

STATES OF JERSEY



DRAFT ACT ANNULLING THE ROAD TRAFFIC (PUBLIC PARKING PLACES – CHARGES) (AMENDMENT No. 6) (JERSEY) ORDER 2015

**Lodged au Greffe on 6th February 2015
by Deputy G.P. Southern of St. Helier**

STATES GREFFE

PROPOSITION

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

to adopt an Act as set out in the Appendix, annulling the Road Traffic (Public Parking Places – Charges) (Amendment No. 6) (Jersey) Order 2015, and to request the Minister for Transport and Technical Services to make a new Order limiting any increases in parking charges to 1.3%.

DEPUTY G.P. SOUTHERN OF ST. HELIER

REPORT

The Explanatory Note for the original Order reads as follows –

“R&O.10/2015.

Road Traffic (Public Parking Places – Charges) (Amendment No. 6) (Jersey) Order 2015.

Minister for Transport and Technical Services.

This Order increases the parking charges set out in the Road Traffic (Public Parking Places – Charges) (Jersey) Order 2010 so as to produce an annual increase of 1.8%. For clarity a note has been added to Article 2 of that Order, where the charges appear as fractions of a penny, to set out the actual amount charged when Goods and Services Tax is added to the charge.

The Order was made on 26th January 2015 and came into force on 1st February 2015.”

The first thing to note is that the RPI at December 2014 released by the Statistics Unit recently was actually 1.3%, and this should surely be the index applicable in this case for the 2015 rate.

The main body of the Order gives the following detail –

“THE MINISTER FOR TRANSPORT AND TECHNICAL SERVICES, in pursuance of Articles 59 and 84 of the Road Traffic (Jersey) Law 1956¹, orders as follows –

1 Road Traffic (Public Parking Places – Charges) (Jersey) Order 2010 amended

In the Road Traffic (Public Parking Places – Charges) (Jersey) Order 2010² –

- (a) in each of the provisions described in column 1 of the following table, for the amount specified in column 2 of the row corresponding to each provision there is substituted the amount specified in column 3 of that row –

1	2	3
Article 2(a)	71 pence	72.4 pence
Article 2(b)	36 pence	36.2 pence
Article 2(c)	36 pence	36.2 pence
Article 4(a)	£57.68	£58.72
Article 4(b)	£115.35	£117.44
Article 5(2)(a)	£28.84	£29.36
Article 5(2)(b)	£57.68	£58.72;

¹ *chapter 25.550*

² *chapter 25.550.38*

- (b) immediately below the text of Article 2 there is added the following note –

“Note: The amounts actually charged in respect of a parking unit under paragraphs (a) and (b), when Goods and Services Tax is added at a rate of 5%, is 76 pence and 38 pence respectively.””

The overall effect of this Order, after taking into account the addition of 5% GST, and rounding, is to raise the cost of a parking unit from 74 pence to 76 pence. This is a total rise of 2.7%, or twice the rate required to cover the inflation figure of 1.3%. The actual cost of a parking unit should therefore be 75 pence, a rise of one penny, not 2 pence.

Financial and manpower implications

There is obviously a loss in revenue to the Department, but nonetheless the amended charge fulfills the stated aim of the Minister, and more accurately meets the requirement of the States to limit rises in States charges to the rate of inflation.

**DRAFT ACT ANNULLING THE ROAD TRAFFIC
(PUBLIC PARKING PLACES – CHARGES)
(AMENDMENT No. 6) (JERSEY) ORDER 2015**

Made [date to be inserted]

Coming into force [date to be inserted]

THE STATES, in pursuance of the Subordinate Legislation (Jersey) Law 1960³, annulled the Road Traffic (Public Parking Places – Charges) (Amendment No. 6) (Jersey) Order 2015⁴.

³ *chapter 15.720*

⁴ *R&O.10/2015*