

S.P. 11/26



**St Helena  
Government**

**ST HELENA LEGISLATIVE COUNCIL  
SELECT COMMITTEE 2  
6 MONTH PROGRESS REPORT ON RECOMMENDATIONS,  
SAFETY, SECURITY AND HOME AFFAIRS  
ROADS, JANUARY 2026**

*Laid Upon The Table 19 March 2026*





Select Committee 2  
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Date: 30 January 2026

Mr Alex Mitham  
Portfolio Director  
Safety, Security & Home Affairs

**Subject:** Roads Inquiry – 6-Month Progress Report and SHG Road Maintenance Policy 2025

Dear Alex,

Thank you for providing the 6-month progress report and the SHG Road Maintenance Policy 2025 in response to the Roads Inquiry. The Committee appreciates the update and the time taken by your team to collate the information. The Committee notes that the report is now presented in an acceptable format which should be retained for future formal updates.

It is noted that although several recommendations have been addressed fully, the action relating to others requires further clarification and additional information, as outlined below:

### **6-MONTH PROGRESS REPORT**

#### **Recommendation 1.5**

Your report advised that “quick wins for legislative changes will be presented to the SSHA Advisory Board for consideration in February 2026.”

- The Committee would welcome further detail on what specific legislative “quick wins” have been identified and are due to be presented.

#### **Recommendation 3.1**

Your report stated that areas of high risk are identified on your Risk Register.

- The Committee requests a copy of the relevant Risk Register, or the sections applicable to roads, to enable proper scrutiny.

#### **Recommendation 4.1**

Your report advised that budget settlements for the 2026/27 financial year are currently being discussed with the FAM by SHG.

- The Committee would appreciate confirmation of what level of uplift has been requested in respect of roads and related activity.

#### **Recommendations 4.2 and 4.3**

Your report recorded no response against these recommendations.

- The Committee requests an update on what action is being taken from the Directorate’s perspective in relation to these points.

### **Recommendation 5.1**

Your report indicated that this recommendation is one for Central Support Services to consider and is not a matter for your portfolio.

- The Committee is disappointed with this response. Where cross-cutting issues exist, the Committee expects the relevant portfolio to bring applicable recommendations to the attention of the other portfolio(s). The Committee therefore request that your portfolio formally forwards this recommendation to Central Support Services and engage in dialogue, so that evidence can be provided as to why the recommendation can or cannot be implemented. At present, it appears that no such engagement has taken place although it was stated in the live hearing that the Roads Section found the previous casual scheme beneficial.

### **COMMITTEE'S RESPONSE TO SHG ROADS MAINTENANCE POLICY 2025**

#### **Clause 3.5 Criteria for adopting roads**

The policy states that the decision to adopt a section of road will be determined by the SSHA Advisory Group.

- The Committee requests clarification on the composition of the SSHA Advisory Group.

The policy further states that the following criteria will have to be achieved before any section of road *might* be adopted.

- The Committee seeks clarification on the rationale for changing the wording from “can” to “might.”

In addition, one of the criteria specifies that the road must be bitumen surfaced.

- The Committee requests the rationale for including this as a mandatory criterion for adoption.

The Committee also requests clarification on how it is determined whether roads materials are to the required standard, what is considered the required standard, and what checks and assurance processes are in place to ensure materials meet that required standard.

#### **Clause 3.7 Control of Overgrowth on Roads**

The policy states that mechanical tools such as petrol trimmers are used to cut and remove overgrowth.

- The Committee asks whether consideration has been given to the increased use of battery-operated tools.

The policy also states that spraying only takes place at the junction between the road edge and embankment and only up to knee height up the bank.

- The Committee requests clarification on what measures are in place to ensure that spraying is limited to knee height.

The policy states that adjustments are made to reduce physical damage and soil erosion where applicable.

- The Committee requests examples of adjustments that have been made in practice.

The Committee would appreciate it if the further information requested above could be provided by the end of February.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Marita Bagley', with a long horizontal flourish extending to the right.

Marita Bagley

Secretary



# Select Committee 2 – Inquiry 3 Roads

Safety, Security & Home Affairs

6month Progress Report on Recommendations made by the Select Committee on Roads – submitted on 23 January 2026

Theme	Recommendation	Progress	Progress Status on recommendation
Policy Framework	1.1 A baseline for what is an acceptable quality of road infrastructure should be established, so that terms such as 'poor infrastructure' can be properly defined.	A review of the Roads Policy was conducted and these recommendations were incorporated in the review. A revised policy was approved at the SS&HA Advisory Board on 1 December 2025.	Fully implemented
	1.2 The omissions identified within the Roads Policy should be rectified as speedily as possible.		Fully implemented
	1.3 Formal criteria for road adoption must be included in any updated policy.	Our research showed this was never a feature of past policies as was intimated at the hearing by the Select Committee. However, formal criteria have been included in the revised policy.	Fully implemented
	1.4 A detailed procedure for addressing the issue of roads or pavements encroaching on private land must be agreed and included in any updated policy.	A review of the policy was conducted and omissions were considered in the review. A revised policy was approved at the SS&HA Advisory Board on 1 December 2025.	Fully implemented
	1.5 All relevant primary legislation should be updated as a matter of urgency.	Development of relevant legislation will be informed by a Road Users Policy, which is under development. The need for this legislation will be added to the legislative timetable for the next Government to consider.	In progress We anticipate a Road Users Policy will be approved in May 2026 and development of relevant legislation will commence after but it is difficult to give a time frame for this development of legislation. Quick wins for legislative changes will be presented to the SS&HA Advisory Board for consideration in February 2026.

