

DESIGN STANDARDS

FOR THE PUBLIC REALM OF ST HELIER

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Government of
JERSEY

Prepared by:

ARUP

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INTRODUCTION

The public realm is the network of open spaces accessible to everyone. It can be greatly varied, from our streets and squares to our parks and waterfronts. Such spaces form the backdrop for vital aspects of Island life, offering places to socialise, opportunities for cultural expression, routes for getting around and green connections for nature.

Good-quality public realm is essential in creating attractive places for the benefit of local people and nature. The [Bridging Island Plan](#) (2022) recognises how challenges around access to open space, levels of vehicle traffic and conserving townscape character, influenced people's perceptions of their neighbourhoods. This was evident in the findings of the 2018 [Jersey Opinions and Lifestyle Survey](#). A coordinated, well-thought out approach to the design of public realm can address these local considerations whilst also playing a part in our response to bigger-picture issues, such as the climate crisis.

By investing in our shared spaces to ensure good-quality public realm that puts people first, we will enhance Jersey's reputation as a place where people want to live, visit and work in.

Why Design Standards?

Across St Helier and Jersey, new public realm developments are being created and tracts of existing public realm are being upgraded to meet the needs of present and future generations. The nature of our townscapes make them sensitive to change and the impacts of poor design. These standards aim to guide the design of consistent, high-quality public realm. This, in turn, will help to improve the functionality, resilience and character of St Helier and Jersey's built environment in the face of future challenges.

The Design Standards have been developed to support the delivery of the [Bridging Island Plan](#) and St Helier's [Public Realm and Movement Strategy](#) (2021), both of which identify the role of public realm in facilitating active travel, reducing the dominance of vehicle traffic and community well-being. Recent shifts to home-working and fluctuating high street trends have underscored the need for better, flexible events spaces and al fresco to attract people into town for leisure. This, coupled with our understanding of the value of local open spaces, demonstrates a need for the re-purposing of public realm to better prioritise pedestrians and cyclists, and make space for nature.

The Design Standards for the Public Realm offer guidance on the layout and materiality of spaces that seek to put people first.

As Jersey's public realm continues to develop and adapt, these standards will help to ensure consistent, high-quality design and materials, that are considerate of the whole-life costs.

PUBLIC REALM AND ISLAND POLICY

The Design Standards offer guidance for both new and retrofitting projects. The advice in this document is not mandatory (unless stated otherwise), so as to allow for creative, innovative and site-specific design responses. It aims to establish a clear benchmark for what is considered good design and what is considered appropriate for specific areas. The Standards outline clear parameters and provide designers with the tools to develop a thorough, considered response.

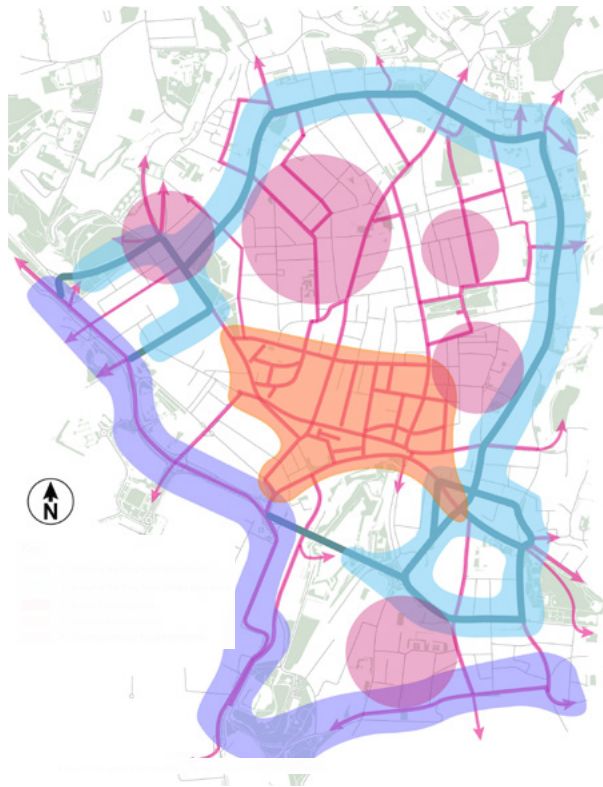
The Design Standards abide by the [Healthy Streets Indicators](#) to help public realm developments deliver on the Government's Five Virtues: Healthy Streets; Sustainable Travel;

Economic Resilience; High-quality Design; and Vibrancy and Animation.

The Design Standards help in the implementation of the [Jersey Strategic Policy Goals](#) through their guidance of the conservation, enhancement, and in some cases the transformation of our townscapes. The guidance in this document also sets out to support several policies from the Bridging Island Plan:

- SP1 - Responding to climate change
- SP3 - Placemaking
- SP4 - Protecting and promoting Island identity
- SP5 - Protecting and improving the natural environment
- SP7 - Planning for community needs
- PL1 - Development in Town
- GD6 - Design quality
- NE2 - Green infrastructure and networks
- HE1 - Protecting listed buildings and places and their settings
- TT2 - Active travel

The long-term ambition for the Design Standards is for them to be adopted following amendments by the Parishes and other Government of Jersey departments. Prior to that, it is recommended that they are given planning guidance status.



- 1. Bridging the Ring Road (Waterfront)
- 1. Bridging the Ring Road (Town)
- 2. Creating an Active Travel Network
- 3. Growing a vibrant core
- 4. Enhancing neighbourhoods

ABOVE: A spatial plan mapping out the four key actions comprising the Public Realm and Movement Strategy (PRMS) for realising a vision for Town that prioritises people over cars and would seek to make Town a more attractive place for residents and visitors alike.

OPPOSITE: An illustration imagining how the PRMS spatial framework could be realised through the uplifting of public realm across Town, through the identification and prioritisation of key spaces and corridors. The illustration also shows how the PRMS would align with concurrent public realm projects and key development sites and transport hubs.

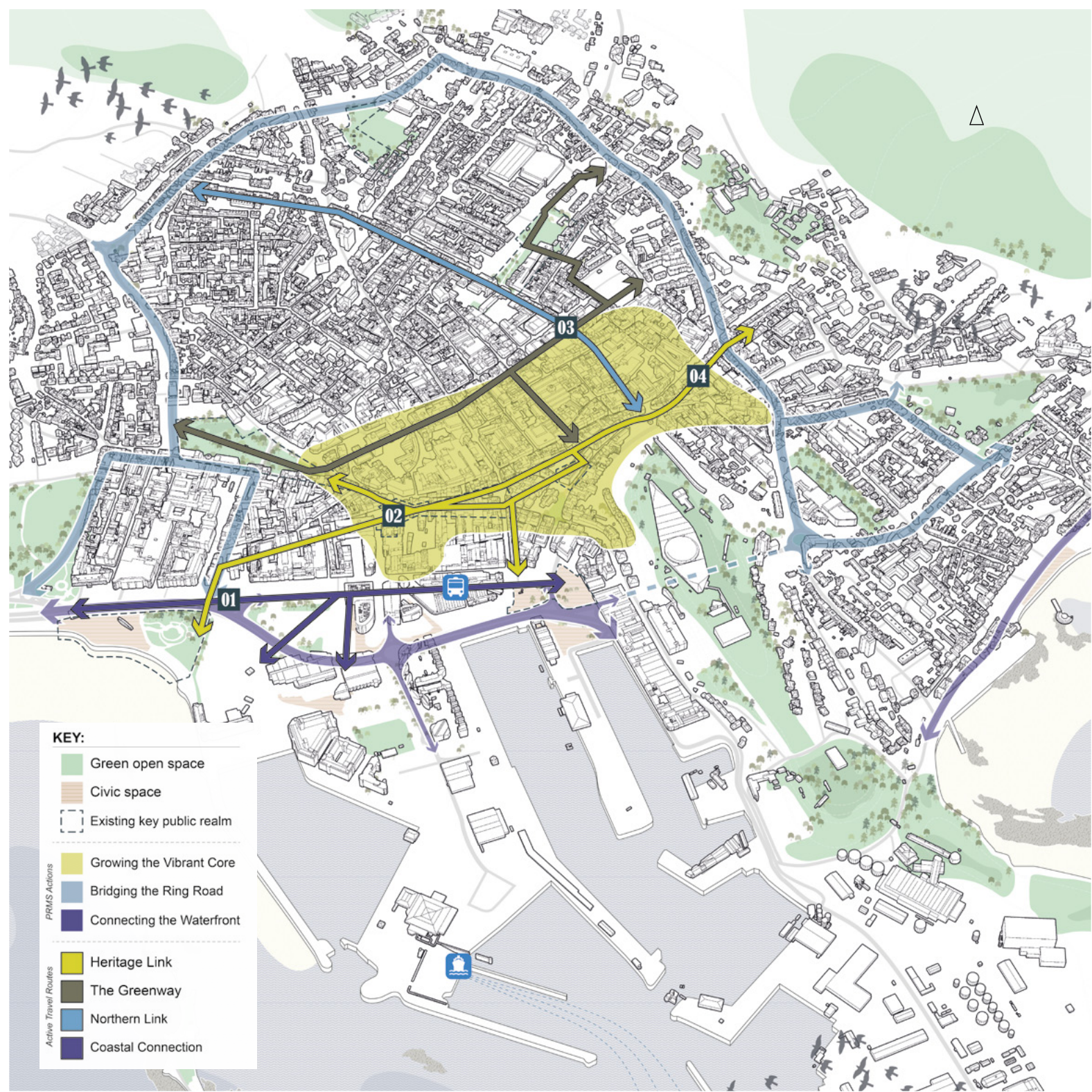
UNLOCKING THE VISION FOR ST HELIER

The PRMS proposed four, key “actions” that would work to unlock the Government’s ambitions for St Helier. These were supported by a series of illustrative ideas regarding their physical realisation and a tool-kit of interventions to facilitate their implementation through localised, targeted designs.

The proposed “actions” were high-level and strategic and their successful realisation will depend on the collaboration and involvement of various factors, such as reformed traffic regulations and economic incentives. The creation of high-quality and inclusive public realm, however, could play an integral role in the application and connecting of each.

The PRMS has, therefore, provided a framework to help structure and coordinate subsequent specific and detailed design proposals for the public realm. As seen in the visioning illustration (right) - the proposals within which, it must be noted, are liable to change - the spatiality of the PRMS aligns with several key corridors and sites of interest across Town (namely the Esplanade, historic centre, and principle green spaces).

These corridors may form the skeletal foundations of a Town-wide uplift of public realm. Initial works, focussed along them, could help to unify (spatially and aesthetically) the townscape whilst facilitating the aims of the PRMS and an attractive and resilient future St Helier.



KEY:

- Green open space
- Civic space
- Existing key public realm

PRMS Actions

- Growing the Vibrant Core
- Bridging the Ring Road
- Connecting the Waterfront

Active Travel Routes

- Heritage Link
- The Greenway
- Northern Link
- Coastal Connection

How To Use This Guide

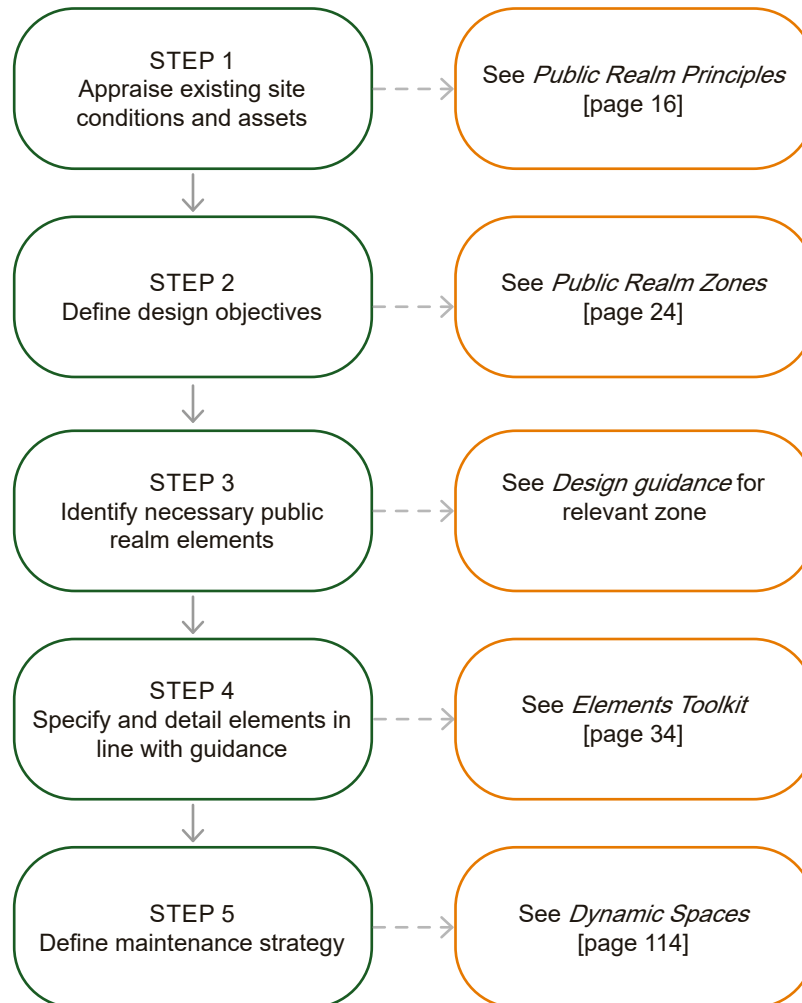
The Design Standards are intended for use by practitioners and policy-makers. They provide context and good-practice guidance for practitioners, and a means for Parishes and Government departments to make more informed decisions about proposed and existing developments. The standards recorded here are not exhaustive. Specialists from relevant disciplines should be consulted in conjunction with the standards depending on the individual project requirements.

The Design Standards are intended for use by the Infrastructure and Environment Department (IE) and Parish Authorities as a reference in determining details of highways adoption. The listed design elements and features demonstrate the expectations for public realm design beyond the often 'engineered' approach to streets and highways. The standards may also be referred to by Planning Authorities in the evaluation of planning applications and in the preparation of design briefs.

The guidance in this document provides an understanding of the Jersey context, the drivers of change across the public realm, and relevant

policy, as well as an appraisal of the existing public realm and what constitutes good design. It presents a tool-kit of public realm elements and features to be utilised in design schemes, considering their future use and maintenance.

The standards seek to be advisory, rather than prescriptive, to set a common threshold of good design. They have been produced to supplement and help coordinate other available guidance and policy, such as the [St Helier Urban Character Appraisal \(2012\)](#) and [Design Guidance \(2023\)](#). This is intended to be a continually evolving document that is to be added to or revised in response to experience of its application.



Mapping Jersey's Public Realm

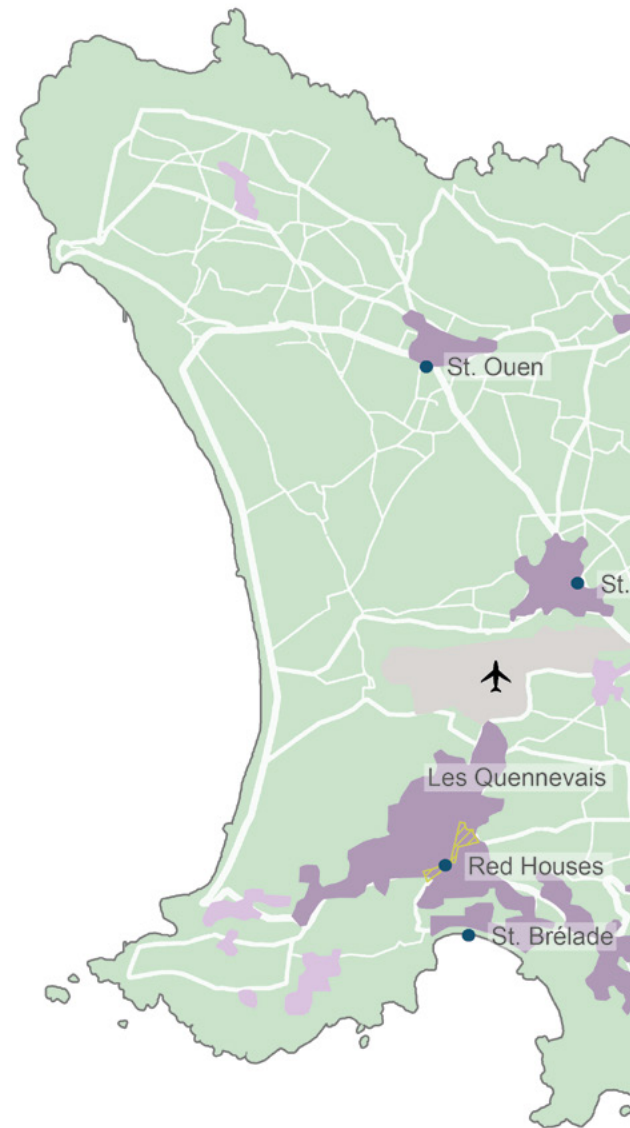
The Design Standards have been developed to support the Public Realm and Movement Strategy and town plan for St Helier. The guidance is therefore focused primarily around St Helier Town.

As Jersey's main settlement and most populous area, St Helier supports a wide range of open space types and the majority of the Island's public realm.

