



**DEPARTMENT FOR INFRASTRUCTURE | JERSEY PROPERTY  
HOLDINGS**

Public Inquiry into P/2016/0870 (January 2017)

**Proposed School, Les Quennevais**

Construct secondary school with associated external facilities, parking, landscaping and sports field. 3D Model Available. AMENDED ADDRESS. ADDITIONAL PLANS energy centre drawings AMENDED PLANS revised vehicular exit, widening of La Rue Carree.

Field No. 80, 84, 85, 86, 86A, 87, 87A, 88 & 88A  
La Rue Carree, St. Brelade,

Statement of Evidence

# Highways and Transportation

Ref. 62102308/GW/02/Final

**George Walker BEng, CEng, MICE, MCIHT**  
WSP |Parsons Brinckerhoff Ltd

# **1 INTRODUCTION**

## **1.1 Qualifications and Experience**

1.1.1 My name is George Walker. I am a Chartered Civil Engineer and a member of the Chartered Institution of Highways and Transportation (CIHT). I have a Bachelor of Engineering degree from Cardiff University and 32 years of experience. I am Technical Director within the Highways and Bridges Business Unit of WSP|Parsons Brinckerhoff, based at its Cardiff Office.

## **1.2 Declaration**

1.2.1 I confirm that my duty to the Inquiry as an Expert Witness overrides any duty to those instructing or paying me, that I have understood this duty and complied with it in giving my evidence impartially and objectively.

## **1.3 Nature of Evidence and Involvement with the Scheme**

1.3.1 My evidence covers the highways and transportation issues in connection with the new school proposals as published by planning application P/2016/0870. I have been WSP|Parsons Brinckerhoff's project manager for this scheme since May 2014,

## **1.4 Structure of Evidence**

1.4.1 A Transport Assessment (TA) has been prepared so as to understand the potential highways and transportation implications of the proposed re-location of the school. The TA has been prepared in accordance with guidelines published by the CIHT. The TA assess the impact of the proposed development on the local highway network during the morning and evening peak periods and analyses the impact upon sustainable modes of transport. In considering these matters the TA drew upon Draft Transport Impact Assessments that were completed prior to the preferred site being selected. These Draft TIAs informed the decision making process of the most suitable site for the new school.

1.4.2 The evidence below summarises the key findings of the TA and is structured as follows:

- Section 2 summarises the existing conditions
- Section 3 provides information on recorded collisions in the vicinity of the application site
- Section 4 summarises the development proposals
- Section 5 reports the results of the traffic impact assessment
- Section 6 summarises the key mitigation measures proposed,
- Section 7 provides a summary of the key conclusions of the assessment.

## **2 EXISTING CONDITIONS**

2.1.1 The existing Les Quennevais school caters for approximately 720 pupils aged between 11 and 16 and is located in a residential area in the Parish of St Brelade. The school is accessed via residential streets and shares the site with the community library. It has no formal parent pick-up/drop-off facilities there is often local traffic congestion during the school gate periods.

2.1.2 The school is served by 7 dedicated buses that drop pupils off in school grounds. There are also 2 service bus bus-stops approximately 500m away from the school.

2.1.3 A Travel Plan was produced for the school in November 2014 for which surveys were undertaken to identify pupil and staff travel patterns. The surveys confirmed that over 60% of the pupils live within 3km of the school and that the majority of pupils travel to the school using sustainable means e.g. walking, cycling or by bus. Only around 20% of pupils said they travel to school using private car, which is substantially less than the average for the Island (in 2010, 49% of pupils across the island travelled to school by car, according to the State's Sustainable Transport Policy document).

2.1.4 La Route des Quennevais is to the east of the existing school and is adjacent the application site. It is the main road to Jersey Airport from the St Brelade area and is a wide single

carriageway with a 30 mph speed limit. Traffic surveys were undertaken on this route in January 2015 to establish existing traffic flows and turning movements at the Rue du Cimetiere and La Rue Carree junctions. The surveys showed that La Route des Quennevais is a relatively busy road particularly during the AM and PM peak periods. The results of the surveys are included as Appendix A of the TA.

### **3 EXISTING TRAFFIC COLLISION DATA**

3.1.1 The States of Jersey's Personal Injury Collision (PIC) database has confirmed a total of 41 collisions were recorded near the existing school in the five year period between January 2009 and December 2014. This included 6 which involved a person 16 years of age or younger. Four of the total collisions recorded were categorised as 'serious' with the remainder recorded as 'slight' collisions. Nineteen of these collisions occurred along La Route des Quennevais. The road network surrounding the existing school and the application site can be considered therefore to have a relatively high accident rate for the Island.

