



BILLET D'ÉTAT

III
2002

WEDNESDAY, 27th FEBRUARY, 2002

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B I L L E T D ' É T A T

TO THE MEMBERS OF THE STATES OF THE ISLAND OF GUERNSEY

I have the honour to inform you that a Meeting of the States of Deliberation will be held at **THE ROYAL COURT HOUSE, on WEDNESDAY, the 27th FEBRUARY, 2002**, immediately after the Meeting already convened for that day.

THE BAR (AMENDMENT) ORDINANCE, 2002

The States are asked to decide:—

I.—Whether they are of opinion to approve the draft Ordinance entitled “The Bar (Amendment) Ordinance, 2002”, and to direct that the same shall have effect as an Ordinance of the States.

ADMINISTRATIVE DECISIONS (REVIEW) (GUERNSEY) LAW, 1986**NEW DEPUTY CHAIRMAN OF PANEL OF MEMBERS**

The States are asked:—

II.—To elect in accordance with the provisions of section 4 of the Administrative Decisions (Review) (Guernsey) Law, 1986, a Deputy Chairman of the Panel of Members, who shall be one of the Deans of the Douzaines but who shall not have a seat in the States, to complete the unexpired portion of the term of office of Mr. B. W. Rabey, who has ceased to be a Douzenier, namely, to the 31st May, 2002.

STATES ADVISORY & FINANCE COMMITTEE

NEW MEMBER OF THE STATES AUDIT COMMISSION

The President,
States of Guernsey,
Royal Court House,
St. Peter Port,
Guernsey.

23rd January, 2002.

Dear Sir,

NEW MEMBER OF THE STATES AUDIT COMMISSION

In accordance with the provisions of sub-paragraph 4 (1) of Schedule 1 of the States Audit Commission (Guernsey) Law, 1997, Mr. Anthony Wills retires as an ordinary member of the Commission on the 1 March 2002.

Mr. Wills has advised that he does not wish to be considered for re-election as a member of the Commission. The Committee is extremely grateful to Mr. Wills for his contribution to the Commission in particular in its formative years when he was its first Chairman.

The Committee, having consulted with the Audit Commission, is pleased to nominate as a new ordinary member Mrs. S. A. Farnon with effect from 1 March 2002.

Mrs. Susie Farnon was born in Guernsey and was educated at St. Martins School and the Ladies College. Mrs. Farnon is a qualified Chartered Accountant and was previously an audit partner with KPMG and is a past President of the Guernsey Society of Chartered and Certified Accountants. Mrs. Farnon was also a member of the Panel for the Review of the Machinery of Government (The Harwood Review).

I should be grateful if you would lay this matter before the States with the appropriate proposition.

Yours faithfully,

L. C. MORGAN,
President,
States Advisory and Finance Committee.

The States are asked:—

III.—To elect Mrs. S. A. Farnon, who has been nominated in that behalf by the States Advisory and Finance Committee, as an ordinary member of the States Audit Commission with effect from the 1st March, 2002.

STATES BOARD OF ADMINISTRATION**AIRPORT FEES AND CHARGES 2002**

The President,
States of Guernsey,
Royal Court House,
St. Peter Port,
Guernsey.

7th January, 2002.

Dear Sir,

AIRPORT FEES AND CHARGES 2002

The States Board of Administration has reviewed the fees and charges for the use of Guernsey and Alderney Airports which should apply from 1 April 2002.

Guernsey Airport

The tragic events which occurred in the United States on 11 September 2001 have clearly had a detrimental effect on the aviation industry and can be expected to continue for the foreseeable future. Guernsey Airport has been affected but the Board is unable to quantify what the total effect has been or how it might impact on the traffic levels and/or trading results for 2002 and beyond.

For the first six months of 2001, traffic levels at the Airport, in terms of passenger arrivals and departures, were almost identical to the same period in the previous year. In July, August and October, passenger movements showed a reduction of approximately 6% each month. Passenger movements in September declined by more than 8% but, set against the trend which commenced at the beginning of July, it could be argued that the effect of the 11 September events has caused passenger traffic overall to decline by only approximately 2½%. In November there was a reduction of less than 1% compared to the previous year. The Board will continue to monitor traffic levels on a month to month basis. The reduction in Airport traffic, which may continue during 2002, will be reflected in the income received.

The events of 11 September 2001 have also had an effect on Airport running costs with particular reference to the introduction of enhanced security measures and higher insurance premiums. That said, the Board believes that the difficulties which the Airport is experiencing are also occurring throughout the aviation industry, including the airlines and the organisations which are responsible for the handling of passengers and baggage at airports. As a result, costs will continue to increase, many of which will have to be recovered by increased charges passed on to members of the travelling public. Ideally, the Board would wish to maintain its previously stated policy that fees and charges for the use of the Airport should cover all running costs and provide funds for the ongoing maintenance of the infrastructure and the replacement of equipment essential to its safe and expeditious operation. However, in the current circumstances, the Board believes that every effort should be made to keep any costs passed on to travellers to an absolute minimum. Therefore, the Board proposes that all existing fees and charges, with the exception of the security fee, should be increased in line with the change recorded in the Island's Index of Retail Prices for the year ended 30 June 2001, namely 2.3%, and rounded to the nearest 5p.

It is estimated that if the Board's proposals for the adjustment of fees and charges from 1 April 2002 are approved, Airport revenue will be increased by approximately £90,000 in a full year at present traffic levels.

A schedule setting out the existing and proposed fees for passenger aircraft at Guernsey Airport compared to existing fees in operation at airports in the United Kingdom, with which the Island has air links, is attached for the information of Members of the States.

In addition to this schedule it should be noted that an airport surcharge of £1.00 per single movement for passengers travelling to and from the UK and Europe and £0.50 per single movement for inter-island passengers, in respect of an airport development charge, was approved by the States of Deliberation on 30 November 2000 and remains in force.

Alderney Airport

The trading position at Alderney Airport continues to produce a substantial annual deficit with income for the current year expected to amount to not more than 44% of total expenditure.

The Board has examined commercial passenger movements recorded at Alderney Airport during 2001 compared with the previous year and the indication is that, overall, for the year ending 31 October passenger movements have declined by 3,306 or 5.06%. Passenger movements in September 2001 recorded a reduction of 4.37% although this shows no significant change when compared with February, April, July, August and October where the reduction in traffic, compared to the previous year, was -18%, -7.28%, -7.36%, -4.81% and -5.18% respectively. November passenger movements recorded an increase of 4.37% compared with the previous year and, therefore, the Board has not yet been able to establish whether the events of 11 September 2001 are having an effect on commercial passenger movements at Alderney Airport or whether the reduction which has occurred in passenger movements during the current year is due to some other cause(s). Again, the situation will continue to be monitored on a monthly basis.

In accordance with the Resolution of the States, the Advisory and Finance Committee continues to review the financial position of Alderney Airport with a view to determining how the Airport's current deficit might be substantially reduced. The review is ongoing and, in the absence of any formal conclusions at this time, the Board recommends that existing fees and charges should be adjusted in line with the change recorded in the Guernsey Index of Retail Prices for the year ending 30 June 2001, namely 2.3%, and rounded to the nearest 5p.

The Board estimates that, if its proposals are approved, income at Alderney Airport will increase by an estimated £7,000 in a full year at present traffic levels.

Security

Security procedures operated at Guernsey Airport comply with those set down in the United Kingdom's National Aviation Security Programme. By agreement between the Board and the Department of Transport, Local Government and the Regions, the Airport is subject to inspection by a Senior Aviation Security Inspector from the Department on a regular basis.

The security service at the Airport is provided by Securicor (Guernsey) Limited, which Company was selected from 1 January 2001 following a competitive tender process. The cost of security services provided at the Airport is funded by a security fee which is currently £1.30 for each passenger arriving on any flight originating outside the Channel Islands. Inter-island passengers do not incur a security fee at this time.

The events of 11 September 2001 have resulted in the implementation of enhanced security measures. It is estimated that this will increase costs by 25%. The Board wishes to recover these costs by an adjustment to the existing security fee.

In addition to the screening of passengers, and their hand- and hold- baggage, the new measures include checking airport staff members and vehicles which operate airside. There are also increased patrols of the parking areas for commercial/passenger aircraft.

Furthermore, aircraft such as those used on flights between the Channel Islands are now no longer exempt from the provisions of the UK's National Aviation Security Programme. This means that passengers, and their hand- and hold- baggage, for such flights are now also required to be security screened.

In fact, the Board changed the parking arrangements for aircraft early in 2001 in order to comply with requirements of the UK Civil Aviation Authority which had been accepted by the Royal Court and applied as a condition to the Aerodrome Licence. As a result, all inter-island passengers have been subject to security procedures since May 2001. The Board has also agreed, as a matter of principle, that when the new Terminal building is completed, all passengers will be required to use a common departure hall which will be subject to security screening at the point of entry.

The Board has considered the recently increased costs of the security provisions at Guernsey Airport. It has noted that inter-island passengers have been subject to security procedures since the spring of 2001, but have not been subject to any security fee.

Taking these two factors into account, the Board recommends that, from 1 April 2002, the security fee should be increased from £1.30 to £1.35 per passenger. The fee should be payable by all passengers arriving and disembarking at the Airport from an aircraft in passenger configuration. In line with the Jersey Authorities security charges are not levied on passengers departing the Airport.

At Alderney Airport, prior to 11 September 2001, there was no requirement for passengers to be subject to security screening. Since then, the Department of Transport, Local Government and the Regions has withdrawn the rule which exempted aircraft operating to and from the Island from being subject to security provisions. Therefore, measures have been introduced for the screening of all departing passengers, together with their hand- and hold- baggage. Discussions are continuing at staff level with the Department but the Board has every reason to believe that the screening requirement, introduced at Alderney Airport after the events of 11 September 2001, will become permanent.

Currently, the new security procedures at Alderney Airport are being undertaken by staff provided by the security contractor for Guernsey Airport. If, as expected, the requirement becomes permanent the Board would envisage that the service would be provided by personnel resident in Alderney.

Based on the costs of the current operation and having regard to the number of passengers arriving and disembarking at Alderney Airport from commercial passenger flights, a fee of £2.00 per passenger will be required to ensure recovery of security costs and thus prevent further escalation of the annual deficit incurred in operating the Airport. (Application of the proposed Guernsey Airport Security Fee of £1.35 would incur a deficit of an estimated £26,000 per annum).

The Board, therefore, recommends that a security fee be introduced at Alderney Airport with effect from 1 April 2002 at the rate of £2.00 per passenger arriving and disembarking at the Airport from an aircraft in passenger configuration.

Recommendations

The Board recommends the States:

1. To approve the adjustment of fees and charges for the use of Guernsey Airport with effect from 1 April 2002 as set out in Appendix 1 to this letter.
2. To approve the adjustment of fees and charges for the use of Alderney Airport with effect from 1 April 2002 as set out in Appendix 2 to this letter.
3. (i) To approve the adjustment of the security fee payable at Guernsey Airport with effect from 1 April 2002 to £1.35 per passenger arriving and disembarking at the Airport from an aircraft in passenger configuration; and
(ii) to extend application of the fee to include passengers who have arrived on such a flight the last point of departure of which was within the Channel Islands.
4. To approve the introduction of a security fee payable at Alderney Airport with effect from 1 April 2002 at the rate of £2.00 per passenger arriving and disembarking from an aircraft in passenger configuration.

I have the honour to request that you lay this matter before the States with appropriate propositions.

Yours faithfully,

R C BERRY,

President,
Board of Administration.

GUERNSEY AIRPORT**Appendix 1****Maximum Fees and Charges under the Airport Fees Ordinance 1987
with effect from 1 April 2002**

(Revised rates rounded to nearest 5p)

1. Aircraft in Passenger Configuration**(A) Airport Fees – Long Haul Services**

The fee for the arrival of each aircraft in this category, the last point of departure of which is 55 nautical miles or more from Guernsey Airport.

Period of Operation	Rate of Airport Fee per metric ton or part thereof	
	Present £	Proposed £
From 1 April to 31 October inclusive	14.30	14.65
From 1 November to 31 March inclusive	12.90	13.20

(B) Airport Fees – Short Haul Services

The fee for the arrival of each aircraft in this category, the last point of departure of which is less than 55 nautical miles from Guernsey Airport.

Period of Operation	Rate of Airport Fee per metric ton or part thereof	
	Present £	Proposed £
From 1 April to 31 March inclusive	7.80	8.00

(C) Passenger Fees

The fee for the arrival of a passenger on an aircraft in passenger configuration:–

Category of Passenger	Rate of Airport Fee per arriving passenger	
	Present £	Proposed £
(i) the last point of departure of which was within the Channel Islands	1.40	1.45
(ii) the last point of departure of which was within the Channel Islands, where the passenger remained on the aircraft at that point	3.10	3.15
(iii) the last point of departure of which was outside of the Channel Islands	3.10	3.15

The fee shall not be payable for any passenger who does not disembark from an aircraft at Guernsey Airport and who is on board that aircraft when it next departs from the Airport.

(D) Security Fees

The fee for the arrival of a passenger on an aircraft in passenger configuration:–

Category of Passenger	Rate of Airport Fee per arriving passenger	
	Present £	Proposed £
(i) the last point of departure of which was within the Channel Islands	Nil	1.35
(ii) the last point of departure of which was within the Channel Islands, where the passenger remained on the aircraft at that point	1.30	1.35
(iii) the last point of departure of which was outside of the Channel Islands	1.30	1.35

The fee shall not be payable for any passenger who does not disembark from an aircraft at Guernsey Airport and who is on board that aircraft when it next departs from the Airport.

2. Aircraft in Cargo Configuration/Aircraft without Passengers or Cargo**(A) Airport Fees – Long Haul Services**

The fee for the arrival of each aircraft in either category, the last point of departure of which is 55 nautical miles or more from Guernsey Airport.

