

**DRAFT ACTS ANNULING CERTAIN ROAD TRAFFIC
ORDERS RELATING TO PUBLIC PARKING PLACES**

**Lodged au Greffe on 17th March 1998
by Deputy A.S. Crowcroft of St. Helier**



STATES OF JERSEY

STATES GREFFE

PROPOSITION

THE STATES are asked to decide whether they are of opinion -

to adopt Acts annulling the following Orders -

Road Traffic (Public Parking Places) (Amendment No. 36) (Jersey) Order 1998 (R & O 9220);

Road Traffic (Public Parking Places) (Amendment No. 35) (Jersey) Order 1998 (R & O 9200);

Road Traffic (Saint Helier) (Amendment No. 3) (Jersey) Order 1998 (R & O 9218);

Road Traffic (Saint Helier) (Amendment No. 2) (Jersey) Order 1998 (R & O 9201);

Road Traffic (Saint Lawrence) (Amendment No. 11) (Jersey) Order 1998 (R & O 9219).

Road Traffic (Saint Lawrence) (Amendment No. 10) (Jersey) Order 1998 (R & O 9202).

DEPUTY A.S. CROWCROFT OF ST. HELIER

Report

There has been a great deal of public concern about the increased charges for car parking enacted on 17th February 1998 in R & O's 9200, 9201 and 9202, and now effectively re-enacted by R & O's 9218, 9219 and 9220.

Having previously said that it had no alternative but to increase dramatically parking charges because of its responsibility for funding the school bus service, the Public Services Committee has now enacted revised Orders maintaining the new charges but justifying them in terms of funding improvements and additions to car parks. While this last-minute change of plan may satisfy some of those who have objected to the higher charges, as it would enable a higher proportion of the revenue from car parks to be ploughed back into them, it does not address my fundamental objection to the measures that have been introduced by the Public Services Committee.

It will be clear to anyone who travels in the United Kingdom that charges for parking in Jersey's public car parks are extremely low. A significant increase in parking charges is overdue, but if it is to be acceptable to the public it must be part of an integrated Island transport policy which the public have been consulted and informed about. The hypothecation of charges for motoring must be seen to be part of a strategy that delivers real benefits to the whole community, such as reduced congestion; ease of access to town for all travellers, whatever their mode of transport; improved air quality; less danger to pedestrians from the volume and speed of traffic; and so on. Therefore, while I broadly agree with the Public Services Committee's decision to increase parking charges, I do not believe that it should have been introduced as a single measure, or introduced without an informed debate.

The 'user pays' philosophy recently endorsed by the States will never work unless the user understands what he/she is paying for and is in broad agreement with the payment being made. What this means is that the users of public car parks have to be consulted about their transport needs and choices before dramatic increases are made to parking charges. The fact that parking charges have not risen in ten years does not make it any easier for the single parent or the pensioner to find the extra money required if they are increased in line with inflation in a

single stage. The lack of equity in the current proposals would have been clear if proper consultation had taken place. The Public Services Committee would have found that many people would have been prepared to accept the higher charges if they were accompanied by a higher level of transport services; in other words, if they were offered a carrot as well as a stick.

The Public Services Committee has indicated that the sustainable transport strategy requested by the States in the 1995 Strategic Policy Review and Action Plan '2000 and Beyond' is in preparation, and I would suggest that this would be the appropriate time for the Committee's parking policy to be considered by the States. At that time the public may be asked to accept higher parking charges which have been carefully researched so as to achieve a range of objectives, which have been designed to take residents' parking needs into account as well as the needs of town traders and their organisations, and which offer the public genuine choices over how best to meet their transport needs.

In the event of the States adopting my proposition the position in relation to parking charges will revert to that which obtained prior to the making of the Orders.

**Act annulling the Road Traffic (Public Parking Places)
(Amendment No. 36) (Jersey) Order 1998**

STATES OF JERSEY

The day of 199

THE STATES, in pursuance of the Subordinate Legislation (Jersey) Law 1960, as amended, annulled the Road Traffic (Public Parking Places) (Amendment No. 36) (Jersey) Order 1998.

**Act annulling the Road Traffic (Public Parking Places)
(Amendment No. 35) (Jersey) Order 1998**

STATES OF JERSEY

The day of 199

THE STATES, in pursuance of the Subordinate Legislation (Jersey) Law 1960, as amended, annulled the Road Traffic (Public Parking Places) (Amendment No. 35) (Jersey) Order 1998.

**Act annulling the Road Traffic (Saint Helier) (Amendment No. 3)
(Jersey) Order 1998**

STATES OF JERSEY

The day of 199

THE STATES, in pursuance of the Subordinate Legislation (Jersey) Law 1960, as amended, annulled the Road Traffic (Saint Helier) (Amendment No. 3) (Jersey) Order 1998.

**Act annulling the Road Traffic (Saint Helier) (Amendment No. 2)
(Jersey) Order 1998**

STATES OF JERSEY

The day of 199

THE STATES, in pursuance of the Subordinate Legislation (Jersey) Law 1960, as amended, annulled the Road Traffic (Saint Helier) (Amendment No. 2) (Jersey) Order 1998.

**Act annulling the Road Traffic (Saint Lawrence) (Amendment
No. 11) (Jersey) Order 1998**

STATES OF JERSEY

The day of 199

THE STATES, in pursuance of the Subordinate Legislation (Jersey) Law 1960, as amended, annulled the Road Traffic (Saint Lawrence) (Amendment No. 11) (Jersey) Order 1998.

**Act annulling the Road Traffic (Saint Lawrence) (Amendment
No. 10) (Jersey) Order 1998**

STATES OF JERSEY

The day of 199

THE STATES, in pursuance of the Subordinate Legislation (Jersey) Law 1960, as amended, annulled the Road Traffic (Saint Lawrence) (Amendment No. 10) (Jersey) Order 1998.