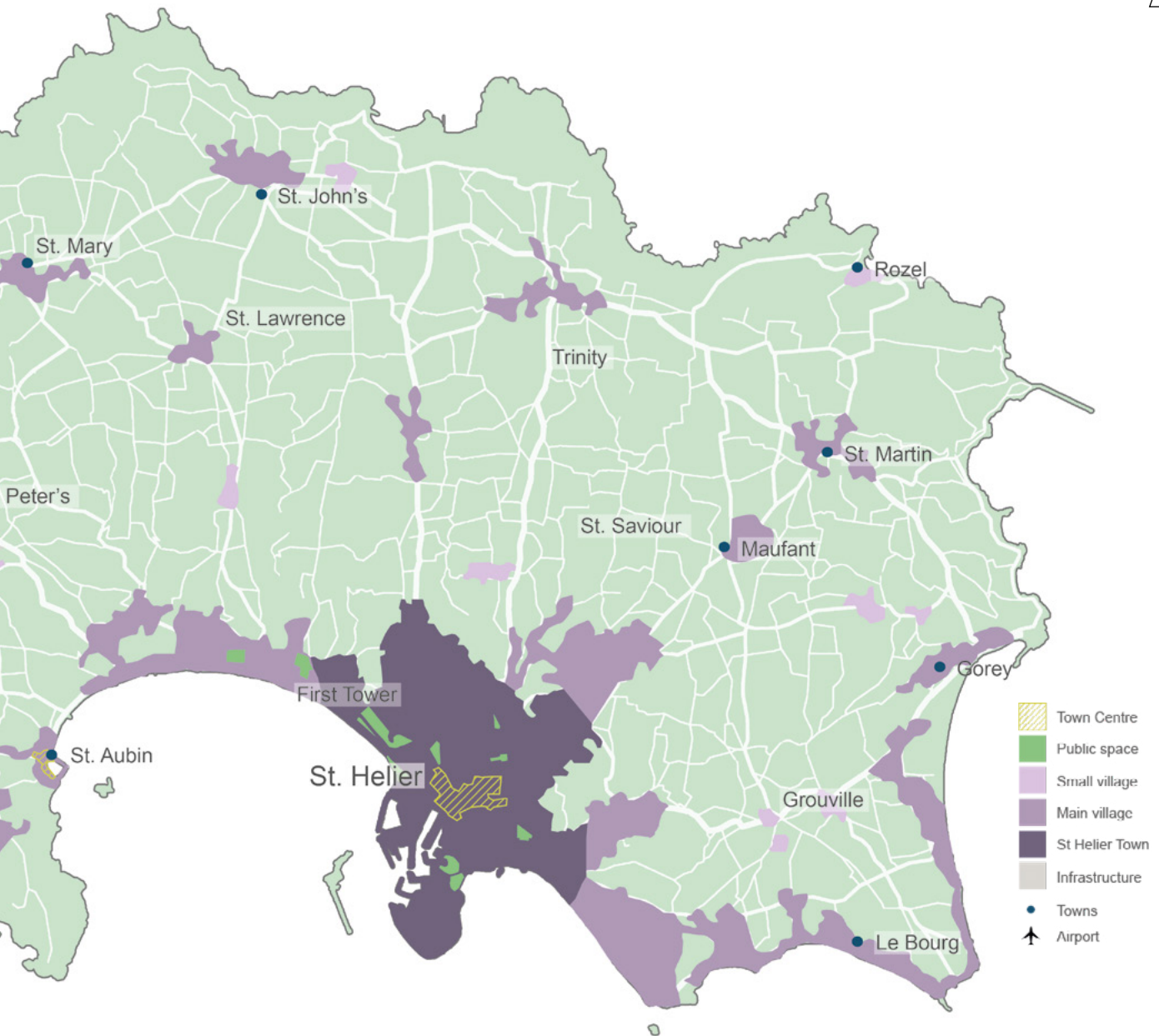
The standards do, however, attempt to look beyond Town for precedents of good practice and in considering the application of the guidance so that strategies are relevant across the wider island.

It is important for public realm proposals to acknowledge the disparities between and unique characters of the various settlements across Jersey. At the same time, however, the small scale of the Island and prevailing commonalities means there is a need for consistency in approach and quality to the design and programming of its public realm.

This map illustrates the spatial distribution of different public realm zones across Jersey, from the fine-grain, sensitive townscapes of the historic centres to the rural pathways and corridors that people use to get around.



0 2.5 5km



- Town Centre
- Public space
- Small village
- Main village
- St Helier Town
- Infrastructure
- Towns
- Airport



PUBLIC REALM PRINCIPLES

Preserving What is Good

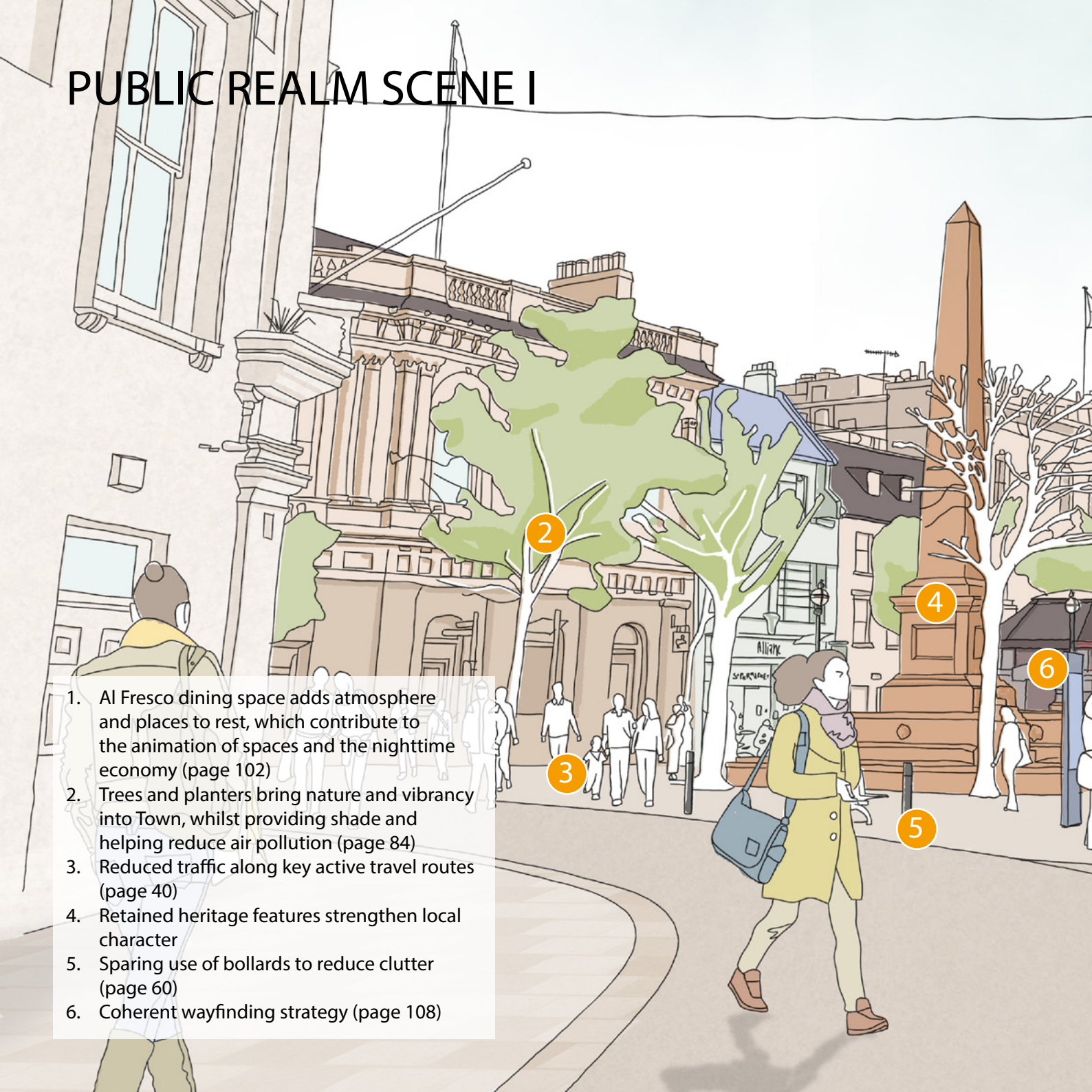
High-quality public realm design should be sympathetic to the character of its surroundings, responding to historic and valued features while supporting the social needs of local communities.

The Design Standards offer guidance for areas of public realm that require renewal or are undergoing regeneration. They will also help to ensure that any future developments are designed in accordance with the local character. The success of future public realm works depend on the acknowledgement of the qualities of the existing public realm that work well and should be retained or emulated.

Before any major works are undertaken, a public realm audit should be carried out to identify existing features and qualities that should be preserved. The audit should assess the importance of such features to the character of the area.

The following pages present an artist's impression of how three areas of public realm from St Helier could be re-imagined to incorporate best practice public realm design, articulating the vision for these standards.

PUBLIC REALM SCENE I

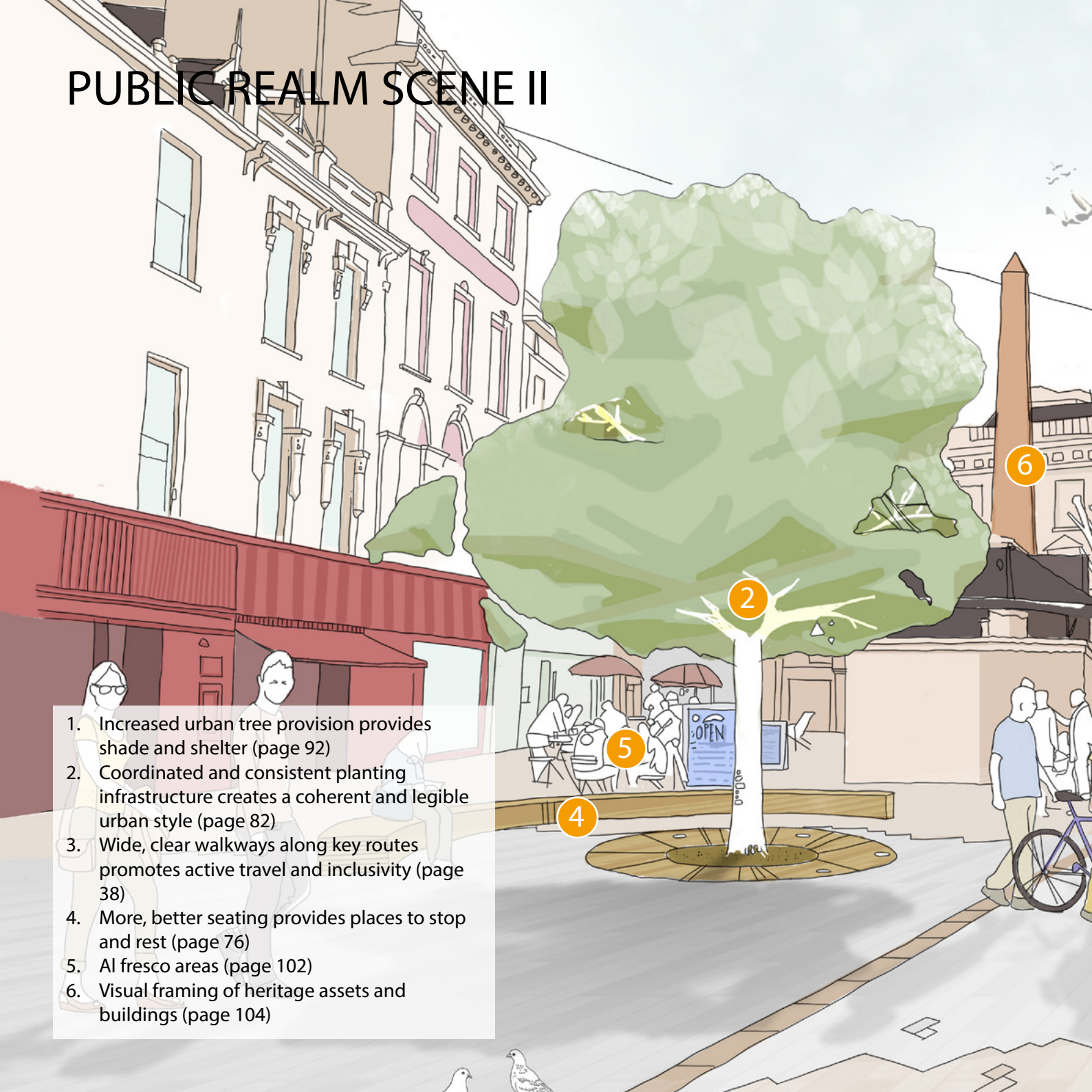
- 
1. Al Fresco dining space adds atmosphere and places to rest, which contribute to the animation of spaces and the nighttime economy (page 102)
 2. Trees and planters bring nature and vibrancy into Town, whilst providing shade and helping reduce air pollution (page 84)
 3. Reduced traffic along key active travel routes (page 40)
 4. Retained heritage features strengthen local character
 5. Sparing use of bollards to reduce clutter (page 60)
 6. Coherent wayfinding strategy (page 108)



1

Drawing is for illustration purposes only
and is not a proposed concept design.

PUBLIC REALM SCENE II

- 
1. Increased urban tree provision provides shade and shelter (page 92)
 2. Coordinated and consistent planting infrastructure creates a coherent and legible urban style (page 82)
 3. Wide, clear walkways along key routes promotes active travel and inclusivity (page 38)
 4. More, better seating provides places to stop and rest (page 76)
 5. Al fresco areas (page 102)
 6. Visual framing of heritage assets and buildings (page 104)



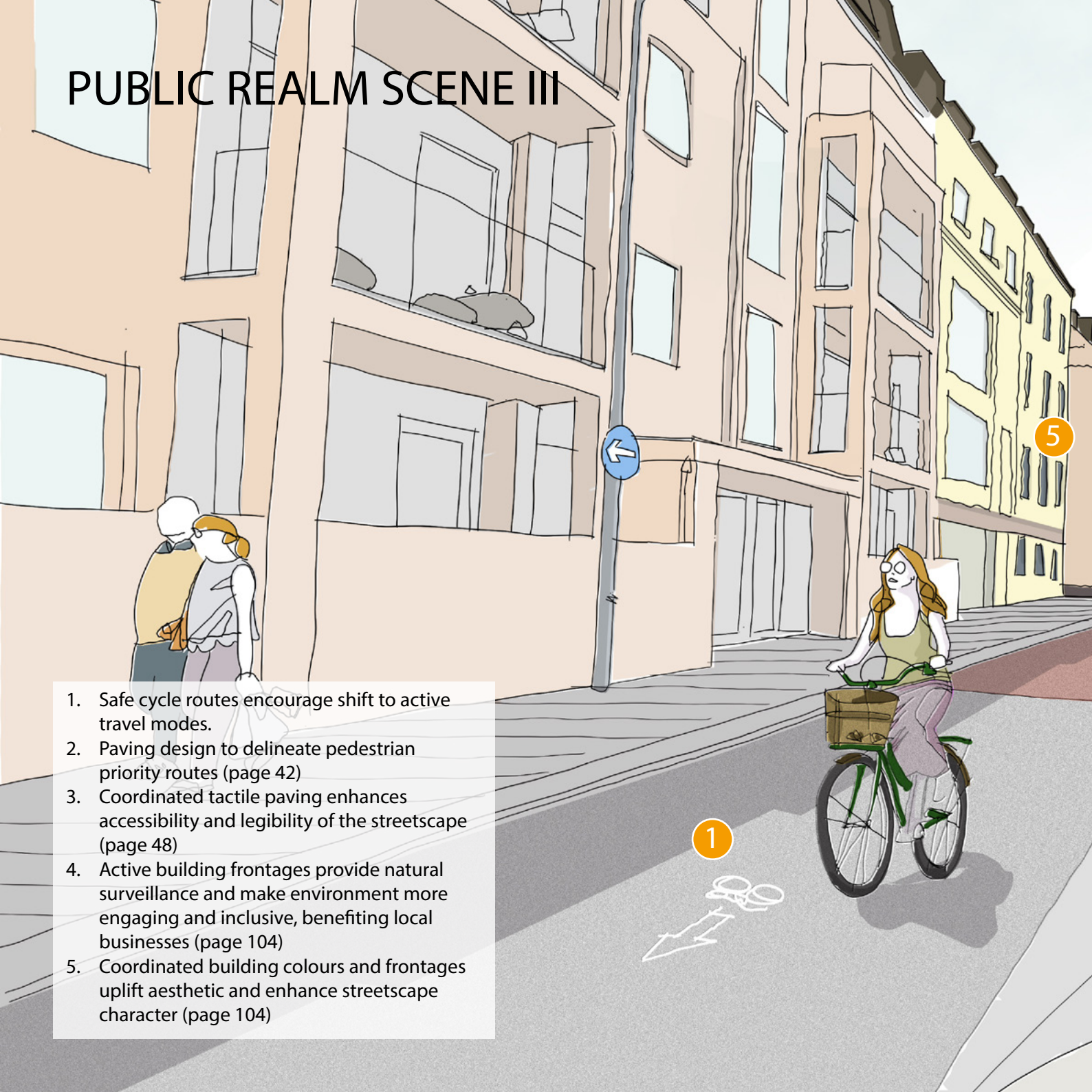
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PUBLIC REALM SCENE III

1. Safe cycle routes encourage shift to active travel modes.
2. Paving design to delineate pedestrian priority routes (page 42)
3. Coordinated tactile paving enhances accessibility and legibility of the streetscape (page 48)
4. Active building frontages provide natural surveillance and make environment more engaging and inclusive, benefiting local businesses (page 104)
5. Coordinated building colours and frontages uplift aesthetic and enhance streetscape character (page 104)





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and is not a proposed concept design.



ST HELIER PUBLIC REALM ZONES

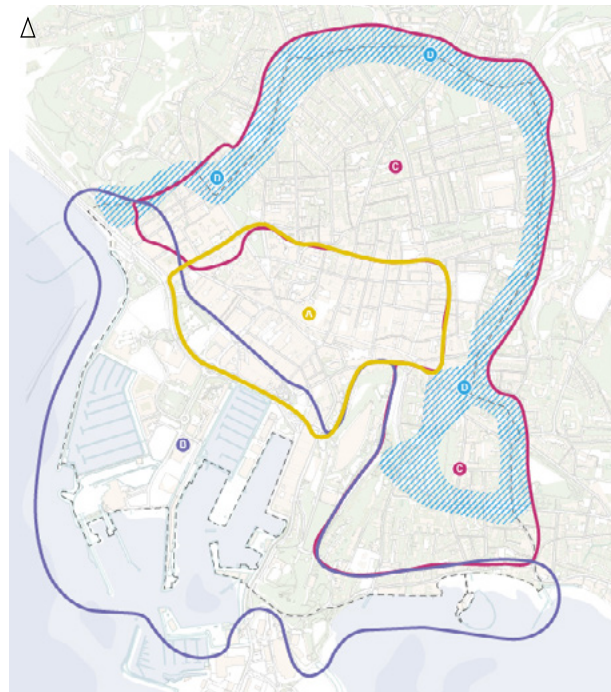
Introduction

This section provides a high-level appraisal of existing the public realm across Town, informed by Willie Miller's [St Helier Urban Character Appraisal](#) (2021) and [St Helier Design Guidance](#) (2023). The appraisal findings have informed the grouping of areas into four, distinct public realm zones (PRZ) that link the findings of the Urban Character Appraisal and PRMS.

Despite the small scale of Town, there is notable variation between the public realm typologies of its historic centre, residential quarters, waterfront and periphery.

This section explores these typologies at a finer resolution, understanding how the character of each locality can be communicated or obscured by public realm design and choice of elements.

The application of public realm elements from the tool-kit contained in this document should be cognisant of the specific characteristics and objectives of the PRZ within which the site is situated. Conversely, good public realm should form a seamless transition between these zones to improve the cohesiveness of Town.



