

TTS Transport Policy Comments - Police Station Green Street Car Park (Sent 14.01.2013)

Overall Impact

The relocation of the police station to Green Street, with housing redevelopment on vacated sites at Rouge Bouillon, is consistent with the States sustainable transport policy in that it locates an employment centre in a central location with good transport links and releases land for housing which will have a low traffic generation rate.

Surveys of current police staff travel habits show that the police service has a relatively low proportion of car use (40% compared to 56% generally island wide). The lack of free private parking within the proposed scheme, as is currently provided for some staff at Rouge Bouillon, will encourage less private car use by staff, through more walking, cycling, motorcycling, car sharing and public transport. The proposals include an increase in bicycle and motorcycle parking for police staff. A recent new bus route from the west through La Route du Fort tunnel has ensured that the site is better served by public transport than at Rouge Bouillon. The requirement that the site must implement a workplace travel plan will assist in ensuring that the police station will continue to have a low proportion of travel by private car, with anticipated further reductions.

The transport assessment estimates that a maximum of 75 cars will travel on the road network due to commuting by police. As parking is not being provided on site and those police staff who choose to park in Green Street car park will displace current trips to the car park, it can be concluded that there will be no detrimental effect through redistribution of vehicle trips, which for the reasons mentioned above can, in total, be expected to reduce.

Loss of Public Car Parking at Green Street Car Park.

The proposal will result in the loss of 91 spaces at Green Street car park, reducing its capacity to 517 spaces. There is ample overnight and weekend residents' parking at Green Street and it is not used by shoppers except on Saturdays when there are typically over 350 free spaces. The reduction of spaces will therefore only impact on commuters. It is well sited being on the ring road, and has been a popular commuter car park throughout its life. It is invariably full each working day, though the increased provision of office accommodation in the Esplanade area has resulted in it becoming full each morning a little later. Although it is acknowledged that parking for commuters is limited in this part of the town it is relevant to note that La Route du Fort car park, a 5 minute walk further east, typically has over 20 spare spaces within it.

There is typically spare capacity of about 300 spare spaces within the overall public commuter parking stock of 3000 in the town ring road area, mostly at Pier Road, which typically has 250 spare spaces. The relocation of the police station to Green street is expected to increase demand for public parking by a maximum of 65 and therefore the loss of 91 spaces plus the increased demand can be accommodated in the overall stock, though car commuters may not be able to park at their car park of first choice (as may currently be the case). The sustainable transport policy sets a target of 15% peak hour traffic reduction and this is predicted to result in at least 1000 less cars using commuter car parks. Although the success of the sustainable transport policy cannot be guaranteed, it can be seen that only a small proportion of the 15% target needs to be achieved to compensate for the extra demand and loss of spaces.

Whilst the overall commuter parking stock is adequate, it is of relevance to the Green Street proposal that the north east of town has experienced a loss of public parking due to development of the town park. The North Town Master Plan proposes to replace the 390 public parking spaces lost at the town park by requiring major private developments in the area to provide public parking. The States housing development at Ann Court will also provide public parking. The four major sites proposed are: -

Jersey Gas, Tunnel Street - 138 spaces
Le Masurier's Site, Bath Street - 210 spaces
Ann street Brewery site -110 spaces
Ann Court -185 spaces.

The Masterplan also proposes a redevelopment of Minden Place car park but with 110 public parking spaces retained. The net result of these proposals would be to increase public parking in that area from 680 (pre-town park) to 753 spaces, with a reallocation to favour short stay (shopper) parking. These numbers will require review as the success or otherwise of the sustainable transport policy becomes apparent. The potential for replacement parking in that area of town will enable the overall stock of parking to be increased if necessary, and supports the conclusion that a reduction in parking spaces at Green Street is manageable.

In order to support the above conclusions it is essential that the conditions of planning permission require the following: -

An effective travel plan to be implemented,

Motorcycle parking to be provided as proposed on Route du Fort and Snow Hill

Bicycle parking to be provided as proposed on La Route du Fort and Green Street.

Pedestrian crossing island and other highway improvements on La Route du Fort as proposed to be implemented to TTS design and specification (all expense including design fees to be at the developer's expense).

Contribution to eastern cycle route development to be made (see Island Plan policy TT3) recommended sum £25,000.

Highways Infrastructure Comments

The visibility splays of 50m by 2.4m as indicated on drawing SK01 are acceptable, however the plans provided are insufficient for this to be checked. An accurate 1 to 200 drawing needs to be submitted showing all visibility splays (including the motorcycle parking).

Likewise the diagram of the access arrangement (drawing PL(00) 01 indicates an acceptable arrangement but manoeuvring space is very limited and the drawings need to show the turning movements of the types of vehicles which will need to access the site so that this can also be checked.

The visibility splays should be protected by a planning condition preventing any structure or vegetation 900mm above carriageway level to be placed within them.

The footpath in front of the site on La Route du Fort needs to be continued across the entrance/exits so that vehicles are encouraged to give way to pedestrians on it. The footpath should be constructed to the Department's specification and may need to be strengthened at the vehicular access point. Please see footnote regarding work being undertaken adjacent to the public highway.

Ramp gradients within 5m of the highway edge must not exceed 5%.

It is unclear if any of the structure or features overhang the footway. With the exception of certain features excluded under the Highways Jersey Encroachment Regulations 1957 nothing may be placed on or above the public highway without prior permission from the Department.

Manager Transport Policy