

## **Appendix B**

### **Transport Assessment Scoping Report**

Department for Infrastructure

**Jersey Future Hospital**

Transport Assessment Scoping Note:  
2018 Application

Issue | 5 March 2018

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 237035-00

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# Document Verification

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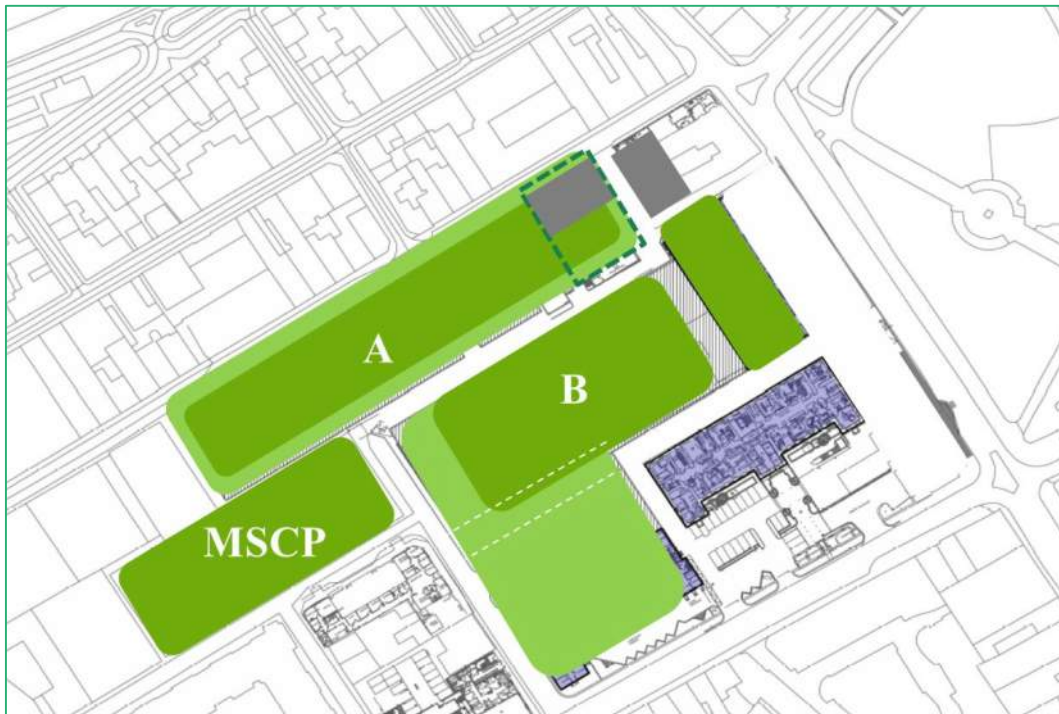
# 1 Introduction

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## 1.1 Background

A planning application was submitted on 11 July 2017 for a new general hospital in St Helier. Following a Public Inquiry, the Minster refused planning permission for the development as per the recommendations of the Planning Inspector.

A revised planning application is planned to be submitted in April 2018 for a hospital in the same location. In response to the recommendations of the Planning Inspector, a phased approach will be adopted for construction, as presented in the figure below.



It is proposed for the new medical centre at Westaway Court to be included within the same planning application. As such, the Transport Assessment will consider the traffic impacts of both JFH and Westaway Court.

This note sets out the scope of the Transport Assessment that will be submitted in support of the revised 2018 application. It has been prepared to seek agreement with DfI Transport Policy on the content and scope of the revised Transport Assessment.

Following a Transport Assessment Scoping Meeting and a subsequent update meeting with DfI Transport Policy dated 26/02/2018 and 01/03/2018 respectively, this report has been updated to reflect comments received.

## 1.2 2017 Application

Following a Public Inquiry in November 2017, the Inspector recommended that the minster should refuse planning permission *due to the serious negative impacts it would have on the St Helier townscape, the visual amenities of the area, numerous protected heritage assets, and the amenities of neighbouring residential properties.*

With regards to transport, the Inspector was *satisfied that, subject to specific junction and highways works, the completed development could operate without causing undue impacts on the highway network or highway safety concerns. Measures such as cycle parking provision and the implementation of a Travel Plan could promote and encourage sustainable travel and these could be secured by Planning conditions. Therefore, the proposal would accord with the respective Island Plan transport policies and this weighs in the proposal's favour.*

However, with regards to the impact on the amenities of existing neighbouring residential properties, *the overbearing presence, overshadowing (at certain times of day), loss of light and likely overlooking effects arising from the proposed... upward extension of Patriotic Street car park would...cross the 'unreasonable' policy benchmark by a considerable margin.*

## 1.3 Scoping and Methodology

The following chapter of this report sets out the proposed scope of the Transport Assessment for review and agreement with DfI Transport Policy (DfI TP). Specific questions for DfI TP have been included in grey text boxes.

## 1.4 Future Consultation

It is planned to meet with DfI TP to discuss and seek agreement on the scope of the Transport Assessment. In addition, subsequent weekly meetings are proposed to provide DfI TP with an update on the development proposals and discuss the following:

- Subsequent revisions to the Transport Assessment Scoping Note;
- Evolving design of the hospital including access and drop-off;
- Parking proposals and compliance with policy and standards;
- Construction routes, temporary road closures, traffic management and mitigation;
- Distribution calculations, primarily in relation to Patriotic Street MSCP; and
- Junction capacity assessment results and mitigation proposals.

## 2 Scoping Note

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### 2.1 Introduction

This section of the report sets out the proposed scope of the joint Transport Assessment for the revised JFH and Westaway Court planning application.

### 2.2 Policy and Literature Review

The TA for the 2017 application included a review of the following policy and guidance documents:

- States of Jersey Revised Island Plan 2011 (2014)
- Strategic Plan 2015-2018
- Jersey Sustainable Transport Policy 2010
- Sustainable Travel Policy Progress Report 2015
- Esplanade Masterplan
- Revised North St Helier Masterplan (2011)
- St Helier Parking Needs Study (2013)
- St Helier Traffic Management Schemes Appraisal (2016)
- Planning Obligations Agreements (Planning Advice Note) 2017

#### **Actions:**

TA 1. Please identify any policy documents that have subsequently been adopted and require consideration within the TA for the revised application?

*Please also include the South West of St Helier Planning Framework. Future assessments will need to consider the proposals set out in this document.*

### 2.3 Existing Conditions

The Inspector's report concluded that the *location of the hospital site is sustainable and gives good access to sustainable transport modes, notably walking, cycling and buses.*

The following changes/updates are proposed to the Existing Conditions chapter:

- Review of bus routes and timetables;
- Analysis of DfI traffic data to determine if there has been a material growth in background traffic since traffic surveys were commissioned in 2016;
- Update the assessment of Road Traffic Collisions based on presented in the previous five years; and

- Provide a review of parking survey data collected by DfI in 2017/18.

#### Actions:

TA 2. Can ATC data please be provided for the St Helier area for the most recent 18 months?

*ATC data (to be provided by DfI TP) will be used to validate 2016 traffic count surveys.*

TA 3. Please confirm that additional traffic count surveys will not be required.

*No additional counts required for the traffic impact assessment, subject to the above validation. Traffic on Lewis Street will be surveyed to support assessment of construction stage impacts.*

TA 4. Please provide Road Traffic Collision data for the most recent five-year period.

*DfI will provide RTC data for the most recent five-year period.*

## 2.4 Development Proposals

The Development Proposals chapter of the TA will be updated to reflect the revised scheme and the Westaway Court proposals. Given the proposed phased approach, the following will be tracked for each stage of construction:

- Relocation of any departments offsite (both medical and administrative);
- Pedestrian access (including any change in the location of the main entrance);
- Cycle access and parking;
- Public transport;
- Vehicular access (drop-off);
- Summary of parking proposals (detail provided in the following chapter);
- Highway proposals;
- Routing of construction vehicles, compound areas and road closures;
- Service and delivery vehicles; and
- The ED, ambulance blue light routes and Patient Transport Services.

## 2.5 Parking Strategy

With regards to the previous application, the Inspector concluded that *the provision of additional parking spaces at Patriotic Street car park are not considered to breach Policy TT 10 (which seeks to constrain new off-street parking provision) because, overall, there would be a small net loss of parking spaces (at least 13).*



To reduce the *unreasonable* impact of the building height and massing on neighbouring residential properties, the potential for providing one or no half decks on Patriotic Street MSCP is being considered. The Inspector indicated that to his mind, *this would require the transport implications to be reassessed and was not considered further.*

A decision will be made prior to submission on whether any additional half decks will be constructed onto Patriotic Street MSCP. This will need to balance the requirements of DfI TP, DfI Jersey Car Parking and the Future Hospital Project. The following updates are therefore proposed to this chapter of the Transport Assessment:

- Update baseline parking figures to reflect latest available survey data (Feb 2018);
- Where required, amend assumptions on future parking demand and supply to reflect any new proposals and committed developments. This will include the timing of proposals to public car parking such as the delivery of the proposed Esplanade Quarter MSCP (delivered by Jersey Development Company);
- Set out the revised Parking Strategy which addresses all forms of parking in each of the phases; and
- Demonstrate that the proposals are compliant to policy (TT 10) and planning guidance (draft Parking Standards 2013). This will detail the number of spaces proposed to be created/removed/reallocated as part of each stage of development, demonstrating whether there will be a net increase in parking provision and if the parking demand from JFH can be accommodated within the future provision of public parking.

#### **Actions:**

TA 5. Are there any updates regarding the status of the draft Parking Standards (2013)?

*Parking policy is drafted by the planning department rather than DfI TP. It is understood the Department for the Environment are in the process of developing new standards.*

TA 6. If it is proposed not to provide any additional parking within Patriotic Street MSCP, is any further assessment required beyond that proposed above?

*The Transport Assessment will need to demonstrate how much parking will be required for staff and patients.*

## **2.6 Future Travel Demand**

The Inspector concluded from the 2017 application that changes in predicted trip generation would be limited and the modelled increase in trips was largely due to an aging and growing population that would occur regardless of the development proposals.

The revised development proposals are anticipated to have a minimal impact on the trip generation and distribution calculations presented in the previous

Transport Assessment. The only potential alteration is in relation to the proposed Parking Strategy. Given the limited alternations, it is not envisaged that any Technical Notes will be submitted prior to submission.

### 2.6.1 Background Traffic Growth

Given the limited background traffic growth in Jersey, it was previously agreed that the traffic associated with committed developments would reflect any forecast growth in traffic.

The following committed developments were included in the traffic calculations for the previous Transport Assessment:

- Office development at 66-72 Esplanade (partially occupied by Royal Bank of Canada);
- Jersey International Finance Centre (JIFC);
- 35 Commercial Street;
- 19-21 Commercial Street (J1);
- 22-23 Esplanade;
- 27-28 Esplanade; and
- Westmount Development.

Whilst it is noted that some of these developments are now operational, at the time of the traffic surveys they were either planned or under construction.

#### Actions:

TA 7. Is the methodology used in the previous TA to reflect background traffic growth still considered to be acceptable?

*Yes*

TA 8. Are there any committed developments that should be added or removed from the above list?

- Castle Quays 2 (RC/2015/1355)
- Zephyrus Site (RC/2018/0143)
- Summerland (2017/0186)
- Sunnyside Gardens (P/2017/0414)
- 5-6 Esplanade (RP/2013/1144)
- 9 Castle Street (P2016/1902) & (P/2017/1369)
- UBS, 24 Union Street (P/2017/1004)
- Westwater (RC/2014/2001)
- 72-76 Union St (P/2017/0927)

List still to be reviewed by the DoE and project team.

## 2.6.2 Trip Generation

It is not envisaged that there will be any changes to the trip generation methodology. There may be potential for some minor alterations as most of the enabling schemes will no longer be progressed.

It is therefore proposed for the joint Transport Assessment to present the trip generation for each phase of development and Westaway Court.

## 2.6.3 Trip Distribution

No changes are proposed to the trip distribution methodology however some minor amendments may need to be made to the previous distribution to reflect temporary road closures and the Parking Strategy. Development distribution calculations will be developed for each phase of construction and the final state.

A baseline study of Patriotic Street MSCP will be undertaken using up to date survey data for a neutral month to understand if the car park will fill up in relation to the AM peak hour. This will indicate whether the potential reduction in parking at Patriotic Street MSCP will impact peak hour flows.

### Actions:

- TA 9. If it can be demonstrated that Patriotic Street MSCP will have some spare capacity throughout the AM peak hour, is it reasonable to assume the proportion of development trips to and from the car park in the peak hours will remain unchanged, regardless of whether additional half decks are proposed.

*Agreed*

## 2.6.4 Assessment Scenarios

Subject to confirmation of the phased approach, the following assessment scenarios are proposed to be assessed:

- Base Year (as per 2017 TA);
- Do Minimum (Opening Year with Committed Development)
- Opening Year with Committed Development and Construction of Phase 1 (Block A);
- Opening Year with Committed Development and Construction Phase 1 (Block B);
- ~~Opening Year with Committed Development and Construction Phase 2 (potential, subject to traffic impact)~~ (agreed to be removed with DfI Transport Policy);
- Opening Year with Committed Development and JFH Final State;

Phase C of the construction process will potentially involve the demolition of the 1980's block and the construction of an entrance to the new build hospital. In comparison with the 'Opening Year' assessment scenario, the traffic impacts of this stage are anticipated to be very similar. As a result, there may not be benefit in assessing this phase.

