

**WRITTEN QUESTION TO THE MINISTER FOR
TRANSPORT AND TECHNICAL SERVICES
BY DEPUTY J.A.N. LE FONDRÉ**

ANSWER TO BE TABLED ON TUESDAY, 5th DECEMBER 2006

Question

- (a) Would the Minister provide for members details of the traffic volumes (in terms of numbers of vehicles), if available, at peak morning times (defined as between 8.00 a.m. and 9.00 a.m.) as at 1st January 2005, or as close to that date as possible, for the following roads -

Beaumont Hill (Route de Beaumont) South bound
La Haule Hill (Le Mont au Roux) South bound
St Aubin's Hill (Le Mont Les Vaux) South bound
Beaumont to Bel Royal (La Route de la Haule) East bound
Victoria Avenue East bound
St Peter's Valley East bound
Rue du Craslin (both directions)
Bel Royal to Millbrook (La Route de St Aubin) East bound
Rue de Haut (both directions)
Le Mont Cambrai (both directions)
Rue de la Ville Emphrie (both directions)
Mont Felard (both directions)
La Rue du Galet (both directions)

Would the Minister inform members of the positioning of any sensors used to provide the above data, as well as the exact date(s) when the data was collected and, in addition, would the Minister indicate the capacity in traffic volumes of the roads in question?

- (b) Would the Minister –
- (i) provide updated figures, if available, of the traffic volumes (in terms of numbers of vehicles) for the roads listed in part (a) above following the completion and occupation of all developments (both rezoned sites and all other developments) that have been approved (or construction concluded) since 1st January 2005, noting the date to which the information has been calculated?
 - (ii) indicate whether the projected traffic will exceed capacity of the above roads as a result of all of these developments, and if so, by how much (in absolute and percentage terms)?
 - (iii) state how many units of accommodation have been taken account of in arriving at the above figures?
- (c) Would the Minister –
- (i) inform members whether estimates have been undertaken of the additional traffic volumes (in terms of numbers of vehicles) for the roads listed in part (a) once all

developments under application to the Minister for Planning and Environment (but not yet approved), and any not included in the response to part (b) above (for example any developments commenced before 1st January 2005 but not yet completed) have been completed and occupied, including the impact of the development of Fields 848, 851 etc, stating to which date the information has been calculated and how many units of accommodation have been taken into account in arriving at the figures?

- (ii) indicate whether the projected traffic arising from developments presently under application will cause the above roads to exceed capacity, and if so, by how much (in absolute and percentage terms)?
- (d) Would the Minister –
- (i) inform members of the Department's estimation of the total number of vehicles to be generated at peak times by the proposed development of Fields 848, 851 etc in light of the change in numbers and mix of accommodation in total?
 - (ii) identify the estimated number of school runs (both in the morning and the evening) that will be required following the recent confirmation by the Minister for Education, Sport and Culture of the inability of schools in the vicinity to cope.
- (e) In light of the answers given above, and following the comments made earlier this year by the Minister's Department regarding the ability of the roads to cope at peak times due to a proposed development of 97 units, would the Minister inform members whether the roads passing through St. Lawrence (St Peter's Valley, Mont Felard, Rue du Galet, La Route de St. Aubin and La Route de la Haule) will be able to cope with the total traffic demand at peak times that will be placed on them by the projected development occurring in the Parishes of St. Lawrence, St. Peter, St. Mary, St. John, St. Ouen and St. Brelade?
- (f) In respect of the answers given above, would the Minister indicate whether the figures provided are average volume figures, and if the volumes increase in bad weather, or in winter? If so, what percentage increase should be applied to the numbers provided in order to arrive at a worst case scenario for maximum traffic volume at peak times?
- (g) For family type estates, how many vehicles does the Department estimate will be utilised at peak times, per unit, for the following in making its calculations of traffic flows?

- 1 bedroom unit
- 2 bedroom units
- 3 bedroom units
- 4 bedroom units
- 5 bedroom units

Answer

The Deputy has asked me to provide details of traffic flows on 13 roads in the west of the Island, 6 of them in both directions, which equates to 19 sets of data. The data requested are the current traffic volume, the predicted increase due to approved housing developments since January 2005, the predicted increase due to developments awaiting approval, the road capacity, and the

relationship between capacity and demand, both in absolute and percentage terms, for those predicted increases. In all, this amounts to 152 values.

The Deputy has also asked for further information in relation to the traffic implications of the proposed development at Bel Royal (fields 848, 851 etc), details of the difference in traffic flows due to bad weather and seasonal variations, and finally details on the ranges of traffic generation my Department would apply to the various sizes of housing unit.

The only part of the Deputy's question which I can answer at such short notice is Question c(i). I can confirm that estimates of the predicted effect of the recent housing developments on those roads listed have not previously been undertaken. To do so would be a significant draw on my Department's resources, estimated to be approximately two weeks work to complete a manual assessment. Only two of the listed roads, St Peters Valley (by Tesson Chapel) and Route de la Haule, (by Le Perquage) have permanent counting equipment, so data on the other roads would come from a range of sources at varying times and dates. A more accurate assessment would typically be carried out using a computer model, but this would significantly increase the time and cost and likely involve consultant work.

I do, however, understand the Deputy's concern over the number of housing developments which are being proposed, though members from the northern and eastern Parishes will, I am confident, agree that the problem of traffic generation is not unique to the west of the Island. I can confirm that, in 2001, officers from the then Public Services Department advised the then Planning and Building Services Department of the likely impact on the road network of the category A units identified in the Island Plan.

In an effort to be helpful to the Deputy, I have asked my officers to liaise with the Planning Department to summarise the number of new units of accommodation expected in the west of the Island and the predicted volume of traffic this would be expected to produce during the morning 8 am to 9 am period heading towards St Helier. As this traffic will inevitably use one of two roads, Victoria Avenue and St Aubin's Road, I will provide members with information on the current volume of those two roads and the predicted increases. This will at least enable members to put the issue into perspective. I will also provide the requested information on the traffic implications of the revised planning application for fields 848 etc at Bel Royal.

I would add that the States cannot provide all its housing requirements in St Helier and it is, therefore, inevitable that traffic will increase if current travel habits remain the same. This is why my Department is developing an Integrated Travel and Transport Plan which aims to reduce the proportion of trips made by private car. The plan has now been considered by the Council of Ministers and it will be presented to the States before the end of the year, in advance of public consultation early next year.