

**Government of Jersey**

## Our Hospital Project

Statement of Common Ground - Highways and Transportation

Reference:

Issue | 14 March 2022

Alexander Welch BA (Hons) MSC TPP MCIHT MTPS  
**Ove Arup & Partners Ltd**

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 277346

**Ove Arup & Partners Ltd**  
4 Pierhead Street  
Capital Waterside  
Cardiff  
CF10 4QP  
United Kingdom  
[arup.com](http://arup.com)

## Contents

---

<b>1.</b>	<b>Introduction</b>	<b>1</b>
<b>2.</b>	<b>Areas of Agreement</b>	<b>2</b>
<b>3.</b>	<b>Signatures</b>	<b>8</b>

# 1. Introduction

- 1.1 This document is a Statement of Common Ground covering Transport and Highways issues between the Appellant (Our Hospital Project (OHP)) and the Infrastructure, Housing and Environment (IHE): Operations and Transport (O&T) section of the Government of Jersey for the Planning Application in relation to development proposals for the Our Hospital Project.

Government of Jersey Planning Application reference: P/2021/1670

*“Construct new hospital and associated buildings including mental health centre, energy centre, knowledge centre, multi storey car park, surface level parking and landscaping. Demolish existing buildings, not covered by application P/2021/1398 to include La Chapelle de St. Luc, Thorpe Cottage, Briez Izel, 1 Castle View, 5 Castle View, 1 Hillcrest, part of driveway, raised planter and strip of land at entrance to Hill Crest and Castle View, Mont Martin Cottage and two outbuildings, L’Amyerie, 1 – 3 Westmount Terrace, Berkeley Rise, Westmount House, Folly Field, part of the garden of Camden, and Jersey Bowling Club. Reconfigure and landscape Westmount Road, including People’s Park, Lower Park, Westmount Gardens and Victoria Park, including changes to the playground and Petanque Courts in conjunction with associated alterations to the highway network. 3D Model available.*

*CLARIFICATION OF DESCRIPTION: Demolition of existing buildings includes all buildings on the existing Overdale Hospital Site, Mulcaster House (Jersey Water) and the former sub-station in Victoria Park. The application also includes the redevelopment of fields H1550, H1550A, H1551 and H1552.”*

- 1.2 The main contributors to this document have been Alexander Welch (Arup on behalf of the OHP Design Delivery Partner (DDP)) and Robert Hayward (on behalf of IHE O&T).

## 2. Areas of Agreement

**2.1** Agreement has been reached between the Applicant and IHE O&T in relation to the following transport and highways matters.

- Conformance to BIP CI3 and other key GoJ policies (as outlined in both the Applicant and IHE O&T Proof of Evidence) subject to agreed planning conditions;
- Westmount Road preliminary design for all users;
- Tower Road prohibition of turning movements with Westmount Road;
- St Aubin’s Road bus lane and improvements to crossing facilities for active travel modes;
- Active Travel Corridor;
- Bus waiting infrastructure provision on-site (subject to detailed design);
- Bus Strategy to be developed for wider access by way of planning condition;
- Study Area;
- Wider Pedestrian and Cycling mitigation to be covered elsewhere within GoJ Policy and projects (see Active Travel Plan comment below);
- Traffic Modelling;
- Trip Generation;
- Acceptability of Traffic data;
- Acceptability of Committed developments and background traffic growth;
- Acceptability of Transport Vision as an approach;
- Acceptability of parking provision. Parking Strategy to be set by Condition;
- Acceptability of the wider parking stock reduction as a result of the mitigation scheme, namely Peoples Park, Inn on the Park and the Kensington Street/Peirson Road area;
- Acceptability of the Framework Travel Plan – subject to a Condition;
- The requirement for a Planning Obligation Agreement to cover aspects of the scheme to be delivered by the Government ‘off-site’ that are relevant to the transport mitigation for the proposed development.

