

## How will a 15% reduction be achieved?

The STP explains that there is a possible growth trajectory for the Island of as much as 19% by 2020. Were this to come to pass, the 15% reduction in car use, even if achieved, would still result in increased traffic volumes above the current levels. It remains to be seen whether this growth will actually occur, but it seems prudent to have a strategy in place to respond to it.

The primary focus of the States future Transport policy for the next 3 to 5 years will be to seek a modal shift to occur from the journey origin i.e.; the home. A modal shift, resulting in a reduction in traffic throughout the Island, would have a dramatic effect on St Helier's congestion problems. Longer distance commuters will be encouraged to car share and to use the bus services. Promotion of cycling and walking for all shorter distances will be actively pursued through States policies.

We took the view that we could not necessarily rely on the achievement of the goal of a 15% reduction in traffic by modal shift from the home, as many commuters travel from remote locations around the Island and will remain wedded to their cars regardless of improved bus services.

Due to the many different journey types, a multi-pronged approach to reducing the effects of traffic is required. We will consider each type separately to ensure measures proposed by the masterplan do not severely disadvantage any particular group unfairly. For example, residents will need access and parking close to their homes, together with adequate provision for visitors. Shoppers will need parking located close to the shopping areas to ensure that retail within St Helier does not suffer.

Morning peak is 8-9am, which is the most congested period where commuters, education based traffic and deliveries all coincide. The proportions of different kinds of traffic at morning peak hour are:

- 43% commuters;
- 13.5% education;
- 27% deliveries and business;
- 12.5% others (incl. shoppers);
- 1% tourism;

- 3% HGVs.

This data was drawn from 1992 States survey, which has been reviewed recently by TTS and is still considered to be representative.

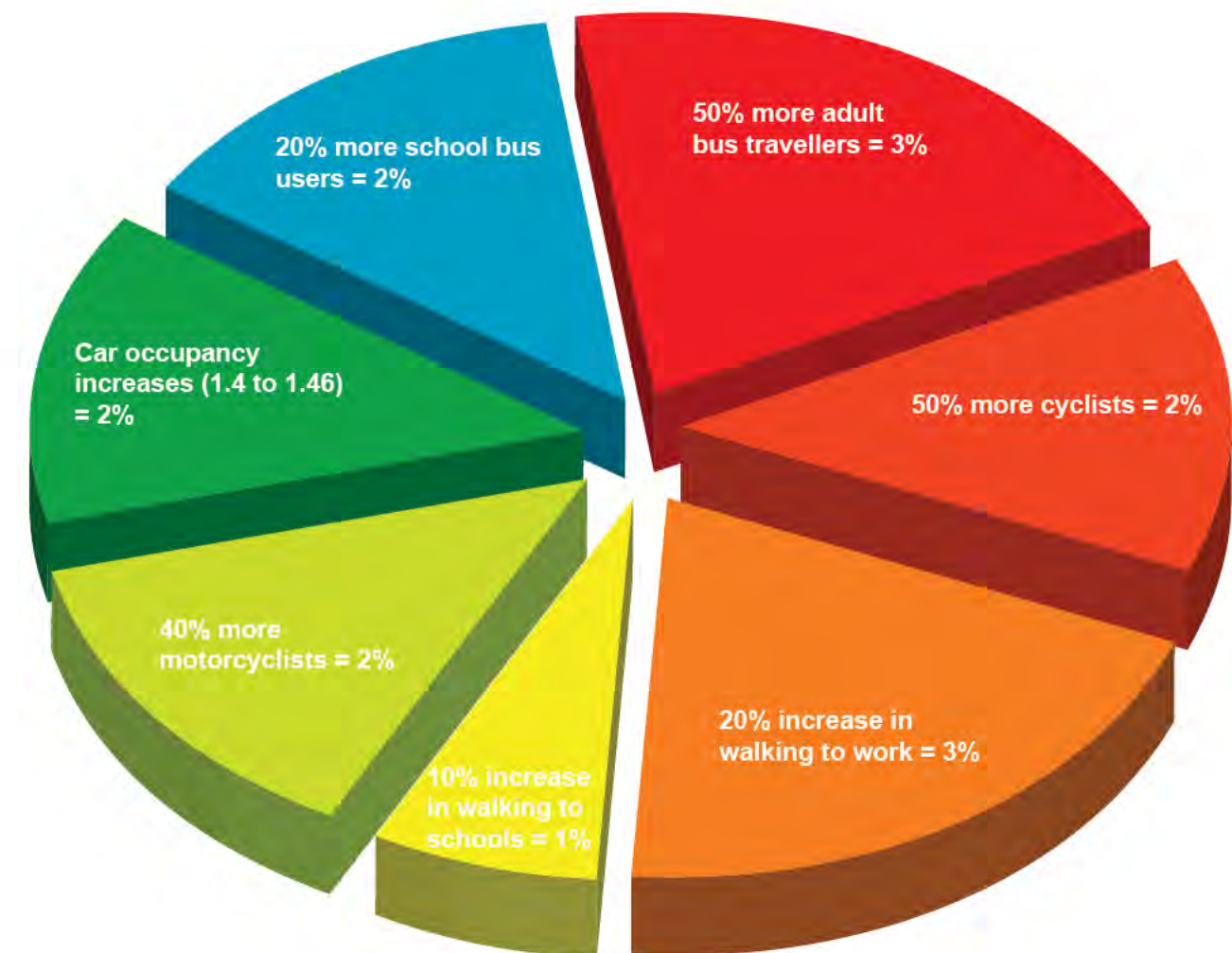
The masterplan considers methods to reduce levels of traffic for the following:

- Long term / commuter traffic and parking;
- School related traffic;
- Deliveries and business related travel.

These traffic types account for 83.5% of the morning peak traffic.

Residents parking and shoppers short stay parking are discussed in the masterplan, not in relation to a reduction in associated traffic, but in terms of adequate provision and location.

50% of all traffic in town is estimated to be cross town/ non-stopping traffic with their destination not within the inner ring road. The masterplan looks at traffic management measures to be developed and introduced to reduce cross town traffic.



Sustainable transport plan: 15% achieved by a series of cumulative modal shifts.

# Developing a new strategy for long term parking in the town....

North St. Helier Masterplan

In 2005, a Jersey household social survey identified that 35% of car users driving to work travelled less than 2 miles, a distance any reasonably fit person could walk. Improvement to public realm and the reinforcement of pedestrian and cycle routes through the town coupled with raising public awareness of the health benefits of walking and cycling, will all help to reduce traffic as will improved bus services.

In addition to the States strategy to achieve a 15% reduction by re-education and a modal shift from the home base, this masterplan proposes an additional medium and long term strategy, which acknowledges the expected continued population growth on the Island. Traffic heading into town should be encouraged to stop and park on the periphery around the ring road, so that car users can then walk, bike or bus into the centre. This will require a significant shift in the approach to how commuter parking is controlled in St Helier as a large proportion is currently provided by private landlords in a multitude of small car parks, well scattered throughout the centre of town. These small private car parks draw commuter traffic deep into the centre of town, and result in a cumulatively large area of the town centre being left as tarmac parking lots.

## The strategy

To provide high quality, secure long stay parking along the ring road to minimise unnecessary commuter traffic in the town centre.