Period of Operation	Rate of Airport Fee per metric ton or part thereof	
	Present £	Proposed £
From 1 April to 31 March inclusive	7.55	7.70

(B) Airport Fees – Short Haul Services

The fee payable for the arrival of each aircraft in either category, the last point of departure of which is less than 55 nautical miles from Guernsey Airport.

Period of Operation	Rate of Airport Fee per metric ton or part thereof	
	Present £	Proposed £
From 1 April to 31 March inclusive	5.20	5.30

3. **Fees for aircraft carrying out local flights**

(A) **Airport Fees**

The fee payable for the arrival of each aircraft which has taken off from Guernsey Airport and returned to the Airport without having landed elsewhere.

Period of Operation	Rate of Airport Fee per metric ton or part thereof	
	Present £	Proposed £
From 1 April to 31 March inclusive	5.60	5.75

(B) **Passenger Fees**

The fee for the arrival of a passenger on an aircraft in passenger configuration which has taken off from Guernsey Airport and returned to the Airport without having landed elsewhere.

Period of Operation	Rate of Airport Fee per metric ton or part thereof	
	Present £	Proposed £
From 1 April to 31 March inclusive	1.40	1.45

4. **Fees for Private Aircraft**

(A) **Aircraft not exceeding 5 metric ton maximum permissible take off weight**

- (i) The fee for the arrival of a private aircraft, the last point of departure of which is 55 nautical miles or more from Guernsey Airport.

Period of Operation	Rate of Airport Fee per metric ton or part thereof	
	Present £	Proposed £
From 1 April to 31 March inclusive	8.90	9.10

- (ii) The fee for the arrival of a private aircraft in this category, the last point of departure of which is less than 55 nautical miles from Guernsey Airport.

Period of Operation	Rate of Airport Fee per metric ton or part thereof	
	Present £	Proposed £
From 1 April to 31 March inclusive	7.20	7.35

(B) Aircraft exceeding 5 metric ton maximum permissible take off weight

- (i) The fee for the arrival of a private aircraft, the last point of departure of which is 55 nautical miles or more from Guernsey Airport.

Period of Operation	Rate of Airport Fee per metric ton or part thereof	
	Present £	Proposed £
From 1 April to 31 October inclusive	14.30	14.65
From 1 November to 31 March inclusive	12.90	13.20

- (ii) The fee for the arrival of a private aircraft in this category, the last point of departure of which is less than 55 nautical miles from Guernsey Airport.

Period of Operation	Rate of Airport Fee per metric ton or part thereof	
	Present £	Proposed £
From 1 April to 31 March inclusive	7.80	8.00

Operators of private aircraft who do not make payment of fees and charges before departing from the Airport will be subject to a surcharge at the rate of 100% in respect of the fee for that aircraft.

5. Fees for Test, Familiarisation and Training Flights**(A) Airport Fees**

The fee payable for the arrival of an aircraft which is being used solely for a test, familiarisation or training flight.

Period of Operation	Rate of Airport Fee per metric ton or part thereof	
	Present £	Proposed £
From 1 April to 31 March inclusive	5.20	5.30

(B) Runway Approach Fees

The fee payable for an aircraft on a test, familiarisation or training flight which approaches the runway for the purposes of making a simulated landing but does not land at the Airport.

Period of Operation	Rate of Airport Fee per metric ton or part thereof	
	Present £	Proposed £
From 1 April to 31 March inclusive	5.20	5.30

6. Additional fees for availability of Guernsey Airport outside promulgated hours

An additional fee shall be payable for the use of Guernsey Airport outside of the promulgated hours of operation for each movement of an aircraft

Hours of Operation (Local Time)	Rate at Airport for each aircraft movement	
	Present £	Proposed £
Up to 2229 hours	388.80	397.75
between 2230 hours and 2259 hours	777.30	795.20
between 2300 hours and 2329 hours	1,000.00	1,000.00 (no change)
between 2330 hours and 2359 hours	2,000.00	2,000.00 (no change)
between 2400 hours and the promulgated time of the opening of the Airport.	3,000.00	3,000.00 (no change)

This additional fee may be reduced or waived at the discretion of the Board.

7. **Parking Fees**

(A) A parking fee shall be payable for parking at Guernsey Airport of each aircraft after the expiration of the free period set out below from the time of the aircraft's arrival at the Airport.

<u>Category of Aircraft</u>	<u>Free Period</u>
(i) Private aircraft under 3 metric tons maximum permissible weight	72 hours (No Change)
(ii) Private aircraft exceeding 3 metric tons maximum permissible weight	24 hours (No Change)
(iii) Aircraft operated for hire and reward	24 hours (No Change)

(B) The parking fee shall be calculated in respect of each period of 24 hours or part thereof after expiration of the free period appropriate to the aircraft concerned and before the time of take-off.

	Rate of Airport Fee per metric ton or part thereof	
	Present £	Proposed £
(i) For the first metric ton	8.55	8.75
(ii) For each additional metric ton	1.80	1.85

Note Unless the context otherwise requires, words and expressions used in this Appendix have the same meanings as in the Airport Fees Ordinance 1987.

ALDERNEY AIRPORT**Appendix 2****Maximum Fees and Charges under the Airport Fees Ordinance 1987
with effect from 1 April 2002**

(Revised rates rounded to nearest 5p)

1. Aircraft in Passenger Configuration**(A) Airport Fees – Long Haul Services**

The fee for the arrival of each aircraft in this category, the last point of departure of which is 55 nautical miles or more from Alderney Airport.

Period of Operation	Rate of Airport Fee per metric ton or part thereof	
	Present £	Proposed £
From 1 April to 31 October inclusive	14.30	14.65
From 1 November to 31 March inclusive	12.90	13.20

(B) Airport Fees – Short Haul Services

The fee for the arrival of each aircraft in this category, the last point of departure of which is less than 55 nautical miles from Alderney Airport.

Period of Operation	Rate of Airport Fee per metric ton or part thereof	
	Present £	Proposed £
From 1 April to 31 March inclusive	7.80	8.00

(C) Passenger Fees

The fee for the arrival of a passenger on an aircraft in passenger configuration:–

Category of Passenger	Rate of Airport Fee per arriving passenger	
	Present £	Proposed £
(i) the last point of departure of which was within the Channel Islands	1.40	1.45
(ii) the last point of departure of which was within the Channel Islands, where the passenger remained on the aircraft at that point	3.10	3.15
(iii) the last point of departure of which was outside of the Channel Islands	3.10	3.15

The fee shall not be payable for any passenger who does not disembark from an aircraft at Alderney Airport and who is on board that aircraft when it next departs from the Airport.

(D) Security Fee

The fee for the arrival of a passenger on an aircraft in passenger configuration:–

Category of Passenger	Rate of Airport Fee per arriving passenger	
	Present £	Proposed £
(i) the last point of departure of which was within the Channel Islands	Nil	2.00
(ii) the last point of departure of which was within the Channel Islands, where the passenger remained on the aircraft at that point	Nil	2.00
(iii) the last point of departure of which was outside of the Channel Islands	Nil	2.00

The fee shall not be payable for any passenger who does not disembark from an aircraft at Alderney Airport and who is on board that aircraft when it next departs from the Airport.

2. **Aircraft in Cargo Configuration/Aircraft without Passengers or Cargo**

(A) Airport Fees – Long Haul Services

The fee for the arrival of each aircraft in either category, the last point of departure of which is 55 nautical miles or more from Alderney Airport.

Period of Operation	Rate of Airport Fee per metric ton or part thereof	
	Present £	Proposed £
From 1 April to 31 March inclusive	7.55	7.70

(B) Airport Fees – Short Haul Services

The fee payable for the arrival of each aircraft in either category, the last point of departure of which is less than 55 nautical miles from Alderney Airport.

Period of Operation	Rate of Airport Fee per metric ton or part thereof	
	Present £	Proposed £
From 1 April to 31 March inclusive	5.20	5.30

3. **Fees for aircraft carrying out local flights**

(A) **Airport Fees**

The fee payable for the arrival of each aircraft which has taken off from Alderney Airport and returned to the Airport without having landed elsewhere.

Period of Operation	Rate of Airport Fee per metric ton or part thereof	
	Present £	Proposed £
From 1 April to 31 March inclusive	5.60	5.75

(B) **Passenger Fees**

The fee for the arrival of a passenger on an aircraft in passenger configuration which has taken off from Alderney Airport and returned to the Airport without having landed elsewhere.

Period of Operation	Rate of Airport Fee per metric ton or part thereof	
	Present £	Proposed £
From 1 April to 31 March inclusive	1.40	1.45

4. **Fees for Private Aircraft**

(A) **Aircraft not exceeding 5 metric ton maximum permissible take off weight**

- (i) The fee for the arrival of a private aircraft, the last point of departure of which is 55 nautical miles or more from Alderney Airport.

Period of Operation	Rate of Airport Fee per metric ton or part thereof	
	Present £	Proposed £
From 1 April to 31 March inclusive	8.90	9.10

- (ii) The fee for the arrival of a private aircraft in this category, the last point of departure of which is less than 55 nautical miles from Alderney Airport.

Period of Operation	Rate of Airport Fee per metric ton or part thereof	
	Present £	Proposed £
From 1 April to 31 March inclusive	7.20	7.35

(B) Aircraft exceeding 5 metric ton maximum permissible take off weight

- (i) The fee for the arrival of a private aircraft, the last point of departure of which is 55 nautical miles or more from Alderney Airport.

Period of Operation	Rate of Airport Fee per metric ton or part thereof	
	Present £	Proposed £
From 1 April to 31 October inclusive	14.30	14.65
From 1 November to 31 March inclusive	12.90	13.20

- (ii) The fee for the arrival of a private aircraft in this category, the last point of departure of which is less than 55 nautical miles from Alderney Airport.

Period of Operation	Rate of Airport Fee per metric ton or part thereof	
	Present £	Proposed £
From 1 April to 31 March inclusive	7.80	8.00

Operators of private aircraft who do not make payment of fees and charges before departing from the Airport will be subject to a surcharge at the rate of 100% in respect of the fee for that aircraft.

5. Fees for Tests Familiarisation and Training Flights**(A) Airport Fees**

The fee payable for the arrival of an aircraft which is being used solely for a test, familiarisation or training flight.

Period of Operation	Rate of Airport Fee per metric ton or part thereof	
	Present £	Proposed £
From 1 April to 31 March inclusive	5.20	5.30

(B) Runway Approach Fees

The fee payable for an aircraft on a test, familiarisation or training flight which approaches the runway for the purposes of making a simulated landing but does not land at the Airport.

Period of Operation	Rate of Airport Fee per metric ton or part thereof	
	Present £	Proposed £
From 1 April to 31 March inclusive	5.20	5.30

6. Additional fees for availability of Alderney Airport outside promulgated hours

An additional fee shall be payable for the use of Alderney Airport outside of the promulgated hours of operation for each movement of an aircraft

Hours of Operation (Local Time)	Rate at Airport for each aircraft movement	
	Present £	Proposed £
Up to 2229 hours	388.80	397.75
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between 2300 hours and 2329 hours	1,000.00	1,000.00 (no change)
between 2330 hours and 2359 hours	2,000.00	2,000.00 (no change)
between 2400 hours and the promulgated time of the opening of the Airport.	3,000.00	3,000.00 (no change)

This additional fee may be reduced or waived at the discretion of the Board.

7. **Parking Fees**

(A) A parking fee shall be payable for parking at Alderney Airport of each aircraft after the expiration of the free period set out below from the time of the aircraft's arrival at the Airport.

<u>Category of Aircraft</u>	<u>Free Period</u>
(i) Private aircraft under 3 metric tons maximum permissible weight	72 hours (No Change)
(ii) Private aircraft exceeding 3 metric tons maximum permissible weight	24 hours (No Change)
(iii) Aircraft operated for hire and reward	24 hours (No Change)

(B) The parking fee shall be calculated in respect of each period of 24 hours or part thereof after expiration of the free period appropriate to the aircraft concerned and before the time of take-off.

	Rate of Airport Fee per metric ton or part thereof	
	Present £	Proposed £
(i) For the first metric ton	8.55	8.75
(ii) For each additional metric ton	1.80	1.85

Note Unless the context otherwise requires, words and expressions used in this Appendix have the same meanings as in the Airport Fees Ordinance 1987.

