

STATES OF JERSEY



POLICE STATION RELOCATION: REVIEW OF DECISION

Lodged au Greffe on 2nd October 2012
by Deputy J.A. Martin of St. Helier

STATES GREFFE

PROPOSITION

THE STATES are asked to decide whether they are of opinion –

to request the Minister for Planning and Environment –

- (a) not to approve any development of a new police headquarters in Green Street car park, St. Helier;
- (b) subject to the results of the consultation process, to take the necessary steps to bring forward for approval a revision to the Island Plan 2011, to provide that the open area of car parking between Route du Fort, Green Street cemetery, the car park and Lime Grove, be safeguarded for the future redevelopment and/or expansion of car parking;
- (c) to review the various master plans for which he has responsibility and to identify a larger and more suitable site for the development of a new police headquarters.

DEPUTY J.A. MARTIN OF ST. HELIER

REPORT

Despite the best efforts of those proposing the relocation of the police headquarters to the open area of Green Street car park, it seems to be an attempt to put a quart into a pint pot. I support the need for the States of Jersey Police to be properly accommodated, and indeed, it is because I want the police to have a new headquarters that will be 'future proofed' – sufficient for the next half century – that I do not think the proposed site is right.

The Assistant Minister for Treasury and Resources has spent much time and effort in trying to persuade us that the Green Street site is right for the States of Jersey Police, even though the original plans had to be reduced by one floor. I find it amazing to learn that special dispensation had to be obtained to allow more development to go on top of the cell block, as this would not normally be permitted, and that light to some parts of the building will have to be 'piped' in by a complicated process.

I have had a lot of concerns expressed to me by residents of the area who are concerned about the impact that the relocated Police HQ may have on their quality of life. Traffic and parking is a major concern, which is understandable given how busy La Route du Fort is already, with the roundabout and the tunnel itself frequently blocked by stationary or slow moving traffic, while many try to park at Green Street car park.

The St. Helier Roads Committee has recently taken a strong line against the proposals, and they are particularly concerned about the difficulty of public access to a new police station on the roundabout. (See Appendix 1 Précis of Roads Committee). There will be little, if any, public parking and while this may already be the case at the Rouge Bouillon police station, surely we should be looking for a site that does allow the public to drive to their Police HQ, as not everyone is able to walk or cycle.

But the biggest concern is the impact on one of Town's most important car parks which is already full very early on each day. Differing figures have been given regarding car parking availability, in order, in my opinion, to try to hide the impact this development will have on the car park. With more and more people living and driving in Jersey, as has been shown in the latest census, it just does not make sense to build the new police station on part of the car park. Green Street car park was offered to the public as an alternative parking site when the Millennium Town Park development went ahead without underground car parking, yet here we are less than a year later telling the public that this option will no longer be available, and people will have to go to Pier Road car park instead!

Green Street, in my view, should be safeguarded for car parking so that when funds permit it can be expanded to provide more parking so that residents, shoppers and visitors can have ready access to the range of shops and businesses in St. Helier that depend on convenient parking for their customers nearby. Only a few years back money was to be made available for the planned multi-storey car park at Ann Court for up to 900 spaces. Where has this money gone?

We have had many reports regarding the future of St. Helier and only last year approved the North of Town Master Plan. This plan aims to keep parking to the outskirts of Town and Green Street is therefore in a prime strategic position to provide such parking.

Appendix 2 contains an email exchange and statement from officers of the Transport and Technical Services Department relating to the requirement for parking in Town. Please also note that most of this parking is 'Jam tomorrow' – none is built or even on its way. It is also stated that only commuters will be affected – this is not true and no account has been taken of the pattern of shift work undertaken by police officers within the ARUP traffic assessment report. They will park in Green Street on a 24/7 basis and the residents who use the car park in the evening will therefore be affected.

The ARUP traffic assessment study was presented in support of developing the Green Street site for the new Police HQ. The full document is attached as Appendix 3. I have only picked out the obvious problems with the report but I think it produces more questions than answers.

The report totally ignores the new offices of State Street who will have approximately 200 employees moving in to their new premises in Grenville Street/Colomberie over the next few months. The same report also presumes that if the Police HQ is built on this site, out of the 220 officers and staff on duty at any one time they would require 86 car parking spaces, 46 motorcycles spaces and 46 spaces for bikes. The report acknowledges on page 8 that information supplied by the police indicates that although much of the present parking demand is catered for in off-street locations adjacent to the present Police buildings, around 20 police staff presently park their vehicles in public parking areas, such that the effective increase in parking demand for public car parking space created by the new Police HQ will be around 65 vehicles. There is very little, if any, off street parking in this area so all will have to park at Green Street.

