

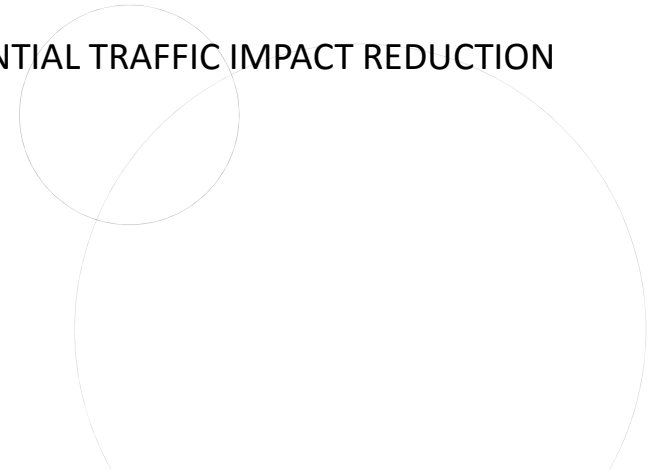


HAVRE DES PAS

VILLAGE IMPROVEMENT SCHEME

CURRENT TRAFFIC PATTERNS & POTENTIAL TRAFFIC IMPACT REDUCTION

January 2019





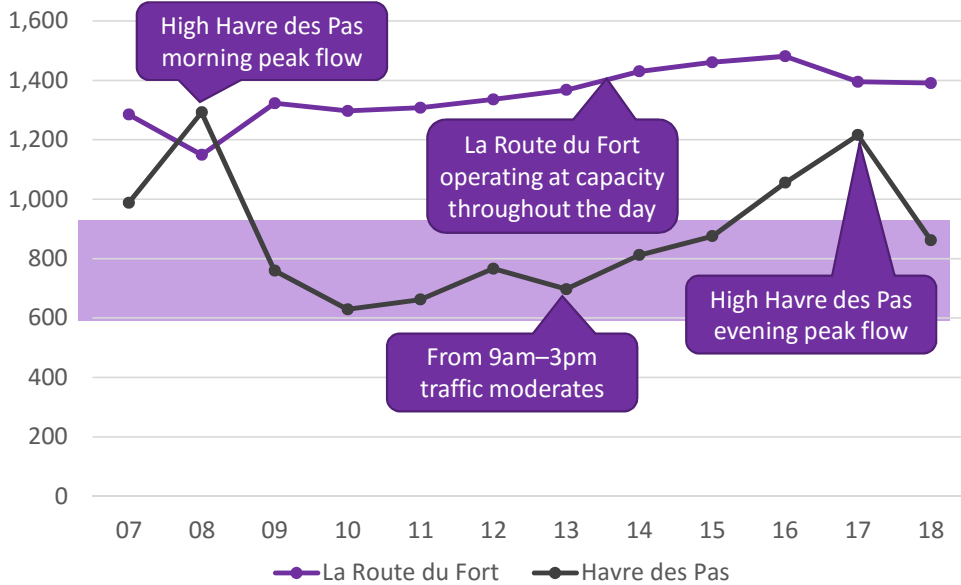
HAVRE DES PAS

- How does traffic use the area?
- What are the patterns through the day as traffic accesses the neighbourhood and the wider town?
- What are the traffic speeds?
- When does congestion affect leisure trade and residents?
- What traffic changes are realistic to reduce traffic impact and make the area a better place to visit and walk around?

TRAFFIC IN A NUTSHELL – Existing Situation



Traffic Pattern through the day (two-way total)



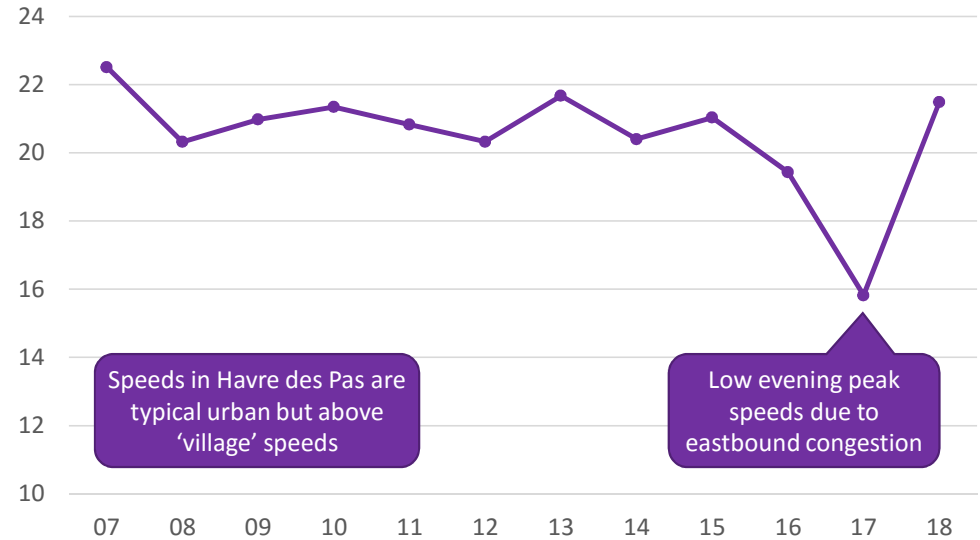
Havre des Pas:

- Havre des Pas is essential part of the peak traffic capacity for the economy and function of Town. High morning commuter traffic flow towards town. A third of traffic from Havre Des Pas routing to Green St and two-thirds routing over Mount Bingham
- High evening commuter traffic flow from town, with majority of traffic coming in over Mount Bingham

La Route du Fort:

- High traffic flow throughout the day indicating its operating at or near capacity throughout

Traffic Speeds through the day (two-way average) on the Seafront



Havre des Pas:

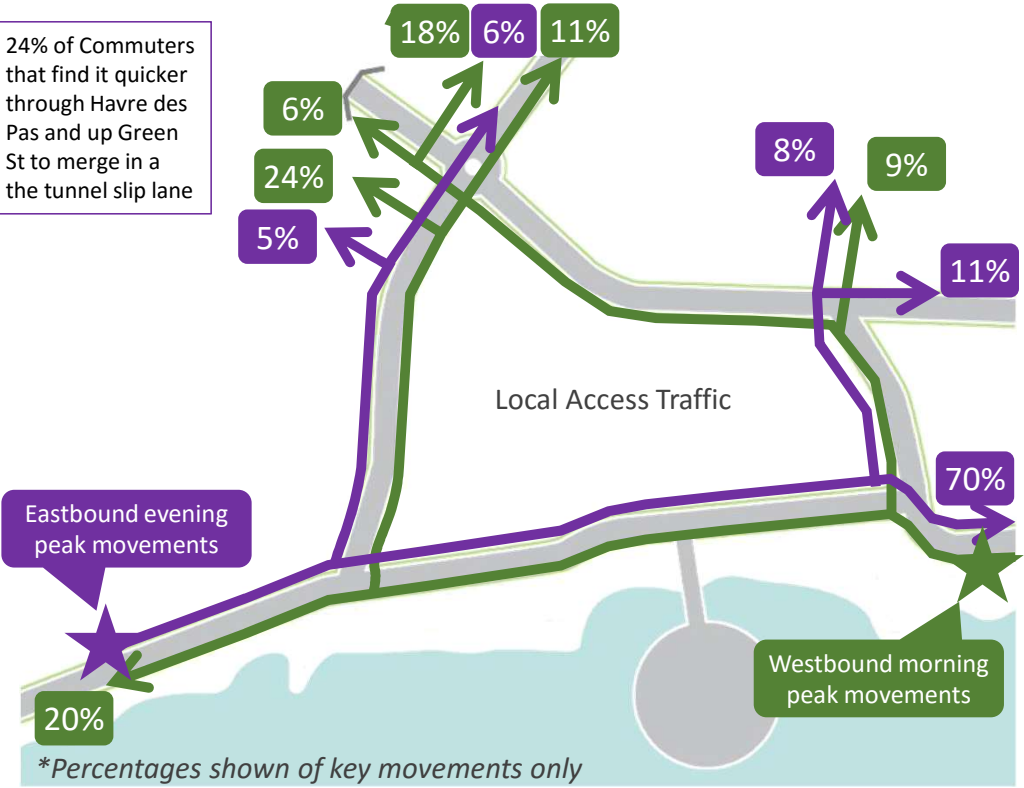
- Average speed of 23 mph daily and 21 mph between 7am–7pm
- Average 85th percentile speed of 27 mph daily and 25 mph between 7am–7pm
- Low evening peak speeds, 16 mph, due to significant eastbound congestion
- Significant queueing (average ~20 vehicles) eastbound in the evening peak from the White Horse Inn roundabout

TRAFFIC IN A NUTSHELL – Existing Situation



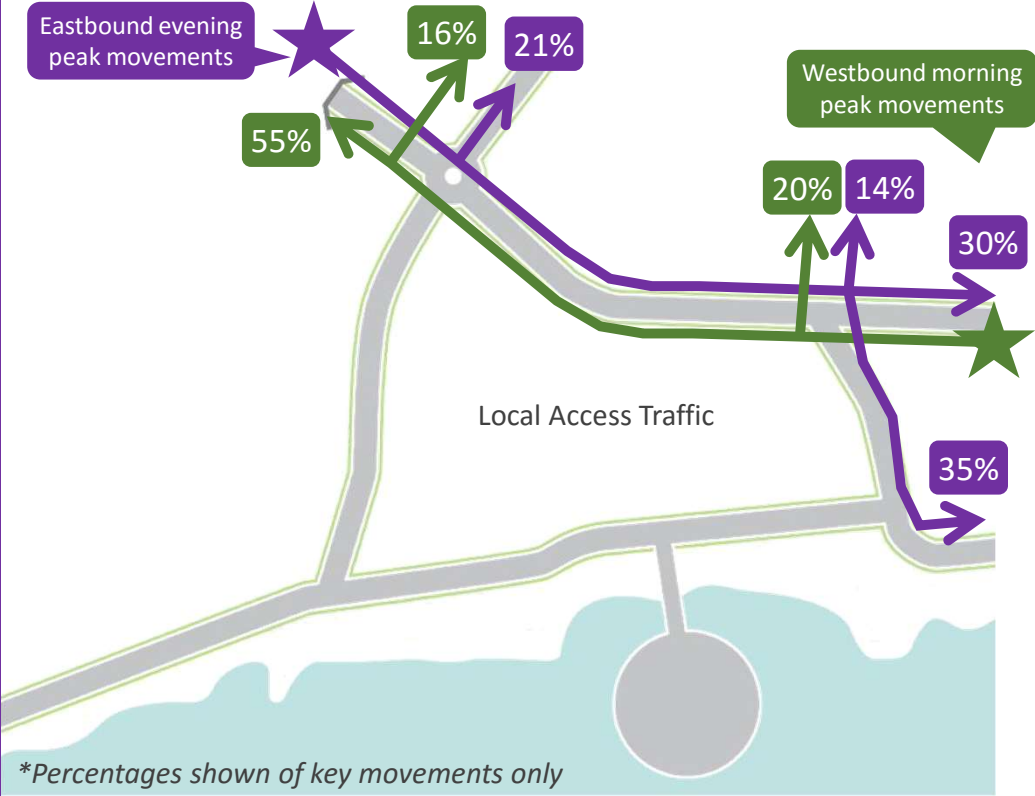
Havre des Pas Traffic Distribution – Route through

