

**REPLY BY THE PRESIDENT OF THE COMMITTEE FOR THE  
ENVIRONMENT & INFRASTRUCTURE  
TO QUESTIONS ASKED PURSUANT TO RULE 14 OF THE  
RULES OF PROCEDURE BY DEPUTY LE BRUN**

I would like to ask the Committee *for the* Environment & Infrastructure a question on accessible parking provision on the town pier public parking areas.

Given that many States-operated car parks are designed using standards derived from parking guidance published in 2016, and that average new vehicle widths have increased by approximately 4-5 cm since that time, with larger increases amongst many family vehicles, SUVs and accessible vehicles, will the Board state:

**Question 1**

For each of Salerie Corner, North Beach, Crown Pier and Albert Pier:

- the total number of parking spaces;
- the number of standard, disabled, parent-and-child, motorcycle and bicycle spaces; and
- the dimensions of each category of space?

**Answer**

The Committee appreciates the importance of accessible and usable parking, particularly for disabled islanders, people with mobility impairments, older islanders and parents and carers. It also recognises that parking provision must be considered in the specific context of Guernsey's limited land area, narrow road network, historic built environment and competing demands on public land.

The information requested for the four principal Town pier public parking areas is set out below. Counts and dimensions reflect current marked provision and are kept under operational review when layouts are amended, car parks are repainted, or maintenance works are undertaken.

The total number of parking spaces.

| Number of parking spaces by vehicle group                                     |                     |                      |                         |                     |                      |
|-------------------------------------------------------------------------------|---------------------|----------------------|-------------------------|---------------------|----------------------|
|                                                                               | La Salerie car park | North Beach car park | North Beach access road | Crown Pier car park | Albert Pier car park |
| Car spaces (inclusive of Blue Badge, EV and small car parking, if applicable) | 457                 | 555                  | 38                      | 146                 | 175                  |
| Motorcycle spaces                                                             | 8                   | 24                   | 0                       | 22                  | 47                   |
| Bicycle spaces                                                                | 10                  | 66                   | 12                      | 36                  | 8                    |
| <b>Total</b>                                                                  | <b>475</b>          | <b>645</b>           | <b>50</b>               | <b>204</b>          | <b>230</b>           |

The number of standard, disabled, parent and child, motorcycle, and bicycle spaces.

| Number of parking spaces by vehicle type |                     |                      |                         |                     |                      |
|------------------------------------------|---------------------|----------------------|-------------------------|---------------------|----------------------|
|                                          | La Salerie car park | North Beach car park | North Beach access road | Crown Pier car park | Albert Pier car park |
| <b>Standard car spaces</b>               | 409                 | 484                  | 36                      | 98                  | 156                  |
| <b>Small car spaces</b>                  | 38                  | 59                   | 0                       | 45                  | 15                   |
| <b>EV charging (car) spaces</b>          | 8                   | 5                    | 0                       | 0                   | 0                    |
| <b>Blue Badge spaces</b>                 | 2                   | 7                    | 2                       | 3                   | 4                    |
| <b>Motorcycle spaces</b>                 | 8                   | 24                   | 0                       | 22                  | 47                   |
| <b>Bicycle spaces</b>                    | 10                  | 66                   | 12                      | 36                  | 8                    |
| <b>Total</b>                             | <b>475</b>          | <b>645</b>           | <b>50</b>               | <b>204</b>          | <b>230</b>           |

There are currently no formally designated parent-and-child spaces in these car parks. For the car parks located at La Salerie, North Beach, Crown Pier and Albert Pier, signage could be used to introduce restrictions or conditions in respect of particular bays if that were prioritised. In other locations, depending on the relevant parking controls, legislative change may be required.

The Committee recognises that parents and carers, particularly those travelling with young children, child seats, pushchairs and other equipment, can benefit from additional space when loading or unloading a vehicle. Any decision to introduce dedicated provision would, however, need to consider location, eligibility, enforcement, and the effect on overall parking capacity.

The Committee considers that this issue is best considered as part of wider strategic work on parking and transport, rather than as a stand-alone change to a small number of bays. That approach allows any future changes to be supported by evidence, a clear policy rationale and the appropriate operational or legal process where required.

The dimensions of each category of space.