Theme	Recommendation	Progress	Progress Status on recommendation
Maintenance Practices	<p>2.1 Work should be undertaken to establish a holistic view of how best to break the current vicious cycle relating to maintenance and formulate associated recommendations.</p>	<p>The previous Minister lobbied for an EDIP funded project (which was approved) to repair and resurface 9 kilometres of primary this fiscal year, as well as bridges and culverts which are of high risk. This will almost quadruple the amount of road surface that is usually repaired, and it will not only improve road safety, but help to stimulate our fragile economy. This is funding for Yr1 of a 5-year programme. Looking ahead to the next fiscal year, the portfolio will be developing a Strategic Outline Case for Yr 2 of the programme, for consideration for EDIP funding. This work if approved will continue to address this recommendation.</p>	<p>In progress. Business Case for Yr 2 anticipated to be completed by early February 2026 for presentation to the EDIP Steering Committee thereafter.</p>
Safety Considerations	<p>3.1 Areas of high litigation risk and associated funding requirements should be identified, in order to prioritise budget spending most effectively.</p>	<p>This is something that we have been doing since the ministerial system has been in place, we will continue to do this as part of our business as usual. Areas of high risk are identified on our Risk Register.</p>	<p>Fully implemented</p>
Budget Challenges	<p>3.2 Investigation of the negative impact of spraying verges, including soil erosion and visual appearance, should be undertaken and appropriate mitigation processes put in place.</p> <p>4.1 Consideration should be given by the Government to increase the Roads Section annual recurrent budget, in order for it to be able to fully deliver its services to maximize road safety and maintenance outcomes.</p> <p>4.2 St Helena Government should put measures in place to embed and enhance collaboration across its Portfolios so that strategic utilisation of</p>	<p>A review of the Roads Policy was conducted and this recommendation was incorporated in the review. A revised policy was approved at the SS&amp;HA Advisory Board on 1 December 2025.</p> <p>From a portfolio perspective, we can only put forward suggestions regarding budget spending, it is for the Government to make decisions regarding how limited funding is allocated</p>	<p>Fully implemented</p>
			<p>In progress. Budget settlements for the fiscal year 2026/7 are being currently discussed with the Financial Aid Mission by SHG.</p>

Theme	Recommendation	Progress	Progress Status on recommendation
	<p>resources to address cross-cutting matters is achieved.</p> <p>4.3 St Helena Government should consider a reduction in import duties on bitumen, other surface dressing materials and road safety infrastructure to facilitate both its own maintenance costs and those encountered by the private sector.</p>		
Staffing and Capacity	5.1 Urgent work should be undertaken to identify the associated costs of re-establishing a casual work scheme and implementing such a scheme if it is affordable.	This recommendation is one for Central Support to consider and is not a matter for this portfolio	Not implemented





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# SHG ROADS MAINTENANCE POLICY - 2025

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Policy to be reviewed every two years

**DOCUMENT PROCESS**

STATE IF NEW POLICY OR AN UPDATE OF EXISTING POLICY (TITLE OF POLICY)	UPDATE OF ROADS POLICY <del>2021</del> 2024
VERSION NUMBER	<del>240619</del> 251029
NEXT STEPS – ACTION TO BE TAKEN AND BY WHOM	
TARGET IMPLEMENTATION DATE	

**VERSION MANAGEMENT**

LIST OF VERSIONS	POLICY MANAGER	REVIEW GROUP	DATE
<del>241014</del> 240205	Deon Robbertse Deon Robbertse	Minister for SS&HA - Approval Working Group	<del>24.10.07</del> 240205
<del>25.10.29</del> 240227	Deon Robbertse Deon Robbertse	Working Group	<del>25.10.29</del>
<del>240319</del>	Deon Robbertse	Working Group	
<del>240605</del>	Deon Robbertse	Working Group	<del>240605</del>
<del>240612</del>	Deon Robbertse	Working Group	
<del>241007</del>	Deon Robbertse	Advisory Board Input	<del>241007</del>
<del>241014</del>	Deon Robbertse	Minister for SS&HA - Approval	<del>14.10.07</del>

**Working Group**

Deon Robbertse, Roads Manager

Darren Francis, Roads Inspector

Derek Henry, Derek Henry, Head of Infrastructure SSHA & Strategies

Ann Muir – Strategic and Social Policy Coordinator

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# 1 Introduction

## 1.1 Background

This paper sets out the criteria for the allocation of maintenance funds throughout the 115.063 km (71.9 miles) of roads for which the Infrastructure Department of the Safety, Security and Home Affairs Portfolio (SS&HA) is responsible. This paper gives the classification and hierarchy of the roads as well as the basis for the allocation of funds etc. The policy for roads is set by the SSHA Advisory Board, and the implementation of this policy is delivered by the Roads Section of the Safety, Security and Home Affairs Portfolio.

There are two categories of roads on St. Helena. These are:-

- Government
- Non-government

Each of these categories can be broken down further as in Table 1. See Annex 1 for detail of the different categories.

**Table 1: Categories of Roads**

<b>Government (Adopted roads)</b>	Highway	Primary Roads	34144	meters
		Secondary Roads	36581	meters
		Tertiary Roads	44338	meters
<b>Non-Government (Not adopted roads)</b>	District			
	a) Private on Crown Land			
	b) Private on Private Land			
	Community			

An accompanying document, the Road Maintenance Strategy provides detail on how the different classes of roads get inspected, how maintenance is delivered. It also gives specifications on construction methods for new primary, secondary and tertiary roads as well as for private / district and community roads. The criteria application forms for the community and district roads repair fund application is also in the Road Maintenance Strategy.

The strategy works in conjunction with this Policy.

## 1.2 Identification of the Problem, Challenge or Opportunity

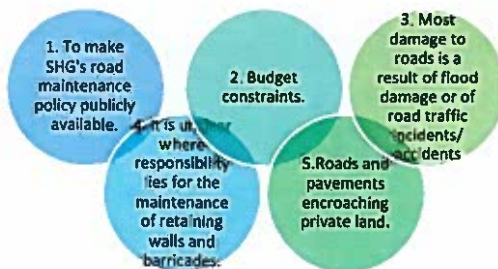


Figure 1 Key Issues Identified with the current situation

**Key Issue 1: To make SHG's road maintenance policy publicly available.**

The state of the roads is a topical and sensitive issue for Elected Members. For added transparency SHG wants to make readily available its guidelines for the prioritisation of maintenance work on adopted government owned roads on the SHG public website. Currently the policy and strategy sit in a single document and the Roads Section wants to separate out policy – the overall framework for strategy and undertaking road works – from strategy. See *the Roads Maintenance Strategy, 2024*. The strategy sets out how the policy will be implemented. From this strategy flows detailed plans for road works.