24% of Commuters that find it quicker through Havre des Pas and up Green St to merge in a the tunnel slip lane



- Traffic splits westbound during the morning peak between Havre des Pas and La Route du Fort, with over 35% routing northbound on Green Street
- Majority (70%) of eastbound traffic routes along Havre des Pas in the evening peak, with 19% routing northbound in St Clements Road and 11% on Green St

La Route du Fort Traffic Movements



- Majority of through traffic originating on La Route du Fort continue to use La Route du Fort not switch to Havre des Pas because this a quicker route out of town in the evening
- Minimal westbound through traffic on La Route du Fort uses Havre des Pas or Green Street
- Significant eastbound traffic routes via St Clements Road to the coast road

ONE-WAY HAVRE DES PAS WESTBOUND PROPOSALS



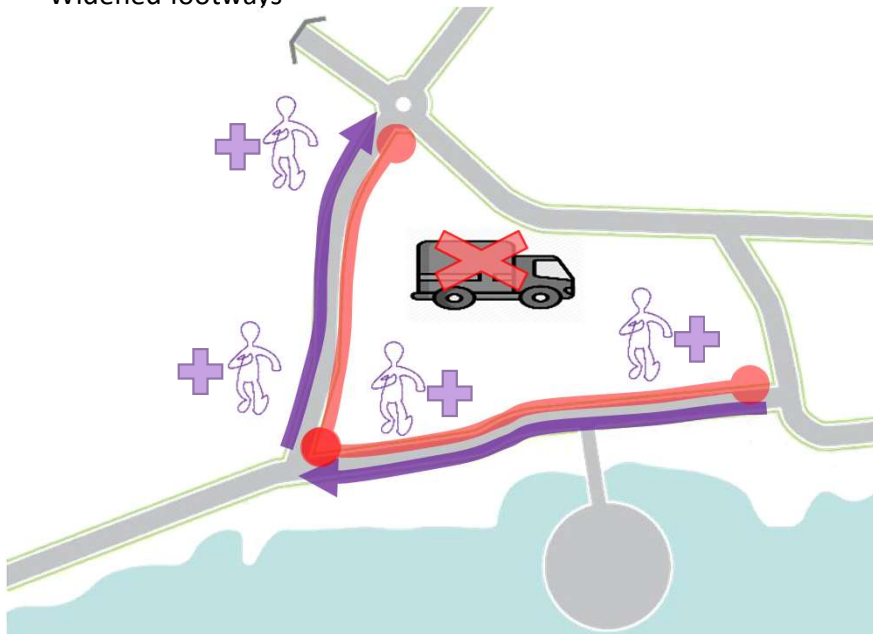
Key Elements of Proposals

Havre des Pas:

- Significant traffic reduction through one-way closure; westbound traffic only
- Additional crossings and widened footways
- HGV ban, access only

Green Street:

- One-way closure; northbound traffic only
- Widened footways



Proposal Impacts

Impact severity: 😊 Slight 😊😊 Moderate 😊😊😊 Large

| IMPACT | POSITIVE | NEUTRAL | NEGATIVE |
|------------------------------------|----------|---------|----------|
| Reduce Traffic | 😊 | | |
| Increase Crossings | 😊 | | |
| Create Unloading Bays | 😊 | | |
| Reduce Congestion | 😊 | | |
| Widen Footway | 😊😊 | | |
| Create Additional Parking | | 😊 | |
| Reduce Speed | | | 😞 |
| Eastbound Bus Service | | | 😞😞 |
| Town Wide Traffic Congestion | | | 😞😞😞 |
| Evening Queuing at mini-roundabout | | | 😞😞 |

