Roads Committee date:	**Road reference & title of report:**
18 November 2026	New Healthcare Facilities, Overdale Acute Hospital, Traffic Management Plan – Consultation Response
Address:	**Requested by:**
Overdale Acute Hospital Westmount Road St Helier	Planning Department and New Healthcare Facilities Team
Location map:	**Photograph/street view:**
	

Brief introduction and summary

At its meeting on 14 October 2026, the Roads Committee received a presentation from the Government of Jersey Infrastructure Team and the New Healthcare Facilities Team on the Traffic Management Plan prepared for the construction of the new Overdale Acute Hospital. The relevant matters discussed during the presentation are summarised in this report.

The Traffic Management Plan relates to planning application P/2024/1025. The full plan, together with the other supporting documents for the application, is available through the Government of Jersey Planning Applications Register. The relevant document is titled "NHFOV-BYG-XX-XX-PC-PM-500012-C01 Traffic Management Plan" and is also provided separately to be read alongside this report.

The Traffic Management Plan is currently issued as "S4 – Suitable for Review and Authorisation". It provides the proposed framework for managing construction traffic but will be supported by further activity-specific permits, risk assessments, drawings and approvals before the relevant operations commence.

This report:

- summarises the main traffic-management arrangements;
- records the matters discussed by the Committee on 14 October 2026; and
- sets out the Committee's proposed consultation response to the Planning Department.

The Committee is asked to approve this report as its formal consultation response.

Purpose of the Traffic Management Plan

The Traffic Management Plan seeks to ensure that:

- construction traffic, general traffic and pedestrian movements are managed safely;
- deliveries and collections are planned and controlled;
- access to the site and surrounding properties is maintained; and
- delays and disruption on the surrounding road network are kept to a reasonable minimum.

Traffic and road users affected
The construction works may affect:

- vehicles entering and leaving the construction site;
- delivery, collection, staff and visitor vehicles;
- vehicles operated by contractors and suppliers;
- residents and other general road users;
- traffic associated with the crematorium and other local facilities;
- emergency and service vehicles;
- buses and other public transport; and
- pedestrians, including schoolchildren and people with disabilities.

Summary of the proposed traffic-management arrangements

Construction route
The identified inbound construction route for vehicles exceeding 7.5 tonnes includes Queen's Road, St John's Road, Tower Road and Westmount Road. Vehicles leaving the site would use the designated outbound route.

The routes pass residential properties and areas used by pedestrians and schoolchildren. These include the controlled crossing on Queen's Road and the raised crossing on St John's Road near the junction of those roads.

Working hours
The proposed normal site working hours are:

- Monday to Friday: 08:00 to 18:00; and
- Saturday: 08:00 to 13:00.

Non-noisy activities and some deliveries may take place outside the normal working hours. The plan also allows certain self-unloading plant-delivery and waste-collection vehicles to operate before 07:00 to avoid peak traffic, subject to the proposed noise controls. Other exemptions from the standard delivery or working hours would require the relevant prior written approval.

Delivery management
Delivery and collection vehicles will be pre-booked through an online booking system. The booking information will include:

- vehicle type and dimensions;
- route and delivery time;
- unloading arrangements; and
- any required permits or controls.

Vehicles without a valid booking or the necessary authorisation will not be admitted to the site or released onto a controlled route.

Avoiding peak periods
Deliveries will generally be scheduled to avoid:

- network peak periods;
- school arrival times; and
- school departure times.

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The Traffic Management Plan identifies the following periods:

- morning traffic and school period: 07:15 to 09:00;
- school departure period: 14:30 to 16:00; and
- evening network peak: 16:30 to 17:30.

The school-related restrictions will apply during school term time. During school holidays, deliveries will continue to avoid the main network peak periods.

Exceptional deliveries

Some deliveries may be required during restricted periods where:

- work must be completed to leave the site in a safe condition;
- a continuous operation, such as a concrete pour, cannot reasonably be interrupted; or
- the work is subject to other operational restrictions, including crane erection, crane dismantling or a road closure.

These movements will be considered individually and managed through a specific traffic-management risk assessment.

School and pedestrian safety

The Traffic Management Plan recognises the presence of schools and pedestrian crossings along the route.

Where an exceptional concrete delivery takes place during a school period, a qualified traffic marshal will be positioned at the Queen's Road/St John's Road junction to manage the vehicle movement and protect pedestrians using the crossing.