AIRPORT FEES & CHARGES – 2001							EXAMPLE FEES FOR AIRCRAFT WITH 50 SEATS MTOW 20 METRIC TONS AND 35 PASSENGERS				
AIRPORT	LANDING FEE	NOTES	PASSENGER FEE	NOTES	SECURITY FEE	NOTES	LANDING / RUNWAY USAGE FEE	PLS	SECURITY	TOTAL	
	£		DOMESTIC £		DOMESTIC £		£	FEE	FEE	£	
GUERNSEY	14.30	SUMMER	3.10	ON ARRIVAL	1.30	ON ARRIVAL	286.00	108.50	45.50	440.00	
	12.90	WINTER	3.10	ON ARRIVAL	1.30	ON ARRIVAL	258.00	108.50	45.50	412.00	
GUERNSEY	14.65	SUMMER	3.20	ON ARRIVAL	1.35	ON ARRIVAL	293.00	112.00	47.25	452.25	
	13.20	WINTER	3.20	ON ARRIVAL	1.35	ON ARRIVAL	264.00	112.00	47.25	423.25	
BOURNEMOUTH	15.00	ON ARRIVAL	5.00	ON ARRIVAL	5.00	ON ARRIVAL	300.00	175.00	175.00	650.00	
BIRMINGHAM	11.21	RUNWAY FEE ON DEPARTURE	6.68	ON DEPARTURE	INC IN PLS		224.20	233.80	INC IN PLS	458.00	
CARDIFF	14.21	ON ARRIVAL	7.90	ON ARRIVAL	1.00	ON DEPARTURE	284.20	276.50	35.00	595.70	
EAST MIDLANDS	11.12	RUNWAY FEE ON DEPARTURE – SUMMER	5.59	ON DEPARTURE	2.61	ON DEPARTURE	222.40	195.65	91.35	509.40	
	11.12	RUNWAY FEE ON DEPARTURE – WINTER	5.06	ON DEPARTURE	2.61	ON DEPARTURE	222.40	177.10	91.35	490.85	
EXETER	15.30	ON DEPARTURE	5.00	ON DEPARTURE	4.25	ON DEPARTURE	306.00	175.00	148.75	629.75	
JERSEY	13.46	ON ARRIVAL	4.99	ON ARRIVAL	1.99	ON ARRIVAL	269.20	174.65	69.65	513.50	
LEEDS	13.18	ON ARRIVAL	5.97	ON DEPARTURE	2.45	ON DEPARTURE	263.60	208.95	85.75	558.30	
LONDON GATWICK	85.00 345.00	RATE FOR AIRCRAFT BETWEEN 16 & 55 METRIC TON OFF PEAK PEAK	4.20 4.20	ON DEPARTURE ON DEPARTURE	INC IN PLS INC IN PLS		80.00 340.00	147.00 147.00	INC IN PLS INC IN PLS	227.00 487.00	
LONDON STANSTED	85.00 120.00	RATE FOR AIRCRAFT BETWEEN 16 & 55 METRIC TON OFF PEAK PEAK	4.20 4.20	ON DEPARTURE ON DEPARTURE	INC IN PLS INC IN PLS		95.00	147.00	INC IN PLS	242.00	
MANCHESTER	6.38 6.38	AIRCRAFT UP TO 25 METRIC TONS SUMMER AIRCRAFT UP TO 25 METRIC TONS WINTER	1.25 1.00	ON DEPARTURE ON DEPARTURE	3.00 3.00	ON DEPARTURE ON DEPARTURE	127.60 127.60	43.75 35.00	105.00 105.00	276.35 267.60	
NORWICH	14.12		696	ON ARRIVAL	420	ON DEPARTURE	282.40	243.60	147.00	673.00	
SOUTHAMPTON	16.60	ON ARRIVAL	9.26	ON DEPARTURE	INC IN PLS		332.00	324.10	INC IN PLS	656.10	
TEESIDE	13.10	ON ARRIVAL	8.65	ON ARRIVAL	INC IN PLS		262.00	302.75	INC IN PLS	564.75	

[N.B. – The States Advisory and Finance Committee supports the proposals.]

The States are asked to decide:-

IV.—Whether, after consideration of the Report dated the 7th January, 2002, of the States Board of Administration, they are of opinion:—

1. To approve the adjustment of fees and charges for the use of Guernsey Airport with effect from the 1st April, 2002, as set out in Appendix 1 to that Report.
2. To approve the adjustment of fees and charges for the use of Alderney Airport with effect from the 1st April, 2002, as set out in Appendix 2 to that Report.
3. (1) To approve the adjustment of the security fee payable at Guernsey Airport with effect from the 1st April, 2002, to £1.35 per passenger arriving and disembarking at the Airport from an aircraft in passenger configuration; and

(2) to extend application of that fee to include passengers who arrived on such a flight the last point of departure of which was within the Channel Islands.
4. To approve the introduction of a security fee payable at Alderney Airport with effect from the 1st April, 2002, at the rate of £2.00 per passenger arriving and disembarking from an aircraft in passenger configuration.

STATES BOARD OF HEALTH

CONSULTANT FEES AND THE PROVISION OF WHOLLY PRIVATE CARE INCLUDING RADIOLOGY AND PATHOLOGY INVESTIGATIONS

The President,
States of Guernsey,
Royal Court House,
St. Peter Port,
Guernsey.

23rd January, 2002.

Dear Sir,

CONSULTANT FEES AND THE PROVISION OF WHOLLY PRIVATE CARE INCLUDING RADIOLOGY AND PATHOLOGY INVESTIGATIONS

Summary

1. This report contains proposals for the existing States' resolutions relating to hospital charges to be rescinded and replaced with a new set of resolutions which set out the rights of patients, as both hospital inpatients and outpatients, to services funded by the Specialist Health Insurance Scheme and those provided through general revenue via taxation. It also concerns those patients who opt for wholly private care outside of States funded provision. This affects principally the radiology and pathology services.
2. Previous States' resolutions have meant that all acute hospital services, together with radiological and pathological investigations, are provided free of charge at the point of delivery. This also applies to dental patients who seek further radiological or pathological investigations as a consequence of referral from a private dentist. In previously abolishing these charges (Billet d'État IX 1959), it would appear that the States' original intention was to relieve patients of the financial burden associated with hospital care and radiological and pathological investigations at a time when patients were responsible for payment of medical fees and other charges.
3. The introduction of the Specialist Health Insurance Scheme in January 1996 (Billet d'État XIII 1995) absolved patients of all direct charges associated with specialist outpatient and inpatient treatment when these services became free at the point of delivery.
4. However, the result of these resolutions is that there are patients who receive treatment in Primary Care Clinics and by Medical Specialists and whose treatment is outside the Guernsey Social Security Authority's Health Service (Benefit) (Guernsey) Law and/or the Specialist Health Insurance Scheme but who are still eligible to receive some Board of Health services, including radiology and pathology investigations, free of charge.
5. When patients opt for wholly private care, they relinquish their right to treatment funded by the Specialist Health Insurance Scheme and general revenue and they become responsible for payment of their hospital charges and medical and physiotherapy fees. However, because of the 1959 States' resolutions, wholly private patients are entitled to free radiology and pathology investigations unless they specifically opt for these services to be provided privately.

6. Dental patients requiring radiological or pathological investigations also receive these services free of charge unless they opt to be treated privately.
7. Anomalies now exist regarding consultant and hospital charges and in the provision of private care.
8. The Board of Health is, therefore, recommending to the States that:
 - (a) Where patients choose to waive their rights to treatment funded by the Specialist Health Insurance Scheme and opt for wholly private care, that these patients be responsible for meeting all charges associated with their treatment and care. This will include hospital charges, Specialist and States Employed Consultant medical and physiotherapy fees and radiology and pathology investigations and opinions.
 - (b) Patients who receive medical treatment which falls outside the scope of the Primary Care Health Benefit Grant Scheme or Specialist Health Insurance Scheme or any successor scheme, be charged by the appropriate States Employed Consultant in a private capacity and by the Board of Health in respect of use of its facilities.
9. The Board of Health is not proposing any changes in respect of care and treatment provided under the States Health Insurance Scheme for Medical, Physiotherapy or Ophthalmology treatment.

Radiology and Pathology Fees

10. The rights of the Consultant Radiologists and Pathologists to undertake private work are set out in their contracts of employment. These provide for three categories of work:
 - (a) Wholly private – where patients opt for private consultation, diagnosis or treatment.
 - (b) Category I work – work which forms part of the contracted duty of the Consultant and for which no extra payment is made.
 - (c) Category II work – work which is not connected with the diagnosis and treatment of illness and for which charges may be made. (Category II work is that which is not clinically indicated, may be undertaken for other States departments or be privately requested and for which charges can be made, for example, drugs investigation work undertaken for the Police or Customs, or radiological investigations relating to insurance policies, pre-employment medicals etc.).

The history leading to today's position is as follows:

11. Prior to 1952 Radiology was provided by a private non medical practitioner working from his own consulting rooms; the States had no other obligation than to meet the costs of x-ray examinations from those who could not pay the cost of examination themselves.
12. In 1952 The States decided to establish a medically directed diagnostic radiology service (Billet d'État VII 1952). A radiology department was built and a Radiologist was appointed as the first full time consultant employed by the Board of Health.

Patients continued to pay for their examinations but payment was made directly to the hospital and the Consultant Radiologist was paid a salary that was unrelated in any way to the income from the service or to the volume of work he undertook. He was not permitted by the terms of his contract to undertake private work.

13. In 1959 The States agreed to a recommendation from the Board of Health that all fees for radiology and pathology examinations should be abolished. (Billet d'État IX 1959)
14. In 1968 The States resolved that "hospital charges" be abolished with effect from the 1st January 1969 in respect of all patients admitted to the public wards in the Princess Elizabeth Hospital and in respect of all patients admitted to the Castel and Maternity Hospitals. (Billet d'État XVII 1968)
15. In 1973 It was agreed that the Consultant Radiologist be employed on the same basis as colleagues in the NHS and that he should receive payments for Category II work, as defined by NHS conditions of service for medical staff.
16. In 1986 Following a report from the Board of Health, the States resolved (Billet d'État XI 1986):
 - (a) That in line with the 1959 Resolution of the States, no charge shall be made to residents of Guernsey and Alderney for x-ray and Pathological investigations, examinations and procedures where these arise from the prevention, diagnosis and treatment of illness.
 - (b) That charges may be made for such examinations to persons not resident in Guernsey and Alderney unless they are resident in a territory with which Guernsey has a reciprocal health service agreement.
 - (c) That charges may be made for such examinations to persons who receive treatment following a road traffic accident where the fees could be recovered under the terms of a motor insurance policy.
 - (d) That a charge may be made for x-ray and Pathological investigations, examinations and procedures when –

Such examinations do not arise from the prevention, diagnosis and treatment of illness.

The patient elects to be seen as a private patient.
 - (e) That where a charge is made, and hospital facilities are used, the fee shall be shared between the Consultant and the States Board of Health in accordance with the regulations for the time being in force for the use of similar facilities by Consultants in National Health Service hospitals.
17. In 1995 Following a report from the Guernsey Social Security Authority, the States resolved that the Specialist Health Insurance Scheme be introduced with effect from the 1st January 1996 (Billet d'État XIII 1995), which allowed all Guernsey and Alderney residents admitted to the Princess Elizabeth Hospital, together with those requiring outpatient consultations, to receive treatment free of charge at the point of delivery, funded through extended Social Security contributions.

Patients, however, retained the option to be treated as private patients and pay both hospital costs and medical and physiotherapy fees.

Current Position

18. Previous resolutions have provided for the residents of Guernsey and Alderney to receive hospital care and Radiological and Pathological investigations funded through general revenue.
19. The introduction of the Specialist Health Insurance Scheme has not affected that right.
20. Further States resolutions to enable private work to be undertaken by Consultant Radiologists and Consultant Pathologists do not invalidate a patient's right to free investigations in these specialties. Patients are free to choose private radiology and pathology services if they so wish but this is an individual decision to opt out of the service funded through general revenue.
21. Residents of Guernsey and Alderney who are admitted to Victoria Wing at the Princess Elizabeth Hospital, who are being treated in a wholly private capacity by medical specialists, are still within their rights to have all radiological and pathological investigation undertaken free of charge, albeit that they have to pay for all other hospital services.
22. Patients who opt out of the States Health Insurance Scheme and elect for wholly private care currently have to specifically request private radiological and pathological services.
23. There is some doubt under the current resolutions if patients opting for private care can receive accommodation and the use of hospital facilities on a general ward, where they would be responsible for meeting their medical and physiotherapy fees but not their hospital charges.
24. With regard to dental services, where radiological investigations are being carried out for services on behalf of the Board of Health, for example the school dental services, these investigations are carried out without charge to the patient.
25. Where dental patients are seeking radiological investigations as a consequence of referral from a private dentist then the investigation will be covered under the existing States resolution, providing free radiology and pathology investigations unless the patient opts to be seen in a private capacity.
26. Patients attending a medical clinic, the primary purpose of which is not the diagnosis or treatment of illness, may still receive radiology and pathology investigations without charge, providing the clinic doctor has permission from the Board of Health to refer patients for these services. For example, a clinic has been set up recently in Guernsey, the purpose of which is primarily aesthetic. If the doctor running it was granted permission to access pathology and radiology services, the patients would be entitled to a free service, although the doctor has requested only paid access to the services.

Proposal

27. The Board of Health is recommending that, where residents of Guernsey and Alderney choose to be treated in a wholly private capacity, they be responsible for all charges associated with their treatment and care.
28. Patients treated in a wholly private capacity will, in future, be expected to meet charges in respect of hospital costs, Specialist and Consultant fees, Physiotherapy fees and Radiology and Pathology investigations.

29. Treatment of dental patients will continue unchanged, as there is no States funded service other than for children.
30. The existing proportion of charges for the use of hospital facilities in relation to private radiology and pathology services together with the agreed list of charges for private procedures will also continue unchanged apart from annual adjustments, which are generally increased in line with the change of the RPI.
31. In order to implement these changes, the States need to rescind all relevant resolutions that relate to radiology and pathology charges and replace them with a composite resolution which will provide for outpatients and inpatients who opt for wholly private care to be required to meet all charges associated with their treatment and care including accommodation, hospital charges, medical and physiotherapy fees, radiology and pathology investigations.
32. Prescription charges and arrangements will continue unchanged.
33. Radiology and Pathology investigations requested by General Practitioners will continue to be provided free at the point of delivery, funded by the Board of Health's revenue allocation but patients attending a clinic, the primary purpose of which is not the diagnosis or treatment of illness, will be required to pay for radiology and pathology investigations.

34. Revenue Implications

The additional income that will accrue to the Board of Health as a result of these proposals is estimated at approximately £30,000 per annum. This income will be retained by the Board of Health and, consequently, an adjustment to the Board's revenue budget may be required.

Recommendations

35. The Board of Health requests the States:

- (a) To rescind the previous resolutions of:

1952 regarding the introduction of and payments for a States' radiological service

1959, regarding the abolition of fees for radiology and pathology examinations

1986, regarding the introduction of charges for non-reciprocal health patients, the introduction of charges for road traffic accidents at the discretion of the Board of Health, the introduction of charges for patients who seek private radiology and pathology investigation, the introduction of charges in radiology and pathology where investigations are not associated with the diagnosis and treatment of illness, and the introduction of charges by both the Board of Health and Medical Consultants on an agreed shared basis.

