

DATE	TIME	VENUE
17 February 2025	6:00pm-7:00pm	Jersey General Hospital Education Centre, Halliwell Lecture Theatre, Peter Crill House

Minister for Health and Social Services	MHSS
NHFP Programme Director	JH
NHFP Programme Governance Lead	PGL
NHFP Programme Healthcare Lead	PHL
NHFP Programme Delivery Lead	PDL
NHFP Programme Engagement Lead	PEL

Following a presentation given to residents with updates about the Programme by the team and the Minister for Health and Social Services, a Q&A discussion took place.

Questions & Answers	Actions
<p>A resident asked whether a strategy was in place for managing traffic flow on Westmount Road, given its use for both upward and downward access, and whether measures like traffic lights would be implemented. JH explained that various options are being considered for the hairpin, including a traffic light system or a wigwag light system. She confirmed that the preferred option – hazard lights on approach to the hairpin – has been submitted as part of the application. However, as it is currently a Parish of St Helier (POSH) road, the final decision on the light system, in terms of safety and effectiveness, will rest with POSH and I&E. JH further confirmed that road safety audits conducted so far indicate that mitigation measures are necessary, and if the application is approved, a planning condition will be required as part of the Westmount Road Mitigation Strategy.</p> <p>A resident sought further clarification, suggesting that hazard lights might be the safest option. JH referred to the road signage on the drawings, explaining the stop and start symbols, give-way markings, and designated pull-in points for allowing vehicles to pass. She also noted that if these measures prove ineffective in the future, alternative solutions could be considered.</p> <p>A resident asked whether the planning process would determine the final decision on the traffic light solution. JH clarified that the lights would be subject to a planning condition and road safety audits.</p> <p>A resident noted that, following planning approval, Planning Obligation Agreements (POAs) would need be drawn up and would require approval from the Chief Officer for Infrastructure and Engineering [Post meeting note that these duties are delegated to Group Director for Regulation]. The resident enquired about the expected timeline for this process. JH responded that the POAs would be agreed completed as soon as possible following a positive planning determination. She commented that, since the team have been through this process previously to under the current Our Hospital planning agreement, they have good experience of the processes.</p>	

<p>The same resident highlighted that the Planning Obligation Agreements (POAs) could cause delays to the programme if it takes time to draft them and obtain the necessary approval from the Chief Officer. JH explained that the POAs will be more straightforward this time, as the outfall and stormwater management projects have already been completed.</p> <p>A resident asked if a one-way system would be implemented for traffic turning from Tower Road onto Westmount Road. JH confirmed that while this was proposed in the original Our Hospital plan, it was not well-received, and is less necessary owing the reduced traffic flows so it has not been included in the transport assessment or the subsequent highway proposals. The current proposal is for the road to remain two-way, as the transport assessment found little need for significant intervention at the Tower Road junction.</p> <p>A resident asked how many main delivery partners had applied as a result of the procurement process. JH explained that this information cannot be disclosed at the moment, as the procurement process is ongoing and the details are commercially sensitive.</p> <p>A resident mentioned that Jersey Electricity are to be working on Westmount Road, and they had received a confusing notice, and asked if it was related to the works for the Acute Hospital. PDL confirmed he was not aware of the notice being issued but suggested it likely referred to work previously planned by JEC. However, he noted that they might be using the opportunity to conduct investigatory works related to the Acute Hospital. JH confirmed that the Traffic Worx website (Road information map) should provide details of JEC's activities and any planned road closures. An action was noted to check with the JEC and confirm details back to the resident.</p> <p>Following up on a point from the presentation, a resident inquired about parking at the crematorium, referencing the 50 spaces allocated for Crematorium users and how it would be coordinated with the Acute Hospital. They asked how the Crematorium would liaise with the hospital to avoid car parks becoming full. JH confirmed that this coordination is not a new practice - it was done previously between the Crematorium and Overdale and during the demolition phase. She confirmed that typically NHFP had understood that only the largest of funerals require around 50 spaces.</p> <p>A resident asked if the field opposite the crematorium would also be used for parking. JH confirmed that the current fields to the east would be used for proposed surface-level parking.</p> <p>A resident mentioned that currently, crematorium visitors use the water works car park, and that the 50 spaces could be heavily utilised. JH confirmed that the transport assessments account for this, demonstrating that the plan will not exacerbate traffic and parking issues in the surrounding neighbourhood.</p> <p>A resident asked if there is a timeframe for the temporary relocation of the crematorium. JH confirmed that the services will be moved ahead of the construction phase of the Acute Hospital, but all cremations will continue to take place at Westmount.</p>	<p>ACTION: Check details of work with the JEC and confirm details back to the resident.</p>
---	--