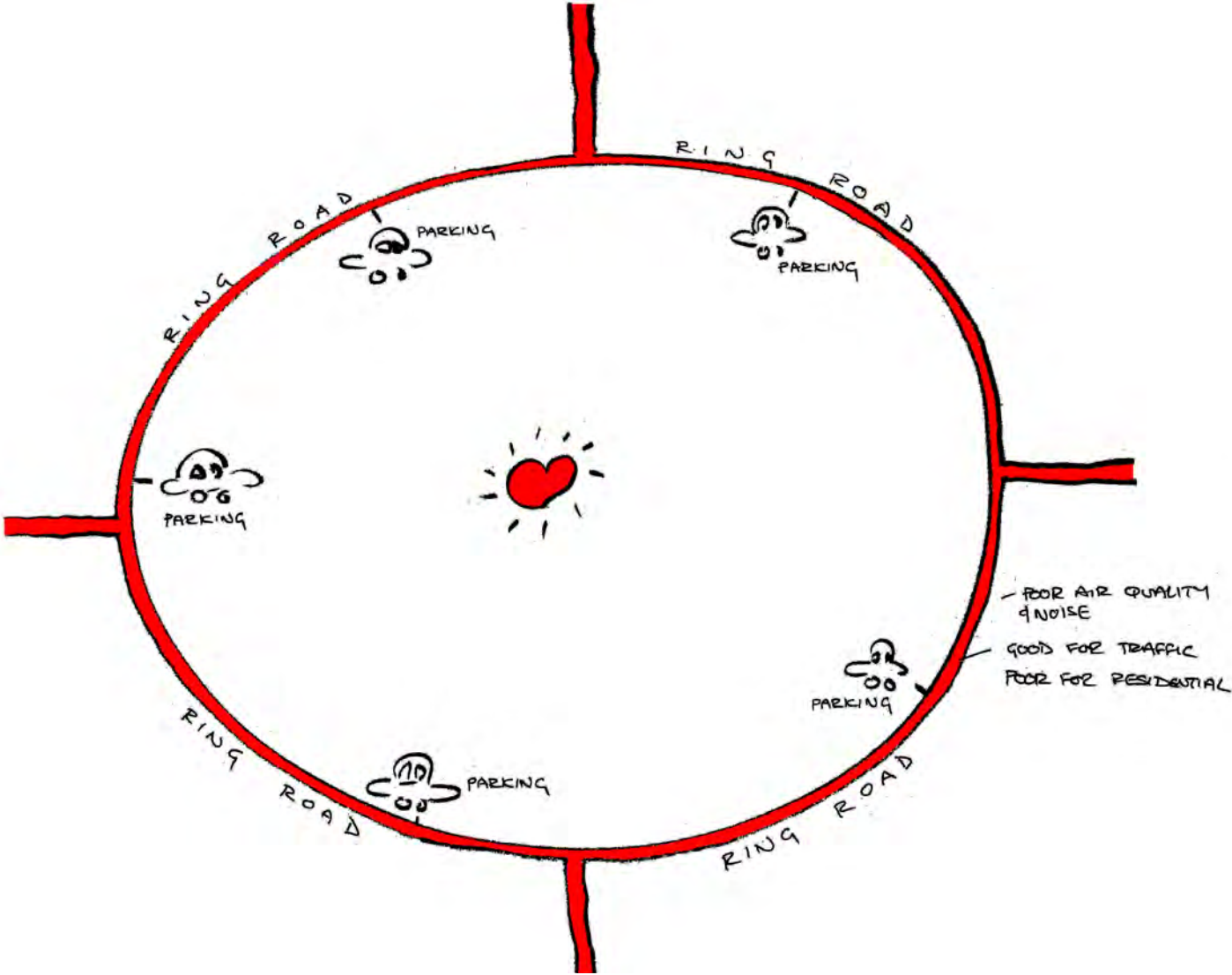
This strategy does not automatically lead to the construction of new car parks, but the rationalisation, consolidation and possible extension of those existing car parks which are already well sited on or close to the ring road, the closure of small privately owned town centre car parks, with the construction of new additional car parking on the ring road only when demand dictates.

Incentives will be required to encourage people to choose to walk instead of drive, and for commuters to park their cars in the car park closest to their point of approach/ entry to St Helier, to avoid encouraging people to circulate around an already overwhelmed ring road, or attempt to cross town to the car park closest to their final destination. This can be achieved by offering designated parking spaces and/or reducing parking costs for particular car

parks tailored to an individual's home address, rather than work address. There will need to be dispensations for those who are mobility impaired. For commuters who make school drop-off, enroute school bus services could be organised to pick up from these commuter car park locations, and to circulate for drop off/pick up around the schools of which the greatest number are all located in St Saviours to the east, and in relatively close proximity to each other.

