

# STATES OF JERSEY

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## **CAR PARKING CHARGES: ALLOCATION OF ADDITIONAL INCOME TO THE FUNDING OF TRANSPORT INITIATIVES (P.147/2004): AMENDMENT**

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**Lodged au Greffe on 28th September 2004  
by Deputy J.B. Fox of St. Helier**

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**STATES GREFFE**

CAR PARKING CHARGES: ALLOCATION OF ADDITIONAL INCOME  
TO THE FUNDING OF TRANSPORT INITIATIVES (P.147/2004):  
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*In paragraph (a), after the words “to agree that” insert the words “, following the presentation to the States of a comprehensive parking strategy, to include the provision of Residents’ Parking Schemes in St. Helier and other built up areas of the Island, and” and for the words “such as” substitute the words “, including the provision of a ‘Hoppa’ type bus serving the town area,”*

DEPUTY J.B. FOX OF ST. HELIER

## **REPORT**

### **First part of amendment**

The principle that is being proposed in effect is a stealth tax, and especially to the residents of St. Helier that rely upon public parking either due to the fact that the Planning and/or the Public Highway Regulations penalize them from being able to have their own private parking space.

At this time, there are Planning and Highway Authority restrictions when applications are made to provide a parking facility that a vehicle must be able to enter the private curtilage and be able to turn around and leave the private curtilage facing forward. This new Highway Regulation, together with the restriction of the removal of the front curtilage walls has penalized numerous St. Helier residents, increasing their dependence on public parking for their requirements.

Under the proposals of P.147/2004 those unlucky residents will be penalized twice, as they will be paying for the maintenance and upkeep of car parks, bus transports and road repairs without the benefit of choice that other Islanders enjoy of having their own residential parking place.

I firmly believe that where possible each family should be entitled to one vehicle parking space, or the opportunity to make use of the same through Residents' Parking Zones, to enable them to either get to work or take their children or their aged relatives to and from their home to participate in youth, sport, cultural and family activities that occur in many different parts of the Island.

Agreement in principle has been reached between the Environment and Public Services Committee and the Parish of St. Helier that the latter authority should take on the administration of the present Residents' Parking Zone in northern St. Helier, and that the Parish should roll out new schemes around the Parish following the necessary consultation with residents and businesses. However, the complex arrangements surrounding the way parking income, including fines, is allocated and spent, and the duplication of car parking administration by States department and Parish, make it absolutely essential that the long-awaited Car Parking Strategy is presented to the States for debate before the Committee is allowed to increase car parking charges by a rate exceeding cost of living increases.

### **Second part of amendment**

Residents who live on the outskirts of St. Helier are often forced to use their vehicle due to a limited existing bus service and the lack of a comprehensive Hoppa bus service such as that successfully trialled by the Centre Ville Group and the then Public Services Committee in 2000.

If approved, this amendment will require the Environment and Public Services Committee to earmark a tranche of any additional funds raised by increasing car parking charges to provide a Hoppa-style bus service. I believe that this course of action is preferable to allowing, in all probability, all of the new funding to be swallowed up by the current bus service and highway maintenance.

There are no negative manpower or financial implications in this amendment.