



**Welcome**

**Key Stakeholder Consultation Workshop**  
**5th July 2018**

**HAVRE  
DES PAS**

**July 2018**

## Welcome and Introductions

### Havre des Pas Village Scheme Study

#### Study Team

██████████ – Director, T&E Services, Parish of St Helier  
██████████ – Manager, T&E Services, Parish of St Helier

██████████ – WSP Study Project Manager  
██████████ – WSP Landscape Architect and Urban Designer  
██████████ – WSP Traffic and Transportation

## Background and Study Scope

### Study Objectives

1. *Reduce significantly the volume of traffic passing through the area, particularly on Havre des Pas and Green Street.*
2. *Redefine Havre des Pas as a residential 'village area' whilst also making it a more attractive destination for people to visit.*

Confirmed by the Steering Group, March 2018



## Background and Study Scope

### Study Stages

Stage 0 – Scoping

Stage 1 – Data Collection/Mapping the Setting

**Stage 2 – Key  
Stakeholder Consultation**

Stage 3 – Scheme Options Assessment

Stage 4 – Community Consultation on Options

Stage 5 - Masterplanning



March 2018



November 2018

# Aims and Objectives of the Stakeholder Consultation Workshop

## Key Aim of the Workshop

*To present initial thoughts on issues and opportunities for the improvement of Havre des Pas and gain the views of key stakeholders, prior to the development of proposals for wider community consultation*

**Your views will be taken into account when developing options further**

# Aims and Objectives of the Stakeholder Consultation Workshop

15:00 - 15:05	Welcome and Introductions
15:05 – 15:10	Study Background, Aims, Objectives of the Consultation
15:10 – 15:35	Presentation on Baseline Conditions Findings
15:35 – 16:05	Group Exercise 1 – What are the main issues for improvement in Havre des Pas?
16:05 – 16:35	Potential Solutions
16:35 – 17:05	Group Exercise 2 – What are the possible solutions to these issues?
17:05 – 17:30	Summary of findings and opportunity for feedback

## Summary of Baseline Conditions



## Study Area

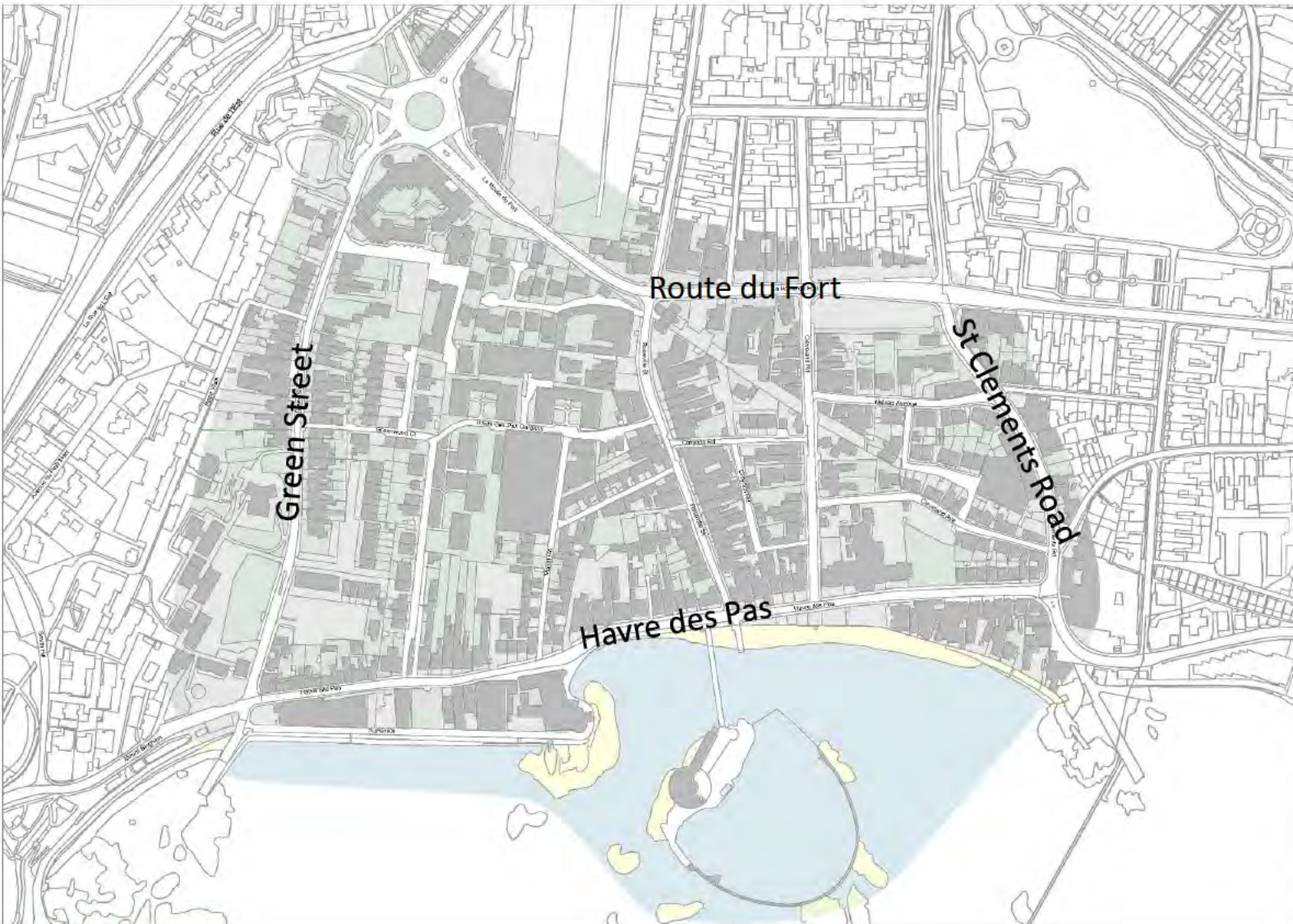


The study area is defined by Green Street, Havre des Pas, St Clements Road and Route du Fort.

It includes the coastline and the Lido.

The baseline analysis covers a number of elements including physical factors, activity, functions, character and heritage.

The intention is to identify constraints and inform opportunities.





# Historic Development of Havre des Pas



1583

First documents referring to Havre des Pas as the responsibility of Servais le Vasseur de Bois.

1679

100m timber pier recorded in the bay.

1756

La Garde de Havre des Pas constructed - later to become Fort D'Auvergne.

1800

Fort Regent Garrison quartered at Green Street.

1824

Ship building yards such as Nicolle, Valpy, Allix, Le Vesconte and Vautier and Bisson begin to flourish.

1873

Havre des Pas Promenade constructed.

1865

Jersey Swimming Club established.

1895

The Bathing Pool (Lido) opens, initially for ladies only. Upgraded and enlarged in the 1920's.

1893

Jersey Aquarium and Biological Station opens at the Marina Hotel.

1874

Jersey Eastern Railway cuts through en route between Snow Hill and Gorey Common.

2000

Bathing Pool restored.

## TIMELINE FOR HAVRE DES PAS

C16th

C17th

C18th

C19th

C20th

Trading

Defence

Boat Building

Tourism

# Havre des Pas Character Study



In 2005 an Urban Character Appraisal of St Helier was carried out. Havre des Pas was defined as a single character area. For the purposes of the current study a more detailed character analysis of Havre des Pas has now been completed.

This has identified 21 separate character areas within the study area, illustrated on the next slide.

For each Area a brief description of the elements contributing to its character is provided along with example photographs.

**1: Havre des Pas - Central**

- Panoramic sea views
- Changing weather effects
- Grand colonial hotel architecture
- Access to Lido and beach

wsp

**des Pas - West**

hotels  
cottages  
minated

1

wsp

**ements Road - South**

mercial and residential use  
hitectural styles  
c, often queues  
nsition to beach

13

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**and Pleasure Beach**

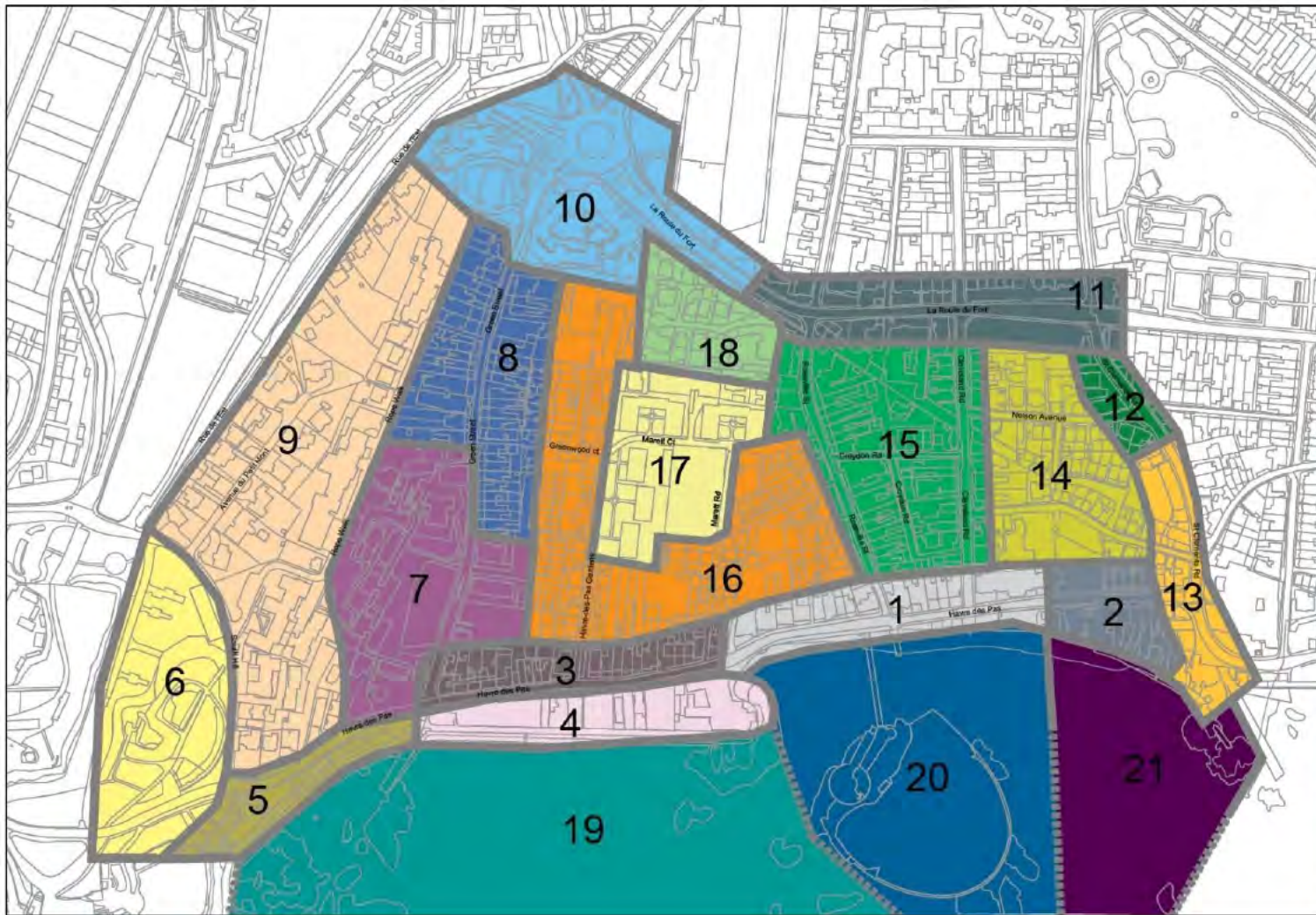
ach accessible from promenade  
th Lido centre of activity  
accessible swimming  
ed and central location

20

wsp



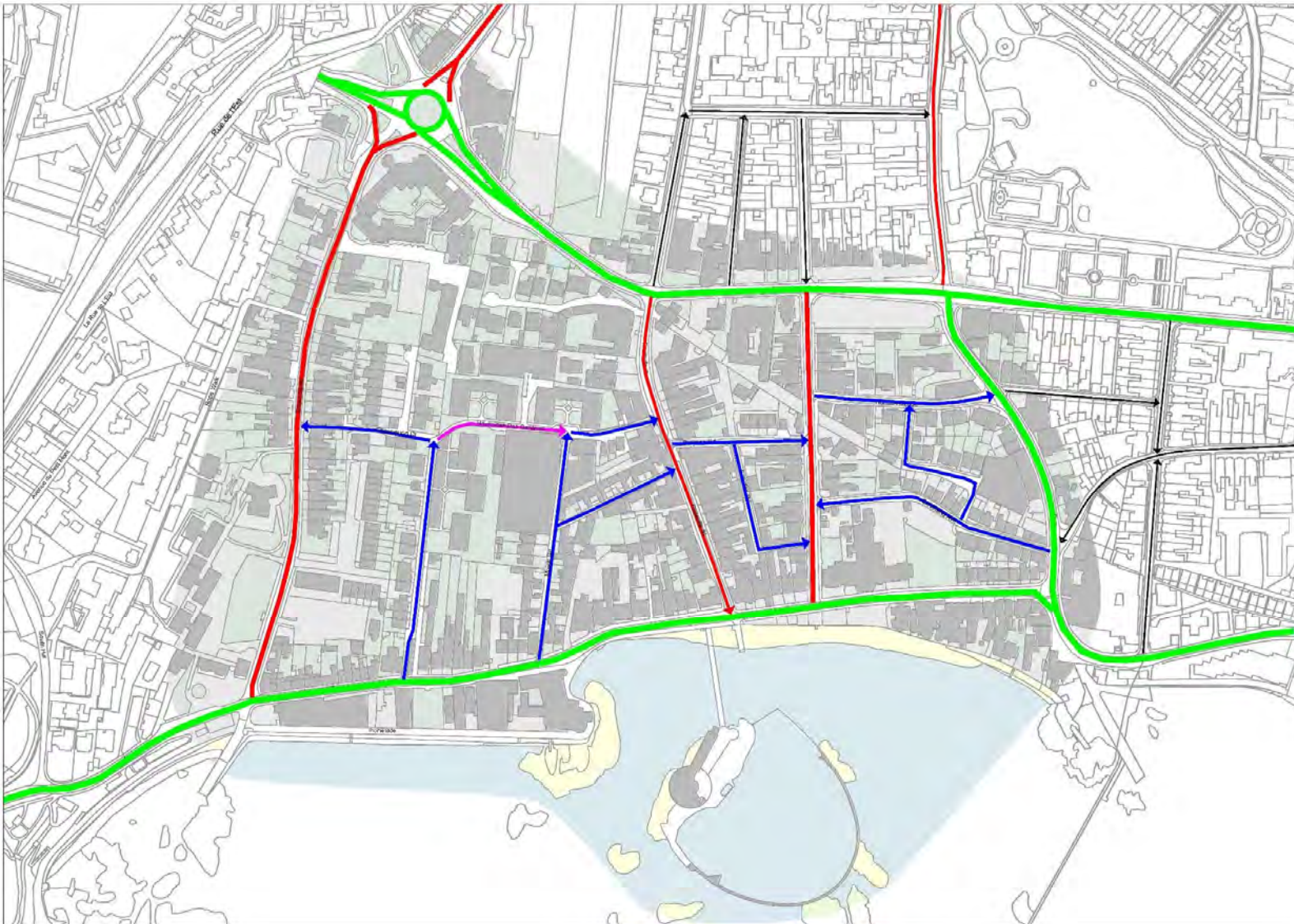
## Character Study



1. Havre des Pas – Central
2. Havre des Pas – East
3. Havre des Pas – West
4. Pedestrian Promenade
5. Western Approach
6. Mount Bingham
7. Green Street – South
8. Green Street – North
9. Petit Mont/ South Hill
10. Green Street Roundabout
11. Route du Fort
12. St Clements Road – North
13. St Clements Road – South
14. Nelson/Cleveland Avenues
15. Cleveland Rd/Roseville St
16. Cottages and Lanes
17. Marett Court and Road
18. Runnymede Court
19. Rocky Exposed Shore
20. Lido and Pleasure Beach
21. Secluded Beach



## Highway Network



### KEY

- Principal - 2 way
- Secondary - 2 Way
- Secondary - 1 Way
- Tertiary - 1 Way
- Private - 1 Way
- External - 1 Way



## Bus Routes and Stops



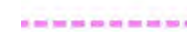
### KEY



Bus Stop



1 - Inbound



1 - Outbound



1A - Inbound



1A - Outbound



1G - Inbound



2 - Inbound



16 - Outbound







## Car Parking



-  Public Car Park
-  Private Car Park
-  On Street Parking





### ● Restaurants and Bars

 Public Toilets



## Planning Applications



Ref	Status	Name	Summary
1	Approved	La Collette Flats	Redevelopment of La Collette including demolition of 5 No. low rise blocks (containing 59 units) and construction of 5 No. larger blocks providing 147 units.
2	Approved	Fort D'Auvergne	Demolish existing hotel. Retain staff units. Construct 37 No. one, two and three bedroom apartments, bin store and associated landscaping. Construct semi-basement to accommodate 60 No. parking bays.
3	Pending	Caribbean Vibz, Maison Chaussey Guest House &, The Drifters Restaurant & Bar	Demolish existing dwelling, restaurant and guest house. Construct 19 No. one bed and 1 No. two bed units with associated basement parking and altered vehicular access onto Havre des Pas
4	Pending	Residence de la Plage	Convert part of ground and first floor into 7 No. one bed and 1 No. two bed apartments with basement stores. Various external alterations.