It is not currently known when the proposed works to Patriotic Street MSCP will be undertaken to improve the car park cores. It is anticipated that these works will be undertaken during either Phase A or B of construction.

As with the previous application, all construction scenarios will be assessed in the opening year for robustness. In addition, it will also be assumed that delivery vehicles will access the site between peak hours and construction workers will not be allowed to drive to site.

**Actions:**

TA 10. Are the assessment scenarios presented above considered acceptable?

*Agreed there is no need to assess the demolition of the 1980's and 1960's block (Phase B).*

## 2.7 Highway Capacity Assessment

### 2.7.1 Percentage Impact Assessment

As per the previous application, a percentage impact assessment will be undertaken. Whilst the capacity of each junction will be assessed using junction modelling software (ARCADY for roundabouts, PICADY for priority junctions and LINSIG for signals), the potential for mitigation will not be considered where the traffic impact is under 5%.

### 2.7.2 Junction Capacity Assessments

The junction models developed for the previous application will be used for the capacity assessments.

## 2.8 Mitigation Strategy

In the Inspector's report it was concluded that *planning conditions can deal with the requirements for junction works.*

Given the similarities between the applications, it is envisaged that the same mitigation will be proposed, however this will be based on the results of the junction capacity assessments.

Given this is proposed to be a joint Transport Assessment for JFH and Westaway Court, the preliminary design for the Rouge Bouillon/Savile Street/Elizabeth Place/Parade Road signalised junction will be included will form part of the mitigation proposals.

There is an opportunity to agree the mitigation scheme that will be proposed at the Kensington Street/Pierson Road/St Aubin's Road (People's Park) junction prior to submission. Given the tight programme, it is also agreeable for the improvement scheme at this junction to be conditioned.

**Actions:**

TA 11. Please confirm whether a preliminary junction design should be developed for the People's Park junction as part of the 2018 TA, or should this be treated as a planning condition.

*Yes – if there is time to progress this now, lets*

## 2.9 Management of Construction Traffic

With regards to the previous application, the Planning Inspector concluded the following:

- Whilst recognising it is a major construction project in an urban area and the protracted construction period of five years, the associated disruption is rarely pivotal to any key decision to grant planning permission;
- The evidence did quantify the impacts as best it can at this stage in the project and provided some detail on traffic management, potential mitigations and responses; and
- Should this project proceed to implementation, traffic management will require comprehensive and sensitive management to minimise impacts. These plans can be secured by Planning conditions and can be enforced through Planning and related environmental legislation.

It is proposed to reflect a similar level of detail in the revised TA and note that traffic management will be secured through a condition. This revised TA will however reflect the phased nature of the development and estimate delivery vehicle trips for each stage

## 2.10 Framework Travel Plan

Minimal changes are proposed to the Framework Travel Plan given the similarities between each application.

**Actions:**

TA 12. When should the Travel Plan become a 'live' document?

*An updated Travel Plan should be implemented at the start of the construction stage and be periodically updated to reflect the evolving scheme.*

## **Appendix B**

### **Transport Assessment Scoping Report**

|                         |   |                                     |
|-------------------------|---|-------------------------------------|
| Project title           | Jersey Future Hospital  | Job number<br>237035                |
| S2                      | For Information   | P1                                  |
| Meeting name and number | Transport Update Meeting with Department for Infrastructure Transport Policy  | File reference                      |
| Location                | DfI South Hill Offices, St Helier   | Time and date<br>14:30 1 March 2018 |
| Purpose of meeting      | Initial discussions with DfI Transport Policy regarding relocation schemes, construction routes and Westaway Court access proposals.                                      |                                     |
| Present                 | Robert Hayward (RH) - DfI Transport Policy<br>Richard Glover (RG) – JFH/JPH (Briefly)<br>Jessica Hardwick (JH) - JFH<br>Alex Welch (AW) - Arup<br>Phill Ayres (PA) - Arup |                                     |
| Apologies               |   |                                     |
| Circulation             | Those present<br>Mike Penny<br>Peter Thomas   |                                     |

Action

## 1. Relocation Schemes

- PA provided a summary of the relocation schemes and outlined the anticipated traffic impacts
- RH noted there were fewer relocation schemes in comparison to the previous planning application and PA explained this was a result of the phased approach to construction.

## 2. Construction Routes

- Outline construction routes were presented for each stage of construction. These routes have been identified to support the EIA calculations and are considered to be most suitable for the largest construction vehicles.
- Swept Path Analysis of the main construction routes to the main hospital were also presented.

Prepared by **Phill Ayres**  
 Date of circulation **06/03/2018**  
 Date of next meeting **09/03/2018**

# Minutes

|                        |            |                 |
|------------------------|------------|-----------------|
| Project title          | Job number | Date of Meeting |
| Jersey Future Hospital | 237035     | 1 March 2018    |

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## Action

- Whilst these routes will need to be confirmed with the contractor following their appointment, they are considered to be the most logical route to and from the construction sites.

Arup to undertake SPA of construction route

### Westaway Court

- Route would include Elizabeth Place and Rouge Bouillon.
- It is noted SPA of the junctions would need to be undertaken.
- Savile Street does not have sufficient width to accommodate large construction vehicles (16.5m HGVs).

### Phase 1A Block A (Acquisitions on Kensington Place and the Energy Centre)

- Route would include a combination of Kensington Place, Kensington Street, St Aubin's Road and the A1 Esplanade.
- Reflects the same proposals as the previous application, however Patriotic Place and Newgate Street are anticipated to continue operating as normal.
- One-way traffic flow on Lewis Street to be reversed and Kensington Place to become two-way between the junction with Lewis Street and the MSCP accesses. Diagrams with visibility splays are to be provided.
- Staff parking will likely need to be relocated from the front of the Granite Block in to Patriotic Street MSCP as part of ES2 (relocation of engineering and plant). **Post meeting note** – this has been confirmed.

### Phase 1B Block B (Gwyneth Huelin Wing and Peter Crill House)

- Two potential routes identified, the principle route utilising Patriotic Street and Newgate Street and the secondary via the ring road.
- To allow for a left turn on to Patriotic Street, a temporary lane closure is proposed on the Esplanade, subject to further analysis of anticipated traffic movements and agreement of construction working hours for large vehicles. Given the increase in construction traffic on Patriotic Street, the access proposals for Patriotic Street MSCP will be considered further.
- To reduce conflict at the Patriotic Street/Patriotic Place/MSCP access junction, PA queried whether the direction of traffic flow on Patriotic Place could be reversed, as opposed to making it two-way. RH noted that there was private parking accessed from Patriotic Place and reversing the direction of traffic flow would impact journey times.
- In addition, vehicles accessing Patriotic Street MSCP from north would have to travel through Gloucester Street/Esplanade junction, adding to any capacity issues.
- The secondary route utilises the ring road and provides access to the front of the Granite Block. Some mitigation is required at The Parade/Gloucester

Arup to confirm the likely number of vehicle movements associated with construction



# Minutes

| Project title          | Job number | Date of Meeting |
|------------------------|------------|-----------------|
| Jersey Future Hospital | 237035     | 1 March 2018    |

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Action

Street. It was noted that these works could be agreed as part of the CEMP and RH confirmed this approach would be acceptable.

- PA noted that a HGV would need to use both sides of St Aubin's Road to make the turn on to Cheapside.

## Phase 2 – Demolition of 1980's and 1960's blocks

- RH was agreeable that the number of movements associated with demolition would not require assessment.
- **Post meeting note:** An entrance block is likely to be constructed in the vicinity of the 1980's block. This is anticipated to have a relatively low net traffic impact.

## 3. Westaway Court

- Potential access options to Westaway Court were presented, including an in/out arrangement from Savile Street and an alternative showing an access from Savile Street and egress on to Elizabeth Place.
- RH expressed concerns over an egress on to Elizabeth Place and suggested this could have the potential to cause rear end shunts at the signalised crossroads. It was concluded that the project team would need to demonstrate an egress on to Savile Street is not deliverable for one onto Elizabeth Place to be considered.
- **Post meeting note:** An access/egress on to Savile Street is being progressed.

## 4. Transport Assessment Scoping Note

- Updates to the Transport Assessment Scoping Note have been made to reflect discussions.
- DfI TP have provided a list of committed developments and these are being confirmed with the DoE (Planning)
- The Esplanade/Peirson Road/St Aubin's Road highways scheme presented in the SW St Helier Planning Framework is anticipated to be delivered in the next couple of years and there are funds set aside to deliver this. This scheme should therefore be included in all assessment scenarios.

RH to provide junction modelling files

## 5. AOB

- RH expressed an interest in attending the public engagement scheduled for w/c 12 March.

JH to send invite to RH



# Jersey Future Hospital

Relocation Schemes and Construction Routes: Agenda Pack

01.03.2018

| Ref | Previous Application (2017)   | Current Status (2018 Application)  |
|-----|---|--|
| ES1 | Relocation of catering to an offsite facility prior to construction.  | Relocation of catering to an offsite facility either prior to, or during the construction of Phase A   |
| ES2 | Relocation of engineering and G&A admin functions (no traffic impact).  | Relation of engineering and demolition of energy centre. To accommodate the demolition of the Energy Centre in Phase A, the staff car park to the front of the Granite Block will need to be used plant (transformers, generators etc.). The engineering block will also be relocated offsite resulting in the potential for a limited reduction in traffic. |
| ES3 | Transfer of clinics to vacated catering area (no traffic impact)  | This relocation scheme is not being progressed   |
| ES4 | Construction of temporary clinic block in car park to the front of the Granite Block  | No longer required given the phased approach to construction.  |
| ES5 | Relocation of medical records to Overdale Hospital  | No longer being progressed, medical records to be scanned and kept electronically.   |
| ES6 | Relocation of corporate and training functions offsite within 5 minutes walking distance of JGH (no traffic impact)         | As before, will be required and there will be no associated traffic impact   |
| ES7 | Patient Relocations (no traffic impact associated with staff)   |  |
|     | Construction: Physiotherapy; Cardio-Respiratory; Pathology and Dermatology  | Construction: Physiotherapy; and Cardio-Respiratory (Pathology and Dermatology removed)  |
|     | Final State: Physiotherapy; Cardio-Respiratory; Pathology; Neurology; Pain Management; Rheumatology; Diabetes and Dietetics | Final State: Physiotherapy; Cardio-Respiratory; Neurology; Pain Management; Rheumatology; Diabetes and Dietetics (pathology removed)   |
| ES8 | Reorganisation & refurbishment of first floor Parade, Granite Block and the 1960s Block (no traffic impact)                 | The Granite Block will be used for non-clinical uses following construction.   |
| ES9 | Critical plant & support systems relocation (no traffic impact)   | No traffic impact  |

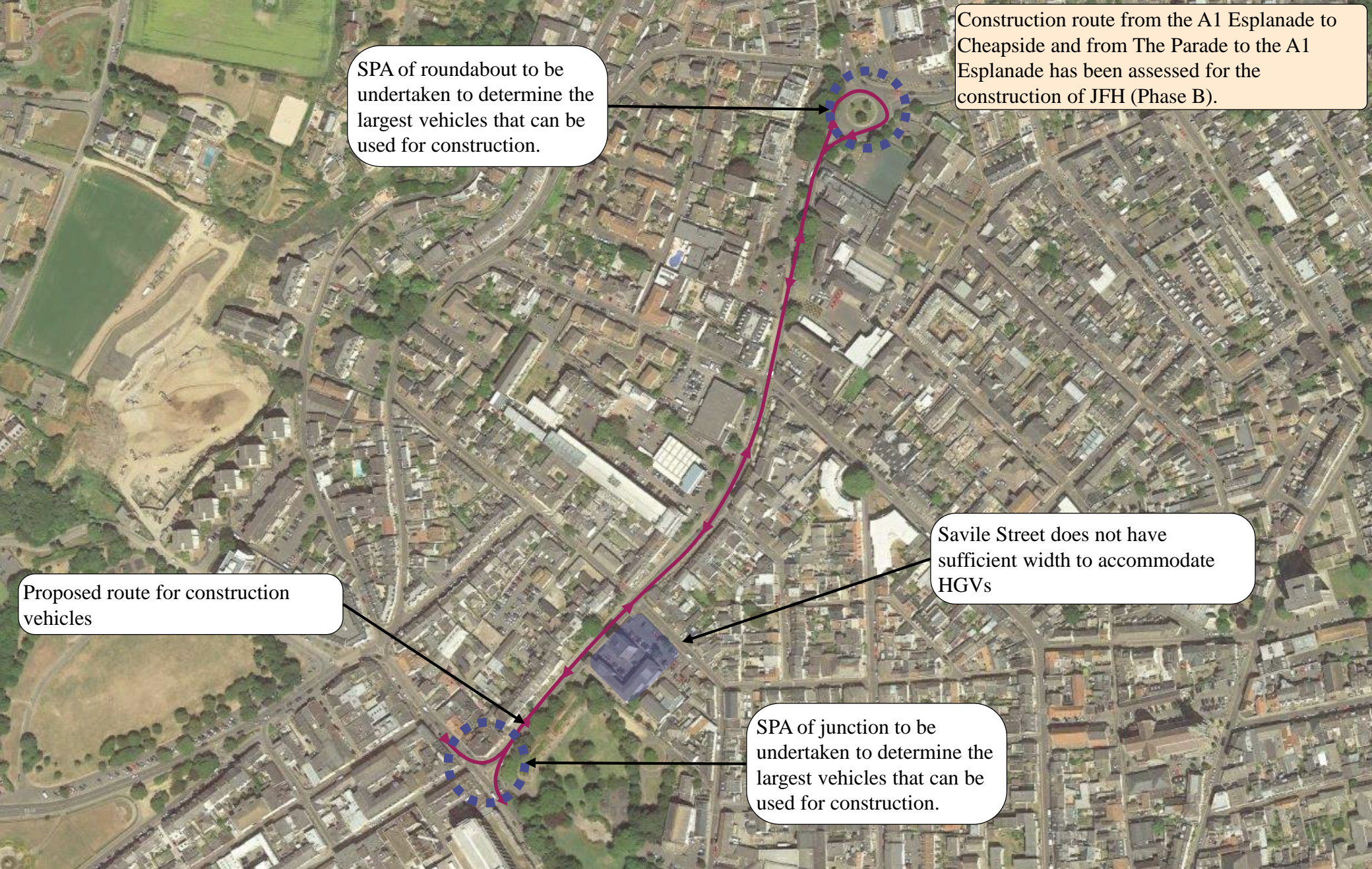


Westaway Court

Main Entrance

A

B



SPA of roundabout to be undertaken to determine the largest vehicles that can be used for construction.