**2.2** Table 1 overleaf outlines the agreed positions.

**Table 1 – Agreed Matters**

Item	OHP Position Statement	IHE O&T Position Statement
Appropriate consultation and engagement has been undertaken with IHE O&T	A full and comprehensive Scoping exercise was completed for the Transport Assessment and Micro-Simulation Model, supported with regular diarised bi-weekly meetings and supplemented by meetings on key topics when necessary.	Agreed
Conformance to key Policy	The design and mitigation proposed as part of the development is agreed to be in line with GoJ policy and appropriate for this location. This includes Policy CI3 of the Bridging Island Plan, subject to appropriate planning conditions.	IHE O&T are agreeable in principle with the plans as submitted, however the detailed designs are expected to be subject to approval via planning conditions. This will allow aspects of engineering feasibility, safety audits and practical considerations to be planned accordingly.
Study area	<p>The agreed study area was outlined by IHE O&amp;T as part of the Transport Assessment Scoping Exercise.</p> <p>Both parties agree that the impact of the development becomes less acute the further away from the development site one goes. It is also worth noting here that the hospital is only moving 600m across St Helier, therefore any journeys to the hospital that originated in the far west and far east of the Island, will mostly continue to use the same roads as they have always used.</p>	<p>Agreed.</p> <p>The study area was chosen to allow the potential for vehicles to re-route within the network as a response to the development proposals. This effect is anticipated to be most acute in close proximity to the development site therefore consideration was given to area identified in the TA.</p>
Traffic Data	<p>Traffic data collection/survey locations were agreed with IHE O&amp;T. Survey dates and time periods were also agreed in advance of data collection.</p> <p>Whilst both parties acknowledge that the survey was undertaken during a period of Covid guidance, it is accepted and agreed that the data is as robust as possible.</p>	Agreed
Committed Development and Background Network Growth	A comprehensive list of committed developments and allocated sites was provided to the DDP for inclusion with the assessment. Background network growth was agreed as reported in the Transport Assessment.	Agreed
Transport Vision	It is agreed that the approach taken within the supporting Transport Assessment of “Vision and Validate” is the preferred approach. It is agreed that a “Predict and Provide” approach if adopted would not have led to a design scheme that actively supported the sustainable goals of GoJ.	Agreed

Transport Modelling	<p>The Transport Modelling software and general approach used was agreed in advance of assessment.</p> <p>It is agreed that the traffic modelling techniques used to quantify the impact of the OHP development are enough to inform decision makers whether, in traffic terms, the impact of the development is acceptable.</p>	<p>Agreed</p> <p>Jersey does not have its own traffic modelling standards as the need for strategic traffic modelling is relatively rare. In the absence of standards, we have followed guidance from comparable jurisdictions.</p>
Trip Generation	<p>The Peak periods used in the assessment were agreed at the time of scoping. Trip generation based on a first principles approach using Travel Survey data is agreed to be acceptable and robust.</p>	<p>Agreed</p>
Active Travel Corridor	<p>The inclusion of the Active Travel Corridor along Westmount Road and St Aubin's Road was informed and agreed with IHE O&amp;T.</p>	<p>Agreed</p>
Westmount Road design for all users	<p>The overall and individual corridor width in relation to specific users was fully informed by and agreed with IHE O&amp;T. The implementation of an uphill segregated active travel corridor and a downhill advisory cycle lane is agreed to be appropriate and represent the best possible mitigation given the constraints of Westmount Road.</p>	<p>Agreed</p>
Tower Road prohibition	<p>Both parties agree the reasoning outlined in the assessment and Proofs as to why it is necessary to introduce a turning prohibition at the junction of Tower Road/Westmount Road.</p>	<p>Agreed</p>
St John's Road/Queens Road	<p>IHE O&amp;T agrees with the applicant that any junction mitigation scheme in this location which improves traffic capacity should be resisted as this may have adverse consequences by inducing additional demand through sensitive locations such as Tower Road, St John's Road and the First Tower area.</p>	<p>Agreed</p>
St Aubin's Road/Peirson Road design	<p>Pedestrian and cyclist permeability is improved through the local network with the introduction of dedicated active travel infrastructure.</p>	<p>Agreed</p>
St Aubin's Road bus lane	<p>Both parties agree that the bus lane secures a share of the existing highway infrastructure capacity for public transport</p>	<p>Agreed</p>

	services and therefore supports the Sustainable Transport Policy	
Acceptability of the wider parking stock reduction as a result of the mitigation scheme, namely Peoples Park, Inn on the Park and the Kensington Street/Peirson Road area;	<p>It is agreed that the concerns regarding the loss of parking that is required to create enhanced pedestrian, cycling and public transport interchange facilities, are outweighed by the positives.</p> <p>Both parties agree that the provision of an advantage scheme in this location increases the opportunity for modal shift away from private car use which aligns to the STP and the Jersey mobility hierarchy.</p>	Agreed
Wider Pedestrian and Cycling mitigation to be covered elsewhere within GoJ Policy and projects;	It is agreed that pedestrian and cyclist improvements/mitigations schemes outside of the study area are or will be covered by ongoing GoJ Policy or pipeline projects.	<p>Agreed</p> <p>The Government is currently developing an Active Travel Plan which will set out how we will make active journeys safer and easier for Islanders of all abilities over the coming years. It will identify key cycle corridors in order that they can be preserved in the Island Plan, exploring improvements in modal interface at ports and airports and include medium-term investment plans for walking and cycling infrastructure.</p>

**2.3** Areas of agreement that involve the Applicant providing further detail post permission and or the commitment to a Planning condition are outlined within Table 2. Importantly this is an agreed approach between the Applicant and IHE O&T in each case.

