

Department for Infrastructure

Jersey Future Hospital

Post Submission Transport Technical Note

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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.

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Overview

Introduction

Ove Arup & Partners Ltd (Arup) has been instructed by the Department for Infrastructure (DfI) to provide traffic and transportation advice in support of an outline planning application for new health care services in St Helier, including the development of a new hospital.

Following the submission of an outline planning application in April 2018, there have been periodic discussions with DfI Transport Policy regarding the package of highway drawings and general design updates for the wider site.

This technical note summarises the changes that have been made to the highway and access proposals following the submission of the Jersey Future Hospital (JFH) Transport Assessment (TA) and responds to the formal written comments provided by DfI Transport Policy and the Parish of St Helier Roads Committee.

Development Proposals Update

Following the submission of the outline planning application, the access proposals have been revised to enable the following:

- Optimisation of the internal areas and clinical adjacencies;
- Reinforcement of clear and legible internal circulation routes, achieving grade separation between ground floor staff focused areas and first floor public areas within the hospital; and
- External masterplanning benefits including the provision of additional “active frontage” on Kensington Place.

The principle changes to the transport and access proposals are summarised below by construction phase.

Phase 1B

- Service block is proposed to be retained southwest of The Parade;
- Hearse bay for the mortuary is proposed adjacent to the Newgate Street/Kensington Place junction;
- Kensington Place is retained as one-way between the junctions with Newgate Street (extended) and Kensington Street; and
- The pedestrian access from Kensington Place to Block A has been removed.

Phase 2 Final State

- Drop-off facility on The Parade is reduced in size and Patient Transport Services (PTS) will use an extended layby on Newgate Street.

1 Introduction

1.1 Background

Ove Arup & Partners Ltd (Arup) has been instructed by the Department for Infrastructure (DfI) to provide traffic and transportation advice in support of the outline planning application for new health care services in St Helier, including the development of a new hospital. The development proposals also include the construction of additional parking at Patriotic Street MSCP and a new medical facility at Westaway Court.

An outline planning application (ref: P/2018/0507) was submitted for the above development proposals in April 2018 and was supported with a Transport Assessment and a Framework Travel Plan.

Outline planning approval is being sought with all matters reserved aside from Means of Access, which is being applied for in detail. The access proposals are presented in detail in the highways drawing package.

Following the submission of the outline planning application, discussions have been held with DfI Transport Policy (as the relevant highway authority) to discuss the content of the submitted Transport Assessment alongside the package of highway drawings (Drawings 1-37) and the Framework Travel Plan. Following these discussions, formal written comments were provided by DfI Transport Policy on 5th July 2018.

In addition to the above, the Parish of St Helier Roads Committee provided written comments dated 24th May 2018 on the outline planning application for JFH.

1.2 Design Update

Following the submission of the outline planning application, changes have been made to the Transport and Access proposals. These changes have been made for the following reasons:

- Optimisation of the internal areas and clinical adjacencies as detailed internal clinical planning has progressed further;
- Reinforcement of a clear and legible internal circulation diagram, achieving grade separation between ground floor staff focused areas and first floor public areas within the hospital; and
- External benefits including the provision of additional “active frontage” on Kensington Place.

In addition to the above, the changes allow for a number of highway and access benefits including improved pedestrian amenity on The Parade and Kensington Place and providing clear separation between ambulance and service vehicle flows.

1.3 Purpose of this Report

This Technical Note details the amended access proposals, presents the revised package of highways drawings and responds to formal comments provided by DfI Transport Policy and the Parish of St Helier Roads Committee.

The remainder of this note is structured as follows:

- Section 2 describes the revised development proposals;
- Section 3 presents the updated package of highways drawings;
- Section 4 responds to written comments provided by DfI Transport Policy and the Parish of St Helier; and
- Section 5 summarises the findings of this note.

2 Development Proposals

2.1 Introduction

The JFH development proposals have been revised to allow for the optimisation of internal areas and clinical adjacencies, to reinforce clear and legible internal circulation routes and to provide external benefits such as the provision of additional “active frontage” on Kensington Place.

To provide these benefits, a number of alterations have been made to the highway and access proposals which are considered to provide further benefits. In keeping with the structure of the JFH Transport Assessment, these changes have been described by the phases of construction as outlined in Table 1 below.

Table 1: JFH Construction Phases

Phase	Period	Demolition and Construction	Operational
Phase 1A	2018-2022	Demolition of property acquisitions in Kensington Place, the energy centre and engineering block, Westaway Court. Construction on Block A, New Build Westaway Court and a single half deck on to Patriotic Street MSCP.	Jersey General Hospital including 1980s block, 1960s block, Peter Crill House and the Gwyneth Huelin Wing.
Phase 1B	2022-2024	Demolition of the Gwyneth Huelin Wing and Peter Crill House and the construction of Block B.	Block A of JFH, New Build Westaway Court and the 1980s and 1960s blocks of Jersey General Hospital.
Phase 2 Interim State	Post 2024	Demolition of the 1980s and 1960s blocks and construction of Block C.	Jersey Future Hospital (Block A and Block B) and New Build Westaway Court.
Phase 2 Final State	Post 2026	-	Jersey Future Hospital (including Block C) and New Build Westaway Court.

2.2 Phase 1A

The highway and access proposals for Phase 1A are illustrated on Figure 1. No alterations are proposed to the highways proposals previously set out in the JFH TA, as summarised below:

- Road closure on part of Kensington Place and direction of one-way traffic flow on Lewis Street reversed;
- Junction improvement scheme at the St Aubin's Road/Kensington Street/Peirson Road priority junction and minor works to the A1 Esplanade/Kensington Place junction; and
- Relocation of hospital parking adjacent from Gloucester Street to Patriotic Street MSCP and reassignment of parking on The Parade.

2.3 Phase 1B

A summary of the transport proposals for Phase 1B are illustrated on Figure 2. The key changes to the proposals in relation to the JFH TA include the following:

- The service block is proposed to remain in the existing position, southwest of The Parade;
- The hearse bay for the mortuary will be accessed from Kensington Place directly northeast of the Newgate street/Kensington Place junction;
- It is proposed to keep Kensington Place one-way between the junctions with Newgate Street (extended) and Kensington Street. As a result, the layby for a Patient Transport Services vehicle on Kensington Place has been removed; and
- The pedestrian access from Kensington Place in to Block A has been removed. The ground floor of Block A is proposed to consist of the staff functions and retail/restaurants.