- (b) To resolve:—

- (i) That residents of Guernsey and Alderney shall be entitled to the following health services, provided through general revenue or through contributions to Guernsey Social Security Authority without charge to the patient at the point of delivery;

all specialist acute inpatient and outpatient care and treatment recognised under the specialist health insurance scheme or any successor scheme;

all medical care and treatment provided by States Employed Consultants, except that provided for long-stay patients which is included as part of the total long-stay fees;

radiology and pathology investigations relating to the diagnosis and treatment of illness, except for patients receiving specialist care in a wholly private capacity and patients referred by a private clinic, the purpose of which is not primarily the diagnosis or treatment of illness;

radiology and pathology treatment services in respect of adult dentistry and the School Dental Service.

- (ii) That fees may be charged by the Board of Health, by the Medical Specialist Group and by States Employed Consultants for services, investigations, care and treatment which is not connected with the diagnosis and treatment of illness and/or not covered by the Social Security Authority, in respect of Primary Care or the Specialist Health Insurance Scheme.
- (iii) That patients who opt to be treated in a wholly private capacity should be charged for the following services:

Medical consultations and treatment, whether by a Specialist employed by the Medical Specialist Group or by a States Employed Consultant, Physiotherapy, Radiology and Pathology investigations, Hospital charges in respect of accommodation, food and beverages, drugs and dressings, clinical disposables, nursing care and other associated professional charges, use of facilities and equipment
- (iv) That patients who are residents of Sark and visitors not covered by the reciprocal health arrangements be required to meet the Board of Health charges and consultant fees in relation to Radiology and Pathology investigations.
- (v) That such charges shall be set and regularly reviewed by the Board of Health in respect of use of the Board's facilities and services.
- (vi) That patients opting for private in-patient treatment and care must be admitted to the Victoria Wing or any other area of the Board of Health's premises specifically designed by the Board for private patients.
- (vii) That private charges in respect of Medical and Physiotherapy fees will be subject to agreement between Consultant/Specialist/Physiotherapist and the patient directly.
- (viii) That the Board of Health retains the option of reintroducing charges in respect of treatment following road traffic accidents.
- (c) To direct the Advisory and Finance Committee to take due account of the estimated income to the Board of Health resulting from these changes when calculating and recommending to the States any changes to the Board of Health's revenue budget for 2003 and succeeding years.

I should be grateful if you would lay this matter before the States with appropriate propositions.

Yours faithfully,

P. J. ROFFEY,

President,

States Board of Health

[N.B. The States Advisory and Finance Committee supports the proposals.]

The States are asked to decide:—

V.—Whether, after consideration of the Report dated the 23rd January, 2002, of the States Board of Health, they are of opinion:—

1. To rescind the previous resolutions of:

1952 regarding the introduction of and payments for a States' radiological service;

1959 regarding the abolition of fees for radiology and pathology examinations;

1986 regarding the introduction of charges for non-reciprocal health patients, the introduction of charges for road traffic accidents at the discretion of the States Board of Health, the introduction of charges for patients who seek private radiology and pathology investigation, the introduction of charges in radiology and pathology where investigations are not associated with the diagnosis and treatment of illness, and the introduction of charges by both the States Board of Health and Medical Consultants on an agreed shared basis.

2. (1) That residents of Guernsey and Alderney shall be entitled to the following health services, provided through general revenue or through contributions to the Guernsey Social Security Authority without charge to the patient at the point of delivery:

all specialist acute inpatient and outpatient care and treatment recognised under the specialist health insurance scheme or any successor scheme;

all medical care and treatment provided by States Employed Consultants, except that provided for long-stay patients which is included as part of the total long-stay fees;

radiology and pathology investigations relating to the diagnosis and treatment of illness, except for patients receiving specialist care in a wholly private capacity and patients referred by a private clinic, the purpose of which is not primarily the diagnosis or treatment of illness;

radiology and pathology treatment services in respect of adult dentistry and the School Dental Service.

- (2) That fees may be charged by the States Board of Health, by the Medical Specialist Group and by States Employed Consultants for services, investigations, care and treatment which is not connected with the diagnosis and treatment of illness and/or not covered by the Guernsey Social Security Authority, in respect of Primary Care or the Specialist Health Insurance Scheme.

- (3) That patients who opt to be treated in a wholly private capacity shall be charged for the following services:—

Medical consultations and treatment, whether by a Specialist employed by the Medical Specialist Group or by a States Employed Consultant, Physiotherapy, Radiology and Pathology investigations, Hospital charges in respect of accommodation, food and beverages, drugs and dressings, clinical disposables, nursing care and other associated professional charges, use of facilities and equipment.

- (4) That patients who are residents of Sark and visitors not covered by the Reciprocal health arrangements shall be required to meet the States Board of Health charges and consultant fees in relation to Radiology and Pathology investigations.
 - (5) That such charges shall be set and regularly reviewed by the States Board of Health in respect of the use of that Board's facilities and services.
 - (6) That patients opting for private in-patient treatment and care must be admitted to the Victoria Wing or any other area of the States Board of Health's premises specifically designed by that Board for private patients.
 - (7) That private charges in respect of Medical and Physiotherapy fees will be subject to agreement between Consultant/Specialist/Physiotherapist and the patient directly.
 - (8) That the States Board of Health retains the option of reintroducing charges in respect of treatment following road traffic accidents.
3. To direct the States Advisory and Finance Committee to take due account of the estimated income to the States Board of Health resulting from these changes when calculating and recommending to the States any changes to that Board's revenue budget for 2003 and succeeding years.

STATES HOUSING AUTHORITY

ANNUAL REVIEW OF STATES HOUSE RENTS AND REBATES

The President,
States of Guernsey,
Royal Court House,
St. Peter Port,
Guernsey.

16th January, 2002.

Dear Sir,

ANNUAL REVIEW OF STATES' HOUSE RENTS AND REBATES

INTRODUCTION

The following is the Housing Authority's annual report concerning States' house rents and rebates, which I should be obliged if you would place before the States.

GENERAL REVIEW

Last year's report indicated that the Authority had set up a staff level working party, including officers of other interested committees, to carry out a full review of public and private sector rental costs. The working party's brief includes a thorough assessment of the present method of setting States house rents and rebates and the relationship of such rents to those in the private sector. The Authority intends to report fully on this matter to the States in 2002, and therefore, the Authority proposes that the present system of setting rents and calculating rent rebates remains in place for another year. In the interim, the Authority proposes that, in common with the practice adopted in recent years, rents and rent rebates should be increased by the rate of inflation to ensure that rents maintain their relative value, and to ensure that the value of the rebate is maintained for those of limited means. The relevant Retail Price Index is that at 30 September 2001 which showed an increase of 2.6% in 12 months.

GENERAL POLICY ON RENTS AND REBATES

The Authority's general approach to States' house rents and rent rebates was set out in the report considered by the States in May 1988 (Billet d'État XIII). This included the following statement of principles:—

- “(a) rent subsidies should not be used to keep general rent levels low;
- (b) subsidies should not be distributed to tenants who do not need them;
- (c) the aim of the scheme should be to ensure that tenants with low incomes or large families, or both, should not be asked to pay higher rents than they can afford.”

The Authority considers that these three principles continue to be relevant and they form the backbone of its current comprehensive review.

RENTS

Since 1988, the Authority's recommendations for the annual adjustment of rents have been intended to ensure that subsidies are only provided through the Rent Rebate Scheme to those tenants who cannot afford Standard Rents. While this objective has not been fully achieved and in practice those rents have themselves been subject to some degree of subsidy, the objective of the current proposals is to prevent that unmeasured subsidy from increasing pending the completion of the comprehensive review of rents.

The Authority therefore recommends that Standard Rents should be increased by 2.6% in line with the above mentioned Retail Price Index.

Appendix I shows the effect of this increase on the full range of Standard Rents. The largest weekly increase resulting from this proposal would be £2.93 per week, while a typical three bedroomed dwelling would have a rental increase of £2.10 per week to £82.74 per week. The rent for a typical modern one bedroomed dwelling would increase by £2.02 per week to £79.76 per week.

These increases in Standard Rent only apply to tenants who are not eligible for a rent rebate.

RENT REBATES

The Rent Rebate Scheme was introduced in 1973, with the aim of ensuring that States' tenants did not have to pay more in rent than they could reasonably afford. The Scheme has been reviewed annually by the States and generally the value of the rebate has been maintained by adjusting the factors in the rebate calculation in line with movements in the Retail Price Index, thereby protecting the rebate against the effects of inflation.

The rules governing the Rent Rebate Scheme are detailed in Appendix II: in the present circumstances and pending the outcome of the current detailed review, the Authority does not propose any change to these rules.

However, in order that the Rent Rebate Scheme continues to meet its stated objective, and to maintain the value of the rebate, it is recommended that all the factors in its calculation are adjusted by 2.6% in line with the increase in the Retail Price Index. This proposal includes an increase in the gross income ceiling for eligibility for a Rent Rebate from £405 to £415 per week.

The proposed rebate factors are shown at Appendix III; and examples of Weekly Income and Rent Payable both for Single Householders and Married Couples are shown at Appendix IV. It should be noted that Appendix IV is in an abbreviated form, but further details will be provided to any tenant or Member of the States who may request them. Similarly any tenant or Member of the States who wishes to know the rental category of a dwelling may obtain this information by contacting the Authority's office.

HIGH EARNER SURCHARGES

As a result of Resolution XIII of the States of 30 April 1992 (Billet VIII), the Housing Authority has, since 1 April 1993, implemented Income Related Rents for tenants whose income is regarded as high.

Under this scheme, rent is surcharged so that tenants pay more than the Standard Rent for their dwelling. At the time of writing, there are 17 paying a surcharge.

The surcharge is not intended to be a penalty, but is an incentive or encouragement to tenants to vacate their dwellings and make way for more needy families from the housing waiting list. 95% of the income-related surcharge is returned to tenants if they vacate their States' house within a 5 year period.

The income threshold at which the surcharge is activated was set at £611 per week in 2001 and the current scale is as follows:—

<i>Income</i>	<i>Proportion charged</i>	<i>Gross Rent (inc surcharge)</i>
£611 per week	— 1/6 of weekly income	= £101.80 per week
£639 per week	— 1/5 of weekly income	= £127.80 per week
£665 per week	— 1/4 of weekly income	= £166.25 per week

The Authority proposes that it is adjusted as follows for 2002:

£627 per week	— 1/6 of weekly income	= £104.50 per week
£655 per week	— 1/5 of weekly income	= £131.00 per week
£682 per week	— 1/4 of weekly income	= £170.50 per week

The Authority will continue to exercise discretion and waive the surcharge in appropriate cases; for example, where there is serious ill-health, or where the tenant is approaching retirement age so that the period of high earning is likely to be relatively limited.

Notwithstanding these changes the Authority continues to encourage all tenants who can afford to do so to vacate their homes, if necessary with the aid of the States Home Loan Scheme.

CONSULTATION

In view of the modest increases proposed in line with the low rate of inflation the Authority has not on this occasion consulted the States House Tenants Association on the proposals.

CONCLUSION

The Authority is committed to submitting a comprehensive report on rents to the States in 2002 and, therefore, pending its consideration, it asks that the States to support the interim proposals set out in this report.

RECOMMENDATIONS

The Authority recommends the States to agree that:—

1. Standard Rents for States Houses be increased by 2.6% to the levels set out in Appendix I;
2. The factors used to calculate a Rent Rebate be adjusted by 2.6%, as set out in Appendices III and IV;
3. The gross income ceiling for eligibility for a Rent Rebate be increased to £415 per week;
4. The States Resolution XIII of 30 April 1992 be varied further so that Income Related Rents will not be applied to tenants whose joint gross incomes are under £627 per week as set out in this report;
5. All the above changes shall take effect from 4 May 2002.

I should be grateful if you would be good enough to lay this matter before the States with appropriate propositions.

I am, Sir,
Your obedient Servant,
J. E. LANGLOIS,
President,
States Housing Authority.

APPENDIX IMaximum Rental Structure

Proposed Rents in standard type. *Current Rents in italics.*

Category	Bedsit	1 BED	2 BED	3 BED	4 BED	5 BED
12	—	—	92.07	106.07	—	—
	—	—	<i>89.74</i>	<i>103.38</i>	—	—
11	—	79.76	88.53	101.91	—	—
	—	<i>77.74</i>	<i>86.29</i>	<i>99.33</i>	—	—
10	53.69	74.24	82.12	94.60	110.00	115.55
	<i>52.33</i>	<i>72.36</i>	<i>80.04</i>	<i>92.20</i>	<i>107.21</i>	<i>112.62</i>
9	53.92	71.35	78.80	89.51	101.19	—
	<i>50.29</i>	<i>69.54</i>	<i>76.80</i>	<i>87.24</i>	<i>98.63</i>	—
8	49.40	68.28	75.53	86.69	96.78	—
	<i>48.15</i>	<i>66.55</i>	<i>73.62</i>	<i>84.49</i>	<i>94.33</i>	—
7	47.28	65.38	72.20	82.74	92.30	—
	<i>46.08</i>	<i>63.72</i>	<i>70.37</i>	<i>80.64</i>	<i>89.96</i>	—
6	45.21	62.39	69.06	78.80	87.92	96.51
	<i>44.06</i>	<i>60.81</i>	<i>67.31</i>	<i>76.80</i>	<i>85.69</i>	<i>94.06</i>
5	42.97	59.48	65.72	74.86	83.45	—
	<i>41.88</i>	<i>57.97</i>	<i>64.05</i>	<i>72.96</i>	<i>81.34</i>	—
4	40.90	56.51	62.39	70.97	78.95	86.44
	<i>39.86</i>	<i>55.08</i>	<i>60.81</i>	<i>69.17</i>	<i>76.96</i>	<i>84.25</i>
3	38.60	53.53	59.14	67.04	74.57	—
	<i>37.62</i>	<i>52.17</i>	<i>57.64</i>	<i>65.34</i>	<i>72.69</i>	—
2	36.59	50.26	55.83	63.09	70.10	—
	<i>35.66</i>	<i>48.99</i>	<i>54.42</i>	<i>61.49</i>	<i>68.33</i>	—
1	34.50	47.66	52.65	59.14	65.71	—
	<i>33.63</i>	<i>46.45</i>	<i>51.32</i>	<i>57.64</i>	<i>64.05</i>	—

Note – The “Category” reflects the facilities, amenities and location of the properties.