#### **Key Issue 2: Budget constraints**

The Roads Section has a limited recurrent annual budget of £421430,000 (20254/265) which means it can only focus on general and emergency/ reactive maintenance. Roads are inspected monthly for their general condition (See Roads Maintenance Strategy for more info), and a plan of work developed accordingly. There is no budget ~~to for plan~~ ned maintenance in the long term or to work on privately owned roads on the Crown Estate or private land. The maintenance work is also limited to reactive repairs on existing infrastructure and only on adopted roads. Any new roads or infrastructure construction is not possible with the current budget limitations. Additional funding for roads would potentially enable major rehabilitation and improvements to the island's roads network.

#### **Key Issue 3: Most damage to roads is a result flood damage or of road traffic incidents/ accidents.**

If the person/s responsible for damage cannot be identified to meet the cost or for an insurance claim then the Roads Section has to meet the cost of repair. This cost of repairing damage can be expensive, for example when a vehicle hit Side Path wall in 2023 the cost of repair was £4 500. When Bishop's Bridge was damaged the cost was £1 660. Stormy weather blew over trees in Thompson's wood area and damage safety railings, repair costs was £3 500.

#### **Key Issue 4: It is unclear where responsibility lies for the maintenance of retaining walls and barricades.**

As a consequence of budget constraints the Roads Section would rather not take on any more responsibilities, but are responsible for the maintenance and upkeep of the existing road side barriers and retaining walls. The restricted budget has monitoring implications, monitoring general conditions for timely reactive maintenance.

#### **Key Issue 5: Roads and pavements encroaching private land.**

Historically roads and pavement have encroached onto private land in Jamestown and in the rural areas. This is not an active problem at the moment. But with the increasing use of GIS to establish property boundaries it could be an issue in the future as property changes hands. Future generations may, for example, refuse maintenance and want compensation for the loss of land to roads and pavements. This key issue cannot be addressed in the policy, but it is highlighted to make SHG aware.

### **1.3 Policy Rationale**

The reason for this policy – its intent – is to clarify SHG's responsibilities for road maintenance, and the responsibility of private property owners for private roads on Crown land and private land.

## **2 OVERARCHING POLICY FRAMEWORK**

### **2.1 Strategic Objectives**

The purpose of the Roads Policy is to maintain the roads network in a safe and serviceable condition for the efficient movement of people, goods, and services, both now and in the future.



#### EFFECTIVE INFRASTRUCTURE

We live in well-designed sustainable places where we are able to access the amenities and services we need.



#### ALTOGETHER SAFER

We live our lives safe from crime, disorder and danger and our older and vulnerable residents are safe and supported with choices to live independently.

## 2.2 Other as appropriate

Roads Ordinance, 1985. Highways Ordinance, 1881.

## 2.3 Policy Objectives and Principles

### Objectives

- Provide a safe road network.
- Permit access to main residential and commercial areas.
- Support economic development including tourism.
- Determine road categories and classifications.
- Comply with the Highway Code.

### Principles

- That a safe system approach is used. This is built on the premise that no one should be killed or seriously injured while using the road network.

*Safe System requires a systematic, multi-disciplinary and multi-sectorial approach which addresses the safety needs of all users; fatal and serious injury collision prevention, collision protection and mitigation and post-collision care and aligns with other policies for co-benefits such as health, occupational health and safety, sustainable development and poverty reduction. In a Safe System approach, mobility is a function of safety rather than vice versa. It involves the implementation of system-wide measures that ensure, in the event of a collision, that the impact forces remain below the threshold likely to produce either death or serious injury.<sup>1</sup>*

- That timely and adequate maintenance works saves money in the longer term. **Scheduled planned maintenance allows for more efficient procurement and consequently lower costs. The more roads deteriorate the greater the maintenance costs and the costs to road users. However some literature points out that if better maintenance increases vehicular speed, or leads to other 'compensatory' behaviour then any safety improvements will be limited by increased risks of death and serious injury in collisions.<sup>2</sup>**
- That roads management and maintenance must support the sustainable development of the island.

*The Government's vision for sustainable economic development is to enable our people to build their own futures and create their own opportunities, whilst leaving nobody behind. To do this, we will create an enabling environment that allows our people and businesses to*

<sup>1</sup> <https://www.pacts.org.uk/safe-system/#:~:text=Safe%20System%20requires%20a%20systematic,such%20as%20health%2C%20occupational%20health>

<sup>2</sup> Nolan, 2003 quoted in [https://www.its.leeds.ac.uk/projects/konsult/private/level2/instruments/instrument052/l2\\_052b.htm](https://www.its.leeds.ac.uk/projects/konsult/private/level2/instruments/instrument052/l2_052b.htm)

Field Code Changed

*thrive, preserve what makes us and our Island unique, and improve how we deliver as a Government to ensure that essential services to support our community and society can be sustainably delivered into the future.*<sup>3</sup>

## 2.4 Scope

This policy applies to all government adopted roads.

## 3. POLICY OUTLINE

### 3.1 Responsibilities

The SS&HA Advisory Board and the Road section has a duty of care to maintain the safety and usability of roads that are kept and maintained at public expense. This includes the identification, assessment and prioritisation of risk and the management of risk. More specifically it is responsible for the delivery of the Roads Policy and Strategy and the prioritisation of works.