## Baseline Traffic Data

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## Traffic Surveys

- Manual Classified Counts (MCC)
  - Junction turning movement, classified by vehicle type
  - Pedestrian and cyclist
- Automatic Number Plate Recognition (ANPR)
  - Vehicle count
  - Vehicle routing
  - Journey times
- MCC & ANPR undertaken for study area on Tuesday 15th May 2018 between 7am -7pm

# Traffic Surveys – Tuesday 15 May

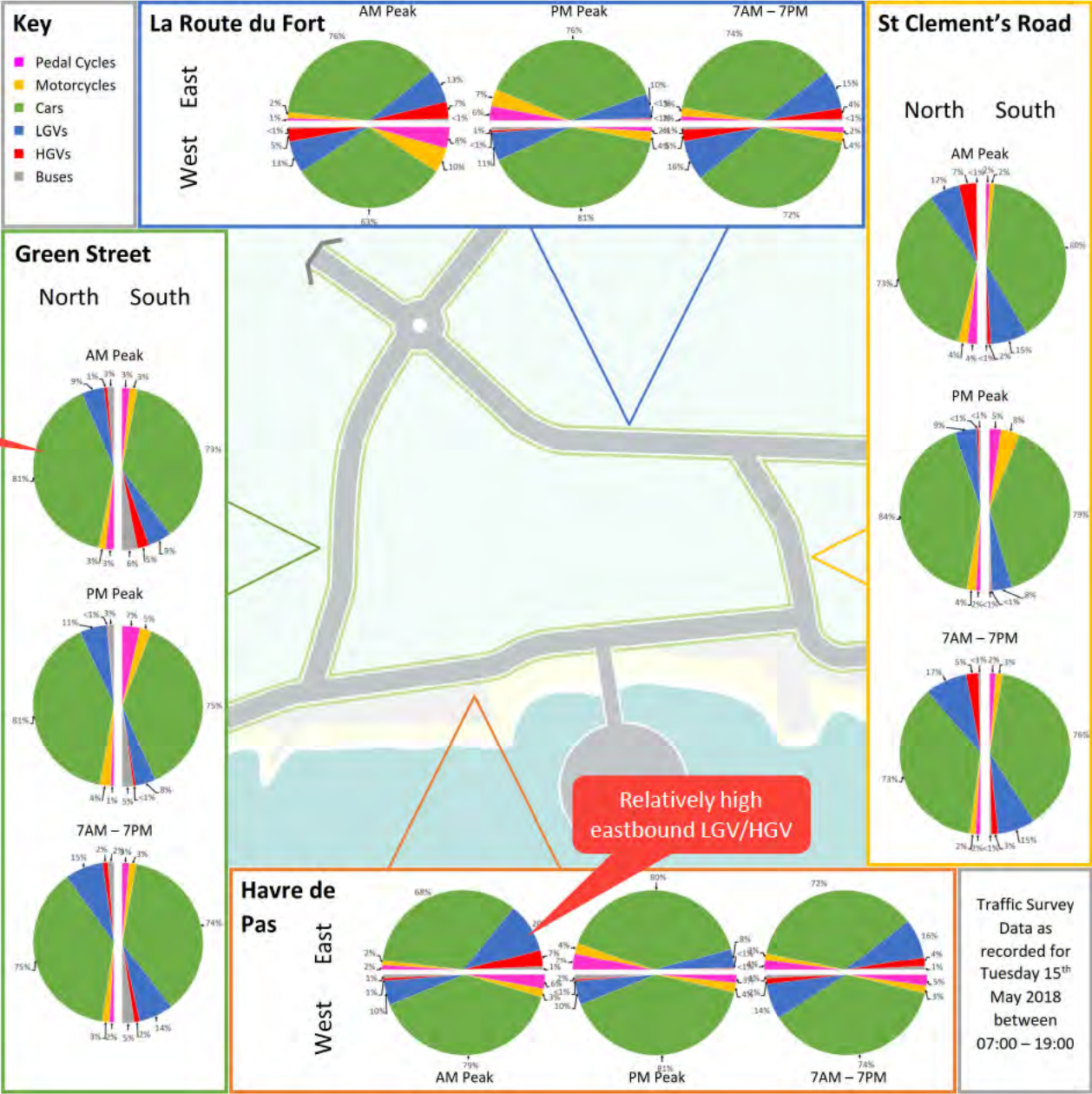
## • Turn counts & ANPR



DATA



# Traffic composition



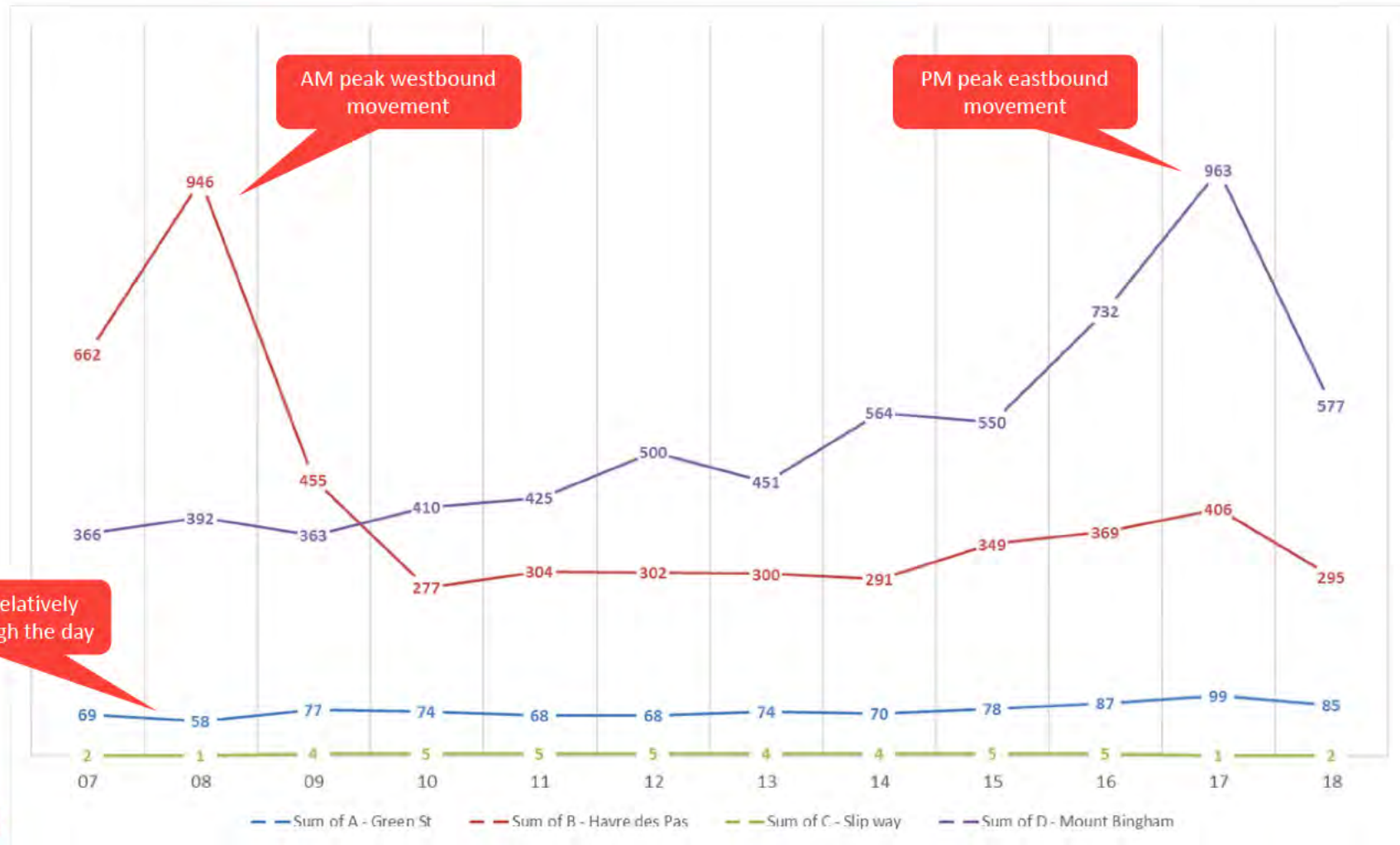
DATA

- Turn counts & ANPR



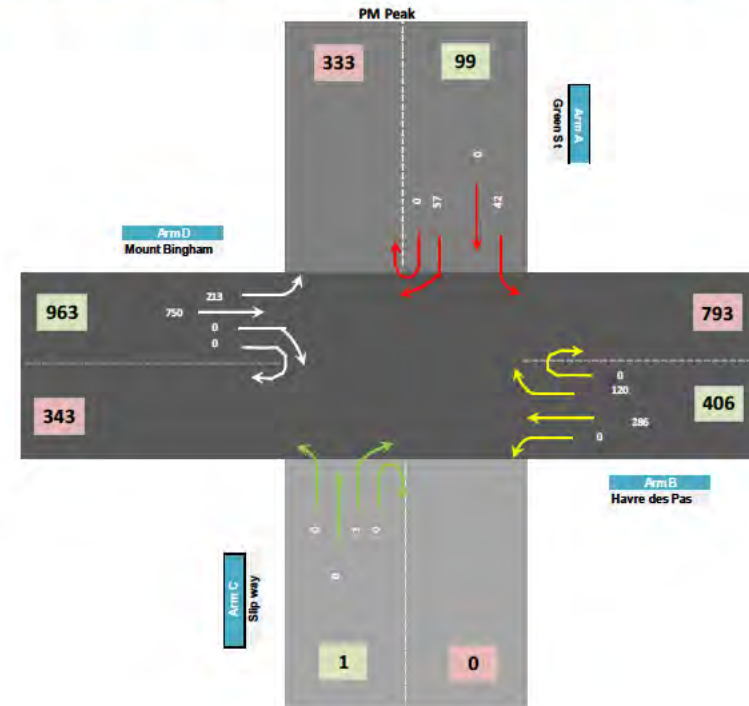
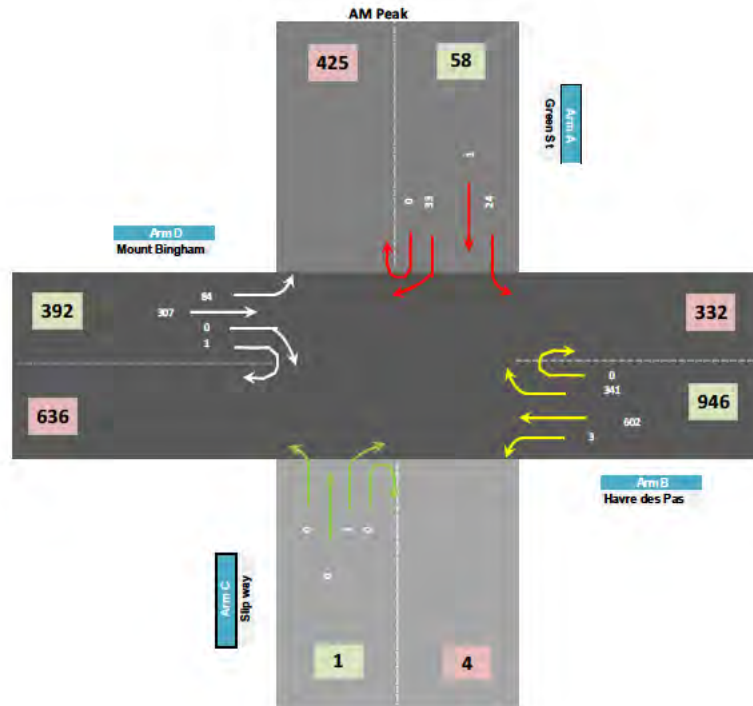


## Green St / Havre des Pas



DATA

## Green St / Havre des Pas



12 hour flows:

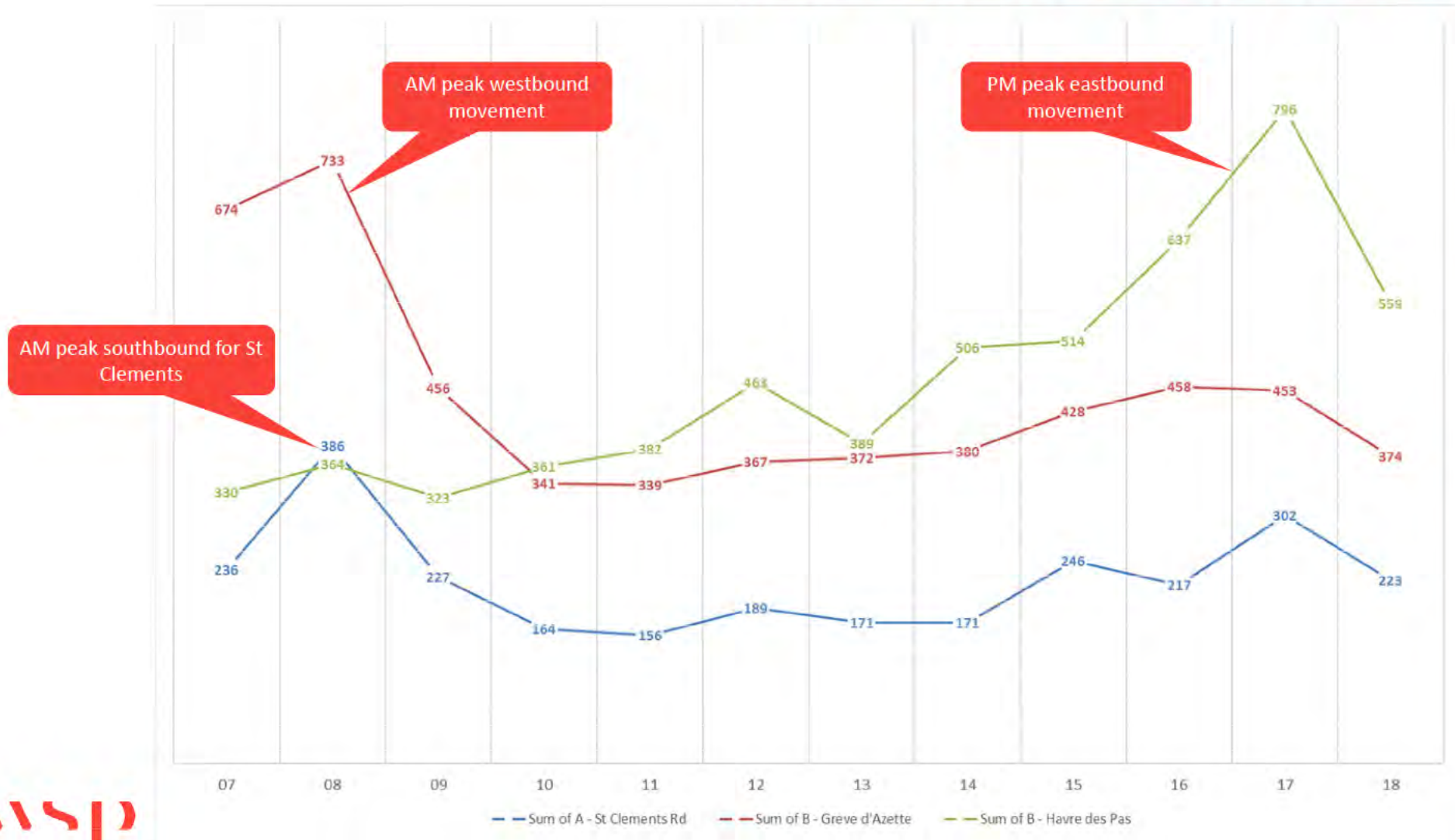
- Green St: 907 Sb\* / 3,050 Nb (9 / 5% hgv)
- Havre des Pas: 4,956 Wb / 5,340 Eb (4 / 6% hgv)
- Mount Bingham: 3,768 Wb / 6,293 Eb (4 / 5% hgv)



- Turn counts & ANPR



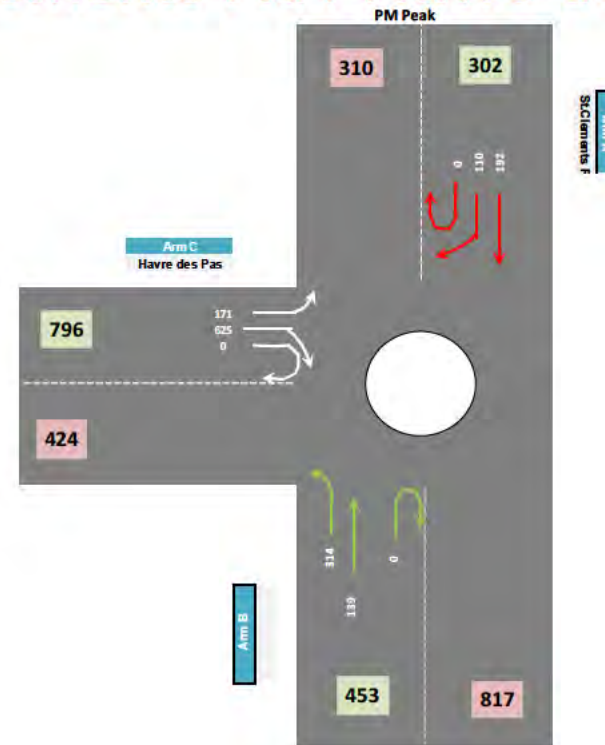
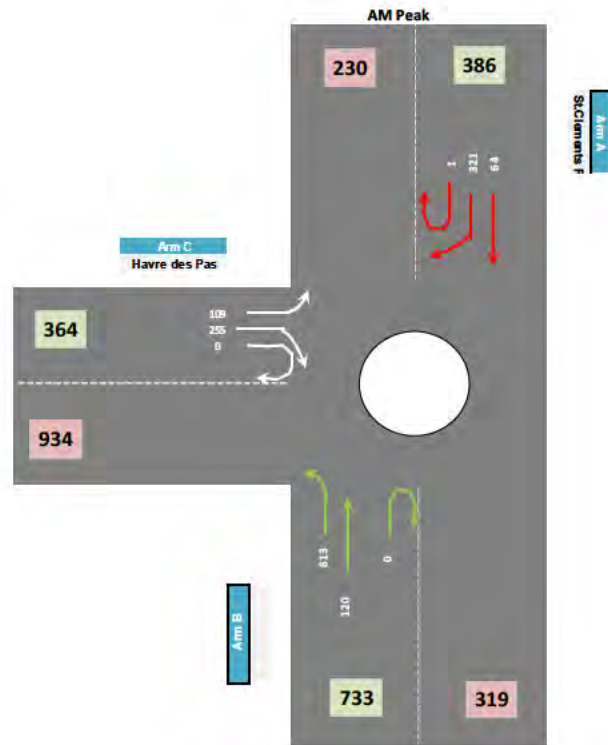
# St Clements Rd / Havre des Pas



DATA



## St Clements Rd / Havre des Pas



12 hour flows:

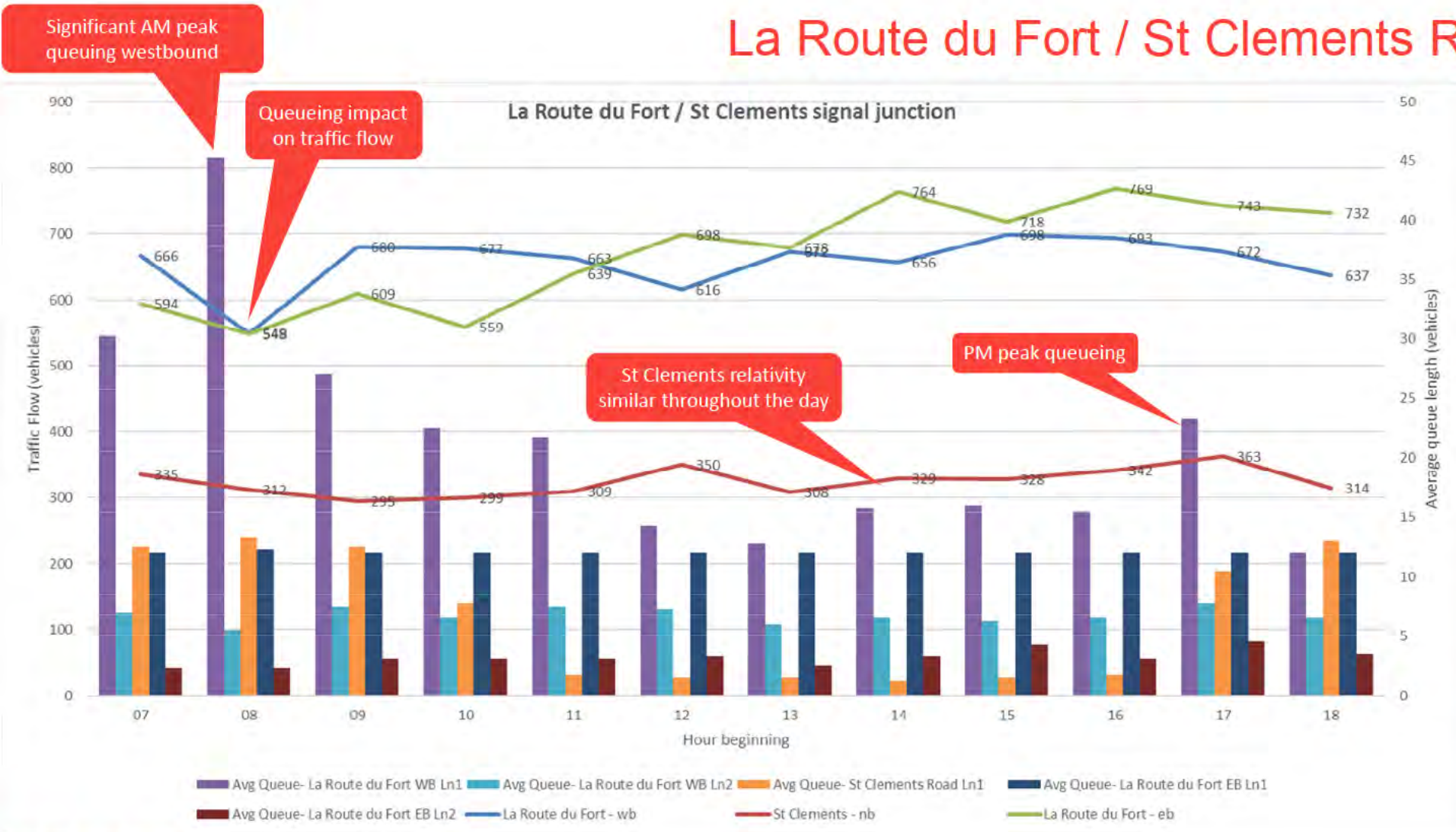
- St Clements: 2,688 Sb / 3,297 Nb (4 / 7% hgv)
- Greve d'Azette: 5,375 Wb / 5,274 Eb (4 / 4% hgv)
- Havre des Pas: 5,116 Wb / 5,624 Eb (4 / 6% hgv)