Map of the four public realm zones across St Helier, informed by the Urban Character Appraisal, Design Guidance and the spatial framework presented in the PRMS.

- A. Historic Centre
- B. The Waterfront
- C. Neighbourhoods
- D. The Ring Road and Gateways



A. HISTORIC CENTRE

The historic centre is the vibrant core of activity within St Helier. There is a greater emphasis on pedestrian priority than elsewhere in town and this is reflected in the high-quality and distinctive nature of its public realm.

The public realm of the historic centre is a largely attractive and inclusive environment, defined by its fine urban grain, narrow streets and views towards key buildings and the green periphery of Town. It presents an amalgamation of styles and materiality which at times can seem cluttered and confused. There is an abundance of historic

features, details and material types, notably local granite in the paving and buildings which contributes to the area's distinctive character.

TOWNSCAPE CHARACTER

Streets are typically narrow and winding, following an intricate and irregular pattern. The layout and retention of pockets of historic materials and features reflect its heritage and proximity to the ports.

FUNCTIONALITY

- Destination – presents a definitive sense of identity for St Helier.
- Priority area for pedestrian movement.
- Supports high levels of retail and leisure activity.
- Space for socialising and spending time.
- Active frontages and public realm at day and night.
- Small amount of residential areas.

CHALLENGES

- Lack of consistency in design vernacular and materials can make the area seem cluttered.
- Bland, new developments detract from historic character.
- Excessive levels of traffic along narrow roads and on-street parking compromise active travel and make streets feel constricted.
- Concern regarding the rate and scale of change in the east of the zone, which could undermine the character if unchecked.



Heritage asset re-purposed as a planter on King Street

CHARACTER AREA OBJECTIVES

- Conserve and enhance the distinctive local character.
- Reconnect the town centre with the waterfront.
- Increase the level of pedestrian priority movement and inclusive design.
- Implement more cycle-friendly routes and infrastructure.
- Increased, quality greening and planting areas.
- Create a vibrant and animated town core.

DESIGN GUIDANCE

- Reinstate historic features where feasible.
- New public realm features and developments should respect the historic character and human scale of the area.
- Provide excellent and inviting public realm as part of a coherent strategy rather than fragmented spaces.
- Surfacing coherence to enhance legibility.
- Avoid bland/generic public realm developments that undermine the area's sense of identity.
- Implement a consistent style of street furniture. This is evident in bins, bollards and cycle racks but should be applied to seating, planters and lighting with more force.
- Implement a planting palette that will prove resilient to future changes in climate. Consider structural form, flowering and aesthetic.



B. THE WATERFRONT

The waterfront is a well-kept area defined by the 19th century sea-wall. Historic materials and qualities have been well retained throughout the area.

The waterfront possesses a mix of robust and traditional materials that reflect its rich heritage. There is some disparity in the built vernacular between areas with an increasing focus on place-making and public realm enhancements evidenced in spaces like Liberation Square and Jardins de la Mer.

Overall, the waterfront along St Helier feels disjointed, in part due to the natural topography

but also due to unfettered development and roads.

TOWNSCAPE CHARACTER

St Helier's waterfront has a varied character, ranging from Victorian seaside promenade to a rich and attractive urban environment. The course is flanked by green hills and vast beaches, punctuated by historic forts and structures. Within the current context of new waterfront development, the challenge of retaining this long-standing waterfront identity becomes pertinent. Efforts must be taken to conserve the inherent qualities of the waterfront, its striking natural backdrop and expansive nature.

FUNCTIONALITY

- Connecting route - vehicle and pedestrian traffic using for access to town and commuting.
- Historic entrance and frontage to St Helier.
- Provides space for socialising and sports.
- Supports leisure activity with many cafés, restaurants and meanwhile spaces.
- Physical buffer, protecting the town from coastal processes.
- Importance of ports as gateways to the Island.

CHALLENGES

- Some developments detract from historic character and are less rooted in place.
- Lack of consistency in furniture and materials, not all of which are appropriate for the location.
- High levels of traffic along the Esplanade and Havre des Pas cut the Town Centre from the Waterfront.
- Lack of coherent and permeable active travel routes.
- Planting outside of parks often failing to establish and dated in style.



A well-maintained public courtyard along Havre des Pas with sensibly positioned furniture and distinctive railing and lighting vernacular

CHARACTER AREA OBJECTIVES

- Conserve and enhance the distinctive local character.
- Improve sense of connectedness along waterfront.
- Reduce traffic dominance.
- Re-purpose inactive zones and vacant sites.
- Increased, quality greening and planting areas.

DESIGN GUIDANCE

- Reinstate or maintain historic features.
- Ensure surfacing consistency to enhance legibility, particularly along cycleways.
- Bridge/reconnect sub-areas fragmented by roads.
- Provide excellent and inviting public realm as part of a coherent strategy. Aim to match material quality of sub-areas, including Liberation Square and Les Jardins de la Mer.
- Rationalise placement of furniture to reduce sense of clutter, particularly seating.
- Materials must be weather-resistant and able to withstand washing from sea.
- Implement a planting palette that will prove resilient to future changes in climate.
- Design with nature: Implement naturalistic planting schemes and habitat opportunities where appropriate.
- Implement more playful infrastructure to engage with people.
- Work closely with the Jersey Development Company (JDC), Ports of Jersey, the Parish of St Helier, and other key stakeholders.



C. NEIGHBOURHOODS

The residential streets are generally clean and well-maintained, with a consistent, neutral palette. The placement of unconsolidated furniture can contribute to the cluttered feel of the public realm.

Public realm within the residential town is generally simple and utilitarian. Contemporary developments, such as Millennium Park, show how spaces can be re-purposed and uplifted to better serve their communities.

TOWNSCAPE CHARACTER

The area is quiet, well-kept and fairly cohesive, if unremarkable. It consists of mostly terraced Victorian houses, set along repeated patterns of narrow streets in a low-lying basin. There is a limited number of landmarks and open spaces e.g., Millennium Town Park and St Thomas' Church.

Public open spaces are rare but well-kept and well-used. Planting is localised and scarce along the streets although some have incorporated planters and trees on chicanes and widened walkways.

FUNCTIONALITY

- Transitional - residents pass through the public realm zone to get to Town Centre, waterfront or other areas in Jersey.
- Largely residential with localised recreational and retail areas.
- Balance of travel modes with low traffic speed.
- Parade Park, Millennium Town Park and Kensington Place are destinations within the Residential Town as employment and leisure.
- Schools and community institutions.

CHALLENGES

- Lacks identity and sense of place.
- Lacks legibility. Little distinctive corner plot use and limited views.
- Narrow streets that typically prioritise car movement and parking at the detriment of active travel potential - narrow pavements and confusing cycle lanes.
- Green infrastructure is scarce and localised.
- Noise, pollution and hazards generated by traffic.



Well-designed surfacing can slow traffic in residential areas whilst also providing aesthetic value to the streetscape

CHARACTER AREA OBJECTIVES

- Improve townscape legibility.
- Communicate a stronger sense of identity.
- Enable active travel.
- Increased, quality greening and planting areas.
- Improve traffic-calming measures.

DESIGN GUIDANCE

- Conserve existing heritage features.
- Connect existing open spaces via a coherent public realm rather than infill.
- Apply more uniform surfacing approach.
- Utilise a more limited range of furnitures and materials to improve cohesiveness.
- Rationalise positioning of street furniture, following standards for distancing to reduce clutter (bollards, bins and planters).
- Unify approach to cycling infrastructure and develop better cycling connectivity.
- Seating is to be concentrated in public realm hubs such as parks, squares and bus stops.
- Implement clearer wayfinding and signage to compensate for lack of views.
- Group tree plantings where possible with trench approach in planters or ground rather than standalone specimens.
- Consistent planting palette for shrub/perennial planters and ground cover that is good for pollinators, resilient and aesthetically-pleasing.
- Align with the Healthy Street Indicators.



D. THE RING ROAD AND GATEWAYS

The Ring Road (Elizabeth Place, Rouge Bouillon to St Saviour's Road) has a dominating presence around town. Walkways are narrow and cycle-lanes infrequent. Gateways possess a distinctive vernacular as filter junctions with several crossing points, occasionally framing a far-reaching view into Town.

TOWNSCAPE CHARACTER

The Ring Road marks the boundary of St Helier, dominated by vehicular traffic. The surrounding townscape is calm and nondescript suburban,

although set against a green backdrop as the topography rises outside of the town. A series of gateway junctions sometimes provide views into the town or towards the coast, aiding legibility and signalling one's arrival into St Helier.

There is a consistent materiality throughout this area of bitmac walkways with granite or conservation kerbs. Colours are kept neutral but the furniture mix is eclectic. There is a sense of functionality over aesthetic or amenity.

The gateway junction islands are surfaced in bitmac and form landmark features only due to their siting.

FUNCTIONALITY

- Connecting route - vehicle and pedestrian traffic using for access to and from St Helier.
- Motor vehicles are the dominant transport mode with increasing use by cyclists.
- Wider area is largely residential but supports a range of services (primarily hotels) and schools.
- Gateways mark key entrance points to the town.

CHALLENGES

- Severing impact of Ring Road on town.
- Limited space for pedestrians and cyclists, pavements particularly narrow on eastern side.
- Lacks legibility and clear signage. Sharp changes of design language on approaches to coast.



The gateway junctions present opportunity for planting or art installations. Tree-lined corridors are a welcome entrance to St Helier.

CHARACTER AREA OBJECTIVES

- Bridge the Ring Road.
- Increase active travel.
- Improve the appearance.
- Improve functioning and legibility of gateways for pedestrians and cyclists.
- Increased, quality greening and planting areas.

DESIGN GUIDANCE

- Align with the strategies and key moves presented within the PRMS.
- Re-purpose and rationalise space assigned to gateway road islands. Replace asphalt surfacing with planting or art installation to create local landmarks.
- Dedicate more road space to cycling infrastructure.
- Implement standard minimum width for pavements.
- Implement clear and consistent signage and wayfinding.
- Encourage greening where possible: front gardens and building setbacks, gateways and traffic separation.
- Establish ground cover planting palette for verges, roundabouts that is good for wildlife, resilient and aesthetically-pleasing as opposed to amenity lawn.



ELEMENTS TOOL-KIT

Introduction

This section explores the variety of landscape elements to be considered as part of Jersey's existing and future public realm. These can be grouped into three main categories: SURFACING; FURNITURE; and GREEN INFRASTRUCTURE. Each category section begins by highlighting aims and objectives, followed by specific guidance for each of the different elements within the category.

The overall success of a space can be greatly affected by the quality, consistency and suitability of such elements and how they are positioned within it. This tool-kit provides guidance on form, finishes, functional and technical considerations for a range of elements, to assist practitioners in prescribing a palette that is well-suited to its context in Jersey. Technical guidance is also given where appropriate, referencing mandatory standards and specific dimensions.

The tool-kit should be consulted for all public realm schemes as a benchmark of good, appropriate design. It should be used to support, not as an alternative to, direct consultation with technical experts in Infrastructure & Environment. Variations from these standards are expected but must be justified.

Street Design Guidance

1. The absolute minimum clear footway width for unobstructed pedestrian use is 1.5m to allow for the passing of wheelchair users. Designs should aim for a minimum comfortable width of 1.8m and at no point shall footways be narrowed.
2. Refer to Inclusive Mobility and Pedestrian Comfort Guidance to ensure comfortable, inclusive spaces where pedestrians can move at a speed and along the route of their choosing.
3. Carriageway widths must be informed by vehicle tracking.
4. Kerb lines should be designed to run straight and parallel to one another.
5. Street furniture items should be positioned towards the edge of the walkway, either along the building zone or along the kerb but not within 450mm of the kerb face.
6. Raised kerbs must be no less than 50mm high so that visually-impaired people can detect them. Kerbs should be raised between 100-140mm at designated transport stops.
7. Avoid the use of steps and uneven surfaces, to facilitate at-grade movement and accessibility.
8. Drainage cross-falls should be between 1:40 and 1:80 gradient to allow drainage without impeding the movement of people.
9. Drainage features should be located outside of the primary walking routes. Where this is not possible, features must be designed so as to not create an uneven surface or trip-hazard.
10. Space allocated for cycle lanes must be in accordance with the LTN 1/20 standards. A minimum 1.5m width is to be allocated for one-way cycle lanes.

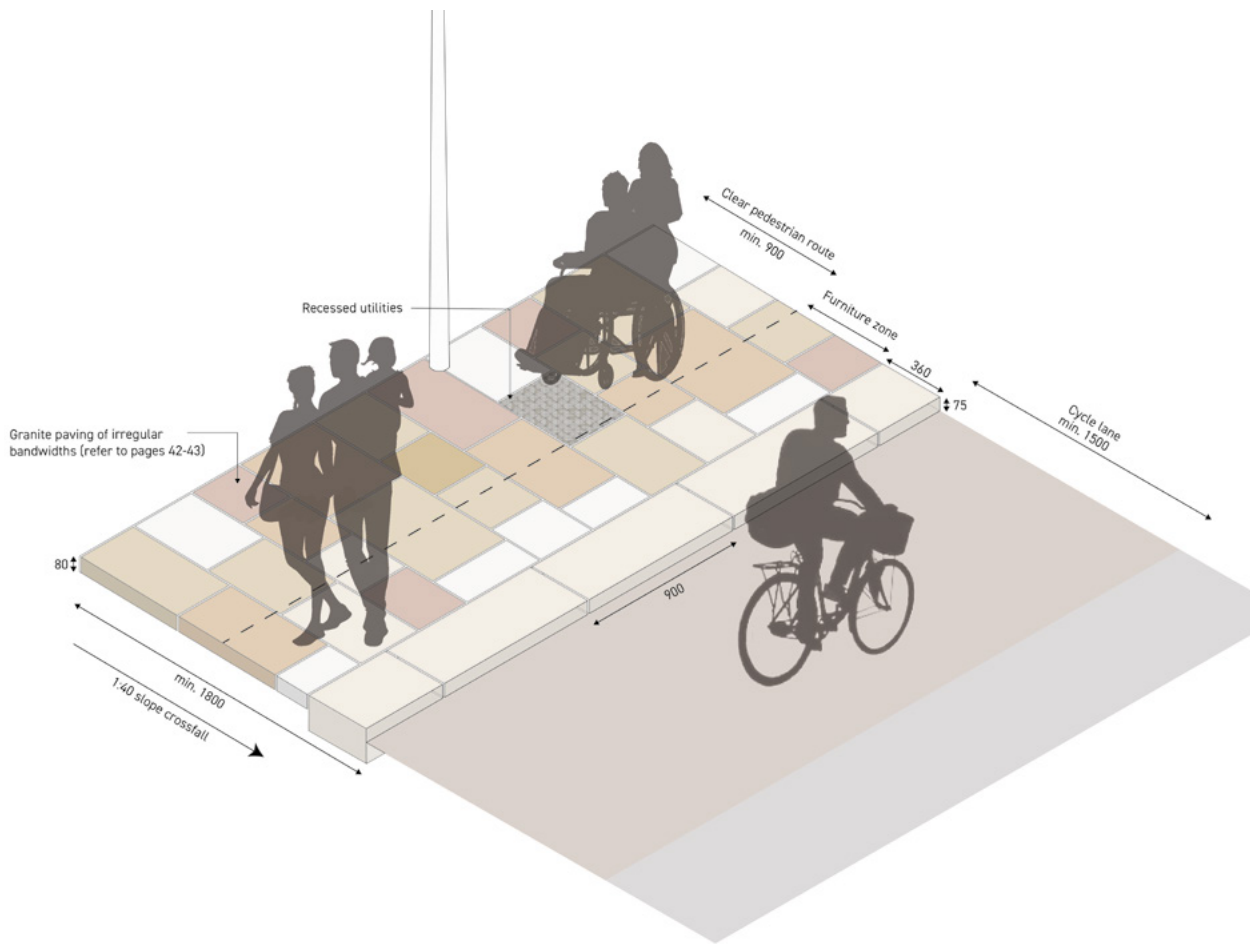


Illustration of a hypothetical, best-practice streetscape. The 1800mm footway width, with furniture positioned to maintain a minimum 900mm clear route, facilitates access for most user groups.

SURFACING

COMMON SURFACING OBJECTIVES

1. Surfacing works should align with the goals of relevant policy documents, such as the PRMS and Island Plan, to put people first and facilitate active travel.
2. All surfacing should aim to uphold and not distract from the character of its surroundings.
3. Consistency in paving design and styles is advised throughout Town and village centres to promote a greater sense of cohesiveness.
4. All new surfacing must strive to improve the functioning and appearance of the public realm.
5. Enhance accessibility for all members of the community and help create a safer environment.

PUTTING PEOPLE FIRST

The following standards for the design of streetscape layouts and surfacing should be read in conjunction with existing Government of Jersey highways specifications and relevant DfT guidance, such as the [Manual for Streets](#).

Data-driven design tools should be applied to create environments that respond to the everyday needs of people. Surfacing designs should reflect the scale and character of their surrounds, whilst also responding to strategic visions for the wider area. Well-considered surfacing design is important in establishing better active travel corridors and encouraging pedestrian movement, thereby supporting the implementation of Jersey policy, as put forward in the PRMS and Bridging Island Plan.

These standards look to help facilitate the prioritisation of pedestrians and cyclists. This, in turn, will lessen the perceived negative impacts of traffic through Town and encourage a modal shift to more sustainable transport means, in line with the [Sustainable Transport Policy](#) (2019), improving community health and reducing Jersey's greenhouse gas emissions.

The Design Standards promote inclusive design practices to ensure that the public realm is accessible to all people, regardless of demographic.



Pedestrian Zones: Type 1

Footways of large and irregular flags of warm, Jersey granite form a distinctive characteristic across the Island's townscapes. Future public realm design should seek to emulate this feature to strengthen the built identity of Town and the villages.

Surfacing works should strive to support the ambitions of relevant policy in putting people first and facilitating active travel.

Consistent, high-quality surfacing should be prescribed, to improve the accessibility and legibility of a place.

The surfacing of pedestrian zones is key in setting the stage for other public realm elements, activity and movement networks.

DESIGN PRINCIPLES

Aesthetic

Character

Surfacing must be sympathetic to the character and heritage of its surroundings. It should tie-in neatly with existing, adjacent heritage paving.

Paving should be neutral in appearance so as not to distract from its setting or reduce legibility.

Walkway designs should match on either side of the street for visual consistency.

Coordinate with adjacent landowners to ensure that surfacing is continued across the full width of the walkway to improve visual cohesion.