The Roads Manager is responsible for:

- a) Ensuring the condition of all adopted roads are recorded and monitored and quality control of any repairs.
- b) Identifying road hazards and deficiencies and implementing effective countermeasures. This is done with the input of other stakeholders, for example Police service
- c) Assessing technical needs for the maintenance required.
- d) Ensuring supervision of road maintenance for planned and reactive maintenance works, and for any associated works undertaken by the Roads Section.
- e) General site safety.
- f) Asset and people management.
- g) Project management and budgeting.

The Roads Section carries out maintenance including:

- a) Reactive maintenance
- b) Planned programme maintenance
- c) Road markings and signage (to comply with Road Traffic Regulations)
- d) Restoration following damage caused by adverse weather conditions or road traffic accidents.

### 3.2 Classes of Highway – Government Roads

See the list of roads Annex 1 and the network map in Annex 2.

**Primary roads** serve the main centres of population, the main industrial/ commercial areas and a ring road connecting the main areas of the island. Shown in red in Annex 1 and Annex 2.

**Secondary roads** serve the various communities distributed around the island as well as areas of industry, commerce and agriculture. Shown in orange in Annex 1 and Annex 2.

**Tertiary roads** are all other surfaced roads maintained by SHG including roads provided as part of the serviced house plots. Shown in yellow in Annex 1 and Annex 2.

Annex 2 provides a detailed list of highways and their named stretches and lengths used to identify where maintenance is required. The highway network is also shown on the map in Annex 2. Private roads are indicated with a green line on the map, however there is not a complete list as their maintenance does not fall under the remit of the road section.

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<sup>3</sup> SHG, 2023, *Sustainable Economic Development Strategy*, Jamestown, SHG

### 3.3 Rating the Condition of Roads to Prioritise Works

The Roads Inspector will inspect all adopted roads once a month and rate the condition of the road on a scale of 1 to 5, where 1 is in a good condition and 5 is in a bad condition. A primary road will carry more weight. The following formula is used by the Roads Section to determine the priority between different ratings and roads.

1. Primary road - x 1.25 the value of the rating
2. Secondary road - x 1.00 the value of the rating
3. Tertiary road - x 0.75 the value of the rating. is that a secondary condition rating road remains the same and a primary road has 125% more urgency and a tertiary road has 75% less urgency.

All roads values gets calculated, entered into computerised spreadsheet and filtered to determine the roads in most need of maintenance. The highest ranking roads (in most need of maintenance) are used to create a monthly working programme. tubulised.

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Please refer to the Road Maintenance Strategy for details on how this will work in practice.

### 3.4 District and Community Roads – Non-Government Roads (Not adopted Roads)

A **District Road** is defined as one serving six or more occupied properties. The road may have previously received funds under the Community and District Road Programme. The aim is to improve these roads as funds become available. Application forms for district and community road repair funding are attached in the document "Road Maintenance Strategy"

A **Community Road** is a road that serves three to five occupied homes.

Funding specifically for building or the maintenance of these roads may be made available in the annual budget allocated to the Infrastructure Department. In this case, the Advisory Board will accept applications from a resident or a representative of residents whom the road will serve.

Eligibility for Community Road funding will be based on the following:

- a) No of occupied houses served by the road
- b) Vulnerable people served by the road.
- c) Individuals with mobility issues, irrespective of age, must be certified by a Medical Officer.
- d) Condition of Road

In addition funding for Community Roads will also be based on:

- a) No of businesses served by the road.
- b) Social Infrastructure served by the road (e.g. shops)

All roads that travel through private property will require written confirmation of total and indefinite non-interference by the property owner to the road itself and an undertaking that no building or other construction will be made within 3 metres adjacent to either side of the road.

Once a District Road has been upgraded to a sealed surface it might become eligible for adoption by the government, as and when funds become available. After adoption, the maintenance of the road is undertaken by the Road Section. However, where the road is built on private property, the land remains private property. See 3.5 for criteria for adopting roads.

Funding for Community and District Roads is available from an allocated fund. A maximum of up to £2,500 will be provided for raw materials and the hire of a roller only (unless otherwise approved by the highways authority or designated person). It is stipulated that residents will themselves be

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responsible for spreading the materials and fixing of the road. The Roads Section must verify the materials delivered/work done, as part of the SHG Auditing process.

### 3.5 Criteria for adopting roads

The decision to adopt a section of road will be determined by the SS&HA Advisory Group in conjunction with the [Highways Authority Road section](#).

The following criteria will have to be achieved, before any section of road can be adopted:

1. Proof that there is sufficient funding in the recurrent budget to allow for future maintenance of this section of road.
2. Proof that materials used for the layer works are of good quality (See Road Maintenance Strategy Annex : Road Construction Specifications – New Main Roads)
3. Proof that materials used for the layer works were placed and compacted as specified in the Maintenance Strategy (See Road Maintenance Strategy Annex : Road Construction Specifications – New Main Roads)
4. Road needs to be at least 5.6m wide
5. Road must be bitumen surfaced
6. Road must have sufficient drainage structures to ensure surface water is safely channelled away from road surface
7. Road must have safety measures in place (where applicable, passing bays, guard rails, berms, verge markers, road signs, road markings, mirrors etc.)

The roads manager and roads inspector will inspect and validate any request and submit a report to the advisory board and HA

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### 3.5.3.6 Repair of Road Boundary Structures (Fences, Walls etc.)

The Road Section will endeavour to maintain boundaries of highways in such a state as to maintain the integrity of the highway and prevent damage to the adjoining road or any person using it.

Private landowners are legally responsible (*Highway Ordinance, CAP 102 (4) & (5)*) to maintain their boundaries in a state of repair as shall be necessary to prevent risk of injury to any person passing thereon, and prevent damage to the road and associated infrastructure. If these are not suitably maintained the SS&HA Advisory Board may give the occupier of the land seven days' notice in writing to repair the boundary structure. If this is not carried out the SS&HA Advisory Board may order the same to be done at the expense of the occupier.