- Turn counts & ANPR





# La Route du Fort / St Clements Rd



DATA

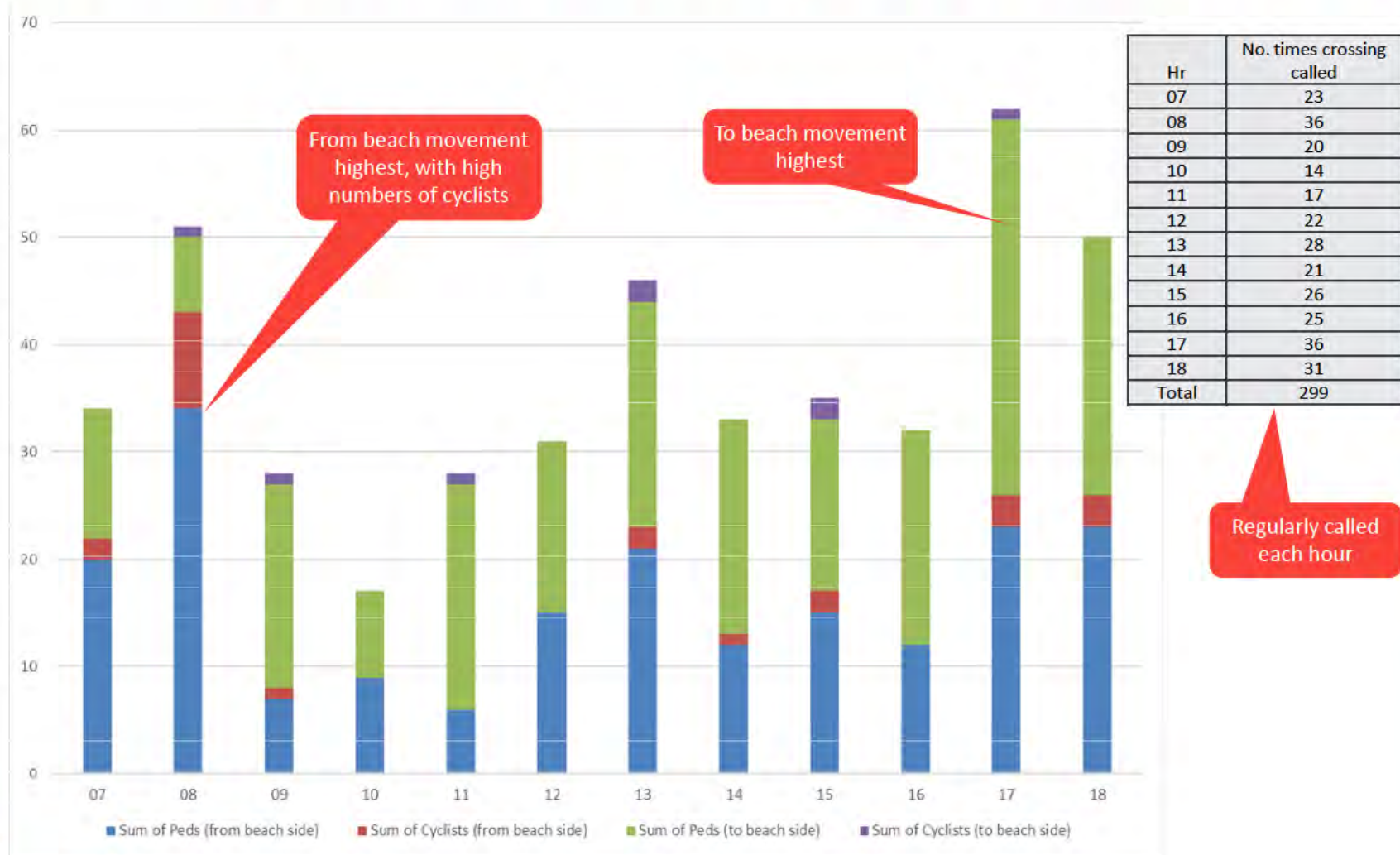
# Pedestrian & Cyclist Surveys – Tuesday 15 May



DATA



## Pedestrian & Cyclist Count at crossing near Green St / slipway

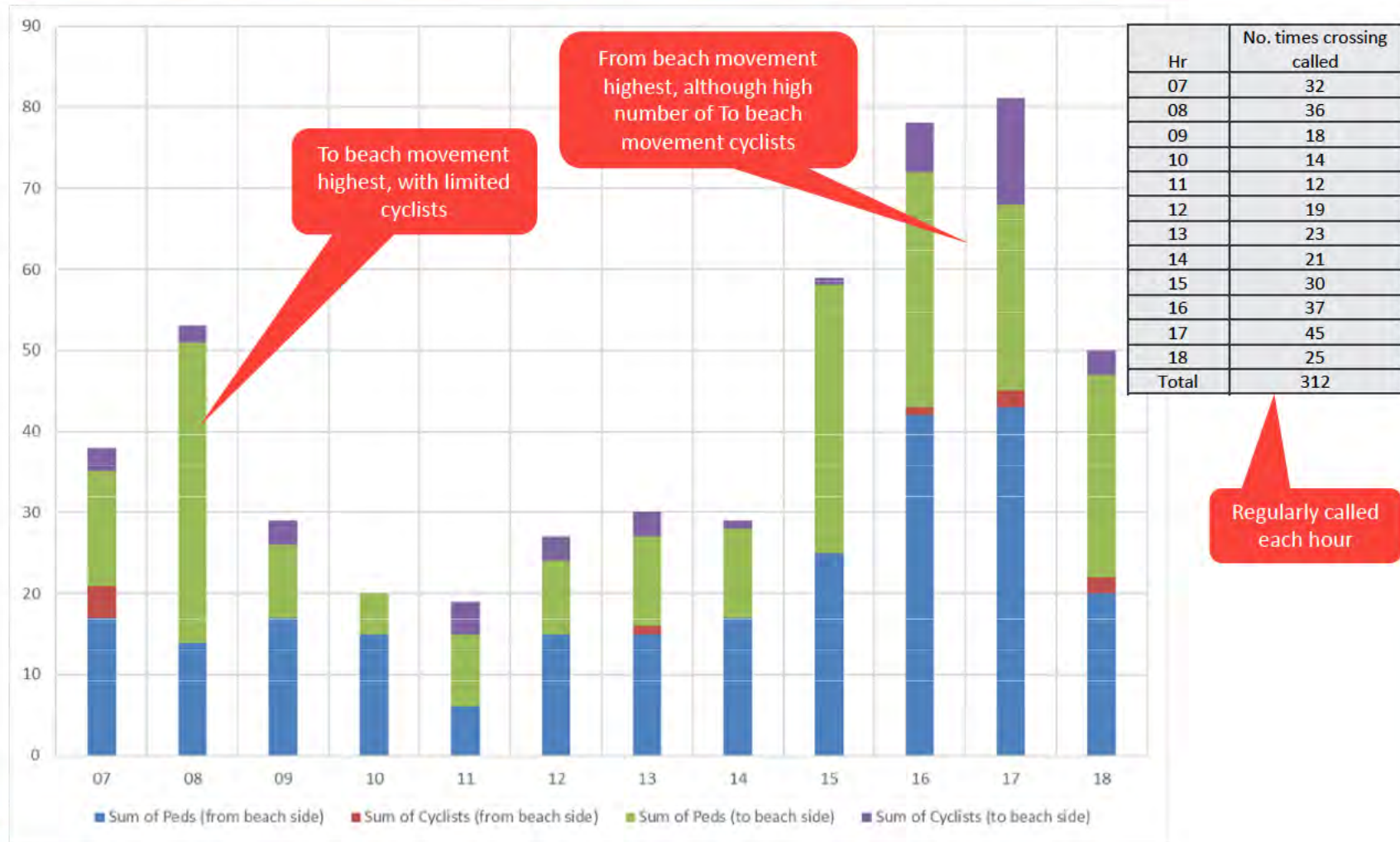


## Pedestrian & Cyclist Surveys – Tuesday 15 May





# Pedestrian & Cyclist Count at crossing near Lido



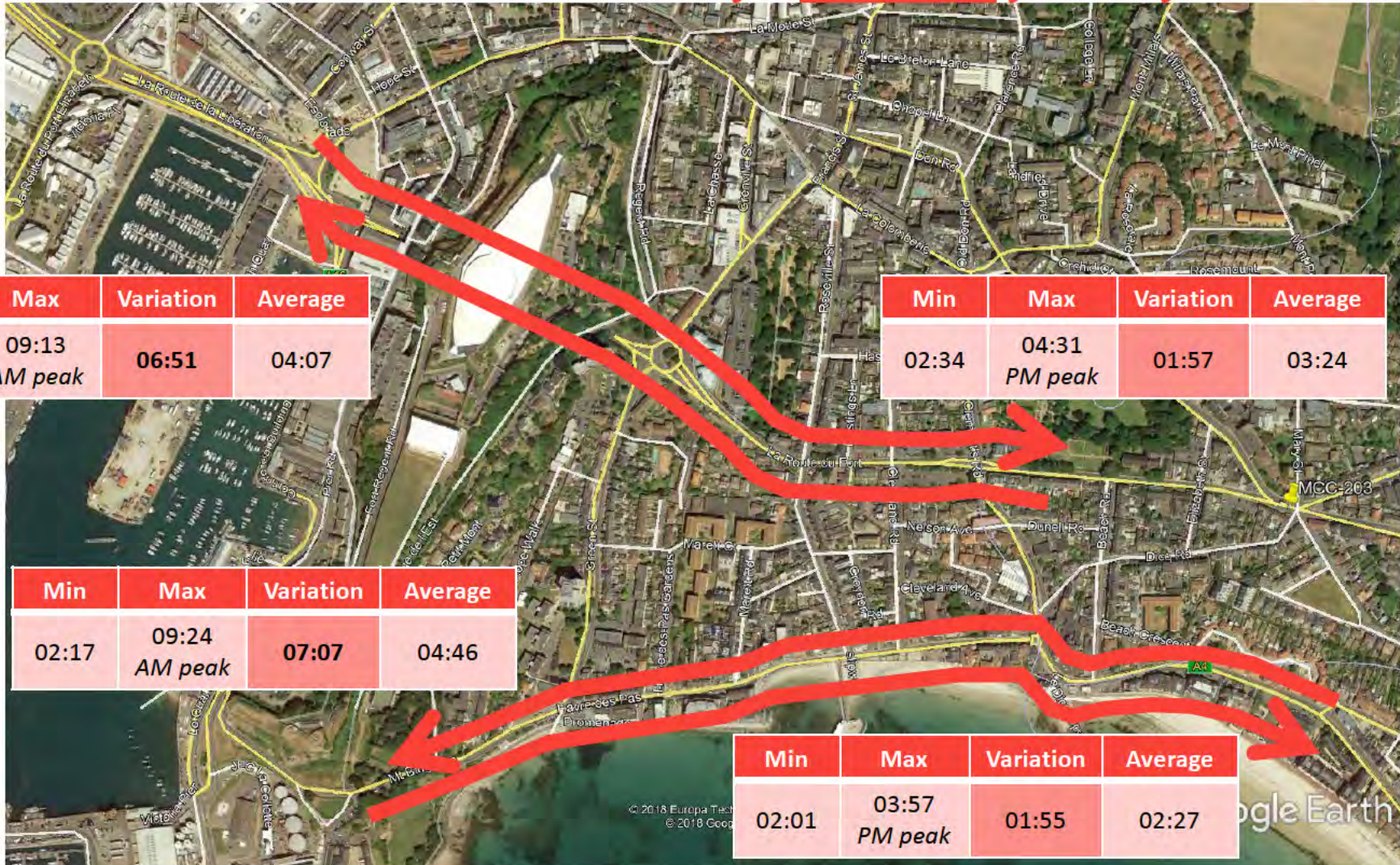
## Vehicle movement surveys

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## Vehicle movement survey - Average journey times



Approx.  
route  
distance  
1km



DATA

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Google Earth



## Vehicle movement surveys

- Example journey routes through the study area

Route	AM	PM
Greve d'Azette / Green Road to (ANPR 007/008):		
La Route du la Liberation	58%	57%
Green Street (north)	27%	11%
St Clements Road (north)	9%	14%
La Route du Fort (ANPR 005):		
La Route du la Liberation	55% (of which ~20% via Mount Bingham)	55% (of which ~20% via Mount Bingham)
Green Street (north)	16%	16%
St Clements Road (north)	20%	23%
La Route du La Liberation (ANPR 101):		
La Route du La Liberation (U-turns / South Hill?)	15%	7%
Green Street (north)	32%	19%
St Clements Road (north)	11%	12%
Greve d'Azette / Green Road	12%	31%
Weighbridge Place	8%	4%

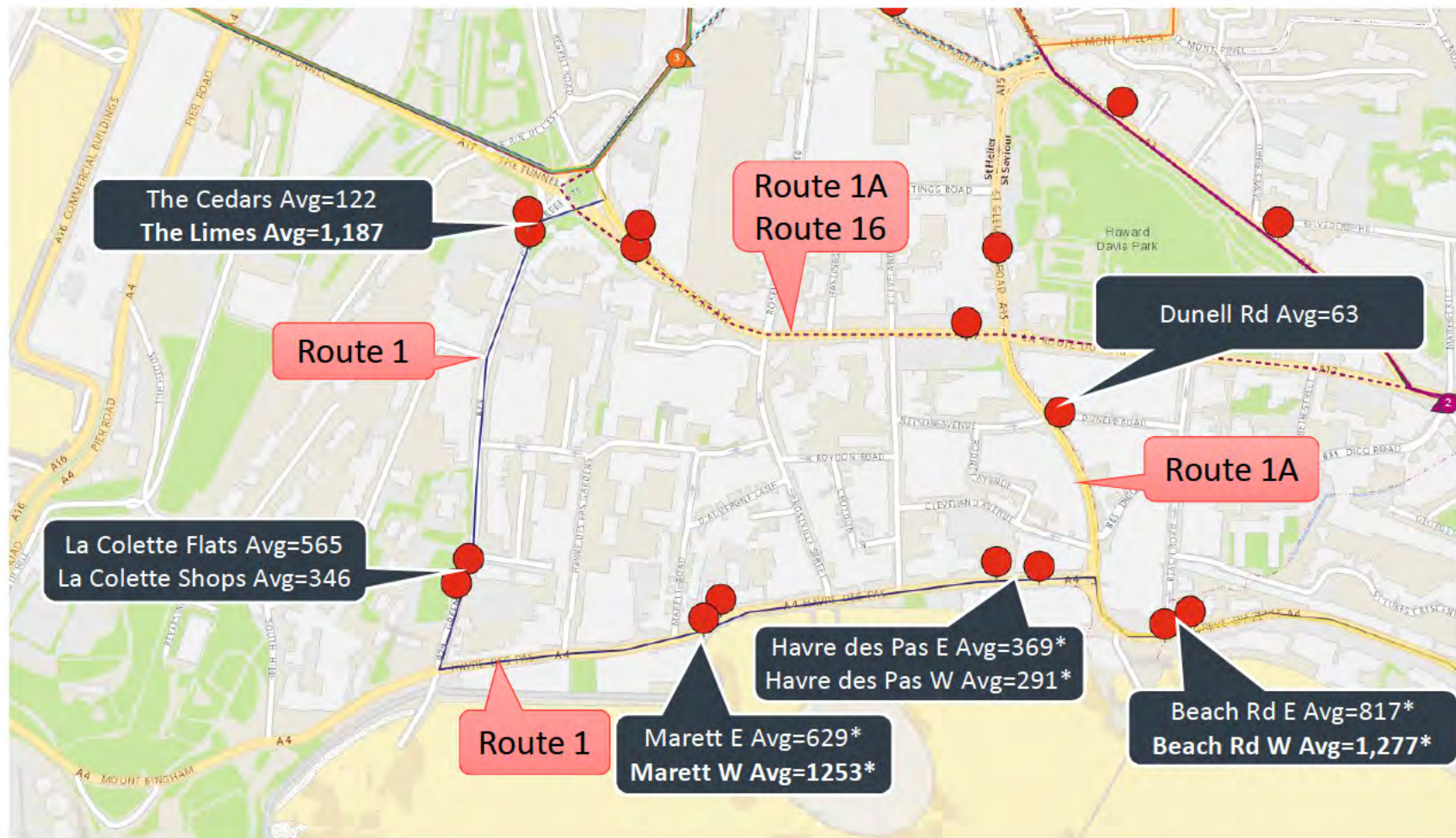


**Buses**

**wsp**



## Bus Routes, Stops & Monthly Usage (2017)



DATA



**Accident  
Data**

**wsp**

## Accident Data – last 5 years





## **Group Exercise 1**

**What are the main issues for improvement?**

# What are the main issues?

**TRAFFIC CONGESTION**



**LACK OF PUBLIC PARKING**



**NARROW FOOTPATHS**



**BUS CONFLICTS ON GREEN STREET**



**HGVs THROUGH HAVRE DES PAS**



**LACK OF IDENTITY WITHIN PUBLIC REALM**





# What are the issues around traffic?

**SPEED**



**NOISE**



**VIBRATION**



**AIR QUALITY**



**SAFETY**



## FACTORS

Speed limits/ Traffic calming

Road surface/ Vehicle mix/  
Volume/ Driver behaviour

Road surface/ Vehicle mix/  
Volume/ Driver behaviour

Vehicle mix/ Volume/ Queuing

Speed/ Volume/ Design

## Group Exercise 1

- Discuss and consider as a group what the main issues are for the Havre des Pas Area
- Shortlist your top 5 issues
- Appoint a spokesperson to present back to the workshop
- 20 minutes plus 10 minutes for feedback



**Potential  
Opportunities**

**wsp**

# Opportunities

## STUDY OBJECTIVES

1. Reduce significantly the volume of traffic passing through the area, particularly on Havre des Pas and Green Street.
2. Redefine Havre des Pas as a residential 'village area' whilst also making it a more attractive destination for people to visit.

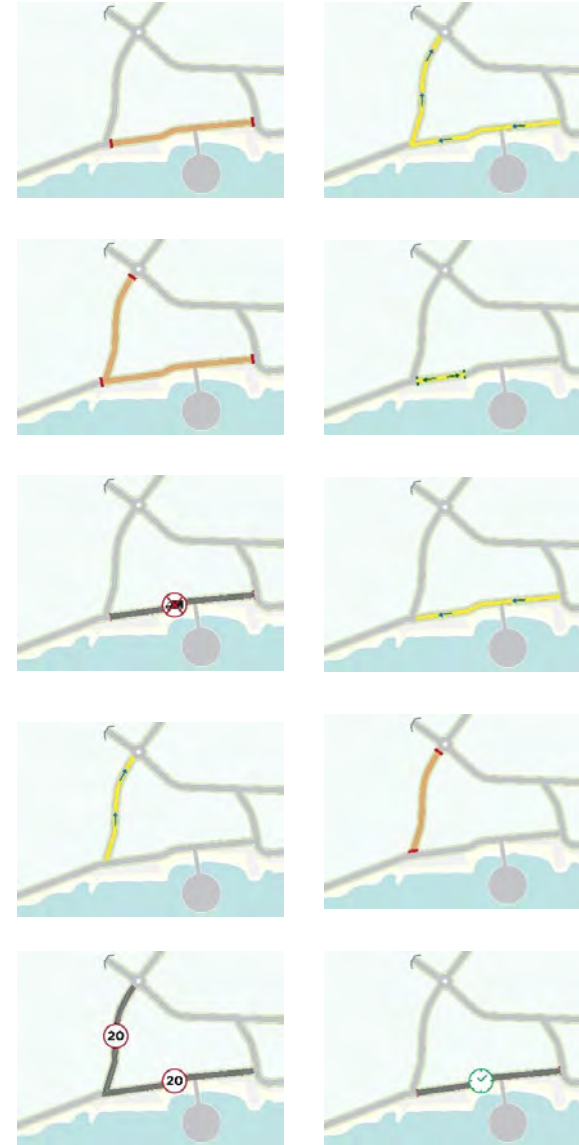
A number of potential intervention schemes have been identified.

Each would provide both **benefits** and **disbenefits**, and some are more practical and deliverable than others.

In order to take potential schemes forward to more detailed analysis and development it would be useful to reduce the number of potential schemes.

There may also be other potential interventions that should be added to the list.

The following slides set out a series of options and a brief assessment. However detailed analysis has yet to be carried.