The measurements below are representative measurements taken from the marked provision in each car park, noting that dimensions can vary slightly because of site layout, existing markings and operational constraints.

| Dimensions of a sample of spaces                                    |                                   |                                |                                                                                |                                  |
|---------------------------------------------------------------------|-----------------------------------|--------------------------------|--------------------------------------------------------------------------------|----------------------------------|
|                                                                     | La Salerie car park               | North Beach car park           | Crown Pier car park                                                            | Albert Pier car park             |
| <b>Standard car spaces (including EV charging where applicable)</b> | 4.63m L, 2.3m W                   | 4.74m L, 2.32m W               | 4.94m L, 2.38m W                                                               | 4.86m L, 2.44m W                 |
| <b>Small car spaces (inside of lines)</b>                           | 3.71m L, 1.9m W                   | 3.7m L, 2.19m W                | 3.65m L, 2.1m W                                                                | 3.7m L, 2.2m W                   |
| <b>Accessible (Blue Badge) spaces</b>                               | 4.82m L, 2.43m W. Hatching 1.11m. | 4.77m L, 3.59m W. No hatching. | Parallel bays – 5.5m L, 2.2m W. Single Bay – 4.8m L, 2.3m W & hatching 1.1m W. | 4.7m L, 2.8m W. Hatching 1.2m W. |
| <b>Motorcycle spaces (right-angled) (not individually marked)</b>   | 7.8m L, 2.3m W                    | 28m L, 2.7m W                  | 27.7m L, 2.4m W                                                                | 18.1m L, 2.5m W                  |
| <b>Bicycle spaces (not individually marked)</b>                     | 4.86m L, 1.76m W                  | 31m L, 3.32m W                 | 16m L, 2.4m W                                                                  | 7m L, 1.8m W                     |

The general standard dimensions of parking spaces by type are as follows:

- Standard car parking spaces: 4.8m L x 2.4m W.
- Small car parking spaces: 3.7m L x 2.1m W (3.6m L in Crown Pier). Spaces can be reduced to 1.7m W where installed on narrow roads.
- Accessible “Blue Badge” parking spaces: 4.8m L x 2.4m W, plus 1.2m hatching between spaces or where accessing a pedestrian route.
- Motorcycle parking (right-angled): greater than 2.5m L x 1.2m W. Bays are not typically marked as individual spaces.
- Cycle parking: greater than 2m L x 1.2m W. Bays are not typically marked as individual spaces.

North Beach accessible parking spaces are wider than usual but are not all accompanied by hatching. In recent years it was agreed with the States’ Disability Officer that these spaces should remain as currently marked, as reducing the number of accessible spaces was not preferred at that time. Bay markings will be reviewed again when there is a need to undertake large-scale car park repainting.

At Crown Pier, the parallel accessible parking spaces are not accompanied by hatching. In recent years it was agreed with the States’ Disability Officer that these spaces should remain as currently marked, as it was not preferred to force further changes to the parking arrangements. An additional accessible parking space accompanied by hatching on both sides was installed by the toilet facilities in 2025.

## **Question 2**

**What standards, policies, guidance or design criteria were used to determine those dimensions, and when were they last reviewed?**

### **Answer**

The dimensions of many public off-street parking spaces in Guernsey are likely to have been based on industry-standard UK design guidance that became widely adopted during the 1970s and subsequent decades. The standard parking bay size of 2.4m wide by 4.8m long was commonly promoted through guidance published by organisations such as the Department of Transport, the Institution of Highways and Transportation, now the Chartered Institution of Highways & Transportation (CIHT), and the Institute of Highway Engineers.

Broadly, the layouts of the parking bays at North Beach, La Salerie and Albert Pier have not fundamentally changed. It is unknown what design criteria were used at that time. The layout of Victoria (Crown) Pier was changed by 2001, at which time it is believed that the spaces were marked marginally shy of the 4.8m L x 2.4m W industry standard. Minor amendments to these car parks have since been made to meet operational need or policy development, including increases in cycle parking, small car parking spaces and cruise liner passenger handling.

There has been no recent standalone review of the overall dimensions of standard parking spaces. Officers continue to use 4.8m L x 2.4m W as the desirable standard, with adjustments sometimes required to maintain aisle widths and to reflect the fact that car parks are often irregular in shape.

There has been no recent review of accessible parking space dimensions. Officers have worked with the States' Disability Officer in recent years with the desirable standard for accessible "Blue Badge" parking spaces being installed where possible in line with the guidance provided within [Guernsey Technical Standard Part M – Access to and use of buildings – 2012 edition with May 2016 amendments](#).