### 3.76 Control of Overgrowth on Roads

The Road Section shall endeavour to control overgrowth from highways to prevent risk of injury to users of the Highway.

The road section uses two methods of controlling overgrowth on road verges, Mechanical and Chemical.

1. Mechanical: The use of mechanical tools to cut and remove overgrowth i.e. Chainsaws, petrol strimmer, road sweeper, Tractor with flail, spades, rakes etc.
2. Chemical: The use of chemical products to spray the overgrowth i.e. internationally approved and commercially available products containing Glyphosate and Triclopyr.
  - 2.1 This is applied by certified persons using the appropriate PPE and equipment.
  - 2.2 It only gets sprayed at the junction between the road edge and embankment and only up to knee height up the bank.

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2.3 Any road where the run-off water gets collected and used for consumption, does NOT get sprayed. The road section has regular meetings with the water provider to confirm and ensure this.

2.4 Certain areas does not get sprayed due to the presence of protected fauna and flora close to the road edge. The road section is in regular contact with the Environment & Natural Resources Portfolio to confirm and ensure this.

As part of the monthly inspections, the roads inspector also checks that the methods used to control the overgrowth, does not have a negative impact on the road in terms of aesthetics and soil erosion etc. Adjustment are made where applicable.

As above, under the Highway Ordinance, property owners are responsible for keeping trees and shrubs (including flax) from overhanging public roads and Highway. If these are not suitably maintained the SS&HA Advisory Board may give the occupier of the land seven days' notice in writing to lop, remove or cut down the overgrowth. If this is not carried out the SS&HA Advisory Board may order the work to be done at the expense of the occupier. These legal requirements of property owners should be disseminated by the SS&HA Advisory Board.

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### 3.8 Highway Visibility Splays

For the safety of users of the highway it is necessary to provide and maintain good visibility where one road meets another, or where an access meets the road. With the existing topography of the island this can be difficult, especially where old narrow accesses meet the main road.

As an early part of the planning process, the SS&HA Advisory Board is required to approve any new or modified accesses onto a public road or highway. The SS&HA Advisory Board will expect applications for new accesses to conform to the guidance note attached as Annex 4as specified in the Road Maintenance Strategy. If an applicant cannot meet these standards then the SS&HA Advisory Board reserves the right to refuse the request for the new access. The applicant is responsible to mitigate any storm water at the new intersection.

The SS&HA Advisory Board reserves the right to refuse the request of any new access on Highway Safety Grounds where there is a reasonable alternative access (or arrangement) which the board considers to be a better solution; or no alternative where the SS&HA Advisory Board considers the proposal unsuitable.

#### 3.8.3.9 Storm Water Drainage

The Road section shall endeavour to keep highway drains clear and free of blockages.

The SS&HA Advisory Board is required to approve any new or modified accesses onto a public road or Highway. As one of the conditions for this approval, it is clearly stated in the Land Development Control Plan that the applicant must be fully responsible for any storm water flowing from the existing public road onto the property and should bear the cost of installing drains as appropriate. If appropriate, conditions should also require the applicant to be fully responsible for managing any storm water that falls on the development site.

Surface water / Storm water / roof water shall not be discharged onto the public highway.

#### 3.9.3.10 Repair of Damage to Roads

Under the Highway Ordinance any damage done upon the Highway by any motor vehicle, tracked vehicle, vehicle exceeding 14 tonnes or any animal, shall be made good at the expense of the owner of the vehicle or animal. The SS&HA Advisory Board should give the owner seven days' notice to arrange the repairs. If these are not carried out, the SS&HA Advisory Board may order the repairs to be done at the expense of the owner.

The Road Section will endeavour to repair other damages done to highways in as timely a manner as possible within available resources. Temporary excavation for services will be made safe when the excavation is not being supervised. If it is not feasible to reinstate the road surface overnight, then the area should be safely covered and cordoned off.

### 3.110 Car Parking

The Road Section will liaise with other stakeholders to develop suitable provision regarding car parking in lower Jamestown.

Notices may be in place to inform the public that all areas earmarked for car parking, including access into and out of the car parking area, shall be at the owners risk; this will also include the risks to property due to rock fall.

Applications to close any parking space on a temporary basis shall be considered by the SS&HA Advisory Board, unless the closure is urgent in which case the Chairman of the SS&HA Advisory Board will be consulted.

### 3.12 Signs and Road Markings

The Road Section will provide signs and road markings for road users' information and warning as appropriate and in accordance with the Highway Ordinance, Road Traffic Ordinance and Road Traffic Regulations. These will be sourced ~~to the specification listed in from~~ the UK Department for Transport Traffic Signs Manual Chapter 1-14.

The SS&HA Advisory Board are the only entity to approve any request for any additional road markings or road signs.

### 3.13 Safety Rails

To protect road users, the Road Section supports the installation of safety rails above severe drops. However, new developments below existing roads will not normally be eligible for financial support from the government. It is expected that the developer will construct the property in a way that does not prejudice the safety of road users and protects the inhabitants from unnecessary risk. This will also be applicable to retaining walls at new entrances and will be brought to the attention of applicants at the planning application stage.

### 3.14 Street/ Security Lighting

The Streetlight section has a separate budget for the installation and maintenance of street/security lighting. The only existing lighting that is categorised as street lighting is in Jamestown. Applications for security lighting in other areas should be made to the SS&HA Advisory Board and prioritised with the Police Directorate, since demand is likely to outweigh resources.

### 3.154 Bridges

The Road Section will endeavour to maintain existing bridges on highways in a safe condition. No separate budget line exists so currently, any bridge maintenance required is taken from the roads recurrent maintenance budget or a special bid must be made. There is a national weight limit of 14 tonnes gross vehicle weight on all government roads. However, some bridges have more restrictive weight limits and these are signed as appropriate. Due to the restrictive recurrent budget, all repairs to bridges will be on a reactive maintenance program as planned maintenance cost will outweigh recurrent budget.

