

Memorandum

To: The Director of Planning

Our Ref: T/180P/PSO

From: The Senior Traffic Services Officer

Date: 22nd September 2017

POINTUES ROCQUES, ST SAMPSON – DRAFT DEVELOPMENT FRAMEWORK

I refer to an e-mail of 15th August 2017 from your Senior Planning Officer requesting comments on the draft development framework for the Allocated Housing Site.

Traffic and Highway Services (THS) has noted the content of the Framework and accompanying Traffic Impact Assessment. The following will hopefully add detail to the Framework and outlines where queries remain with regard to the findings of the TIA.

4.3. Bus Routes – The site is considered to be well served by local bus routes that link with Town but it is worth noting that there is currently no direct bus link with facilities at the Bridge. It would be necessary for a resident to be prepared and able to walk to the Halfway (approximately 10 minutes from the centre of the site) in order to catch the frequent bus services that directly link with the Bridge.

The Framework indicates that there are school bus services serving St Sampsons High School with a stop located at St Clair Hill. Whilst this is true, it is relevant that the policy surrounding provision of school buses is such that pupils living within 2 miles of the High School are not guaranteed use of the bus and it is subject to spare capacity when passing the stop.

5. Local Roads – The document specifically mentions the deficiencies with regards to Pointues Rocques (lack of footpath, right angled bends with poor forward visibility) but makes no specific mention of the characteristics of Robergerie Road where there is also no footpath over much of its length and substandard 2-way width to accommodate 2-way flow in some sections.

5.2 Rue des Pointues Rocques Parking – For information, the parking is unofficial rather than scheduled in legislation.

5.3 Rue des Pointes Rocques/St Clair Hill Junction – The Framework indicates that visibility is limited by walls on either side of the junction. The walls are the limiting factors but the sightline to the left when exiting exceeds the minimum recommended 33m standard.

5. Image 4 Local Accessibility – The plan shows no footway in the section of Rue des Monts to the south and north of the junction with Rue des Pointues Rocques. This is inaccurate as there are sections of footpath installed.

10.7 – Surface Water – THS's Road Engineers have indicated that no discharge to the highway greater than existing will be permitted. It is understood that a surface water plan needs to be submitted as part of any application showing the treatment, attenuation and discharge measures proposed.

11.11 – Pedestrian Connectivity & Public Realm – THS's Road Engineers have indicated that if it is intended that any footpaths (or other areas) adjacent to the public highway are to be incorporated into the Public Highway then prior approval should be sought from THS before any submission of a formal planning application.

THS has noted the intention to retain the pedestrian access points adjoining Pointues Rocques on the basis of allowing easier access on foot from Robergerie to Pointues Rocques for access to places such as Delancey Park. THS fully supports this but it is unclear whether the routes would be solely for residents or publicly accessible.

11.7 Access Arrangements – THS has noted ARUP's recommendation for a single point of vehicular access and staff have considered the content of the TIA to understand how this conclusion was reached. For the most part it agrees with the methodology of the assessment but 2 concerns remain:-

Consideration of content of TIA which influences the Development Framework

TIA 6.1 – THS remains concerned that the modelling indicates that only 3% of traffic would exit the development site and head east through minor roads. THS is of the opinion that in practical terms this level would be higher. It is understood that that the HTA Study Report based trip distribution in the peak hours on employment opportunities. THS does not have access to this report but on the face of it, a prime location for employment opportunities would be in the Bulwer Avenue/ Bridge area. Further, the junction analysis for the Braye Road/Route Militaire signals indicates that the Route Militaire South arm is over capacity during the morning peak and therefore congestion will be experienced. In THS's experience, when this type of scenario occurs use of minor roads to try to avoid the congestion can be prevalent. Whilst identifying that we still consider the re-modelled figures to be very light, it is not to say that we consider the extra movements that we anticipate would turn east from the site would cause any significant traffic management issues. However, we feel they would be a discouragement to vulnerable road users taking into account much of the eastern end of Robergerie Road is single file with no footpaths installed.

TIA 6.2 – In this paragraph a viewpoint is offered that for future residents of the Pointues Rocques site, jobs in the north of the island would be more attractive than those in the south. THS does not entirely share this viewpoint given the relatively short distances Guernsey residents have to travel to places of employment but does accept for some, the ideal might be to work in close proximity to where they live.