Pedestrians

To improve the “activate frontage” along Kensington Place, the ground floor of Block A is proposed to consist of predominantly staff areas and retail/restaurants. As a result, the pedestrian entrance from Kensington Place into Block A has been removed. This access was unlikely to be heavily used as it was not located on a key desire line or close to car parking.

As described further in the following section, Kensington Place will be revised to one-way between the junctions with Newgate Street (extended) and Kensington Street. As a result of the reduced highway space required, it is proposed to widen the footways on Kensington Place.

The access for the mortuary is proposed on Kensington Place, directly northeast of the junction with Newgate Street (extended). A dropped kerb access will be provided to improve pedestrian accessibility. Vehicle access to the mortuary is intermittent and will be managed to reduce conflict with pedestrians.

Vehicles

In the JFH TA it was proposed that Kensington Place would be altered to two-way operation between the junctions with Newgate Street (extended) and Kensington Street and that from Phase 2 Interim State onwards it would be used as an ambulance route to the ED. Following further consultation with the Ambulance Service, given the likely frequency of use of this access route compared to the difficulties it may cause road-users, the introduction of two-way operation was not deemed necessary and therefore it is proposed to keep Kensington Place as a one-way street.

Since pedestrian access from Kensington Place to Block A has been removed and that there is no future need for Kensington Place to become two-way, the Patient Transport Services drop-off has been removed from this location.

A dropped kerb access will be provided for access to the mortuary, directly northeast of the junction with Newgate Street. Swept Path Analysis of this manoeuvre is included in Appendix A. A survey of the existing service road indicated that this access would typically be used less than once a day, although it is understood this can increase up to twice daily in the winter.

Ambulances and Patient Transport Services

The existing access for ambulances to the ED department via Gloucester Street will pertain through Phase 1B.

As noted above, the previously proposed Patient Transport Services layby on Kensington Place has been removed. Therefore, Patient Transport Services will be able to drop patients off on The Parade (mini-buses) and within designated spaces in Patriotic Street MSCP (cars).

Delivery and Service Vehicles

In the JFH TA it was proposed that the service block would be located on Kensington Place, directly north-east of the vehicle accesses into Patriotic Street MSCP. In the revised proposals, the service bay has been retained in the existing location to the rear of the properties fronting Edward Place.

The service bay will be accessed from Kensington Place and has been designed to accommodate service vehicles including a refuse truck, 7.5t box van and a Hiab (medical gas delivery vehicle). Swept Path Analysis of these manoeuvres are presented in Appendix B.

It is understood that the hospital is serviced by a small articulated vehicle or a 12m rigid truck very infrequently. If these larger vehicles were to use the service block, the footways at the Kensington Place/Kensington Street junction would have to be reduced in width. Given the infrequent scheduling of these deliveries, it is proposed for The Parade to be used for drop-offs outside peak periods. This provides a solution where pedestrian infrastructure is not impacted for these low frequency deliveries.

2.4 Phase 2 Interim State

Following Phase 1B, the clinical elements of JFH will be operational, however there will be an interim state (2024-2025) where some of the highway and access proposals cannot be delivered for a period of time whilst demolition and construction continues on other elements of the site. These temporary proposals have not changed since the submission of the JFH TA.

Revisions to the permanent highway proposals are set out in the following section.

2.5 Phase 2 Final State

In keeping with best design practices for hospitals, the routes for emergency and operational vehicles associated with the hospital have, where possible, been separated from general hospital associated traffic including staff, visitors and patient routes. The updated proposals maintain this approach with proposed routing being primarily via Kensington Place for service and blue light vehicles and from the north/east via The Parade and Gloucester Street for patient and visitor access.

The transport proposals are summarised on Figure 3 and the access strategy for the development is set out on Figure 4. Since the submission of the JFH TA, the following revisions have been made to the highway and access proposals:

- The service block will be maintained in the same position. Following on from the construction of Block C, a larger turning area can be provided and screening will be introduced between the service block and Parade Gardens; and
- Patient Transport Services (PTS) drop-off will be relocated from The Parade to Newgate Street. The drop-off facility on The Parade will be reduced in size and will only be used by patients and taxis.

Pedestrians

As set out in the following section, drop-off for PTS is proposed to be relocated on Newgate Street. The drop-off facility on The Parade will therefore only accommodate patients and taxis and can be reduced in size. This results in provision of a wider footway for pedestrians between the drop-off area and The Parade. Swept Path Analysis of the drop-off facility with a large car is included in Appendix C. The alignment of the signalised pedestrian crossing proposed on The Parade has also been changed as part of this scheme.

Ambulances and Patient Transport Services

As per the JFH TA, the ambulance bay will be relocated to Newgate Street following Phase 1B.

A layby will also be provided on Newgate Street which can accommodate three of the largest vehicles used by Patient Transport Services. A layby measuring 46m in length is proposed to minimise the need for vehicles to reverse.

3 Package of Highway Drawings

A package of highway drawings was submitted in support of the JFH outline planning application. Given “Means of Access” is not reserved, all highway proposals have been applied for in detail.

Following the submission of the outline planning application, there have been ongoing discussions with DfI Transport Policy as the relevant highways authority. Revisions have been made to the drawing package as a result of these discussion, as discussed below.

In addition to the specific alterations listed below a note has been added to all drawings to indicate that proposals are subject to further detailed design and road safety audit.

As set out in Chapter 2, access proposals to the hospital have also been amended and the resulting changes to the highways drawings are summarised below.

Drawing 2: The Parade (Phase 2 Final State)

The following alterations have been made to Drawing 2:

- The drop-off facility no longer includes provision for PTS. The drop off for PTS has been relocated on Newgate Street;
- The location of the proposed Service Block has been relocated from Newgate Street to the rear of Edward Place and the existing achievable visibility is shown;
- Screening is proposed between Edward Place and Block C to prevent pedestrian access to the service block;
- Dropped kerbs are proposed to delineate between the access and egress to the drop-off facility;
- Treatment/barrier proposed to restrict pedestrians crossing through the drop-off;
- Potential for ‘Look Left’ and ‘Look Right’ directions to be added to the crossing;
- Position of the pedestrian crossing has been changed; and
- Note added to identify a tree that would need to be removed to enable the relocation of the signalised pedestrian crossing.