Construction route from the A1 Esplanade to Cheapside and from The Parade to the A1 Esplanade has been assessed for the construction of JFH (Phase B).

Proposed route for construction vehicles

Savile Street does not have sufficient width to accommodate HGVs

SPA of junction to be undertaken to determine the largest vehicles that can be used for construction.

# Phase A

Junction Improvement Scheme, potential to be signals or a priority junction.

Direction of traffic flow on Lewis Street reversed to accommodate road closure on Kensington Place.

Two-way running of Kensington Place, south-west of temporary road closure.

Junction Improvement Scheme as per previous application.

Proposed route for construction vehicles.

Potential for one half deck to be constructed on to Patriotic Street MSCP during Phase A.

All works set out below were proposed as part of the previous a planning application and were not identified as reasons for refusal. The improvement scheme at the Kensington Place/St Aubin's Road/Peirson Road still needs to be agreed with DfI Transport Policy.

Temporary Road closure and relocation of on-street parking. Potential for Kensington Place north-east of the junction with Kensington Street to be kept open.

Vehicular access to rear of properties fronting Edward Place to be retained

Potential that staff parking will be relocated to provide land for generators. Staff parking to be relocated into Patriotic Street MSCP

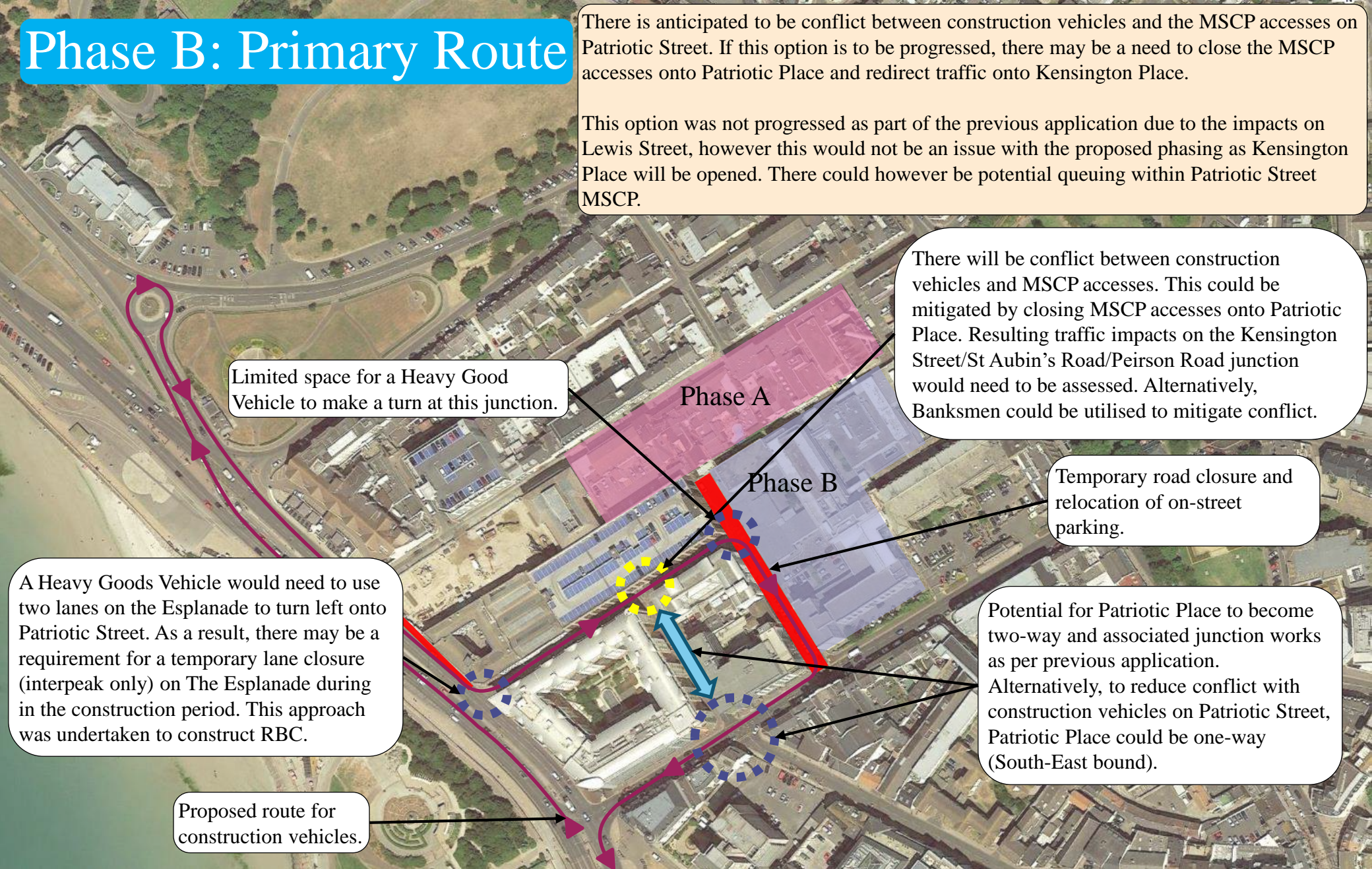
Newgate Street and Patriotic Place are not anticipated to be impact by construction

Phase A

# Phase B: Primary Route

There is anticipated to be conflict between construction vehicles and the MSCP accesses on Patriotic Street. If this option is to be progressed, there may be a need to close the MSCP accesses onto Patriotic Place and redirect traffic onto Kensington Place.

This option was not progressed as part of the previous application due to the impacts on Lewis Street, however this would not be an issue with the proposed phasing as Kensington Place will be opened. There could however be potential queuing within Patriotic Street MSCP.



Limited space for a Heavy Good Vehicle to make a turn at this junction.

There will be conflict between construction vehicles and MSCP accesses. This could be mitigated by closing MSCP accesses onto Patriotic Place. Resulting traffic impacts on the Kensington Street/St Aubin's Road/Peirson Road junction would need to be assessed. Alternatively, Banksmen could be utilised to mitigate conflict.

Temporary road closure and relocation of on-street parking.

A Heavy Goods Vehicle would need to use two lanes on the Esplanade to turn left onto Patriotic Street. As a result, there may be a requirement for a temporary lane closure (interpeak only) on The Esplanade during in the construction period. This approach was undertaken to construct RBC.

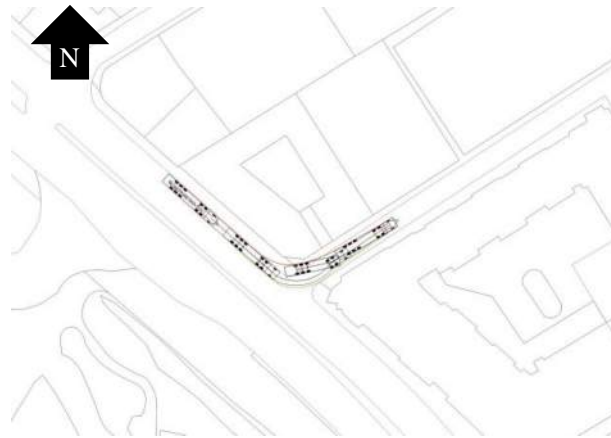
Potential for Patriotic Place to become two-way and associated junction works as per previous application. Alternatively, to reduce conflict with construction vehicles on Patriotic Street, Patriotic Place could be one-way (South-East bound).

Proposed route for construction vehicles.

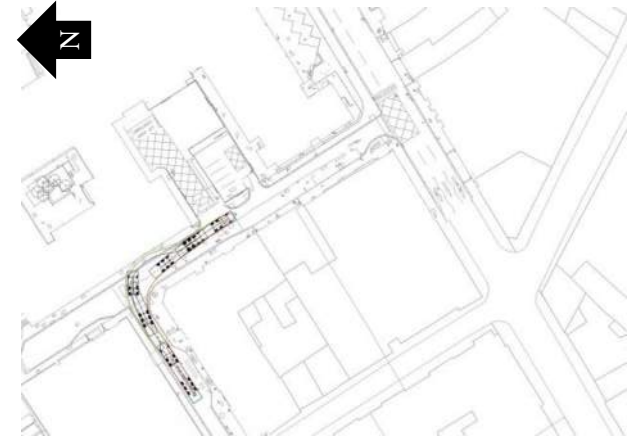
# Phase B: Primary Route Swept Path Analysis



