

**WRITTEN QUESTION TO THE MINISTER FOR TRANSPORT AND TECHNICAL
SERVICES BY DEPUTY J.A. MARTIN OF ST. HELIER
ANSWER TO BE TABLED ON TUESDAY 6th NOVEMBER 2012**

Question

Would the Minister provide details of the schemes the department has had under consideration for the expansion and/or the redevelopment of Green Street car park, with particular reference to the total number of car parking spaces and the number of stories of any new development? Would the Minister also detail the impact of the new Police Headquarters on the opportunities to redevelop the car park, with particular reference to the overall loss of potential additional car parking spaces?

Answer

TTS records show that in 1998 the then Public Services Committee undertook a feasibility study to create a new stand alone car park on the footprint of the proposed Police Station (the outdoors parking area at Green Street), as a result of a commitment in the then Island Plan. This was not funded or taken beyond the development of a general arrangement for the building.

The 1998 feasibility study provided a structure which was completely independent of Green Street Car Park (due to the difference in service life expectancies between the old and the new structures). The design shows a total of 288 public parking spaces provided within a new six storey car park (the top deck being 4.6m higher than Green Street Car Park's), increasing total parking by approximately 197 spaces. It was intended that the entrance and exit of the car park would be provided on to Route du Fort in similar fashion as is proposed for the new Police Headquarters.

No further design work for the redevelopment of Green Street Car Park has been commissioned by the Department. This would now need to take into account modern planning regulations, recent States decisions such as the Sustainable Transport Policy, the North of Town Master Plan and Esplanade Master Plan, and the opportunities and constraints provided by these to the redevelopment of the existing car park.

Notwithstanding the potential reduction in the site's footprint, given the proposed increases in overall parking provision, the geographic redistribution of spaces and the predicted reduction in commuter demand provided by these decisions, in conjunction with existing spare capacity with the public car parks, it is not clear at this stage whether an increase in capacity within Green Street Car Park would be required as part of any future redevelopment or the mix of parking to be provided.

(Further to the above, and in the interests of transparency - in 2008 as part of the development of the Town Park, high-level economic modelling was undertaken to assess the possibility of including underground parking at the Town Park site. This modelling considered the development value of many sites including Green Street Car Park, ultimately this work was not taken beyond broad comparative calculations, i.e. no design work was undertaken).