Drawing 3: Granite Block (Existing)

To provide additional context, the existing on-street parking located on Gloucester Street has been included on the drawing.

Drawing 4: Granite Block (Phase 2 Interim State)

The following alterations have been made to Drawing 4:

- Present existing on-street parking on Gloucester street as per Drawing 3;

- Raised table crossing are proposed at the access and egress to the temporary drop-off to better facilitate pedestrian movements along Gloucester Street; and
- Visibility splays have been added to the egress to demonstrate there is sufficient visibility when exiting the drop-off.

Drawing 5: Granite Block (Phase 2 Final State)

As with the previous drawings, the existing on-street parking located on Gloucester Street has been included on the drawing.

Drawing 6: Newgate Street (Existing)

To provide additional context, the existing on-street parking located on Gloucester Street has been included on the drawing.

Drawing 7: Newgate Street (From Phase 2 Interim State)

The following alterations have been made to Drawing 7:

- Existing on-street parking on Gloucester street as per Drawing 6;
- Amended the tactile proposed tactile paving on Gloucester Street to tie-in with the granite wall proposed to be retained
- Alterations to the layby on Newgate Street; and
- Label added indicating appropriate signage would be proposed at the junction.

Drawing 12: Newgate Street (Phase 2 Final State)

This drawing has been amended to reflect the revised changes to the hospital layout including the relocation of the service block and hearse bay and retaining Kensington Place as one-way. In addition, the following changes have been made to this drawing to reflect discussions with DfI Transport Policy:

- Visibility splays have been added to the Patriotic Street/Newgate Street and Newgate Street/Kensington Place priority junctions;
- An on-street parking space for service vehicles has been removed from Kensington Place to improve pedestrian amenity; and
- Label added indicating the surface treatment of the ambulance only lane can be secured via a planning condition.

Drawing 15: Patriotic Street/Newgate Street Junction (From Phase 2 Interim State)

This drawing has been amended to reflect the revised changes to the hospital layout including changes to the PTS drop-off. In addition, the following labels have been added to the drawing for clarity:

- Minimum footway width of 2m to be provided on Newgate Street;
- Proposed virtual footway across the ambulance bay access and egress;

- Surface treatment of ambulance only lane to be secured via a planning condition;
- Potential for physical alterations to the kerb to be explored as part of the detailed design stage; and
- Pedestrian visibility influenced by the building form, to be considered further as part of the detailed design stage.

Drawing 17: Patriotic Street/Patriotic Place/MSCP accesses (Phase 1A)

The following additional labels have been added for information:

- Potential for physical alterations to the kerb to be explored as part of the detailed design stage; and
- Pedestrian visibility influenced by the building form, to be considered further as part of the detailed design stage.

Drawing 18: Patriotic Street/Patriotic Place/MSCP accesses (Phase 1B)

A label has been added to note the potential for temporary kerbing to be introduced at the egress to Patriotic Street MSCP to improve visibility.

Drawing 19: Patriotic Street/Patriotic Place/MSCP accesses (From Phase 2 Interim State)

The following additional labels have been added for information:

- Potential for physical alterations to the kerb to be explored as part of the detailed design stage; and
- Pedestrian visibility influenced by the building form, to be considered further as part of the detailed design stage.

Drawing 20: Kensington Place/Service Block Access (From Phase 1B)

Previously titled *Newgate Street Ambulance Bay/Service Block Access (Phase 2 Final State)*, this drawing has been amended to present the revised location of the proposed service block to the rear of the properties on Edward Place.

Drawing 22: Kensington Place (Phase 1B)

This drawing has been updated to reflect the relocated service block and Kensington Place remaining one-way. In addition to the above, the following alterations have been made to Drawing 22 following consultation with DfI Transport Policy:

- An on-street parking space for service vehicles has been removed from Kensington Place to improve pedestrian amenity; and
- A label has been added to clarify the service bay on Kensington Place is not for hospital use.

Drawing 23: Kensington Place (From Phase 2 Interim State)

This drawing has been amended to reflect the revised changes to the hospital layout including the relocation of the service block. In addition, the following additional labels have been added for information:

- A label has been added indicating the surface treatment of the ambulance only lane can be secured via a planning condition; and
- An on-street parking space for service vehicles has been removed from Kensington Place to improve pedestrian amenity.

Drawing 25: Kensington Place/Lewis Street Junction (Phase 1A)

A label has been added to the drawing to note appropriate signage would be introduced to inform road users the point from which Kensington Place would be for construction vehicles only.

Drawing 28: St Aubin's Road/Pierson Road/Kensington Street Junction (From Phase 1A)

Following comments from DfI Transport Policy, the following changes have been made to Drawing 28:

- A potential filter lane with an advanced stop line has been provided for cyclists
- Swept Path Analysis is presented in an inset; and
- A label has been added to indicate the pedestrian crossing on Kensington Street is proposed to be an uncontrolled dropped kerb crossing.

Drawing 32: Rouge Bouillon/Savile Street/Elizabeth Place/Parade Road Junction and Westaway Court (From Phase 1B)

The following changes have been made to Drawing 32 following discussions with DfI Transport Policy:

- A visibility splay has been added to the proposed Westaway Court site access;
- A raised table access is proposed across the front of the access to better facilitate pedestrian movements along Savile Street;
- A label has been added indicating the potential to introduce advanced stop lines for cyclists on the Elizabeth Place and Rouge Bouillon entries to the junction; and
- A label has been added to note the potential for vehicle actualisation to be introduced on the Parade Road entry to the junction.

Drawing 34: Elizabeth Place (From Phase 1B)

The following additional labels have been added for information:

- A label has been added indicating the management of the layby can be secured via a planning condition; and
- A label has been added indicating that a footway width of 2m adjacent to the PTS layby is a sufficient width as per Manual for Streets.