Esplanade/St Aubin's Road



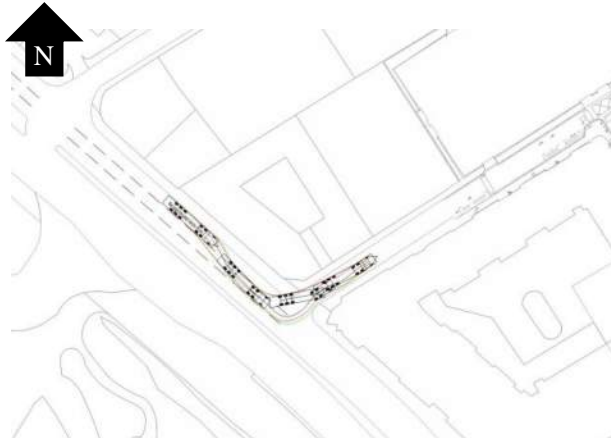
The Esplanade/Patriotic Street



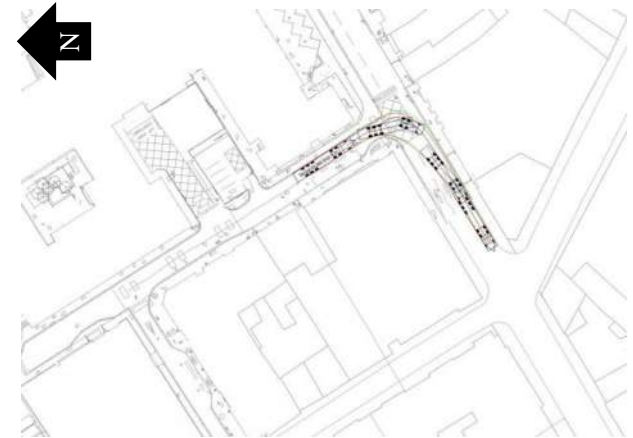
Patriotic Street/Newgate Street



St Aubin's Road Roundabout



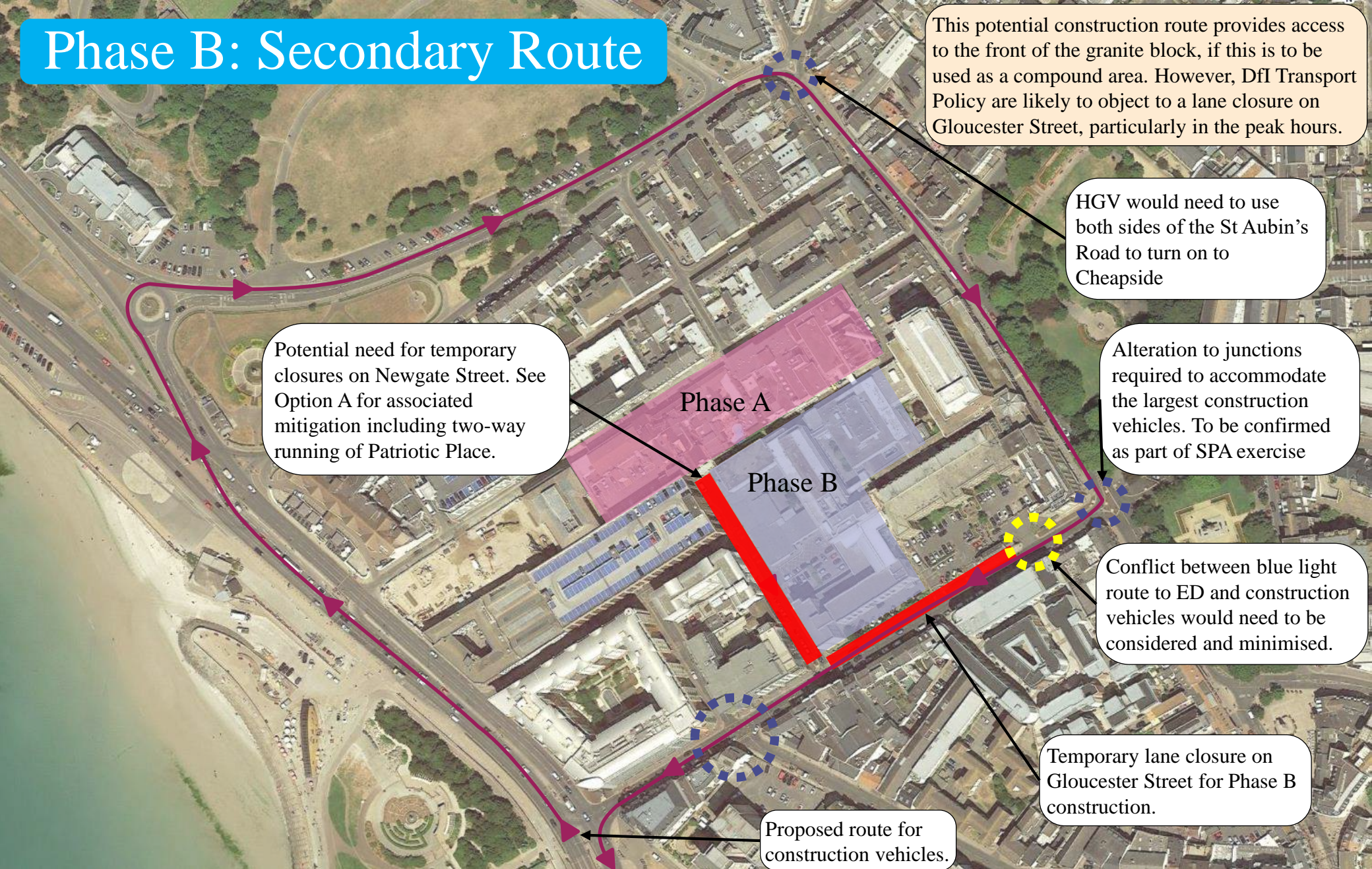
The Esplanade/Patriotic Street



Newgate Street/Gloucester Street



# Phase B: Secondary Route



This potential construction route provides access to the front of the granite block, if this is to be used as a compound area. However, DfI Transport Policy are likely to object to a lane closure on Gloucester Street, particularly in the peak hours.

HGV would need to use both sides of the St Aubin's Road to turn on to Cheapside

Potential need for temporary closures on Newgate Street. See Option A for associated mitigation including two-way running of Patriotic Place.

Alteration to junctions required to accommodate the largest construction vehicles. To be confirmed as part of SPA exercise

Conflict between blue light route to ED and construction vehicles would need to be considered and minimised.

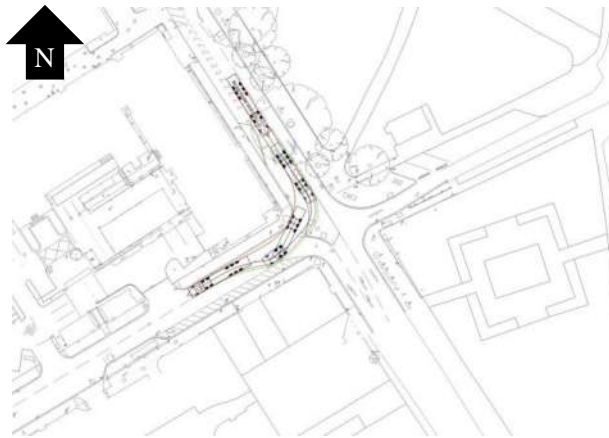
Temporary lane closure on Gloucester Street for Phase B construction.

Proposed route for construction vehicles.

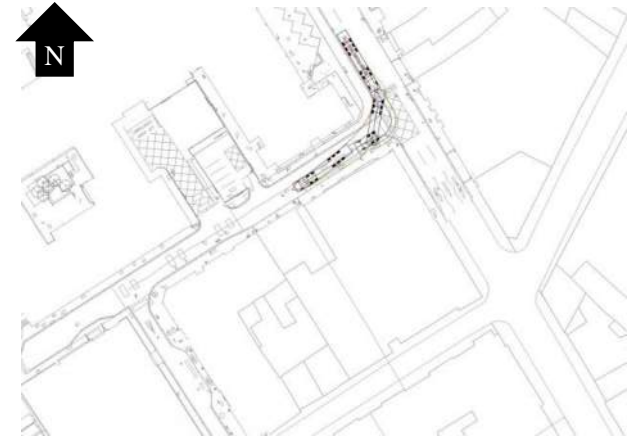
# Phase B: Secondary Route Swept Path Analysis



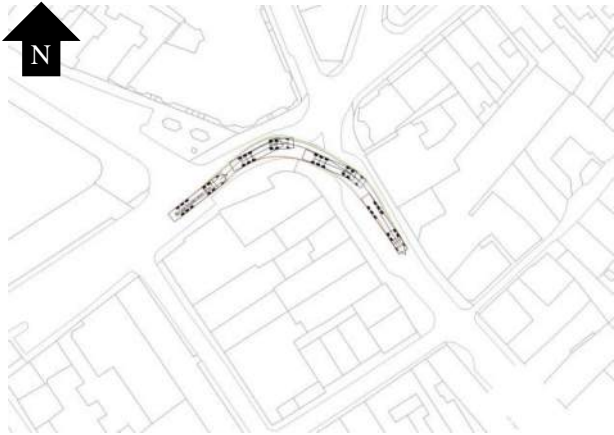
St Aubin's Road Roundabout



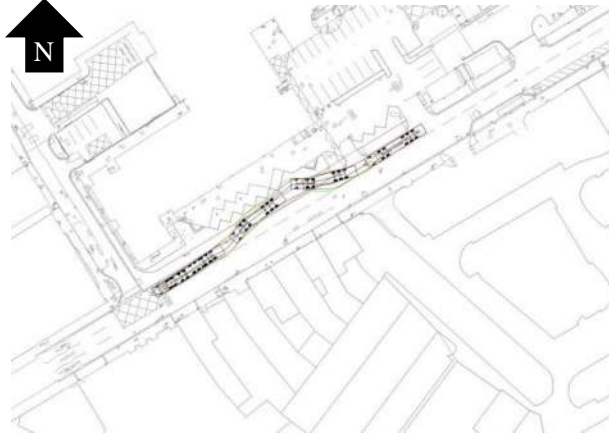
The Parade/Gloucester Street



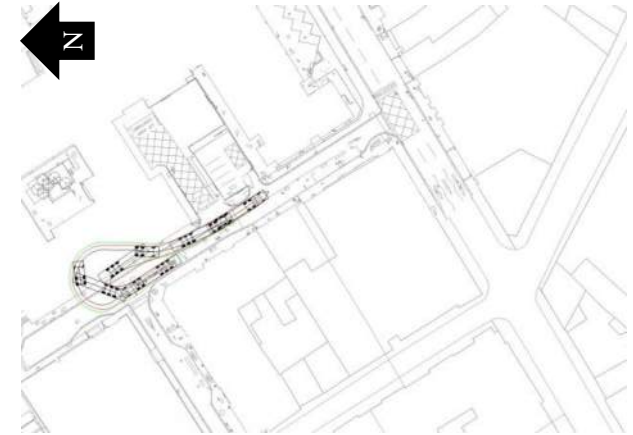
Gloucester Street/Newgate Street



St Aubin's Road/Cheapside

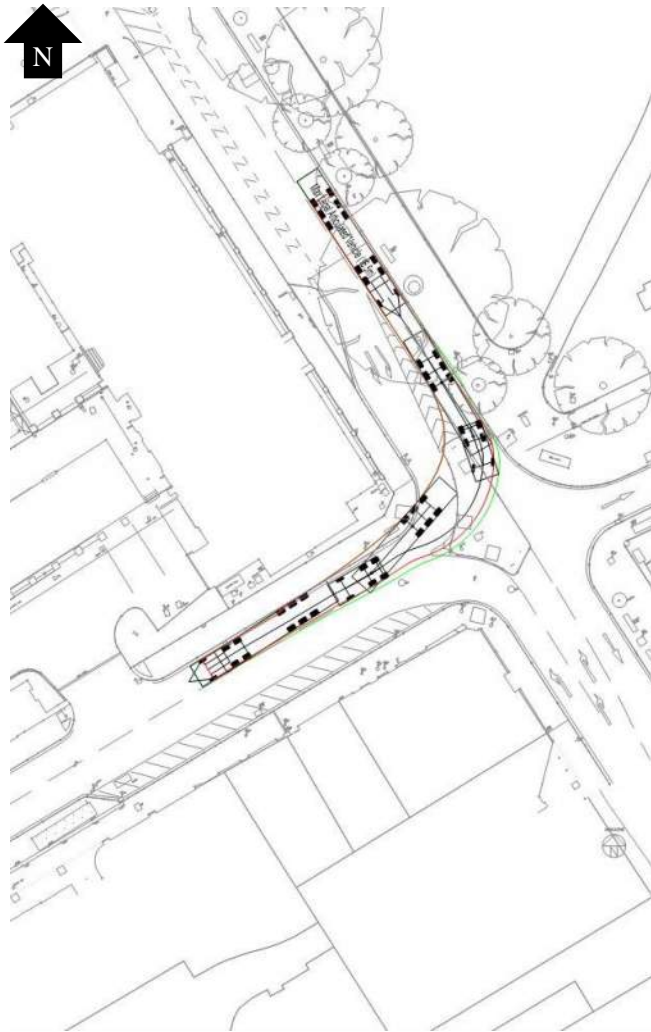


Gloucester Street

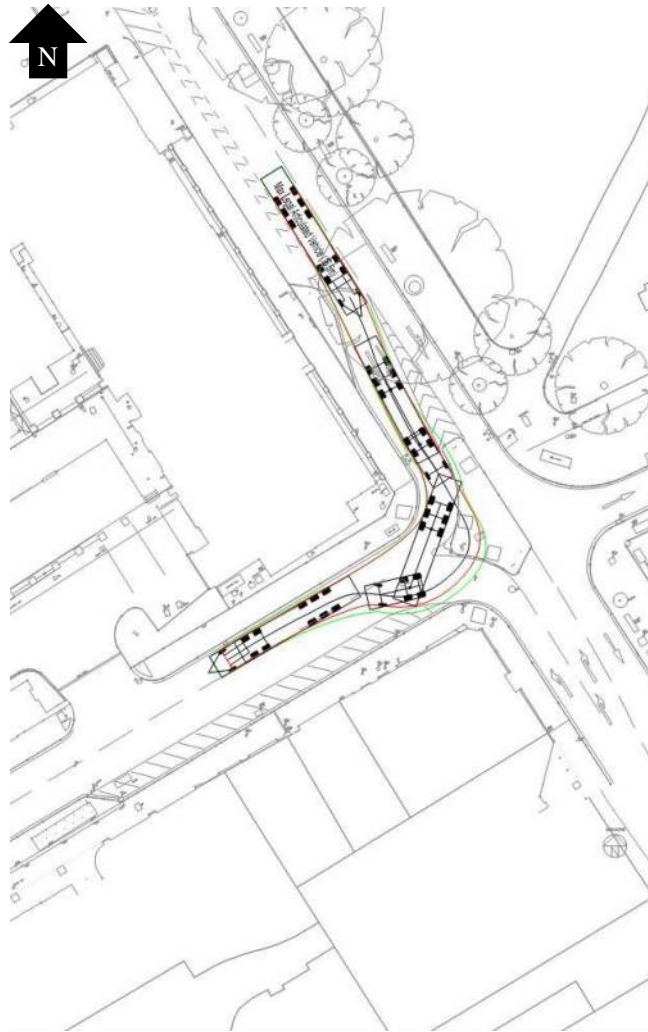


Newgate Street/Gloucester Street

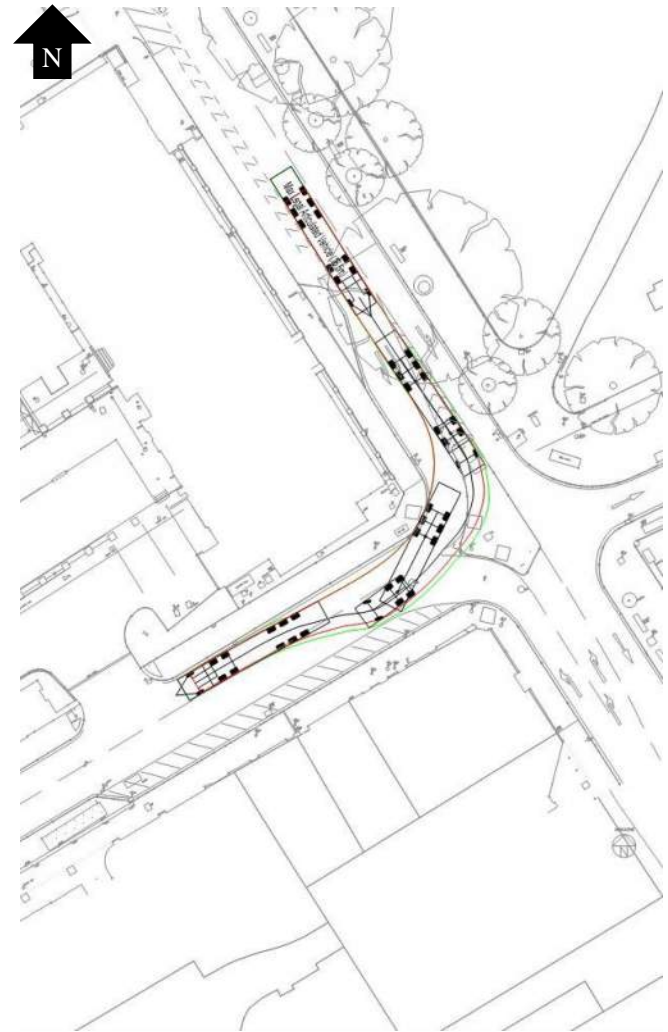
# The Parade / Gloucester Street Options