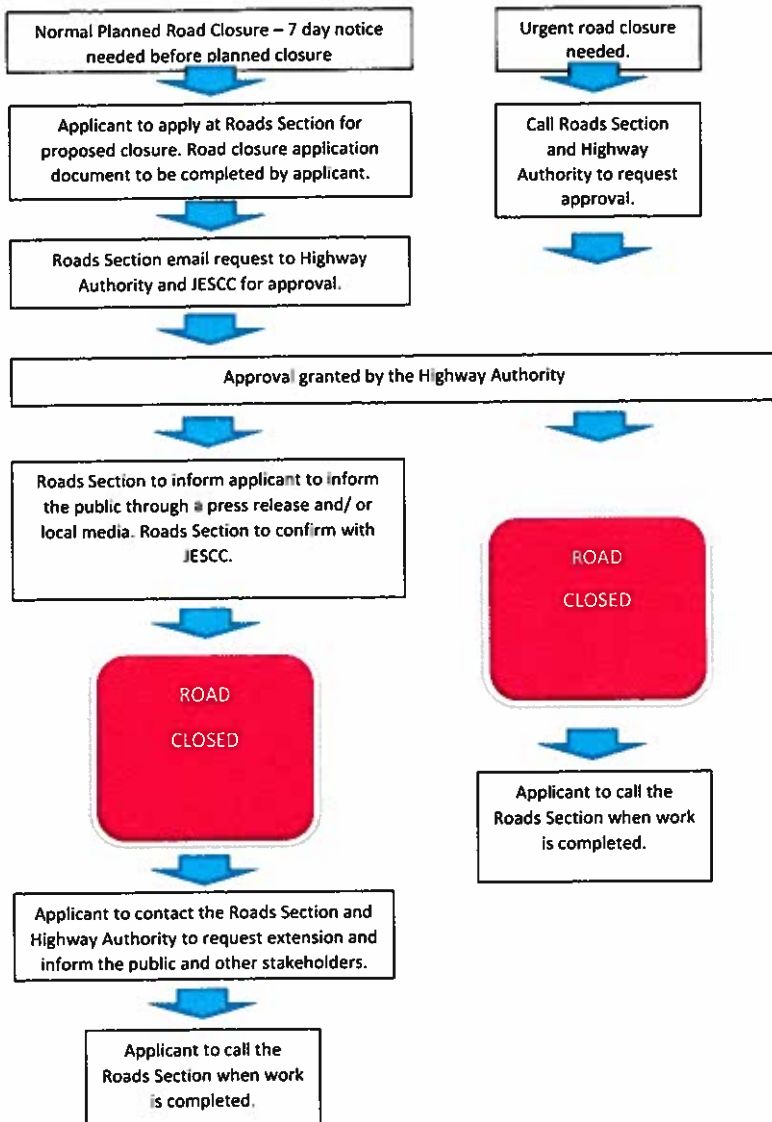
### 3.165 Road Closures

The Road Section will seek the permission of the Highway Authority, usually through their Chairman, before closing a road to vehicular traffic. In cases of an emergency, and on the grounds of public safety, the Road Section may close the road immediately, and inform the Chairman at the first available opportunity.

Following consultation with the Chairman of the Highway Authority, the press and media will be informed of the closure, the diversion route and the duration of the closure.

With any third party applying for road closures, at least seven days' notice shall be given to the Roads section with the request for closing of a specific road. The road section can be contacted for advice and to provide the appropriate signs. The hire of the signs may be charged. This must be conveyed to the applicant when a decision is given.

See Diagram 1 Overleaf



### 3.16.16 Access for Emergency Vehicles during Road Closures.

~~The Emergency Services will be required to accommodate and have in place arrangements to enable access for Emergency Vehicles during road closures.~~ The Roads Manager or delegated person will liaise with the Joint Emergency Services Control Centre (JESCC) to give notice of all road closures. It will be the duty of the JESCC to liaise with all emergency services to ensure that the responding teams are aware of any road closures. ~~on St Helena. The Emergency Services will be required to have in place arrangements to enable continued service during road closures.~~

To minimise risk to residents, members of the public and any working staff in the closed area, there must be a communication plan in place between the Road Closure Supervisor and the JESCC

The communication plan must have primary and secondary means of communicating, the Plan can be built using one or more of the following options.

- Handheld radio (Must be able to monitor the JESCC hailing frequency).
- Vehicle radio (Must be able to monitor the JESCC hailing frequency).
- Mobile phone (Must be tested from the area of work).

### 3.16.27 Delegated powers for road closure applications.

Road closures can be delegated into three different sections. Where possible applicants should give as much notice as possible. The idea is not to make the process onerous, but to make it user friendly and benefit the community by providing good information.

#### a. ~~3.17.1~~ Partial road closures.

For example:

- Scaffolding;
- To form a safe working zone;
- Closure of less than two car parking spaces;

The partial closure will remain in place for less than 13 weeks.

**Will the impact on the public or business operations be of an acceptable level?**

If not then the matter should be referred to the Highway Authority.

#### b. ~~3.17.2~~ Recurring road closures.

The Roads Manager will produce an annual calendar of known expected road closures for events such as the festival of lights. The list includes cruise ship visits. Each closure will have details of the following:

- Name of applicant/organisation.
- Name of road to be closed.
- Date and duration of closure.
- Diversion route.
- Provision of adequate sign and cordons.

This schedule of planned road closures will be brought to the attention of the Highway Authority on a regular basis to keep it informed of dates and any changes.

#### c. Planned operational road closures.

These are required for situations where it is necessary to close the road to undertake projects or repairs. Application forms should be submitted to the Road Section at least seven days before the road closure. Each closure will have details of the following:

- Name of Company/Organisation.
- Name of road to be closed.
- Date and duration of closure.
- Diversion route.
- Provision of adequate signs and cordons.
- Media has been informed.

