

STATES OF JERSEY

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RESIDENTIAL AND BUSINESS PARKING SCHEME, STOPFORD ROAD AREA, ST. HELIER: FEES (P.47/2004) – COMMENTS

**Presented to the States on 20th April 2004
by the Environment and Public Services Committee**

STATES GREFFE

COMMENTS

1. A trial residents' parking scheme ended in November 2003 when the former Committee established the now permanent St. Helier Residential and Business Parking Zone (Stopford Road Area) by including it in the Road Traffic (St. Helier) (Amendment No. 13) (Jersey) Order 2003.
2. The projet has not mentioned the fact that the former Committee, at its meeting on 21st October 2003, decided to reduce the proposed level of charge following representation made by certain Members and a small number of permit holders. The Committee reduced the proposed permit fee from £600/year to £300/year (£150 per 6 months).
3. Recently, a questionnaire was circulated to all 168 existing permit holders. 86 responses were received. The results showed that 87% of respondents are "reasonably satisfied", "satisfied" or "very satisfied" with the current scheme. Over half of respondents thought the cost of the scheme was reasonable whereas 20% thought it was "very expensive".
4. At its meeting on 8th April, 2004, the Committee, with the Constable of St. Helier and Deputy Fox in attendance, considered the future of the current scheme. In the light of the responses, the scheme has to be deemed successful and so the Committee decided to maintain the current permit cost of £300 per year, slightly reduce the number of permits available, provide 6 more residents' spaces and reduce the number of visitor spaces accordingly.
5. The permit cost of £300 per year (£150 per 6 months) is fair and reasonable and compares favourably with the proposed cost in the projet of £260 per year, particularly as there will be fewer permits issued.
6. The current residents' parking scheme has shown that if residents' parking schemes are to be introduced throughout the Town, not all residents of St. Helier who would wish a permit will be able to have one, if a reasonable opportunity of finding a space is to be maintained. There is insufficient on-street space to accommodate all residents' vehicles. It is inevitable that those residents displaced by the introduction of further schemes will continue to use the public car parks for their parking needs. Similarly, displaced shoppers, visitors and commuters will still require parking spaces. Contrary to that stated in the P.47/2004, there remains a need to provide public car parks and hence a need to maintain a healthy Car Park Trading Account. Ideally, there should be greater numbers of car parks to which the public has access and fewer exclusive private car parks.
7. Any expansion of residents' parking schemes will require similar studies prior to implementation and would in turn likely have an impact on the Car Park Trading Account. In view of the fact that there is insufficient on-street space available to accommodate all residents and that many residents will have no choice but to park in public car parks, it seems reasonable that those residents who acquire a permit should pay a fair rate.
8. In summary, the majority of current permit holders are generally content with the scheme and the Committee has responded to permit holders' genuine comments on design and price of the Residential and Business Parking Scheme in the Stopford Road area by deciding not to raise the cost of a permit and allowing the permanent scheme to continue to operate. The States, therefore, should reject the Proposition.