Colour

Avoid the use of strongly contrasting stone hues or from forming any obvious patterns within the paving arrangement.

Paving in Town and village centres should use granite with warm tones that have similar properties to local, Jersey stone.

Avoid clustering of stone types and hues within paving patterns.

Too high a concentration of greys, pinks and dark red stone can generate a colder character. The use of dark grey or black slabs should be avoided, as should any prone to discolouration.

Scale

The size and proportions of paving flags should reflect the scale of the street and buildings. Wide kerbs and large (>500mm) flags are typical of historic Jersey paving.

Paving flags should be no less than 300mm wide and in accordance with IE's [Specification and Standard Details for Highway Reinstatements](#)

Pattern

Historic Jersey paving patterns possess a distinct randomness in their arrangement and flag dimensions. Rows of smaller flags are interrupted by bands of larger ones.

Paving flags should alternate between long and short as they tie into the kerb-line.

Flags should run perpendicular to the kerb line or, where this varies, the carriageway centre-line, rather than the building edge.

Kerbs

Kerb stones should be consistent and clearly contrasting with carriageway surfacing so that



Warm, reddish hues are characteristic of this waterfront paving.



Rows of wide flags interrupt and enhance the visual interest of paving along streets in the Town Core.



An uninterrupted palette of heritage granite paving contributes to the formal and high-quality character of public spaces, like Royal Square.

they are detectable by visually-impaired people.

Heritage kerb stones through Town and village centres are characteristically wide (approx. 360mm).

New kerb-lines should tie into existing in an elegant manner.

Other

Inspection and utilities covers should be recessed and aligned square with the paving coursing to allow for closer cutting and avoid messy infills.

Cast iron covers are acceptable where they cannot be recessed. The detailing of these is encouraged and should draw inspiration from historic metal cover patterns. Other metal covers can be slippier when wet.

Designs must consult with Utility-undertakers, including the Drainage Section of the Operations and Transport Division.

Function

Material

Ensure the use of high-quality, durable materials that can withstand expected levels of usage and coastal conditions. Ensure robustness of stone types and avoid application of softer granites in trafficked areas.

Consider the long-term behaviour of different stone types being prescribed. For example, the porous quality of the widely-used Gris Jaune means it is prone to discoloration as it accumulates more dirt and water.

Pedestrian crossings points should be marked using 400x400mm tactile paving flags. A dark blue/grey granite is favoured for its visual contrast.

Surface finishes should be even and possess non-slip properties, bush-hammered finishes preferred. Avoid use of granite with a flamed finish.

Accessibility

Paving design must be considerate of pedestrian movement, disability access and visual impairment.

Maintain a minimum 1.8m wide footway along Town and village centre streets (a reasoned explanation must be provided where this is not possible. Designs must remove existing, and not create new, pinch-points.

Footways should extend to a minimum 2.4m width adjacent to busy areas, such as bus stops and forecourts.

Designs should consult BS 8300:2001 to ensure good levels of inclusivity and accessibility.

Other

Narrower (approx. 200mm) kerb stones may be used to demarcate on-street areas, such as lay-bys or a change in surfacing type/use.

Areas of private land-ownership can contribute to the coherence of the streetscape by conforming to these surfacing standards. Land ownership boundaries can be demarcated using non-slip,

metal studs of an appropriate size.

Technical

Ensure a clean and well-aligned transition between new and existing paving areas.

Granite kerbs with 75mm upstand and 20mm corner radii should be used to border Town and village centre walkways.

Areas of flag paving must abide by the standards set out in BS 7533-4:2006.

Paving flags should not exceed 40kg to ensure their safe implementation by two people.

Joints between paving flags should not lie within 50mm of one another, to ensure structural integrity.

Surfacing must not impede building access, as outlined in BS 8300:2001.

Paving specifications for Historic Centres must meet the BS 7533-101:2021.

Where possible, damaged heritage granite should be replaced with material from IE's reserves.

Refer to IE's [Specification and Standard Details for Highway Reinstatements](#) for guidance on sub-base, haunching and carriageway construction details. Also for information on the maintenance of surfacing and coordinating with utilities works.

COMMONLY USED GRANITE TYPES



JERSEY RED
Indigenous stone type. Low supply.



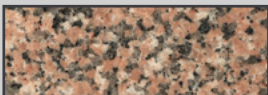
BRETON ROUGE
Warm, French red similar to native type.



CASTEL YELLOW
Portuguese golden hue. Can be porous.



ROSE MONFORTE
More available Portuguese stone.



RED MONFORTE
Portuguese red hue



BOHUSLIET
Stronger hue, to be used sparingly.



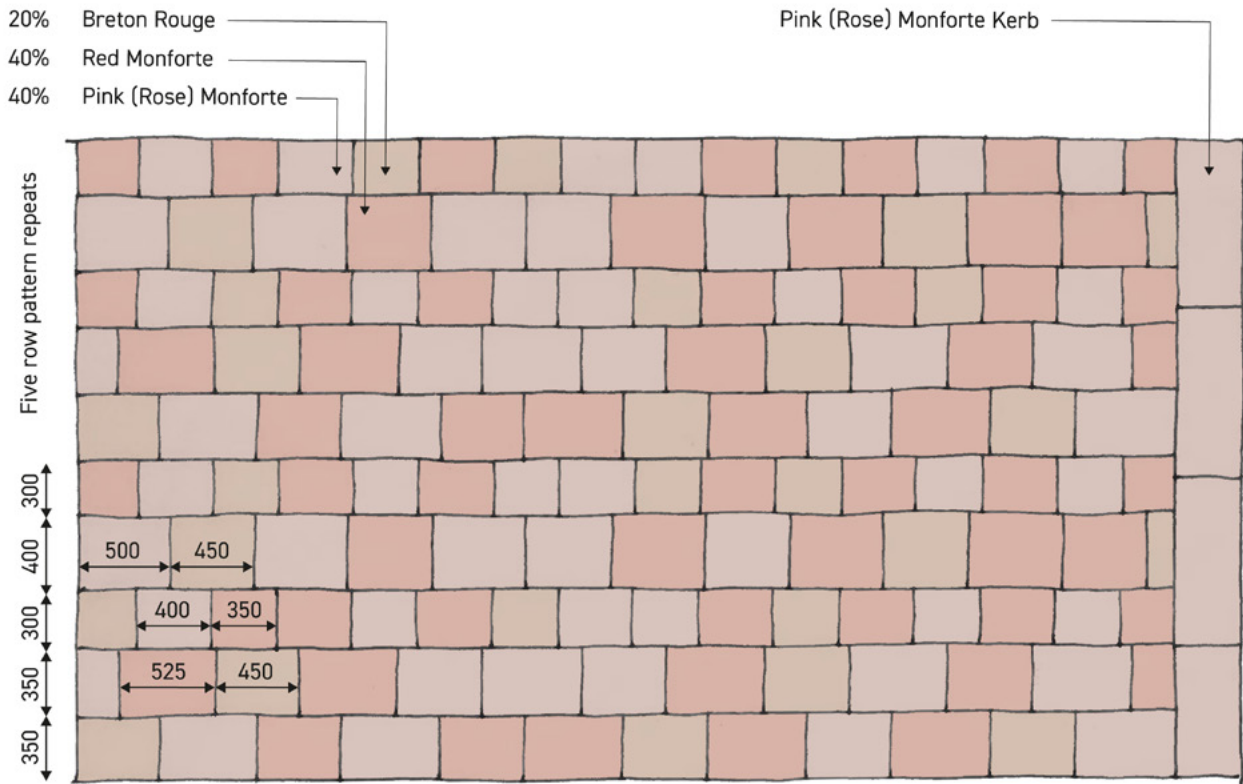
BLEU DE LANHELIN
For use on trafficked areas.

GRANITE FLAG PAVING PATTERN EXAMPLES

This sketch illustrates a granite flag paving arrangement derived from the characteristics considered suited to the Historic Centre character.



Example 01: the randomised distribution of different hues and slab dimensions emulates heritage paving patterns. The mix of coursing widths, with wider flags interrupting rows of smaller ones is typical of Jersey. Despite providing an optimum aesthetic, the numerous different flag dimensions and hues may complicate the implementation on site. The paving is made up of predominately Rose Monforte, Bohusleit and Ambiaud (R) with the less readily available materials (Breton Rouge, Castel and Ambiaud (B)) to be placed strategically to maximise impact.



Example 02: A different granite paving approach is taken at Western Bus Gate, utilising a combination of Breton Rouge, Red Monforte and Pink Monforte in varied sizes to create a warm paving tone. Whilst the pattern repeats itself every five rows, the colour of paving used is randomised within the limitations of availability of each granite type for the specified slab sizes.

Pedestrian Zones: Type 2

Pedestrian zones play an essential role in encouraging active travel and enhancing the experience of the public realm through Jersey's neighbourhoods.

These surfacing zones are typically of a simple and easily-maintained materials palette.

DESIGN PRINCIPLES

Aesthetic

Neighbourhood walkways should be neutral in appearance, so as not to distract from their surroundings or cause confusion in wayfinding.

Walkways in more historic neighbourhoods may be surfaced with asphalt and edged with wider granite kerbs of 200-450mm. This is characteristic of residential areas in Jersey and ensures the clear delineation of the carriageway.

Asphalt should be of a single, neutral tone. Black is preferred due to the ease of its replacement and its conformity with existing townscape.

New projects may explore the use of granite paving, particularly in the case of Neighbourhood Improvement Schemes.

The interface between paving types should be demarcated by a clean line of setts that run perpendicular to the kerb line and parallel to the coursing of the paving.

Fully pedestrianised or enclosed neighbourhood sites may deviate from these guidelines in their choice of surfacing design and material. They must still be considerate of the scale and character of their surroundings, however.

Function

More peripheral neighbourhood streets, especially where width is a constraint, may implement a standard width conservation kerb. This must provide visual contrast to both the walkway and carriageway surfaces.

Pedestrian crossings should be marked by a drop-kerb and the use of 400x400mm tactile flags. A buff/orange hue is advised for visual contrast to the standard asphalt surface type.

Limit the use of metal drainage channels to reduce the risk of slip-hazard when wet.

Numerous chicanes have been implemented throughout the neighbourhood zones to slow vehicle traffic. These areas of widened footway should be designed to have a meaningful function, providing opportunities for planting or seating.

Technical

Pre-cast concrete or pink conservation kerbs may be used as an alternative to granite in areas with a lower sensitivity.

Wide granite kerbs are encouraged to ensure a clean transition between the neighbourhoods and historic town centre, tying it all together.

Cuts into asphalt surfacing must be neat and discrete to allow for a clean infill of replacement material and avoid scarring.

Drainage crossfalls across footways require a gradient of between 1:40 and 1:80.



Neat alignment of kerbs and simple surfacing along Midvale Road.



The pedestrianised zone at Westley Court provides an informal, outdoor space for local residents and space for tree-planting and greening.



An example of typical walkway surfacing in a rural setting. The surfacing is kept simple yet clear and recognisable.

Tactile Paving

The standards for tactile paving are to be developed further through discussion with the Accessibility and Inclusivity Team.

DESIGN PRINCIPLES

Aesthetic

Tactiles at controlled crossings must provide visual contrast (30 points of luminance difference) from surrounding surfacing.

Blue-grey granite tactile slabs, of 400x400mm, are accepted for use in historic areas, against granite, whilst buff-coloured tactiles are typically prescribed for use on asphalt footways.

Tactiles should be neatly arranged and tied-in to the surrounding paving.

Tactiles should be set out at a minimum of 800mm (two rows) deep for constricted crossings and 1200mm (3 rows) for unconstricted crossings and to the full width of the crossing point.

A 1200mm wide line of tactiles should extend to the rear of the footway at controlled crossings.

Function

Tactile paving should be laid flush with the kerb stones to demarcate the edge of the carriageway for visually-impaired people.

Blister profiling should be to $5 \pm 0.5\text{mm}$ high, so that it is distinctive without causing discomfort to those walking over it.

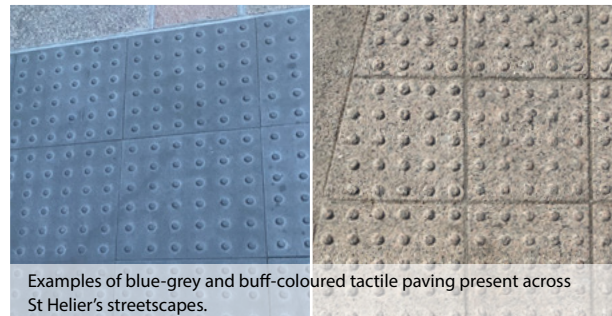
Avoid use of metal studs to reduce slip hazard.

Technical

Drop-kerbs should be set at 0-6mm above the carriageway surface, with a bull-nose kerb.

Crossfalls at crossing points are to be no steeper than 1:20.

Designs including tactile paving should consult IE, and the Department for Transport's (DfT) [Guidance on the Use of Tactile Paving Surfaces](#) (2021) and [Inclusive Mobility](#) guidance (2021).



Virtual Footpaths

A consistent approach to the design of virtual footpaths should be adopted across Jersey, to improve the safety of pedestrians and cyclists along the island's narrow and incised rural lanes.



An example of a virtual footpath of HXF aggregate, along a rural road toward St Mary's.

DESIGN PRINCIPLES

Aesthetic

Virtual footpaths should be formed from a surface layering of HXF material or Roxem, where a more detailed aesthetic is desired.

A buff, neutral surface colour is preferred for use in rural settings across all parishes, to develop a consistent aesthetic.

Function

Surfacing must provide a strong visual contrast to the carriageway.

Include wayfinding features in remote areas.

Any shared use areas, between pedestrians and cyclists, must be clearly signed.

Technical

Guard footways with regular timber bollards.

Consider local speed limits and traffic activity.

Trafficked Areas

Trafficked areas - carriageways and paved areas that allow vehicular access - form a prominent part of the public realm, but must be made more accessible to modes of active travel. In order to create healthier streets, steps should be taken to create safe and accessible routes for pedestrians and cyclists, with clear crossing opportunities.

For vehicles, clear, legible movement networks should be implemented, ensuring that extents and materiality of surfacing are appropriate for the character of their surrounds.

A coordinated and active travel oriented approach should help to calm and mitigate private vehicle traffic throughout town, village centres and residential areas alike.

DESIGN PRINCIPLES

Aesthetic

Character

Surfacing should be sympathetic to the character and heritage of its surroundings.

Crossings

The application of crushed aggregates, such as Roxem, over the carriageway surface can demarcate the crossing point or areas of traffic-calming. Aggregate should be of a colour considered complementary to the footpaths so that it is readily discernable.

Lay-bys

Lay-bys and on-street parking spaces should be recessed into the walkway, where space allows. In Town and village centres and areas of granite paving, they should be surfaced with granite setts and demarcated with 200mm kerbs.

Material

Asphalt is the default surfacing option for carriageways but cobbles or setts are encouraged for areas of intermittent vehicle access within town or village centres. Where

turning movements or traffic levels make setts impractical, Roxem is a recommended alternative.

Colour

Black asphalt is favoured for use along carriageways through town or village centres as it is readily replaced and neutral in appearance.

Brown asphalt is widely accepted and recognised for cycle lanes across Jersey.

A higher concentration of dark blue/gray setts is advised to help demarcate paving mixes for trafficked areas.

Town centre surfacing should use granite with warm tones, as is typical of Jersey.

Colours selected for Roxem surfacing should complement that of local granite paving and clearly contrast with the carriageway.

Other

Avoid painted road markings, where possible, to reduce visual clutter - although they may be a preferable alternative to excess signage.

The filter junction gateways into Town present an opportunity for an improved design vernacular. Designers might consider potential for art installation or planting to enhance sense of place and arrival.

Cast iron covers are required for utilities positioned on the carriageway. Where they occur on paved crossings or laybys they should be inlaid with the corresponding surfacing material.



Granite setts with a high concentration of blue indicate vehicle access through this heritage setting. Joints have been over-filled to improve pedestrian accessibility.



The use of Roxem around this filter junction on St Saviour's Road improves the aesthetic, legibility and accessibility of the crossing point.



An example of Roxem surfacing being used for a pedestrian crossing in St Mary's village.

Function

Material

Ensure the use of high-quality, durable materials that can withstand expected levels of usage and coastal conditions.

Consider the long-term behaviour of different stone types being prescribed.

The application of paving setts should align with the standards set out in BS EN 1342:2012.

Surface finishes should possess non-slip properties. Bush-hammered granite is preferred, whilst flamed finishes are not to be used.

Utility covers must be of a high-quality and robust material and well-fitted, in accordance with any IE specification.

Accessibility

Priority should always be given to pedestrian movement and active travel when designing streetscapes and roads, in support of the PRMS (2019).

Carriageway lane widths of 3.0-3.2m may be considered sufficient to encourage safer driving whilst accommodating bus access.

Tabled crossings must be of sufficient length so as not to “ground” any buses or long vehicles.

Avoid the use of granite on sloped areas, such as ramps or tabled-crossings.

Provide well-defined lanes for different transport

modes along primary and connector roads, where space allows.

Active travel routes should be clearly demarcated, perhaps using planting strips where space allows.

Designs should consult BS 8300:2001 to ensure good levels of inclusivity and accessibility.

Pedestrian crossings should be sensibly positioned and respond to existing desire lines and safety assessments to offer the shortest, safest and most comfortable route.

Crossing surfaces should be flush with the main walkway on either side, either by tabling the crossing or using drop-kerbs.