# Havre des Pas Closure



- Removes all traffic activity, noise and congestion
- Creates a pedestrian friendly environment
- Opportunities for significant public realm improvement
- Likely very significant adverse impacts from displaced traffic in wider context
- Adverse impact on bus routes
- Constrains building/servicing access

Test against objectives: red, amber, green

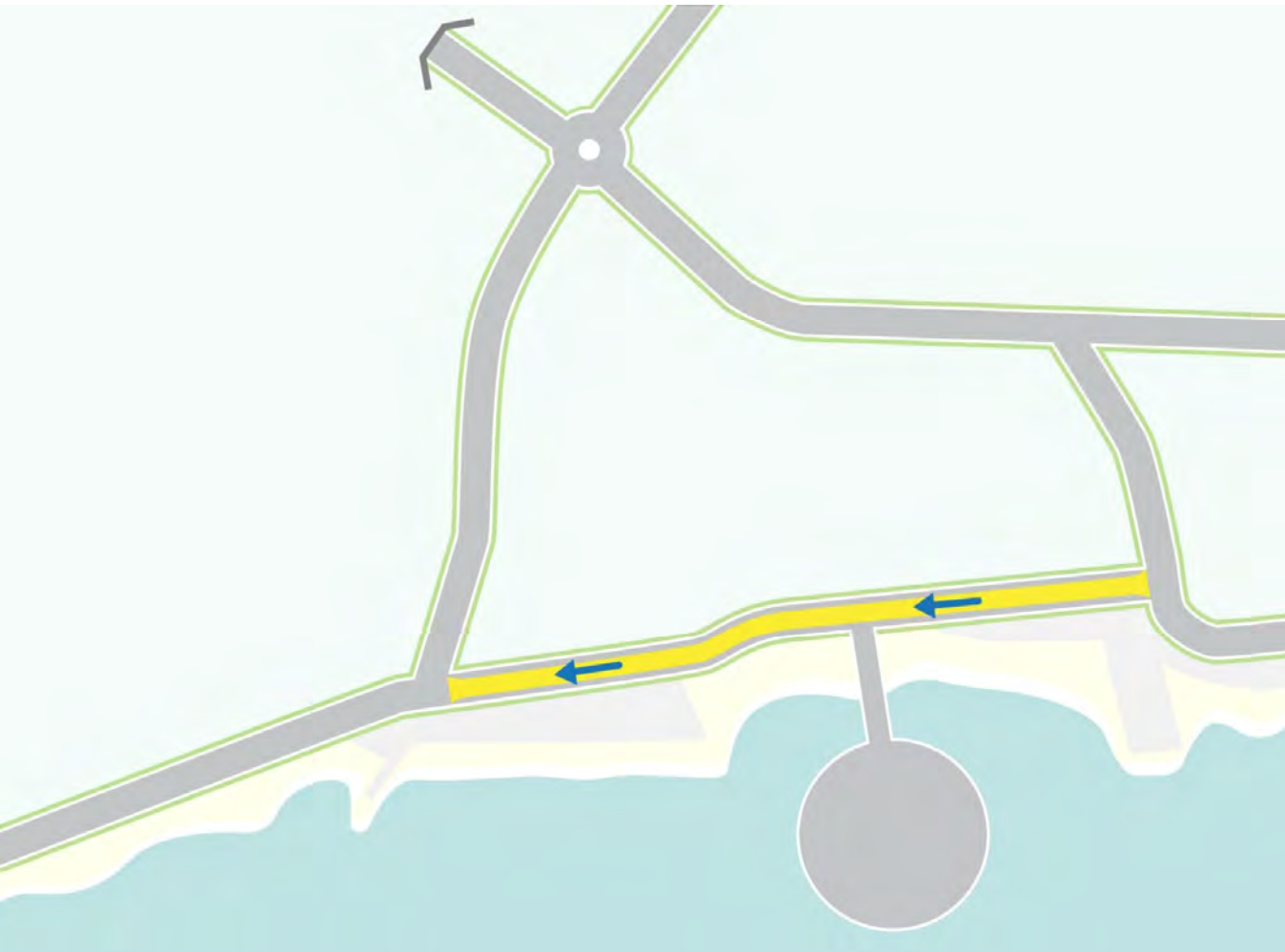
Objective 1 - traffic

Objective 2 – village destination

OPPORTUNIT



## Havre des Pas One-Way (Fixed)



- Significantly reduces traffic activity, noise and congestion
- Creates improved pedestrian environment with widened pavements
- Significant adverse impacts from displaced traffic in wider context
- Adverse impact on east bound bus routes
- Some constraint to building/servicing access

Test against objectives: red, amber, green

Objective 1 - traffic



Objective 2 – village destination



# Havre des Pas One-Way (Tidal)



- Reduces traffic to single lane though western section
- Improves pedestrian environment with widened pavement(s) within western section
- Adverse impacts from displaced traffic in wider context
- Very difficult to implement and operate- variable matrix signing and signals
- Impact on bus routes
- Some constraint to building/servicing access

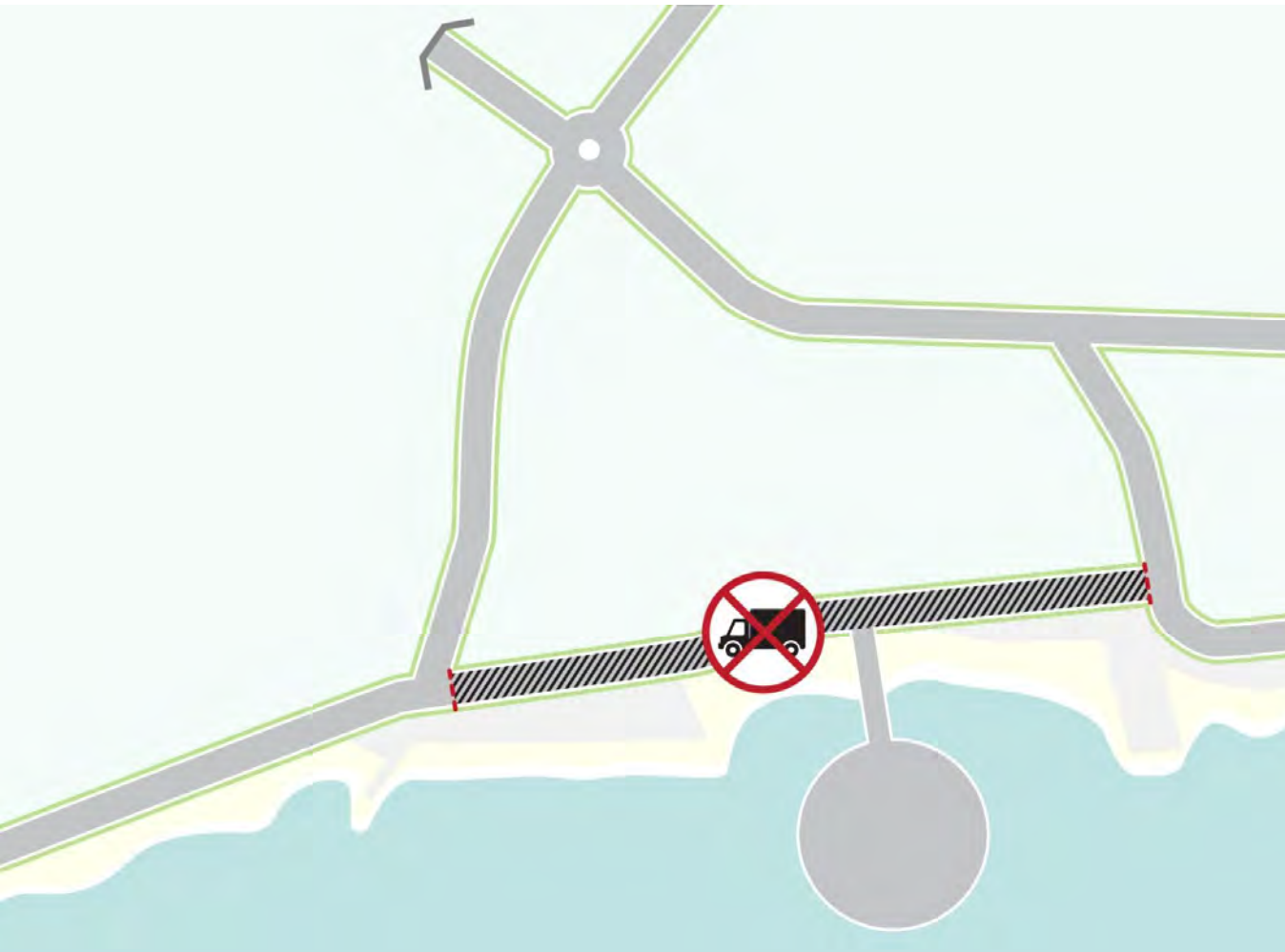
Test against objectives: red, amber, green

Objective 1 - traffic

Objective 2 – village destination

OPPORTUNIT

# Havre des Pas Weight Restriction



- Removes HGV traffic with related noise and vibration
- Improves local air quality
- Traffic volume reduced by 5%
- Adverse impacts from displaced traffic in wider context, but modest compared to other options
- Constrains building/servicing access

Test against objectives: red, amber, green

Objective 1 - traffic

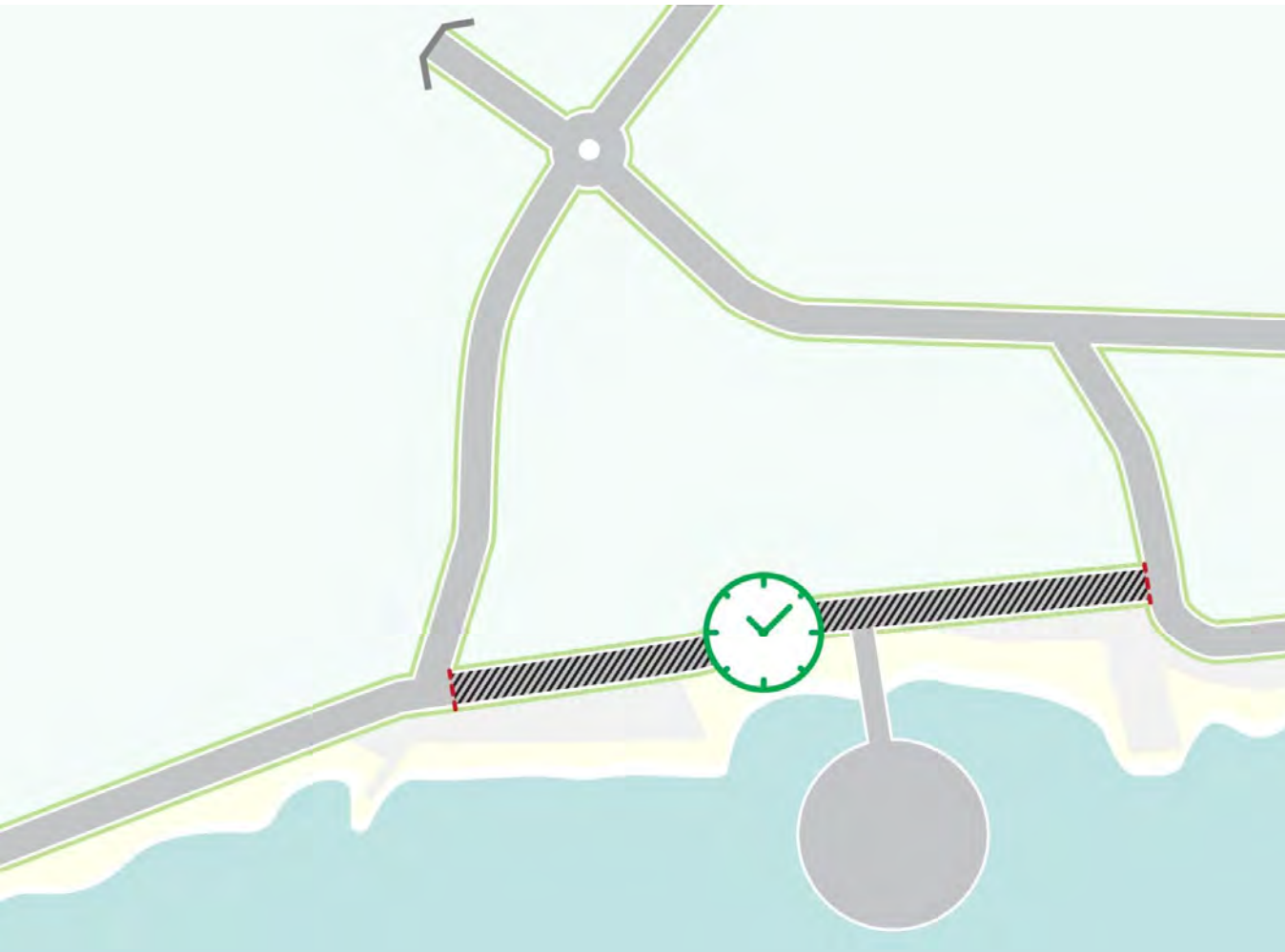


Objective 2 – village destination





# Havre des Pas Evening/Weekend Closure



- Removes traffic from HdP for defined off-peak periods
- Creates pedestrian friendly environment for defined periods
- Opportunity for on-street parking during closure times
- Enables weekend/evening events and activities
- Avoids the significant adverse traffic impact on wider network at peak times
- Adverse impacts from displaced traffic in wider context, but at off peak times only
- Constrains building/servicing access during closure times

Test against objectives: red, amber, green

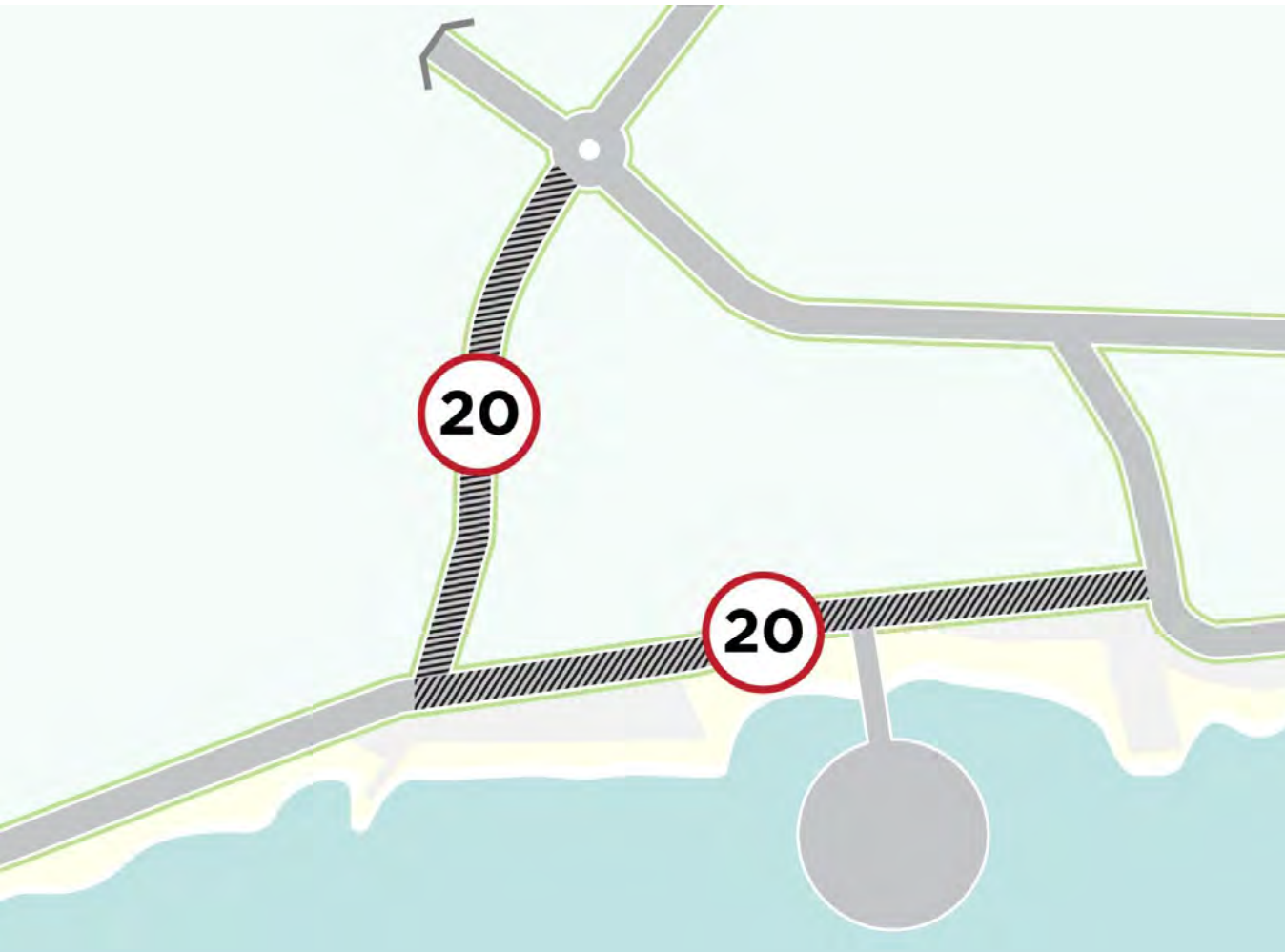
Objective 1 - traffic



Objective 2 – village destination



## Havre des Pas/ Green Street Speed Restriction



- Reduced traffic speeds on main routes
- Improved pedestrian safety
- Reduced noise and vibration
- Opportunity to create gateways
- Opportunity for Public realm/traffic calming
- Likely no significant change to existing traffic conditions at peak times

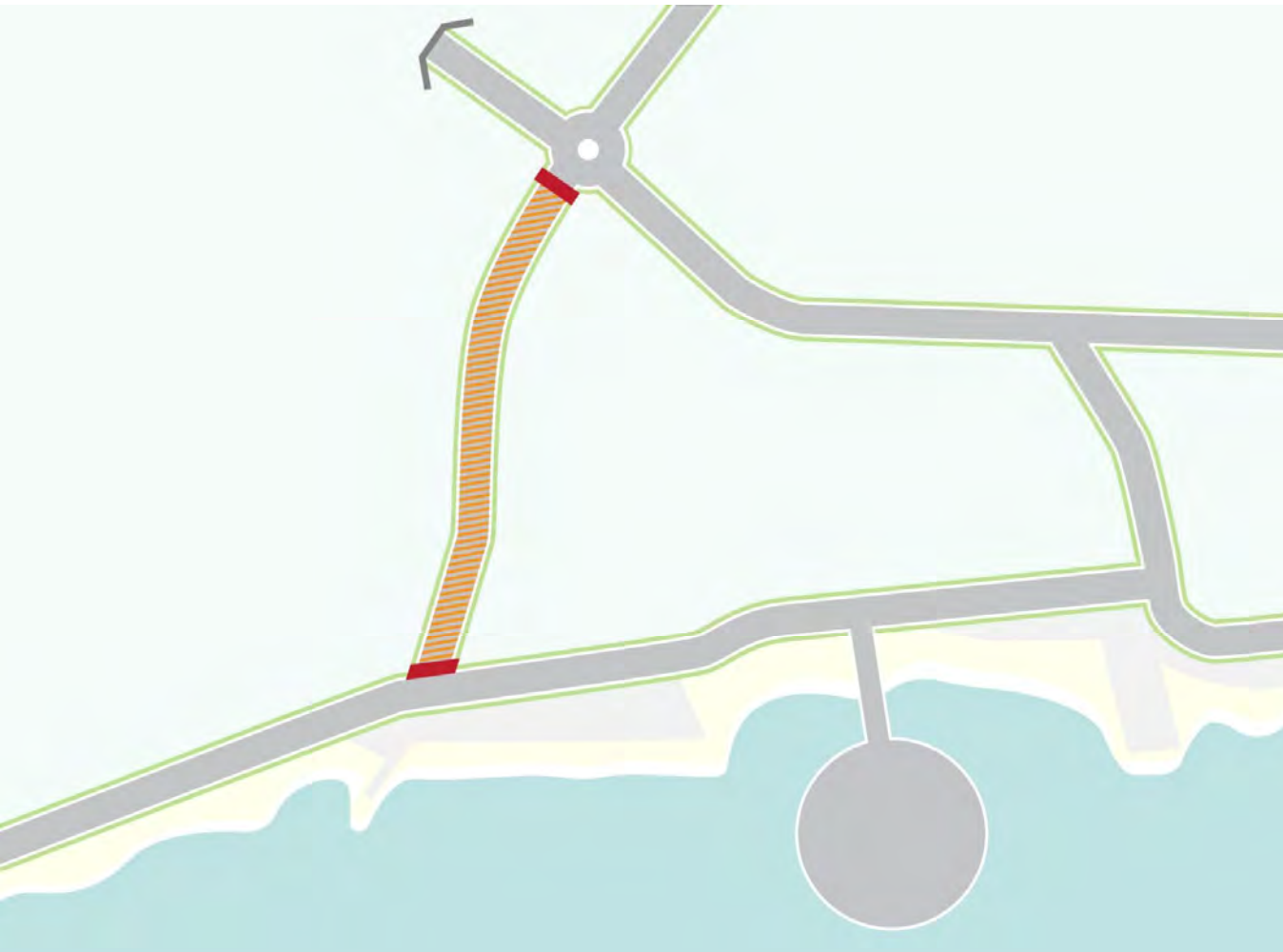
Test against objectives: red, amber, green