### **4 DEVELOPMENT PROPOSALS**

4.1.1 The proposal is for the relocation of the existing school to a new site immediately south of La Rue Carree, at its junction with La Route des Quennevais. The school will have a total floor space of approximately 7,800m<sup>2</sup>, catering for 850 pupils over 7 school years.

4.1.2 The proposed vehicular access, egress and internal circulation/parking arrangement is shown on Drawing 10456: JPH: 02PL: 07, Revision A. Access for all vehicles will be from Rue du Cimetiere via an improved junction with La Route des Quennevais. Principal egress will be via a new junction on to La Routes des Quennevais. A secondary 'left turn only' egress onto La Rue Caree will also be provided. La Rue Carree will be widened to provide a minimum width of 5.7m.

- 4.1.3 A number of pedestrian and cyclist accesses are proposed to link with the surrounding footpath/cyclepath network, including the TTS Island Cycle Network Route 1 and Route 10. There is a good footpath network in the area, both alongside vehicular carriageways and dedicated footpaths and cycleways. A new pedestrian footway on the northern boundary of the site alongside La Rue Carree will provide a safer environment for pedestrians whether or not they are school pupils. Improved cycle storage facilities at the new school will be an opportunity to increase cycling to the school. Implementation of the Travel Plan will encourage sustainable modes for transport to the new school. Cycle parking racks and showers with changing facilities will be provided within the school. Lockers for cyclists and puncture repair kits will also be available within the school building.
- 4.1.4 A total of 49 parking bays will be provided at the northern end of the site, with a further 35 located at the southern end. An additional 11 visitor parking spaces are proposed off the left hand side of the main access road. Five disabled parking bays will also be provided within this area, providing easy access to the school building. All parking will meet the Planning Department's required minimum standards.
- 4.1.5 A total of 12 bus pick-up and drop-off bays will be provided on site, which will be accessed via the bus only road and will be connected to the school building by pedestrian footpaths.
- 4.1.6 A parent pick-up/drop-off point for 8 vehicles will be provided at the southern end of the site. In addition, there are also several community car parks within reasonable walking distance of the school which can be utilised by parents on occasion for pupil pick-up/drop-off.

## **5 TRAFFIC IMPACT ASSESSMENT**

- 5.1.1 The traffic assessment considered the local highway network as it would operate in the proposed school opening year, 2019 and in 2025, the 'design year'. The changes in travel patterns likely to occur following construction of the school have been considered and the proposed access and egress junctions has been examined to ensure they have sufficient capacity for resulting traffic movements.

5.1.2 For the assessment, the modal split for staff and pupils travelling to and from school was based on the Travel Plan undertaken for the existing school, and is outlined in Table 1 below.

| Mode split     | Pupils                |            | Staff                 |            |
|----------------|-----------------------|------------|-----------------------|------------|
|                | Number of individuals | Percentage | Number of individuals | Percentage |
| School bus     | 272                   | 32         | 0                     | 0          |
| Public bus     | 68                    | 8          | 0                     | 0          |
| Walk to school | 187                   | 22         | 0                     | 0          |
| Cycle          | 111                   | 13         | 8                     | 9          |
| Car            | 162                   | 19         | 72                    | 85         |
| Multimodal     | 51                    | 6          | 0                     | 0          |
| Other          | 0                     | 0          | 5                     | 6          |

**Table 1: Traveller Modal Split**

5.1.3 In terms of catchment area the relocation will not have any effect on where pupils travel from, therefore the same catchment area recorded within the TP survey was used for the future year assessments. The Table 2 below shows the existing school catchment area.

| Area          | Pupil Number | Pupils (%) | Staff Number | Staff (%) |
|---------------|--------------|------------|--------------|-----------|
| Saint Brelade | 357          | 42         | 17           | 20        |
| St Peter      | 179          | 21         | 9            | 10        |
| St Lawrence   | 94           | 11         | 4            | 5         |
| St Ouen       | 85           | 10         | 7            | 8         |
| St Mary       | 51           | 6          | 3            | 3         |
| St Helier     | 43           | 5          | 17           | 20        |
| St John       | 17           | 2          | 0            | 0         |
| St Saviour    | 17           | 2          | 11           | 13        |
| St Clement    | 0            | 0          | 11           | 13        |
| Trinity       | 0            | 0          | 4            | 5         |
| St Martin     | 0            | 0          | 3            | 3         |
| Grouville     | 0            | 0          | 0            | 0         |