Page 1 of the ARUP report refers to the current bus movements in the area. There are many mistakes in relation to this topic – they state that the Number 18 service passes close by every 15 minutes in peak hour. This service is every 20 minutes all day. There is no mention of School buses which makes me think this survey was done in a school holiday thereby giving a totally false account of the traffic at this very busy junction.

Page 2 of the ARUP report refers to the Road Network. The Site is located adjacent to La Route du Fort. Currently, vehicular access to the site is via a T-junction on Green Street (north) i.e. the car park access. It is proposed that future access to the site (for vehicles) will be via a new T-junction on La Route du Fort.

La Route du Fort presently carries around 1750-1900 vehicles per hour (two-way) in peak hours – with a peak directional flow of around 110 vehicles per hour (westbound in the morning peak and east bound in the afternoon peak. The junction at Green Street is busy during the peak hours – with queues present on La Route du Fort and Tunnel Road in particular. Observation indicates however that some of the congestion at the roundabout can be ascribed to the presence (and frequent activation of) the signalised pedestrian crossing on the Tunnel Road just west of the roundabout – which results in vehicles stopping on the roundabout gyratory system and blocking entering traffic, especially from La Route du Fort. This would seem to imply that if the signalised crossing was removed this would solve the problem. It would however cause a much bigger problem, how would pedestrians cross the road safely?

Also on page 2, the report quotes under Parking that 'The 2011 Island Plan (policy TT10) set a limit of 4,000 town public parking spaces'. The problem with this

is the 2011 Island Plan was based on the 2001 census figures. St. Helier now has approximately 5,000 new properties. Therefore the parking provision in the ARUP is based on very out of date figures, even when the Sustainable Transport Policy is taken into consideration.

The next 2 graphs show the dwellings in St. Helier in 2001 Census and the 2012 Census –

Jersey Census 2001

Parishes

The numbers of private households in each Parish are presented in Table 4.9; the density of households, number of persons per household, and the number of persons per room are also shown.

Table 4.9: Private households by Parish: density and size.

	Households	Density (Households / km ²)	Persons per household	Persons per room
Grouville	1,845	237	2.50	0.44
St Brelade	3,905	305	2.50	0.45
St Clement	3,240	771	2.51	0.48
St Helier	12,687	1,475	2.14	0.54
St John	995	114	2.63	0.42
St Lawrence	1,911	201	2.43	0.43
St Martin	1,398	141	2.55	0.43
St Mary	591	91	2.68	0.43
St Ouen	1,437	96	2.63	0.45
St Peter	1,687	145	2.48	0.46
St Saviour	4,829	519	2.51	0.50
Trinity	1,037	84	2.55	0.41
Total	35,562	306	2.38	0.48

The three Parishes of St Helier, St Saviour and St Clement had the greatest density of private households, being the only Parishes with household densities above the whole-Island average of 306 per square kilometre.

St Helier accounted for more than a third (36%) of all private households.

Jersey Census 2011

Dwellings

The 2011 census identified 44,698 private dwellings³ and 157 communal establishments in Jersey.

Vacant dwellings

One in fourteen (7%) of all private dwellings were vacant on census day – a total of 3,103 dwellings.

Table 3.1: Number of private dwellings and vacant dwellings, by parish

	Total dwellings		Vacant dwellings	Vacant rate (Percent)
	Number	Percent		
Grouville	2,142	5	124	6
St Brelade	4,547	10	365	8
St Clement	3,843	9	155	4
St Helier	17,417	39	1,397	8
St John	1,184	3	72	6
St Lawrence	2,350	5	121	5
St Martin	1,621	4	129	8
St Mary	696	2	33	5
St Ouen	1,698	4	127	7
St Peter	2,207	5	189	9
St Saviour	5,641	13	283	5
Trinity	1,352	3	108	8
All	44,698	100	3,103	7

Table 3.1 provides the number of total private dwellings in each parish, the number of vacant dwellings, and the vacant rate. St Helier had the highest number of vacant dwellings (1,397), whilst St Peter had the highest proportion of vacant dwellings, with a vacant rate of 9%.

An increase of 4,730 dwellings with many more homes planned for St. Helier in the months and years to come. Where will they park?

In reply to questions on the 11th September the Minister for Transport and Technical Services said that the Car Park Trading Fund was to be recompensed by Treasury at £100,000 a year for the loss of the claimed 91 spaces at Green Street car park.