Drawing 36: The Parade/Gloucester Street (From Phase 1A)

Following comments from DfI Transport Policy, the following changes have been made to Drawing 36:

- A signalised crossing has been added between the pedestrian refuge island and the hospital;
- The give way line has been relocated to reflect alterations to the pedestrian refuge island;
- The pedestrian refuge island has been extended to improve pedestrian amenity in comparison to the previous design; and
- The locations of the traffic signal heads have been illustrated; and
- A label has been added noting road markings are to be agreed as part of the detailed design.

Drawing 37: The Parade/Gloucester Street (Phase 2 Final State)

This drawing has been amended to note the give way line will be repositioned to the existing alignment following the pedestrian refuge island being reinstated to the existing dimensions.

4 Response to Written Comments

4.1 Introduction

This section responds to the written comments provided by DfI Transport Policy on 5th July 2018 and are included as Appendix D. In addition, a response is also provided to the written comments submitted by the Parish of St Helier Roads Committee on the JFH outline planning application. These comments were submitted on 24th May 2018 and are included as Appendix E.

4.2 DfI Transport Policy

The structure of this section reflects that of the written comments provided by DfI Transport Policy. As such, the subheading used in the written response have been adopted below.

4.2.1 Policy Considerations

Policy TT 1: Protection of the Island's footpath and cycle network

Comment

DfI Transport Policy requested further narrative on the following matters:

- Proposed footway width on Elizabeth Place adjacent to Westaway Court; and
- The need for junction works at The Parade/Gloucester Street junction during Phase 1A.

Response

As a result of the Westaway Court development proposals, it is not possible to retain the existing footway width on the south-east side of Elizabeth Place. Manual for Streets 1 and 2 recommend an unobstructed footway width of 2m should be provided to provide sufficient width for two wheelchair users to pass. A footway width of 2m is therefore proposed between the layby on Elizabeth Place and Westaway Court. This footway would be wider than the existing footway on Rouge Bouillon to the northeast which has an approximate width of 1.5m.

It should be noted that other improvements will be made to the pedestrian infrastructure in the vicinity of Westaway Court as part of these development proposals, including the provision of a signalised crossing on Savile Street. It is also proposed to widen the footway on the southwest side of Savile Street along the front of the development.

Comment

DfI Transport Policy questioned whether the works to the pedestrian refuge island at The Parade/Gloucester Street (Drawing Ref: JFH-ARP-ZZ-XX-DR-Y-1040) need to be implemented in Phase 1A.

Response

The works proposed in Phase 1A (2019-2022) principally include the following:

- Demolition of the acquisitions along Kensington Place and the construction of Block A;
- Works to Patriotic Street MSCP; and
- Redevelopment of Westaway Court.

Whilst it is anticipated to be possible to undertake the works associated with Block A and the MSCP without diverting any heavy goods vehicles via The Parade/Gloucester Street junction, it is envisaged that the majority of construction and delivery vehicles associated with the redevelopment of Westaway Court will exit the site via this junction. The alternative egress route from the site to the A1 Esplanade would be via a combination of Rouge Bouillon, Springfield Road and St Saviours Hill. This route is considered to be longer, more constrained and less appropriate for large vehicles associated with construction.

Whilst the largest vehicles associated with the construction of Westaway Court have not yet been confirmed, it is considered highly likely that the junction works at The Parade/Gloucester Street will be required to aid the construction of Westaway Court.

If the works to The Parade/Gloucester Street are not deemed to be required for the construction of Westaway Court, these works will be delayed until they are required. The timing of these junction works can be agreed as part of the CEMP.

Policy TT 2: Footpath provision and enhancement and walking routes

The department indicate they are supportive of the proposals to improve the existing footway and cycle network around the hospital.

Policy TT 4: Cycle parking

As noted in the response provided by DfI Transport Policy, the Transport Assessment indicates approximately 150 cycle parking spaces will be made available for staff in the final state. Furthermore, short-stay cycle parking will be made available for patients within the direct vicinity of JFH. The details of this short stay cycle parking is proposed to be agreed as part of the reserved matters application.

Policy TT 5: Road safety

In agreement with DfI Transport Policy, all junction improvement schemes will be subject of a Road Safety Audit.

Policy TT 8: Access to public transport

As noted in the response from DfI Transport Policy, the development site is located within 400m of a number of bus stops. Combined, these stops are served by 10 bus services.

Liberation Bus Station is also located with 650m walking distance of the site and is served by all bus routes in Jersey.

Policy TT 9: Travel Plans

It is noted that the Framework Travel Plan is considered to be acceptable in its current form, whilst also requiring further detail before being progressed to a full Travel Plan.

As noted in the response provided by DfI Transport Policy, the full Travel Plan will need to expand on the following:

- The role of the Travel Plan Coordinator alongside the commitment to resourcing and position within the hospital;
- Review of the parking policy and provision of parking permits; and
- Monitoring and updating DfI Transport Policy with the progress of the Travel Plan.

As noted by DfI Transport Policy, the importance of the Travel Plan is recognised in contributing towards a reduction in the number of vehicle trips generated by the hospital. Support from senior management will therefore be crucial in delivering the Travel Plan successfully. The full Travel Plan will need to identify key staff/positions within the hospital that will take responsibility for the delivery and continued management of the Travel Plan.

Ongoing talks with DfI Transport Policy will be important for the development of the full Travel Plan and following implementation.

Policy TT 10: Off-street public parking provision in St Helier

Comment

With regards to Policy TT 10 and the JFH parking proposals, DfI Transport Policy have requested further information on:

- The quantum of motorcycle parking proposed in Patriotic Street MSCP; and
- Potential payment mechanisms that could be adopted within Patriotic Street MSCP.

Response

Apart from the items above, no further response is considered necessary since DfI Transport Policy's comments relate to matters that will be subject to continued discussions as the development proposals progress.

With regards to the quantum of motorcycle parking proposed within Patriotic Street MSCP, it is recognised that the Sustainable Transport Policy has a presumption against the loss of any motorcycle parking spaces. As such, it is proposed to retain the same provision of public motorcycle parking within Patriotic Street MSCP.

Additional motorcycle parking is proposed within the MSCP, however this is likely to be allocated for hospital staff only to mitigate the loss of motorcycle parking to the front of the Granite Block.