APPENDIX IIRENT REBATE SCHEME

1. Any tenant who applies for a rent rebate should complete a form providing details of:–
 - * (a) gross income of tenant and spouse/partner (if earning);
 - (b) number of children at education establishments or under school age;
 - (c) number and ages of children in employment (earnings not required);
 - (d) number of lodgers and/or additional families (earnings not required).

* NOTE: The gross income includes wages or salary from employment or business, bonuses, overtime, commission and part-time or casual earnings all totalled before deduction of Income Tax, States Insurance Contributions or any other contributions deducted from earnings, but excludes war disability pension family allowance and attendant allowances.
2. Where the tenant accommodates a parent or parent-in-law who is aged 65 or over, a charge will be levied in assessing any entitlement to Rent Rebate. If the parent is below aged 65 and in employment, the normal lodger charges will apply.
3. Where the tenant is not the principal earner in the household, the rent payable may be related to the income of the principal earner. A child of the tenant will not be regarded as the principal earner if he or she is less than 25 years old, and this provision will only be applied where the tenant is either (a) aged 60 years or over, or (b) aged less than 60 years but permanently unemployed.
4. No detailed investigation of income will be made, but simple verification of gross earnings will be required as necessary and in cases where false information is knowingly provided appropriate action will be taken.
5. Further adjustments to the rent payable may be made in special cases of personal hardship eg. invalidity, handicapped persons.
6. Where a tenant has been offered alternative accommodation, in essentially the same area on the grounds that his present dwelling is under-occupied and rejects such offer, the Authority may withdraw the rebate.
7. No rebate shall be allowed to a tenant carrying on a business unless he can produce irrefutable evidence that he is entitled to such rebate.
8. Rebates will only be granted to tenants whose rent account is in arrears if agreement is reached for the payment of an amount above the rebated rent in order to clear the arrears.
9. Rebates will be calculated having regard to the factors detailed in Appendices III and IV.
10. Where the joint gross income of the tenant and his spouse/partner exceeds £415 per week, no rebate will be allowed.
11. Rent charges and rebates are assessed on a 50 week year basis.
12. The scheme will be reviewed annually.

APPENDIX IIIPROPOSED REBATE FACTORS

- (1) Rent payable assessed at one quarter of gross weekly income of
 - (a) single householders whose gross weekly income is £247 or more
 - (b) married couples and other householders whose gross weekly income is £377 or more
- (2) Rent payable assessed at one fifth of gross weekly income of
 - (a) single householders whose gross weekly income is £165
 - (b) married couples and other householders whose joint gross weekly income is £247
- (3) Rent payable assessed at one sixth of gross weekly income of
 - (a) single householders whose gross weekly income is £125
 - (b) married couples and other householders whose joint gross weekly income is £186
- (4) Rent payable assessed at one seventh of gross weekly income of
 - (a) single householders whose gross weekly income is £80
 - (b) married couples and other householders whose joint gross weekly income £125
- (5) Where the income levels fall between
 - (a) for single householders £80 & £247
 - (b) for married couples and other householders £125 & £377

the rent payable is graduated (for proposed graduations – See Appendix IV).

NOTE: WEEKLY INCOME MEANS JOINT GROSS ANNUAL INCOME DIVIDED BY 52

Allowances

- (6) In assessing gross income the following is disregarded:

The earnings of a one parent family	£2,283 pa
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- (7) For every child of school age or under or in receipt of full time education the weekly assessed rent is reduced by £3.19

Additional Charges

- (8) The following amounts will be added to the weekly assessed rent (but not so as to exceed standard rent)
- | | |
|--|--------|
| (a) for each child of the householder aged 18, but under 25 years of age | £9.08 |
| (b) for each child of the householder aged 25 and over and for each lodger | £13.62 |
| (c) for each additional family | £21.58 |
| (d) aged parent charge (see Rule 2) | £4.26 |

(This latter charge may be varied if the parent has owned property).

NOTE: “Weekly assessed rent” relates to a 50 week payment year.

APPENDIX IVRENT REBATE SCHEME – EXAMPLESSINGLE PERSONS

	Weekly Income	Assessed Rent		Weekly Income	Assessed Rent		Weekly Income	Assessed Rent
	£	£ p		£	£ p		£	£ p
1/7	80	11.88		160	32.86		240	61.32
	90	14.08	1/5	165	34.32	1/4	247	64.22
	100	16.28		170	36.12		250	65.00
	110	18.48		180	39.72		260	67.60
	120	20.68		190	43.32		270	70.20
1/6	125	21.66		200	46.92		280	72.80
	130	23.26		210	50.52		290	75.40
	140	26.46		220	54.12		300	78.00
	150	29.66		230	57.72		310	80.60

To assess rent payable for incomes not included in table

- (a) Between £80 and £124 add 22p for each additional £1 income;
- (b) Between £125 and £164 add 32p for each additional £1 income;
- (c) Between £165 and £246 add 36p for each additional £1 income.

Incomes of less than £80 assess at one seventh of income.

Incomes in excess of £247 assess at one quarter.

Incomes in excess of £415 not eligible for rebate.

NOTES: (1) “WEEKLY INCOME” MEANS JOINT GROSS ANNUAL INCOME DIVIDED BY 52.

(2) “ASSESSED RENT” RELATES TO 50 WEEK YEAR.

RENT REBATE SCHEME – EXAMPLES

MARRIED AND OTHER HOUSEHOLDERS

	Weekly Income	Assessed Rent		Weekly Income	Assessed Rent		Weekly Income	Assessed Rent
	£	£ p		£	£ p		£	£ p
1/7	125	18.57		220	42.78		320	77.65
	130	19.67		230	45.88		330	81.25
	140	21.87		240	48.98		340	84.85
	150	24.07	1/5	247	51.37		350	88.45
	160	26.27		250	52.45		360	92.05
	170	28.47		260	56.05		370	95.65
	180	30.67		270	59.65	1/4	377	98.02
1/6	186	32.24		280	63.25		380	98.80
	190	33.48		290	66.85		390	101.40
	200	36.58		300	70.45		400	104.00
	210	39.68		310	74.05		415	107.90

To assess rent payable for incomes not included in table.

- (a) Between £125 and £185 add 22p for each additional £1 income;
- (b) Between £186 and £246 add 31p for each additional £1 income;
- (c) Between £247 and £376 add 36p for each additional £1 income.

Incomes of less than £125 assess at one seventh of income.

Incomes between £377 and £415 assess at one quarter of income.

Incomes in excess of £401 not eligible for rebate.

The above assessed rents may be subject to deductions and additions in respect of the allowances and charges set out in Appendix IV.

NOTE: 1. “WEEKLY INCOME” MEANS JOINT GROSS ANNUAL INCOME DIVIDED BY 52.

2. “ASSESSED RENT” RELATES TO 50 WEEK YEAR.

The President,
States of Guernsey,
Royal Court House,
St. Peter Port,
Guernsey.

17th January, 2002.

Dear Sir,

I refer to the letter dated 16 January 2002 addressed to you by the President of the States Housing Authority on the subject of the Annual Review of States House Rents and Rebates.

As set out in its report the Authority is presently engaged in a review of States House rents and rebates. The Committee has been concerned for some time with the existing basis for setting rents and rebates and therefore welcomes the carrying out of this review and awaits with interest the Authority's proposals which will be forthcoming during 2002.

In the meantime the Committee agrees that for this year it is sensible to continue with the previous policy of increasing rents and rent rebates in line with the increase in the Guernsey Retail Prices Index. The Committee therefore supports the Authority's proposals.

Yours faithfully,

L. C. MORGAN,
President,
States Advisory and Finance Committee.

The States are asked to decide:—

VI.—Whether, after consideration of the Report dated the 16th January, 2002, of the States Housing Authority, they are of opinion:—

1. That Standard Rents for States Houses shall be increased by 2.6% to the levels set out in Appendix I to that Report.
2. That the factors used to calculate a Rent Rebate shall be adjusted by 2.6% as set out in Appendices III and IV to that Report.
3. That the gross income ceiling for eligibility for a Rent Rebate shall be increased to £415 per week.
4. That States Resolution XIII of the 30th April, 1992, shall be varied further so that Income Related Rents will not be applied to tenants whose joint gross incomes are under £627 per week as set out in that Report.
5. That all the above changes shall take effect from the 4th May, 2002.

STATES TRAFFIC COMMITTEE

REPLACEMENT OF TRAFFIC SIGNALS

The President,
States of Guernsey,
Royal Court House,
St. Peter Port,
Guernsey.

18th January, 2002.

Dear Sir,

REPLACEMENT OF TRAFFIC SIGNALS

1. Introduction

The majority of the Island's traffic signal equipment is now in excess of 20 years old. In most cases, the equipment is now obsolete and in need of replacement. This has been reflected in an increasing rate of failure in the equipment.

In anticipation of the need to replace the equipment, the Committee commissioned a review of the methods of traffic control at each of the existing signal controlled junctions and a number of other important junctions.

The purpose of this policy letter is to set out the main findings of this review and to put forward recommendations for a phased replacement programme of the Island's existing traffic signal equipment over a 3 year period.

2. Maintenance of Existing Equipment

In 1997, Guernsey Telecoms advised that it was no longer prepared to continue undertaking the maintenance of the Island's traffic signals on the Committee's behalf. Following a tendering exercise, a contract for the maintenance of the equipment was subsequently awarded to Siemens, which sub-contracts much of the work involved to the States Works Department.

Siemens was actually the original supplier for much of the existing equipment. Its records indicate that most of the signal controllers at each junction are now over 20 years old. With the introduction of more modern and sophisticated equipment over this time, nearly all of the signal controllers in Guernsey are now four generations out of date. The equipment is obsolete, in need of replacement and, most significantly, is becoming increasingly difficult and expensive to maintain. In 2002, the Committee is expecting to spend in excess of £30,000 maintaining the existing traffic signals.

Whilst the controllers have been maintained to a high standard over the years and have exceeded their anticipated life expectancy, the rate of failure is increasing. In practice, this means that traffic signal junctions are having to be switched off more frequently and replaced

with temporary filter-in-turn arrangements until such time as the necessary repairs can be undertaken. This is not only inconvenient for motorists, but can be detrimental to road safety.

Given the age of the signal controllers, most of the spare parts that are required to maintain and repair them are no longer manufactured. Most recently, Siemens have only been able to keep them operational by “cannibalising” spare parts from other controllers that have been returned to them. However, the availability of these spare parts is now becoming so scarce that, within months, Siemens will no longer be in a position to continue guaranteeing that the Island’s existing signal controllers can be maintained.

The need to commence a replacement programme is therefore now becoming pressing. However, having considered advice from Siemens and its engineers, the Committee is satisfied that this can be undertaken over a phased period of 3 years. Once the replacement programme has commenced, the controllers that have been replaced in the early stages will, through “cannibalisation”, provide a supply of spare parts that can be used to continue servicing the ones awaiting replacement at the later stages. The Committee believes that it is important to phase the works over a 3 year period in order to minimise any disruption being caused to motorists whilst it is undertaken.

3. The Review of Traffic Control at Selected Junctions

In anticipation of the need to replace the existing equipment and the significant capital expenditure that was likely to be involved, the Committee commissioned a review of the existing methods of traffic control at all of the current signal controlled junctions and a number of other important junctions, including all those controlled by filter-in-turns. The review was commissioned with the support of the Advisory and Finance Committee and, after a tendering exercise, the Babbie Group was appointed to undertake the work at a cost of £21,100.

In broad terms, the main purpose of the review was as follows:

- a) to determine whether, at each of the existing signal controlled junctions, traffic signals continued to be the most suitable form of control or whether an alternative should be considered;
- b) to establish whether, at each of the other remaining junctions, there was a need to consider an alternative form of control;
- c) to assist in establishing the “technical” requirements for each junction to ensure that the specification for any replacement equipment was the best possible for the Island’s traffic management purposes;
- d) to provide an estimate of the likely costs involved in the replacement programme.

A copy of the Executive Summary of the review’s findings is appended to this policy letter. A copy of the full Final Report has been lodged at the Greffe for inspection by members of the public and the States.

In reviewing each of the junctions, a number of factors were taken into consideration. These included: the traffic flows and movements through the junctions (including pedestrian); the operational capacity of different types of junction control; accident statistics, road safety and the needs of more vulnerable road users; the topography of and visibility at the junction; day-time and night-time conditions; pedestrian facilities; and, signs and lines.

The review concluded that, **on the grounds of road safety**, the vast majority of the existing signal controlled junctions were not suitable for any other type of control. In particular, they could only be changed to a filter-in-turn if significant modifications to improve visibility at the junctions were undertaken. It is a fact that drivers do not have to physically stop their vehicles before pulling onto a filter and some do so at speed. Good levels of visibility of oncoming traffic on each arm of such busy junctions are therefore essential in ensuring that a driver can judge that it is safe to enter the junction.

However, the measures that would have been necessary at the junctions concerned to improve visibility to appropriate levels would have involved considerable capital expenditure and much disruption to road users and pedestrians. In many cases, they could only have been achieved by purchasing land adjacent to the junction, much of which is in private ownership.

The importance that visibility plays in such safety considerations was demonstrated recently when the traffic signals at Castel Church were switched off for a prolonged period whilst repairs were undertaken. A temporary filter-in-turn was introduced and, whilst this arrangement was in place, there were several road traffic accidents at the junction.

In addition to the above, the operational capacity or “throughput” of a filter-in-turn junction is less than a signal controlled junction. As traffic flows increase at a junction, filters become progressively less effective at managing the traffic, whilst the effectiveness of traffic signals increases. A further very important consideration at signal controlled junctions is that proper provision can be made for safe pedestrian crossing movements. Filters also work at their best at junctions where the traffic flows on each arm of the junction are relatively equal.