Notably the Minister did not directly state what the parking potential for the future was. Not surprising, as this is a key issue. There were re-development plans for Green Street car park in that precise location which would have been at least three and probably four storeys. In other words, close on 500 car parking spaces. Admittedly, there is the capital cost of building the car park extension in the first place but, let's be clear, car parks in St. Helier are profit centres. A two storey underground facility at the Town Park would now be netting around £1 million per year and I have yet to hear cost estimates for construction at more than £30 million (including a park on top). The economics are primarily impacted by the "design life" of the structure and the original Andrew Le Quesne private project proposals anticipated a quality finish to be capable of lasting 100 years. I'm sure you can do the maths. We now have the Town Park but we have only moved the problem of parking to Ann Court, which replaces some of the

parking lost at Gas Place. If we lose this valuable parking space at Green Street and the anticipated extra parking which it could provide, we will have these cars stuck at Ann Court (which is a very good site) for another 40 years.

Meanwhile, it appears that our new Police HQ is going to cost a minimum of £100,000 per annum to run, as this is what is to be reimbursed to the Car Park Trading Fund. This is a ridiculous state of affairs. Not only is the States about to build on an income generating site, thereby radically reducing its future income potential, but this is one of the few car parks serving the East of the Island, which is very poorly served from that point of view.

I still struggle to understand why we now need a Police HQ on one site, as I cannot help but think circumstances have not dramatically changed since it was considered that a split site would be the best option. As far as I can tell the primary issue with the existing buildings is the state of the arrest cells. Why we have to have one building remains something of a mystery.

There is no shortage of office space in the current economic downturn, so why not move the police out temporarily and rebuild the operational part on the existing site? It is obvious that expenditure of £20 million+ in the current financial climate is simply wrong.

I think this all has been taken into account and that is why I am giving the States the chance to decide if they think this is the best use of land.

One final argument worth mentioning:

It is important in terms of policing strategy that the Town centre is a pleasant place for people to live; with cohesive communities, eyes on the street, attractive for families and so on. This depends on St. Helier being a prosperous and active economic centre, with a healthy retail sector, variety of leisure pursuits, safe pedestrian areas, attractive and pleasant residential quarters. This balance produces a good quality of life and leads to reduced crime and a feeling of safety that means police presence can be deployed more productively.

In order for St. Helier to develop in sustainable ways in the face of competition and to maintain the trend towards more people choosing to live with their families in Town, it is important that strategic questions of car parking are dealt with. The Green Street site has long been identified as a strategic place to provide car parking which is accessible on that side of Town. In order to provide the quality walking routes, bus shelters, seating, home zones, cycle routes and so on, the balance of on-street car parking needs to change. This requires the car park capacity at Green Street, which is strategically located to provide the social and economic benefits for forthcoming decades.

If the Town centre was allowed to decay in the face of competition from online shopping and the challenges of a poor transport strategy, and become shabby, derelict, clogged with on-street parking and disfigured by boarded up shops and underinvested residential properties, the effects on community and crime levels would arguably outweigh any benefit from the new Police HQ and place additional burdens and demands on policing. Community involvement in policing, whether from citizens' input or the Honorary Service, demands a Police HQ that meets the community's needs, not just those of the States of Jersey Police. If we want community involvement in policing, then the location of the Police HQ should not alienate the public by

harming the community's economic and social needs. If the location of the Police HQ is not accessible then this could disadvantage the Honorary Police, those who offer their services as translators and could discourage recruitment, which will create further difficulties for policing strategy.

It is therefore in the interests of policing that this site be used for long-term community transport needs rather than a short-term non-future-proofed fix for the new Police HQ.

Financial and manpower statement

There will be no manpower costs as such.

The costs incurred to date associated with the development of the Route du Fort site for the Police HQ, including design fees, surveys and investigations, and other miscellaneous costs (such as legal fees etc.) are set out below. I have also shown separately the fee paid to Planning for the recent Planning Application.

Consultant fees (design, surveys and others)	£515,000
Planning Fees	£58,000
TOTAL	£573,000

This amount is equivalent to the income which Green Street car park, if extended, would generate every year.

APPENDIX 1

Précis of Roads Committee comments:

It is likely, and entirely predictable, that security needs will change – the building is not future-proofed and offers no scope for re-allocating space. The Roads Committee considers it likely that within the foreseeable future a request will come back for a further site to accommodate services, thereby reverting to a split between two sites.

The proposed access is of necessity so unfriendly and does not provide a suitable entrance for a public building. The adjacent pavements are extremely narrow – barely wide enough for two pedestrians to pass. If the motorcycle and bicycle parking is sited on the other side of the road, this will create a continuous demand on the crossing facilities either side (zebras at roundabout, pelican at bottom of hill) thereby affecting vehicular traffic flows. If access to the building is to be primarily pedestrian – where is the plan for the upgrading of the walking routes? What effect will this have on traffic flows?

