

Deputy Police Chief's (Barry Taylor)

Initial Response to Police Association Questions - PHQ Project.

Parking.

Operational Vehicles.

- 42 spaces for operational police vehicles are provided in a secure basement.
- 3 / 4 oversize vehicles (major incident van / command vehicle / PSV) to be garaged at secure facility at La Collette.
- PHQ basement will also provide parking for police cycles and motor cycles.
- Ample space for all operational vehicles in basement – no need to utilise public car parks.
- Prison van will continue to be garaged at Magistrate's Court.
- No need for staff to go outside of building to access basement car park - accessible by internal staircase and goods lift.

Staff Parking.

- No provision for staff parking at PHQ.
- States policy for all new builds that staff parking will not be provided – only operational vehicles and disabled parking.
- Increased provision for cycle and motor cycle parking in locality (opposite PHQ in Route du Fort) – additional 50 spaces for each.
- TTS considering opportunity for 40 private parking spaces located within 100 metres of PHQ – fee payable.
- Capacity in Green Street car park out of peak hours (9am to 2-30pm).
- Capacity in Route de Fort car park 350 metres away.

Visitor Parking.

- No provision at PHQ – only for disabled visitors in secure / protected lay-by at front of building.
- Professional visitors (Centeniers etc) and contractors will park in basement area.

- 3 spaces being made available in Snow Hill car park for visitors to PHQ. Will be managed by TTS and Parking Wardens. No requirement for SoJP to 'police' the parking.

Public Parking.

- Yes – this is an issue for the States / Parish.
- 250 spaces available daily at Pier Road for commuters.
- TTS exploring options for public parking including expansion of Snow Hill and variable parking tariffs / use for shoppers and commuters.
- Potential for additional spaces in locality of Green Street.
- Space available in Route de Fort car park.
- Other public buildings in St Helier with much greater number of callers do not provide public parking.
- PHQ closer to town centre than current site.
- Planning application for PHQ at Green Street fully compliant with States Sustainable Transport Plan.

Parking Fines.

- The payment of parking fines for staff or visitors is not a matter for the SoJP and will not be reimbursed.
- New arrangements (being piloted in Sand Street) for ANPR technology enable a wide range of flexibility for parking tariffs and zoning within or of particular car parks. This should obviate the need for parking penalties.

Off-site Storage.

- A secure off-site storage facility is planned in the La Collette area outside of the flame alert zone.

Over-sized Vehicles.

- 3 / 4 oversized vehicles will be garaged at this site – with ease of access and egress.
- The ARV, Firearms van and CSI van will not be garaged here – they will be garaged in the basement at PHQ.

CSI Garage.

- Provision for a CSI forensic examination area for recovered vehicles or over-sized exhibits will be constructed in the off-site facility.

- This will remove any risk of congestion and access / egress at the PHQ building and the potential hazards of storing damaged vehicles.

Equipment / Archives.

- Over-sized equipment for public order, signage, major incident kit for emergency deployment will be stored at La Collette.
- There will also be provision for secure storage of over-sized exhibits.
- A secure caged area will be installed for long-term archiving purposes.
- Significant progress has already been made in weeding paper records and archiving others electronically as part of the MOPI requirements. This will significantly reduce the requirement for large scale storage.

Custody Suite.

- The provision of a new custody facility is the primary driver for a new PHQ.
- It has been designed and will be built to ensure compliance with Home Office guidance and standards and be fully compliant to meet all safety and security requirements.
- The 'long corridor' is a new Home Office requirement for custody suites for the safety and security of staff and detainees. It can also be utilised as an additional holding area for non-compliant detainees.
- Cell capacity expanded from 12 to 20.
- No 'blind' or 'dead-end' corridors.
- There is deliberately no direct access into custody from the public enquiry desk for security reasons. This accords with latest Home Office guidance.
- The suggestion that victims and witnesses will be able to gain access to the custody suite from the upper floors is incorrect. There is no public access to the custody suite from within the building. It is a strictly controlled environment.
- An emergency response by officers / staff to the custody suite will be made via the secure staircase leading from the upper floors of the building, or through the van dock.