THS has also noted that the trip distribution for journeys to work is weighted 100% north, 67% mid and 33% south. We are confused that the distribution exceeds 100% in total and would welcome clarification on these figures and apologise if we are missing something obvious!

TIA 6.12 – St Clair Hill/Rue des Pointues Rocques – An indication is given that in the 2 access options work would be necessary to improve the sightlines at this junction. Given the sightline towards the south-east exceeds the minimum recommended guideline the TIA should indicate work would be necessary to improve the sightline in the direction of oncoming traffic only.

TIA 6.19 - As above, paragraph mentions need to improve sightlines at the junction but THS consider it is the sightline oncoming that requires improvement.

TIA 6.20 – Access Options – THS is grateful that the project team has given consideration to the options of single (Robergerie) and dual (Robergerie & Pointues Rocques) accesses serving the site. It has considered the content of the table in appendix N.

The methodology used to assess the options provides 3 levels of weighting (moderate, minor and negligible/beneficial) and it appears that ARUP has based its conclusions on the higher overall number of moderately adverse impacts in the 2 access model as being sufficient reason to discount this 'option'. THS considers the methodology used to be slightly crude as it appears to give the same emphasis in the decision making to for example, traffic dispersal issues and diversion of services at a junction. The table also includes an influencing factor as impact on the granite wall and conservation area which THS recognise as a planning issue but would not have chosen for a table it considers should be comparing road safety and traffic management matters.

THS had suggested that the 2 accesses ought to be seriously considered because there was recognition from site visits that the roads in the immediate vicinity of the site are narrow in parts, do not have footpaths and are close to schools and recreation facilities, thereby increased vehicular use would potentially adversely impact on vulnerable road users.

The idea of spreading vehicle movements on the network remains attractive to THS, although this would be subject to the Pointues Rocques access being relocated away from the double bend and sightline issues being taken into account in access design. However, should the decision be taken not to review this matter again, it is accepted based on the road capacity criteria included in the document Traffic Engineering Guidelines for Guernsey and ARUPs junction modelling (with realignment of the northern radius of the Robergerie/Route Militaire junction), that Robergerie Road and its junction with Route Militaire could cope with the additional traffic volumes. However, there appears no practical options to negate impact on vulnerable road users aside from alongside the boundaries of site. For balance it is worth noting that ARUPs survey identified minimal numbers of walkers and cyclists in their peak hour surveys.

TIA 8.4 – Braye Road Crossroads – It has been noted that signals have been modelled using different timings to the actual ones used at this junction. THS would welcome if the junction modelling could be calculated using the actual set up and also preferably what ARUPS consider would be the most efficient set up.

TIA 8.7 – St Clair Hill/Vale Road/Le Murier Signals - It has been noted that signals have been modelled using different timings to the actual ones used at this junction. Whilst THS is not concerned that remodelling would identify a capacity issue, THS would still welcome if the signals could be modelled using the actual set up and also preferably what ARUPS consider would be the most efficient set up.

TIA 9. – Summary and Recommendations - THS still considers that the proportion of traffic movements leaving the development and heading eastbound is very light but even if this was addressed, THS does not consider it would change the overall conclusion reached in ARUPs report or its own conclusions.

Despite ARUPs findings regarding the 2nd access 'option' not being desirable, THS would welcome if this could be reconsidered with determining factors being based solely on road safety and traffic management issues and with a greater weighting being given to road safety matters. THS would be happy to discuss criteria and numeric weightings with ARUPs to progress this and does appreciate that other non-traffic related matters will influence the overall decision.

THS does not wholly support the conclusion of the TIA that there are no transport related reasons why planning consent should be withheld. Its conclusion is that taking this development in isolation of other agreed development in the area, the road network and junctions (subject to modification of a turning radius at Robergerie/ Route Militaire and sightline improvement at Pointues Rocques/ St Clair Hill in the 2 exit 'option') are capable of accommodating the increased traffic movements. However, those increased movements will be slightly to the detriment of vulnerable road users due to restricted road widths in some parts and a general lack of footpaths.

... As requested, I am returning the plans.

Senior Traffic Services Officer