

MEMORANDUM FOR CABINET BY THE HON. MINISTER OF WORKS  
AND HOUSING

Car Park adjoining St. John's Cavalier, Valletta

The car parking situation in Valletta presents a very great problem. The peak number of vehicles in Valletta on any week day has been assessed between 1,500 and 1,600 following a survey carried out by the Engineer Road Design of the Public Works Department.

The opportunity must therefore be taken of utilising to the utmost every available parking space in the City.

The area around Kingsgate is being developed and it is naturally expected that this will generate more traffic in the immediate future.

The transfer of the Ministry of Industrial Development and Tourism to Cavalier Street has made parking around St. John's Cavalier more difficult and a scheme has been prepared for the construction of a three-level carpark adjacent to St. John's Cavalier, to take the place of the old accretions to the Cavalier which have been pulled down as they were severely damaged by war and presented a real eyesore.

The scheme is basically for three parking decks at different levels, accessible from Cavalier Street, Old Mint Street (opposite Windmill Street and Queensway respectively). The total capacity would be 91 bays and the cost of constructing the shell of the structure and adaptations to Old Mint Street and Hastings Gardens is estimated at £12,000. The parking bays would range in depth from 16 feet to 12 feet, following a regular progression. The width would be 8 feet. When the scheme for the area round this Cavalier was first mooted way back in 1950 it was the idea that the old buildings round the Cavalier should be demolished in order to isolate the Cavalier and at the same time to provide space for car parking at road surface level.

It is realized that if a multilevel car park is put up against the Cavalier, it is bound to attract criticism, as something foreign to the structure would be added to it so soon after the demolition of the old accretions. On the other hand, a car park would not be so offensive even against this historical structure as were the old buildings recently demolished.

On the site proposed for the multilevel car park 30 cars can be accommodated against the 91 cars if the three deck car park is constructed and it is for consideration whether for the provision of car parking space for sixty cars, anything should be done which would mar the Cavalier.

An alternative would be the construction of a two deck car park with accommodation for 58 cars. The facades of the new structure will as far as possible be made to harmonize with the Cavalier as indicated on the attached elevation. Drawings showing the two alternatives are attached.

The elevations are only a tentative one and some more study will have to be put in before the scheme is finalized.

Hon. Ministers are asked to state whether they agree that the scheme should be proceeded with.

22nd February, 1965.