



PARISH OF ST HELIER



Minutes of the Parish Assembly
Monday 13 April 2015 at 7.00pm
Assembly Room, Town Hall

23/15	Welcome & Apologies
	<p>Apologies:</p> <p>The Very Rev Bob Key, Iain MacFirbhisigh, Nick Symonds, Sandra Fraser, Yvonne Topping, Elizabeth Mullane, Monique Kinnard</p> <p>Deputies in Attendance:</p> <p>Deputy Jackie Hilton, Deputy Judy Martin, Deputy Richard Rondel, Deputy Andrew Lewis, Deputy Russell Labey, Deputy Geoff Southern, Deputy Rod Bryans</p>
24/15	Item 1: to approve the Minutes of the Parish Assemblies held on 11 & 23 March 2015*;
	<p>Proposed: Bernie Manning</p> <p>Seconded: Geraint Jennings</p> <p>Both sets of minutes were duly adopted.</p>
25/15	Item 2: to elect a Constable’s Officer for the Canton de Haut de la Vingtaine de la Ville;
	<p>Elvis Manuel VIEIRA</p> <p>Proposer: Thomas Davies</p> <p>Seconder: Daniel Scaife</p> <p>There being no further candidates and following the approval of the assembly Elvis VIEIRA was elected as Constables Officer for the Canton de Haut de la Vingtaine de la Ville and formally warned to attend the Royal Court on Friday 1 May 2015 at 10.00am to take his Oath of Office.</p> <p>The Constable congratulated Mr Vieira and thanked him for putting his name forward for a further term of office.</p>
26/15	Item 3: to elect a Constable’s Officer for the Vingtaine du Mont Cochon;
	No candidates came forward.
27/15	Item 4: to consider the operation and cost of the Parish’s Residents Parking Scheme
	<p>Proposer: Deputy Jackie Hilton</p> <p>Seconder: Mary Osmond</p> <p>As Deputy Hilton had approached the Constable with a request that the matter be tabled on the agenda, the Constable asked if she would like to open the discussions.</p> <p>Deputy Hilton gave a background on the matter and read out extracts from text messages and emails from permit holders who had given their apologies for not attending, all of which raised complaints or concerns.</p> <p>Frank O’Neil:</p> <ul style="list-style-type: none"> We are paying £300 for a lottery ticket as we are not guaranteed a space even with a permit

- Wardens finish at 5.30pm on a Sunday
- One Warden is on long term sick and there is no cover
- No rationale to the increase, just seems to be 10% each year
- 600 permits at £300 a time, that's £180k
- Cost saving is required but what is the income vs expenditure?
- How much is raised through business permits and pay cards?
- Why is the zone in Richmond Road cheaper?
- Headmasters permits at Rouge Bouillon School, parents arrive early and don't move, some sitting in their cars just reading a book
- Could the Constable approach the School with a view to seeing if the underground car park could be used?
- Can this increase be vetoed?

John Stievenard, Director T&E Services explained that the powers the Parish has have been delegated from TTS and the signed memorandum of understanding with them clearly sets out that the scheme must be self-financing. In 2012, it was established that the permits needed to be increased by approximately 50% to make the scheme cost neutral. The Constable decided that that was too big an increase so it has been increased by 10% per year until it becomes cost neutral. The Parish recommends the percentage increase but ultimately the TTS Minister approves it. With the increase, the income this year would be approx. £178k vs the costs, taking into consideration wages, equipment, signage, admin & management fees, would be approx. £180k.

The Constable added that with it now becoming cost neutral we hopefully would not have to increase the fees by this sort of amount again. He added that he had met with his Parish Deputies who agreed to approach Rouge Bouillon School to discuss the problems. Concerning the increase, although it could not be vetoed at this meeting he was happy for the matter to be discussed and voted on at the Rates Assembly in July.

Craig Johnson of West Park Avenue asked how much income derived from fines in the RPZ's was factored in, as he felt that if it was it would easily pay for itself. He had personally seen people parked up reading a book, had even seen people park, and go shopping and others who he felt had parked up and gone out for the evening in town. If those who abused the system were fined and the scheme was managed properly, people would not have a problem.

John Stievenard explained that fines were not factored in as half of the income is paid to the States and half retained by the Parish regardless of which street/road the fine is levied in.

Peter Garrett of Stopford Road asked how was the total income made and were pay cards factored in.