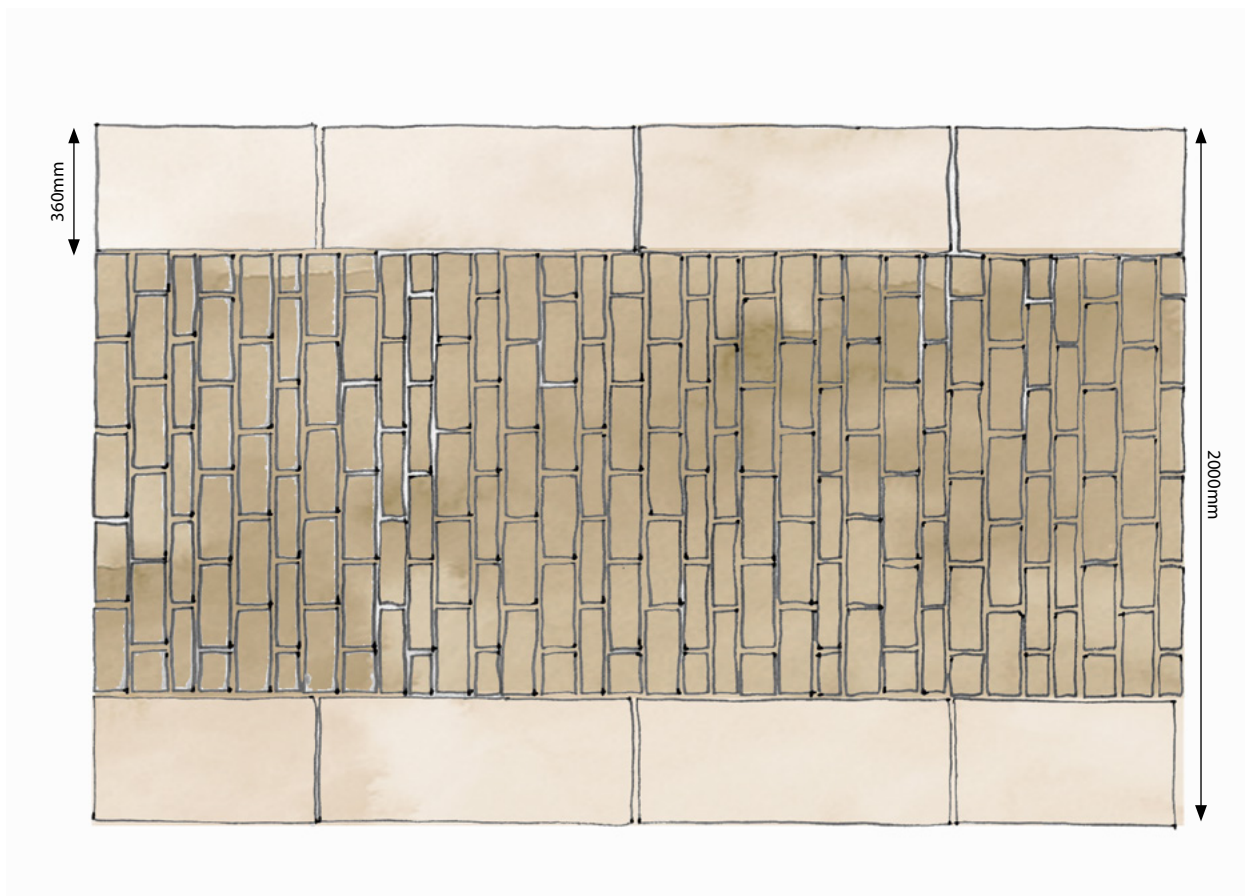
Technical

Consult IE’s Transport Department’s [Specification and Standard Details for Highway Reinstatements](#) for guidance on sub-base, haunching and carriageway construction details.

Avoid the creation of new, and redesign existing, staggered crossings.

Avoid dry-laying of surfacing.

The overfilling of joints in granite sett areas, as pictured on the previous page, can help to improve their robustness and accessibility.



A proposed template design for Roxem crossings, that reflects the proportions and characteristics of more typical granite sett surfacing patterns.

Edging Details

Features such as old seawalls, stone-walling and historical monuments form an integral part of Jersey's townscapes. Historic granite stonework and masonry are integral in communicating the narrative and essence of a place and must be conserved.

- The adjacent surfacing and detailing can have a detrimental impact if not well-considered.
- Historic boundary features, such as the old seawall along the Esplanade in St Helier, must be retained.
- Old granite stone walling should be restored where in poor condition and left exposed as a heritage feature.
- Boundaries should be detailed so that paving design complements the adjacent building or structure. Apply appropriate edge restraints to enhance robustness of interface.
- Metal edging may be applied sensitively to demarcate features, where appropriate.
- The use of mortar infill should be sparing but may be required in some cases to avoid gap formation at building edges.



A stretch of heritage-style granite paving runs adjacent to the former sea-wall, preserving part of its historic context.



More recent paving and surface-detail respond to the adjacent stone wall along La Raccourche.

Utility Covers

Designers and delivery teams should endeavour to communicate with local utilities companies to ensure that inspection and utility covers across the site conform with the design principles for the public realm.

- Utility covers must be in accordance with any IE specification.
- All new covers should be laid in alignment with paving coursing for close-cutting and to ensure neatness.
- Inlaid covers are favoured to minimise visual disruption to paving patterns.
- Where possible, utilities covers should be combined/rationalised to reduce the number required and subsequent clutter.
- Covers must be clearly marked by the company responsible for them.
- Cast iron covers are typical of the Historic Town centre and accepted where inlaid covers would not be feasible. Historic, existing covers should be retained.
- Avoid the use of stainless steel or galvanised covers as they are aesthetically inconsistent with the character of Town and may prove slippery when wet.



An example of an inlaid inspection cover, in Les Jardins de la Mer, which conforms with the design standards listed.



Stainless steel and other, more modern materials, as pictured here on La Motte Street, are less reflective of the character in historic centres.



Cast-iron covers are accepted and are reflective of the historic standard through Town. They should align with the paving coursing, as shown.

FURNITURE

COMMON FURNITURE OBJECTIVES

1. Prescribe a more consistent, coordinated range of street furniture for application across Jersey's public realm.
2. Furniture items must not impede streetscape layout principles or obstruct movement.
3. Use furniture creatively, where appropriate, within certain locations and future developments.
4. Ensure safety around use of furniture and durability of items in context of Jersey's coastal climate, regular use and misuse.

Street furniture elements are vital to the functioning and perception of public realm. The provision of elements, such as seating and lighting, can help people to interact with a space and improve its sense of comfort and security. The provision of furniture needs to be well considered so as to meet the needs of people using the space, without causing clutter or detracting from local character.

The existing context across St Helier sees the over-provision of an occasionally eclectic mix of furniture styles that can lack clear reasoning around their positioning.

All street furniture elements should meet the overarching criteria of being simple, usable, durable and easy to maintain. The sustainability of the production, acquisition and installation of elements must also be taken into consideration.

- All streetscape renovation projects should begin with an assessment of what existing elements can be removed as a means of de-cluttering and improving accessibility/permeability.
- Stainless steel and faux-historic, black cast iron furniture is commonplace, despite being generic and often detracting from the character of locations.
- Furniture palettes should seek to achieve uniformity without sterility or blandness.



Creative integrated seating, lighting and planting at new St Helier waterfront development

Bollards

Bollards can be effective in discouraging vehicles from entering pedestrian and cycle space but their over-application across town can impede pedestrian movement and cause clutter.

Wherever possible, bollards should be replaced by other means of controlling traffic, such as planting, strategic placement of urban furniture and raising kerbs. Their use should be kept to a minimum and to locations essential for the protection of people and heritage features.

DESIGN PRINCIPLES

Aesthetic

Bollards should be discreet in their design and application. Simple, uniform structures of neutral tones are advised.

Metal bollards with graphite-black (RAL 9011), or similar, powder-coating are preferred for use in historic centres. Darker colours are more discernable for visually-impaired people.

Historic stone bollards should be retained, although it might be considered sensible to reposition them in certain situations.

Timber bollards are to be provisioned along virtual footpaths where vehicles might be moving at greater speeds.

Avoid painted markings on bollards, where possible. Reflective or non-contrasting bollards, however, must have high-contrast markings.

Where possible, bollards are to be of a minimum 1000mm height (DfT's [Inclusive Mobility Guidance](#), 2021) to ensure that they are visible.

Function

The use of bollards beyond the historic centres should be kept to a minimum, there is less vehicle traffic beyond these areas and fewer instances of pedestrian-vehicle conflict.

Where bollards are placed permanently, these should be proprietary fixed.

Drop-bollards are recommended for locations where intermittent access needs to be allowed.

Opportunities should be explored to incorporate the function of bollards into other furniture, such as planters and cycle racks. Raised kerbs are the preferred means to reduce need for bollards.

No new guard-railing should be installed, due to its detrimental effects on pedestrian movement and visual quality. Safety audits should be carried out to facilitate the removal of existing railings.

Technical

Formal risk assessments may be required for the provision or retention of bollards.

They should be installed at a minimum of 1.5m apart, to allow for the passage of wheelchairs, but at intervals so that cars are unable to mount the pavement between them.

The need for Hostile Vehicle Mitigation (HVM) measures is low in Jersey. For the few sites where this is considered necessary, refer to the National Protective Security Authority's [Public Realm Design Guide](#) (2023).



Simple, contemporary design and sensible spacing of these bollards reduces their perceived presence.



The role of bollards can be incorporated into alternative, multi-purpose furniture elements, such as these raised planters.



These bollards, designed by Antony Gormley, show the potential to incorporate artistic forms into ordinary streetscape elements.

Bus Shelters

Bus shelter designs should look to enhance the experience of users, whilst minimising their impact on pedestrians and the wider streetscape.

Shelters may be required in destination and gateway areas where high-levels of pedestrians are accessing the area. The placement of bus shelters should be informed by the level of use of bus stops - in certain instances, where there is little space or demand, a signpost may prove sufficient.

Bus shelters should be selected from the Department for Infrastructure and Environment's "Type Approved" list to ensure that they comply with maintenance requirements. The prescription of products not on this list must provide justification and conform to the following standards. Planning permission will likely be required.

DESIGN PRINCIPLES

Aesthetic

Materials and finish must be sympathetic to the character and heritage of the surroundings. Simplistic, contemporary designs are favoured for use in historic areas.

Dark powder-coating (RAL 9011 or similar) is approved for bus-stops in Town and village centres, as it respects the historic settings.

The size and scale of proposed models should reflect the proportions of the streetscape so that they do not present an eyesore or visual clutter.

More robust models and material palettes may be appropriate for bus stops outside of settlements or along the seafront.

Avoid over-loading models with additional signage and features.

Green roofs for bus shelters must consider additional maintenance requirements and whether they would add bulk to the structure.



Where space allows and conditions are appropriate, bus shelters may be enhanced with adjacent planting or climbing plants.

Shelters should be positioned in well-lit areas to improve users' sense of safety after dark.

Clear-sided models are advised to reduce visual intrusion and improve security of users.

Function

End-panels should be provided on shelters where the walkway width exceeds 1.8m to increase shelter provision in inclement weather. Where the walkway is narrower than this, sidings may

obstruct pedestrian movement.

An open-sided structure with a cantilevered roof is recommended for Town/village centre and neighbourhood locations with restricted walkway space.

Bus shelters should be positioned at the rear/building-side of the footways or backing onto the kerb line to minimise obstruction.

Ensure use of high-quality, durable materials that can withstand coastal climatic conditions and vandalism.

Shelter roofs must be weather-resistant to provide adequate cover from adverse conditions.

Seek to prescribe models built from sustainable and ethically-sourced materials.

Shelters must not worsen the functionality of walkways for pedestrians. Slim, lightweight structures are favoured for this reason.

Where space allows, bus shelters should incorporate seating in the form of a bench or ledge.

Bus shelter designs should be consistent across different areas to ensure legibility.



TYPE APPROVED BUS SHELTERS:

The following models have been identified and tried in practice by IE's Transport Department. They present a range of practical and robust products that align with the standards and been permitted through planning consultation. It is advised that shelters for new/restored public realm projects are chosen from this list, for ease and consistency. Where a non-listed product is prescribed, it should be comparable to these products or otherwise justified.



Product	Supplier	Description
Brilliance	Euroshel	Large, robust, stainless-steel structures that have a shiny, modern finish. Toughened laminated glass panels enhance the durability of the shelter and they are well suited to busier stops. Considered more suited to more open and modern areas, such as the Western Bus Gateway, than for use in the historic town centre. Sedum roofing option available.
Lancashire Dome	Shelter Solutions	Robust, aluminium structure that can be made to bespoke dimensions and purposes. Used previously in Jersey, at sites such as LeBourg, where it has proven resilient to the climate and use. Subtle form that does not obstruct pedestrians. RAL colours available.
Pensilis	MetalCo	As used in St Aubin's village centre, contemporary shelter structures that have proven durable to exposed, coastal conditions and frequent use. The steel frames can be finished with RAL-colour powder-coating and there is an option for timber seating for a more bespoke appearance.

Cycle Stands

Cycle infrastructure is a key element in the bridging of active travel strategy and movement plans with the design and enhancement of public realm areas. The use of cycle stands must avoid obstructing movement or cluttering the public realm. They should be provisioned in discreet but secure locations.

Refer to “Trafficked Areas” (page 50) and “Signage” (page 78) for further guidance on cycle-related public realm elements.

The Government of Jersey’s authoritative guidance on cycle standards can be found in the following online document:

- [Supplementary Planning Guidance: Residential Parking Standards](#) (2023)

For national guidance, refer to:

- [Standards for Public Cycle Parking](#) (2021)

The existing and favoured standard for cycle stands are Sheffield Cycle Stands (stainless steel, fin style). They have proven practical to use, space-efficient and robust. Alternative products may be prescribed with justification and should conform with the following standards.

DESIGN PRINCIPLES

Aesthetic

Cycle stands should be kept simplistic in their appearance, so as not to distract from their surroundings.

Stands should be approximately 750mm high and a minimum of 700mm long. A minimum 1,000mm spacing is recommended between stands.

Stands may be positioned on carriageway or in lay-bys provided that they are protected by chicanes or alternative measures.

An echelon-style alignment of stands is preferred to reduce their encroaching into walkways.

A stainless steel, unpainted finish is accepted due to its durability. Powder-coating is prone

to chip from frequent use.

Function

Stands should be positioned near to drop-kerbs to ensure ease of access.

Cycle stands should not be positioned where they would restrict clear walkways to less than 1500mm or in areas of high pedestrian flows.

The visibility and natural surveillance of stands must be considered in their siting.

Stands must be securely root-fixed to the ground or welded to form a "toast rack" system.

Preferred products allow for versatile locking, see for instance, the 3-point locking system of the Sheffield Stands. Avoid front-wheel locking systems that can put bikes at risk of damage.

Stands should be no thicker than 75mm to allow for use of D-locks.

Ensure that sufficient space is provisioned for over-sized and non-standard bikes (assume 2,800 x 1,200mm).



Fin-style Sheffield Cycle Stands are the accepted standard in St Helier, due to their neat and practical form.



Cycle stands here are positioned to allow a clear walkway between bicycles and adjacent building edge.



An example of good-practice positioning of cycle stands. These provide accessible and safe storage without impeding pedestrian movement.

Cycle Shelters

Hubs of cycle-parking should be considered to help facilitate a modal shift to commuting by bike. The placement of such hubs should reflect their strategic role, in line with Government policy.

Enclosed cycle-parking provides additional security and protection for longer-term use, such as workplaces, interchange points or residential areas.

The fine urban grain of Jersey's built environment limits spatial opportunities for cycle shelters and new developments should look to install off-street lockers.

Cycle shelters should be selected from the two, type-approved options (p68-69). Variations must be justified and respond to the following standards to ensure their suitability.

DESIGN PRINCIPLES

Aesthetic

Simpler designs are preferred, to minimise their physical and visual presence in the public realm.

Structures should be lightweight and space-efficient.

A RAL 9011 (or similar) powder-coated finish is preferred for the external structure. Internal stands should conform to the standards (p64-65).

Shelters should not be placed in front of key views or heritage assets, where they would detract from the character of place.

Jersey-specific engravings, or other interpretative features, may be considered for side panels. Avoid advertisements or excessive detailing that could add to visual clutter.

Function

Shelter design should provide maximum observability of the parked bicycles balanced with protection from the elements.

Open front shelters are preferred for ease of

access.

Side enclosures are advised, especially along the Waterfront, to provide additional protection from the elements.

Coordinate the placement of cycle shelters and hubs with relevant transport strategy, for example, the Eastern Cycle Network plans.

Cycle shelters should be concentrated at the gateway points to settlements and in more spacious areas, such as the Waterfront and Esplanade. Avoid positioning of shelters in the Historic Centre.

Technical

The shelters should be fitted with bicycle stands as per the Design Standards specification.

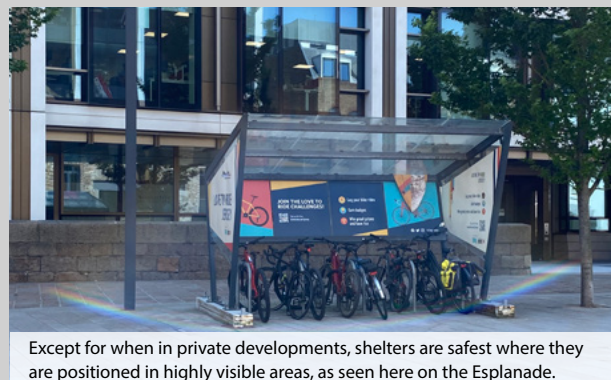
Consider wind direction and levels of exposure in the positioning of shelter covers.

Ensure adequate lighting and surveillance is provisioned around shelters to enhance safety.

Incorporate concealed bike storage units into new developments to reduce streetscape clutter.

Variations in design, such as the inclusion of a green roof, must be agreed with IE and consider

The following pages showcase the two cycle shelters currently on the Government of Jersey's type-approved product list. Deviation from these products for use on public realm schemes must be justified. ►





TYPE APPROVED 01: EDGE CYCLE SHELTER

The EDGE cycle shelter is accepted for use within St Helier due to its elegant and dynamic design. Matching cycle stands are available, else it can be fitted with Sheffield Standard.

The option for glass-siding reduces its perceived massing, reducing obstruction and allowing for better surveillance. The angled rear wall may provide additional shelter for passers-by.

Product specification	
Supplier	MMCite (mmcite.com/en/edge)
Product	EDGE Bicycle Shelter EDG110-02 - EDG150-02
Material	Steel and glass
Roofing	Trapezoidal metal sheet or safety glass. Green roof option available.
Finish	RAL 9011 (or similar) powder-coating
Dimensions	2500 depth, 2465 height, 3900 width.
Variations	Modular for increased capacity. Option for different roofing or two-sided models.



TYPE APPROVED 02: AUREO VELO SHELTER

The AUREO VELO provides a robust yet contemporary shelter. The design supports its practical use whilst the option for glass siding helps it blend into its surrounds.

The simplistic design is considered smart and tasteful.

Product specification

Supplier	MMCite (mmcite.com/en/aureo-velo)
Product	AUREO VELO Bicycle Shelter (with flat roof) AE-V310-02-SS - AE-V610-02-SS
Material	Steel and glass
Roofing	Trapezoidal metal sheet or safety glass. Green roof option available.
Finish	RAL 9011 (or similar) powder-coating
Dimensions	2500 depth, 2655 height, 4175 width.
Variations	Option for bird-strike prevention. Two-tier options available and range of materials. Modular.

Lighting

The lighting strategy across St Helier and Jersey's public realm areas should be kept consistent and simplistic, whilst respecting and enhancing heritage assets and local character.