However, an assessment of the turning movements, traffic and pedestrian flows at five of the junctions reviewed suggested that the use of filters at each might be sustainable. These were therefore identified as being possible candidates for conversion from traffic signals.

These five sites were then the subject of a further “audit”, which included a night-time inspection. This was conducted in order to assess how the operational safety of the junction would change in the absence of traffic signals. This was particularly important as, during the night, the presence of illuminated traffic signal bulbs generally provides a much longer distance warning to approaching motorists of the forthcoming junction. The speed of traffic approaching the junction during the night is therefore an important consideration. The higher the prevailing speeds of approaching vehicles, the more important it is to provide increased warning of the impending junction. The audit also considered the safety of other road users, such as pedestrians and cyclists, and how they would cope with a filter under night-time conditions.

The results of this process showed that only one of the five possible candidates should be considered for conversion to a filter-in-turn. The report recommended that further pedestrian counts and more detailed topographical surveys be undertaken so that the junction could be properly “modelled” before a final decision was made on the matter. This work will be undertaken before any replacement signal equipment for the junction is purchased.

The report confirmed that the existing pelican crossing, roundabout and filter-in-turn installations that were reviewed all performed satisfactorily and should be retained. In the case of pelican crossings, it highlighted the need in some cases to improve their siting and, in the case of roundabouts and filter-in-turns, a recurring theme of the study was the need to make improved provision for pedestrians.

4. Other Factors for Consideration

Phasing of the Work

The Committee is recommending that the signal replacement programme be undertaken over a 3 year period. Inevitably, there will be some disruption at the junctions concerned whilst the replacement work is undertaken. Some of this will be associated with the ducting that will have to be installed beneath the road to accommodate the upgraded electrical supplies and wiring that will be needed for the new signals.

However, this element of the work can be undertaken in advance of the signal replacements. Indeed, by working with the Public Thoroughfares Committee, the Committee has recently laid ducting at a number of junctions where the road was already closed for work on the foul water sewer network and main drain installations in anticipation of the signal replacement programme. A number of other future PTC projects have already been identified that will offer the opportunity to do the same. The Committee will therefore liaise closely with the PTC and other utilities to take advantage of such opportunities to lay the necessary ducting in advance, thereby minimising the disruption involved.

Vehicle Detection Systems

One of the advantages that the upgraded electrical supplies will offer is that the Committee will be able to install a greater number of microwave vehicle detectors (MVD's) at signal controlled junctions. These are fitted to the top of the traffic signal poles and differ from the traditional vehicle detectors, which are usually "loops" buried beneath the road. These loops are prone to damage during road works, which then adversely affects the signal phases and causes undue delays to vehicles waiting at the signals. This problem is avoided with the MVD's.

Pedestrian Facilities

The Committee receives regular requests from the public for the improvement of pedestrian facilities at traffic signal junctions, in particular by adding pedestrian phases. However, the nature and age of the current equipment is such that, where the Committee has been satisfied that such facilities can be justified, it has not been possible to add the necessary phase to the controller.

The review undertaken by the Babbie Group highlighted a number of junctions where there was a need to provide better provision at the signals for pedestrians. The Committee's own Vulnerable Road Users Working Party, which is currently undertaking a series of walking audits around the Island's schools, has also identified a number of existing signal junctions where better pedestrian provision is required in the interests of safety.

The replacement programme will provide the Committee with an important opportunity to ensure that improved provision can, where justified, be made for pedestrians at some of the busiest junctions on the Island by incorporating the necessary pedestrian phases. The sophistication of the modern equipment is such that there will also be little difficulty in adjusting the signals in future to take into account changing circumstances.

Fault Detection

In replacing the signals, the Committee proposes to investigate the installation of remote fault detection facilities. This would mean that any fault with a set of traffic signals would be automatically reported to a central monitoring point, which could then issue instructions for the necessary repairs. This will considerably reduce the time involved in detecting, identifying and repairing faults, which is important in the interests of road safety and in minimising the disruption caused to motorists.

Emergency Service Vehicle and Bus Priority Detection Systems

Emergency service vehicle detectors are already installed at two existing sets of traffic signals and the necessary transponders are fitted to most of the Island's emergency service vehicles. Once the signals detect an approaching emergency service vehicle, they switch to green in order to improve response times. Again, the nature and age of the majority of the remaining signals has meant that it has not been practical or possible to extend this facility to other junctions.

The Committee proposes to ensure that all the new signal installations are equipped with the necessary detection systems for use by emergency service vehicles. The Committee also intends to ensure that they will be capable of facilitating bus priority by enabling the early activation of the signals in a similar fashion to the emergency services. This will help to reduce bus journey times, which is an important factor in encouraging bus usage.

5. Funding

Having considered the results of the review and the advice of its own traffic engineers, the Committee estimates that a budget of £1.8m is required for the replacement programme. This is based on the cost of the equipment and its installation that was identified by the Babbie Group, to which provision for the costs of the remote fault detection systems, emergency service vehicle and bus priority detection systems and detailed junction design works have since been added. It also includes the cost of the review undertaken by the Babbie Group and an allowance for contingencies. In addition, as the replacement programme will be undertaken over a 3 year period, it includes an allowance for inflation.

There is no provision within the Committee's existing capital allocation for this expenditure and, in the event that the States approves the Committee's proposals, a transfer from the Capital Reserve to the Committee's capital allocation will be necessary.

The Committee will be seeking competitive tenders for the supply and installation of the replacement equipment. Subject to the approval of the Advisory and Finance Committee of the results of the tendering process and, in view of the increasingly pressing need to commence the work, the Committee would expect to commence the replacement programme during the second half of 2002.

6. Conclusions and Recommendations

The existing traffic signal installations are now really living on "borrowed time" and a replacement programme needs to commence as a matter of some priority. Having considered the results of the review, the Committee believes that replacing the signals will provide the "best value" traffic control system for the Island. A replacement programme will provide signals that can be properly configured to better reflect the existing traffic conditions and manage it as effectively as possible. The equipment will also be sufficiently flexible to adjust to changes in those conditions in the future.

The Committee therefore recommends the States:

- a) to agree that the Island's existing traffic signal installations should be replaced along the lines detailed in this report at a cost not exceeding £1.8m and to direct the Traffic Committee to seek tenders for the supply and installation of the necessary replacement equipment;
- b) to authorise the Traffic Committee, in consultation with the Advisory and Finance Committee, to award a contract for the supply and installation of the necessary replacement traffic signal equipment;
- c) to authorise the Advisory and Finance Committee to approve a capital vote up to a total of £1.8m to cover the cost of purchasing and installing the replacement equipment, such sum to be charged to the capital allocation of the Traffic Committee;
- d) to authorise the Advisory and Finance Committee to transfer the sum of £1.8m from the Capital Reserve to the capital allocation of the Traffic Committee.

Yours faithfully,

P. N. BOUGOURD,

President,

States Traffic Committee.

The States of Guernsey

The Review of Traffic Control at Selected Junctions

Final Report

THE EXECUTIVE SUMMARY

The Babbie Group was appointed by the States of Guernsey Traffic Committee in September 2000 to carry out a review of traffic control at selected junctions across the island. This has been undertaken by a programme of site inspections and safety audits followed by the application of computer modelling techniques utilising the VISSIM suite of software and the States own analytical methods.

Fifty locations were reviewed, comprising twenty signal controlled junctions; sixteen filter in turn junctions, three roundabouts and eleven pelican crossings. The existing signal controls systems are deemed to be obsolete and in need of replacement. In the light of this the potential for changes to the type of control at each location has also been assessed on several parameters but primarily on safety grounds.

Of the existing signal controlled sites fifteen were found to be unsuitable for change to any other type of control and their systems should be programmed for replacement. The five remaining sites were then assessed in two further stages, firstly on a capacity basis which they complied with, and secondly on a further safety audit including a night time inspection. Following this exercise only one junction was considered to be a potential candidate for change of control from signals to filter in turn.

In the event that equipment at all twenty sites are in need of replacement then a budget estimate of £818,362 has been compiled. A system of prioritisation for such a programme of replacement, based upon historical accident data has been compiled and is contained in the report.

The pelican crossings were generally found to work well, however some recommendations have been made in respect of positioning and other safety issues. Again the cost of replacement of the control systems has been estimated and amounts to £278,088 with an attendant priority list compiled based on accident records.

Filter or merge in turn junctions were confirmed as a good solution to the particular constraints presented by Guernsey's highway network. No major changes are therefore proposed for this type of junction, however improvement to pedestrian facilities was a recurrent theme in the study and needs careful consideration. A further recommendation has been made in respect of the possibility of providing additional warning lines and signs on the approaches to filter in turn junctions, this being further publicised via the Committees information pamphlet "Driving in Guernsey is Different". A list of priority was also compiled for these junctions as before.

The three roundabout junctions were found to operate satisfactorily however again some improvements to pedestrian facilities were identified

The studies results are presented in tabular form overleaf which deals with each of the junctions in turn. Where a tick has been inserted in the table this indicates that concerns were raised about a particular issue at that junction site. The priority for works at each of the junctions, based upon its accident history is also included in the tables.

BTT201320 States of Guernsey

Junction Review

Executive Summary

Jcn No.	Jcn. Name	Current Control	Lining	Pedestrian	Safety	Signing	Visibility	Comments
A1	Sausmarez Rd/La Rte des Blanchettes/Les Camps du Moulin/La Rue des Camps	Traffic Signals		✓			✓	Poor visibility dictates retention of signals. Consider including pedestrian stage in signals.
A2	Russell Rd/Forest Rd/La Rue des Monts/Le Cheme Hill	Traffic Signals						No change recommended.
A3	Le Mont D'Aval/La Rte des Delisles	Pelican Crossing				✓	✓	Improvements to advance signing and removal of vegetation obscuring the aspects are recommended. No change to control type.
A4	La Rue du Friquet/La Rue des Varendes/La Rue du Presbyterie/La Rte de Cobo	Traffic Signals		✓				Was assessed as a possible candidate for change to filter in turn, but following safety audit no change is recommended.
A5	Le Vauquiedor	Pelican Crossing			✓		✓	Severe restriction to visibility from overhanging vegetation. Possible subject for additional traffic calming. No change to control type.
A6	Footes Ln/Le Rohais de Bas/La Rue des Varendes	Traffic Signals		✓	✓			No change recommended to control regime. Possible requirement for central refuge.
A7	La Rue des Caches/La Rue Maze/ (Les Caches) La Rte des Cornus	Traffic Signals		✓				Possible candidate for conversion to filter in turn control if so then pedestrian counts and topo survey required and then possible VISSIM model.
A8	La Rue Cauches/La Grande Rue/La Rue des Caches/La Rue de la Quevillette	Traffic Signals						No change recommended.
A9	Les Baisseries/Les Ozouets Road/Footes Ln	Traffic Signals		✓	✓			No change recommended to control regime. Possible staging of signal required.

BTT201320 States of Guernsey

Junction Review
Executive Summary

Jcn No.	Jcn. Name	Current Control	Lining	Pedestrian	Safety	Signing	Visibility	Comments
A10	La Rte de la Croix au Bailiff/Le Vauquiedor/La Brigade/Le Mauxmarquis	Traffic Signals						No change recommended.
A11	Kings Rd/Mount Row E/La Ville au Roi/Mount Row W	Traffic Signals	✓					No change recommended to control regime. Possible improvements to pedestrians facilities.
A12	Rouvets Rd/La Rte du Camps du Roi/La Longue Rue/Landes du Marches	Traffic Signals						Was assessed as a possible candidate for change to filter in turn, but following safety audit no change is recommended.
A13	La Rte Militaire Nth/La Rte du Braye E/La Rte Militaire Sth/La Rte du Braye W		✓					Was assessed as a possible candidate for change to filter in turn, but following safety audit no change is recommended.
A14	La Rte St Clair/Vale Rd/Le Murier	Traffic Signals	✓					No change recommended to control type. Residential development will necessitate additional pedestrian facilities.
A15	Doyle Rd/Grange Rd E/Le Vauvert/Grange Rd W	Traffic Signals	✓					No change recommended to control type. Possible improvements to pedestrian facilities
A16	La Rue de Presbyterie/Le Rohais de Haut/La Rue Piette/La Rte de L'Eglise	Traffic Signals	✓					No change to control recommended. Possible improvements to pedestrian facilities if demand is demonstrated.
A17	Les Buttes/Candie Rd/Brock Rd/Elm Grove	Traffic Signals					✓	No change in control recommended. Cut back vegetation.
A18	La Couture Rd/Le Fosse Andre/Rosel Road/Collings Rd	Traffic Signals			✓			No change recommended. Resolve conflicts between signals and signs.
A19	La Rue des Pitronnerie/La Grand Bouet/Le Bouet/La Vrangue	Traffic Signals						No change to control recommended. Possible longer term improvements to visibility.

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Junction Review

Executive Summary

Jcn No.	Jcn. Name	Current Control	Lining	Pedestrian	Safety	Signing	Visibility	Comments
A20	Le Mont Arrive (Guelles Ln)	Pelican Crossing					✓	Consider for change to zebra crossing as pedestrian usage is relatively low.
A21	Grange Rd (Brock Rd)	Pelican Crossing						No change recommended (modelled in VISSIM)
A22	Church Hill (Town Church)	Pelican Crossing						No change recommended to control regime.
A24	Sth Esplanade (Bus Terminus)	Pelican Crossing						No change recommended to control regime.
A25	Nrth Esplanade (Weighbridge Roundabout)	Pelican Crossing						Possible re-siting but care needs to be taken regarding pedestrian desire lines.
A26	Quay (Victoria Pier)	Pelican Crossing		✓	✓			No change recommended to control regime. Possible surface treatment.
A27	St Julians Avenue (Weighbridge Roundabout)	Pelican Crossing			✓		✓	No change recommended to control regime. Wide carriageway and footway vegetation mean that the signal aspects tend to be difficult to observe. Possible surface treatment. Area due for redevelopment
A28	Grange Rd (Upland Rd)	Pelican Crossing		✓				No change to control
A29	N/A							
A30	Collings Rd/Le Rohais E/Le Rohais W	Traffic Signals		✓				No change recommended. Pedestrian movements need to be considered, particularly in light of the store development.
A31	La Rte Carre/La Rte de Braye/Gigands Rd/Grand Fort Rd	Traffic Signals		✓				Was assessed as a possible candidate for change to filter in turn, but following safety audit no change is recommended.
A32	Le Petites Capelles Rd/La Rte de Capelles/La Rte de Camps du Roi	Traffic Signals						No change recommended.