Traffic marshals will also be used at other relevant locations where construction vehicles interact with pedestrians or public traffic.

HGV movements and vehicle trial

Routine daytime movements by 16.6-metre articulated vehicles are not intended to begin until an observed inter-peak vehicle trial has been completed. The trial will examine representative vehicles on both the inbound and outbound routes, including a 16.6-metre articulated vehicle.

The proposed trial will examine:

- junction movements;
- vehicle tracking and carriageway overrun;
- pedestrian crossings;
- traffic queues and delays;
- marshal positions and visibility;
- radio communications; and
- emergency vehicle access.

The results will be recorded in a formal trial report. Routine daytime movements by 16.6-metre articulated vehicles will not begin until the trial results have been reviewed, any necessary corrective measures have been incorporated into the relevant documents, and the arrangements have received the required approvals.

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Controlled crossing on Queen's Road and Footpath between Queen's Road and St John's Road




Humped crossing on St John's Road




Below are photos taken on 6 November (There was no banksman on site):






Managing vehicles on constrained roads

Controlled HGV movements will be organised in batches to reduce the likelihood of large vehicles meeting on constrained sections of the route.

The Traffic Management Plan provides for:

- coordinated vehicle release;
- communication between drivers and traffic marshals;
- temporary vehicle holding where required;
- on-site turning arrangements;
- restrictions on waiting on the public highway; and
- vehicles leaving the site in forward gear wherever reasonably practicable.

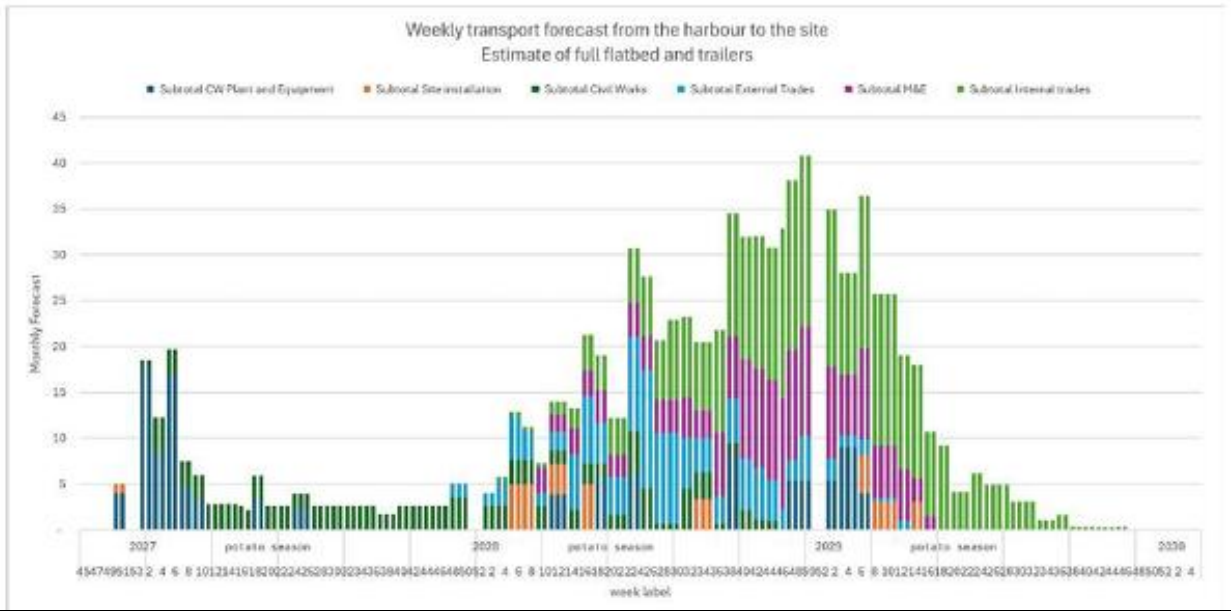
Traffic forecasts

During the peak envelope and internal fit-out phase, the indicative forecast includes:

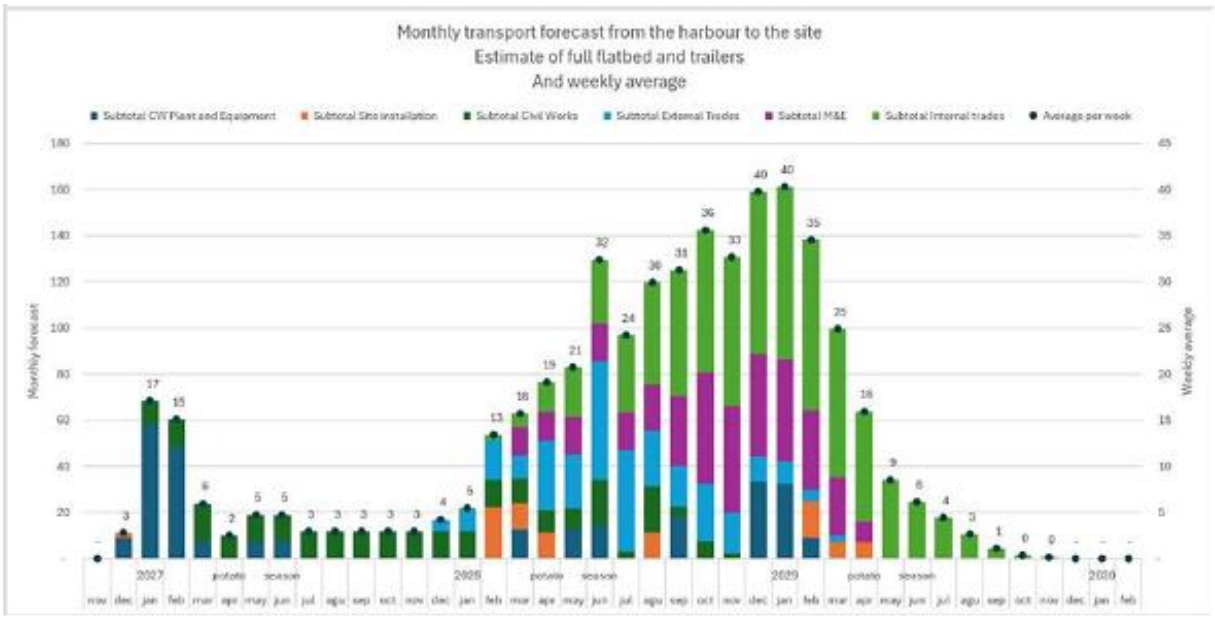
- approximately 110 light vehicles associated with workers and staff;
- 10 to 12 HGV movements on three days each week;
- five to six HGV movements on other working days;
- approximately five light-vehicle deliveries each day;
- six waste collections each day; and
- additional cleaning-vehicle movements when required.

A separate HGV transport forecast identifies the anticipated delivery peak as being between June 2028 and February 2029. During this period, approximately 30 to 40 trucks per week are forecast, averaging six to eight trucks per day. The precise delivery pattern will depend on site demand and maritime freight availability.

The figures in this section are indicative planning forecasts prepared for different construction stages and logistics scenarios. They are not fixed daily limits and should not be added together. The forecasts will be reviewed as the construction programme and phase-specific logistics arrangements develop.



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Concrete deliveries

Concrete-pouring operations may require more frequent vehicle movements over shorter periods. The plan anticipates:

- floor-slab deliveries at approximately one concrete mixer every 10 to 15 minutes over a period of around four hours; and
- wall-pour deliveries at approximately two concrete mixers per hour over a period of around two hours.

The actual number of vehicles that can be received will depend on the available unloading areas, plant and site personnel.

Road cleanliness

The proposed controls include:

- cleaning vehicle wheels before vehicles leave the site;
- using jet washers where required;
- inspecting vehicles before they enter the public highway; and
- using road sweepers to remove mud, debris or water from surrounding roads and footways.

Drivers will be required to ensure that vehicle wheels are clean before leaving the site, with compliance enforced by the traffic marshals.

Noise controls

Low-level white-noise reversing alarms are proposed for relevant mobile plant and equipment instead of conventional high-decibel reversing alarms.

The use of white-noise alarms is intended to maintain an audible safety warning while reducing the effect on neighbouring properties.

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Monitoring and review

The Traffic Management Plan provides for the monitoring of:

- incidents and near misses;
- traffic delays;
- road-cleanliness issues;
- unauthorised parking;
- complaints; and
- communication failures.

Corrective action will be taken where agreed thresholds are exceeded. The plan will also be reviewed where there is a material change to the construction programme, traffic arrangements or site layout.

Roads Committee considerations:

The Committee recognises that the Traffic Management Plan contains comprehensive controls covering delivery booking, peak-time restrictions, school and pedestrian safety, traffic marshals, HGV coordination, road cleanliness, noise and monitoring.