As part of the Parking Strategy, the JFH TA presented a number of payment options that could be implemented at Patriotic Street MSCP. It is however recognised that Pay By Phone is currently charging mechanism utilised in Patriotic Street MSCP and it is proposed to retain this as part of the JFH proposals.

4.2.2 Mitigation Measures

The written response from DfI Transport Policy notes the extent of mitigation required, the preliminary nature of the drawings and requests early involvement with the department when developing the detailed designs. This approach is considered to be agreeable.

DfI Transport Policy also requested further rationale behind the position of the layby for PTS on Elizabeth Place, owing to concerns that the layby would need to be appropriately managed to prevent undesirable parking.

The preferred location for the PTS layby was considered to be Elizabeth Place due to the following:

- There is a pedestrian access into Westaway Court directly adjacent to the layby, reducing the walking distance for patients to the departments;
- If a layby was proposed within the building forecourt and accessed from Savile Street, the number of patient parking spaces would be reduced. Some patients would therefore need to park in other car parks such as Patriotic Street MSCP and Sand Street MSCP, located 330m and 630m walking distance from the site respectively;
- It is likely that a mini-bus would need to reverse within Westaway Court car park if it was dropping patients off from Savile Street. This could result in a potential conflict with other users of the car park and should be avoided.

Whilst comments from DfI Transport Policy regarding the management of the layby are noted, it is considered that Elizabeth Place remains the most appropriate location for the drop-off for PTS.

It is noted that the JFH TA does not outline the method for how this layby is proposed to be managed and it is requested this is agreed via a planning condition. It is recognised that there is currently no legal mechanism in place to enforce the use of the layby, however it is understood that there is an opportunity to change this.

4.2.3 Consultee Comments

DfI Transport Policy notes the request by the Parish of St Helier for the Westaway Court vehicular egress to be located on Elizabeth Place, although they object to this proposal due to highway safety reasons as the alternative egress would be too close to the Rouge Bouillon/Savile Street/Elizabeth Place/Parade Road signalised

junction. This comment is considered in the following chapter of this Technical Note.

The request by DfI is noted for routine maintenance of the hospital buildings to be considered so that road closures are not necessary to service the building e.g. window cleaning/façade painting.

4.3 The Parish of St Helier Roads Committee

The Parish of St Helier Roads Committee provided written comments on the JFH outline planning application on 24 May 2018 and included as Appendix E. The written comments provided by the Roads Committee are numbered 1-28 and the responses below have been numbered accordingly.

1. The potential need for encroachment onto Parade Gardens for maintenance will be explored in order to confirm that this will not be required.
2. The potential planters/landscaping presented in the planning application documents are indicative and will be subject to a reserved matters application. The potential for increasing the width of the footway on the southwest side of Savile Street can therefore be explored and agreed as part of the reserved matters application for Westaway Court.

It is not however considered appropriate to widen the footway on the north-eastern side of Savile Street as part of these proposals. Any achievable increase in footway width would likely provide limited benefit and impact the access proposals for Westaway Court. Given the development is not anticipated to increase footfall on the north-western side of Savile Street, no widening to the footway is proposed.

3. It is noted that there is currently no sensor on the Parade Road entry to the signalised junction with Rouge Bouillon, Savile Street and Elizabeth Place. The junction capacity assessment presented in the JFH TA indicates that with the proposed mitigation, the Rouge Bouillon/Savile Street/Elizabeth Place/Parade Road signalised junction is forecast to operate within capacity without a reduction in green time on Parade Road.

The potential for providing a sensor on the Parade Road entry has been previously raised with DfI Transport Policy and it was agreed that flows were too high on Parade Road for this to be effective in the peak hours. Nevertheless, the potential for a sensor to be provided on the Parade Road entry to the junction is noted on the relevant highway drawing and can be considered further as part of the detailed design.

4. The desire of the Roads Committee for the egress to be located on Elizabeth Place is noted. As set out in Section 4.2.3 of this Technical Note, DfI Transport Policy object to the provision of a vehicular egress on to Elizabeth Place for highway safety reasons given the close proximity to the Rouge Bouillon/Savile Street/Elizabeth Place/Parade Road signalised junction. As such, an egress on to Elizabeth Place has not been explored.
5. A layby is proposed within the car park for patients to be dropped off and it is noted the process of dropping off patients with reduced mobility will take longer. The car park will also include four accessible parking spaces. These proposals reflect the patient demand forecasts for the relevant departments relocating to Westaway Court.
6. The proposed provision of parking at Westaway Court has been calculated using the results of the patient travel survey and the forecast patient demand at Westaway Court. This is considered to provide an accurate reflection of the future parking demand.

A management plan will be introduced by the hospital to control parking at Westaway Court and this will likely be implemented by the Facilities Management team.

The potential for improving the scheduling of appointments is also being explored to identify efficiencies. This could also reduce the demand on car parking.

7. The concerns of the Roads Committee about how the layby on Elizabeth Place for PTS will be enforced is noted. As set out in Section 4.2.2 of this Technical Note, following discussions with DfI Transport Policy it is proposed for the method of enforcement for the layby to be agreed at a later date and secured via a planning condition.
8. The layby is considered of sufficient width to accommodate a PTS vehicle and has been positioned so passengers exit onto the kerb side. Whilst the footway width has been reduced to 2m, this is considered to be an acceptable width as set out in Section 4.2.1. It is therefore not agreed that narrowing the footway at this location would lead to a bottleneck.

As noted previously, a potential egress on to Elizabeth Place has been rejected by DfI Transport Policy on highway safety grounds and has therefore not be explored.

A large van is significantly smaller than a bus and can be shown to exit Savile Street without causing obstruction.
9. The provision of a tree at the corner of Savile Street can be considered further as part of a subsequent reserved matters application since landscaping does not form part of this current Outline Application. If possible, the Parish of St Helier's proposal will be incorporated.
10. It is noted that any alterations to the road network will require both highway authorities' approval.
11. The requirement for independent Road Safety Audits (RSAs) for all alterations to the highway network have been agreed and are anticipated to be secured via a planning condition.
12. It is noted that RSAs will be required for both temporary and permanent highway schemes.
13. There have been public engagement events that have been organised as part of the outline planning application process to which the Wagon Wheel café has been invited to attend. Going forward, there will also be periodic events organised by the JFH team to convey information on the construction process and provide updates on proposed works and the associated impacts.