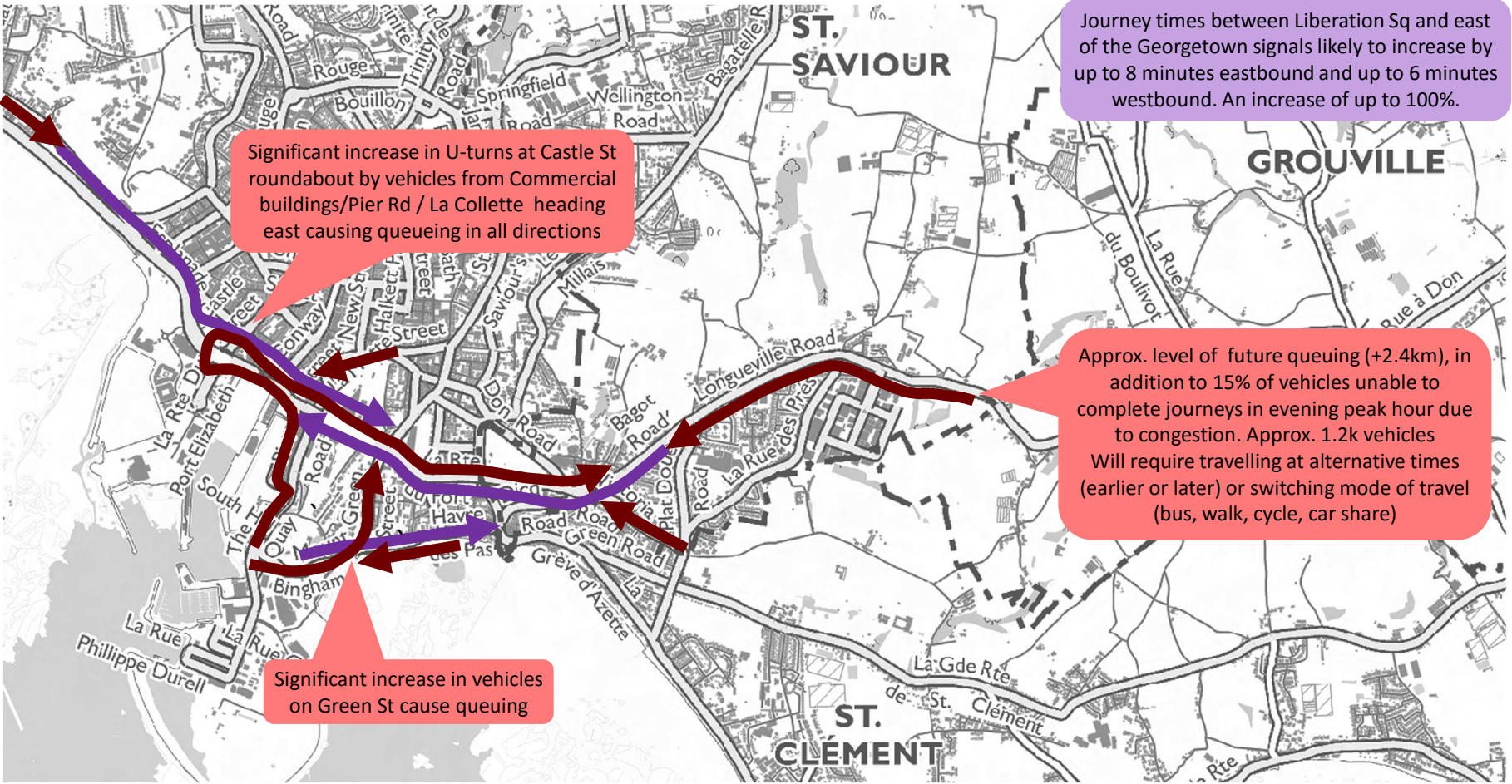
Summary of Proposals

- Significant decrease in traffic on Havre des Pas but risk of speed increase due to no oncoming traffic
- Significant town wide traffic congestion following closure of eastbound route through Green Street & Havre des Pas with Island economic impact of £Ms
- Significant increases to queue lengths and journey times. Average speeds likely to be below <4 mph on La Route du Fort at peak times.
- Increased speeds as a result of one-way route through Havre des Pas
- Marginal increases in footway widths, some servicing bays
- Decreased accessibility following lost of eastbound Route 1 bus service through Green St and Havre des Pas. This is not compatible with Disability Legislation to improve accessibility for those with limited walking capacity (Alternatively, Significant cost to provide circular Hopper service for eastbound bus travellers)