The Committee supports a collaborative approach between the project team, the relevant Government highway authority and the Parish. It does not wish to duplicate controls already included in the Traffic Management Plan or introduce unnecessary requirements that could delay the hospital project.

Following its consideration of the plan, the Committee identified the following limited matters for clarification or further consideration.

Queen's Road/St John's Road junction

The Committee's principal operational concern relates to the turning movement between Queen's Road and St John's Road, particularly for the largest vehicles.

The Committee notes that the proposed observed HGV trial will examine junction movements, vehicle tracking, traffic conflicts, pedestrian crossings and carriageway overrun.

The Committee therefore requests that the outcome of the trial, together with any resulting changes to the traffic-management arrangements, is shared with the Parish for information.

Warwick Farm turning option

The Committee asks the project team to consider whether Warwick Farm could provide a practical alternative turning arrangement once access is available following the current roadworks on Queen's Road.

The Committee considers that this may provide an alternative means of managing some vehicle movements near the Queen's Road/St John's Road junction. The option would need to be assessed by the project team before any conclusion could be reached on its practicality or safety benefits.

This is put forward as an option for investigation rather than a formal requirement. Its feasibility would depend on:

- the landowner's agreement;
- the suitability and availability of the access;
- the size and type of vehicle involved;
- the condition and load-bearing capacity of the turning area; and
- the safety of other users of the access.

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Cumulative effect of other development
The Committee asks whether the construction traffic forecasts have taken account of other committed or anticipated developments in the surrounding area, particularly the proposed H1219 development of the nearby field.

If this development has not been included, the Committee asks the project team and the relevant Government highway authority to consider whether its construction programme could overlap with the hospital works and whether any coordination would be necessary.

Bus and school-bus coordination
The Committee noted the importance of coordinating construction vehicle movements with scheduled public and school-bus services using the surrounding roads, particularly where larger vehicles may meet on constrained sections of the route.

The Committee was advised that the project team, Infrastructure and Environment and LibertyBus were already discussing these arrangements. The Committee asks that known public and school-bus times, including services using the Overdale and surrounding routes, are taken into account through the delivery-booking and traffic-management arrangements.

Consultation and communication
The Traffic Management Plan refers to engagement, approvals or liaison involving:

- the Government of Jersey as the client;
- Infrastructure and Environment and the relevant highway authority;
- Driver and Vehicle Standards;
- the Parish of St Helier where Parish roads or permissions are affected;
- engagement with businesses tope end of St John's Road/Queens Road areas
- the relevant Chief Officer in connection with certain exemptions;
- service providers and affected businesses where road closures are proposed; and
- relevant authorities involved in the proposed HGV trial.

Separately, during the presentation on 14 October 2026, the Committee was advised that engagement had taken place with nearby residents, schools, the nursery, local businesses and other developers. To provide a clear public record, the Committee asks the project team to provide a concise summary of:

- the groups and organisations consulted;
- the principal matters raised;
- how those matters have been considered; and
- how residents, schools and businesses will be notified of exceptional or particularly disruptive vehicle movements.

This request is intended to provide a concise public record of consultation already undertaken and does not require the consultation process to be repeated.

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Conclusion

The Committee notes and is generally supportive of the traffic-management controls proposed for the construction of the new Overdale Acute Hospital, subject to the limited matters identified in this report.

In particular, the Committee welcomes the proposed:

- online delivery-booking system;
- restrictions during traffic and school peak periods;
- observed trial of the largest HGVs;
- use of traffic marshals;
- coordination of HGV movements;
- pedestrian and school-safety measures;
- road-cleaning arrangements;
- noise controls; and
- ongoing monitoring and review.

The Committee does not seek to duplicate these controls or impose unnecessary additional requirements.

Subject to the matters identified in this report, the Committee supports the proposed approach and requests that:

- the outcome of the observed HGV trial and any resulting changes are shared with the Parish;
- the possible use of Warwick Farm as an alternative turning arrangement is investigated when access becomes available;
- the potential overlap with other development in the area, particularly H1219;
- the public and school-bus times are taken into account through the delivery-booking and traffic-management arrangements; and
- a concise record of the consultation already undertaken is provided.

Recommendation

The Committee is asked to:

1. approve this report as its consultation response to the Planning Department;
2. note the controls already included in the Traffic Management Plan; and
3. endorse the limited requests for clarification and further consideration set out above.

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