In addition, a Construction Environmental Management Plan (CEMP) is proposed to be conditioned to this application. The proposed CEMP will detail the impacts of construction traffic and any mitigation deemed necessary. It is anticipated that the CEMP would need to be agreed with both highways authorities.

14. Noted, a refuse separation strategy will be agreed with the Director of Municipal Services.

15. A signalised crossing is proposed on The Parade directly northwest of the drop-off facility, as presented on Drawing 002.
16. The number of staff and visitor cycle parking spaces have been agreed with DfI Transport Policy and reflect a significant increase on existing provision. Where appropriate, access routes for cyclists through the site will be considered.
17. Noted, at present no modification to the footways within Parade Gardens are included within the package of highways drawings.
18. It is noted that the traffic arrangements for the demolition, construction process and site servicing will need to be agreed with the Parish and DfI at the development stage.
19. Signalised pedestrian crossings are proposed at the St Aubin's Road/Kensington Street/Peirson Road junction as part of the improvement scheme. An additional pedestrian crossing facility has not been proposed on St Aubin's Road close to the existing toilet facilities in Victoria Park given the distance from the proposed development site and minimal impact the proposals are anticipated to have on pedestrian flows at that location.
20. It is noted that the previous (2017) hospital application caused concern to some businesses on Lewis Street. There have been public engagement events that have been organised as part of the outline planning application process to which businesses on Lewis Street have been invited. In the future there will also be regular events organised by the JFH team to convey information on the construction process and provide updates on proposed works and the associated impacts, mitigated these where possible.
21. As set out in the written response provided by DfI Transport Policy, the department does not anticipate the need for a planning obligation agreement to be drawn up for transport related issues.

With regards to the Cheapside/Lewis Street junction, the development proposals are not forecast to increase the number of vehicles turning into Lewis Street or the footfall across this junction. No works are therefore proposed to the junction as part of this planning application.
22. It is noted that three doctors' parking spaces will be removed on Newgate Street as part of the development proposals. These spaces will be retained in an alternative location; the details have not yet been agreed.
23. A management plan will be developed for the control and enforcement of the drop-off facility proposed on The Parade. Further details will be made available as the development proposals progress.
24. As above, a plan will be required for the management, enforcement and policing of the 'ambulance only' lanes proposed in the vicinity of the hospital.
25. Landscaping and potential street furniture can be considered further as part of the detailed design. The maintenance of the proposed landscaping would need to be considered alongside the potential impact on visibility.
26. The relocation of this CCTV mast will be discussed with the States of Jersey Police and can be considered further during the detailed design stage.

27. As set out in Section 4.2.3 the routine maintenance of the hospital buildings will be considered so that road closures are not necessary to service the buildings.
28. It is noted that this submission should be referred to DfI since the roads fronting the site form part of the DfI network.

5 Summary and Conclusions

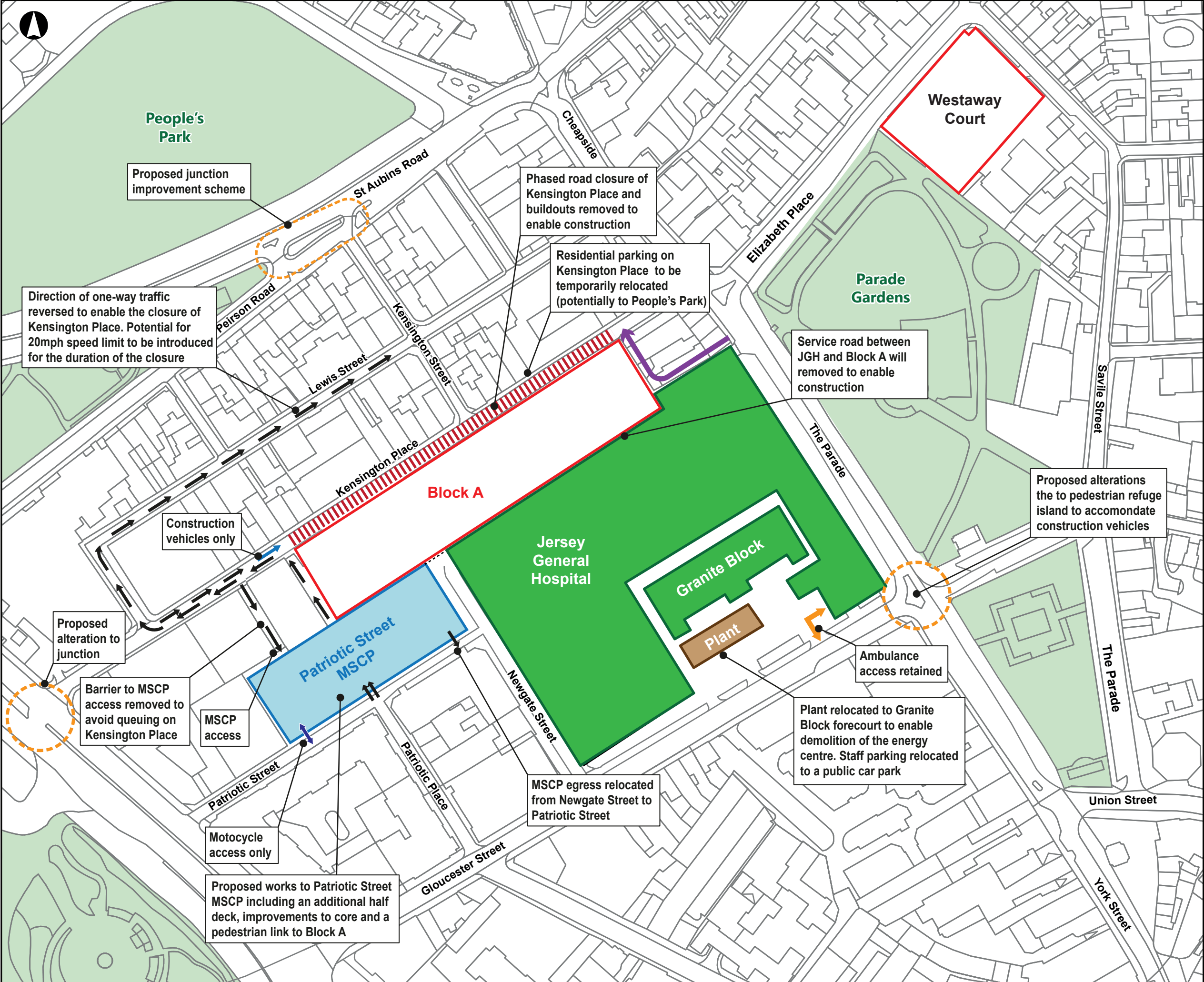
Ove Arup & Partners Ltd (Arup) has been instructed by the Department for Infrastructure (DfI) to provide traffic and transportation advice in support of an outline planning application for new health care services in St Helier, including the development of a new hospital.

