel Service Level Agreement (SLA), Jersey Sport delivers:

- Family cycling programmes including Family Bikeability and Cycling with Confidence
- Support for school bike buses and walking buses, providing training and ongoing support for volunteers and leaders
- Adult Learn to Ride, Sofa to Saddle, and Gaining Momentum programmes, helping people to learn cycling skills
- Commute with Confidence sessions, helping adults build confidence on the road.

Bikes, helmets and other equipment are provided free of charge across all programmes, helping to make cycling accessible to more Islanders.

In addition, Jersey Sport contributes to the Government-led active travel behaviour change programme through:

- Cycle maintenance workshops
- Cycle clinics at schools and in the community
- Workplace engagement sessions
- Pop-up learn to ride sessions at public events.

The Jersey Sport Active Travel SLA forms a central part of the wider active travel programme, which also includes Love to Ride challenges (this is primarily cycling-focused but in 2026 has expanded to include walking/wheeling), public engagement events (e.g. Cycle Sundays), engagement with schools through programmes like Walk to School Week and the development of classroom resources/lesson plans, and engagement through the eco active business network. Other programmes under development in this workstream include initiatives to support Islanders' access to cycles.

9. Following discussion during the Quarterly Hearing regarding cycle route diversions during sewer works, can the Minister provide an update on any changes under consideration?

Officers are exploring potential measures to maintain cycle connectivity on the No.3 cross island cycle route to bypass the Northern Sewer Network Upgrades project.

A number of possible options have been identified; however, these remain subject to a final feasibility assessment. Proposals taken forward will need to be supported by a formal safety assessment, considering factors such as road width restrictions, visibility, signage requirements and interactions with live traffic, as well as of course practicality, long diversions are obviously not desirable or reasonable for non-motorised traffic.

As the affected roads fall under Parish by-road administration, engagement with the relevant Parishes is a legal requirement and the measures undertaken will be subject to their approval or otherwise.

10. With regard to delays within the Sewage Network Upgrade Programme, can the Minister provide details of the reasons for the delays, the costs incurred as a result, the contingency funding remaining and the measures being taken to avoid further delays or cost overruns?

The Liquid Waste Key Infrastructure Programme has experienced delays affecting both the Northern Sewer Network Upgrade Project and the St Peter Sewer Network Upgrade Project. These have primarily resulted from unforeseen conflicts with existing utility infrastructure and challenging ground conditions encountered during construction.

For the Northern Sewer Network Upgrade, Phases 1A and 1B, the most significant delay arose from conflicts with existing Jersey Water infrastructure in the Sion Village area. Construction was temporarily paused to enable the installation of a temporary overland water main, allowing sewer construction to recommence safely on Monday 21 September 2026. Earlier stages of the project were also affected by conflicts with high-voltage electricity infrastructure and hard rock encountered during excavation.

The St Peter Sewer Network Upgrade Project was similarly affected by unforeseen ground conditions and utility constraints, which reduced construction productivity and affected the programme. Notwithstanding these challenges, the project was successfully completed on 20 August 2026.

The full financial impact of these delays is still being assessed. A number of contractor claims and associated costs remain subject to review and commercial negotiation and, consequently, it would not be appropriate to provide a definitive additional cost at this stage. However, the anticipated impact of these costs is currently reflected in the projected outturn cost, and £200,000 of

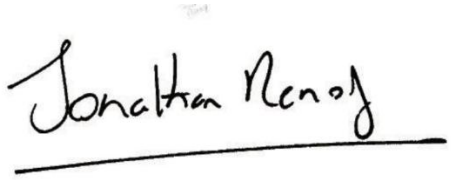
contingency remains available within the approved budget for the Key Infrastructure capital delivery programme. This position is being closely monitored as the remaining works progress.

To reduce the risk of further delays and cost overruns, the I&E Liquid Waste Capital Delivery team has strengthened coordination with utility providers, undertaken additional site investigations where appropriate, and enhanced programme, risk and commercial management. The team continues to work closely with contractors to identify practical opportunities to mitigate delays and recover programme where this can be achieved safely and efficiently.

These measures are having a positive effect. I have been advised that Phase 1A of the Northern Sewer Network Upgrade is currently 3 weeks ahead of its revised programme, demonstrating the progress being made to recover time and achieve an earlier completion.

Despite the challenges encountered, good progress continues to be made. These projects represent important investment in Jersey's wastewater infrastructure, increasing network capacity and resilience and supporting the Island’s longer-term environmental objectives.

Yours sincerely



Deputy Jonathan Renouf
Minister for Infrastructure