Without major improvements in the lengthy walking route, Pier Road is doubtful as an alternative parking facility for Green Street. Extra pressure will be placed on Snow Hill and La Route du Fort.

Considerable concern is expressed regarding lack of parking facilities within the development for Honorary Police, advocates, translators, probation officers, medical staff appropriate adults etc. called to attend Police HQ – sometimes urgently. Such external support is vital for the successful policing operation, and to omit facilities for these personnel to attend satisfactorily leads the Roads Committee to a strong recommendation that this be addressed.

This site is just too small and all the problems identified by the Roads Committee will be very hard to address if not impossible.

APPENDIX 2

Transport and Technical Services' position

Transport and Technical Services is the States Department responsible for parking strategy and parking management and control. Jersey Car Parking is our self financing trading arm.

As well as providing parking control and the 81 areas of public parking all over Jersey we also run the 5 multi-storey car parks in town, including Green Street which primarily provides commuter parking. This car park is a combination of multi-storey and an open air ground floor parking. The new police headquarters is proposed to be built in the outside area of this car park. The multi-storey section will continue to operate as now.

TTS is a statutory consultee for planning applications and as part of this work we regularly offer advice to developers during the design stage. When the proposal was put forward, we examined the implications to the parking in this car park and to the broader issue of parking in St. Helier.

Green Street car park currently has 608 spaces. The proposed scheme will mean the loss of 91 of those spaces. From Monday to Friday the car park is more or less full during the daytime but on Saturdays there is spare capacity. The loss of spaces will therefore only really effect commuters.

In assessing the impact of the development, we needed to look at the consequences of the loss of these 91 public spaces and how that could be managed, as well as the parking needs of those employed and visiting the police station.

Firstly looking at the needs of the police:

The States of Jersey Police have undertaken a travel survey.

This identified that a 40 staff currently travel to work by motor-bike and 41 by bicycle. It has been made an essential requirement of the development that adequate bike and motorbike parking is provided in the immediate area to encourage and increase these modes of travel. Actions that support our Sustainable Transport Policy.

The survey also indicated that up to 75 staff currently travel to work by car. However, currently some of these staff make private parking arrangements and it is believed that may well continue to do so.

The management of the States of Jersey Police have expressed a commitment to introducing policies which reduce the impact of staff travel on Green Street car park. Prior to occupation, they will develop a comprehensive travel plan which will include objectives to encourage sustainable travel including reducing journeys by private car and increased use of public and other forms of transport.

Disabled parking would be provided on site at the new building.

Visitor Parking for the Police HQ would be provided at Snow Hill car park. Three short-stay places will be allocated.

Looking at the broader impact of the loss of the 91 car parking spaces as well as any new demand from the Police HQ (which as I mentioned is likely to be no more than 75) this can easily be accommodated in Pier Road which currently has 250 free spaces on a daily basis.

The project also has a contingency plan, should any unforeseen problems occur, the SOJDC could be asked to bring forward providing 150 additional temporary spaces on the Waterfront at short notice.

Shopper and nearby residents parking in the evenings and weekends will not be affected as there will still be plenty of capacity for that at Green Street.

The States have a longer term strategy for car parking in town which is embodied in the North Town Master Plan and the Esplanade Quarter Master Plan which will ensure an adequate and appropriate level of parking.

So in summary as there are currently 250 free spaces in Pier Road, there is enough spare capacity to accommodate both the loss of the 91 parking spaces in Green Street – and the increased demand from Police HQ staff of up to 75.

From:
Sent: 04 September 2012 12:43
To: Judith Martin
Cc: Kevin Lewis
Subject: RE: parking spaces read out at meeting at town hall

The long term strategy for public parking in St. Helier is embodied within the States' approved Island Plan, Sustainable Transport Policy (STP), North of Town Master Plan and Esplanade Quarter Master Plan. Those policies and plans will ensure an appropriate and adequate level of parking.

The North town master plan proposes to replace the 390 public parking spaces lost when the town park was developed, 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.

The Esplanade Masterplan proposes a 1420 space underground car park, replacing the existing 520 space car park and providing an additional 900 private spaces. The original Masterplan will require review following the subsequent approval of the

Sustainable Transport Policy, however in the more immediate future, plans are being finalised by States of Jersey Development Company (SOJDC) for a first phase of the Masterplan upon the Esplanade car park, which would provide approximately 188 private spaces associated with an office development and reinstate the existing 522 space car park below ground.