**Table 2: Pupil Catchment Area**

5.1.4 The most logical travel routes from each parish were identified, thus confirming the direction school traffic is likely to arrive from and depart to. Table 3 below shows the number of car trips from each parish used in the assessment.

| Trips From the South |                    | Trips From the North |                    |
|----------------------|--------------------|----------------------|--------------------|
| Area                 | Number of Vehicles | Area                 | Number of Vehicles |
| St Brelade           | 31                 | St Peter             | 58                 |
| St Helier            | 29                 | St Lawrence          | 30                 |
| St Saviour           | 16                 | St Ouen              | 31                 |
| St Clement           | 11                 | St Mary              | 17                 |
| St Martin            | 3                  | St John              | 5                  |
|                      |                    | Trinity              | 4                  |
| <b>Total</b>         | <b>90</b>          |                      | <b>145</b>         |

**Table 3: Pupil Catchment Area**

5.1.5 Junction capacity assessments were conducted using industry standard modelling software ('Junctions 8') for the following junctions:

- The proposed improved La Route des Quennevais/Rue du Cimetiere junction
- The existing La Route des Quennevais/La Rue Carree Junction
- The proposed school egress onto La Route des Quennevais

5.1.6 The results of the junction analysis are set out in detail in Section 8 of the TA and demonstrate that these junctions would operate well within capacity in both the opening year and 'design year', taking into account existing traffic flow, assumed traffic growth and traffic from the proposed school.

5.1.7 A further sensitivity test on junction capacity has also been undertaken subsequently, to assess whether the junctions could accommodate additional school traffic should the school experience a shift towards more private car use in the future, to a level similar to that of the island average (49%). This test confirmed that the junctions would continue to operate well within capacity under this scenario.

## 6 PROPOSED MITIGATION

6.1.1 A number of key measures have been included within the design to mitigate the highways and transportation impacts:

- The layout of the school will promote the priority of pedestrians and cyclists at appropriate locations, for example where foot/cycleways cross vehicular carriageways.
- Appropriate junction designs and geometry within the site will ensure free and safe flow of all the traffic serving the site.
- A Transport Management Plan to address parking behaviour and activities of arrivals / departures from the site will be instigated and implemented by the school once it is established on the site.
- A new part-time 20mph speed limit for vehicles along La Route de Quennevais during school gate times will be implemented to improve the prospect for highway and pedestrian safety near the school. The reduced speed limit will have no discernible effect on the free and safe flow of traffic past the site.
- A bespoke Travel Plan will be developed and implemented by the school to promote sustainable travel and provide information to allow travel patterns to be influenced appropriately.

## **7 SUMMARY AND CONCLUSIONS**

7.1.1 The proposed development of the new secondary school is likely to have minimal net impact on local traffic levels or congestion. Broadly speaking the surrounding highway network is the same as that which serves the existing school.

7.1.2 There is a good footpath/cyclepath network in the area and the site will provide secure cycling facilities. There is potential to increase the relatively low number of pupils who currently cycle to the existing school and reduce further reliance by pupils, staff and visitors on the private car through the implementation of the Travel Plan. This would

provide additional highway benefits as well as health and wellbeing benefits for potential cyclists.

- 7.1.3 Sufficient car and bus parking will be provided as part of the proposal. It is recognised however that parents may also use the nearby local car parks and/or residential streets for pick-ups during the PM peak and therefore the development of Traffic Management Plan will be required to ensure this is controlled.
- 7.1.4 Analysis of data shows that the La Route des Quennevais has a relatively high collision rate. As a result of this and to reflect the presence of the school it is proposed that a part-time 20mph speed limit is introduced along La Route des Quennevais outside of the new school.
- 7.1.5 The situation around the current school site will improve significantly when the use transfers and although there may be re-development of the existing site it is unlikely to generate the amount of pedestrian and traffic movement a school creates.

## 8 STATEMENT OF TRUTH

- 8.1.1 I confirm that insofar as the facts stated in my report are within my knowledge, I believe them to be true and that the opinions I have expressed represent my true and complete professional opinion.

SIGNED:



George Walker

Technical Director, WSP|Parsons Brinckerhoff Ltd

DATED: 9<sup>th</sup> January 2017