BTT201320 States of Guernsey

Junction Review

Executive Summary

Jcn No.	Jcn. Name	Current Control	Lining	Pedestrian	Safety	Signing	Visibility	Comments
B1	Nocq/Bridge	Filter In Turn	✓			✓		No change recommended to control type.
B2	Maison Au Compte/Le Maritime	Filter In Turn	✓	✓		✓		No change recommended to control regime. Possibility of providing zebra crossings on other arms.
B3	Hougues Magues Rd/La Rte de Capelles	Filter In Turn	✓			✓		No change recommended to control type.
B4	Camp du Roi/Capelles/Rue Sauvage	Filter In Turn	✓	✓		✓		No change to control recommended to control regime. Consideration of pedestrian facilities
B5	La Rte de la Charrue/La Rue Cohu	Filter In Turn	✓			✓		No change to control type recommended (modelled in VISSIM).
B6	La Friquet/La Rue Cohu	Filter In Turn	✓			✓		No change recommended to control type (modelled in VISSIM).
B7	La Houquette Rd/Les Delisles	Filter In Turn	✓	✓		✓		No change recommended to control type. A view is needs to be taken on the level of pedestrian activity.
B8	La Grande Rue/Rue Maze	Filter In Turn	✓			✓		No change recommended to control regime.
B9	Mount Row/Queens Rd/Prince Albert Rd	Filter In Turn	✓	✓		✓		No change recommended to control type. Possibility of providing zebra crossings on the two major arms, a pedestrian count would verify this.

BTT201320 States of Guernsey

Junction Review

Executive Summary

Jcn No.	Jcn. Name	Current Control	Lining	Pedestrian	Safety	Signing	Visibility	Comments
B10	Gravee/Queens Rd	Filter In Turn	✓	✓		✓		No change recommended to control regime.
B11	Gravee/Brock Rd	Filter In Turn	✓			✓		No change recommended to control type (modelled in VISSIM)
B12	Rohais/Courtill St Jacques/Rocquette Rd	Double Filter In Turn	✓		✓	✓		No change recommended to control regime.
B13	Elm Grove/Rouge Huis Ave	Filter In Turn	✓			✓		No change recommended to control type.
B14	Le Mont Arrive/La Rouge Rue/ Maurepas Rd	Filter In Turn	✓			✓		No change recommended to control type.
B15	Collings Rd/Les Ozouets	Filter In Turn	✓	✓	✓	✓	✓	No change recommended to control regime. A pedestrian survey would be useful for evaluating demand
B16	Vale Avenue/Nth Side	Roundabout						No change recommended to control type.
B17	Charotterie/Prince Albert Rd	Roundabout		✓				No change recommended to control regime. Need for pedestrian centre refuges.
B18	Ville Au Roi/Ruette Braye/Les Frieteaux	Roundabout						No change recommended to control regime. Need for pedestrian centre refuges.
B19	Route de Longfrie/Rue des Brehauts	Filter In Turn	✓	✓				No change recommended to control regime. Consideration needs to be given to pedestrian crossings facilities. A survey of pedestrian use would be useful in assessing demand.

[N.B. The States Advisory and Finance Committee supports the proposals.]

The States are asked to decide:—

VII.—Whether, after consideration of the Report dated the 18th January, 2002, of the States Traffic Committee, they are of opinion:—

1. That the Island's existing traffic signal installations shall be replaced along the lines detailed in that Report at a cost not exceeding £1.8m and to direct the States Traffic Committee to seek tenders for the supply and installation of the necessary replacement equipment.
2. To authorise the States Traffic Committee, in consultation with the States Advisory and Finance Committee, to award a contract for the supply and installation of the necessary replacement traffic signal equipment.
3. To authorise the States Advisory and Finance Committee to approve a capital vote up to a total of £1.8m to cover the cost of purchasing and installing the replacement equipment, such sum to be charged to the capital allocation of the States Traffic Committee.
4. To authorise the States Advisory and Finance Committee to transfer the sum of £1.8m from the Capital Reserve to the capital allocation of the States Traffic Committee.

*DRAFT CODE OF PRACTICE LAID BEFORE THE STATES***HANDLING REDUNDANCY**

In pursuance of the provisions of section 31(4) of the Employment Protection (Guernsey) Law, 1998, I lay before you herewith the draft Code of Practice on “Handling Redundancy” approved by the States Board of Industry on the 27th December, 2001.

EXPLANATORY NOTE

Section 31(1) of the Employment Protection (Guernsey) Law, 1998, provides that:–

“The Board of Industry may issue codes of practice containing such practical guidance (whether for employers or for employees or for both) as the Board thinks fit–

- (a) for the purposes of ensuring that employees are not unfairly dismissed and advising as to the steps to be taken to ensure that employers act fairly and not unreasonably; and
- (b) generally for the purposes of this Law.”.

The draft code of practice has been produced and agreed by the Board, after consultation (as required by the Law) with associations and organisations representative of employers and employees in Guernsey, and other organisations as appear to the Board to be appropriate.

The failure by any person to observe any provision of the code of practice is not an offence. However any code of practice relevant to any proceedings under the Law before an Adjudicator, as to whether an employer acted reasonably prior to a dismissal, shall be taken into account by the Adjudicator before making a decision and/or an award.

(NB A copy of the draft Code of Practice has been lodged with H.M. Greffier for the information of Members)

DE V. G. CAREY,
Bailiff and President of the States.

The Royal Court House,
Guernsey.
The 8th February, 2002.

APPENDIX I

STATES EDUCATION COUNCIL

LA MARE DE CARTERET PRIMARY SCHOOL : VALIDATION REPORT

The President,
States of Guernsey,
Royal Court House,
St. Peter Port,
Guernsey.

23rd January, 2002.

Dear Sir,

La Mare de Carteret Primary School : Validation Report

I enclose two copies of the summary of the validation report and the Council's response for the above school. I shall be grateful if you will arrange for this to be published as an appendix to the Billet d'État for February.

Copies of the full report will be made available for any member of the public to inspect at both the school and the Education Department.

Yours faithfully,

M. A. OZANNE,

President,
States Education Council.

VALIDATION REPORT

LA MARE DE CARTERET PRIMARY SCHOOL

La Mare de Carteret Primary is a two form entry school, taking children mainly from the Castel, Vale and St. Sampson's parishes. There are 388 pupils on roll, made up of 216 boys and 172 girls, aged from 4 to 11.

They are taught by 21 full-time staff, including the headteacher. There are 19 classes with an average class size of 20.4 and a pupil/teacher ratio of 19.4:1.

Background

The school was visited by a validation team of 6 inspectors during the week of October 8th 2001. The school provided a comprehensive range of detailed documentation in advance of the inspection, having spent a year on a variety of well planned self evaluation activities.

During the inspection all classes and teachers were visited and 93 lessons were observed, including school assemblies and some extra-curricular activities. Planned discussions were held with teaching and non-teaching staff. Informal discussions were held with pupils and their current and previous work was scrutinised.

The 124 replies to a parental survey were analysed. Observations and recommendations were discussed with the headteacher and appropriate staff during the week and a report was made to the Director of Education.

Main Findings

- * The headteacher has successfully led the school through a demanding self-evaluation exercise and period of transition. The school's report is commendably thorough and accurately highlights strengths and areas for development. It provides a valuable basis for future planning and progress.
- * The VSSE process has been helpful in providing an additional focus on school priorities and has assisted with necessary team building, improved communication and more rigorous planning
- * The headteacher has made effective use of his expertise as an IFES trained validator to develop the skills of his staff in reviewing and evaluating their work and in strengthening planning procedures. The pace of change over the past two years has been demanding, but most staff have responded willingly to senior management team initiatives designed to raise standards of teaching, learning and attainment.
- * The school has a clear and appropriate set of aims which guide its work and the drawing up of the annual school development plan. Steady progress is being made towards meeting the declared objectives in the SDP. Much of the school's documentation is up-to-date and of high quality.
- * There is an efficient communications system, both within school and with parents and the local community. Meetings are held regularly at senior management, department and whole school levels, and there are published agendas and minutes.
- * A necessary review of staff roles, responsibilities, and job descriptions has almost been completed, and a promising start has been made in strengthening the monitoring and leadership roles of subject co-ordinators.
- * The headteacher and administrative staff have a good oversight of budget spending through the computerised financial system. Co-ordinators have responsibility for managing their budgets and are being encouraged to evaluate the educational outcomes of spending decisions in order to achieve value for money.

* The school provides a broad curriculum which generally meets the requirements of the National Curriculum (Guernsey) and the RE Agreed Syllabus. Sound progress is being made with the implementation of new initiatives in literacy, numeracy and ICT. The school is rightly seeking to improve the balance of its timetabled curriculum in some areas, with particular regard to time for the foundation subjects. Setting arrangements are rightly being kept under review. The curriculum is enhanced by a range of extra-curricular musical and sporting activities, and educational visits.

* Curriculum and lesson planning have formed a major part of the school's development over the past two years. The school has helpfully adopted QCA schemes of work in a number of subjects with the aim of providing continuity and progression in children's learning. The establishment of subject portfolios has been a positive development and several, such as in science, are of good quality.

* Of the 93 whole or part lessons observed during the inspection, 85% were found to be satisfactory or better, with 22% containing some good or excellent features. There was a strong correlation between good planning and the most successful teaching.

* The best lessons are characterised by a brisk pace with succinct introductions, well planned targets and activities for a range of abilities, and are well timed to allow for a purposeful plenary session. Particularly good examples were seen in science, PSHE and RE, as well as in some other subjects. There is a positive sharing of staff expertise in music, French, PE and ICT.

* A significant number of lessons contained some unsatisfactory features, and the school is aware of the need to address these in order to raise standards across the board and to improve on SATs results, particularly at Key Stage 2. Areas for attention in some classes include planning, timing, children's writing, class control, the plenary session and use of photocopied worksheets.

* The school has a detailed and comprehensive policy on assessment, recording and reporting which is guiding the work of the staff. There is a need to monitor its implementation more closely to ensure consistency in its application.

* The youngest children receive a sensitive and friendly introduction to school, and there are productive pre-school links with parents. Good progress is being made in PSHE and PE, but there are some gaps in resources; more attention needs to be paid to the pace and challenge of the work, establishing individual targets and rectifying the over-use of worksheets.

* Children with special needs receive an appropriate range of support from outside agencies, and through relatively small class sizes. There remains a need to strengthen the use of IEPs and target setting for the whole ability range, to improve ICT support, to monitor the effects of withdrawal from lessons, and to improve communications between teachers and support staff.

* The children behave well and most have positive attitudes towards their work. There is a clear system of rewards and sanctions. The head and staff have successfully established a warm and friendly ethos within which children can learn and make progress. Good provision is made throughout the school for the spiritual, moral, social and cultural development of its pupils.

* The school makes efficient use of most of its staffing, accommodation and learning resources. Daily routines run smoothly and most staff are conscientious in undertaking their duties. The buildings are well cleaned and maintained by a caretaking staff who also work hard to patrol the traffic congestion at the beginning and end of the school day.

* There are strong links with parents and the local community. The PTA provides extra equipment and resources for the school, including useful playground furniture. Parents also help in school and with some extra-curricular activities. The returns from the parental questionnaire (Appendix A) show that the headteacher and most staff enjoy full support for their work in the school.

* The well organised and rigorous self-evaluation process undertaken by the staff has led to the accurate identification of a range of issues which the school intends to address in order to make further progress in raising standards.

* The school's proposals for improvement are endorsed by the validation team. They will need to be rationalised and prioritised in the light of the validation report, and an appropriate timescale determined.

Key Issues that the School Needs to Address

* While supporting the school's own recommendations, the validation team feels that particular attention should be focused upon:

- teamwork and the leadership role of the subject co-ordinators;
- monitoring by the senior management team and subject co-ordinators to ensure the consistent application of all school policies;
- lesson planning and raising the quality of teaching and learning in every classroom;
- determining targets and matching work and activities to the needs of individual children in order to ensure that all pupils are suitably challenged; the further development of IEPs;
- the balance of the curriculum provision;
- the Foundation Stage, to improve resourcing and to achieve more uniform progress in children's writing and the six areas of learning;
- the provision of INSET and support in relevant areas.

The school is responsible for drawing up an action plan after receiving the Report, showing what it is going to do about the issues raised and how it will incorporate them in the school's Development Plan.

A follow-up visit to the school will be made in autumn 2002 in order to monitor and discuss the progress the school has made, and a written report will be made to the Director of Education.

EDUCATION DEPARTMENT

RESPONSE TO THE VALIDATION REPORT

ON

LA MARE DE CARTERET PRIMARY SCHOOL

The Education Council and the staff of La Mare de Carteret Primary School welcome and accept the Validation Report of December, 2001. It is pleasing to note that the school's report was commended for its thoroughness and that it provides a valuable basis for future planning and progress.

The school has established a warm and friendly ethos in which children can learn and make progress and good provision is made throughout the school for the spiritual, moral, social and cultural development of its pupils.

The school provides a broad curriculum which is enhanced by a range of extracurricular activities such as sport, music and visits. Curriculum and lesson planning have formed a major focus, with the adoption of QCA schemes of work and the establishment of subject portfolios being seen as particularly helpful.

The school is now working to address the areas for development which include:

- development of the Foundation Stage to achieve more uniform progress in children's writing and the six areas of learning;
- lesson planning and raising the quality of teaching and learning;
- determining targets and matching work to the needs of individual children.