Interview Rooms

- Four interview rooms for detainees off custody suite equipped for audio/video interviews.
- Consultation room for lawyers within custody suite.
- Discreet privacy kiosk at enquiry desk for public callers.
- Two public interview rooms off public enquiry desk area and toilet facilities.
- Four interview rooms for witnesses etc in other areas of building above ground floor.

- The point made about the location of meeting / interview rooms RO1 / 45 and RO1 / 40 adjacent to the canteen area is well made. These are intended as general meeting areas and could be used for interviewing witnesses, however there will be an opportunity in the Stage E Detailed Design to make amendments to the internal plan.
- The canteen / server area could be screened off by a doorway to suppress noise and restrict access.
- Alternatively, the reprographic room RO1 / 39 could be relocated to RO1 / 40 or 45 and RO1 / 39 become an interview room. There is flexibility within the scheme to make adjustments as necessary.

Toilets.

- Sanitation facilities built to comply with building regulations and Health and Safety Regulations for size of building and occupation.
- Male and Female toilets on each floor.
- Toilets / shower rooms in locker room area on first floor.
- Additional toilets installed in staff area of custody suite.

Canteen.

- Refreshment areas located on each floor.
- Staff canteen / server located on first floor with seating for 65 people.
- Canteen area not shared with public.

Reduction in Floors.

- Following consultation with the Planning authorities, the original building design had to be reduced in height by one floor.
- Now plan to build over the Custody Suite area with – in accordance with Home Office design guidance.

Space / Expansion.

- No loss of space or reduction to original User Requirement.
- Original internal occupied area was 5303 square metres.
- Now 5457 square metres.
- Construction of building and use of modern techniques such as demountable walls etc provides great flexibility to reconfigure the building to meet future needs at minimal cost.
- 10% expansion space included within design.

Natural Light.

- Wide corridors and thoroughfares within building served by large efficient light wells.
- New light tube technology approved by HO / BRC / CAST utilised to maximise natural light into building and custody area – very efficient.
- Home Office has now revised its guidance on the use of ‘new technology’ lights tubes as a consequence of research undertaken for this project.

Working Areas.

- Whole building designed with flexibility in mind.
- Generous, well appointed, furnished working areas and good environmental features.
- Using space standards that reflect best practice guidelines for UK police buildings and British Council of Office standards.
- A sergeant’s office can be included in the scheme off the uniform operations area by utilising and relocating the store RO1 / 42 or room RO1 / 32.
- The temporary property store located behind the public enquiry desk is for use by counter clerks (CSOs). New arrangements for the management of property will be introduced to comply with MOPI requirements, including tighter controls and restricted access to stores.
- An overnight property store for use by operational officers is located on the first floor in the operations wing (FLO /06) adjacent to the goods lift.
- The main storage areas for property are located on at the rear of the building on the first floor with the operations wing. This will be managed exclusively by Property Officers and will have restricted access.
- The desk space allocation for IT staff is no different to other staff members. Their workstations are co-located in workshop areas fitted with specialist work benches which have additional circulation space.
- The senior management team is co-located on the third floor. The Head of CJD is a member of the senior management team as are superintendents. Other managers and supervisors are co-located with their respective departments.

Security.

- A detailed security assessment has been conducted based upon Cabinet Office guidance for the prevention of threats from terrorism and organised crime groups. The basement, rear wall, ground floor and cantilevered floor slab over the first floor have been designed with appropriate blast resistance from an IED. Similarly, specialist glazing on the ground floor accords with relative mitigation against bomb blasts.
- The building is also protected by appropriate access systems and CCTV monitoring.

Staff Safety.