Option A

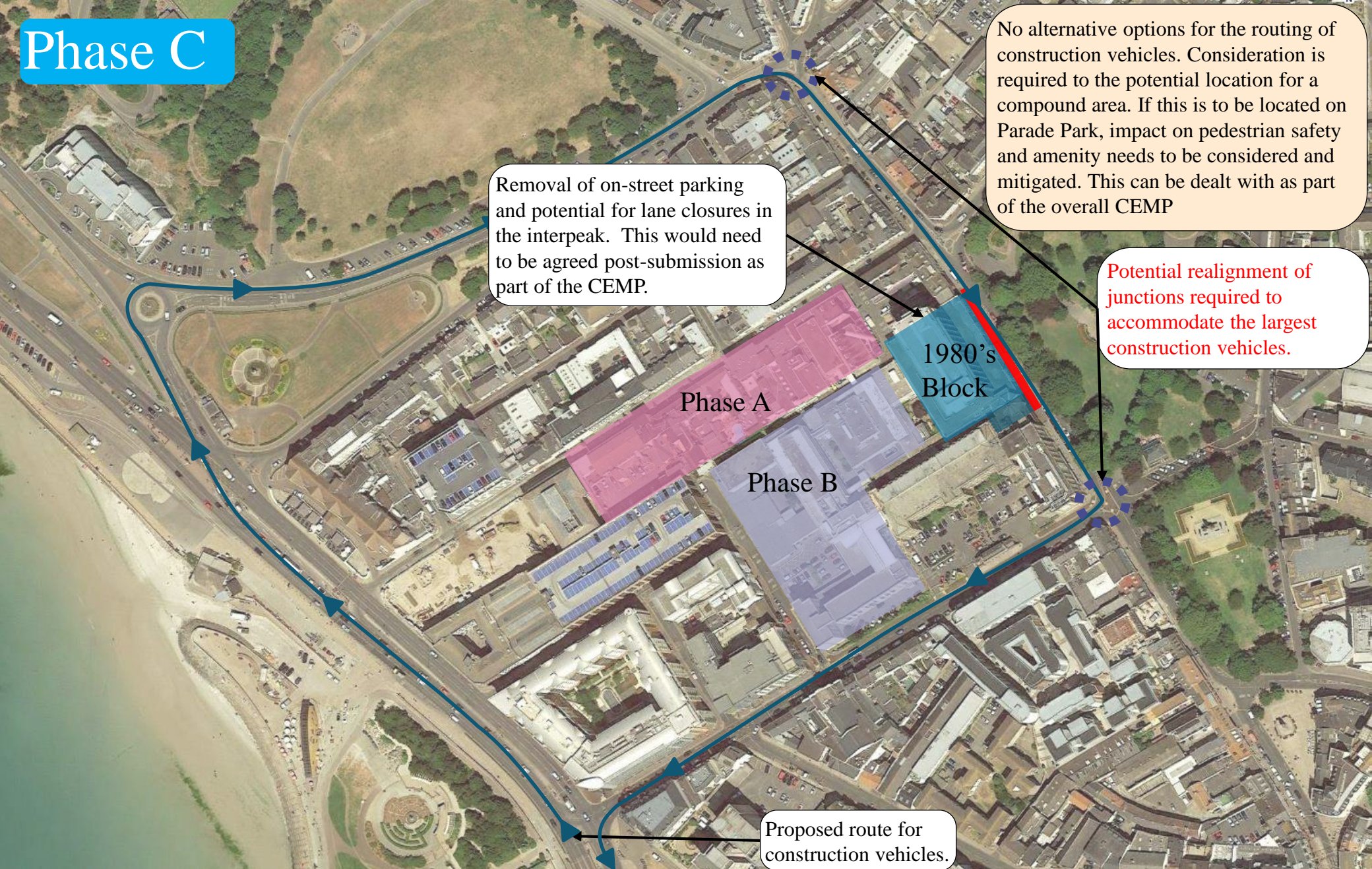


Option B



Option C

# Phase C



Removal of on-street parking and potential for lane closures in the interpeak. This would need to be agreed post-submission as part of the CEMP.

No alternative options for the routing of construction vehicles. Consideration is required to the potential location for a compound area. If this is to be located on Parade Park, impact on pedestrian safety and amenity needs to be considered and mitigated. This can be dealt with as part of the overall CEMP

Potential realignment of junctions required to accommodate the largest construction vehicles.

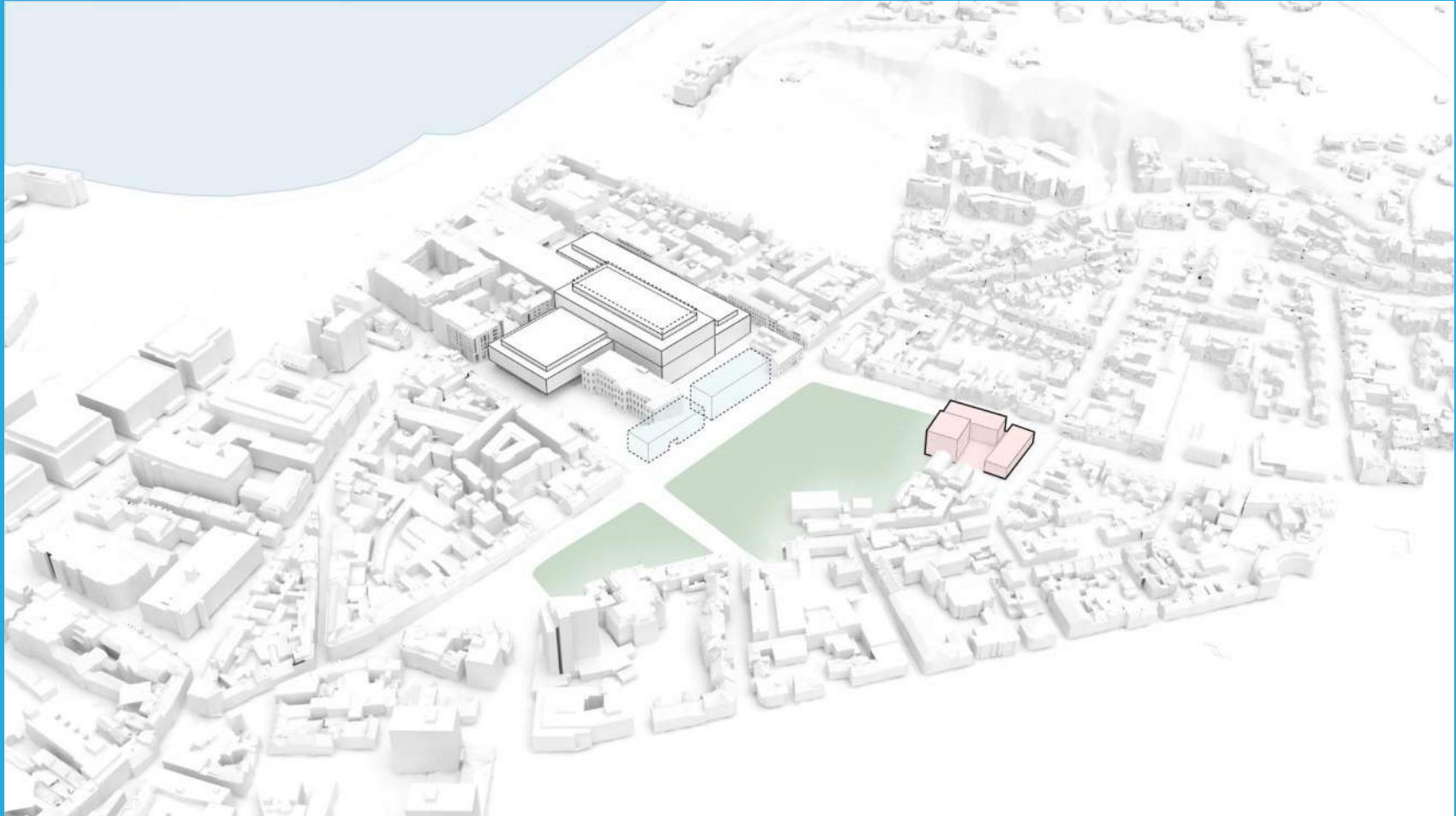
1980's Block

Phase A

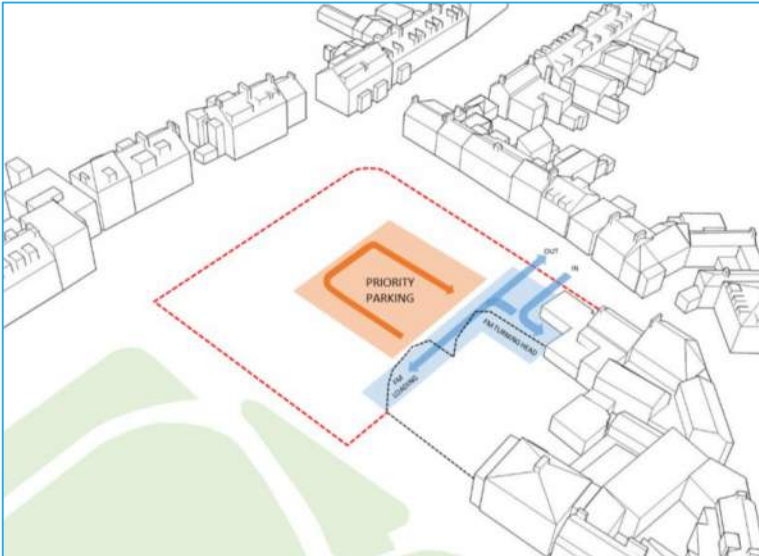
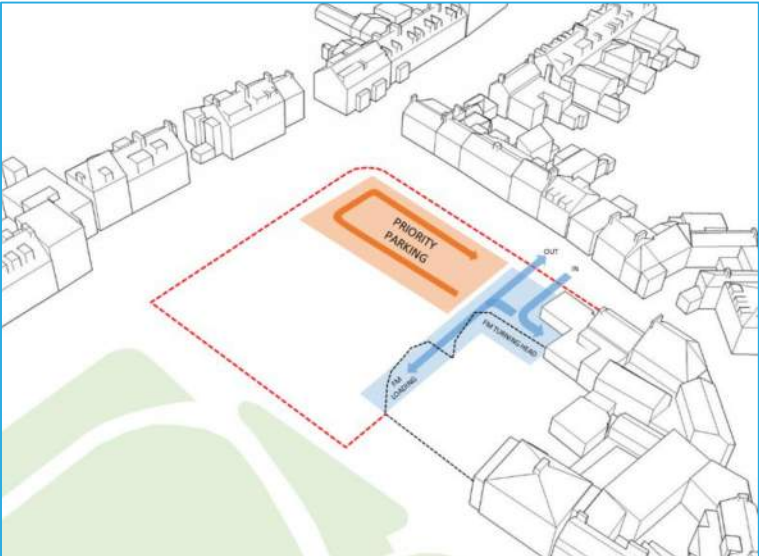
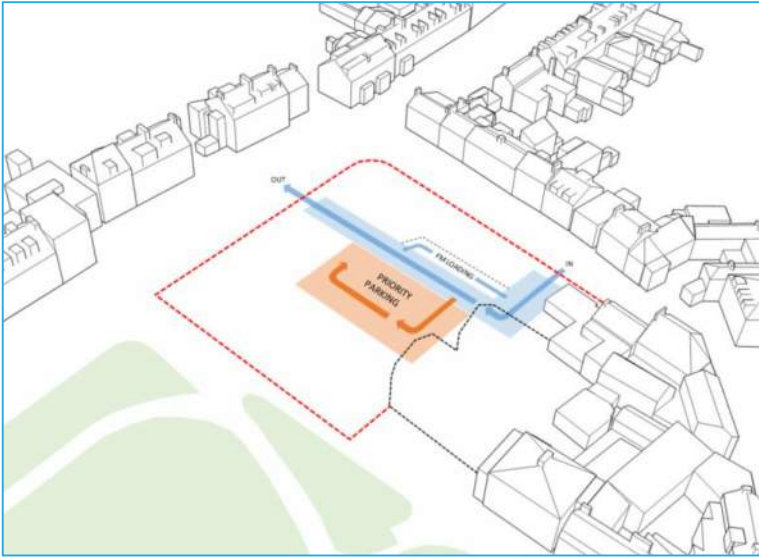
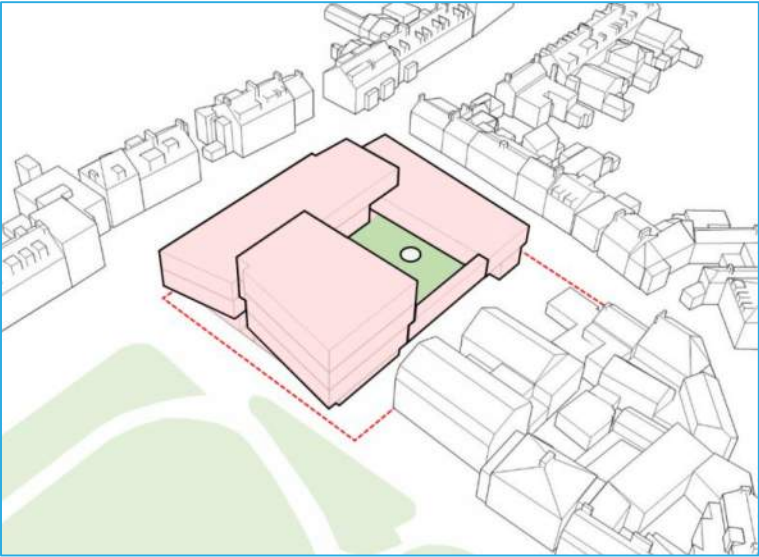
Phase B

Proposed route for construction vehicles.

