

**WRITTEN QUESTION TO THE MINISTER FOR PLANNING AND ENVIRONMENT  
BY THE DEPUTY OF ST. MARY  
ANSWER TO BE TABLED ON TUESDAY 8th JUNE 2010**

**Question**

“Will the Minister provide members, in advance of the North of Town Masterplan debate, with estimates of the costs and benefits of –

- (a) providing underground parking;
- (b) providing above ground parking;
- (c) measures to avoid the need for the parking?

Was consideration given by Hopkins Architects Limited to the possibility of initiating a ‘Park and Ride’ scheme using the Parish halls or other community venues or car parks as centres and, if not, why?

Has he obtained information from the Transport and Technical Services Department regarding the Sustainable Transport Policy and its likely impact on the need for parking provision in the town, and, if so, will he share this information with members?”

**Answer**

The relative costs of parking provision – underground and surface spaces – will be made available to Members at the briefings that will precede the Debate. At the time of responding to this question I am afraid that I am unable to give costings which are still being prepared.

The Masterplan does investigate the potential to introduce a Park and Ride scheme by recommending alternative sites for long term (commuter) parking for the north St Helier area. Ideally these sites would be located close to incoming arterial roads; however the plan recognises that this approach is somewhat limited by the availability of potential sites.

As I have previously indicated I am convinced that the best urban environments are not dominated by the presence of car parking but seek to provide it discreetly either underground or in locations that do not harm or hinder the quality of the environment. There will always be a need to accommodate parking and this issue is explored in Chapter 4 of the original Masterplan document. How that need will be met is still the subject of ongoing discussions and will be explored further at the briefing presentations and during the forthcoming States Debate.

A Masterplanning process should include the examination of all the land-use issues that compete for space and resources and should offer ideas as to how to accommodate these issues in an environmentally sustainable and financially viable manner. In particular with parking provision the Masterplan has to recognise the need for residents parking, commuter parking and short-term shopper parking so that the north of town can be vibrant, convenient and attractive. The level of parking requirements for all potential users is being advised by my Ministerial colleague for TTS and his advice has been informed amongst other things by the emerging Sustainable Transport Policy.