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# STATES OF JERSEY



## **TRANSFERS BETWEEN HEADS OF EXPENDITURE UNDER THE PUBLIC FINANCES (JERSEY) LAW 2019: ARTICLE 18 – 15TH FEBRUARY 2021**

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**Presented to the States on 23rd February 2021  
by the Minister for Treasury and Resources**

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**STATES GREFFE**

## REPORT

**Decision(s):** Under Article 18(4) of the [Public Finances \(Jersey\) Law 2019](#) (the Law), the Minister for Treasury and Resources hereby notifies the States, and having consulted with any relevant Minister under Article 18(5) of the Law; that she has agreed to the following –

### Transfers between Heads of Expenditure under Article 18 of the Law

MD-TR-Ref.	Department		£	Funding of –
	From –	To –		
2021-0015	IHE revenue head of expenditure	IHE Road Safety Improvements Capital Head of Expenditure	£1,672,000	A redirection of the balance of the Jersey Car Parking financial return to the States, after funding of revenue items

After the expiry of 4 weeks following the presentation to the States of these transfers, the Minister hereby authorises the Treasurer of the States to action the transfers outlined in the table above.

### Background

Jersey Car Parking (JCP) was set up as a standalone Trading Operation under the Public Finances (Jersey) Law 2005 to administer, manage and maintain the Island's car parks. Since the inception of JCP in the late 1990s an annual financial return has been made. In the initial years this was to the former Public Services Committee, in later years this was to general States Revenues before reverting back to IHE following approval by the States Assembly of proposition P.140/2015, 'Concessionary bus passes for the disabled'. In the financial envelope the minimum Financial Return is set at £1.672 million.

Concessionary bus scheme contributions over the last 3 years have been:

2020	£874,647
2019	£988,000
2018	£1,057,502

The funding from the Car Parks return is to be used for Sustainable Transport initiatives in addition to disabled bus passes. The Sustainable Transport Policy (STP) provides a number of targets and goals for making safety improvements for pedestrians, cyclists and the travelling public. These targets and goals translate into STP initiatives which end up as projects on the ground. These projects can range from a small pedestrian safety improvement to a full village improvement scheme or new shared space facilities such as the St Peter's Valley path or the Eastern Cycle network. All these schemes are designed for multi-users and ensure that disabled access is considered and encouraged. A proposition (P.60/1999) lodged on 11th May 1999, and approved on 29th June 1999, approved the introduction of a Sustainable Transport Policy. A subsequent proposition

(P.147.2004) was approved on 19th October 2004, which approved the necessary legislative changes to allow the raising of income from parking charges in excess of the sums required to maintain and operate the Car Parking Trading Fund. Any additional income raised in this way was to be allocated for the funding of transport initiatives such as the bus service and highway maintenance.

*Further information on these decisions can be found on [www.gov.je](http://www.gov.je) under the following Ministerial Decision references –*

- *MD-TR-2021-0015*

*which was signed on 15th February 2021.*