The adequacy of public parking and the balance between short stay and long stay will be subject to review. There are currently typically over 300 spare public commuter spaces (within the ring road) each working day. Whilst an increased level of shopper parking is intended, the number of commuter spaces required can be expected to reduce as the STP achieves modal shift away from private car use. The STP target of a 15% reduction in peak hour traffic is predicted to reduce demand for town commuter car parking by 2000 cars, at least half of which would be from public car parks.

The Island Plan recognises that increasing the quantity of commuter parking would be inconsistent with the goals of the STP, and in policy TT10, states that planning permission for new additional off street public parking spaces will not be permitted in the town of St. Helier unless the total level of public off-street car parking provision falls below 4000 spaces (current total after town park 3925), or where the provision of public off-street space is provided in lieu of the loss of private off-street parking provision.

I hope that this answers your question, but again if I can be of further assistance please do not hesitate to return to me.

COMMENT OF DEPUTY J.A. MARTIN OF ST. HELIER: MANY OF THE ABOVE HAVE NOT BEEN BUILT OR EVEN STARTED. ANN COURT IS A FLAT TARMAC SPACE WHICH REPLACES THE SPACES LOST AT GAS PLACE. NO PARKING HAS BEEN PROVIDED AT GAS PLACE, THE OTHER TWO PROPOSED SITES ARE PRIVATE PARKING.

From: Judith Martin
Sent: 04 September 2012 10:44
To:
Cc: Kevin Lewis
Subject: RE: parking spaces read out at meeting at town hall

Thanks for this but this does not have the detail of the car park spaces to come that you mentioned I think you were quoting from the North of Town master plan would be grateful if you can supply these again for me

Kind regards

Judy

From:
Sent: 04 September 2012 10:01
To: Judith Martin
Cc: Kevin Lewis
Subject: RE: parking spaces read out at meeting at town hall

Dear Deputy,

Thank you for your message, please find attached the Transport Impact Assessment for proposed new Police HQ which has been submitted to Planning as part of Property Holdings' planning application. As part of the determination of the application, TTS will be invited to comment on this study by Planning.

<< File: Green St Planning[1].pdf >>

All the documents that make up the application can be found at <https://www.mygov.je/Planning/Pages/PlanningApplicationDocuments.aspx?s=1&r=P/2012/1005>

States of Jersey
Jersey Police Headquarters
Transport Assessment

REP/218821/TRA01

| 2 August 2012

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This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 218821

ARUP

Document Verification

ARUP

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which connects Green Street with La Route du Fort. There are steps at the southern end of the footway up to La Route du Fort. It is understood that this footpath does not have a formal 'right-of-way' status.

In respect of cycling, there are no segregated cycle facilities in the vicinity of the site. However, traffic count data for Green Street roundabout indicates that around 4% of movements at the roundabout are made by bicycles, which is similar to the typical mode share for St Helier (ref. Jersey's Sustainable Transport Policy White Paper, July 2010). Thus the location on La Route du Fort is clearly accessible in respect of cycling.

Road Network: The site is located adjacent to La Route du Fort. Currently, vehicular access to the site is via a T-junction on Green Street (north) i.e. the car park access. It is proposed that future access to the site (for vehicles) will be via a new T-junction on La Route du Fort.

Currently, La Route du Fort carries around 1750-1900 vehicles/hour (two-way) in the peak hours – with a peak directional flow of around 1100 vehicles / hour (westbound in the AM peak and eastbound in the PM peak). The junction at Green Street is busy during the peak hours – with queues present on La Route du Fort and Tunnel Road in particular. Observation indicates however that some of the congestion at the roundabout can be ascribed to the presence (and frequent activation of) the signalised pedestrian crossing on Tunnel Road just west of the roundabout – which tends to result in vehicles stopping on the roundabout gyratory, which blocks entering traffic (especially from La Route du Fort). However, in general, the traffic delay at the roundabout appears relatively 'stable' such that journey times during peak hours are reasonably consistent for drivers using the route every day.

Parking: St Helier has approximately 4,000 public car parking spaces, plus an estimated 7,000 private non-residential parking spaces. The 2011 Island Plan (policy TT10) sets a limit of 4000 town public parking spaces. The States sustainable transport policy anticipates that demand for commuter parking in the town area will however reduce as sustainable transport habits are encouraged and a shift away from private car use occurs. A small reduction of around 91 spaces (due to the new Police Headquarters taking over the at-grade portion of the Green Street Car Park) represents around a 2% reduction in public parking availability, or less than a 1% decrease in overall non-residential parking supply, which is considered not to be significant on a town-wide basis.



Figure 1.1 Proposed St Helier Police Headquarters Site

3 Development Proposal

The police headquarters will consist of a 4-storey building, together with a basement car park for 44 'police' vehicles. The vehicle access arrangements and parking proposals are shown in Architect Plans and Arup Sketch 218821 SK01. The transport operation of the facility is described in the following sections.