Lighting plays an important role in wayfinding and safety, and has a strong impact on people's experience of the public realm. Lighting design should seek to create an ambient setting, considering light pollution, lighting thresholds and its impact on views and key features.

DESIGN PRINCIPLES

Aesthetic

Character

Lighting columns and fittings should be sympathetic to the character and heritage of their surrounds.

Existing heritage lighting structures are to be preserved or re-used, where they contribute to the townscape character.

Structural Form

Form and colour (with the exception of seasonal decorations) should be discreet and minimalist to avoid visual clutter and ensure more timeless design.

Dark, powder-coating (RAL 9011 or similar) is considered an appropriate finish for both heritage and more modern areas.

Height and proportions of columns should be proportionate to the streetscape and buildings. Taller columns (>8m) may be required for highways lighting.

Brackets should correspond to the qualities and scale of columns.

Wall-mounted luminaires are appropriate in town centre settings where pavements are no wider than 2m. In more confined or pedestrianised areas, the brackets may be omitted to give the columns a more simple and traditional look.

Light

Town centre lighting should be a warm white, between 2800 and 3200K.

The use of coloured lighting must be justified and should be part of a wider, creative concept.

Other

More contemporary lighting vernacular may be appropriate for specific settings, such as events spaces and the waterfront.

Plans for bespoke and feature lighting should consult with IHE and relevant stakeholders.

Function

Material

Ensure durability of product. It must be of a robust material and design, resilient to vandalism and environmental conditions.

Consider the ease and frequency of maintenance for specified products.

Lighting structures along the waterfront must be corrosion-resistant and robust enough for use in a coastal environment.



Lighting contributes to a comfortable night-time scene in Royal Square.



Warmth of wall mounted lighting along Bond Street creates an inviting atmosphere that seems appropriate for Town's historic character.



Colourful festoon lighting is characteristic of the waterfront and is an example of lighting as a playful feature that is still reflective of context.

Light

Ensure an even coverage of light across site.

Light pollution levels must be taken into account and conform with BS5484 and Performance Requirements (En 13201-2).

Lighting is to be controlled via photocells triggered when lighting levels drop below 50lx.

Facade-lighting, uplighting and floodlighting should be avoided where residents might be affected.

The potential environmental and ecological impacts of lighting should be considered.

Accessibility

Vertical elements should contrast surroundings for visually-impaired people. Stainless-steel finishes are considered less effective in this respect.

Lighting structures should be positioned at regular intervals to ensure uniformity and reduce visual clutter.

Active travel routes should be clearly and attractively lit to improve safety and encourage night-time activity.

Pedestrian crossings and potential conflict zones should be comfortably lit (Guidance Document IRP TR/12).

Highways

Stainless or galvanised steel finish is considered more appropriate within a roadside setting.

Other

A multifunctional capacity should be considered for columns, to consolidate signage, communications and seasonal decor.

Lighting schemes should consider the subtle illumination of key features within the site, such as building facades and signage.

Technical

A specialist lighting designer should be consulted to provide or inform plans and the distribution of elements.

The design and application of street-lighting must comply with BS 5489-1:2020.

Where possible, columns should be anchored and avoid use of base plate.

Light

LED lighting should be used as a more sustainable and energy-efficient option.

The lighting colour for all street lighting should be no higher than 3200K, with CRI 80+.

Comfort optics should be used on all pedestrian priority areas, to avoid glare.

Amenity and street-lighting should be automatically dimmed to 20% after midnight.

All feature lighting should be switched off after midnight to save energy and reduce light pollution.



CASE STUDY: LA MOTTE STREET

The recent improvement works along La Motte Street informed and utilised these standards for the provision of new lighting infrastructure along the street.

The selected products conform to the standards and are considered to be of an appropriate scale and colour (RAL 9011) for the site. The lighting structures are discreet, yet contemporary in their appearance so that they do not distract from their surroundings whilst maintaining a high-quality feel.

Product	
Schreder Seamless Brushed Aluminium Column	6 or 8m height, RAL 9011 polyester powder-coated.
Schreder Sofia Bracket (optional)	600 or 1200mm length, RAL 9011 polyester powder-coated
Schreder Flexia FG Luminaire	Crown-style (Mona), RAL 9011 polyester powder-coating

Litter Bins

The regular and visible placement of litter bins in appropriate locations helps toward the maintenance of a clean and tidy public realm.

Litter bins should be well-designed to fit the wider furniture palette and contribute to the appearance of high-quality spaces in a discreet, proportionate manner. Their positioning must avoid forming pinch-points.

RECYCLING BINS

This section offers guidance regarding the appearance and functioning of the physical structure of bins in the public realm. The standards listed should be considered in the prescription of any type of bin, ensuring a discreet, contemporary form that is sensibly positioned. Recycling bins tend to be bulkier and consisting of multiple compartments - their implementation is encouraged but must be conscious of streetscape widths and the Parish's recycling policies.

DESIGN PRINCIPLES

Aesthetic

Litter bins should be of a simple, utilitarian model that does not detract from the character of its surrounds.

A restricted range of styles is recommended to create continuity throughout public realm. These should conform with the wider furniture palette for the public realm area.

Default finishing of black/graphite powder-coating in RAL 9011 Graphite Black or similar is preferred.

Any lettering or branding should be minimalistic, in white, yellow, or without colour.

Bins should have a top cover and be closed-sided to conceal refuse from passers-by.

Function

The siting of litter bins should be guided by: operational efficiency; usage patterns; health and safety associated with servicing.

Priority areas for litter bins include: main arterial routes and areas of high footfall; main retail areas; public transport hubs; entrances to parks and squares.

Siting must consider the proximity of vehicle access for the servicing of bins.

Bins must be bolted to the ground to avoid damage from antisocial behaviour or tipping over

in strong winds.

A top cover is required to protect refuse from gulls and inclement weather.

The size of the bin should reflect its location and expected use.

Designs should incorporate a stub-tray for cigarette disposal.

New developments should design in larger bin storage units, such as business and communal residential bins.

Technical

Avoid placing bins on walkways narrower than 1.5m and do not over-prescribe them within an area.

Internal casing must be robust enough to withstand 5-year high-pressure water cleaning.

A “slam-shut” door with a low-maintenance lock and an internal galvanised steel pull-out liner for ease of servicing.



A typical branded 'Derby Contemporary' bin found in St Helier



Another simple, contemporary design which looks smart and unobtrusive in its setting. The lid would help deter gulls.



Recycling bins require more space but can still be designed to forms and proportions appropriate for the narrow streets of St Helier.

Seating

Well-designed seating can influence how people engage with a space. It can provide opportunity to pause, rest and enjoy the surrounding environment.

By elongating the time spent in dedicated spaces, seating provision can help support local businesses and improve the well-being of citizens by creating a place to socialise.

Providing places to sit can also help to promote active travel, as people are assured of a chance to rest.

DESIGN PRINCIPLES

Aesthetic

Seating should respond to the site's character and surrounding architecture. Styles should be consistent within distinct areas or corridors.

The design of seating may be discreet and formal or creatively respond to its setting through incorporating local motifs or sculptural elements.

High-quality, simple designs are preferred, being more robust to everyday conditions and misuse, and less visually provocative.

Avoid highly reflective finishes, such as stainless steel.

Timber seating is recommended as it allows for a warmer, quicker-drying surface for sitting on.

Memorial benches are a common sight across Jersey but should only be prescribed for areas with sufficient space and where they will not have a detrimental visual impact.

Function

Seats must be accessible, comfortable and ergonomically-designed for all demographics.

Seating must not be positioned where it might impede active travel.

Different approaches to seating may be considered as an alternative to benches, to accommodate more interaction.

Ensure the use of high-quality, durable materials that can withstand expected levels of usage, misuse and coastal conditions.

Movable seating by local businesses should be encouraged and enabled as long as it doesn't obscure pedestrian movement.

Seating should have armrests and back, especially in key dwell zones such as squares, parks, promenades and the retail core.

Other elements such as planter edges or building fronts should be considered as creative seating opportunities.

Seating should be positioned opposite heritage assets where appropriate, but not so that it obscures them. Its positioning should consider key views, in Town and country, to enhance the user-experience.

Consider exposure to sun or wind when siting

Choice of seating models should consider the ease of cleaning underneath or whether they might trap litter.

Where possible, space should be allowed for at the end of seats for wheelchairs or pushchairs.

Technical

Seating must abide by the relevant British Standards (BS8300-1:2018).

Arm-rests should be provided to help people lower themselves onto the seat and stand up. These should be provided at an approximate height of 150-200mm from the surface of the seat.

Back support should be provided at a height of at least 300 mm from seat level. A seat height of 480mm allows for lateral transfer onto the seat by wheelchair users.



More creative styles of seating can be well-suited to the less sensitive, more fragmented and industrial character of the waterfront.



Different approaches to seating may be considered as an alternative to benches, to accommodate more interaction.



Opportunities for seating to be incorporated into other features, such as planters, should be explored to reduce clutter of the public realm.

Signage

This section covers the physical elements used to implement wayfinding and interpretation across the public realm. For maximum impact, such elements should be deployed as part of a wider, cohesive strategy. Further detail around strategic legibility and wayfinding can be found on page 106.

St Helier is a small town where most of the key destinations are within a short distance of one another. Its irregular street layout and the increase in tall buildings, however, can be confusing for people trying to find their way around.

Clear, engaging and sensibly-positioned signage is greatly important in improving the legibility of townscapes and helping to create a greater sense of safety and identity of place.

DESIGN PRINCIPLES

Aesthetic

Signage should be kept clear, concise and easily legible in its appearance and content.

Styles should be sympathetic to the character of their surrounds.

Explore opportunities for the inclusion of signage in other elements, such as furniture and building frontages, rather than erecting new posts.

Posts, boards and columns should be contemporary and muted in style, especially in historic areas, so as not to distract from their surroundings.

A dark, powder-coated finish (RAL 9011, or similar) is preferred for signage structures, so that they are aesthetically neutral yet contrasted.

Surface markings on paved/pedestrian areas should be incorporated into paving (e.g., through engravings, plates or contrasting material) and not painted, to ensure a high-quality appearance.

Avoid the over-use of painted markings on carriageways, such as yellow lines. Painted lines should be kept as narrow as permitted. Where yellow painted lines are required, a pale tone is preferred.

Street name plates should use a 50mm or 90mm 'Kindersley' font or similar agreed with St Helier Parish. They should be consistent in appearance: black text and border on white, metal plate.

Street name plates and heritage markers should be mounted onto building walls and not free-standing.

Wayfinding totems are favoured for use in public open spaces, such as plazas and the waterfront.

Function

Signage should be used sparingly throughout the public realm to avoid contributing to clutter.

The size and positioning of signage must not obstruct views, key features or walkways.

Text and imagery for information boards should be kept concise and informative. Consider the use of QR codes to provide access to full texts.

Materials and products must be robust and durable to Jersey's coastal climate.

The maintenance of elements must be carefully considered in case of vandalism or damage.



Legible City totems offer a familiar and distinctive means for communicating information around wayfinding and key destinations.



Signage families may consider creative, distinctive aesthetics that reflect the theme and identity of a route or place.



Signage infrastructure in historic centres should be kept clear but discreet and contemporary in form and appearance.

Avoid contributing to clutter or undermining legibility by ensuring sensible positioning and quantity of signage.

Any illumination should conform with the standards for lighting (page 70).

Consider the accessibility of signage so that people of varying heights and wheelchair-users are able to read it.

Signage should be positioned where it is easily and safely accessible for all people.

Street name plates should be sensibly and consistently positioned at street corners and an appropriate height to improve their usefulness.

Technical

Retain and restore historic signage features.

Decisions around road signage must abide by Jersey's [Traffic Signs Order](#), 1968.

Any proposed changes to road signage and markings must be approved by IE's Highways Team.

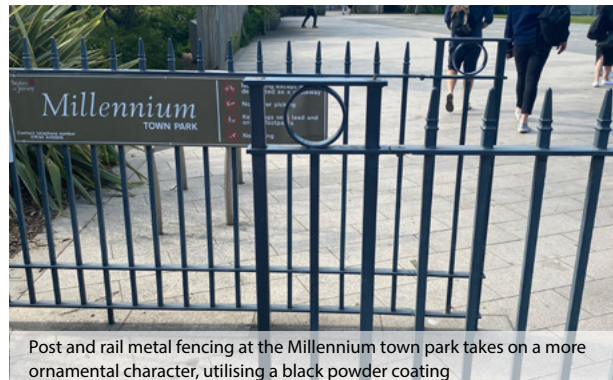
Enquiries relating to traffic and road signage or markings should be directed to publicrealm@gov.je.

For more information around cycle signage, contact S.Fleming@gov.je.

Post and Rail

Post and rail fencing typically consists of solid vertical posts spaced between single or multiple horizontal rails. The purpose of this fencing varies depending on its location, which could be anything from rural areas to urban areas, along the waterfront to the roadside. Its location and intended use will affect its character.

- Height should conform with safety standards in alignment with BS6180 (minimum 1100mm from ground level).
- Placement should be sparing to avoid clutter and the obstruction of pedestrians.
- Balustrade should be clearly visible to those who are visually impaired, for example using reflective materials for clear visibility at night.
- Durable materials that are resistant to the coastal climate should be selected.
- RAL 9011 powder coat should be used except where waterfront heritage colours are acceptable.



GREEN INFRASTRUCTURE

The presence of green infrastructure within urban settlements is of increasingly recognised importance. An abundance of trees and planting can not only improve the attractiveness of a place for people and nature, but may have myriad benefits in terms of societal well-being, resilience to climate change and providing corridors for wildlife.

This section will provide standards for planting elements and the physical infrastructure that their establishment in an urban context (streets and plazas) may depend on. It will not provide guidance on planting design nor planting in soft-landscape, such as parks and the countryside.

These standards should be read in tandem with the [Jersey Tree Strategy \(2022\)](#) and [Protection of Trees \(2023\)](#), which cover the maintenance and protection of existing trees.

Planting in an urban context presents a different

array of challenges and conditions to in a more natural setting. The physical constraints of streetscapes (lack of space, clashes with utilities) and the impacts that urban settings can have on environmental variables (soil quality, water regulation, pollution, and shading) can mean that plants in these contexts require additional infrastructural support and maintenance. Such conditions and a changing climate require urban planting to draw on species beyond those that naturally occur in Jersey.

The narrow streets of St Helier have limited opportunities for planting in the past. These standards aim to guide different approaches to increase the abundance and quality of planting through Town. Doing so will help to make St Helier a greener and healthier place for all.

All decisions around planting should consult IE's Public Realm Team.

Any further questions regarding the suitability of plant species or the maintenance of planting should be directed to U.Olbrych@gov.je



A series of raised planters have enabled successful tree-planting along the confined streetscape of Minden Place, creating a softer, more vibrant feel.

Tree-pits

Tree-pits are the preferred means for planting urban trees within Jersey. Pits are designed to ensure an adequate provision of rootable soil so that trees have a sufficient nutrient supply to grow to a mature size and in good health.

The implementation of tree-pits across St Helier is made challenging by the lack of space above (walkway widths) and below (clearance from utilities) ground. Where space allows, designers should seek to incorporate tree-pits.

DESIGN PRINCIPLES

Aesthetic

The surface material selected for tree-pits should be sympathetic to the surrounding paving.

Inlaid tree-grilles, with built-in irrigation, are the preferred surface finish in historic centres because they allow for a continuation of granite paving, minimising interruption to the walkway.

Inlaid tree-grilles should align with the coursing and colour of wider granite paving.

The use of metal grilles (as a PFA opportunity) should be justified as they collect litter, require additional maintenance and may hinder pedestrian movement. Where used, they should be flush, cast-iron and elegantly detailed.

Resin-bound gravel (10mm aggregate) is an accepted surface finish. It should be of a hue to match the surrounding pavement. It should be porous and include a detail of radial joints to allow expansion of tree trunks.

Hoggin may be used outside of the town core or where there are clusters of trees. It should be of a buff/reddish hue.

Tree-pits must be neatly tied into the surrounding pavement. Thin, metal edging is accepted for inlaid grilles whereas narrow (<200mm) kerbing may be appropriate for resin-bound or bare-earth pits.

Larger or shared tree-pits, and those outside of the historic centre, may consider a soft-landscaped finish to incorporate underplanting (page 96).

Function

Ensure use of robust, durable materials.

A maintenance plan for pruning, watering and mulching of trees should be agreed with the relevant team at the early stages of the project.

Tree-pits should be positioned on the kerb-side of walkways, within the furniture zone.

Trees should be positioned centrally within tree-pits, where possible, and must not be positioned where they could obstruct the walkway.

Bare-earth or more permeable tree-pit surfacing should be considered in locations with high surface run-off or that are prone to flooding.

Bare-earth tree-pits should be regularly topped-up with a sustainably sourced mulch layer to 75mm.



Tree irrigation can be built discreetly by adding linear drainage to paving



Resin-bound gravel around the tree base can provide an effective way of getting water to the tree roots



An example of good practice urban tree-planting - GreenBlue Urban's 600 upright RootSpace System. (c) GreenBlue Urban.

Tree pits should be designed to be free draining. This can be assessed using an infiltration test. If free draining is not possible, the positive drainage (piped or sealed) should be considered.

An irrigation pipe must be fitted in all hard-surfaced tree-pits (2x for >15m trees). The pipe opening should be flush and neatly-positioned, with a lockable cap.

The minimum required volume of tree-pits will depend on the species and mature size of tree. The below data from [GreenBlue Urban](#) provides an indicative guide:

Size	Potential height	Required volume
Small trees	<10m	5-15m ³
Medium trees	10-15m	20-40m ³
Large trees	>15m	>50m ³

The pit must extend at least 300mm beyond the root-ball in all directions.

Soil depth should be no less than 600mm for small trees and 1200mm for large. The soil profile should consist of approximately 300mm topsoil depth ([BS3882:2007](#)).

Larger debris (>50mm) should be removed from soil.

Root cells, such as GreenBlue Urban’s RootSpace System (or similar approved for use by IE), are accepted as a means of enhancing structural integrity of the soil and pit.

Soils may be enhanced through the use of biochar or PAS100 compost. Imported soil must be screened before use.

The trenching of trees (joined pits) should be used, where possible. This can reduce required soil volume by 20% and improve the health of the trees.

Technical
Where recent data on utilities is lacking, trial pits should be carried out prior to tree-pit excavation.

Utilities cables should be redirected away from proposed pit, where possible. This must be considered at the project’s inception.

Trees in bare-earth or gravel pits should be staked. Double-staking may be necessary in more exposed, coastal settings. Underground guying can also be used where appropriate.