- Naturally, the safety of staff is of paramount importance.
- One of the statutory requirements of the planning process is the need for the SoJP to develop a Workforce Travel Plan which will include measures to protect the safety and well-being of staff to and from the workplace. This has not yet been developed until such time as planning approval for the build is granted. Thereafter, this is a detailed and important piece of work that will be developed with staff and continually monitored by the planning authorities.
- Reference was made to the suggestion that officers will have to carry heavy bags and equipment long distances to parked police vehicles. This is not the case, a secure good lift for heavy equipment and stairway leads into the basement area from other levels of the building. Staff locker rooms are located directly above the basement garage.

Meeting Areas.

- Briefing and meeting areas exist on every floor.
- The fourth floor has been designed as an entirely flexible space with demountable walls providing facilities for training classrooms, conference rooms, Major Incident Room and Press Bureau. This space is also intended for use as a multi-agency Strategic Co-ordinating Centre in the event of emergencies.

Office Sizes.

- All offices have been designed according to Home Office and BCO standards.
- Offices and work areas are generous in space allocation reflecting modern day policing and work requirements.

JFCU – Separation.

- Separation of the JFCU operational and intelligence functions has been properly catered for following consultation with Crime Services. There is no need for them to be housed in a separate building. We have to demonstrate adequate security and access control measures.

Gym.

- The gymnasium has been designed and equipped to enable operational fitness testing to be undertaken on site and for general fitness training by staff.

Access to Building.

Vehicle.

- There are two points of access / egress for operational vehicles and official visitors.
- Access and egress by patrol vehicles to the PHQ is directly from the Route du Fort into a barrier and traffic light controlled area. There is sufficient space to enable up to four vehicles 'stack' from the roadway.
- Access to the basement parking area from this point is via a ramp and additional drop-down security shutter at the rear of the building from the ground floor.
- For vehicles egressing the basement the same principle applies, again with traffic light controlled movement of the ramp. Patrol vehicles will routinely exit onto the Route du Fort from this same area.
- An alternative exit for emergency etc, is via the van dock at the rear of custody through to the roadway at the east side of the building egressing onto Route du Fort.
- Vehicles carrying detained persons will enter the main entrance from the Route du Fort and enter the secure van dock, egressing along the eastern aspect on to the Route du Fort.

Pedestrians.

- Pedestrian access for members of the public is from the footpath running alongside the Route du Fort into an entrance foyer controlled by a revolving door and disabled access.
- A separate entrance for professional visitors to the custody suite or for bail respondents etc is provided at the front of the off the Route du Fort which has appropriate security controls monitored from the Custody Suite and Enquiry Desk but controlled by Custody staff.
- A private entrance / exit for staff is located along the western wall of the building on the ground floor adjacent to the vehicle entrance.
- The public enquiry desk is deliberately self-contained for security reasons and accords with Home Office guidance.

Alternative Sites.

Split Sites.

- Since the inception of the PHQ relocation project in 1999, some 24 different sites have been examined including a number of 'split' site solutions. There is no single ideal site; each has its own issues and difficulties to overcome.
- Of the sites considered, Green Street is the most suitable – others are not cost effective (including the Summerland site) bringing added problems of land acquisition, demolition costs, decanting costs for staff, huge disruption to the police operation, increased delays and significant additional costs.

Summerland.

- Summerland could be considered as an alternative site as mentioned above but would require additional finance of up to £10million.
- This would also result in a loss of 170 housing units to the States planned for the vacant site.

Esplanade.

- The Esplanade site has often been mooted as a suitable location for a PHQ.
- This is simply not available to the SoJP. The land is in the ownership of the Jersey Development Corporation and plans are advanced for the construction of offices for the Jersey finance industry.
- The land value attracts premium prices and is not within the scope of the public sector.

Location and Traffic.

- The Green Street location for the PHQ is good.
- It is closer to town than the current police estate and convenient to pedestrians.
- It is located on the ring road for ease of access by police vehicles etc.
- The police operation will have very little impact on the traffic flow in that locality.
- Police vehicle movements average 10 per hour
- TTS will undertake road engineering to install filter lanes and enhance vehicle and pedestrian safety.
- TTS and Arup Traffic Management Engineers reports are included in the Stage D planning application and are very favourable.