The school recognises that the pace of change over the last two years has been demanding, but the VSSE process has been helpful in providing an additional focus on school priorities. The challenge which now lies before the school is to respond to the next stage of its development.

APPENDIX II



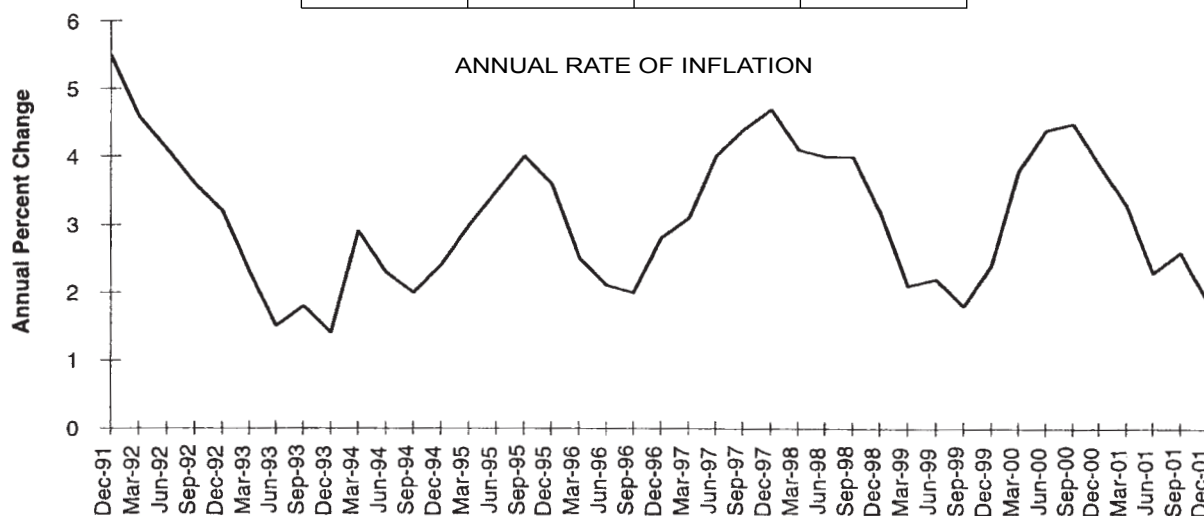
STATES OF GUERNSEY GUERNSEY RETAIL PRICES INDEX 1.9% annual change as at 31 December 2001

STATES OF GUERNSEY
**ADVISORY
& FINANCE
COMMITTEE**

At the end of September, Guernsey's annual rate of inflation, as measured by changes in the Index of Retail Prices, was 1.9% compared with 2.6% at the end of the previous quarter.

The Index Figures at the end of September 2001 were 105.8 (Dec 99 = 100), 125.6 (Mar 1994 = 100), 169.7 (Dec 1988 = 100), 226.9 (Dec 1983 = 100), 360.2 (Dec 1978 = 100)

Period	%	Period	%
3 Months	-0.2	2 Years	5.8
6 Months	0.6	3 Years	8.4
9 Months	1.3	4 Years	11.9
12 Months	1.9	5 Years	17.2
18 Months	3.0	10 Years	336



Annual % Changes

Quarterly & Changes

	March	June	September	December		March	June	September	December
1990	10.2	9.7	10.4	9.8		3.1	1.6	3.3	1.4
1991	8.6	8.7	6.1	5.5		2.0	1.7	0.8	0.9
1992	4.6	4.1	3.6	3.2		1.1	1.2	0.3	0.5
1993	2.3	1.5	1.8	1.4		0.2	0.5	0.5	0.2
1994	2.9	2.3	2.0	2.4		1.7	0.0	0.2	0.5
1995	3.0	3.5	4.0	3.6		2.2	0.5	0.7	0.2
1996	2.5	2.1	2.0	2.8		1.1	0.1	0.5	0.9
1997	3.1	4.0	4.4	4.7		1.5	1.0	1.0	1.2
1998	4.1	4.0	4.0	3.2		0.9	0.9	1.0	0.4
1999	2.1	2.2	1.8	2.4		-0.2	1.0	0.5	1.1
2000	3.8	4.4	4.5	3.9		1.2	1.6	0.6	0.5
2001	3.3	2.3	2.6	1.9		0.6	0.6	0.8	-0.1

PERCENTAGE CHANGES IN GROUP INFLATION AND THEIR CONTRIBUTION TO OVERALL INFLATION

GUERNSEY INFLATION RATE (+1.9%)

	Weight	Annual % change	Contribution %	
FOOD	127	-0.9%	-0.1	
ALCOHOLIC DRINK	52	+2.9%	0.2	
TOBACCO	19	+9.8%	0.2	
HOUSING	216	+0.4%	0.1	
FUEL, LIGHT & POWER	41	-1.4%	-0.1	
HOUSEHOLD GOODS	79	+3.3%	0.3	
HOUSEHOLD SERVICES	33	+7.9%	0.3	
CLOTHING & FOOTWEAR	56	-5.5%	-0.3	
PERSONAL GOODS	49	+3.5%	0.2	
MOTORING EXPENDITURE	85	+1.7%	0.2	
FARES/OTHER TRAVEL	33	+6.0%	0.2	
LEISURE GOODS	63	+2.3%	0.1	
LEISURE SERVICES	92	+5.9%	0.5	
FOOD AWAY FROM HOME	55	+1.1%	0.1	
OVERALL	1000		1.9	
Weight is the proportion of the total index represented by each group. Contribution shows the effect of price changes in relation to the relative weight of the groups				

Matters affecting the R.P.I. during the last year

1. The main contributors to inflation during the last year were increases in the price of Household Goods, Household Services and Leisure Services

Increases in the Household Goods group arose from rises in the costs of electrical goods, pet food and other pet expenses, whilst increases in the costs of household insurance and repairs to household goods contributed to the rise in the Household Services group. The main contributors to the Leisure Services group came from increases in the cost of holidays, and television licence and satellite TV subscriptions.

2. Decreases were seen in the cost of Food (milk, some meat and fresh fruit), Fuel Light & Power and Clothing and Footwear (women's clothing).

Matters affecting the R.P.I. during the last three months

The main contributors to inflation over the last **three months** were decreases in the cost of Food, Clothing and Motoring (fuel prices).

This release is also published on the States of Guernsey Web Site <http://www.gov.gg/esu> or telephone (01481) 717012.

IN THE STATES OF THE ISLAND OF GUERNSEY

ON THE 27TH DAY OF FEBRUARY, 2002

The States resolved as follows concerning Billet d'Etat No. III
dated 8th February, 2002

THE BAR (AMENDMENT) ORDINANCE, 2002

- I. To approve the draft Ordinance entitled "The Bar (Amendment) Ordinance, 2002", and to direct that the same shall have effect as an Ordinance of the States.

ADMINISTRATIVE DECISIONS (REVIEW) (GUERNSEY) LAW, 1986

NEW DEPUTY CHAIRMAN OF PANEL OF MEMBERS

- II. To elect in accordance with the provisions of section 4 of the Administrative Decisions (Review) (Guernsey) Law, 1986, Douzenier John Domaille as a Deputy Chairman of the Panel of Members, to complete the unexpired portion of the term of office of Mr. B. W. Rabey, who has ceased to be a Douzenier, namely, to the 31st May, 2002.

STATES ADVISORY AND FINANCE COMMITTEE

NEW MEMBER OF THE STATES AUDIT COMMISSION

- III. To elect Mrs. S. A. Farnon as an ordinary member of the States Audit Commission with effect from the 1st March, 2002.

STATES HOUSING AUTHORITY

ANNUAL REVIEW OF STATES HOUSE RENTS AND REBATES

- VI. After consideration of the Report dated 16th January, 2002, of the States Housing Authority:-
1. That Standard Rents for States Houses shall be increased by 2.6% to the levels set out in Appendix I to that Report.
 2. That the factors used to calculate a Rent Rebate shall be adjusted by 2.6% as set out in Appendices III and IV to that Report.

3. That the gross income ceiling for eligibility for a Rent Rebate shall be increased to £415 per week.
4. That States Resolution XIII of the 30th April, 1992, shall be varied further so that Income Related Rents will not be applied to tenants whose joint gross incomes are under £627 per week as set out in that Report.
5. That all the above changes shall take effect from the 4th May, 2002.

IN THE STATES OF THE ISLAND OF GUERNSEY

ON THE 28TH DAY OF FEBRUARY, 2002

The States resolved as follows concerning Billet d'Etat No. III dated 8th February, 2002

(Meeting adjourned from 27th February, 2002)

STATES BOARD OF ADMINISTRATION

AIRPORT FEES AND CHARGES 2002

- IV. After consideration of the Report dated 7th January, 2002 of the States Board of Administration :-
1. To approve the adjustment of fees and charges for the use of Guernsey Airport with effect from 1st April, 2002, as set out in Appendix 1 to that Report.
 2. To approve the adjustment of fees and charges for the use of Alderney Airport with effect from 1st April, 2002 as set out in Appendix 2 to that Report.
 3. (1) To approve the adjustment of the security fee payable at Guernsey Airport with effect from the 1st April, 2002 to £1.35 per passenger arriving and disembarking at the Airport from an aircraft in passenger configuration; and
(2) to extend application of that fee to include passengers who arrived on such a flight the last point of departure of which was within the Channel Islands.
 4. To approve the introduction of a security fee payable at Alderney Airport with effect from 1st April, 2002 at the rate of £2.00 per passenger arriving and disembarking from an aircraft in passenger configuration.

STATES BOARD OF HEALTH

CONSULTANT FEES AND THE PROVISION OF WHOLLY PRIVATE CARE INCLUDING RADIOLOGY AND PATHOLOGY INVESTIGATIONS

- V. After consideration of the Report dated 23rd January, 2002 of the States Board of Health:-
1. To rescind the previous resolutions of:

1952 regarding the introduction of and payments for a States' radiological service;

1959 regarding the abolition of fees for radiology and pathology examinations;

1986 regarding the introduction of charges for non-reciprocal health patients, the introduction of charges for road traffic accidents at the discretion of the States Board of Health, the introduction of charges for patients who seek private radiology and pathology investigation, the introduction of charges in radiology and pathology where investigations are not associated with the diagnosis and treatment of illness, and the introduction of charges by both the States Board of Health and Medical Consultants on an agreed shared basis.

2. (1) That residents of Guernsey and Alderney shall be entitled to the following health services, provided through general revenue or through contributions to the Guernsey Social Security Authority without charge to the patient at the point of delivery:

all specialist acute inpatient and outpatient care and treatment recognised under the specialist health insurance scheme or any successor scheme;

all medical care and treatment provided by States Employed Consultants, except that provided for long-stay patients which is included as part of the total long-stay fees;

radiology and pathology investigations relating to the diagnosis and treatment of illness, except for patients receiving specialist care in a wholly private capacity and patients referred by a private clinic, the purpose of which is not primarily the diagnosis or treatment of illness;

radiology and pathology treatment services in respect of adult dentistry and the School Dental Service.

- (2) That fees may be charged by the States Board of Health, by the Medical Specialist Group and by States Employed Consultants for services, investigations, care and treatment which is not connected with the diagnosis and treatment of illness and/or not covered by the Guernsey Social Security Authority, in respect of Primary Care or the Specialist Health Insurance Scheme.

- (3) That patients who opt to be treated in a wholly private capacity shall be charged for the following services:-

Medical consultations and treatment, whether by a Specialist employed by the Medical Specialist Group or by a States Employed Consultant, Physiotherapy, Radiology and Pathology investigations, Hospital charges in respect of accommodation, food and beverages, drugs and dressings, clinical disposables, nursing care and other associated professional charges, use of facilities and equipment.

- (4) That patients who are residents of Sark and visitors not covered by the Reciprocal health arrangements shall be required to meet the States Board of Health charges and consultant fees in relation to Radiology and Pathology investigations.
 - (5) That such charges shall be set and regularly reviewed by the States Board of Health in respect of the use of that Board's facilities and services.
 - (6) That patients opting for private in-patient treatment and care must be admitted to the Victoria Wing or any other area of the States Board of Health's premises specifically designed by that Board for private patients.
 - (7) That private charges in respect of Medical and Physiotherapy fees will be subject to agreement between Consultant/Specialist/Physiotherapist and the patient directly.
 - (8) That the States Board of Health retains the option of reintroducing charges in respect of treatment following road traffic accidents.
3. To direct the States Advisory and Finance Committee to take due account of the estimated income to the States Board of Health resulting from these changes when calculating and recommending to the States any changes to that Board's revenue budget for 2003 and succeeding years.

STATES TRAFFIC COMMITTEE

REPLACEMENT OF TRAFFIC SIGNALS

- VII. After consideration of the Report dated 18th January, 2002 of the States Traffic Committee:-
1. That the Island's existing traffic signal installations shall be replaced along the lines detailed in that Report at a cost not exceeding £1.8m and to direct the States Traffic Committee to seek tenders for the supply and installation of the necessary replacement equipment.
 2. To authorise the States Traffic Committee, in consultation with the States Advisory and Finance Committee, to award a contract for the supply and installation of the necessary replacement traffic signal equipment.
 3. To authorise the States Advisory and Finance Committee to approve a capital vote up to a total of £1.8m to cover the cost of purchasing and installing the replacement equipment, such sum to be charged to the capital allocation of the States Traffic Committee.
 4. To authorise the States Advisory and Finance Committee to transfer the sum of £1.8m from the Capital Reserve to the capital allocation of the States Traffic Committee.

DRAFT CODE OF PRACTICE LAID BEFORE THE STATES

HANDLING REDUNDANCY

In pursuance of the provisions of section 31(4) of the Employment Protection (Guernsey) Law, 1998, the draft Code of Practice on "Handling Redundancy" approved by the States Board of Industry on the 27th December, 2001, was laid before the States.

D.R. DOREY
HER MAJESTY'S DEPUTY GREFFIER