	<p>A resident asked for clarification on the plans for the site across the road from the crematorium. JH confirmed that the area will be used for surface level parking and also the emergency back up generators also being located there.</p> <p>A resident asked if the equipment behind Thorpe Cottage would be moved across the road. PDL clarified that it would not be moved - a new smaller sub-station kiosk will be installed across the road in the corner of the future car park to replace the existing sub-station. A compound will be built to the north of Westmount Terrace to house the emergency standby generators for the hospital within the car park.</p> <p>A resident asked what is preventing work on the car park from starting now. PDL explained that Planning Application approval is required first, as the project is currently under the Our Hospital application, and planning conditions need to be issued before work can proceed. It is the intention to use these areas for contractor welfare, storage and contractor car parking during construction.</p> <p>A resident asked whether parking would be free for Crematorium users and hospital patients. JH explained that as part of the Planning Application, a parking strategy would need to be developed in order for the hospital to become operational. This strategy will outline how parking will be managed in the future, prioritising spaces for patients and visitors while ensuring parking is equitable and fair for Government of Jersey staff. The aim is to prevent a free park-and-stride scenario, where people park and walk down the hill, potentially reducing the availability of spaces for hospital users. While the details of the parking strategy have not been finalised, it is anticipated that a parking levy will be introduced to encourage responsible parking behaviour. Finally, JH explained that one of the planning conditions would be to promote sustainable transport, encouraging staff and all users to cycle or walk to work, with parking fees serving as one way to incentivise this.</p> <p>A resident asked about the planned works at the Cheapside junction and why it was highlighted in red on the plan. JH explained that the modifications are to accommodate large construction trucks, including minor adjustments to the traffic island to allow larger vehicles to navigate the corner more easily.</p> <p>A resident commented that there will hopefully be an improved bus service. JH confirmed that a bus strategy would be one of the planning conditions, and they will coordinate with the relevant departments to implement it.</p> <p>A resident asked how long the Planning Committee meeting is expected to last. JH stated that it could run from 9:30am to 4:30pm.</p> <p>A resident asked whether the proposed landscaping in Val André and West Park would be carried out. JH confirmed that it is included as part of the landscape plans.</p> <p>A resident inquired about the steps leading up from Old St John's Road near Park Heights. JH assured the resident that they would not be impacted by the project.</p> <p>A resident asked if the active travel route through Val André and West Park would be a road. JH confirmed that it would not be a road for vehicles but a designated route for pedestrians and cyclists.</p>	
--	---	--

	<p>Following up on an earlier comment, a resident asked about the planned works at Cheapside corner, noting that it is a very busy area. JH explained that the proposed changes may not be necessary and would only be considered for exceptional loads at certain stages of construction. She emphasised that no modifications would be made that could compromise pedestrian safety.</p> <p>A resident asked when the plans for Kensington Place would be available. JH explained that the focus has been on the Acute Hospital, but they hope to start sharing progress in the first half of 2025. She noted that a feasibility study has already been completed, outlining initial development ideas, but these will be reviewed and further developed before being shared in the coming months.</p> <p>A resident asked about a line visible in People's Park on the plans. PDL explained that it represents an underground soakaway attenuation tank, which would be underground and would not be visible.</p> <p>A resident asked if the footpath up to Val André and West Park via St Aubin's Inner Road is currently open or if it will be closed during the works. JH confirmed that she believes the footpath is open now, following Storm Ciarán. PDL added, to ensure people can still walk and access the area during construction, there are plans to move the hoardings away from the boundary of the site to create a walkway that leads back to Val André. This change came about as a result of discussions with residents regarding the hoardings. JH also mentioned that the active travel route lighting for access would be safe, featuring low-level, environmentally friendly lighting that is wildlife-friendly while ensuring safety and extending usability into the evening hours.</p> <p>A resident asked whether there would be a helipad at the new Acute Hospital. PHL has confirmed that the inclusion of a helipad at the Overdale facility has been evaluated, both as part of the Our Hospital Project and NHFP. PHL noted that maintaining the existing arrangements for off-Island transfers (emergency ambulance and flight transfer) is significantly faster and more efficient than using a helicopter. In the event of a helicopter being required e.g. due to adverse weather, the Coast Guard helicopters are used to handle urgent transfers. These are incredibly heavy and would require a significant amount of additional infrastructure within the new building to support them. For this reason, a local park near to the hospital is identified as the location for Coast Guard helicopters to land and take off. Given this, the large areas of the island that would be a no-fly zone, the very infrequent use of helicopters for off-Island transfers, and the limited time advantages given the island's small size, a helipad has not been included in the Planning Application for the Acute Hospital.</p>	
--	---	--