Objective 1 - traffic

Objective 2 – village destination



## Green Street Closure



- Removes traffic from Green St
- Creates pedestrian friendly environment on Green Street
- Adverse impacts from displaced traffic in wider context
- Constrains building/servicing access
- Likely minimal change to Havre des Pas
- Significant impact for bus routes

Test against objectives: red, amber, green

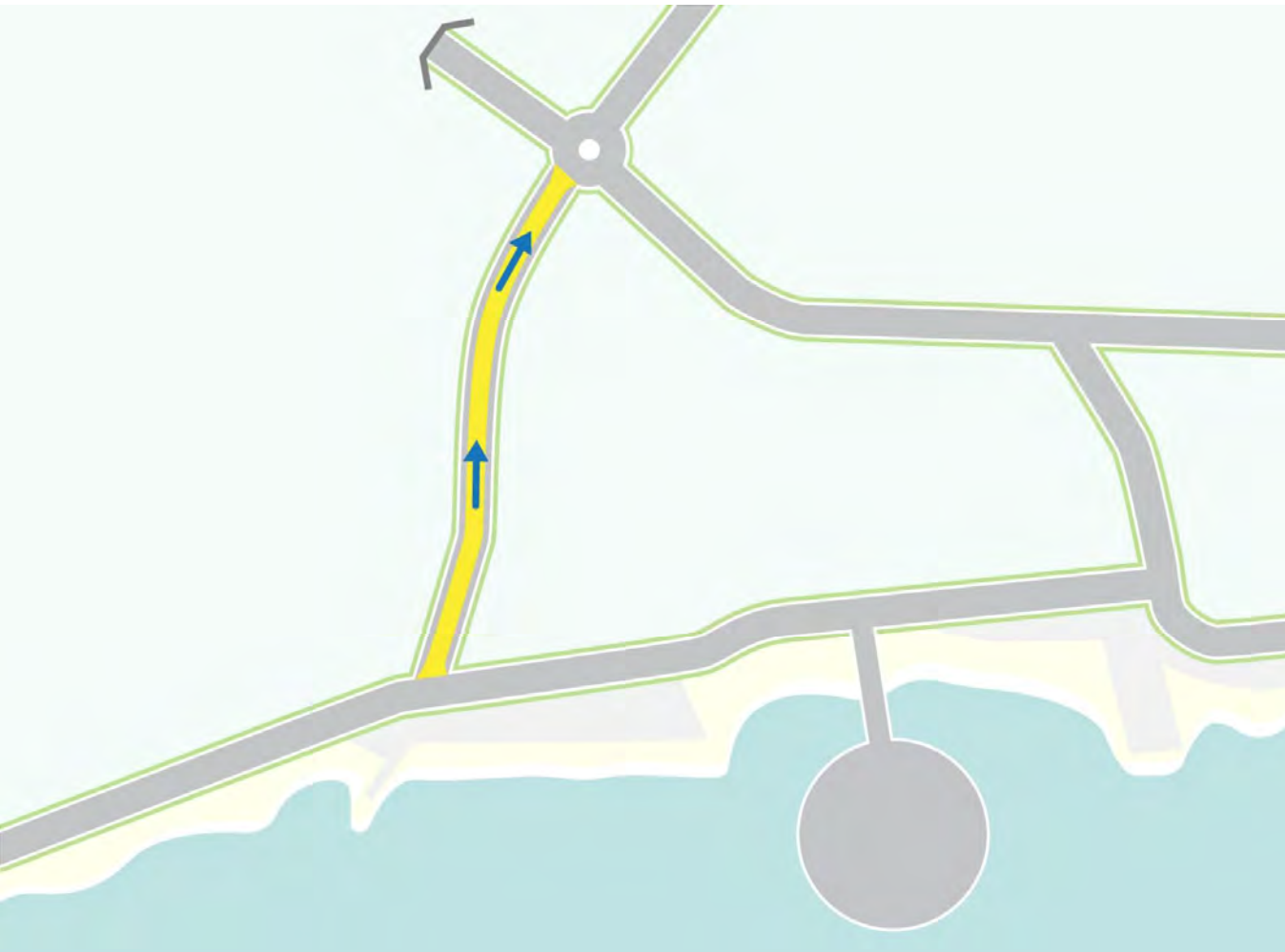
Objective 1 - traffic

Objective 2 – village destination





## Green Street One-Way (Fixed)



- Reduces traffic to single lane along full length of Green St
- Reduces traffic activity, noise and congestion on Green St
- Creates improved pedestrian environment
- Significant adverse impacts from displaced traffic in wider context
- Adverse impact on east bound bus routes
- Some constraint to building/servicing access
- Likely minimal change to Havre des Pas

Test against objectives: red, amber, green

Objective 1 - traffic

Objective 2 – village destination

OPPORTUNIT

# Havre des Pas/Green Street Closure



- Removes traffic from Havre des Pas and Green Street
- Significantly reduces traffic activity, noise and congestion
- Creates pedestrian friendly environment
- Likely very significant adverse impacts from displaced traffic in wider context
- Very significant adverse impact on bus routes
- Constraint to building/servicing access

Test against objectives: red, amber, green

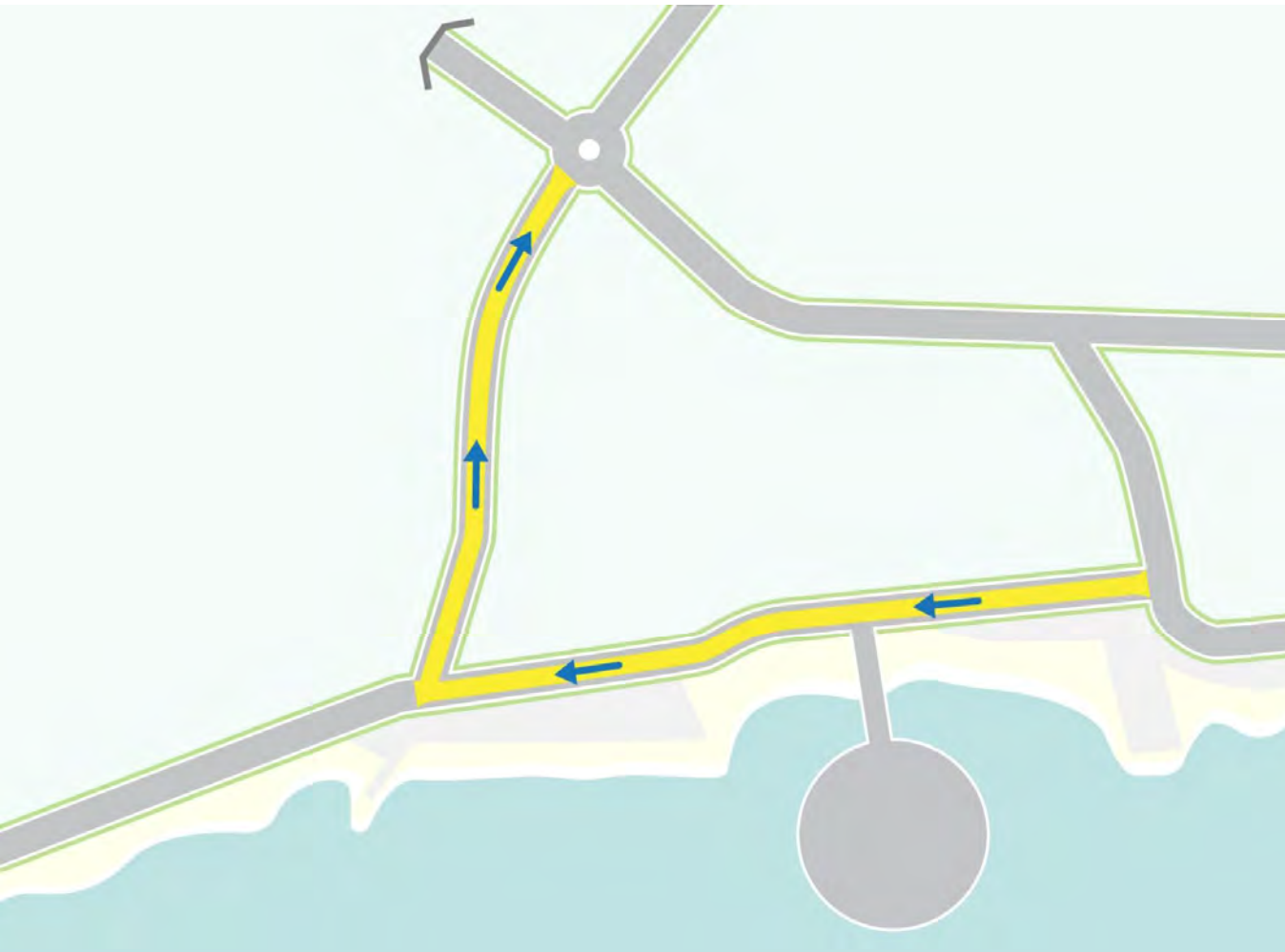
Objective 1 - traffic



Objective 2 – village destination



# Havre des Pas/Green Street One-Way



- Reduces traffic to single lane along full length of Havre des Pas and Green Street
- Significantly reduces traffic activity, noise and congestion
- Creates improved pedestrian environment with widened pavements
- Significant adverse impacts from displaced traffic in wider context
- Adverse impact on east bound bus routes
- Some constraint to building/servicing access

Test against objectives: red, amber, green

Objective 1 - traffic



Objective 2 – village destination

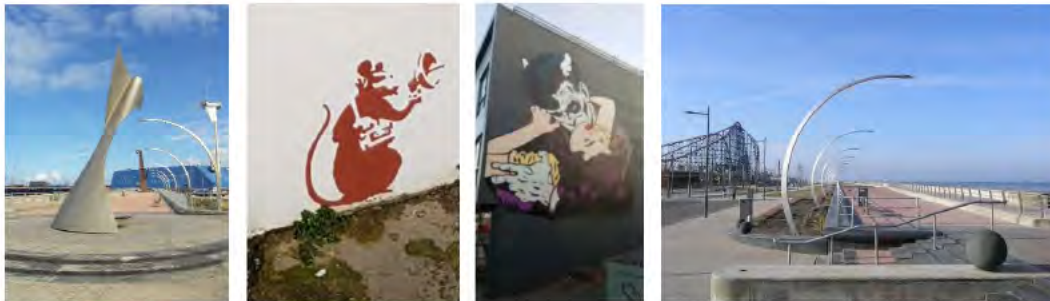




# Public Realm Improvements Only

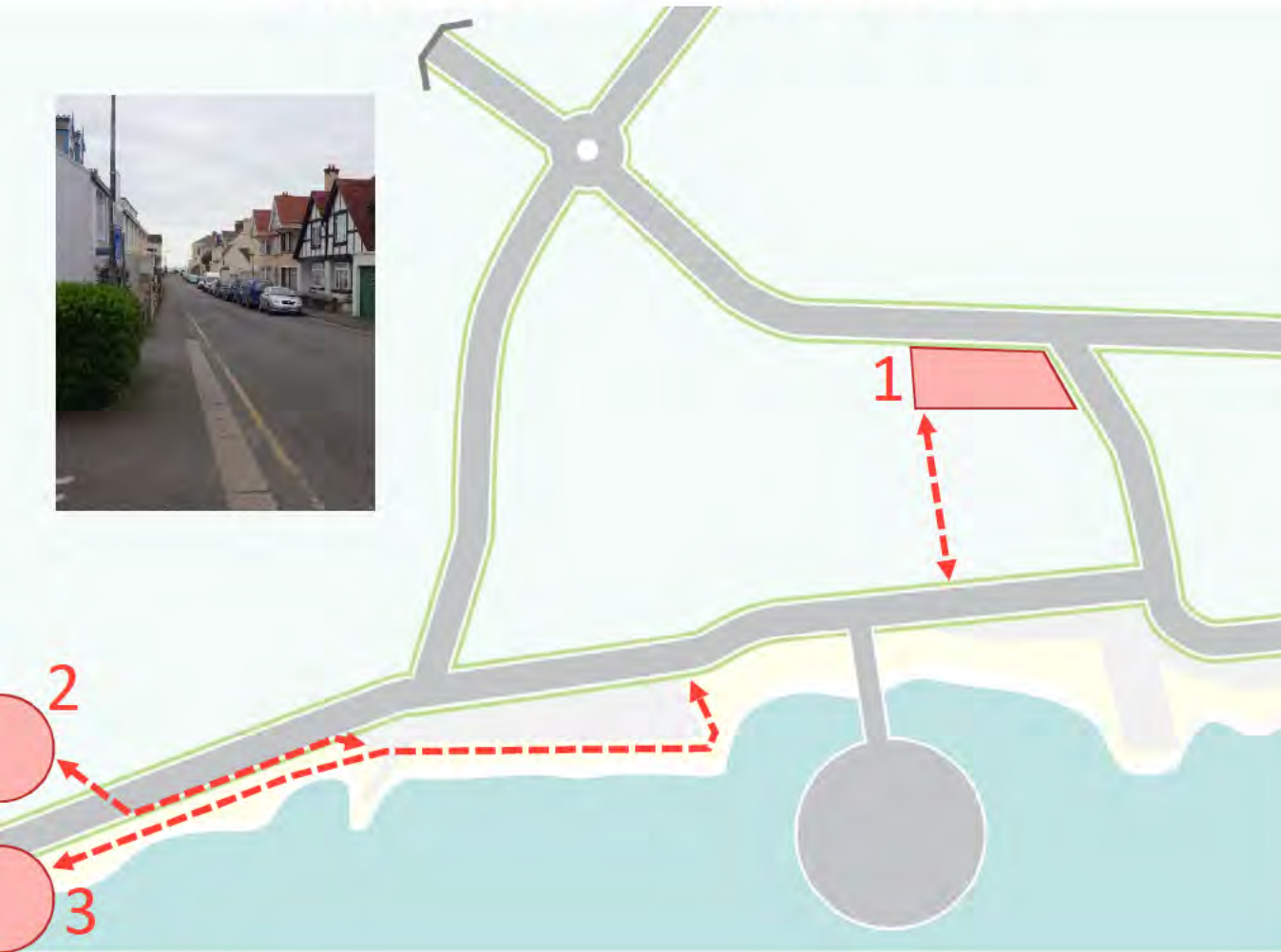


- Improves the quality of public realm materials and furniture
- Enhances sense of place
- Opportunities for interpretation
- Opportunities for public art
- Does not reduce traffic impacts



Test against objectives: red, amber, green	
Objective 1 - traffic	red
Objective 2 – village destination	yellow

# Public Car Parking Options



- 1:  
Existing Route du Fort car park –  
potential for multi-storey parking:  
-Existing site  
-Direct pedestrian link to  
Havre des Pas
- 2:  
Mount Bingham car park creation:  
-Access/topography issues  
-Loss of green space
- 3:  
La Collette car park creation:  
-Limited sites available  
-Distance from Havre des Pas

Test against objectives: <i>red, amber, green</i>	
Objective 1 - traffic	Red
Objective 2 – village destination	Yellow



## Opportunities Matrix

REF	OPPORTUNITY	Objective 1 (Traffic)	Objective 2 (Village)	Recommended for Assessment (Yes/No)
1	Havre des Pas Closure			Yes
2	Havre des Pas One-Way (Fixed)			Yes
3	Havre des Pas One-Way (Tidal)			No
4	Havre des Pas Weight Restriction			Yes (in combination with 1&2)
5	Havre des Pas Evening/Weekend Closure			Yes (in combination with 1&2)
6	Speed Restriction			DfI Committed scheme
7	Green Street Closure			Yes
8	Green Street One-Way			Yes
9	Havre des Pas & Green Street Closure			Yes
10	Havre des Pas & Green One-Way			Yes
11	Public Realm Improvements Only			No
12	Car Parking Provision			Yes



## Jersey Traffic Model Options Assessed

- Do Minimum – existing plus proposed 20mph limit
- Option A - Full closure of Havre des Pas between Green St and St Clements except for access
- Option B – Full closure of Havre des Pas between Green St and St Clements except for access and Green Street between La Route du Fort and Havre des Pas
- Option C – One way only on Green St Northbound
- Option D – One way only on Havre des Pas Westbound
- Option E – Option C + Option D (one-way on Havre des Pas and Green St)
- Option F – HGV ban on Havre des Pas/Green St + Option A (full closure)
- Option G – HGV ban on Havre des Pas + Option E (one-way on Havre des Pas and Green St)

**Do Minimum  
- Dfl  
Proposed  
Speed Limit**

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# Jersey Traffic Model

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# Jersey Traffic Model Modelled Network



# Jersey Traffic Model Network Statistics

AM Peak	DM	Option A		Option B		Option C		Option D		Option E		Option F		Option G	
Total Delay (hrs)	395	526	33.0%	566	43.1%	417	5.4%	449	13.7%	454	15.0%	515	30.3%	444	12.4%
Total Distance (km)	37,104	37,403	0.8%	37,461	1.0%	37,170	0.2%	37,310	0.6%	37,352	0.7%	36,992	-0.3%	36,939	-0.4%
Total Travel Time (hrs)	1,554	1,700	9.4%	1,742	12.2%	1,575	1.4%	1,616	4.0%	1,624	4.5%	1,678	8.0%	1,601	3.1%
Avg Delay per Veh (min)	1.38	1.83	32.8%	1.96	42.8%	1.45	5.3%	1.56	13.5%	1.58	14.7%	1.80	31.0%	1.56	13.1%

PM Peak	DM	Option A		Option B		Option C		Option D		Option E		Option F		Option G	
Total Delay (hrs)	298	460	54.4%	490	64.4%	292	-1.9%	448	50.3%	443	48.6%	457	53.3%	442	48.1%
Total Distance (km)	36,741	37,213	1.3%	37,159	1.1%	36,776	0.1%	37,183	1.2%	37,218	1.3%	37,104	1.0%	37,161	1.1%
Total Travel Time (hrs)	1,437	1,621	12.8%	1,654	15.2%	1,432	-0.3%	1,611	12.1%	1,609	12.0%	1,613	12.3%	1,591	10.7%
Avg Delay per Veh (min)	1.10	1.70	54.5%	1.81	64.4%	1.08	-2.0%	1.65	50.4%	1.63	48.6%	1.69	53.6%	1.63	48.3%