Police Vehicle Access: There will be two vehicle access points as follows:

- The main in/out vehicle entrance will be a new T-junction off La Route du Fort, at south-western side of the site. It is proposed that Keep Clear road markings are provided directly adjacent to the access point (on La Route du Fort).
- A secondary out-only access will also be provided for a secure personnel carrier 'transit van' (see below), at south-eastern side of the site.

In respect of visibility for vehicles exiting the main entrance, a visibility splay of approximately 2.4m x 50m is available in both directions (i.e. 2.4m back from the stop line, and 50m to the left and right on the La Route du Fort). To achieve this visibility, some widening of the footway (on the north side of La Route du Fort) is required. This footway widening is able to be achieved without reducing the width of the main eastbound and westbound traffic lanes below 3.5m. Use of the vehicular entrances will be by police vehicles only – except for occasional maintenance / service vehicles.

In respect of emergency police access, the police have indicated that there is no requirement for any 'signal control' intervention on La Route du Fort. Police vehicle call-outs are predominantly served from vehicles already out in service on the road network.

Secure Personnel Carrier: Police operations will involve transport of arrestees/prisoners using a secure personnel carrier 'transit van'. This vehicle will access the site via the main in/out access junction on La Route du Fort. A gated, secure, 'Van Dock' will be located within the police building (at ground floor level), with an exit gate which will allow vans to drive forward to the separate 'exit junction' at La Route du Fort. At this junction, visibility to the left is restricted by the adjacent fenceline (at the cemetery), and the available visibility is approximately 2.4m x 40m. It is considered that this junction visibility is sufficient to allow safe operation for occasional use by 'professional' police drivers only.

Servicing arrangements: A short servicing layby is proposed adjacent to the police building, parallel to La Route du Fort. The layby will be located 'behind' the footway such that pedestrians will continue to walk along the line of the existing footway, and will not divert around the back of the layby. Service vehicles will park at this location for short periods only, and the area will be managed carefully by police staff. The layby facility is will also be available (on a pre-arranged basis) for visitors who have a particular need to park close to the police building e.g. disabled visitors.

Police Operational Vehicle and Bicycle Parking: Space for 44 police vehicles will be provided in the basement of the headquarters building. Police operational vehicles using the basement will predominantly be cars / vans, and motorcycles.

Police bicycles will also be stabled in the basement car park. There will also be a small number of 'transit van' type vehicles, of around 6m in length.

Access to the parking area will be via a two-way access lane and ramp. The ramp will operate as a one-way shuttle, with signal control at the both ends of the ramp. Vehicles driving down the ramp (into the basement parking area) will have priority over exiting vehicles, such that any potential for queuing back of inbound vehicles onto the road network is minimised.

Staff and Visitor car parking: Provision for staff parking of vehicles will not be made at the headquarters site. Staff will be expected to park in public car parks and then walk to work.

Whilst there is no visitor parking on site, three short-stay car parking spaces at Snow Hill will be allocated for visitors to the new Police headquarters, and general public parking is also available close-by at the Green Street multi-storey car park just to the north of the headquarters site.

Disabled Car Parking: Disabled parking bays are available in Green Street Car Park close by, from where visitors can access the police site via the footways along Green Street / La Route du Fort. Also, as stated above, the new layby facility directly adjacent to the building will also be available (on a pre-arranged basis) for disabled visitors who have a particular need to park close to the police building.

Staff and Visitor motorcycle parking: Motorcycle travel represents a significant proportion of current police home-work commuting pattern. It is proposed that a dedicated area for 38 Police staff motorcycles will be provided at a new parking facility at the location of the layby and grass verge on the south side of La Route du Fort (see Arup Sketch 218821 SK01). This parking facility will be located 'behind' the footway and will consist of 'side-by-side' parking.

It is also proposed that 18 motorcycle parking spaces will be provided at the Snow Hill car park access lane, within an area currently occupied by a raised bed bounded by a low stone wall (adjacent to the footway on the eastern side of the access lane). Ground investigations previously carried out by Jersey Transport and Technical Services department indicate that construction of the parking area is feasible in respect of clearance to rock material. An echelon parking arrangement is likely to offer the most suitable layout of spaces.

Overall therefore, the 'new' provision of 56 motorcycle spaces will provide parking capacity sufficient to address the parking demand by police staff and occasional visitors, and will offset the loss of two car parking spaces at Snow Hill Car Park (Note: Parking demand is discussed in Section 4). The location of parking spaces for motorcycles is indicated in Figure 3.1.