# Westaway Court



# Access Options



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|                         |   |   |
|-------------------------|---|---|
| Project title           | Jersey Future Hospital  | Job number<br>237035                      |
| S2                      | For Information   | P1  |
| Meeting name and number | Junction modelling workshop with DfI<br>Transport Policy  | File reference                            |
| Location                | DfI South Hill Offices, St Helier   | Time and date<br>14:30      22 March 2018 |
| Purpose of meeting      | Workshop to present and discuss the trip generation and distribution methodology, traffic impacts and capacity assessment results |   |
| Present                 | Robert Hayward (RH) - DfI Transport Policy<br>Phill Ayres (PA) - Arup<br>Alastair Young (AY) - Arup                               |   |
| Apologies               |   |   |
| Circulation             | Those present<br>Jessica Hardwick<br>Alex Welch<br>Mike Penny<br>Peter Thomas   |   |

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## 1. Committed Development Traffic Flows

- The committed development flows that have been used to reflect traffic growth were presented;
- It was noted that these have increased as a result of new committed developments being identified;
- This has resulted in a large growth in traffic, particularly along the Esplanade;
- RH noted that traffic growth on the major roads in St Helier has been minimal over the last ten years. It was therefore discussed whether the increase in trips would occur as a result of the committed development or whether they are a redistribution of existing trips on the network; and
- PA indicated that the TA would note the above and suggest the subsequent highway capacity assessments would reflect a very worst case scenario.

Prepared by                      **Phill Ayres**  
Date of circulation              **29/03/2018**  
Date of next meeting

# Minutes

|                        |            |                 |
|------------------------|------------|-----------------|
| Project title          | Job number | Date of Meeting |
| Jersey Future Hospital | 237035     | 22 March 2018   |

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## 2. Trip Generation

- Staff trip generation has not changed since the previous application; and
- There have been minor changes to patient trip rates as there have been alteration to which departments are proposed within Westaway Court and the main hospital.

## 3. Trip Distribution

- No changes to the methodology of distributing trips around the network;
- Some minor alterations to distributions to reflect changes in the parking strategy, including drop-off locations;
- The redistribution of traffic associated with road closures and the potential highway schemes associated with the SW St Helier Planning Framework have been calculated separately;
- The traffic impacts of closing a few half decks on to Patriotic Street MSCP during Phase 1A were discussed on the distribution of existing trips;
- It was agreed that the impacts shouldn't be significant as it should result in peak spreading and people will quickly get used to parking in other car parks;
- RH noted that there is a States webpage that provides real-time information on the number of available parking spaces in each MSCP. It was suggested that awareness of the app and general parking proposals would be key and this could be implemented through the Travel Plan

## 4. Percentage Impact Assessment

- PA presented the findings of the percentage impact assessment and it was noted that the impact of the hospital at all junctions was under 5%, aside from in the construction period as a result of road closures; and
- In agreement with DfI Transport Policy, mitigation only needs to be considered at junctions where the percentage impact of the development proposals is over 5%.



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Jersey Future Hospital

237035

22 March 2018

## 5. Junction Modelling

- PA noted that all base junction models presented and agreed for the previous TA had been used to inform the capacity assessment in this application, aside from the Esplanade junction model which had been provided by DfI Transport Policy.

PA to provide RH with all junction models

### *Esplanade Junction Model (LINSIG)*

- AY presented the Esplanade junction model which had been provided by DfI with the proposals associated with the South-West St Helier Planning Framework;
- AY explained some alterations were made to the model to reflect more realistic lane distribution;
- RH confirmed that a pedestrian crossing (not staggered) is proposed across the A1 Esplanade. This would operate in the same phase as the bus lane from the Esplanade; and
- RH requested a copy of the junction model however did not identify any issues.

### *Rouge Bouillon/Savile Street (LINSIG)*

- It was noted that the pedestrian phase was called twice a cycle and therefore increasing the cycle time would not hinder pedestrian delay;
- Increasing the cycle time to 120 seconds is considered appropriate; and
- Traffic flow on Parade Road indicates the entry would require a phase every cycle.

### *Newgate Street/Gloucester Street (PICADY / LINSIG)*

- PA noted that the Newgate Street/Gloucester Street was forecast to exceed practical capacity in Phase 1A.
- RH agreed that it was not logical for signals to be installed at this junction prior to Phase 1B when they would need to be temporarily removed.

### *A1/St Aubin's Roundabout*

- PA presented in the results of capacity assessment and indicated that the roundabout was forecast to exceed theoretical capacity in the 'Do Something' future year scenario;

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- It was noted that the traffic impact of the hospital was below 5% and therefore mitigation would not be required as part of these development proposals; and
- RH queried whether signals had been tested at this location. PA confirmed that a signalised junction was forecast to operate within capacity at this location, however this would involve removing the roundabout which is currently proposed to be used for the construction route for Block B.

## 6. Transport Assessment

- PA presented the formatting of the draft TA; and
- RH requested that an executive summary was provided that was non-technical and could be easily understood.

PA to include non-technical executive summary within the TA

## Appendix D

### Minutes of Meetings with Key Stakeholders

|                         |   |   |
|-------------------------|---|---|
| Project title           | Jersey Future Hospital  | Job number<br>237035                      |
| S2                      | For Information   | P1  |
| Meeting name and number | Delivering the Staff, Patient and Visitor Travel Surveys  | File reference<br>JFH-ARP-ZZ-XX-AG-Y-0014 |
| Location                | Jersey Future Hospital Offices  | Time and date<br>15:00 12 January 2017    |
| Purpose of meeting      | Discussion regarding the delivery and contents of the Staff, Patient and Visitor Surveys  |   |
| Present                 | Alex Welch (Arup)<br>Phill Ayres (Arup)<br>Jessica Hardwick (SoJ)<br>Bernard Place (DfH)<br>Louise Journeaux (DfH)<br>Tom Innes (DfH) |   |
| Apologies               |   |   |
| Circulation             | Those present   |   |

Action

## 1. Introductions

- JH provided outline of the purpose of the surveys

## 2. Staff Travel Survey

- It was suggested that the online survey would benefit from a progress bar. Both surveys should also include an approximate completion time in the introductory text.
- LJ provided some additional locations in which hospital staff work could work, further addresses were provided following the meeting.
- The communication team have previously undertaken staff surveys. A recent survey regarding housing was relatively long but still managed to attract a good response rate.
- It was suggested the postcode question should be removed from survey and requested separately from the hospital.

Arup to update Staff Travel Survey with comments

Prepared by **Phill Ayres**

Date of circulation

Date of next meeting

# Minutes

|                        |            |                 |
|------------------------|------------|-----------------|
| Project title          | Job number | Date of Meeting |
| Jersey Future Hospital | 237035     | 12 January 2017 |

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## Action

- It was suggested there may be some staff over the age of 65 and under 18.

### 3. Patient Travel Survey

- It was suggested that the potential shuttle service between JFH and St Helier bus station should be referred to as a transfer service.
- It was identified that the Waterfront car park privately operated by the Jersey Development Company was not included within the list of car parks.

Arup to update Patient Travel Survey to reflect comments

|                         |  |   |
|-------------------------|--|---|
| Project title           | Jersey Future Hospital   | Job number<br>237035                      |
| S2                      | For Information  | P2  |
| Meeting name and number | DfI Streetworks Update on JFH proposals  | File reference<br>JFH-ARP-ZZ-XX-AG-Y-0014 |
| Location                | DfI South Hill Offices, St Helier  | Time and date<br>13:30 12 January 2017    |
| Purpose of meeting      | Discuss proposals with DfI Streetworks   |   |
| Present                 | Alex Welch (Arup)<br>Phill Ayres (Arup)<br>Jessica Hardwick (SoJ)<br>Carl Dodd (DfI Streetworks) |   |
| Apologies               |  |   |
| Circulation             | Those present  |   |

## Action

### 1. Construction Stage

- Arup – proposals involve the potential closing of Kensington Place in the vicinity of the site for long periods of time in order to enable demolition and construction
- Arup – Impact on the Petrol Filling Station will be assessed, potential for vehicles to use the construction vehicle route
- CD – It will need to be demonstrated that the closing of Kensington Place is a necessity.
- CD – The opportunity should be taken to look at options for using nearby property as a site compound area so as to minimise any impact on Kensington Place.

Arup will provide as detailed a Construction Traffic Management Plan as possible due to gaps in information only available when a contractor is appointed. This will need to be caveated to allow revision by the contractor and will likely be a planning condition to be completed during the reserved matters process on appointment of the lead contractor.

Prepared by **Phill Ayres**

Date of circulation

Date of next meeting

# Minutes

|                        |            |                 |
|------------------------|------------|-----------------|
| Project title          | Job number | Date of Meeting |
| Jersey Future Hospital | 237035     | 12 January 2017 |

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Action

## 2. Junction Improvement Schemes

### 2.1 St Aubin's Road / Peirson Road / Kensington Street Preliminary Design

- Arup explained junction improvement would be required to accommodate construction vehicles exiting the site
- It was acknowledged there could be some utilities in the area and these would be identified
- It was indicated that Arup will need to obtain utility information from service companies in addition to DfL.

Arup to will instruct colleague David Leak to contact Carl directly in relation to utilities works.

### 2.2 Kensington Place / Elizabeth Place / The Parade Preliminary Design

- CD – The geometry of the emergency lane will need to accommodate the largest Fire Engine which was believed to be known as a “snorkel.”

|                         |   |   |
|-------------------------|---|---|
| Project title           | Jersey Future Hospital  | Job number<br>237035                      |
| S2                      | For Information   | P1  |
| Meeting name and number | Consultation with DfI Public Transport and Liberty Bus  | File reference<br>JFH-ARP-ZZ-XX-AG-Y-0014 |
| Location                | DfI South Hill Offices, St Helier   | Time and date<br>09:30 12 January 2017    |
| Purpose of meeting      | Discuss potential public transport improvements that could be delivered as part of the Jersey future Hospital proposals |   |
| Present                 | Alex Welch (Arup)<br>Phill Ayres (Arup)<br>Jessica Hardwick (SoJ)<br>Kevin Hart (Liberty Bus)<br>Craig Miller (DfI)     |   |
| Apologies               |   |   |
| Circulation             | Those present   |   |

Action

## 1. Project Update

- AW provided an update on the development proposals. It was indicated that development proposals are not anticipated to include amendments to existing bus routes. However there was potential for 'soft measures' to be proposed such as bus stop improvements.

## 2. Patient Transport Services

- Liberty Bus have previously explored the potential for assisting Patient Transport Services however this was not considered to be cost effective.

## 3. Future Works

- The bus stop on the Esplanade is planned to be improved, partially funded by a voluntary contribution from a local developer. These proposals include improvements to the local realm and a new bus shelter.

Prepared by **Phill Ayres**

Date of circulation

Date of next meeting



# Minutes

|                        |            |                 |
|------------------------|------------|-----------------|
| Project title          | Job number | Date of Meeting |
| Jersey Future Hospital | 237035     | 12 January 2017 |

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## Action

- Potential bus infrastructure such as bus lanes have been explored on the Esplanade and on Gloucester Street however nothing is currently being progressed.

#### 4. Links to Liberation Stations

- The potential for a transfer bus service was introduced by Liberty Bus which would transport patients between the hospital and Liberation Station. The potential for this to be a volunteer service was identified. Liberty bus to provide costs for this transfer service.
- For staff, it was agreed that Liberation Station was within walking distance of JFH. However it was noted that staff on night shifts were less catered for.

Liberty Bus to provide evidence (including costs) to justify the need for service

#### 5. Real Time Information

- The potential for installing real time information at bus stops in the vicinity of the hospital was suggested by Arup. However CM indicated a previous attempt to install RTI at the airport bus station had not been overly successful. KH also suggested that buses usually ran on time negating the need for RTI. Jersey are therefore progressing with the Track My Bus app which offers RTI on peoples smart phones.

#### 6. Travel Plan Measures

- Liberty Bus offer large employers a scheme which allow annual bus tickets to be purchased in bulk and sold to employees on a monthly basis.
- It was suggested that up to three large TV screens could be on display in the larger waiting areas within JFH which displayed bus timetable information for patients.