\*Full closure

\*One-way closure



# Jersey Traffic Model

## Traffic Flow impact – Option B - AM Peak

### Full Closure of Havre des Pas and Green Street



# Jersey Traffic Model

## Traffic Flow impact – Option B - PM Peak

### Full Closure of Havre des Pas and Green Street

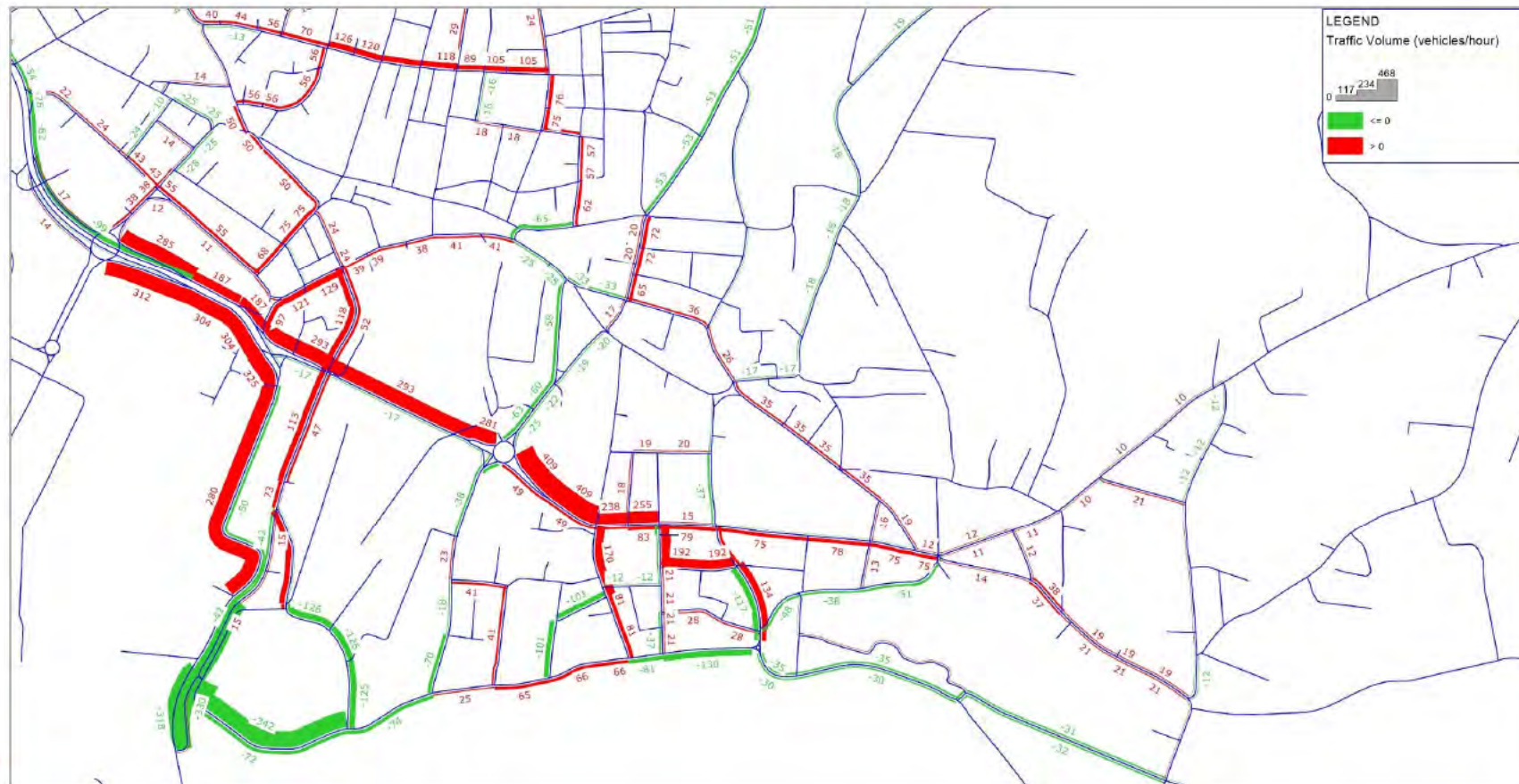




# Jersey Traffic Model

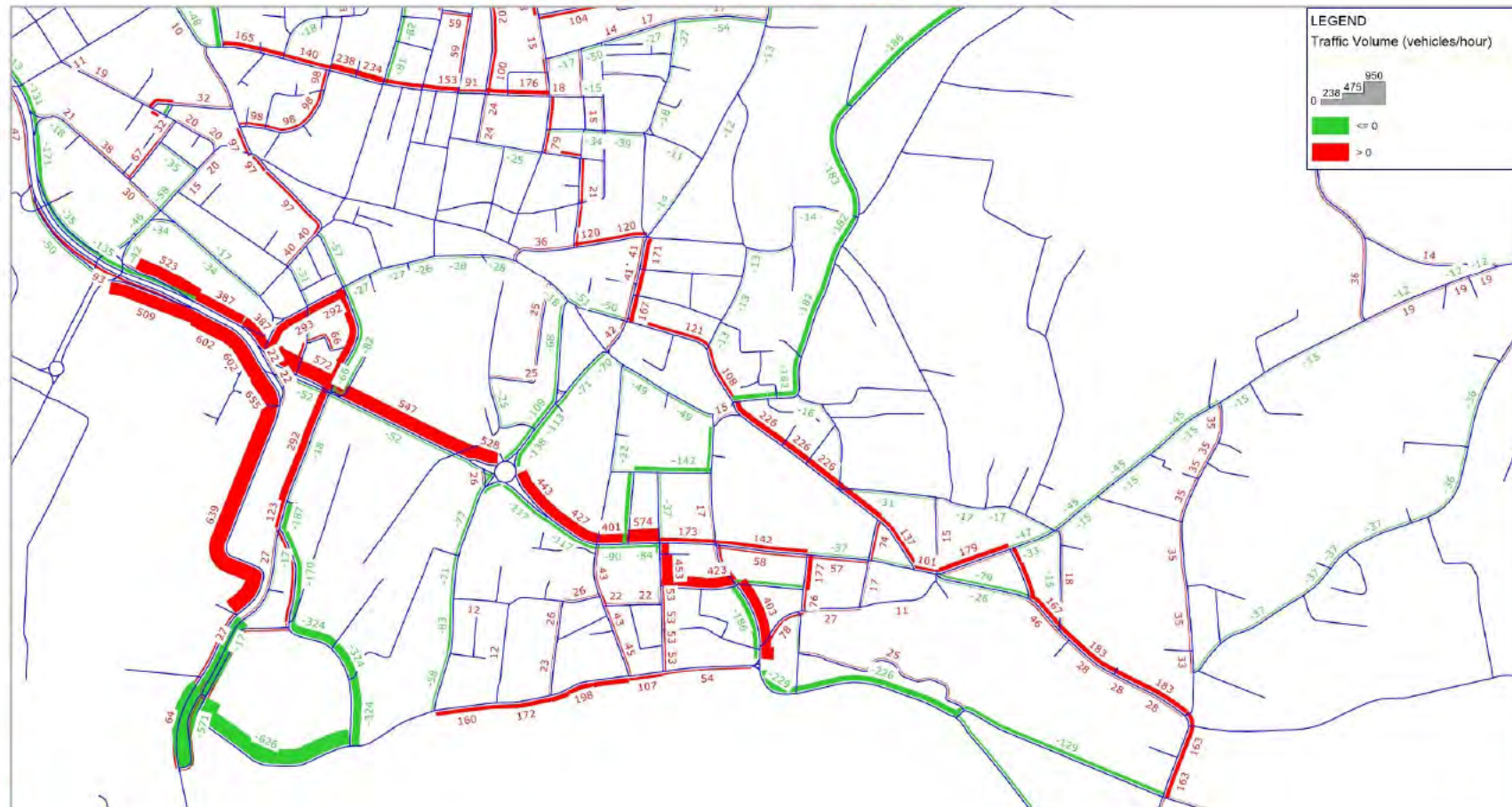
## Traffic Flow impact – Option G - AM Peak

### One-way on Havre des Pas and Green Street with a HGV ban on HdP

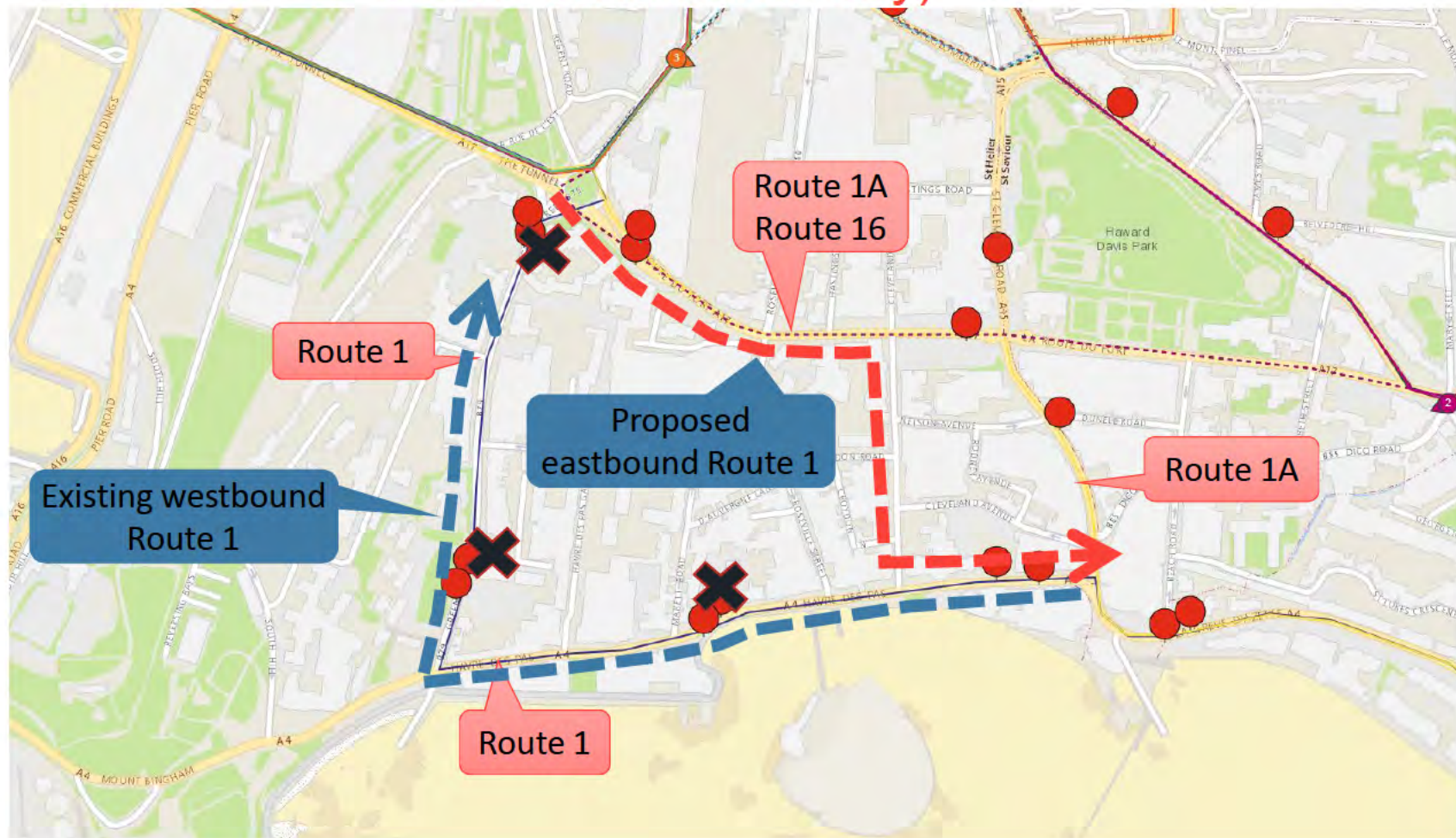




Jersey Traffic Model  
Traffic Flow impact – Option G - AM Peak  
One-way on Havre des Pas and Green Street  
with a HGV ban on HdP



## Impacts on Bus Routes and Stops (HdP and Green Street one-way)





# Jersey Traffic Model Journey Time Results

- Modelled journey time changes for each option compared to the Do Minimum scenario

AM PEAK	DM	Option A	Option B	Option C	Option D	Option E	Option F	Option G
Route 1	04:09	-	-	2%	-	-	-	-
Route 2	03:05	-	-	0%	11%	8%	0%	8%
Route 3	03:02	-	-	-	-	-	-	-
Route 4	03:26	-	-	1%	4%	3%	-	1%
Route 5	03:27	-	-	1%	-	-	-	-
Route 6	03:31	-	-	-	-7%	-	-	-
Route 7	02:26	59%	89%	0%	63%	61%	55%	45%
Route 8	03:56	62%	97%	1%	-4%	-4%	57%	-3%
Route 9	04:12	21%	34%	-1%	27%	25%	20%	14%
Route 10	07:05	13%	21%	-1%	17%	17%	13%	11%
Route 11	06:00	15%	25%	-1%	20%	20%	16%	13%
Route 12	02:09	5%	5%	0%	0%	0%	5%	0%

PM PEAK	DM	Option A	Option B	Option C	Option D	Option E	Option F	Option G
Route 1	03:54	-	-	-3%	-	-	-	-
Route 2	03:23	-	-	-2%	7%	5%	-	6%
Route 3	03:09	-	-	-	-	-	-	-
Route 4	03:09	-	-	1%	0%	-2%	-	-2%
Route 5	03:29	-	-	0%	-	-	-	-
Route 6	03:57	-	-	-	-10%	-	-	-
Route 7	02:37	154%	144%	8%	205%	205%	156%	160%
Route 8	03:18	21%	29%	-4%	13%	8%	9%	8%
Route 9	04:14	89%	88%	-1%	105%	106%	94%	80%
Route 10	06:54	54%	53%	1%	63%	64%	57%	49%
Route 11	05:55	64%	62%	1%	74%	75%	67%	57%
Route 12	02:18	-1%	-2%	0%	-4%	-4%	-1%	-4%

- Route 7 EB / 8 WB – La Route du Fort / St Clements Rd / Greve d'Azette
- Route 9 - 11 EB – Hill St / La Route du Fort / Georgetown Rd





## Jersey Traffic Model Further Option Assessed

- Do Minimum – existing plus proposed 20mph limit
- *Option A - Full closure of Havre des Pas between Green St and St Clements except for access*
- *Option B – Full closure of Havre des Pas between Green St and St Clements except for access and Green Street between La Route du Fort and Havre des Pas*
- Option C – One way only on Green St Northbound
- Option D – One way only on Havre des Pas Westbound
- Option E – Option C + Option D (one-way on Havre des Pas and Green St)
- Option F – HGV ban on Havre des Pas/Green St + Option A (full closure)
- Option G – HGV ban on Havre des Pas + Option E (one-way on Havre des Pas and Green St)
- Option H – Sensitivity test of increase in sustainable travel through Havre des Pas with reduction in short distance trips (<8km) by 10%, 25% and 100% + Option G

# Jersey Traffic Model

## Network Statistics - Sensitivity test

Option H – Increase in sustainable travel through Havre des Pas study area with reduction in short distance trips (<8km) by 10%, 25% and 100% + Option G









AM Peak	DM	Option G		Option H (10% reduction)		Option H (25% reduction)		Option H (100% reduction)	
Total Delay (hrs)	395	444	12.43%	417	5.64%	379	-4.09%	286	-27.65%
Total Distance (km)	37,104	36,939	-0.44%	36,276	-2.23%	35,204	-5.12%	28,840	-22.27%
Total Travel Time (hrs)	1,554	1,601	3.07%	1,553	-0.05%	1,483	-4.52%	1,209	-22.19%
Avg Delay per Veh (min)	1.38	1.56	13.10%	1.48	7.52%	1.37	-0.70%	1.16	-15.47%
Total Vehicles	17,239	17,136	-0.60%	16,936	-1.76% (-200)	16,650	-3.42% (-486)	14,755	-14.41% (-2,381)

AM peak hour  
requires >200  
vehicle / 10%  
reduction

PM Peak	DM	Option G		Option H (10% reduction)		Option H (25% reduction)		Option H (100% reduction)	
Total Delay (hrs)	298	442	48.11%	401	34.49%	304	1.98%	226	-24.31%
Total Distance (km)	36,741	37,161	1.14%	36,475	-0.73%	35,369	-3.74%	28,492	-22.45%
Total Travel Time (hrs)	1,437	1,591	10.73%	1,527	6.30%	1,391	-3.17%	1,115	-22.40%
Avg Delay per Veh (min)	1.10	1.63	48.35%	1.50	36.39%	1.16	5.67%	0.98	-10.76%
Total Vehicles	16,271	16,246	-0.16%	16,045	-1.39% (-201)	15,703	-3.49% (-543)	13,799	-15.19% (-2,447)

PM peak hour  
requires >543  
vehicle / 25%  
reduction

## Jersey Traffic Model Further Option Assessed

			
<ul style="list-style-type: none"> <li>• Minimise the need to travel</li> <li>• Telework (work from home or another location)</li> <li>• Schedule conference calls in place of meetings that require travel</li> </ul>	<ul style="list-style-type: none"> <li>• Shift your work day to avoid peak travel</li> <li>• Use real-time travel apps to help plan</li> <li>• Work a compressed work week (more hours over fewer days)</li> </ul>	<ul style="list-style-type: none"> <li>• Instead of driving alone, form a carpool</li> <li>• Take public transport, where available</li> <li>• Walk or cycle for all or part of your journey</li> </ul>	<ul style="list-style-type: none"> <li>• Shift your route to a less busy one</li> <li>• Use online tools to find the best route and avoid road closures</li> </ul>
 Limited potential	 Limited potential	 Potential	 Limited potential

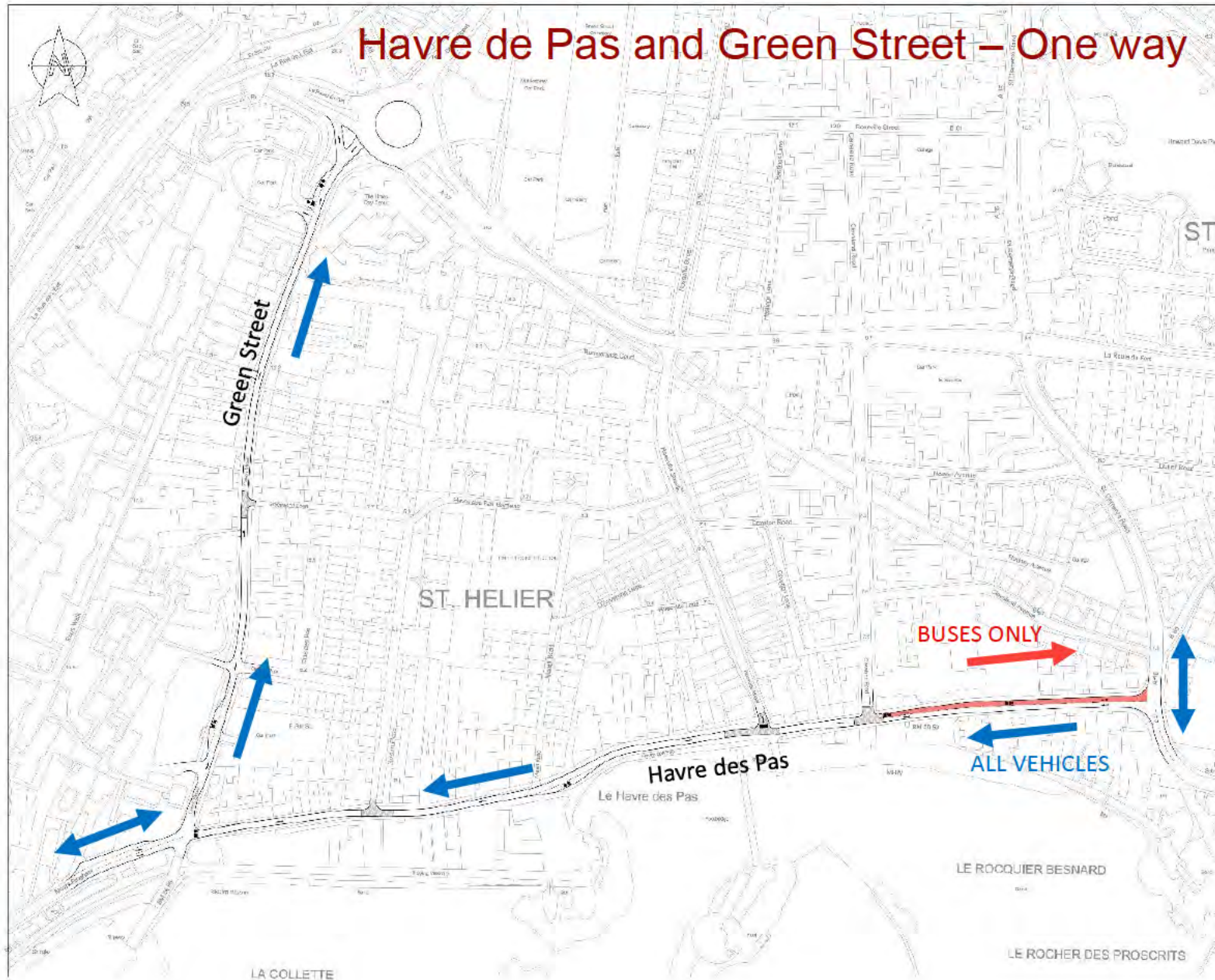


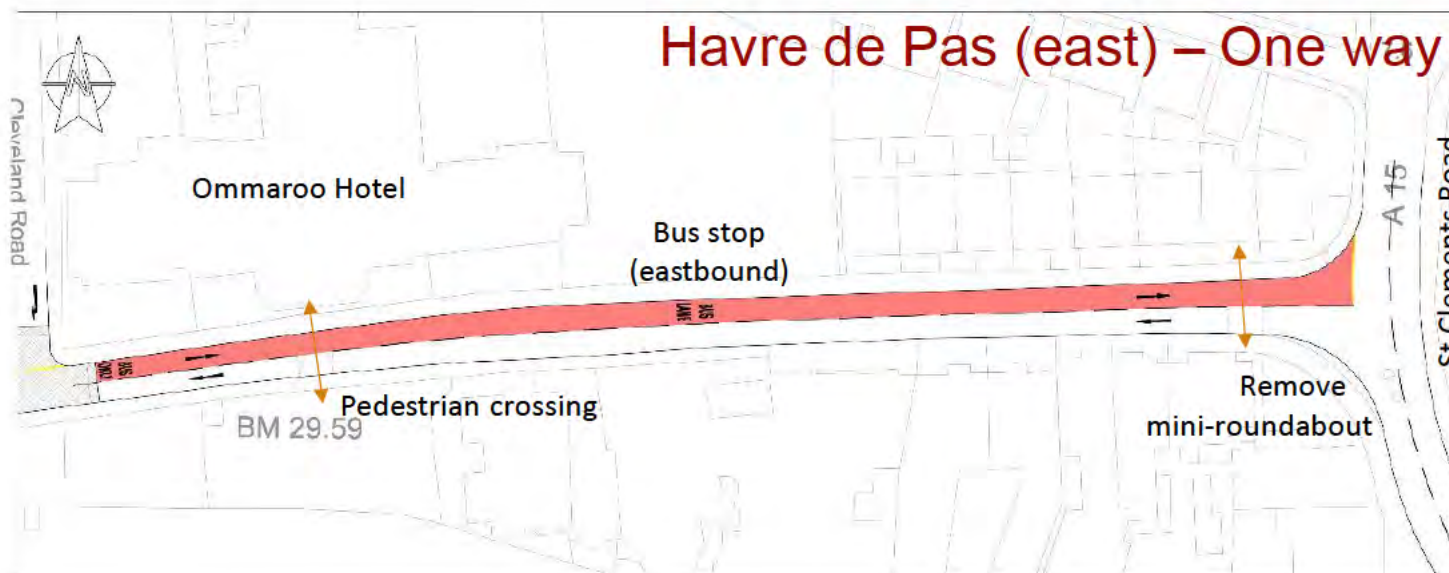
## Initial Traffic Assessment Summary

*Key Conclusion – “All of the options would have a consequences for traffic and bus services in the surrounding area, the acceptability of which will need to be considered very carefully before being taken forward”*