TOWN WIDE TRAFFIC CONGESTION



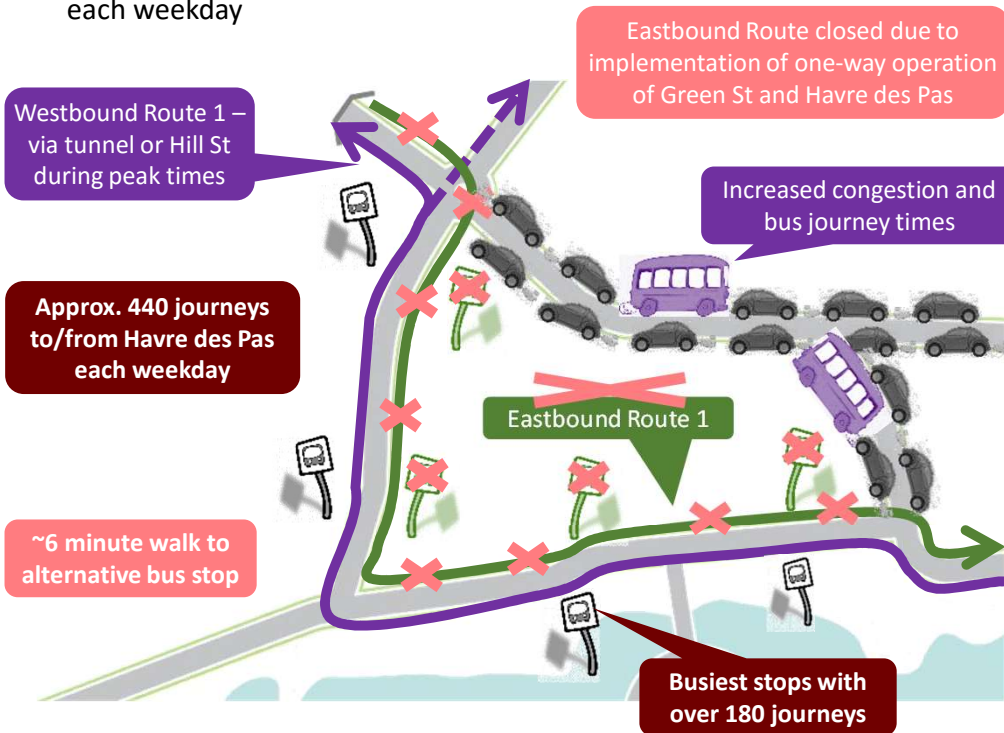
Indicative vehicle queue distances as a result of the One-way proposals – Evening peak





Existing Route 1 bus network

- Public Bus Service Route 1 is a key route from Liberation Station via Green Street and Havre des Pas to the east of the island
- Ongoing operation of the route requires a two-way service on Green Street and Havre des Pas to provide services both eastbound and westbound
- There are approx. 440 journeys to/from Havre des Pas bus stops on average each weekday



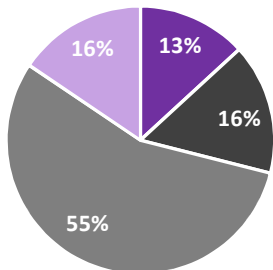
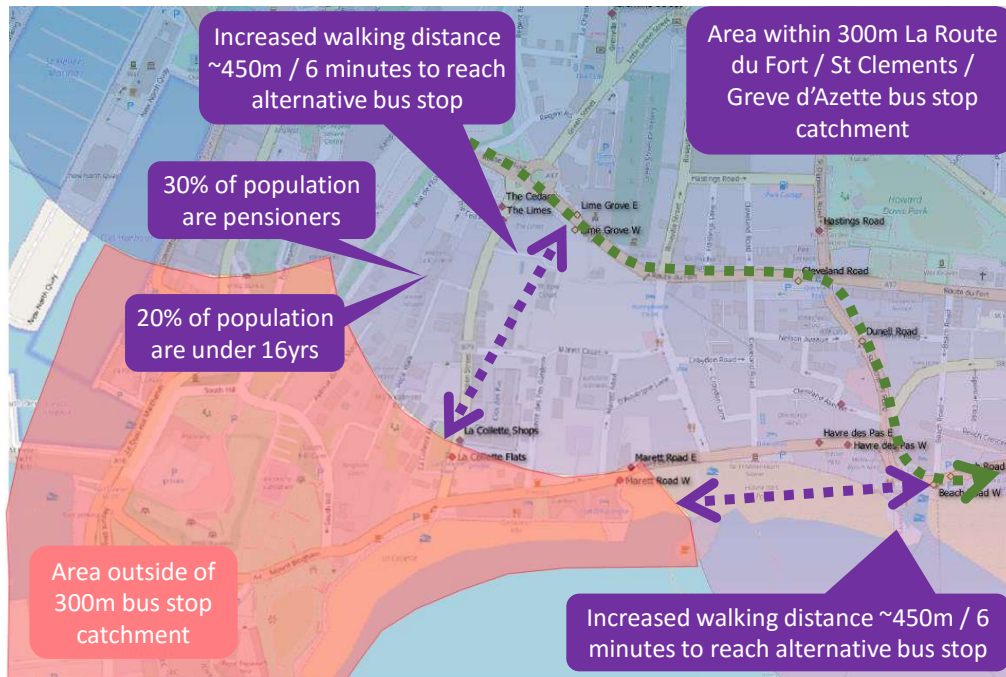
PUBLIC SERVICE BUS NETWORK

Impact of One-way proposals in the bus network

- Loss of popular eastbound Route 1 bus service on Green Street and Havre des Pas
- Loss of four busy eastbound bus stops, with 440 journeys on average each weekday to/from Havre des Pas
- Bus users would need to walk for an additional 6 minutes (over 450 meters) to reach alternative eastbound bus stop; either on La Route du Fort or Greve d’Azette.
- Bus users could travel westbound & interchange to save walking, however it would require additional ticket purchase, additional travel time & wait time at interchange, up to additional £2.50 and 20 minutes
- Overcrowding at remaining eastbound bus stops on La Route du Fort with transfer of passengers from popular Green St stops. Similarly on Beach Road stops with transfer from Havre des Pas stops.
- Additional delays to traffic at pedestrian crossing locations due to increased demand for crossing from displaced bus users accessing alternative stops on La Route du Fort or Greve d’Azette. Requirement for additional / improved crossings to facilitate movement.
- Increased bus journey times on all routes due to impact of increased network wide congestion resulting in reduced level of service to bus users.