There was a review of the dimensions of small car parking spaces around 2016, where the maximum length was increased to 3.7m. Width limits of 2.1m for right-angled parking, or a minimum of 1.7m for parallel spaces, were retained. The increase in length reflected consideration of the dimensions of small vehicles commonly in use across Guernsey.

There has been no recent review of motorcycle parking space dimension limits. Right-angled parking is typically installed with a depth of greater than 2.5m and individual bays are not normally marked. The provision of both motorcycle and cycle parking has been based on standard space dimensions derived from previous observational analysis, including how similar parking facilities have been used over time. Consideration has been given to typical vehicle sizes, average lengths and widths, occupancy patterns and operational experience from existing sites.

The main body of Albert Pier car park has been repainted in recent years, with reconfiguration of bays near the Victoria Marina undertaken in 2026 during replacement of the railings. La Salerie car park was repainted in 2024, Crown Pier car park in 2026, and North Beach car park in 2022 and 2023. In each case the layout was considered before repainting works took place.

North Beach car park has undergone a number of enhancements, including the extension of cycle parking provision, the introduction of additional small car parking spaces and the introduction of additional accessible parking spaces to improve the overall layout and functionality of the parking area.

### **Question 3**

**What assessment has been undertaken of whether existing parking space dimensions remain fit for purpose for wheelchair users; people using mobility aids; older islanders; parents and carers using child seats and buggies; and modern vehicle dimensions generally.**

#### **Answer**

Traffic and Highway Services, on behalf of the Committee, considers the need for changes to public parking on a regular basis. This is typically in relation to Blue Badge, motorcycle, cycle and small car parking. The Committee is required to endorse changes where parking legislation needs to be amended, or where the scale of the change falls outside delegated authority.

When opportunities arise through maintenance, resurfacing or improvement works, parking layouts are reviewed to ensure that they continue to make effective and efficient use of available space while meeting operational requirements.

In relation to accessible parking, Traffic and Highway Services has engaged regularly with the States' Disability Officer and takes account of feedback received from individuals with disabilities and representative organisations. This helps inform ongoing review of accessible parking arrangements, including space dimensions, layout, accessibility, location and proximity to key destinations. Where opportunities for improvement are identified, they are considered alongside operational requirements and site constraints.

There are no active workstreams regarding the size of standard car parking spaces, for the reasons outlined in the answer to Question 1.

### **Question 4**

**What meetings, consultations, correspondence, surveys or other stakeholder engagement has been undertaken during the last five years with organisations representing disabled people, those with mobility impairments, older islanders, parents, families and cyclists regarding the accessibility and usability of States-operated parking facilities?**

### ***Answer***

Traffic and Highway Services has maintained regular contact with the States' Disability Officer on matters relating to accessible parking provision and management. Through ongoing engagement with individuals with disabilities and the organisations that support them, the States' Disability Officer gathers feedback on parking and wider accessibility issues, including the location and design of accessible parking spaces, dropped kerbs, ramps, proximity to key destinations and other access-related matters.

This feedback helps inform responses to public enquiries, reviews of existing arrangements and the identification of opportunities for improvement. In addition, Traffic and Highway Services also engages directly with the Guernsey Blind Association on a range of parking and accessibility issues.

Traffic and Highway Services also engages with other groups, including the Health Improvement Commission and the Guernsey Bicycle Group, giving them the opportunity to share ideas and comment on proposals relating to parking and accessibility matters.

### ***Question 5***

**If no such engagement has taken place, how does the committee satisfy itself that its parking facilities adequately reflect the needs of those groups?**

### ***Answer***

As set out in the answer to Question 4, engagement does take place through regular contact and operational engagement.

A review of the Traffic and Highway Services correspondence log over the past nine years has not identified correspondence in respect of those car parks that would support significant changes to parking space dimensions. This does not mean that improvements would not be considered where evidence, feedback or operational opportunities identify a need; rather, it reflects the current evidence available to the service area.

### ***Question 6***

**What assessment has been made of the potential for increased bicycle parking provision to reduce demand for car parking spaces, noting that 8 bicycles can typically be accommodated within the footprint of a single car parking space?**

### ***Answer***

The Committee recognises that cycle parking can make efficient use of limited public space, and that improved cycle parking can support modal shift, particularly for shorter journeys into Town. However, the extent to which additional cycle parking reduces car parking demand depends on location, convenience, weather protection, security, onward walking distance and the type of journey being made.