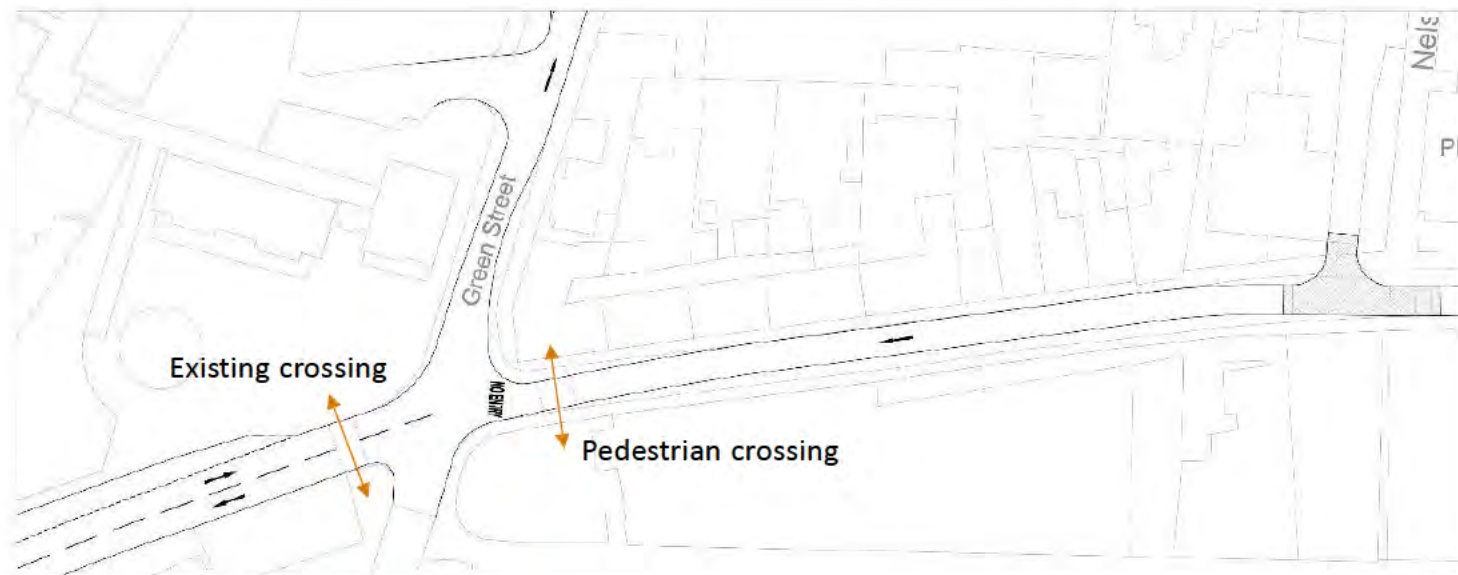
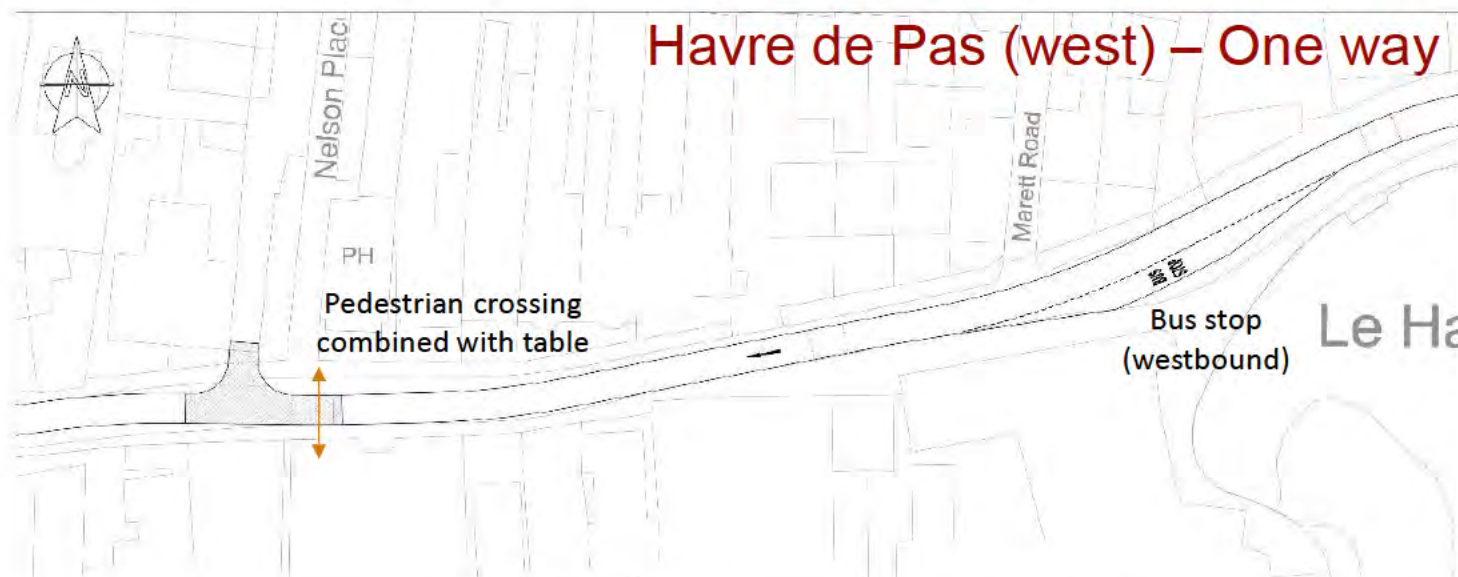
- Initial assessment of full closure of HdP and/or Green Street indicates very significant traffic impacts due to limited re-routing options and loss of capacity. Complete loss of services to Green Street and HdP.
- Initial assessment of one-way only on HdP and/or Green Street indicates significant pm peak traffic impacts and impacts on existing bus routes with the loss of east-bound services to Green Street and west HdP.
- Proposed 20mph speed limit would have benefits to HdP and Green Street without significant impacts to capacity on the surrounding network
- Proposed weight restriction would have benefits to HdP and Green Street with relatively minor traffic impacts on the surrounding network
- To mitigate the impact of the one-way proposals back to existing levels of congestion and delay (i.e. nil detriment) we would need to :
  - Ø Reduce traffic through the study area of between 10% -25% (200 – 486 vehicles) during the AM peak hour
  - Ø Reduce traffic through the study area of more than 25% (> 543 vehicles) during the PM peak hour