Impact of One-way proposals in the bus network

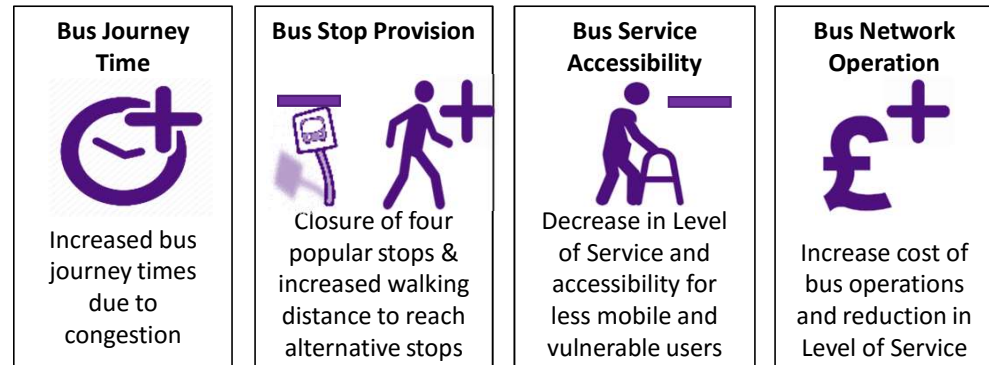


- Vulnerable users (pensioners, disabled persons and children) account for approx. 50% of the population and approx. 29% of all bus journeys to/from Havre des Pas
- Adult tickets account for approx. 55% of bus journeys to/from Havre des Pas

■ Child ■ Concession ■ Adults ■ Visitors

PUBLIC SERVICE BUS NETWORK

Proposal Impacts



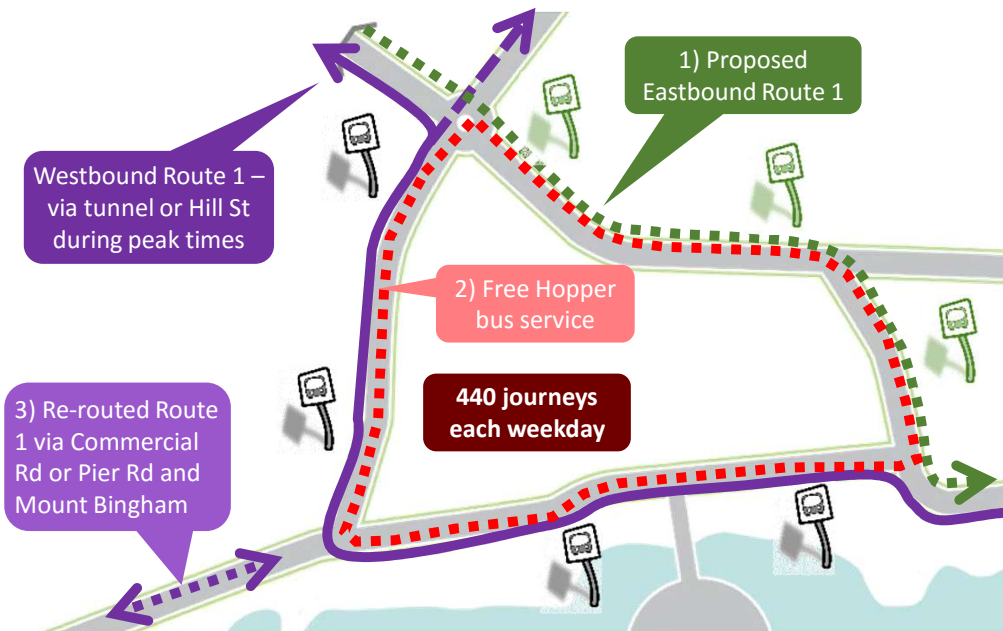
Summary of bus network impacts

- One-way proposal will introduce significant dis-benefit to the popular Route 1 eastbound bus route, requiring an additional walk time of over 6 minutes for over 5,000 users each month. Or provision of a new free hopper bus at significant cost to accommodate existing bus users, up to 50% of which are children and the elderly.
- Large section of south west Havre des Pas would be without easy access of a eastbound bus service (>300m from bus stop).
- New disability legislation requires improved access for those with limited walking ability and this may not comply with a disability equality audit
- Free hopper bus service could cost an additional £250,000 per year to implement and operate, and would not provide any level of betterment. Parish would be required to fund provision of Hopper service to maintain accessibility.
- Overall one-way proposals will have a significant adverse impact on eastbound bus travel.