**Table 2 – Agreed Matters subject to the submission of further post permission detail and/or Planning Condition**

Item	OHP Position Statement	IHE O&T Position Statement
Highways mitigations schemes being brought forward as part of the Planning Application	The design will be taken forward through the detailed design stage and will be subject to Planning Condition.	<p>Agreed</p> <p>It is anticipated that the detailed design of these schemes will require approval from IHE O&amp;T. This will allow aspects of engineering feasibility, safety audits and practical considerations to be planned accordingly.</p> <p>This will allow for the small details to be planned correctly, such as legibility of public realm for visually impaired users, or the precise locations of dropped kerbs or drainage crossfalls to assist with disabled users and inclement weather.</p> <p>Getting these details ‘right’ will also ensure the impact of maintenance requirements is</p>

		<p>minimised, adding to the resilience of the infrastructure.</p> <p>Allowances will need to be made for site supervision during the construction process.</p>
Road Safety Audit	Both parties agreed on the need for full Road Safety Audits to be completed as per IHE policy.	<p>Agreed</p> <p>A copy of the Road Safety Audit Policy can be made available upon request.</p>
Bus provision on-site	It is agreed that the bus stop provision on site allows for passengers to access a stop within the desirable walking distance of 400m. It is agreed that the bus stop provision on site will be further examined to allow for the optimal positioning to be confirmed during the detailed design stage.	<p>Agreed</p> <p>It is recommended that vehicle tracking of proposed bus routing through the site is provided by the applicant of the likely routes buses will use in the future.</p>
Bus Strategy to be developed for wider access	Acknowledging commercial and timeline points (e.g. early in the process), it is agreed that there is a need for further work to be undertaken in developing a Bus Strategy. This work would be secured by Planning Condition.	<p>Agreed</p> <p>Securing bus services will require multi-stakeholder input, including working with the local operator, to identify the service design as part of the scheduled bus services.</p> <p>Scope of the bus strategy document is to be agreed via planning condition. (Setting out funding arrangements)</p> <p>IHE O&amp;T supports in principle a 15-minute frequency service to the hospital as this will develop a culture of bus travel.</p>
Acceptability of parking provision. Parking Strategy to be set by Condition;	<p>In principle there is agreement on the parking provision proposed as part of the development subject to both the Travel Plan and Parking Strategy being conditioned.</p> <p>Both parties agree that the provision of a detailed Parking Strategy to include a Parking Management Plan (PMP) will be secured via a Planning Condition.</p> <p>The Strategy and PMP will be developed with close engagement with IHE O&amp;T.</p>	<p>Agreed</p> <p>Suggested scope for the parking strategy is given in IHE O&amp;T Proof of Evidence in the appendices.</p> <p>The parking strategy should align with the Travel Plan and seek to prioritise parking for those who have no realistic alternatives</p>
Construction Traffic Management	Both parties agree that a Construction Traffic Management Plan is secured via Planning Condition.	<p>Agreed</p> <p>Suggest that this document is approved by the IHE O&amp;T Network Management team who coordinate Roadworks to minimise the impact to the general travelling public.</p>
Planning Obligation Agreement		It is likely a POA will be required to secure the delivery of various mitigation components of the planning application such as traffic signalling infrastructure and bus service contributions (not



		<p>exhaustive). The exact nature and detail of these requirements is likely to be identified through the development of the Bus Strategy, Parking Strategy, and the Highways mitigation schemes but will be agreed in principle where possible ahead of the Inquiry.</p>
--	--	--

### 3. Signatures

**Alexander Welch** on behalf of the Applicant

Signature:



Print Name: Alexander Welch

Date: 14/03/2022

**Robert Hayward** on behalf of Infrastructure, Housing and Environment (IHE): Operations and Transport (O&T) section of the Government of Jersey

Signature:



Print Name: Robert Hayward

Date: 14/03/2022