Staff and Visitor Bicycle Parking: 52 new bicycle parking spaces (with Sheffield stands) will be provided on the south side of La Route du Fort (adjacent to the motorcycle parking area), which will cater for existing demand for police staff. Cycle parking stands will also be installed at the bellmouth entrance to the cemetery (10 spaces) at the junction of Green Street and Grenville Street - to ensure that any occasional peaks in demand is fully catered for. The locations of the proposed 62 cycle parking spaces are shown in Figure 3.1.

Access on Foot: The footway network along Green Street and La Route du Fort links well with the local residential neighbourhood and with St Helier town centre. Access to the building will be via the main entrance on La Route du Fort. The pedestrian footpath along the eastern edge of the headquarters site will remain as a through route alongside the police building – and will provide a direct route to the police headquarters for Green Street Car Park users.

Jersey Transport and Technical Services department has indicated that for the scale of development of the police headquarters, it is expected that a financial contribution will be required towards development of the eastern cycle route.

Workplace Travel Plan: The police will develop an appropriate Travel Plan for the new headquarters, with the aim of maintaining (and improving upon) the current high proportion of use of non-car travel for commuting to and from work. The Travel Plan will include a set of mechanisms and initiatives to encourage travel behaviour such as walking, cycling, use of public transport and car sharing. The Police building will include showers and changing facilities – which are essential to encourage cycling in particular.



Figure 3.1: Location of Proposed Motorcycle (56) and Cycle Parking (62)

4 Trip Generation Characteristics

Police Staff Trip Generation: The overall net traffic impact of the new Headquarters will be minimal in respect of generated traffic, since a number of police staff are already commuting each day to police facilities in St Helier. However, in order to quantify traffic generation, staff at the existing police facilities in St Helier, who will transfer to the new headquarters, were surveyed in respect to their typical mode of travel. Overall, there will be some 330 staff based at the headquarters, as set out in Table 4.1. However, a shift system is employed within police operations, such that a maximum of $\frac{2}{3}$ rds of staff would be present at any one time i.e. around 220 staff members.

Table 4.1: Staff Numbers

Staff	Based at HQ
Police	240
Civilian	90
<i>Total</i>	<i>330</i>

In respect of current trip generation, surveys of staff indicate that generated trips per mode are as set out in Table 4.2, with peak of around 190 trips/hour on a weekday morning (which matches well with information from the Police that a normal staff presence of 220 is expected) – although the impact of this movement will not be significant since it will occur earlier than the general 8am-9am peak period due to the police shift pattern (with early morning starts and a mid-afternoon shift change).

Also, Table 4.2 emphasises that the mode-share for policed staff is significantly more ‘sustainable’ than typical mode share for travel in St Helier, which has a car mode share of nearly 80%. It is also relevant that the police have conducted internal questionnaire surveys, in which police staff have indicated that when working at the proposed Headquarters, an increased number of staff are likely to use modes such as walking and cycling car trips.

Table 4.2: Staff Trip Generation and Mode-share in Peak Hour

Mode	Police staff		St. Helier (overall)
	One-way trip	Mode-share	
Car	75	39%	78%
Motor Cycle	40	21%	3%
Cycle	41	21%	3%
Walk	26	14%	10%
Bus	9	5%	6%
<i>Total</i>	<i>191</i>	<i>100%</i>	<i>100%</i>

Source: States of Jersey Police

Visitor Trip Generation: Visits to the police station will generally be distributed throughout the day – with most visits outside the peak periods. It is considered that peak period visits by car in the peak hours will be insignificant – at less than

10 per hour. Visitors by car would generally be expected to park at the existing Green Street car park.

Parking Demand: Information from the Police indicates that a normal staff presence of 220 is expected. An absolute maximum parking demand is expected to be as follows (using the mode-share splits in Table 4.2):

- 86 vehicles
- 46 motorcycles
- 46 bicycles

However, information supplied by the police indicates that although much of the present parking demand is catered for in off-street locations adjacent to Police buildings, around 20 police staff presently park their vehicles in public parking areas, such that the effective increase in parking demand for public car parking space created by the new police HQ will be around 65 vehicles.

For staff travelling by motorcycle and bicycle, which are more sustainable modes of transport, it is proposed to provide 56 motorcycle parking spaces, and 62 bicycle spaces. This is in excess of current staff parking demand, and thus caters for future growth and use by visitors.

Police Vehicle Trip Generation: There will be 44 police vehicles based at the headquarters site. During any single hour it is estimated from discussion with the police service that police vehicle movements will not be more than around 20 vehicles (per hour) – and thus will have very little impact on the road network.

