

STATES OF DELIBERATION

25th February, 2015

Billet d'État No. III Article 4

AMENDMENT

Proposed by: Deputy M M Lowe
Seconded by: Deputy A H Brouard

Treasury and Resources Department

Introduction of Paid Parking: Taxing/Charging in respect of Employer Provided Parking Spaces

To delete all of the Proposition after “opinion” and substitute:

- “1. Not to introduce a system for taxing, as a benefit in kind, the provision of employer-provided parking to employees, or the introduction of a workplace levy.
2. To rescind their Resolutions of 14th May 2014 on Article VI.5, VI.5A, and VI.24(b) of Billet d'État IX of 2014.”.

Explanatory Note

This amendment would rescind the following elements of the May 2014 States Resolutions concerning the Transport Strategy:

V1.5 Introduction of paid parking through

- a. a system of long stay paid parking at the Odeon, the majority of North Beach, Havelet (South Esplanade long stay section), La Valette, Castle Emplacement, the Salerie and St Julian's Avenue , and in such other on-street long-stay parking places in St Peter Port as shall be identified by Ordinance;
- b. the re-designation of certain disc zone areas and spaces into long stay paid parking;
- c. the re-designation of Victoria and Albert Piers and the current 2 hour disc zone at North Beach into 2.5 hour disc zones;

V1.5A: the Environment Department to publish details of income and expenditure relating to the operation of paid parking

V1.24(b): that the Strategy be partially funded by income from paid parking but not including parking clocks.

The amendment would **not** rescind Resolution V1.6 (States Members who wish to avail themselves of parking on any or all States Days at Lukis House to pay £165 per year); but it is suggested that this is revisited at Budget time.

To note in respect of rule 15/2 of the States of Deliberation Rules of Procedure that

(i) forgone income is estimated by Minority Report in May 2014, as £850,000 for 2015 and £1150,000 for 2016 onwards.

(ii) any shortfall in funding COULD be funded from an increase in fuel duty.

(iii) the element of the States Fiscal and Economic Plan to which this amendment has any effect is on the "real terms freeze on aggregate States revenue expenditure" and as "Aggregate States' revenue expenditure is net of operating income; therefore, as the Environment Department's budget includes operating income from paid parking, the abolition of paid parking would have the net effect of increasing States' revenue expenditure. If in the event, this cannot be funded by the Department from within its own budget or it cannot be funded from the Budget Reserve, then there may be a real-terms' increase in aggregate States' revenue expenditure.