Underground guying, using biodegradable materials, should be implemented for medium-large trees.

A minimum of 850mm space must be left clear for root-balls.

A root director should be used and aligned with tree grille.

Where there are adjacent relevant utilities, an impermeable root barrier must be used along the adjacent tree-pit edge, to a depth of 1200mm, for all tree-pits in proximity to utilities or within the town centre.

Tree pits in hard areas should have an aeration pipe set in the lower third of the pit. The pipe should be finished flush and with a grille.

Raised Planters

Raised planters can prove an effective alternative means for tree-planting where there is insufficient below-ground space for a tree-pit.

Planters can be creatively designed to incorporate other furniture elements and be an attractive feature in their own right. They should, however, conform to the general standards for furniture (page 56) in terms of their positioning and aesthetic.

Although tree-pits should be considered as a first choice means, raised planters have the added benefit of providing opportunity for a visually-impactful, herbaceous planting layer.

Aesthetic

Planter designs should be of a contemporary style and simplistic form (avoid excess components), in keeping with the wider furniture palette (unless otherwise justified).

Planter models may be made bespoke to meet the exact conditions and dimensions of the site.

Avoid sharp corners on planter structures.

Planters will need to be large and bulky to hold trees. Their placement within the public realm must be carefully considered so as not to obstruct views or movement.

Avoid stainless steel finishes in historic settings. Steel structures with a neutral, powder-coated finish (RAL 9011, or similar) are favoured. Corten-steel can prove an aesthetically-pleasing, 'industrial' option in the right context.

Draw from examples across Island of heritage features being re-purposed as planters, for example, La Croix de la Reine on King Street.

Sculpture, engraving or signage may be incorporated into the planter. Designs should be elegant and appropriate to the site.

Seating should be timber or of the same material as the rest of the structure.

Function

Planter structures must be robust and resistant

to harsh weather and potential misuse.

Consider their maintenance and ease of replacement of parts in bespoke structures.

Raised planters should be multifunctional. Explore potential uses in HVM, traffic calming, seating and signage.

Ornamental planters, green roofs and living walls are encouraged, provided there is a robust maintenance strategy set in place in advance.

Incorporate habitat features for key, native animal species to enhance ecological value.

Avoid planter forms that make the adjacent surface difficult to clean.

Technical

Planter bases should be left open and unpaved underneath to allow for soil connection: improving drainage and root-zone. Permeable root-barriers can protect services. Partially-raised planters may be considered where feasible.

Planters should be at least 500mm deep for shrubs and 700mm deep for trees. Planters should be as large as space permits.

Planter height should not exceed 900mm above the road surface level (inclusive of planting) and ensure clear lines of visibility for both vehicles and pedestrians. Refer to the Government of Jersey's guidance: [Access onto the Highway](#) (2019), for further detail.



A series of simple planters, incorporating seating and designed in keeping with surrounding surfacing, blend in well to their setting.



Small trees can have a disproportionate visual impact. Multiple, smaller planters might be considered where there is not space for a larger one.



The purposing of part of the seawall along Havre des Pas has allowed for a well-executed, sensitively-designed planter/parklet.

SuDS

Sustainable Urban Drainage Systems (SuDS) are areas of dynamic, ground-level planting designed to mitigate flood risk.

SuDS work through the interception of rainwater and surface-run-off by plants, and creating areas of permeable surfacing in urban areas to allow for better drainage.

The impact of SuDS can be amplified through their implementation as part of a connected, spatially-targeted system. Their role can extend beyond flood mitigation to water filtration, habitat and ecological connectivity, and enhancing the attractiveness of the public realm.

The use of SuDS should be considered where space allows within Town and the villages, perhaps in reclaimed carriageway or existing verges.

DESIGN PRINCIPLES

Aesthetic

Employ a consistent or themed planting palette to better unify public realm areas.

Planting should be carefully designed to ensure year-round visual interest and maximum impact.

Planting areas should be neatly tied into surrounding surfacing through appropriate kerbing or metal edging.

Function

The type of SuDS will vary according to site. Wider verges should allow for swales whilst rain-gardens would be more appropriate for constricted locations.

SuDS should be implemented for all soft-landscaped depressions within urban contexts.

SuDS may also be considered for areas of marine incursion - plant species selection must reflect this (page 96). The use of SuDS in coastal locations should consider coastal/ overtopping flood risk and associated drainage strategies.

SUDS may be fitted with enhanced storage below to further increase their capacity and impact.

Edging must not prohibit animal dispersal.

Technical

For tangible impact, SuDS require a minimum clear width of 1500mm and sensible length.

Protective measures, such as permeable root barriers or casing, must be applied where utilities intersect SuDS planters.

Tree-planting should be considered where there is at least 600mm depth clear of utilities.

Planting substrates should be site-specific. Low-nutrient soils can reduce the need for weeding. Consider the re-use of waste building aggregate.

A 75mm mulch layer should be applied in the establishment period to suppress weeds and retain moisture - dependent on growing medium and species mix.

Planter edging must be flush with paving or incorporate inlets to channel water. Piped, overflow drains should be considered in areas likely to exceed capacity.

SuDS features should be designed on a site-by-site basis to suit the specific location, taking into consideration the orientation, aspect and location.

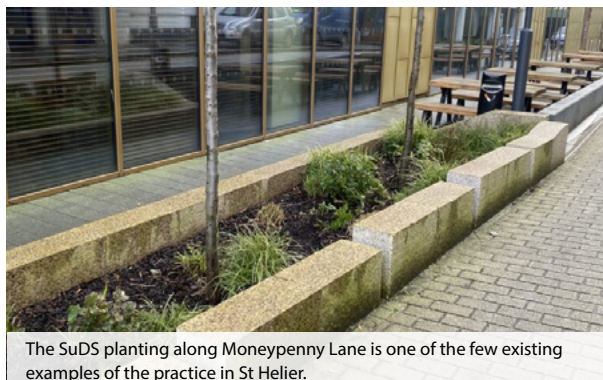
Proposals should be in accordance with [BS5837:2012](#) and take account of tree preservation orders and planned conservation area designations.



The Greener Grangetown SuDS project offers a potential blueprint for re-imagining the wider streets of the Neighbourhoods and Ring Road.



The Sheffield Grey to Green Scheme shows how a town-wide SuDS strategy can uplift public realm whilst providing a functional service.



The SuDS planting along Money Penny Lane is one of the few existing examples of the practice in St Helier.

Tree Species Selection

Urban tree-planting has myriad potential benefits as a complex green infrastructure network. This is made clear in local policy, such as the Bridging Island Plan, and creating leafier streetscapes is a priority of IE.

The impact of tree-planting, however, is dependent on the successful establishment of the trees. Species selection is key to this. It must respond to a range of variables, such as the space available, exposure to the elements, and water availability.

Furthermore, the species selected must be right for its purpose. Decisions must factor in the role that stakeholders wish for the tree to serve.

The selection of tree species must account for future climate scenarios and consider their resilience to extreme heat and weather.

DESIGN PRINCIPLES

Aesthetic

Tree species should be appropriate for the character of their surrounds:

- Their eventual size should reflect the scale of streetscape and buildings.
- Their shape should reflect the formality of the site, e.g., bushy multi-stem or fastigate.
- Historic or cultural significance.

Large tree species (>15m) should be used for strategic impact and local value as landmarks.

The colour and seasonality of foliage should be considered for ornamental impact. Aromatic scents of trees should also be given thought.

Trees that take a neat, columnar form are typically better suited to narrow streets.

Consider eventual crown diameter, as well as height, in relation to setting.

Trees adjacent to carriageways should be single-

stem and to a clear-stem height of 2m to avoid obstructing views.

Groupings of single species may be considered to maximise visual impact and cohesiveness along active travel corridors or in open public spaces.

Trees planted on the outskirts of settlements should be selected to tie-in well with rural setting and existing trees.

Function

Thought must be given to the ecological value of tree species to ensure a source of food and habitat for key wildlife species and help connect local people with nature.

Consider suitability of species if being positioned along a potential wildlife corridor.

Species selection must be informed by the availability of water and the degree of stress that the tree may be subject to in the site.

Plant for a future climate. Near-native species, from warmer/Mediterranean climates are best suited to the change in climate forecast over their lifespan. Species native to Europe are preferred to reflect a more realistic natural dispersal.

Woody shrubs will have a better survival rate in small planters and can still provide visual impact.

Consider positioning in relation to wind direction and sunlight. Provision of shade is an important function of trees.



A large Quercus ilex, Havre des Pas, forms a visually-striking, structural feature. Such trees provide useful landmarks as well as habitat value.



Street trees play an important role in softening and bringing colour into the townscape.



Pinus pinea thrives in warm, coastal climates of Southern Europe - and increasingly Jersey's - and has an attractive, structural form.

Species for use along the Waterfront must be salt-tolerant and resistant to strong winds.

Fruiting trees are accepted in Neighbourhood areas and are of great value for birds. They are not advised in historic areas where they can stain paving and pose a maintenance issue.

Hard-fruiting trees (apples and pears) can pose a risk if fruit is thrown.

Blossoming trees can have implications for drivers' visibility and maintenance.

Technical

Tree selection should align with guidance provided in the [Jersey Tree Strategy \(2022\)](#).

A standard tree size at planting of 8-14cm girth is proposed. Smaller/younger specimens are often more adaptable at the time of planting and have better survival rates. They are also more bendy if exposed to wind. Extra heavy standards (14-16mm girth) may be preferred for more immediate impact.

Efforts should be made to ensure the biosecurity of trees sourced and that they are from a reputable nursery. Sourcing should align with [European Plant Protection Organisation](#) (EPPO) guidance.

These standards should be used in tandem with the [Tree Species Selection for Green Infrastructure](#) (TDAG) for the best informed approach.



Mixed woodland stands, such as that of Les Jardins de la Mer, can be of greater ecological value and more resilient to disease and climate.

TREE SPECIES FOR JERSEY’S FUTURE PUBLIC REALM:

The table below sets out a short-list of several tree species known to thrive in Jersey’s townscapes or in conditions comparable to its projected future climate. It aims to highlight how different species are suited to different contexts within Jersey’s public realm. The list is not exhaustive and designers may use species not included.

Scientific name	Common name	Description	Potential siting	Suitability & benefits
Amelanchier alnifolia	Alder-leaved serviceberry	Small tree with globular crown. Single or multi-stem. White flowers.	Historic Centre; Neighbourhoods	Suitable for raised planters. Ornamental value and aromatic.
Cedrus atlantica	Atlas cedar	Very large, evergreen tree. Striking, conical form.	Historic Centre; Water-front; Ring Road	Paved tree-pits. Feature tree for open areas. Drought tolerant.
Cercis siliquastrum	Judas tree	Small tree with attractive, pink flowers. Single or multi-stem.	Historic Centre; Neighbourhoods	Paved tree-pits or large planters. Drought tolerant. Near-native. Ornamental.
Citrus x limon	Lemon tree	Small, evergreen tree. Distinctive fruit. Simple form.	Historic Centre; Neighbourhoods	Raised planters. Near-native. Drought & heat tolerant.
Corylus colurna	Turkish hazel	Large, single-stem deciduous tree. Coloured catkins in winter.	Historic Centre; Neighbourhoods	Suitable for paved tree-pits and warmer, drier conditions.
Ginkgo biloba	Ginkgo tree	Large, adaptable tree. Formal, clear-stem.	Historic Centre; Neighbourhoods; Ring Road	Paved or roadside. Drought & shade tolerant.
Magnolia denudata	Yulan magnolia	Medium tree with irregular form. Attractive flowers.	Historic Centre; Neighbourhoods	Raised-planters. Ornamental. Drought & shade tolerant.
Myrtus communis	Common myrtle	Large, upright shrub. Evergreen. White flowers.	Historic Centre; Water-front; Neighbourhoods	Tree-pit of raised planter. Near-native from warm, coastal climate.
Phoenix canariensis	Canary island date palm	Short palm tree with distinctive form	Waterfront	Tolerant of exposed, coastal conditions.
Pinus pinea	Stone pine	Large, evergreen tree with distinctive formal appearance & dense crown.	Waterfront	Near-native from Southern Europe. Thrives in Jersey.
Platanus x hispanica	London plane tree	Very large tree, typical of cities. Single-stemmed with attractive bark.	Historic Centre; Ring Road	Tree-pits. Thrives in urban environments. Tolerant of pollution; drought & water.
Prunus cerasifera	Cherry plum	Small, globular tree. Attractive blossom. Summer fruit.	Neighbourhoods; Ring Road	Raised-planters. Good for wildlife. Tolerant to drought, heat & salt.
Quercus ilex	Holm oak	Large, evergreen tree with distinctive form.	Historic Centre; Water-front; Ring Road	Large tree-pit. Climate resilient. Widespread in Jersey.

Shrubs and Herbaceous Plant Mixes

Well-designed herbaceous plant mixes can dramatically uplift the public realm, providing aesthetic value, scent and function (ecological, SuDS).

A concerted palette and approach to planting design across Town could have a unifying impact. Such planting should rely upon native or location-appropriate species arranged in a naturalistic manner. This will help planting systems to self-regulate and facilitate a high-impact, low-maintenance approach.

As well as existing natives, planting should incorporate plants from warmer climates to embed future resilience.

A maintenance plan is to be agreed with the relevant team at the project inception.

DESIGN PRINCIPLES

Aesthetic

Plant species should be selected to bring colour, scent, texture or structural form. Mixes should be designed for year-round interest.

Designs should be based on structured, natural communities. Avoid symmetrical carpet-bedding.

A more limited, consistent palette can increase uniformity across public realm zones.

The use of naturally-occurring species is encouraged, to create a sense of Jersey identity and enhance sustainability.

Include evergreen species for year-round soil protection and visual interest.

Encourage species-rich wildflowers rather than grass lawns.

Function

Planting should aim to enhance local biodiversity and form habitat connectivity.

Where appropriate, the integration of edible

plants should be considered, providing food for local residents and engaging children with sustainable food production.

Note the varying environmental conditions between different public realm zones.

Consider sedimentary stone mulches for Waterfront planting to reflect local geology. Plant species must be salt tolerant.

Monitor and utilise species known to thrive in specific environments.

Avoid use of spiky species next to seating areas or paths.

Planting should be resilient to occasional trampling.

Incorporate informative interpretation features as an educational tool.

Consider the wider function of planting, such as the use of evergreen shrubs to form windbreaks.

Technical

Plant species must have proven tolerant to site conditions.

Planting design adjacent to carriageways should consider forward visibility requirements.

A greater species mix will enhance biodiversity, biosecurity and resilience.

Weeding will be needed monthly, until a closed canopy can suppress weed growth.



Planting design should create visual interest through layering of textures and colour - avoiding symmetrical carpet-bedding.



Planting designs should take inspiration from naturally (or incidentally) occurring plant communities that have adapted to the local



Clump-forming, ground cover plants thrive in Jersey's exposed, coastal areas and are an attractive, low-maintenance option.

HERBACEOUS PLANT SPECIES FOR JERSEY'S FUTURE PUBLIC REALM:

The table below sets out a list of herbaceous plants that have been seen to thrive in and contribute to the appearance of Jersey's townscapes. The list is not exhaustive and not every species listed is considered appropriate for every context.

Scientific name	Common name	Description	Potential siting	Suitability & benefits
Agapanthus spp.	Agapanthus	Erect flower stem, elegant petals.	Any	Thrives in Jersey in warm, free-draining.
Armeria maritima	Thrift	Mat-forming evergreen with delicate flowers	Waterfront	Native species thrives in exposed, coastal setting. Low maintenance.
Aster oblongifolius	Aromatic aster	Mat-forming. Dense flower-coverage.	Waterfront	Good coverage and great colour. Resilient.
Crassula spp.	Crassula/ moss cypress/ jade plant	Bushy, low-growing succulents. Evergreen.	Waterfront	Resilient to coastal climates and drought.
Deschampsia cespitosa	Tufted hair grass	Feathered texture. Neat evergreen.	Historic Centre; Neighbourhoods; Ring Road	Soft, texture. Year-round interest and cover.
Euphorbia palustris	Marsh splurge	Large, clump-forming for summer interest.	Any (avoid use in play areas)	Hardy. Harmful if eaten and may irritate skin.
Gladiolus byzantinus	Byzantine gladiolus	Dense, pink flower spikes. Bulb.	Historic Centre; Neighbourhoods; Ring Road	Favours sandy soils.
Hylotelephium spp.	Sedum	Clump-forming. Umbel, fleshy leaves, striking flowers	Historic Centre; Waterfront; Neighbourhoods	Hardy and good structural plant.
Lychnis coronaria	Rose campion	Clump-forming. Delicate, red flowers.	Waterfront	Thrives in coastal setting in Jersey.
Nerine undulata	Wavy nerene	Upright perennial with delicate flowers.	Historic Centre; Waterfront; Neighbourhoods	Thriving ruderal species in Jersey.
Phlomis russeliana	Turkish sage	Clump-forming evergreen. Lasting yellow flowers.	Historic Centre; Waterfront; Neighbourhoods	Hardy. Thrives in Jersey. Low maintenance.
Salvia verticillata	Salvia	Bushy, upright. Violet flower-spikes.	Historic Centre; Waterfront; Neighbourhoods	Hardy, low-maintenance. Readily established.
Stipa tenuissima	Angel hair	Medium, feathered grass. Clump-forming.	Historic Centre; Waterfront	Low-maintenance and attractive texture.
Vinca minor	Lesser periwinkle	Dense, mat-forming evergreen. Delicate flowers.	Historic Centre; Neighbourhoods; Ring Road	Good coverage. Hardy.



This planting area on the Havre des Pas coastline uses a mix of native and non-native species that are well-adapted to the exposed, coastal setting. The sparse, low-lying coverage is more resistant to strong winds.

The naturalistic design of this planting creates an attractive and well-suited feature that enhances its surroundings.



CREATING A VIBRANT PUBLIC REALM

Introduction

Creating a vibrant public realm is about providing opportunities to enrich engagement with surroundings, bringing out the identity of St Helier through a stimulating, shared experience of space. A more vibrant public realm should be appealing and accommodating to those of all ages, backgrounds and abilities, with something for everyone. In line with the PRMS goal to create a “Vibrant Core”, such steps serve to attract more people into Town via modes of active travel.

There are opportunities to activate the public realm everywhere, through empty or underutilised space, both temporary and permanent. Unlocking the potential of these spaces can create a richer, more distinctive and exciting townscape character. This chapter provides guidance around the more conceptual elements and strategies that can bind surfacing, furniture and green infrastructure elements.