The benefits of this strategy are three-fold:

- The centre and north of St Helier will enjoy a reduction in commuter traffic. The reduction does not appear to be as significant as was initially expected when modelled by the traffic engineers. This strategy will, however, avoid the further choking up of the centre as the Island population increases;
- An increase in pedestrian and cycle traffic, this is linked to improved public realm and routes;
- Plots within the centre of town which were lying undeveloped as car parks, will become available for development.



Aspirational taffic scheme - stopping commuter traffic on the periphery



## Existing public and private parking provision

By looking at existing provision for long term parking in St Helier, we can see that there are circa 3,500 spaces within the ring road. We have excluded the many spaces located along the ring road, the large car parks to the south west and south east as outside the ring road, schools and hospitals.

The 3,500 is made up of approx. 2,100 from car parks which are recognised as public long stay; public or private licensed long stay and a further circa 1,400 spaces for operational 'Private Non Residential' (PNR) long stay parking, obtained from historic survey by the States of private parking in the town. This information whilst out of date, is believed to give a conservative reflection of the amount of PNR in St Helier.

With an active change in policy by the States towards long stay parking we would expect, over time, at least 1000, of these spaces to be lost. This is illustrated in the schedule on the next page.

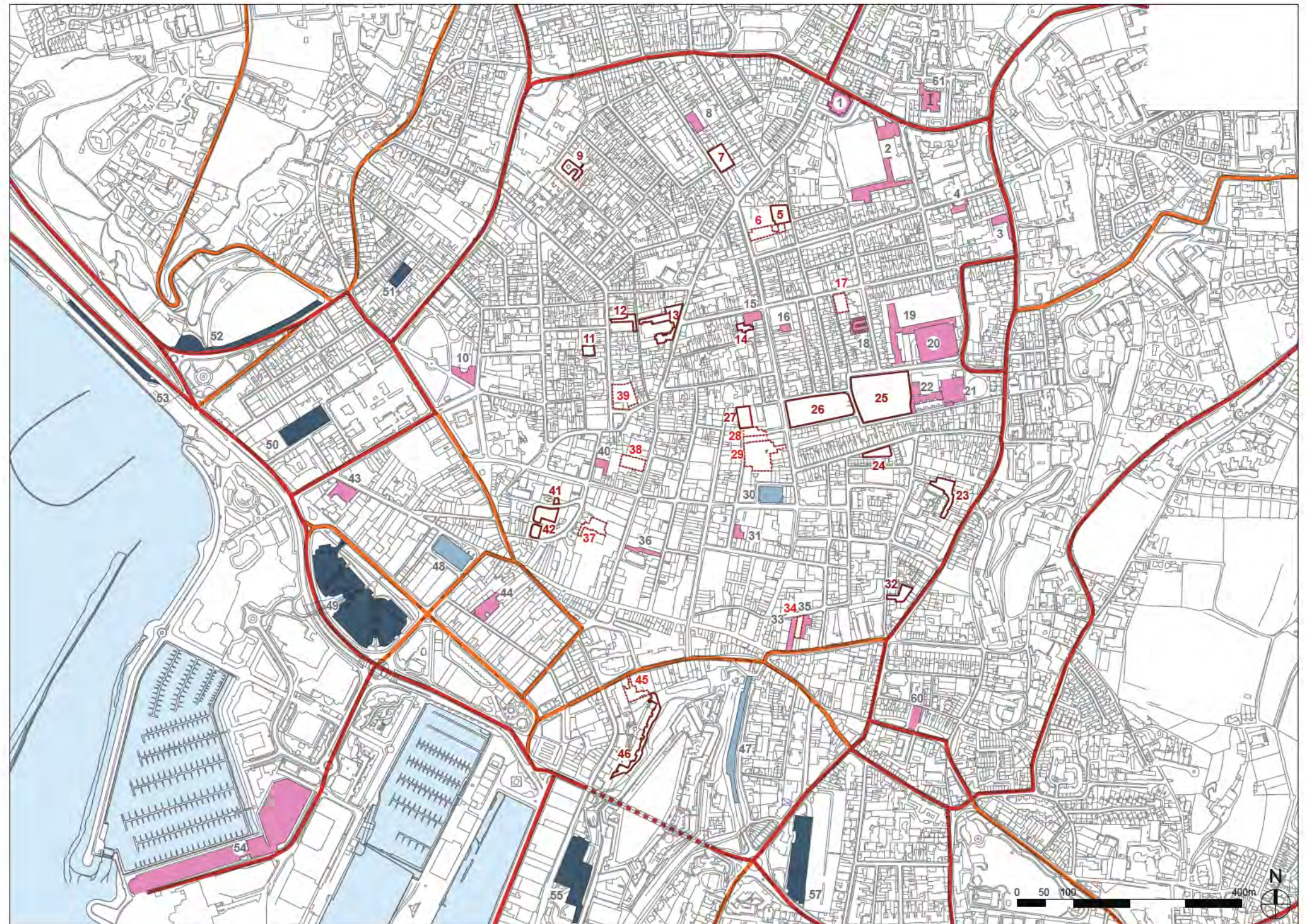
Public long stay car parks form only a small proportion of the long stay parking within the ring road:

Gas Place; Nelson Street; Hue Street and Midvale Road can all be re-developed and the parking allocation moved to the periphery.

There must be a cessation of the practice of using vacant, States owned sites as temporary car parks eg: the Ann Court and Coin Street proposed use for car parking.

PNR parking forms the bulk of the parking provision and this can be targeted for closure with a series of methods:

- Non-renewal of permits which will encourage redevelopment of these inner town sites;
- Closure by the States of temporary and semi-permanent privately leased parking spaces e.g. the Housing Department's 'Housing permit' system;
- Planning conditions for developments not permitting commuter parking and carefully limiting operational parking.



### Key

- Primary roads
- Secondary roads

- Public long stay car park
- Public short stay car park
- Private car park

- Potential closure (States and parish owned)
- Potential closure (PNR)



	Existing Car Park	Ownership	Public / PNR (Private non residential)	Type	Stay	Total number of spaces	Comment
-	Private car parks	Various	PNR	Various	Long	1400 approx.	The number of operational PNR car parks is based on 1997 survey and more recent information from the States Department of Planning and Environment. This number excludes hospitals, schools, Police HQ and alongside ring road (St Saviour's Road & Rouge Bouillon) car parkings. These are not shown on the diagram and are numerous in number and are located throughout central St Helier.
1	Robin Hood gyratory	States of Jersey	Public	Surface	Long	43	Public & Leased: Mon-Sun 24hr parking @ £230.00 per quarter / Permit only
2	Springfield Stadium	States of Jersey	Public	Surface	Long	52	Public & Leased: Mon-Fri 07.30-18.00 @ £198.00 per quarter / Permit holders only / Sports leisure & recreation
3	Monterey Hotel	Private	PNR	Surface	Long	26	Guest Parking
4	Springfield School	States of Jersey	PNR	Surface	Long	13	Staff Parking
5	Deanery, Byron Road	Parish of St Helier	PNR	Surface	Long	43	Private Commuter, Permit only / Numbered parking
6	St Mark's Car Park	Private	PNR	Surface	Long	32	Private Commuter+ Congregation parking
7	Midvale Road	States of Jersey	Public	Surface	Long	59	Paycard & Season ticket
8	St John Ambulance	St John Ambulance	PNR	Surface	Long	18	Private
9	Jane Sandeman Court	States of Jersey	PNR	Surface	Long	5	Housing permit system
10	All Saint Church	All Saint Church	PNR	Surface	Long	35	Permit only / Parking spaces are numbered
11	Journeaux Court	States of Jersey	PNR	Surface	Long	2	Housing permit system
12	St. Simon's Hall	Stansfield signs&Parish Ch St Sim	PNR	Surface	Long	15	Private Commute / Car park has a front gate
13	St. Thomas Church	St. Thomas's church	PNR	Surface	Long	66	Private Commuter, Permit only
14	Old St. John's Court	States of Jersey	PNR	Surface	Long	2	Housing permit system
15	Jersey Financial Services	Private	PNR	Surface	Long	15	Dedicated office parking
16	Royal Hotel, Apsley Road	Royal Hotel	PNR	Surface	Long	17	Staff & Patron / Entrance from David Place
17	Masonic Temple, Common Lane	Double Day Garage	PNR	Surface	Long	36	Private Commuter, Permit holders only / Control by garage between midnight to 17:30
18	Oxford Road Garage Block	Private	PNR	Surface	Long	34	Unknown use and tenure / Individual garage, locked
19	Le Mas Office	Private	PNR	Surface	Long	40	Dedicated office parking