Arup to explore the potential for offering this initiative at JFH as part of the Travel Plan

|                         |  |   |
|-------------------------|--|---|
| Project title           | Jersey Future Hospital   | Job number<br>237035                      |
| S2                      | For Information  | P1  |
| Meeting name and number | Consultation with Patient Transport Services   | File reference<br>JFH-ARP-ZZ-XX-AG-Y-0014 |
| Location                | Ambulance Station, St Helier   | Time and date<br>10:00 13 January 2017    |
| Purpose of meeting      | Understand the requirements of Patient Transport Services with regards to Jersey General Hospital and the Future Hospital proposals. |   |
| Present                 | Alex Welch (Arup)<br>Phill Ayres (Arup)<br>Jessica Hardwick (SoJ)<br>Beverley Heald (PTS Operator)<br>Carol Ozouf (PTS Operator)     |   |
| Apologies               | Mike Judge   |   |
| Circulation             | Those present  |   |

## Action

### 1. Meeting Note

- The meeting was originally scheduled to be with Mike Judge who was unfortunately unable to attend. It is noted that the conversation had with both Beverley and Carol, whilst informative does not carry weight in terms of technical decisions being made. JH to send agenda pack to Mike Judge for comment

### 2. Vehicles

- Patient transport uses a mix of larger vehicles (mini-buses) and cars. Some of the mini-buses require rear access for wheel chairs. Patient transport also make use of volunteers, who also use their own vehicle. JH to request a list of vehicles from Richard Matthews to inform the design of the drop-off area

### 3. Patient Transport - Trip Generation and Distribution

- Patient transport do not just serve the hospital and sometime undertake linked trips between different facilities. Arup to provide details of the information required.

Prepared by **Phill Ayres**

Date of circulation

Date of next meeting

# Minutes

|                        |            |                 |
|------------------------|------------|-----------------|
| Project title          | Job number | Date of Meeting |
| Jersey Future Hospital | 237035     | 13 January 2017 |

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- |  | Action  |
|--|---|
| <ul style="list-style-type: none"><li>At the busiest times, it was suggested that up to 6 vehicles would be parked in the vicinity of Jersey General Hospital. However it was noted that some vehicles would use the Gwyneth Huelin entrance for drop-offs at the dentist on the opposite side of Newgate Street.</li><li>Data on the number of PTS vehicles servicing Jersey General Hospital will be requested from Esther Williams.</li></ul> | JH to request data from Esta Williams/C3 software |

## 4. Drop Off Requirements

- |   |  |
|---|--|
| <ul style="list-style-type: none"><li>Anecdotally, it was suggested that there is a significant shortfall of parking at the Gwyneth Huelin entrance and disabled badge holders have been asked to park elsewhere</li><li>Patient Transport Service can be required to assist patients to and from wards, and as a result can be parked outside the hospital for 10-15 minutes. Peak hours for patient transport are at 10:00, 12:30 and 14:30.</li><li>If a bridge is to be provided between Patriotic Street MSCP and JFH, there could be benefit in a drop-off area being provided within the car park adjacent to the bridge. It was also suggested that the current dimensions of the parking spaces were not appropriate for many patients with minor mobility issues.</li></ul> | Action - Arup internal discussion on space requirements etc.<br><br>Action - Arup to advise Hassell of potential and requirement on hospital build side. |
|---|--|

## 5. Discharge Lounge

- |   |                               |
|---|-------------------------------|
| <ul style="list-style-type: none"><li>It was suggested that a 'discharge lounge' would be beneficial to PTS as some patients are forced to wait on the ward until PTS are ready and this can be up to an hour. In addition, if there is a waiting area this may provide opportunity for family members to provide transport after work.</li></ul> | Arup to discuss with Hassell. |
|---|-------------------------------|

## 6. Qualifying for Patient Transport

- |  |   |
|--|---|
| <ul style="list-style-type: none"><li>It is for local GPs to determine whether PTS are required to get a patient from their home to the hospital. The drop in the number of trips made by patient transport services between 2011 and 2015 is understood to be a result stricter rules regarding which patients qualify for PTS.</li></ul> | Arup/JH to verify the accuracy of this statement. |
|--|---|

## 7. Post Meeting Note (Comments from Mike Judge)

### 7.1 Vehicle Requirements

- |  |                               |
|--|-------------------------------|
| <ul style="list-style-type: none"><li>We may have 3 PTS vehicles dropping off at the same time with also 2 Voluntary Car service Vehicles. Space needs to be made available for these vehicles to park without blocking off the route due to staff having to collect</li></ul> | Arup/JH to respond to queries |
|--|-------------------------------|

# Minutes

|                        |            |                 |
|------------------------|------------|-----------------|
| Project title          | Job number | Date of Meeting |
| Jersey Future Hospital | 237035     | 13 January 2017 |

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Action

and deliver patients from various clinics. Vehicles will need a space of 2.3 meters x 7 metres to park.

## **7.2 Potential Junction Improvement scheme at Elizabeth Place / Cheapside / Kensington Place**

- It would probably be beneficial for vehicles travelling from the north. As for the manoeuvre, if the gap is wide enough to allow for the passage of a vehicle with a width of 2.3m then it should be fine.

## **7.3 Proposed Junction Improvement Scheme at St Aubin's Road / Kensington Street / Pierson Road**

- Should be fine as long as we have access as required

## **7.4 Shared Space on Newgate Street**

- Would need more information in regard to discouraging traffic

## **7.5 Westaway Court – Refurbishment Scheme**

- Would need to manoeuvre vehicles the size of 2.3 meters x 7 meters. Would need to know what medical services would be operating from there.

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|                         |  |   |
|-------------------------|--|---|
| Project title           | Jersey Future Hospital   | Job number<br>237035                      |
| S2                      | For Information  | P1  |
| Meeting name and number | Transport Consultation with the Ambulance Service  | File reference<br>JFH-ARP-ZZ-XX-AG-Y-0028 |
| Location                | Ambulance Station, St Helier   | Time and date<br>10:00 3 May 2017         |
| Purpose of meeting      | Discuss proposals with the Ambulance Service.  |   |
| Present                 | Andrew Jenkins (Arup)<br>Alex Welch (Arup)<br>Phill Ayres (Arup)<br>Jessica Hardwick (Future Hospital)<br>Mike Judge (Ambulance Service) |   |
| Apologies               |  |   |
| Circulation             | Those present  |   |

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## 1. Construction

- Road closures - Kensington Place closed and phased closure of Newgate Street
- There was a trial period using the canopy off The Parade, ended up with vehicles reversing on the road, and would therefore need to be better controlled
- The existing short-stay parking on The Parade would be sufficient for PTS providing it is controlled and kept clear from public
- Regarding proposed improvements to St Aubin's Road/Peirson Road/Kensington Street junction - Ambulance uses A1 roundabout rather than Peirson Road when travelling from east and heading northbound
- During the Battle of Flowers and Battle of Britain festivals, to ensure ambulance access to the existing ED, there is a lane closure on Gloucester Street to allow ambulances to travel north-west bound from the Esplanade
- There is a hurry call on surrounding junctions and this should be included within the design for the Gloucester Street/Seaton Place/Patriotic Place signals. *Post meeting note: hurry signals to be proposed at the Kensington Place/Esplanade junction and the potential signals at the Newgate Street/Gloucester Street junction.*

Prepared by **Phill Ayres**

Date of circulation

Date of next meeting

# Minutes

| Project title          | Job number | Date of Meeting |
|------------------------|------------|-----------------|
| Jersey Future Hospital | 237035     | 3 May 2017      |

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## 2. Interim/Final State

- The ambulance drop-off bay was presented. It was noted that ambulances should not have to reverse. The scheme has been designed to ensure this manoeuvre will not be required.
- Two ambulance plus 2 standing - should be sufficient for the 8-9000 emergency calls a year.
- MJ content with future proposals for ambulance and PTS, including provision and access routes.
- RE Elizabeth Place/The Parade/Kensington Place/Cheapside - junction scheme would only be beneficial for ambulances traveling from Elizabeth Place, therefore would only benefit a limited number of journeys. Given the extent and cost of works, it is unlikely to be worth progressing. Arup to provide a summary note setting out the benefits and drawbacks of the scheme. MJ to provide number of ambulance trips from each location.
- Going forward, there is uncertainty on the future location of the ambulance headquarters. Planning permission has been granted for the existing site to be redeveloped for flats. However it is not known if/when this will happen. There are also proposals for remote ambulance depots/waiting areas.

## 3. Actions

- Westaway Court departments to be sent to Mike/Esta so the PTS parking requirement can be determined

## 4. Post-meeting note

- *Mike Judge confirmed that the Ambulance Service does not see any benefit in progressing the emergency priority scheme at the Elizabeth Place/Parade/Kensington Street/Cheapside junction*

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|                         |   |   |
|-------------------------|---|---|
| Project title           | Jersey Future Hospital  | Job number<br>237035                      |
| S2                      | For Information   | P1  |
| Meeting name and number | Parking discussions with DfI Parking  | File reference<br>JFH-ARP-ZZ-XX-AG-Y-0028 |
| Location                | Sand Street MSCP, St Helier   | Time and date<br>11:15      3 May 2017    |
| Purpose of meeting      | Discuss proposals with DfI Jersey Car Parking (JCP)   |   |
| Present                 | Andrew Jenkins (Arup)<br>Alex Welch (Arup)<br>Phill Ayres (Arup)<br>Jessica Hardwick (Future Hospital)<br>Chris Sampson (DfI)<br>Kevin Boleat (DfI) |   |
| Apologies               | Paul Gibaut (DfI)   |   |
| Circulation             | Those present plus<br>Paul Gibaut (DfI)<br>Antoni Miziolek (DfI)<br>Kevin Armstrong (DfI)   |   |

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## 1. **02/05/2017 - Initial discussions with Chris Sampson (AJ, AW, PA & JH in attendance)**

- Proportion of staff allocated parking spaces and impact on public capacity, explained many public parking spaces are currently occupied by staff - consultation packs to be updated to make it clear that staff spaces may not be allocated.
- Impact on Lewis Street in the construction stage needs to be considered. The potential of making Kensington Place two-way should be explored.
- Consider retaining Patriotic Place as two-way following construction.
- JCP moving to pay by app. It is likely that this could be developed to administer different areas of the car park (e.g. patients, short stay or public).
- JCP would need income from staff parking.

Prepared by                      **Phill Ayres**

Date of circulation

Date of next meeting

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|                        |            |                 |
|------------------------|------------|-----------------|
| Project title          | Job number | Date of Meeting |
| Jersey Future Hospital | 237035     | 3 May 2017      |

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## 03/05/2017 – Everyone in attendance

### 2. Patriotic Street MSCP

- Pedestrian exit from Patriotic Place not considered acceptable access/egress
- Considering potential for separate access, server room in the staff office or cleaners' room may have potential for a knock through for pedestrian access. It was also noted that since it is a framed structure, openings would be possible through the existing motorcycle bay.
- Alternative is for stairs in centre of MSCP to be fire exit only. This is also being considered at other MSCPs.
- Need to develop proposals for improving pedestrian exit onto Kensington Place
- Location of public, staff and patient parking within the MSCP was discussed. Patient parking has been located adjacent to the proposed footbridges to JFH
- Potential to look at Newgate Street for principle pedestrian access with a tower in vicinity of the proposed footbridge
- Not appropriate to install barriers internally between allocations
- Counters on the entrance to the car park would only give us a total for the car park as a whole so would not work with different areas.
- Bay sensors linked to a multi floor display outside would give you the amount of spaces in each area, if the public parking was on the upper floors you may be able to use beam counter and loops on the entrance and exit to those levels to save installing bay sensors.
- Additional electric charging spaces - Jersey Electric Company will be consulted, may not be demand
- Regarding dimensions of parking spaces, not possible to increase in Sand Street due to column positions, however Mother/Toddler spaces have been installed

### 3. CEM-4: Pre-Planning Advice

- JCP commissioned pre-planning advice to modernise other MSCP car parks. Brief was to improve/upgrade car park. JH to obtain report from Antoni Miziolek.
- Report proposes glass towers, wide elevators and use of existing staircase for emergencies. Improve feel of car park
- **Action - Proposed to set up meeting with Structures/Hassell/DfI to come up with some creative designs - consider radical improvements for amenity**



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## 4. Funding

- Working on developing funding for modernisation work.
- Programme for remainder of car parks not yet developed (looking at methods for funding). Patriotic Street MSCP not due to be refurbished but this can be reviewed.
- Advised to be ambitious with proposals
- Pricing Strategy for charge to increase at cost of living

## 5. Control and Enforcement

### 5.1 MSCP

- Advance warning/signage - physical signs have been ruled out owing to cost.
- Potential for free short stay parking to be explored, but would be unprecedented in car parks.
- App developer - pay by phone <https://www.paybyphone.co.uk/>
- Some monitoring of existing patient parking undertaken, however difficult to control

### 5.2 Other locations

- Patient Transport Services parking to be controlled by a single yellow line
- Emergency drop off at the front of JGH doesn't require a paycard

## 6. On-Street Parking

- PoSH responsible for Kensington Place, Gloucester Street (East)
- DfI responsible for The Parade, Patriotic Street, Gloucester Street, Patriotic Place, Newgate Street, Esplanade

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|                         |   |   |
|-------------------------|---|---|
| Project title           | Jersey Future Hospital  | Job number<br>237035                      |
| S2                      | For Information   | P1  |
| Meeting name and number | PoSH Consultation   | File reference<br>JFH-ARP-ZZ-XX-AG-Y-0028 |
| Location                | St Helier Town Hall   | Time and date<br>14:00 3 May 2017         |
| Purpose of meeting      | Discuss Transport Proposals with PoSH.  |   |
| Present                 | Silvio Alves (PoSH)<br>Andrew Jenkins (Arup)<br>Alex Welch (Arup)<br>Phill Ayres (Arup)<br>Jessica Hardwick (Future Hospital)<br>Richard Glover (Future Hospital)<br>Ray Foster (Future Hospital) |   |
| Apologies               |   |   |
| Circulation             | Those present   |   |

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This meeting went through the Consultation Pack (02/05/2017) issued alongside these meeting notes.