5 Transport Impact and Mitigation

Road Network Traffic Impact: Currently around 9,000 cars enter St Helier during the peak AM hour. As set out in 'Trip Generation Characteristics' (Section 4), it is estimated that traffic generation due to police staff will continue to peak at around 75 cars/hour (or less, depending on mode-shift to walk/cycle modes) which will occur during periods earlier than the typical town-wide peak periods due to the Police's shift system. Thus, on a town-wide basis, car commuting by police staff has an insignificant impact on general traffic conditions, equivalent to less than 1% of total traffic movement in St. Helier in peak periods.

Locally, at Green Street / La Route du Fort, the impact on junction capacity of police staff commuting is considered to be not significant. Assuming that there is an increase of say 60 police staff commuter trips (by car) through the Green Street / La Route du Fort roundabout (en-route to local parking spaces such as the Green Street Car Park), then this would contribute a maximum additional flow of around 2% at the junction – which would have a negligible impact on congestion.

Operational police cars will generally arrive and leave the site outside the peak hours, and thus their movement will have minimal impact on local road conditions.

Police Vehicle Access Junction Capacity: The traffic capacity of the proposed main In/Out access junction for the police headquarters has been tested using PICADY (an industry-standard and DfT approved capacity analysis software). The junction has been tested for notional vehicle flows of 25 in and 25 out during the AM and PM peak hours (based on States of Jersey data which recorded two-way flows of up to 1900 vehicles / hour on La Route du Fort). The results show that the Flow/Capacity ratio is forecast to be low, with no expectation of queuing on La Route du Fort (see Table 5.1).

Table 5.1: Access Junction Capacity Analysis

Movement	Flow/Capacity (Max.)	Maximum Queue
Access Exit Lane	0.20	< 1 vehicle
Right-turn from A17 (1)	0.07	< 1 vehicle

Note: Assumes that right-turn traffic blocks straight-ahead traffic

Parking Impact: In respect of parking of police vehicles, there will be no impact on public parking provision, as all police cars and vans will be parked in off-street locations (as at present).

In respect of staff parking, around 65 additional cars (see Section 4) are expected to be parked at any one time during the daytime. The total parking provision in St Helier is around 4000 spaces, and thus the additional demand generated by police staff is not significant (at around 1.5%).

Visitor parking demand will generally be very low at any one time, at a maximum of say 5 cars – and thus will have virtually no impact on parking availability.

Provision of 56 and 60 spaces for motorcycle and bicycle users respectively will cater for expected maximum demand by staff and visitors, with an allowance for future growth.

Other non-car Travel Impacts: Non-car travel by Police staff commuters, and by visitors, will be in the region of 100-150 trips per peak hour, predominantly by motorbike and by bicycle, with a smaller number travelling by bus or walking. These journeys can be accommodated on the road and bus networks.

6 Conclusion

A Transport Assessment of the proposed new police headquarters at St. Helier has been undertaken. The assessment identifies that the development will not have a significant impact on the local transport network.

The main conclusions are:

- The primary vehicle access will be a new T-junction off La Route du Fort. The junction will operate well within capacity with no impact or queuing on La Route du Fort. The vehicle access junction has an appropriate layout and visibility to accommodate expected traffic.
- Vehicular traffic accessing the headquarters site will consist of police vehicles only, with a fleet of around 44 vehicles. The hourly flow of police cars will be very low – and likely to be at most 20 vehicles per hour.
- Staff travel to the site will be split amongst modes – without a dominant emphasis on car travel – at around 40% car, 20% Motor bike, 20% bicycle, 14% walk and 5% bus.
- It is estimated that a maximum of around 75 cars/hour will travel on the road network due to commuting by Police staff. This level of traffic will be similar to existing travel demand to the present police buildings, and will thus have no significant impact on the local road network. Movement by operational police cars in the peak hours will be minimal.
- Staff car parking will take place in public parking facilities in St Helier, and will result in an additional 65 cars parked at any one time. This parking activity will have a negligible impact on overall parking availability in St. Helier (which has around 4,000 public parking spaces). Staff parking for motorcycles and bicycles will be provided on new facilities on the south side of La Route du Fort (consisting of 38 and 52 spaces respectively). Parking for 18 motorcycles will also be available at Snow Hill car park, and a further provision of 10 cycle parking spaces will be put in place at the bellmouth to the cemetery (at the junction of Grenville Street and Green Street). This provision of spaces will be sufficient to cater for staff and visitor demand for motorcycle and bicycle parking, with an allowance for future growth.
- A Workplace Travel Plan will be put in place for the Police headquarters, which will ensure that car travel continues to have a relatively low proportion of car use (40%) compared to the typical car mode-share in Jersey (nearly 80%).