Alternative Proposals

- Westbound Route 1 bus service maintained in full
- Eastbound Route 1 bus service :
 1. Re-routed via La Route du Fort and St Clements Road
 2. Re-routed via La Route du Fort and St Clements Road with a ‘free’ circular hopper bus service to maintain existing level of service to Havre des Pas bus stops
 3. Re-routed via Commercial Road or Pier Road and Mount Bingham, and then via Green Street northbound, La Route du Fort and St Clements Road



PUBLIC SERVICE BUS NETWORK

Proposals Impacts

| OPTIONS | JOURNEY TIME | BUS STOP PROVISION | BUS SERVICE ACCESSIBILITY | BUS NETWORK OPERATION |
|--|--------------|--------------------|---------------------------|-----------------------|
| 1) One-way Proposal - Re-route eastbound bus route 1 via La Route du Fort and St Clements Rd | ☹☹☹ | ☹☹☹ | ☹☹☹ | ☹ |
| 2) One-way Proposal - As above with Hopper service to maintain existing level of service to Havre des Pas stops | ☹☹ | ☹ | ☹ | ☹☹☹ |
| 3) Alternative Proposal – Green St one-way & Havre des Pas two-way. Re-route Bus Route 1 via Commercial Rd or Pier Rd and Mount Bingham and Green St, La Route du Fort and St Clements Rd | ☹ | 😊 | ☹ | ☹ |

One-way Havre des Pas and Green Street proposals will:

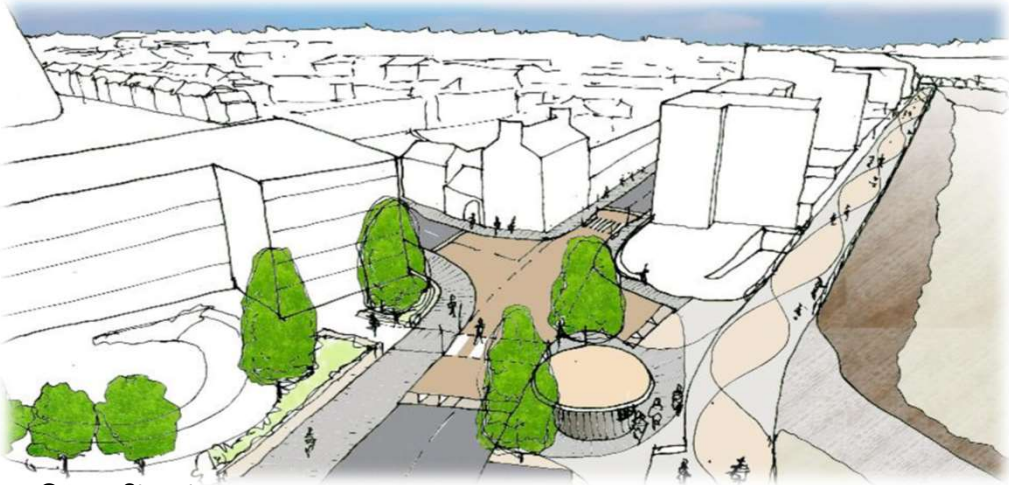
- Introduce significant bus journey time dis-benefit to the popular Route 1 eastbound bus route
- Reduce the number of bus stops and service levels bus users experience making bus travel more difficult for all users including those with limited mobility, children and victors to Havre des Pas
- Increase the cost of bus operations
- Overall one-way proposals will have a significant adverse impact on eastbound bus travel for all



Key Elements of Proposals

Havre des Pas:

- Flow Management (mini-roundabout changed to controlled junction)
- Peak reductions from change in character
- Additional Crossings improve walking and deter through traffic
- HGV through traffic restricted, HGV for servicing only



Green Street:

- Flow Management and Speed Reductions
- Additional Crossings

VILLAGE IN THE TOWN APPROACH

Proposal Impacts

| IMPACT | POSITIVE | NEUTRAL | NEGATIVE |
|------------------------------------|----------|---------|----------|
| Reduce Traffic | 😊 | | |
| Increase Crossings | 😊 | | |
| Create Unloading Bays | | 😐 | |
| Reduce Congestion | 😊 | | |
| Widen Footway | 😊 | | |
| Create Additional Parking | | 😐 | |
| Reduce Speed | 😊 | | |
| Eastbound Bus Service | | 😐 | |
| Town Wide Traffic Congestion | | 😐 | |
| Evening Queuing at mini-roundabout | 😊 | | |