Integral to this is the programming of spaces. Public realm should be flexible and multifunctional, allowing for a range of activities and user groups. To this end, features, such as al fresco areas, art and wayfinding, ought to be considered in tandem to form well-rounded places.

Al Fresco Areas

Al fresco areas can activate streets and plazas, enabling customers of restaurants, bars and cafés to spill-out into the public realm. This directly connects public realm, place and local business. For passers-by, al fresco areas can form engaging human-scale features that brings vibrancy, noise and security to the public realm.

- Guidance relating to the markets is not covered here.
- Al fresco areas can be an impactful use of reallocated carriageway or lay-bys, during specified hours, to help prioritise pedestrians over vehicle-users.
- Al fresco features should be temporary and moveable, unless otherwise approved.
- Furniture should not be fixed and must not cause damage to public realm elements, such as paving.
- Areas must not obstruct active travel routes or extend to within 450mm of the carriageway.
- Plans for al fresco should consider the exposure of users to the elements and provision shelter from rain, sun and wind.
- Al fresco areas must be kept clean and well-maintained.
- A-boards and signage must be sensibly positioned so as not to obstruct pedestrians.
- Signage, sidings and furniture must not be garish or detract from the townscape character.
- Clear access should be provisioned for neighbouring properties and al frescos must not extend beyond their allocated zone.
- Avoid creating private or enclosed spaces.
- Lighting should be sympathetic to the setting and consult these standards (page 70).
- Al fresco layouts and activity must conform to the Parish standards regarding noise and curfews.
- Applications for al fresco areas should be submitted to the relevant Parish Authority. Applicants may consult the Government's Planning Department for guidance around this.



A neatly contained al fresco area adds life after dark along King Street.

Building Frontages

Jersey boasts a rich architectural heritage and its historic townscapes are known for the abundance of grand town-houses and detailed masonry. The appearance and upkeep of building frontages is important so as not to detract from architectural qualities.

A coordinated approach to this is recommended to complement the buildings and for a consistent, high-quality backdrop to the public realm.

- This guidance is to influence an holistic approach to public realm design through Town. It is not to be used in place of planning guidance, for which developers should consult gov.je/planningbuilding.
- Building frontages constitute a major component of the public realm, forming a near constant backdrop through Town, and should be treated as such.
- Jersey's architectural heritage should be promoted through sympathetic public

realm design and upgraded to the current standards.

- Retain and restore historic features and detailing that contribute to the sense of place.
- Building frontages - especially in upcoming Conservation Areas - should employ a limited colour palette, as identified in 4.11. of the [St Helier Design Guidance](#) (2023), for cohesiveness and to ensure that they are appropriate for their context in Jersey.
- Warm, neutral tones are preferred in the Historic Centre. Avoid harsh whites or blacks.
- More striking colours may be used on key, standalone buildings to add character and legibility to the public realm.
- Shop frontages that are kept consistent in style and scale can positively contribute to the character of specific streetscapes.
- Loud or garish shop frontages, signage and advertising can add clutter and detract from the historic character of the town centre.
- Frontages, signage and al fresco features should be neatly coordinated to complement the character area.
- The [Jersey Architecture Commission](#) (JAC) provides advice on improving architectural character.
- Further, detailed guidance can be found in the [St Helier Design Guidance](#) (2023) and [St Helier Urban Character Appraisal](#).



Grand townhouses and buildings of a consistent, 4-storey scale bring a uniformity along La Motte St. Neat shop frontages enhance character.



Listed buildings often serve as a feature in themselves and may be adorned with wall-mounted elements.



Neutral, consistent colour tone of buildings enhanced by elegant detailing and brighter feature painting around windows and doors.



Tall, occasionally shuttered, sash windows and narrow doorways are typical of Jersey's historic buildings. As is the neatness of facade.

Legibility and Wayfinding

A well thought-out and cohesive wayfinding strategy is essential in aiding navigation and improving the legibility of the public realm. Effective wayfinding can help guide how people move through and interact with a place, encouraging the use of active transport and influencing where people visit.

IMPLEMENTING A WAYFINDING STRATEGY

- Legibility and wayfinding palettes may be developed for a range of purposes, such as, to mark travel routes; to spatially communicate a narrative; as an educational tool; or to point out interesting or overlooked features.
- Strategies should be developed in support of key Island policies and ambitions.
- Wayfinding and interpretation palettes should be appropriately themed for their purpose.
- Thematic strategies should consult with the appropriate Jèrriais organisations and community groups. For instance, the route and points of a heritage trail could seek input from the Société Jersiaise.



Wayfinding and interpretation strategies should be creative so that they are distinct from one another and avoid a clutter of signposts.

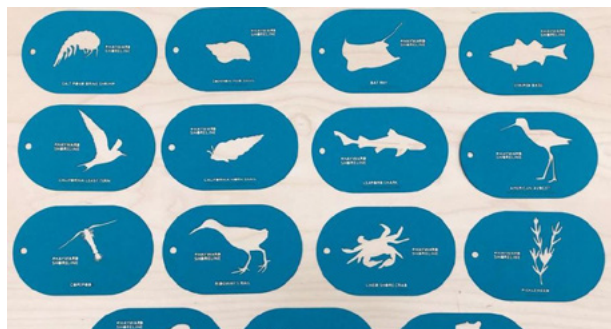
- Genuine historic signage should be retained and restored where possible. Historic features may be incorporated or used as inspiration for a particular wayfinding or interpretation palette.
- Signage should be used sparingly to reduce street clutter. Combining elements for shared routes, e.g., pedestrian and cycle access.
- Legibility and wayfinding elements must be legible themselves and easy to find and use.
- Iconographic or pictorial signage features can be an effective and engaging medium.
- Consider linking strategies to other elements, such as green infrastructure, where species name tags could inform passers-by.
- Wayfinding should promote safe and sensible routes between destinations.
- Where purposed for recreation, wayfinding should work to promote Jersey's identity and features of interest.
- Signs should be located at key decision points, landmarks and the beginning of pedestrian routes.
- All statutory road signs should be designed and manufactured in accordance with the Traffic Signs (Jersey) Order 1968 equivalent to the UK TSRGD. In pedestrianised areas these can be reviewed and adjusted for best effect.



A uniform palette of contemporary and informative totems and signage form a clear wayfinding network across St Aubin.



Wayfinding and legibility strategies should retain and incorporate distinctive heritage features that communicate the history of a place.



A bespoke signage strategy could be used to educate passers-by on plant and animal species present on a site. (c) Scape Studio.

Meanwhile Spaces

Many of Jersey's earmarked development sites and areas in waiting of regeneration tend to sit derelict or fenced-off from the public. These spaces can, however, form a valuable component of the public realm and provide unique, programmable spaces.

One of the benefits of meanwhile spaces is that the inherent lack of permanence can allow for quick, pop-up uses that do not necessarily need to go through such rigorous planning processes.

Such spaces can, therefore, offer opportunity for experimentation and creative design that would not normally be considered for a fixed scheme.

- Meanwhile spaces can and should be used as trials for public realm projects to monitor their usage and success. This serves as an opportunity to refine ideas and designs, limiting risk for future projects. They can also be used to test demand for certain aspects of planned development.
- Using these spaces as trials for public realm can be a valuable tool for community engagement, creating an effective way to involve users in decision making and build local sense of ownership.
- Explore a phased approach to developments so that unused space forming part of larger construction sites may be utilised.
- Where hoarding is necessary, wayfinding and lighting should be integrated. Hoarding can also become a multifunctional feature by incorporating seating, play or public art installations.
- Unused space which takes the form of vacant buildings can be used for cultural, enterprise and educational uses. This is especially

preferable where empty ground floor façades are impacting negatively on the public realm.

- Ephemeral uses such as temporary market stalls and eating areas can maximise the use of spaces which may be less well utilised during weekends or off-peak times.
- Tie in opportunities for meanwhile usage with public art projects or seasonal festivities.



The rationalisation of outdoor parking areas could be explored to free-up more public realm opportunities.



A pop-up space outside Romerils provides temporary seating and urban vegetation



Long-term and large-scale hoarding should be purposed to promote local art, signage or potential green-walls.

Play

The meaning of flexible public realm is that people can use it imaginatively (although not misuse) to their own ends. Wherever possible, designs should make space and opportunity for self-expression and play. Successful public realm must be engaging for both adults and children.

Opportunities for play are key to creating a healthy and happy townscape and society, in line with the Healthy Streets Principles and the Government's Strategic Policy around Children and Families.

Play features in St Helier are concentrated within Town's parks. Future design should look to extend this playfulness along key active travel routes and school routes, to provide a stimulating townscape for children.

CREATING THE CONDITIONS FOR PLAY

- Public realm strategies must consider how to incorporate play through fixed equipment, recreation activities or engaging landscaping.
- Good quality, formally provisioned spaces for play must be provisioned along well-used routes within easy reach of the Neighbourhoods ([Shaping Neighbourhoods](#), 2012)
- Play areas must be designed to provide an inclusive, accessible environment for all children, of different ages. They must also be accessible to all adults.
- Designs should look to integrate play across the townscape, beyond assigned sites, through provision of playable street landscaping (logs, level-changes, boulders).
- Play features may exist in an informal, interpretive manner. Spaces should be flexible in their use to support incidental play.
- Explore opportunities to incorporate play or

interpretation features into other streetscape elements.

- Play features should be positioned and ergonomically-designed for children using the public realm.
- Nature-based play must be encouraged, where possible, perhaps integrated along coastal features, larger raingardens and parks. Time spent in nature can benefit children's wellbeing and develop environmentally-responsible behaviours Consult [Nature-based Play](#) (2022) for detailed guidance.
- Educative play is encouraged as an opportunity to engage and teach children about their surroundings. This might involve signage or creative viewpoints.
- Designs should comply with relevant British Standards. New equipment to conform to EN 1176. Protective surfacing must be tested to BS 7188 and EN 1176/77. Products must have a recognised test certificate.
- Ensure the sensible positioning of play features away from trafficked areas.
- Outdoor gyms should be considered as a way of including all ages in play and promoting physical wellbeing.
- Strategies for play must consider the long-term maintenance, adequate inspection and repair budgets.



Simple surface level and colour changes can provide incidental play opportunities



Play should incorporate natural features, such as rocks, planting and topography, to engage children with nature.



Play features should be tastefully designed to blend into the surrounding townscape or landscape.

Public Art

Public art is an opportunity to showcase Jersey's talent and culture whilst making art accessible to everyone. It creates valuable opportunities for community engagement to deliver a feature of local pride and representation. Art can communicate the character of the area and its community, strengthening the distinctiveness and sense of local identity whilst also making it more attractive.

THE ROLE OF PUBLIC ART

- Public art installations should draw on the talents of the Island's professional artists and vibrant amateur sector. They might engage with Jersey's active voluntary and community groups to generate ideas or contribute to the formation.
- Art is a vessel for expression, and it is important that Jersey's public realm continues to provide this opportunity to its communities. Permanent art installations should consult with local communities to produce something that they are proud of.
- Art can be divisive and the success of public projects is dependent on the support of local people.
- Installations should be aligned with wayfinding and active travel strategies to influence how pedestrians experience a place. The Durrell Tortoise Trail, for instance, provides interpretive features at key points around the Island. This could help in the realisation of spatial strategy and town-panning initiatives.
- Art installations must conform to the wider principles of public realm design: being sympathetic to the character of a place; not hindering pedestrian movement or impeding accessibility; enhancing the visual and experiential quality of a place.
- Art may be incorporated into furniture, surfacing or play features to increase visual interest and sense of place.
- Public spaces should consider the allocation of flexible spaces for performative arts.
- Developers should consult the Government's guidance on the [Percentage for Art](#) scheme.

DRAWING FROM PLACE

- Public art should incorporate some connection to the place it is sited. The charming countryside and coastlines, and distinctive townscapes of Jersey provide myriad sources of inspiration. There are many examples of art drawing from the Island context, notably the Birds on the Edge puffin sculpture, at Plemont, or the more subtle River of Light scheme at Charing Cross.
- Temporary art installations, such as the Durrell Tortoise Trail, have proven to be an effective vehicle for Island-wide collaboration. The meanwhile nature of such projects allows for a louder, less formalised approach.
- Temporary installations might draw inspiration from seasonal events or historic occasions.
- Public art may take a wide range of forms, any of which may be encouraged providing it is considered appropriate for its setting.



The Island-wide Durrell Tortoise Trail used art to communicate a charitable cause and engage the community in an interactive manner.



Artistic expression through surfacing and paving design show how creativity can be woven into more typical streetscape elements.

The Government of Jersey wants to help foster a creative Island culture and supports art initiatives through several schemes and strategies:

1. [Creative Island Arts Strategy \(2022-27\)](#)
2. [Percentage for Art](#) allocation from development schemes.



Statues and sculptures form an essential, historic part of Jersey's public realm. They can form impactful landmarks and build identity.



SECTION TO BE COMPLETED AT NEXT STAGE

DYNAMIC SPACES

Whole-life Costing

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Maintenance

SECTION TO BE COMPLETED AT NEXT STAGE

The scope of maintenance operations in the public realm includes a number of responsibilities in order to ensure the upkeep of a pleasant, safe and functioning public realm. A successful maintenance scheme should:

- Create an attractive and well cared for setting that maintains a safe environment
- Ensure the successful implementation of the planting scheme
- Enhance and protect the native flora and fauna
- Enhance biodiversity and ecology where possible

Repairs

In order to minimise the requirement for repairs, quality materials should be used with robust and simple detailing where relevant. The need for reserve stocks of material should be considered at the implementation stage in order that materials are readily available as required.

Cleaning of common areas

A basic procedure and frequency for the cleaning of streets and spaces should be devised. Additional cleaning procedures should be put in place for the removal of chewing gum and persistent stains. Note that cleaning procedures may vary depending on the season (e.g.. leaf removal in autumn/winter).

Litter picking / emptying of litter bins

Routes and frequencies should be implemented for the emptying of litter bins. Review of litter collection and provision of litter bins should take place to identify any littering 'hot spots'. Frequency and timing of collection should also be determined.

Maintenance of lighting

Procedures and frequency for the maintenance of lighting should be set, including the changing of bulbs, checking of electrical elements etc.

Scheduled preventative maintenance

Inspections of cleaning and management activities should take place regularly to identify any defects/ damage.

Health and Safety compliance

Furniture and play equipment should be checked regularly in order to ensure it complies with required Health and Safety standards.

Planting

Properly maintaining planted areas includes implementing a strategy for maintenance in the following areas:

- Irrigation. Watering to be to full depth of the topsoil, carried out as necessary for the continued thriving of all plants
- Pruning dependent on requirement of species and to prevent overspill onto hard surfaces
- Leaf removal
- Weed control, to be carried out by hand, machine or herbicide as necessary
- Thinning of ground-cover / shrub planting as required
- Replacement of damaged / dead plants
- Firming of plants
- Topping up mulch as necessary using the

same material as was originally specified

- Application of fertiliser
- Removal of litter

Trees

Underground ties should be checked and re-tensioned in beds and containers, topping up slow-release fertiliser and watering as necessary. The crown of trees should be pruned.

SECTION TO BE COMPLETED AT NEXT STAGE

Glossary

Accessibility: The ability for all people to reach, enter or move through places.

Active travel: Getting between places in a way that makes you physically active, like walking or cycling.

Al-fresco: Open-air dining and seating areas.

Amenity (value): The pleasantness or attractiveness of a place.

Character (townscape): The distinct visual and cultural identity of a place, shaped by factors such as physical features, architectural styles and overall atmosphere.

Chicane: The use of staggered build outs to introduce horizontal deflection in longer straight sections of roads. Can be used in one-way or two-way configurations.

Data-driven design: The practice of basing design decisions on data. The design process may be structured around obtaining and analysing research.

Design standards: A set of guidelines, principles, rules and criteria to aid the consistency and quality of design-led developments.

Gateways: When installed at the entrance to a residential or low-speed street, a kerb extension is referred to as a 'gateway' treatment and is intended to mark the transition to a lower speed street.

Green roof: A roof of a building or structure that is partially or completely covered with vegetation and a growing medium, planted over a waterproofing membrane.

Healthy streets: Streetscapes and urban realm designed to prioritise well-being by promoting safety, accessibility, social interaction and sustainability.

Heritage features: A landscape feature identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest.

Hoarding: A fence or barrier between a construction site and the public.

Inclusivity: practice or policy of ensuring equal access to a space or resource for people who might otherwise be excluded or marginalised.

Legibility: The ease at which people navigate and move through a place.

Materiality: The choice of materials used in design which can drastically alter its look and feel.

Meanwhile use: The short-term use of temporarily empty spaces until they can be brought back to commercial use.

Micro-climate: The climate of a very localised area.

Naturalistic: Derived from or closely imitating real life or nature.

Parish: The twelve Jersey parishes are administrative units that function as local government municipalities.

Pedestrian zones: Areas of a city or town reserved for pedestrians only and in which most or all automobile traffic may be prohibited.

Planting palette: A term used to describe the list of species that will be included in a planting plan.

Public art: variety of art forms and practices that may be commissioned by or for the general

public and community groups to be exhibited in communal spaces.

Public realm: spaces that are free and open to everyone, including streets, squares, forecourts, parks and open spaces, as well as publicly-accessible spaces within and between buildings.

Rain gardens: A shallow area of ground or dip which receives run-off from roofs or other hard surfaces.

Resilience (urban): The capacity of a place to survive and adapt to socioeconomic and environmental changes and stresses.

Retrofitting: Improving or replacing existing features.

Sense of place: A term used to describe how someone perceives and experiences a place or environment.

Site-specific: Design solutions that are tailored to the unique characteristics and context of their surroundings.

Streetscape: The visual identity of a street, including the road, buildings, pavements, trees, lights, furniture and adjoining open spaces.

Sustainability: Meeting the needs of the present without compromising those of future generations. Sustainable designs are

environmentally-conscious and account for social well-being and economic viability.

Tabled crossings: Traffic calming devices that raise the entire wheelbase of a vehicle to reduce its traffic speed.

Tactile flags / paving: A system of textured ground surface indicators to assist pedestrians who are visually impaired.

Townscape: The visual and physical character and setting of a town or urban area, defined by the arrangement of elements such as buildings, streets and open spaces.

Vibrancy: The dynamic energy and liveliness of a place or community, reflected in the activity of people and local economy.

Wayfinding: The use of signage, colour and other design elements to help pedestrians navigate a space.

Whole-life cost: The cost of a product or service over its entire lifespan, beyond the upfront costs of purchase and implementation to consider the maintenance, upkeep and and eventual disposal.

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