Following the submission of the outline planning application, the access proposals have been revised to allow for the optimisation of internal areas and clinical adjacencies, to reinforce clear and legible internal circulation routes and to provide external benefits such as the provision of additional “active frontage” on Kensington Place. Revisions to the access proposals relate to the service block, hearse bay, PTS drop-off and the removal of the ambulance lane on Kensington Place.

There have been periodic discussions with DfI Transport Policy regarding the package of highway drawings and general design updates for the wider site. The drawings have been updated following these comments.

Responses have also been provided to formal written comments received from the relevant highways authorities, DfI Transport Policy and the Parish of St Helier Roads’ Committee. It is therefore considered that all outstanding transportation comments have been addressed and therefore the site can be developed as proposed.

Figures



- Legend**
- Operational Hospital
 - Demolition & Construction Site
 - Plant
 - Service Road
 - Ambulance Access
 - Direction of Traffic
 - Junction Works

03	18-07-2018	MK	AW	BP
02	10-04-2018	BOS	AW	BP
01	23-03-2018	BOS	AW	BP
Issued For Approval				
Issue	Date	By	Chkd	Appd

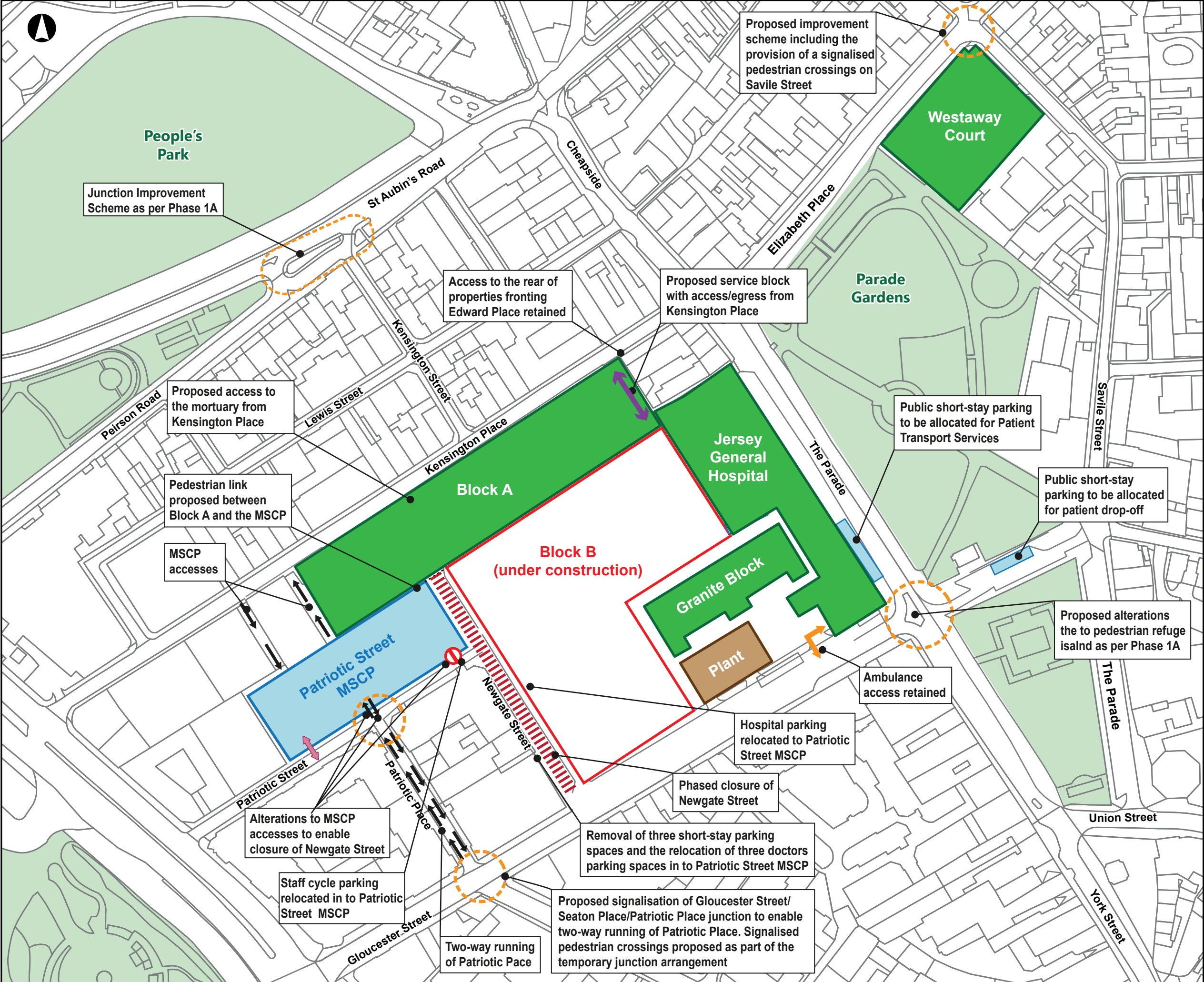
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Client
Department for Infrastructure

Job Title
Jersey Future Hospital

Figure 1: Overview of Proposals Phase 1A	
Scale at A3	Role
NTS	Civil
Job No	Suitability
237035-00	Approval
Drawing No	Issue
JFH-ARP-ZZ-XX-DR-Y-1003	03