Summary of Proposals

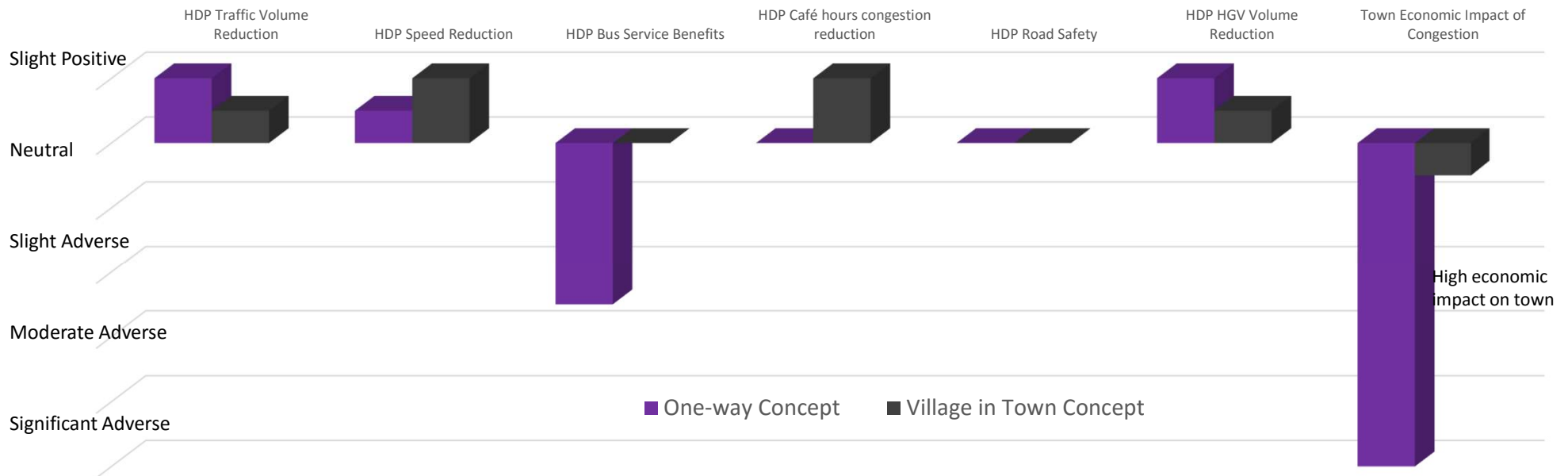
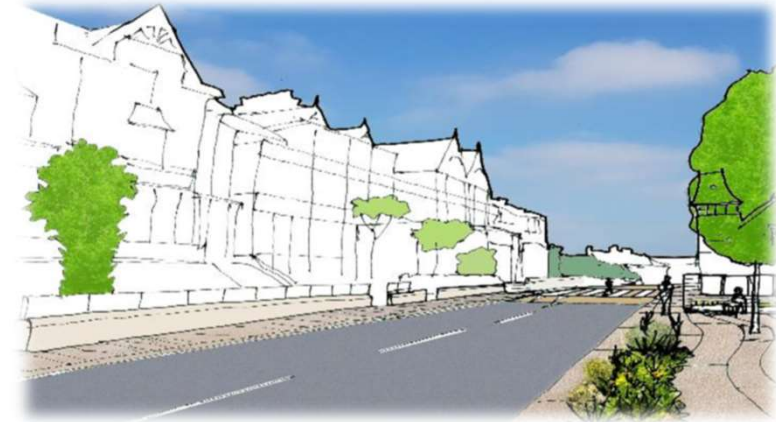
- Improved environment of reduced speeds and congestion periods allowing summer afternoon trade to develop
- Cost benefit balance with Town Economy
- Moderate decrease in traffic on Havre des Pas
- Minor impact to town wide traffic congestion levels
- Decreased queue lengths and decreased speeds through Havre des Pas due to flow management to reduce the routes attractiveness
- Maintained eastbound Route 1 bus service (or loop service with one way)
- Improved public realm with potential for summer evening and weekend full closures for special events

VILLAGE IN THE TOWN APPROACH



Comparison of proposals

- Negative town wide economic impact as a result of congestion from the one-way proposals significantly reduced with the Village in the town approach
- Village in the town approach offers a positive solution for all traffic and with small negatively impact the wider town economy
- Approach would reduce traffic speeds and volumes, and introduce additional pedestrian crossings improving safety for all
- One-way proposals would introduce a significant dis-benefit to the popular Route 1 eastbound bus route, requiring a Hopper bus at significant cost to accommodate existing bus users, many of which are children and mobility impaired





HAVRE DES PAS – POSITIVE FUTURE FOR ALL


Balancing the town economy and the village improvement

Village in the Town Approach Summary

- Shared key objective to improve the Havre des Pas village area, while enabling the wider area to continue to travel and prosper for the good of the whole island
- Key elements include deterring Green Street and Havre des Pas route to limit through traffic and creating a village feel
- Achieved through a blended approach of speed reductions, improved and additional crossings and flow management and promotion of sustainable travel initiatives
- Enables the popular route 1 bus route to continue to serve the area and ensure transport continues to be accessible to all users (or Hopper circular and one way Green St) and supports those with limited walking ability


Suggested project targets to improve the traffic setting for the Village improvements

Speed
Reduce 85th percentile speeds from 26 mph to < 20 mph



Target 20% speed reduction

Seafront Congestion
Reduce evening peak queuing along seafront




Target 70% reduction in queuing

HGV Flow
Remove HGV through movement restriction to access only




Target no through HGV traffic during café hours

Residential Character
Improvement through traffic flow reduction



Target 20% less traffic during café hours

Economic Impact
Opportunities to support local growth



Local growth & increased visitors₂



HAVRE DES PAS

VILLAGE IMPROVEMENT SCHEME