## 1. Development Context

- Redline Boundary
- Outline of construction site
- Elements of JGH to be vacated

## 2. Construction

### 2.1 Outline of Proposals

- Lewis Street - closed for construction period
- As over a year, may require law change – SA to advise

Prepared by **Phill Ayres**

Date of circulation

Date of next meeting

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- Reference made to previous closure on Kensington Place
- Two-way running of Patriotic Place and closure of Newgate Street (not anticipated to be for the entire 6 year construction period).
- Deliveries to the site will be managed to ensure efficient use of the service road.

## 2.2 St Aubin's Road/Peirson Road/Kensington Street junction

- Considered to be an improvement on existing layout
- Proposed to be permanent junction improvement scheme
- Will be subject of a road safety audit

## 2.3 Traffic signals at Gloucester Street/Seaton Place/Patriotic Place

- Awareness of spacing of signalled junctions on Gloucester Street
- Capacities to be assessed
- Will be subject of a road safety audit

## 2.4 Parking

- Need to consider how will it be policed
- Reference made to previous meeting with DfI Parking
- It was suggested DfI would police east Gloucester Street

## 3. Interim

### 3.1 Outline of Proposals

- Kensington Place running two-way (ambulance only southbound) between junctions with Kensington Street and Newgate Street (extended).
- Need to look at the junction and consider if there is a need to adjust the position of the hospital.
- Green route (footway/cycleway) located on the north of the hospital.
- Health will be responsible to enforce appropriate laws (anti-social behaviour).
- Further detail would be beneficial on the open space/walkway.
- Potential for signalled crossing from Gatehouse to Spectrum.
- Discussion on need with regards to retaining to pedestrian signals on Patriotic Place and Seaton Place - subject to desire lines.
- Security to be considered through good design - in contact with police.

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- Hard landscaping proposed to the front of the Granite Block.
- Cladding of Patriotic Street MSCP will improve street scene.

## 3.2 Newgate Street

- To construct footbridges between MSCP and JFH, potential requirement for structure on Newgate Street (Parish land)
- SA offered to provide information on encroachment. *Post meeting note: this has been provided.*
- Potential for Newgate Street to become under the control of States (public) - idea to be explored
- Considering potential to discourage pedestrians on Newgate Street in vicinity of Service Block and ambulance bay - green route to provide pedestrian route between Kensington Place and Gloucester Street to the north-east of the future hospital.
- It was suggested that Deborah D'Orleans should be contacted regarding refuse

## 3.3 Elizabeth Place/The Parade/Kensington Place/Cheapside

- Ambulance through route unlikely to be taken forward
- Under review by ambulance service
- SA noted concerns with the scheme

## 3.4 Resident Parking

- Resident parking lost on Kensington Place will need to be recouped
- Potential location is opposite the entrance to the JGH service road, once hospital is closed

## 3.5 Patriotic Street MSCP

- Large proportion of staff currently park within existing public spaces
- Proposed for some spaces to be allocated for staff
- Patient parking proposed near footbridge to improve pathfinding
- Patient numbers quite low, however this is reflective of calculations
- SA suggested that the road committee may not be overly interested in allocation of staff parking - however not confident
- Not looking to introduce charge at pickup/drop-off given there would be no waiting

## 4. Final State

- Drop-off to be pure drop-off, no waiting

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- Member of staff to enforce
- Widen footway on The Parade to improve pedestrian amenity

## 5. DCP Site

- Progressed for purpose of architectural commission
- Options show various extents of existing JGH being redeveloped
- Currently labelled as a health campus - however to be considered in further detail as part of the next Island Plan

## 6. AOB

- Desire to meet road committee before planning, SA to check availability
- Potential for a road committee to sit specifically for JFH - potentially early June for mid-June submission
- Further detail on cycle parking should be included
- Health and DfI Ministers to meet to discuss proposals prior to the Roads' Committee
- Junction and highway schemes all to be included within redline - therefore PoSH will need to sign off on application
- In general, it was advised that the methods for mitigating impacts must be demonstrated
- It was agreed that residents should be consulted - public consultation planned for May
- Plans presented thinking, but open to consultation

**MINUTES OF THE ROADS COMMITTEE MEETING – JERSEY FUTURE HOSPITAL, TRAFFIC & TRANSPORT PROPOSALS, HELD IN THE FIRST FLOOR COMMITTEE ROOM AT THE TOWN HALL ON WEDNESDAY, 17 MAY 2017 AT 10.00AM**

**PRESENT:**

Constable S Crowcroft (SC)  
Mr N Blake (NB)  
Mr B Manning (BM)  
Mr R Le Brocq (RLB)  
Mr B Le Feuvre (BLF)  
Mr P Wade (PW)

**IN ATTENDANCE:**

Mr G Jennings (Procureur du Bien Public) (GJ)  
Mr S Alves (Director of Technical & Environmental Services) (SA)  
Mr A Sty (Manager of Technical & Environmental Services) (AS)  
Mrs J Hardwick (Department for Infrastructure) (JH)  
Mr R Glover (Jersey Future Hospital Group) (RG)  
Mr A Welch (Arup) (AW)

**APOLOGIES**

Mr P Pearce (Procureur du Bien Public) (PP)

**101/17 – JERSEY  
FUTURE HOSPITAL**

The Committee received a presentation from JH, RG and AW as part of the consultation exercise for the Jersey Future Hospital Group (JFHG) Travel and Transport proposals.

JFHG are aiming to submit an Outline Planning Application by the end of June 2017. This application will need to be signed by SC as some of the roads involved are administered by the Parish.

The project is split into three stages, Construction Stage 2019 – 2024, Interim Stage 2024 – 2025 and Final State 2025. Between 2025 – 2030 the Development Control Plan will address the vacant site occupied by the current hospital.

The Committee were advised of the following points:-

**Construction stage**

- Closure of a section of Kensington Place is necessary for period of construction;
- Kensington Place will become two-way from The Esplanade up to Patriotic Street Car Park (PSCP) for the purpose of accessing the car park and the construction site. The existing pavement build outs will be removed;
- Access to Kensington Place from Cheapside remains the same up to the junction of Kensington Street;
- The direction of traffic in Lewis Street will be reversed to enable access out from PSCP to be achievable. The swept path analysis shows that the turning from Lewis Street up Kensington Street with a 7.5t Box Van is very tight and that there is a slight overhang of the pavement;
- Access to Kensington Street from Kensington Place by low loaders will mean that they will need to mount the footpath. This should be restricted to early mornings and it will be made clear that the contractors will be responsible for repairing the footpath/kerbs;
- Junction of Kensington Street, Peirson Road and St Aubin's Road will be altered involving removal of the island and changing the priority, this would require traffic travelling up Peirson Road to give way to traffic from Kensington Street. It is proposed that it will be a permanent change;
- The parking to the front of the Jersey General Hospital on The Parade will be relocated;
- Patient drop offs will be created on Gloucester Street and the Ambulance entry retained;
- Proposal to introduce traffic lights at the junction of Seaton Place/Patriotic Place and Gloucester Street to make access and egress from PSCP easier. Patriotic Place will be two way running;
- Access into PSCP will be altered, ie entrance from Newgate Street will be closed off, access into the car park will be from Patriotic Place only. The motorcycle parking is being relocated to enable the existing entrances to be used by cars;
- Newgate Street will be closed off for the period of construction, arrangement for the servicing of the properties on Newgate Street needs to be determined;
- Newgate Street will be extended to link to Kensington Place, purely for ambulance and service vehicle access only.

**Interim stage**

- PSCP will be extended by adding another two floors to provide an additional 120 parking spaces, this will aid staff parking;
- Loss of on street parking in Kensington Place including 2 x RPZ spaces, 2 x visitor

spaces and an unloading bay;

- Part of Kensington Place will be two way for access by ambulances;
- Service area will house refuse store;
- Proposed build out on Kensington Place;
- Lewis Street traffic reverted back to normal;
- Extension to Newgate Street proposed to be reserved for service vehicles and ambulances only;
- Proposed junction improvement at Elizabeth Place/Cheapside will not be going ahead following the groups consultation with ambulance service;
- The public entrance off Newgate Street is the rear entrance into the Hospital with proposed layby for 3 vehicles for Patient Transport Services. Access through to Kensington Place will be restricted to ambulance and service vehicles accessing the Service Block only;
- At the end of construction and in the Interim period Patriotic Place will be reverted back to one way and the temporary traffic lights at the junction of Seaton Place/Patriotic Place/Gloucester Street will be removed;
- Proposed signalised pedestrian crossing location to be provided on Gloucester Street, this lines up with the public walkway through the hospital site (between the Jersey General Hospital and the Jersey Future Hospital).

#### **Final state**

- Parking along The Parade will be removed giving an opportunity to increase footpath widths;
- The parking in the top section of Gloucester Street (East) will revert back to public short-stay parking;
- Patient drop off will be via Gloucester Street.

The Committee made the following points/suggestions:-

A size restriction to be put on vehicles using Lewis Street. RG said that contractors would be asked to provide a plan for working on a constrained site and that an off-site facility would be sought for concrete lorries queuing

Suggestion to reverse the direction of traffic in Patriot Street Car Park to assist with traffic flow and servicing of businesses, eg the petrol station, AW said this would be looked at.

Drop off parking for the renal unit to be reviewed to allow time to escort patients. JH said that there was very limited drop off facility and that PSCP could be used as a direct covered walkway will be created. She said that as a drop off point did not exist at present any provision was an improvement.

Concern was expressed about the possible need for vehicles to mount the footpath at the junction of Kensington Place and Kensington Street and the potential damage to the kerbs and footpath. Reinforced or dropped kerbs would be considered and reinstatement would be the responsibility of the hospital. Concern was expressed by the Committee about potential damage to buildings from heavy vehicles using the junction and the ability of the café to continue to use its alfresco area.

JH said at this stage it was impossible to know how frequent the contractors would require Kensington Place to be closed but irrespective of this a permanent closure may be less confusing for the public.

The Committee were asked about the reason for the bollards in Kensington Street, it was thought these had been put in place to stop vehicles parking illegally on the pavement. The Ambulance Service had indicated that removal of some of the bollards would allow them to pass any backlog of traffic in an emergency. SA said that as the bollards had been requested by residents an alternative would need to be put in place. PW suggested that if the direction of traffic in the upper part of Lewis Street was changed this could be used as an exit.

JH said that a letter had been sent to all residents and businesses in the area inviting them to attend a presentation and key businesses owners, eg café, petrol station and newsagents, had been invited to a special presentation as they would be directly affected.

The Committee suggested that the traffic direction in the upper end of Lewis Street be reversed. The Committee were advised that the reversal of traffic in the lower section of Lewis Street had already been tested during temporary utility works and had not caused any issues.

AW said that priority would be given to traffic exiting Kensington Street on to St Aubin's Road

with the new junction layout. JH agreed to look at the pedestrian crossing routes at this new junction to see if they could be refined. The Committee requested that the planter/trees at the junction be retained.

AW said that there would be a yellow box at the junction of Gloucester Street, Patriotic Place and Seaton Place and the stop line would be set back in Patriotic Place to ensure adequate room for vehicles turning into the junction from Gloucester Street.

SC pointed out that the parking on Upper Gloucester Street may be removed in due course as the Future St Helier Group wanted the two park areas to be joined together.

RG said the parking in PSCP would not be allocated and the estimates for usage were based on a recent survey. JH said that in the future the allocation of more parking for the hospital may arise for staff/visitors/patients. New technology will also have an impact in due course ie parking apps, the ability to reserve a parking space before arrival etc. It was hoped in the future that those accessing the hospital would be provided with a permit beforehand.

AW said the proposed grass verges around the ambulance bay would be reviewed and the use of the retail units was not yet known.

JH said that alternative accommodation was being sourced for staff currently living in Westaway Court, possibly to be moved to The Limes on Green Street.

RLB said he did not think the consultants would be happy to have their allocated parking spaces removed and hoped that PSCP would not be seen as a source of income from hospital users.

JH said that as the future use of the existing hospital site was not yet known, plans for The Parade could not yet be determined, although it had been indicated that the site would continue to be used by the Health Department.

The Committee were advised that an at grade footbridge would be built from PSCP to provide a direct undercover walkway to the hospital. The main hospital entrance will be in Gloucester Street and a pedestrian crossing will be provided directly outside the entrance.

GJ expressed concern about the ability to access the hospital via the current cycle routes as there was no link, JH said she would take the comment on board.

RLB expressed concern about the welfare of the residents in the area throughout the duration of the works.

The Committee thanked the group for their helpful presentation and AW said that any queries could be sent to him via email.

**NEXT MEETING**

The next meeting will take place on Wednesday 31 May 2017 at 9.30am in the First Floor Committee Room, Town Hall.