## Havre de Pas and Green Street – One way

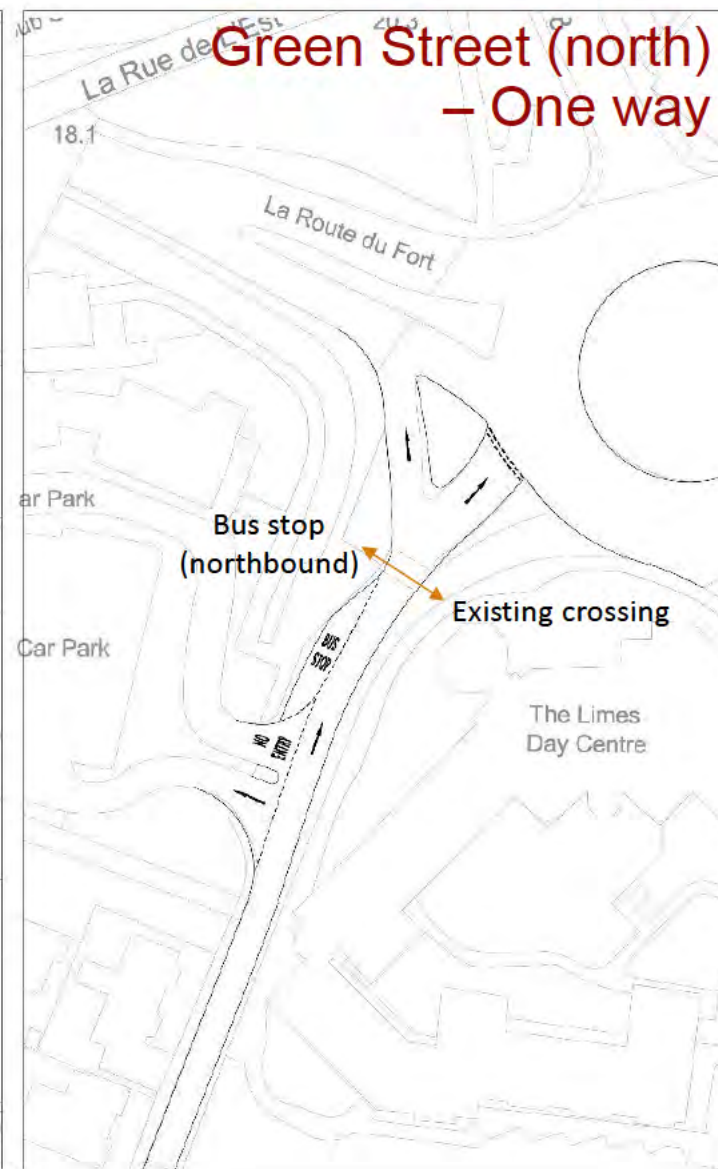










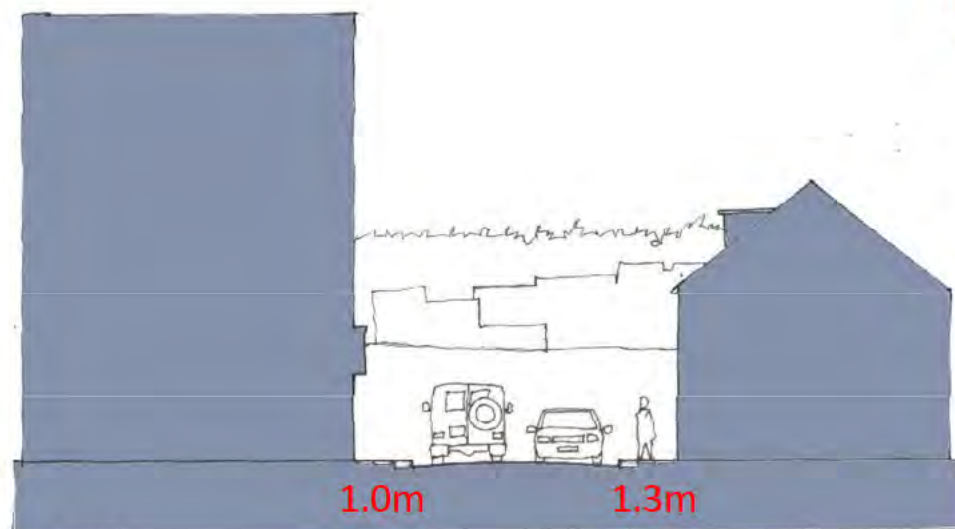


## Green Street (north) – One way

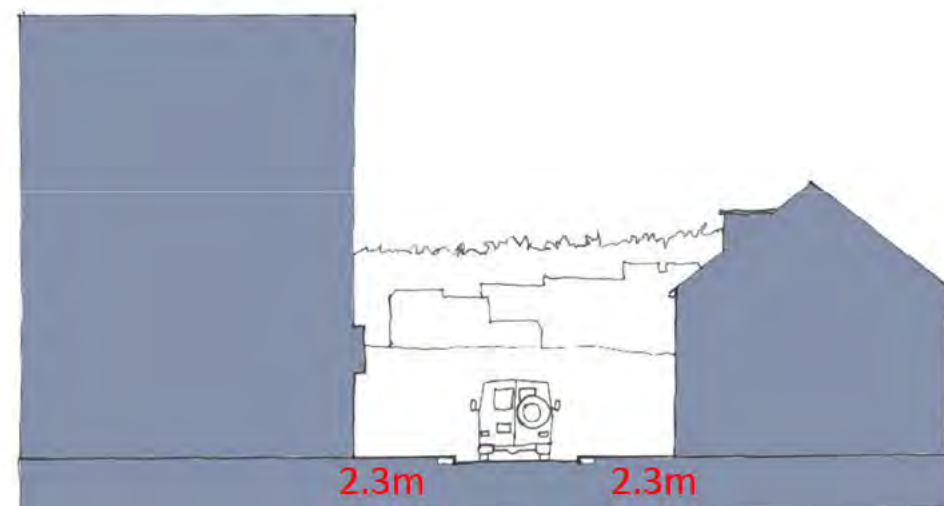




## Havre de Pas (west)



Existing



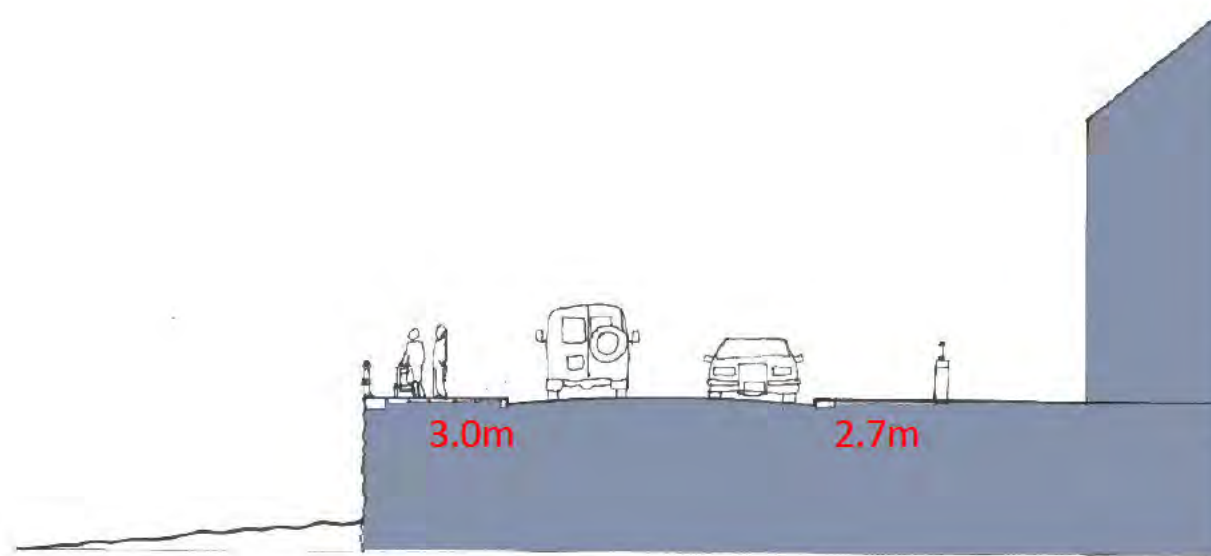
Proposed

## Havre de Pas (west)

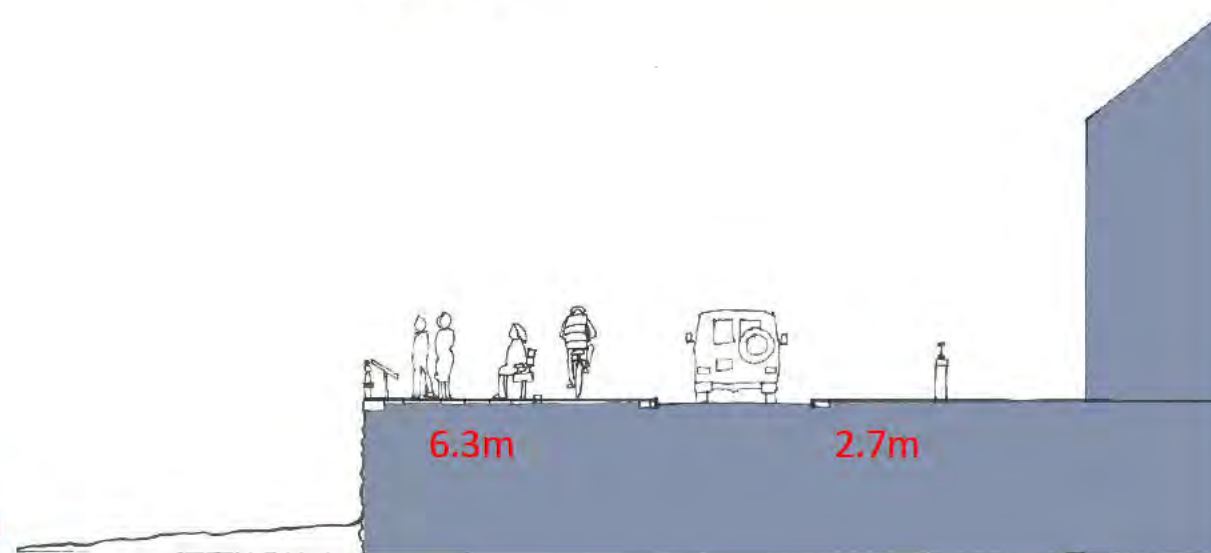




## Havre de Pas

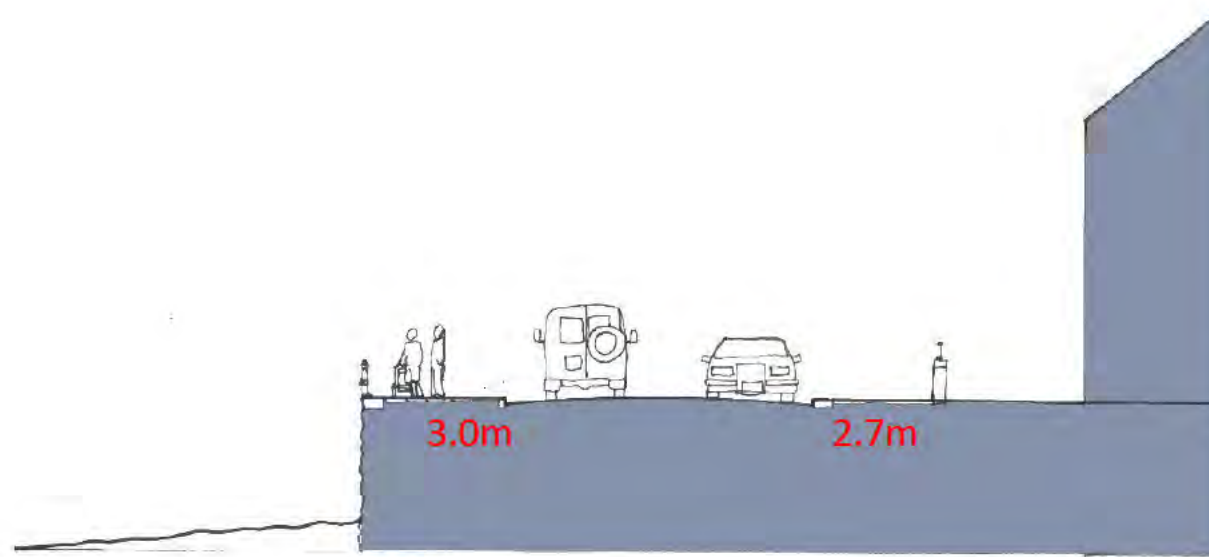


Existing

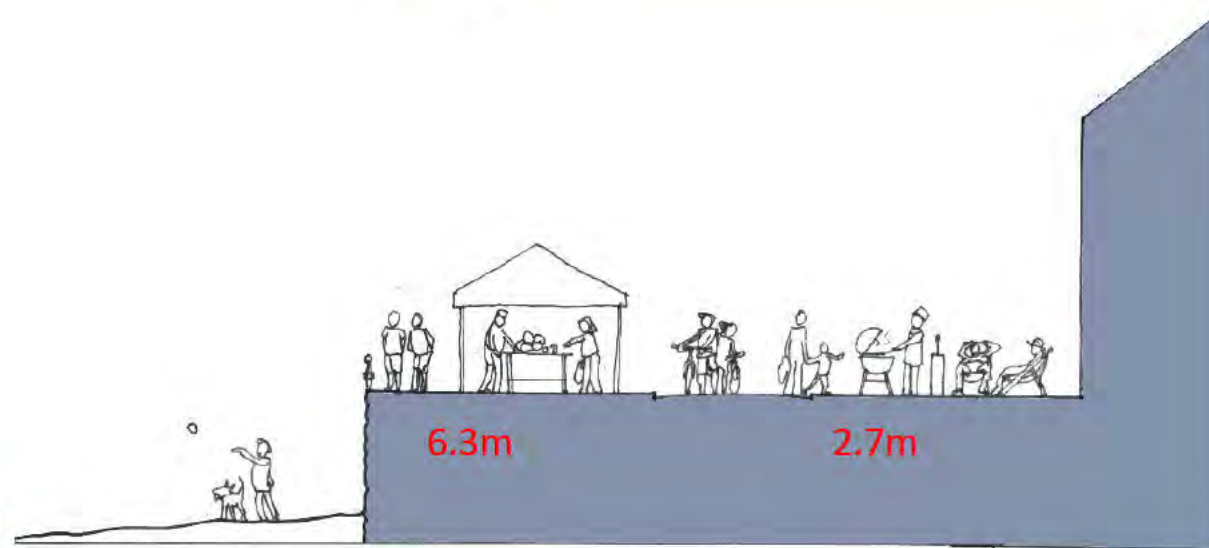


Proposed

## Havre de Pas



Existing



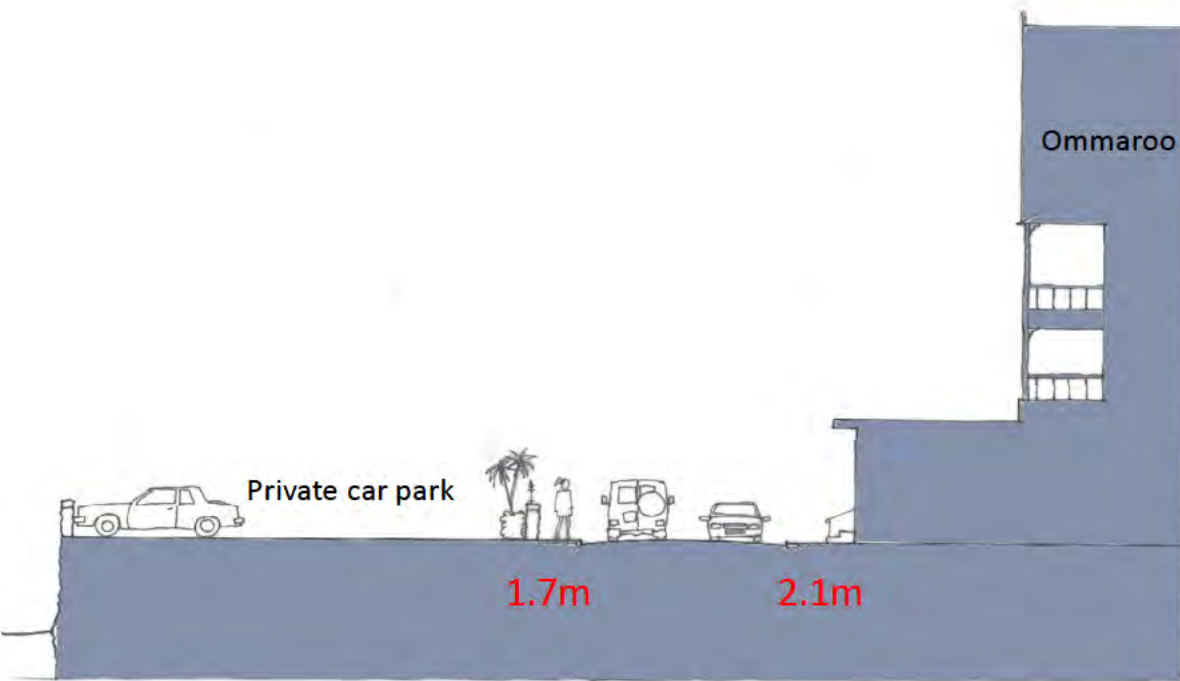
Proposed

## Havre de Pas

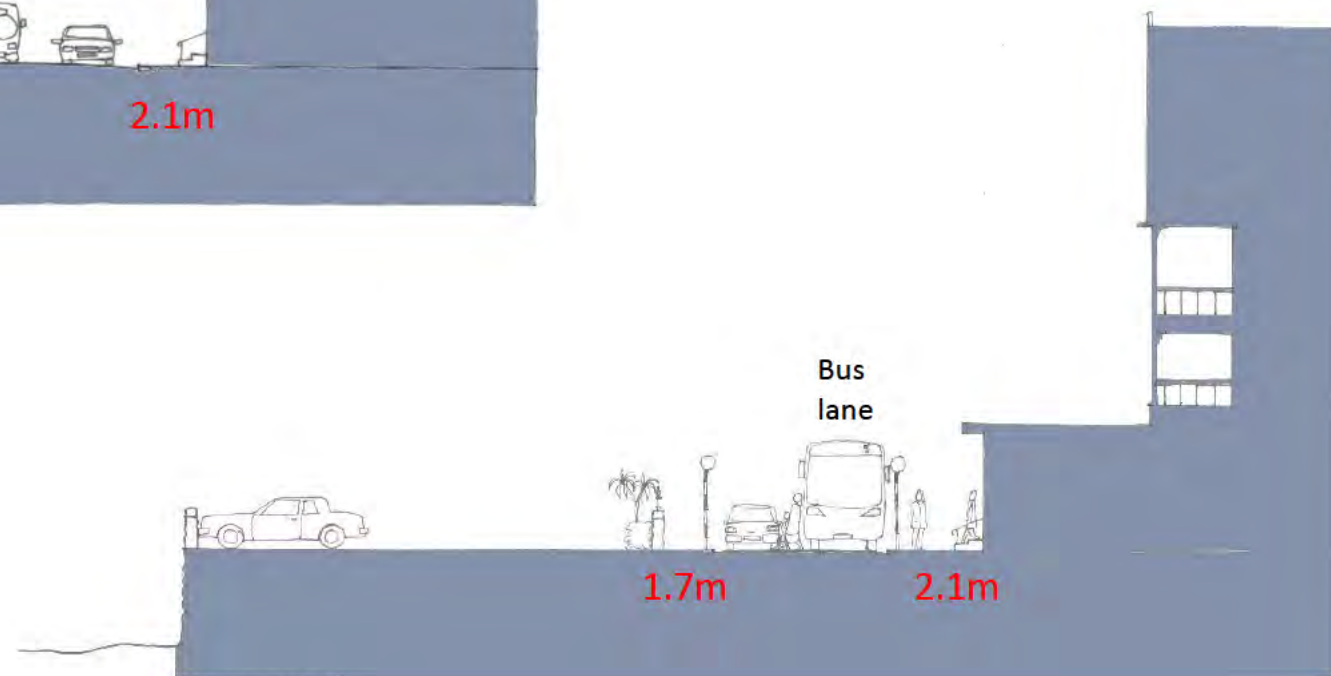




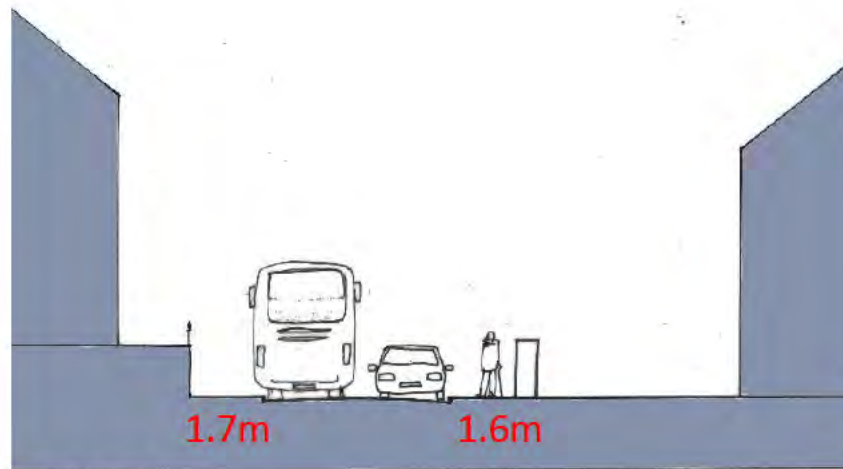
## Havre de Pas (east)



Existing

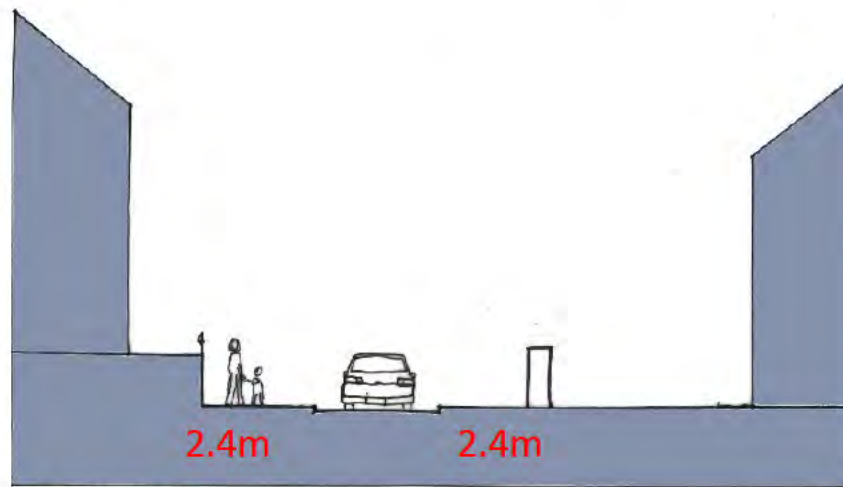


Proposed



Existing

## Green Street

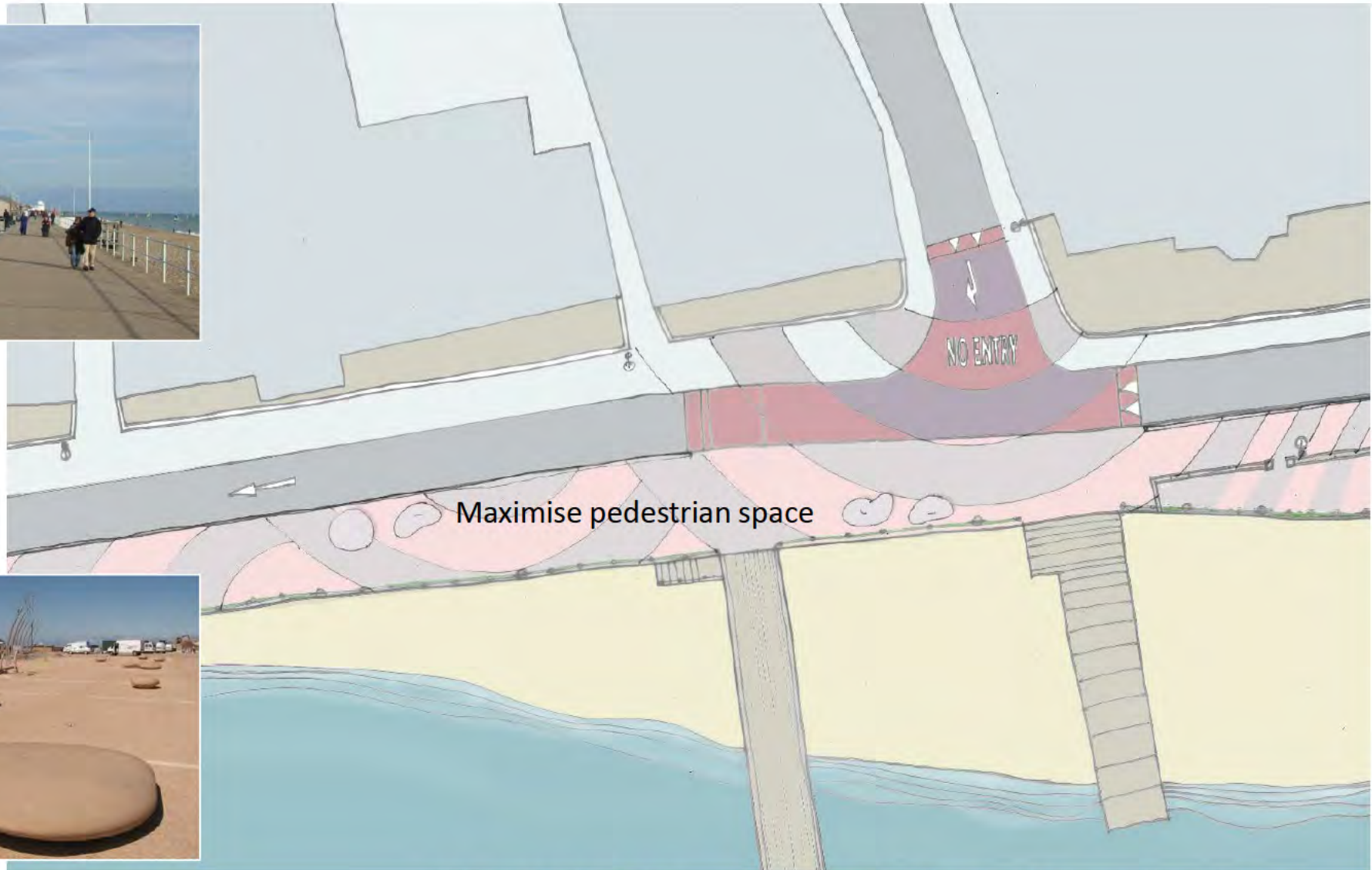


Proposed

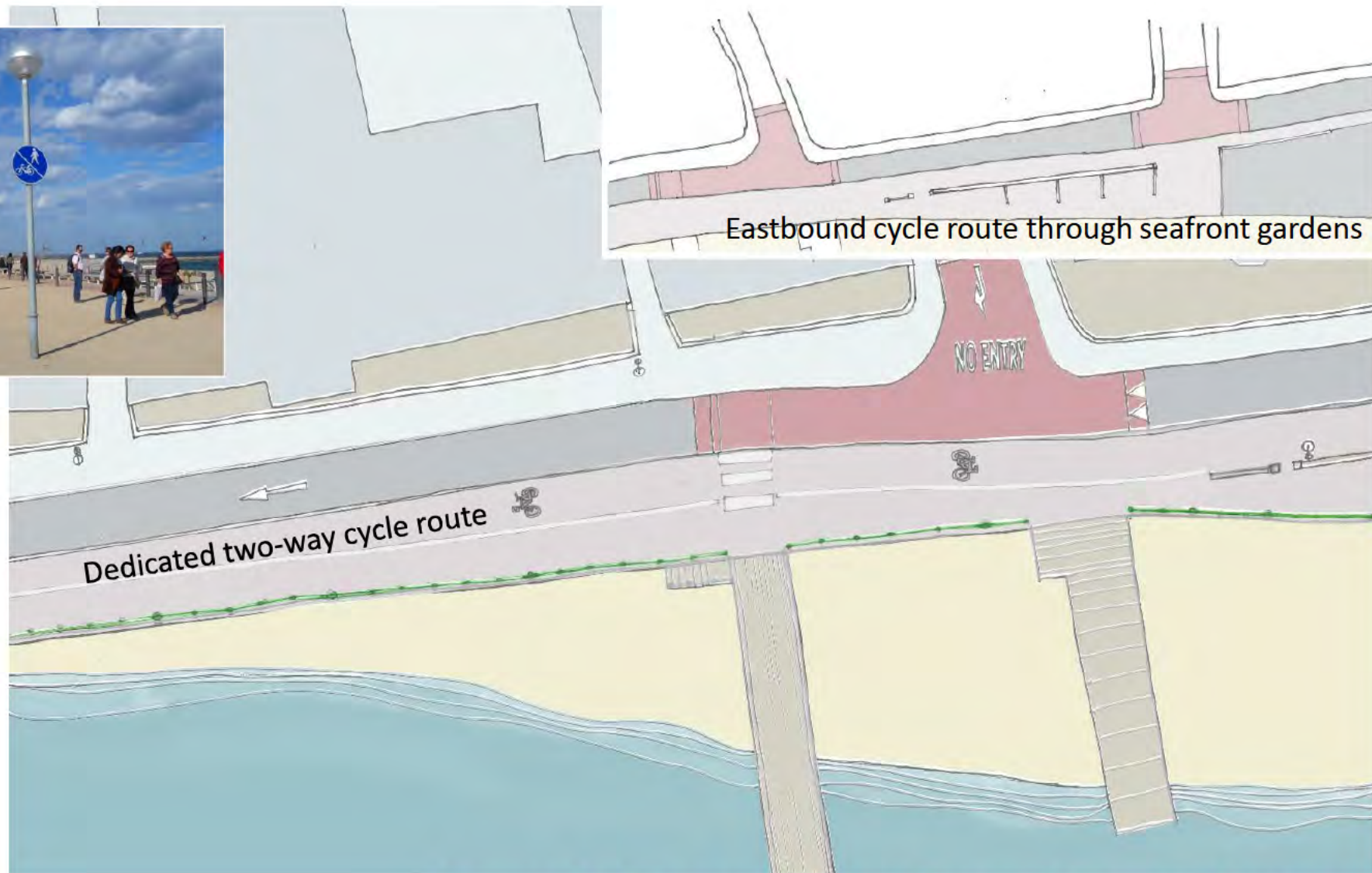
## Green Street







Havre de Pas - public realm options: hard space



Havre de Pas - public realm options: cycle route









Trees create a strong sense of place, definition of the seafront and maximises pedestrian space





Havre de Pas - public realm options: Weekend/evening closure

## Group Exercise 2

- Discuss and consider as a group your thoughts on the possible options presented:
  - Who benefits and who doesn't?
  - Are there any other solutions for improvement that should be considered?
  - What should the priorities be for developing options further?
- Appoint a spokesperson to present back to the workshop
- 20 minutes plus 10 minutes for feedback



## Next Steps

### Study Stages

Stage 0 – Scoping

Stage 1 – Data Collection/Mapping the Setting

Stage 2 – Initial Stakeholder Consultation

**Stage 3 – Scheme Options Assessment**

Stage 4 – Community Consultation on Options

Stage 5 - Masterplanning

Jul/Aug

Sept '18

March 2018

November 2018

**Close**

Please leave your completed feedback forms as you leave

Thank you for attending and for your valued contribution today.

**wsp**