20	Grande Marche	Private	PNR	Multi-storey	Long / Short	250 / 250	Private Commuter £118/month-month notice
21	Jersey Gas	Jersey Gas Co.	PNR	Surface	Long	36	Private Commuter, Staff & Deliveries / Adjacent to gas storage tanks
22	Tunnel Street	Gas Company & 2 Trust Companies	PNR	Surface	Long	42	Staff & Visitors / Slightly raised car park, back of building
23	De Quetteville Court	States of Jersey	PNR	Surface	Long	2	Housing permit system
24	Belmont Road Car Park	States of Jersey	PNR	Surface	Long	27	Market traders only / Access could be gated if necessary
25	Gas Place	States of Jersey	Public	Garage	Long	389	
26	Talman	States of Jersey	PNR	Surface	Long	230	Permit only / Access is gated
27	Nelson Street	States of Jersey	Public	Surface	Long	41	Parish
28	Odeon Cinema	Le Masurier	PNR	Surface	Long	25	Private Commuter £164/month-month notice
29	Le Mas Bath Street	Le Masurier	PNR	Surface	Long	100	Private Commuter £175/month-month notice / Control barrier at access, Entry only
30	Minden Place	States of Jersey	Public	Multi-storey	Short	235	
31	Jersey Telecoms	States of Jersey	PNR	Surface	Long	14	Dedicated office parking
32	Lord Coutanche Court	States of Jersey	PNR	Surface	Long	1	Housing permit system
33	Le Sueur Coal yard	Private	PNR	Indoor	Long	19	Private / Building above
34	Philip Le Sueur & Sons Ltd	Private	PNR	Surface	Long	16	Permit only
35	Hilgrove Street	Healey & Baker Estate Agents	PNR	Surface	Long	28	Permit & Business Use / Office above car park, gated
36	Don Street	De Gruchy Department Store	PNR	Surface	Long	20	Permit only / Also access from New St.
37	Dumaresq Street	Private	PNR	Surface	Long	28	Permit only / gated
38	Corporate Parking Ltd.	Private	PNR	Surface	Long	20	Private Commuter
39	Corporate Parking Ltd.	Private	PNR	Surface	Long	20	Private Commuter
40	Barnes Garage, New Street	Private	PNR	Surface	Long	31	Permit only / Building above
41	Hue Court	States of Jersey	PNR	Surface	Long	34	Housing permit system
42	Hue Street	States of Jersey	Public	Surface	Long	30	Paycard Display
43	Seaton Place	Various companies	PNR	Surface	Long	51	Staff & Clients only / Within Eaton House, possible resi. parking
44	Bardays	Barday Private Bank & Trust	PNR	Surface	Long	54	Staff only
45	Mulcaster Street	Private	PNR	Surface	Long	20	
46	Clos Du Fort	States of Jersey	PNR	Surface	Long	15	Housing permit system
47	Snow Hill	States of Jersey	Public	Surface	Short	84	Short stay or outside study area
48	Sand Street	States of Jersey	Public	Multi-storey	Short	545	
49	Esplanade	States of Jersey	Public	Surface	Long	533	
50	Patriotic Street	States of Jersey	Public	Multi-storey	Long	619	
51	Elizabeth Lane	States of Jersey	Public	Surface	Long	44	
52	Peoples Park	States of Jersey	Public	Surface	Long	70	
53	Victoria Avenue lay-bys	States of Jersey	Public	Surface	Long	246	
54	Albert Pier			Surface	Long	2,000	
55	Pier Road	States of Jersey	Public	Multi Storey	Long	741	
56	Green Street	Bermuda Trust (Jersey) Ltd	PNR	Surface	Long	57	Permit only
57	Green Street	States of Jersey	Public	Multi-storey	Long	608	
58	Route du Fort	Private	PNR	Surface	Long	45	
59	Route du Fort	States of Jersey	Public	Surface	Long	81	
60	Royal Crescent	Private	PNR	Surface	Long	36	Private Commuter / access from Chapel
61	Les Jardins Du Soleil	States of Jersey	PNR	Surface	Long	8	Housing permit system

