

## **Memorandum**

**To:** The Director of Planning

**Our Ref:** T/180P/PSO

**From:** The Senior Traffic Services Officer

**Date:** 7<sup>th</sup> February 2018

### **POINTUES ROCQUES, ST SAMPSON – TRAFFIC IMPACT ASSESSMENT ADDENDUM**

I refer to an e-mail of 21<sup>st</sup> December 2017 from your Senior Planning Officer, advising that ARUP had submitted additional information in regard to the Traffic Impact Assessment, in response to Traffic and Highway Services (THS) comments on the document dated 22<sup>nd</sup> September 2017.

THS welcomes the clarification brought by the content of the addendum particularly in respect of trip distribution, modelling of Braye Road/Route Militaire signals and why ARUP believe the methodology used to determine the preference for the single access option (adjoining Robergerie Road) is appropriate.

#### **Trip Distribution**

THS has noted that distribution has been estimated using locations of employment in Guernsey and that the 5%, i.e. relatively low level of employment opportunity around the Bridge is why the east bound manoeuvres out of the proposed development are very low. THS does not dispute this theoretical modelling but clearly not all trips will be associated with employment opportunities and known morning congestion at junctions such as the Halfway filter already impact on the routes drivers choose to take. Nevertheless, THS does accept ARUP's assessment that even with a significant uplift in the amount of eastbound traffic (3% uplifted to 20% in the high density housing scenario) it would be unlikely to be detrimental to pedestrians based on best practice guidance (Guidelines for Environmental Assessment of Road Traffic).

#### **Modelling of Braye Road/Route Militaire and St Clair Hill/Vale Road Signals**

THS Has noted that the Braye Road/Route Militaire signals have been remodelled using the current signal set-up/timings which should produce a more accurate assessment of likely impact of developments. THS is of the view that that the proposed development in isolation will have minimal impact on the performance of the signals. The situation is not as positive in terms of if all committed development takes place with concerns highlighted in the am peak particularly.

In terms of the St Clair/Vale Road signals, the junction is expected to perform within capacity in all development scenarios (committed and this proposed development) and therefore on the issue related to traffic signals the impact of the Pointues Rocques site does not raise any concerns with THS.

### **Methodology Used To Assess Single & Dual Access Options**

THS remains of the view that ARUP has used a slightly crude methodology to determine the appropriate number of accesses for the site but does understand its concerns about alternative methods of assessment introducing levels of subjectivity.

From THS's perspective, any application for development that it is consulted about is considered against the Traffic Engineering Guidelines as well as in the context of the States Approved Road Transport Strategy. Of particular relevance in this case is the general ethos of the Road Transport Strategy which places vulnerable road users at the top of the hierarchy of importance and there is a similar ethos in terms of the policies contained in the Traffic Engineering Guidelines for Guernsey. Policy NCR02 is relevant inasmuch as it states "on suburban neighbourhood roads, a safe environment should be created for vulnerable road users and through traffic discouraged.

In considering, the proposed development THS is concerned about its impact on vulnerable road users given there appears very limited opportunities to improve the environment for those user groups. In-house discussions have centred around the potential benefits of diluting flows across the Robergerie Road and Pointues Rocques even though it is acknowledged that ARUP's findings don't indicate it is a necessity using established methods of assessment (Guidelines for Environmental Assessment of Road Traffic) and their surveys identifying low numbers of vulnerable road users, albeit in a limited duration assessment.

ARUP's comparative impact assessment (Appendix N of the TIA) appeared to give equal weighting to the following factors:-

- 1) Dispersal of development trips
- 2) Roadworks required (construction costs, traffic management during construction)
- 3) Potential diversion and interaction with utilities/buried services
- 4) Increased turning movements on St Clair Hill/Route Militaire
- 5) Loss of On-Street Parking
- 6) Impact on Rue des Monts
- 7) Pedestrian and Cyclist Amenity
- 8) Impact on narrow section of Robergerie to east of the site
- 9) Impact on Brock Road
- 10) Impact on blind corners along Rue des Pointues Rocques to east of the site
- 11) Impact on Mont Morin
- 12) Impact on granite wall in a conservation area
- 13) Increased maintenance activities (assuming adoption of connection with the public highway)
- 14) Potential to attract objections from public consultees and stakeholders

THS's view is that the TIA should consider solely traffic related matters and therefore 12) and 14) should not have formed part of the assessment. In terms of the remaining factors, road safety matters are deemed the most important which would concern things like visibility at junctions, increases in traffic in substandard roads or those known to have an accident history of concern. In light of this, 1), 7), 8) and 10) are considered the most important considerations.

1) Dispersal of traffic movements – The dual access option provides a means to disperse traffic across 2 substandard highway links as opposed to 1 substandard highway link

7) Pedestrian & Cycle Amenity - Neither access option would provide any significant improvement to the highway network for these user groups but improved dispersal of traffic across 2 roads would be likely to limit conflict and perception of conflict

8) Impact on the narrow section of Robergerie to the east of the site – The dual access option would result in fewer movements negotiating this section of road

10) Impact on blind corners along Rue des Pointues Rocques to east of the site - The dual access option would increase vehicle movements negotiating this section of road

From a traffic management point of view, ARUP have not indicated there will be any link capacity or junction capacity issues (junction with Route Militaire) and THS has not indicated that it would necessarily remove parking in Rue des Pointues Rocques although there is a risk of this being required in the dual access option.

In conclusion, THS is of the view that with the proposed highway mitigation measures the development could be adequately accommodated using a single access adjoining Robergerie Road and traffic flows are unlikely to increase to such a level as to be detrimental to pedestrians when considered against industry practice guidelines. However, the development is not considered to be ideally located in terms of the characteristics of the road network and therefore dilution of traffic flows remains worthy of consideration by the DPA. However, this would be on the proviso that a suitable position could be found to accommodate an access adjoining Pointues Rocques (albeit we recognise the high granite wall would complicate the issues) and also improvements to the sightline in the direction of oncoming traffic could be achieved at the junction of Pointues Rocques and Route Militaire.

Senior Traffic Services Officer