Legend

- Operational Hospital
- Demolition & Construction Site
- Plant
- Service Road
- Ambulance Access
- Direction of Traffic
- Motorcycle Parking
- Junction Improvements
- Hospital Allocated Parking

03	18-07-2018	MK	AW	BP
02	10-04-2018	BOS	PA	PT
01	23-03-2018	BOS	PA	PT
Issued For Approval				
Issue	Date	By	Chkd	Appd

ARUP

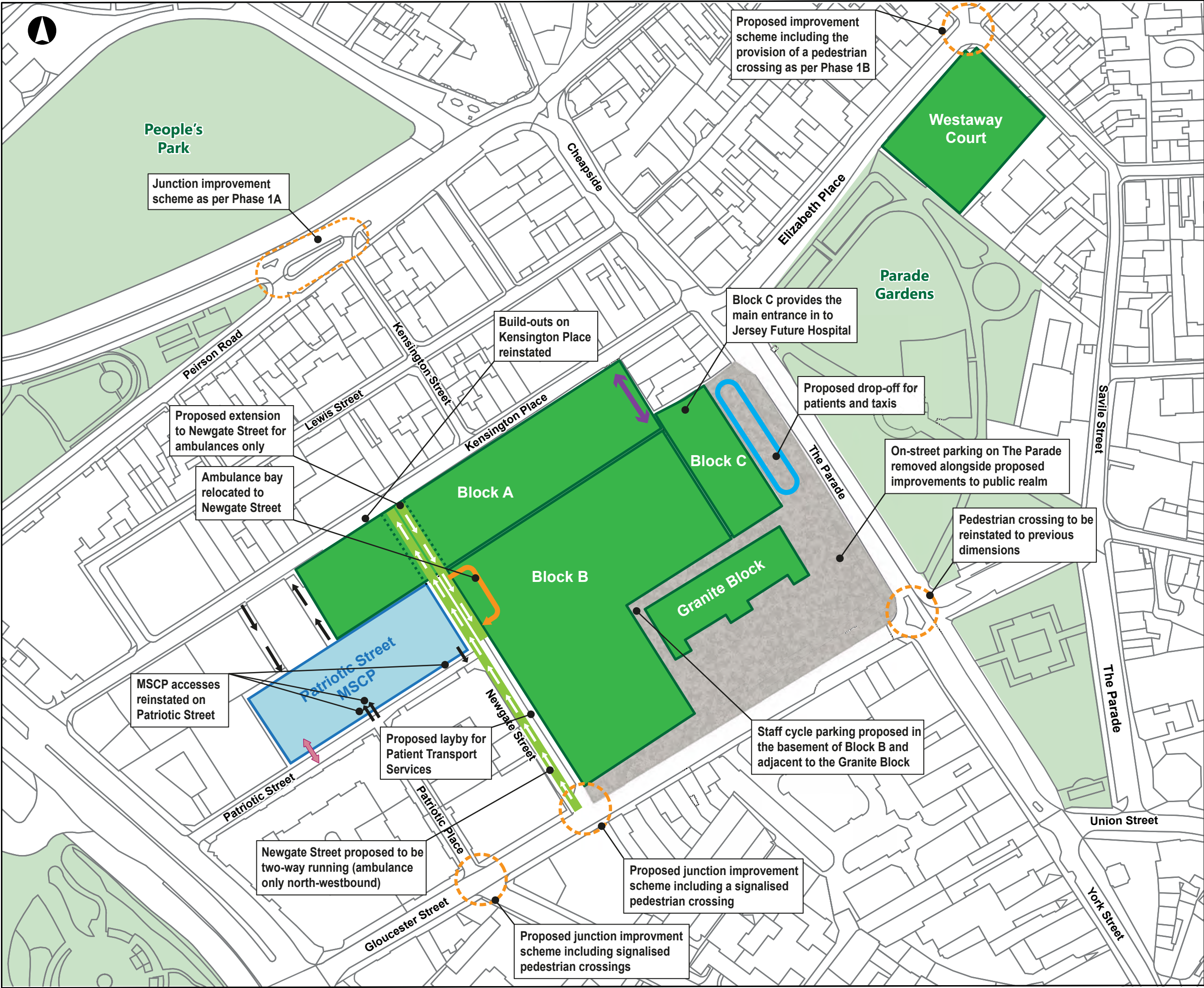
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Client
Department for Infrastructure

Job Title
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Figure 2: Overview of Proposals Phase 1B

Scale at A3	Role
NTS	Civil
Job No	Suitability
237035-00	Approval
Drawing No	Issue
JFH-ARP-ZZ-XX-DR-Y-1004	03



- Legend**
- Operational Hospital
 - Service Road
 - Ambulance Access
 - Direction of Traffic
 - Junction Improvements
 - Ambulance Only Lane
 - Motorcycle Parking

03	18-07-2018	MK	AW	BP
02	10-04-2018	BOS	AW	BP
01	23-03-2018	BOS	AW	BP
Issued For Approval				
Issue	Date	By	Chkd	Appd

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Job Title
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**Figure 3: Overview of Proposals
Phase 2 Final State**

Scale at A3	Role
NTS	Civil
Job No	Suitability
237035-00	Approval
Drawing No	Issue
JFH-ARP-ZZ-XX-DR-Y-1001	03



Legend

- Operational Hospital
- Service Road
- Ambulance Access
- Patient Drop-off
- PTS Drop-off
- Motorcycle Parking
- Car Parking
- Cycle Parking
- Mortuary Access
- Ambulance Only Lane
- Pedestrian Crossing Facility
- Pedestrian Entrance Proposed Within Zone Shown
- Upper Floor Pedestrian Entrance and Proposed Footbridge

03	18-07-2018	MK	AW	BP
02	10-04-2018	BOS	AW	BP
01	23-03-2018	BOS	AW	BP
Issue				
Issue	Date	By	Chkd	Appd

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Client
Department for Infrastructure

Job Title
Jersey Future Hospital

Figure 4: Access Strategy Phase 2 Final State

Scale at A3	Role
NTS	Civil
Job No	Suitability
237035-00	Approval
Drawing No	Issue
JFH-ARP-ZZ-XX-DR-Y-1002	03