If the answer to all of the following questions is a clear 'yes' then the decision is delegated to an officer level. If, however, the answer is 'no' to one or more of these questions, then the decision should be brought to the Highway Authority either at a formal meeting, or if necessary to an extraordinary meeting or email communication.

- Is there a viable diversion route?
- Can temporary access be made available along the closed road for emergency services?
- Will the impact on the public or business operations be of an acceptable level?
- Is the proposed closure no more than two working days?

**d. Emergency road closures.**

Required in the interests of public safety, an emergency event forces a road closure. This can be because of a road traffic accident, or storm damage. Each closure should have current or retrospective details including:

- Name of road affected.
- The name of the person authorising the closure.
- Damage to infrastructure.
- Details of responsible parties.
- Details of media involvement.

The authority to instigate an emergency road closure is delegated to the Roads Manager or Roads Inspector. The Roads Manager / Roads Inspector should, as soon as possible, inform the members of the Highway Authority of the decision.

## Annex 1: List of Roads and Section Lengths, 2024

PRIMARY				
Area / District	Route Name / Road Name	From	To	Length (m)
Alarm Forest	Sea View Road	The Briars	Gordon's Post	2281
Alarm Forest	Alarm Forest/ Tomb Rd	Gordon's Post	Hutts Gate	2152
HTH	HTH	White Wall	Redhill	958
Jamestown	Ladder Hill	China Lane	Shy Road	450
Jamestown	Ladder Hill	Shy Road	Ladder Hill	700
Jamestown	Ladder Hill	Ladder Hill	White Wall	2025
Jamestown	Side Path	The Canister	Field Road	1500
Jamestown	Side Path	Field Road	The Briars	119
Jamestown	Market Street	China Lane	The Canister	920
Jamestown	Main Street	The Canister	The Arch	262
Longwood	Longwood Road	Hutts Gate	Longwood Gate	1744
Longwood	Avenue/ Bottomwoods	Longwood Gate	Bottomwoods	2406
New Ground	HTH / Saint Pauls	White Wall	Sapper Way	900
Rupert's to Prosperous Bay	Haul Road (new)	Rupert's Valley	Airport	14360
St Pauls	St Pauls	Redhill	White Gate	867
St Pauls	St Pauls	White Gate	Bates Branch	1590
St Pauls		White Gate	Scotland	1000

SECONDARY				
Area / District	Route Name / Road Name	From	To	Length (m)
Blue Hill	Blue Hill 1	Bates Branch	Frenches Gut	2057
Blue Hill	Blue Hill 2	Frenches Gut	Thompsons Wood	1910
Diana's Peak Ring Road	Diana's Peak Ring Road	Hutts Gate	Silver Hill	5633
Diana's Peak Ring Road	Ridges	Bates Branch	Stitches Ridge	1690
Diana's Peak Ring Road	Sandy Bay	Stitches Ridge	Pinegate	1385
Francis Plain		White Gate	Watercourse	977
Francis Plain		Watercourse	Lemon Tree Gut	884
Francis Plain		Lemon Tree Gut	The Dungeon	494
Francis Plain		The Dungeon	Hutts Gate	2202
Francis Plain	Francis Plain	Watercourse	Prince Andrew School	786
Francis Plain	Francis Plain	Prince Andrew School	Harpers Valley	497
Francis Plain	Francis Plain	Harpers Valley	Redhill	730
Jamestown	Briars Village	Side Path/Briars	The Briars	533
Jamestown	Constitution Hill	China Lane	Side Path/Briars	1580
Longwood	Deadwood Road	Longwood Gate	Deadwood Plain	1769
Longwood	Horse Point Landfill junction	Haul Road	End of surfaced road	83
New Ground		Sapper Way	Sunny Side	1250
New Ground		New Ground	Donkey Plain	477
New Ground	Sapper Way	New Ground	Model Cottage	636
Rupert's Valley	Field Road	Side Path/Field Rd	Haul Road Junction – Rupert's	1563

Rupert's Valley	Power Station Road	Haul Road	Power Station Junction	68
Rupert's Valley	New BFI road	Haul Road	End of surfaced section new BFI	562
Rupert's Valley	Fuel receiving facility	Haul Road	Fuel receiving station – beach site	60
Sandy Bay	Sandy Bay	Pinegate	Jenkins Cottage	2732
St Pauls		Sunny Side	Rosemary Plain	787
St Pauls		Scotland	Spring Gut	990
St Pauls		Spring Gut	Rosemary Plain	700
St Pauls		Scotland	Sunny Side	1123
St Pauls	Plantation Upper	Redhill	Model Cottage	400
St Pauls	Plantation Upper	Model Cottage	Plantation Junction	406
Thompsons Hill		Rosemary Plain	Junction Ken Henry	1617

TERTIARY				
Area / District	Route Name / Road Name	From	To	Length (m)
Alarm Forest	Alarm Forest	Children's Hut	Sane's Valley	236
Blue Hill	Blue Hill 3	Thompsons Wood	Blue Hill CC	1239
Blue Hill	Blue Hill 4	Frenches Gut	Head O'Wain	1081
Blue Hill	Horse Pasture Road	Head O'Wain	Saddle	1124
Blue Hill	Horse Pasture Road	Saddle	Horse Pasture	960
Blue Hill	High Hill	Red Gate	High Hill	670
Blue Hill	Barren Ground	Stevens Junction	Stevens	70
Blue Hill	Barren Ground	Blue Hill CC	Stevens Junction	370
Blue Hill	Thompson's Wood	Thompson's/ Wood Junction	Thompson's Wood picnic area	1120
Blue Hill	Barren Ground	Stevens Junction	Barren Ground Junction	980
Blue Hill	Barren Ground	Barren Ground Junction	Marches	220
Blue Hill	Barren Ground	Barren Ground Junction	Yon's	270
Diana's Peak RR	Stitches Ridge	Lemon Tree Gut	Stitches Ridge	1512
Gordon's Post		Gordons Post	The Dungeon	2190
HTH	Wire Bird Drive	Community Centre	Patricia Sim	240
HTH	Half Tree Hollow	HTH Salvation Army	Cow Path	510
HTH	Cow Path	Sundale Junction	Cow Path Junction	425
HTH	Lantana Drive	Community Centre	Crescent Drive	625
HTH	Ladder Hill	L/Hill Gate	Fire Station	100
HTH	Half Tree Hollow	Half Way	Timms	630
HTH	Wireless Station	HTH C/Centre	Sundale	351
HTH	Cardinal Drive	Salt's Junction	Theresa Bowers	314
HTH	Evergreen Drive	Timmy Sim	Evergreen	367
HTH	Tern Drive	Three Tanks	Rock Club	278