The Committee will continue to consider opportunities to improve cycle parking provision but would not present a simple one-for-eight substitution as a complete assessment of demand without local evidence.

To obtain that evidence, Traffic and Highway Services undertakes monthly monitoring of cycle parking within the main car parks, together with quarterly monitoring of cycle parking at key locations. It also monitors abandoned bicycles and works with relevant organisations to facilitate their removal where appropriate to free up space.

The information collected is used to review the provision and location of cycle parking and to identify areas where demand is greatest. Assessments consider observed usage, accessibility, proximity to key destinations, user behaviour, site constraints and opportunities for improvement.

Monitoring has consistently shown that cycle parking in central locations, close to key destinations and services, attracts the highest levels of use. Occupancy levels vary throughout the year, with the highest observed utilisation occurring during the second quarter and dropping off sharply outside the main active travel season. This seasonal variation aligns with cycle count monitoring and has informed the provision of additional seasonal cycle parking.

The provision of cycle parking is therefore reviewed regularly, and opportunities are taken to provide facilities in suitable locations. The recent focus has been on improving cycle parking provision in areas of greatest demand, such as near the Market, at Le Bordage adjacent to Creasey's, and in Church Square, rather than increasing capacity in more remote locations such as car parks, as usage patterns and user requirements differ. In recent years, cycle parking has also been increased significantly at North Beach and adjacent to the Pétanque pitches.

### ***Question 7***

**What provision currently exists for electric bicycle charging facilities within States-operated car parks, and has the Committee considered expanding such provision alongside existing electric vehicle charging infrastructure?**

### ***Answer***

There are currently no dedicated electric bicycle charging facilities provided within States-operated public car parks and, at present, demand for such infrastructure has not been identified as a requirement.

However, if evidence indicates that lack of public cycle charging infrastructure is a barrier to a form of transport being promoted through the Integrated Transport Strategy, the Committee would reconsider priorities in that context. Many electric bicycles have the ability to remove their batteries from the frame of the bicycle to enable charging away from the vehicle.

### **Question 8**

**Does the committee consider the success of a parking facility should be measured primarily by the number of parking spaces provided, or by whether islanders can access and leave their vehicles safely, independently and with dignity?**

#### **Answer**

The Committee considers that the success of a parking facility should not be measured by the number of spaces alone. It must also take account of whether people can access and leave their vehicles safely and independently, while recognising the practical constraints of each site and the wider transport network.

The Integrated Transport Strategy encourages a shift towards smaller and more space-efficient vehicles where practical. This supports more effective use of limited parking and highway space, reduces pressure on the transport network and can contribute to wider environmental and sustainability objectives. The aim is to provide parking for all modes of transport while making alternative modes of transport more accessible and convenient to use.

Given the considerations outlined in the answer to Question 1, there are no immediate plans to prioritise a widespread review of public parking spaces and their dimensions at this time.

Targeted changes will continue to be considered where evidence, operational need, planned works or wider strategic projects identify opportunities for improvement.

### **Question 9**

**Does the Committee accept that the purpose of a parking space is not merely to store a vehicle, but to enable people to access work, public services, healthcare, retail and leisure facilities safely, independently and with dignity; and if so, will it undertake an urgent review and implement, without unnecessary delay, any improvements required to ensure that States-operated parking facilities meet the needs of disabled people, those with mobility impairments, older islanders, parents and carers, and reflect modern vehicle dimensions and transport choices?**

#### **Answer**

The Committee accepts that public parking is about enabling access to daily life, including work, public services, healthcare, retail and leisure facilities. It also accepts that safety and independence are important principles in considering how parking provision operates in practice.

For that reason, the Committee and its officers will continue to prioritise the needs of Blue Badge holders in respect of public parking and will continue to consider amendments to public parking arrangements where evidence, operational requirements or planned works identify a need for change. That includes taking account of accessibility, the needs of different users, available space, site constraints and the objectives of the Integrated Transport Strategy.

The Committee does not consider that an urgent standalone review of all public parking space dimensions would be the most proportionate or effective approach at this time. Any improvements would be evidence-led, deliverable, and considered alongside accessibility, safety, cost, enforceability, site constraints and other demands on limited public space.

The total time spent compiling the information required to respond to these questions is 19.5 hours.

**Date of Receipt of the Question:** 3 August 2026

**Date of Reply:** 17 August 2026