Total estimated number of long stay car park spaces within the ring road: 3,500 approx.

Potential number of parking spaces which could be closed / relocated : 1,150 approx.

Note: The car parks highlighted in red on the schedule are an initial assessment of how many long stay spaces might realistically be available for closure and / or relocation to the perimeter car parks. This totals just over 1,150 and therefore we expect approx. 1000 spaces to be lost.

Key

Long stay car parks within the ring road



# Traffic volumes on arterial roads into St Helier

We next looked at the relative split of current traffic volumes which reach the ring road on the main incoming arterial roads, to ascertain the real demand for parking. We noted that currently the majority of traffic (68%) reaches St Helier at its south west and south east corners. The remaining 32% is more or less evenly spread over the 4 roads coming in to the northern side of St Helier.

Dividing St Helier into quadrants, we reviewed the traffic and parking provisions;

## Traffic approaching from south west and south east

The south west has the greatest share of incoming commuter traffic (39%). The proposed Esplanade Quarter development will only serve to increase this share, and the associated volume of traffic sited as it is, on the main arterial road coming into St Helier from the west. The proposed Esplanade Quarter car park, Patriotic Street car park and the new Kensington Place car park, are all well sited to provide parking for this traffic. TTS forecast an oversupply of parking for some years, assuming the Esplanade Quarter is built in the next few years.

Traffic approaching St Helier from the south east (29%) can be directed to park at the existing local car parks, but with provision made to accommodate increased numbers as follows: Green Street car park can be redeveloped to increase capacity; Pier Road currently has spare capacity; and there is the possibility of developing Snow Hill to provide additional parking (although this is currently a short stay car park).

Although these areas are outside the focus of the masterplan, new parking provided here will increase the overall number of parking spaces in the town as a whole and therefore should be taken into account before any new additional car parks are constructed in the northern areas.