HTH	Robinson Drive	Cow Path	Cow Path	225
HTH	Wind swept Lane	Cow Path	Cow Path	128
HTH	Cow Path	Cow Path	Leatrice Benjamin	176
HTH	Lower HTH	Junction Nr Rock Club	Junction Elaine Arms	304
HTH	Ladder Hill pavement	Cliff Top	Three Tanks	294
HTH	Cow Path	Cow Path	Johnny Dillion	88
HTH	Barn View Lane	Cow Path	Patrick Andrews	106
HTH	Ladder Hill	RE Yard	Red Roof Jambs	135
HTH	Clinic Drive	HTH Salvation Army	Pick & Pay	180
HTH	Sugar Loaf View	Cow Path	Cow Path	178
HTH	Cow Path	Cow Path	William George	107
HTH	Evergreen Drive	Above Timmy	Alan Hudson	97
HTH	Cow Path	Cow Path	Neil Joshua	127
HTH	Cow Path	Cow Path	Cecil George	158
HTH	Rock Side Lane	Cow Path	Cow Path	176
HTH	Ladder Hill	Rock Club Junction	nr work shop	146
Jamestown	Shy Road	Ladder Hill	Jamestown	814
Jamestown	Barracks Square	Barracks Square	Barracks Square	89
Jamestown	Narra Backs	Bridge	Church Lane	276
Jamestown	Back Way	Brow S/Path	Seals's Corner	232
Jamestown	Nose Gay Lane	Napoleon Street	Bridge	56
Jamestown	Shy Road	Shy Road	Prison	200
Jamestown	Maldivia Road	St John's Junction	Constantine's	395
Jamestown	Scout Hall	Napoleon Street	Scout Hall	90
Jamestown	Quarry Road	St John's Junction	Georges/Stevens	50
Jamestown	Botanical gardens	Main Street	Botanical gardens	70
Levelwood	Levelwood	Silver Hill	Bellstone	533
Levelwood	Red Hill	Red Hill	Red Hill	448
Levelwood	Bell Stone	Taglate	Bellstone	590

Levelwood	Levelwood	Clinic	Kingdom Hall	498
Levelwood	Levelwood Flag	Silver Hill Shop	Flag	914
Levelwood	Kennedys'	Flagg	Kennedys'	814
Longwood	Willow Bank Road	Hutts Gate	Willow Bank	370
Longwood	Colt Sheds	Longwood Avenue	Colt Sheds	1220
Longwood	Longwood Hangings	Longwood Gate	Fishers Valley	620
Longwood	Longwood Hangings	Napoleon's House	Longwood Hangings	1130
Longwood	Bottom Woods (u)	junction main road	Upper	227
Longwood	Black Field (1)	Longwood Avenue	Black Field	255
Longwood	Longwood Hangings	Longwood Hangings	White rabbits	340
Longwood	Black Field (2)	Longwood Avenue	Black Field	272
Longwood	Mulberry Gut	Colt Sheds	Mulberry Gut	170
Longwood	Bottom Woods (l)	Junction	Lower	330
Longwood	Clinic Road	Longwood Road	Clinic	235
Longwood	Ropery Field	Golf Course	Ropery Field (east)	100
Longwood	Community Centre	Lg/wood Avenue	Community Centre	196
Longwood	Lg/wood Avenue	Lg/wood Avenue	Masie's Shop	47
Longwood	Ropery Field	Golf Course	Ropery Field (west)	100
New Ground	Sapper Way	Junction Winnie McDaniel	Anthony Leo	423
New Ground	New Ground	Patsy Greentree	Lower	91
New Ground	New Ground	Colin Williams	Higher	86
Sandy Bay	Rock Rose to Green hill	Bellstone	Pinegate	6076
Sandy Bay	Sandy Bay	Jenkins Cottage	Blarney Bridge	1490
St Pauls	Plantation Upper	Plantation Junction	White Gate	444
St Pauls	Plantation Lower	Plantation Junction	White Gate	543
St Pauls	Farm Building	Spring Gut	Rosemary Plain	1000
St Pauls	Lower C/Plain	Cleugh's Plain Point	Peter Bowers	530

St Pauls	Sapper Way	Junction Kenneth Williams	Arms Flat	308
St Pauls	Plantation Stables	Plantation stables	Plantation square	340
St Pauls	Kunjie Field	Scotland Roundabout	Lionel Leo's	341
St Pauls	Pouncey's	Pouncey's Junction	Rodney Benjamin	525
St Pauls	Upper C/Plain	Cleugh's Plain Point	Helen Leo's	196
St Pauls	Lower C/Plain	Junction Brenda George	Mike Durnford	167
St Pauls	Princes Lodge	Princes Lodge	Junction	90
St Pauls	Guinea Grass	Junction Guinea Grass	Brian Yon	175
St Pauls	Gum Woods	Knollcombes	Baha'I Centre	290
St Pauls	Clay Gut	Clay Gut Junction	Clay Gut	321
St Pauls	Red Hill	Red Hill Junction	Below High Knoll	160
Thompsons Hill	Thompson Hill	Junction Ken Henry	Bloomen's Field	554