## Traffic approaching from the north

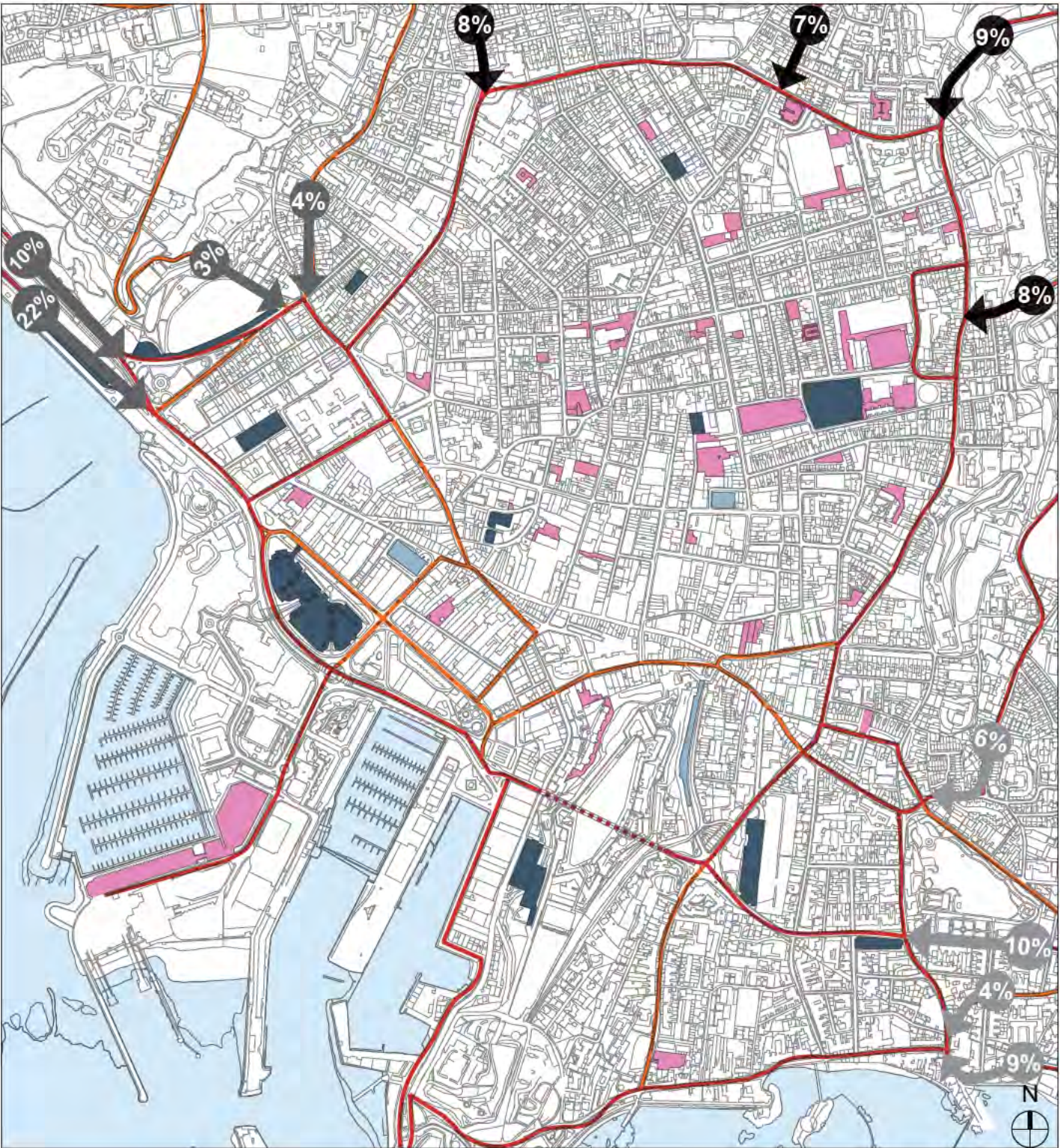
We have looked at existing and possible future parking provision for this area. It is a predominantly residential area with a cumulative incoming traffic share of 32% from the north. With predicted population growth, the numbers entering St Helier from the north will be increasing.

TTS view the provision of new car parks on the ring road in this north town area as unnecessary, with the exception of the replacement of the parking at Gas Place, but their assessment does not allow for the successful closure of long stay car parks within the ring road or for the predicted population growth resulting in a 19% increase in traffic by 2020.

TTS accept that the traffic from the north will continue to be required to cross town to park in the southerly car parks (which are expected to have spare capacity in the short term). This will not improve the traffic congestion suffered by the town unless the 15% reduction in traffic was achieved.

As discussed earlier in this report, it would be prudent to plan for not achieving this 15% reduction and allowing for population growth to occur.

We believe adopting a future long term strategy to provide new car parks on the ring road is a sensible approach.



Site plan

Key

- Primary roads
- Secondary roads

- Traffic from North: 32%
- Traffic from SW: 39%
- Traffic from SE: 29%