John Stievenard confirmed that the income was solely from permits and the Constable explained that pay cards were kept separate and classed as general income as a proportion is again given to the States.

It was explained that many of the spaces in the zones had replaced previous disc parking where in the town centre it went from 20 minutes to 1 or 2 hours. Outlying areas such as Richmond Road were 3-hour disc parking, so the cost of the fees was based on the zoning of the streets.

The Constable asked John Stievenard if, in his opinion, the scheme was oversubscribed.

John Stievenard confirmed that originally there were approx. 600 spaces split between 439 residents and 159 visitor spaces. The visitor spaces being able to be used by residents with permits after 5pm. Since the last survey an additional 19 permits had been made available.

Mrs Wilson of Le Geyt Street states that she lives on the border of the RPZ and therefore does not qualify. Long-standing neighbours have left because they cannot get parked and recently other neighbours had also left. The road was becoming a rat run. She has lost the public parking opposite the Post Horn and she now uses car parks outside the Parish, as it is easier to park. Housing used to let out spaces privately at Hue Court and she was on the waiting list for 7 years before they scrapped it.

The Constable agreed to speak to Andium Homes re parking at Hue Court.

Sean Crick, Poonah Road, asked why was it an extra cost to the Parish to provide Wardens and why didn't the States do it.

The Constable explained that when the Scheme was introduced the Parish took the decision to employ the staff. TTS had seen a reduction in their staffing levels and the Parish had had huge battles with them to begin the scheme, with one of the conditions being that the Parish would have to police the zones. As time has moved on and the Minister changed, the Parish has a better relationship with TTS, the Constable was prepared to talk to the new Minister to see if their wardens could now assist in policing the RPZ's.

Mr Perkins, Garden Lane stated that it was clear that there was difficulty in parking after 5pm as it seems that the permits are slightly in excess of the spaces. It seems as if we have been paying extra to cover the cost of wardens and only now, we are covering that shortfall, and if we need, more we will have to pay more.

John Stievenard confirmed that the Parish had to balance the books, so if there were an increase in staff then there would have to be an increase in the costs of the permits, which was the agreement with TTS. He added that an independent survey had been conducted at different times of the day between the hours of 9am and midnight last May, which when averaged out showed the following results:

Residents spaces availability

Cheapside 17%

St Marks 19%

St Thomas 16%

Visitor spaces availability

Cheapside 43%

St Marks 29%

St Thomas 32%

The Constable suggested that a further survey be conducted and invited permit holders to be involved.

A resident and permit holder from Stopford Road said they had attended the first meeting before the Scheme had started where the Constable said that permits would cost £600 and gave some comparisons from London, one being from the Borough of Chelsea, which was only £207. It had recently been made clear by the TTS Minister that he does not want cars in town, who does the Constable want in town, because it does not look as if he wants residents. Can the cost of pay cards and fines income be factored in? Why not charge these parents that are using the permits as they are basically parking for free?

The Constable said that all of this could be looked at.

Andy Smith, Elizabeth Lane said he liked living in town but has seen pavements extended, bollards put in and parking spaces lost and he asked if more spaces could be created. He felt that the Parish should attempt to keep costs down as most Parishioners had had small or no pay rises within the last few years.

The Constable said that Mr Stievenard's team had recently identified the possibility of additional parking spaces in Great Union road. In addition, the Parish could look at reducing the number of permits issued by not allocating new ones when people give up a permit, but this would put additional pressure on the waiting list.

Louise Journeaux, Clearview Street said that recently she returned to her street at 1.30pm on a school day to find that she could not park due to parents already being parked in permit spaces and she felt that Rouge Bouillon School causes real issues. She also felt that the Parish should make better use of social media to get the message across to people, as some of the public are unaware that the spaces in the zones are for residents parking only. She also asked what checks were in place when a permit holder leaves the Parish and how many were on the waiting list.

Daryn Cleworth, Manager of Customer Services said that currently there were 92 on the waiting list. He added that the Parish was at the mercy of people letting us know if they move. M/s Journeaux said that the Parish should know when someone moves into the area and she feels that people definitely hold on to permits when they leave.

Mr Cleworth added that sometimes we had to rely on neighbours to let us know if people have moved but are still using permits. Also that at each renewal time permits seemed to be freed up.

A lady from Stopford Road said that surely the Parish should know when someone leaves an address,

especially if someone new applies for a permit of gives the same address as an existing permit holder. She asked could the Constable approach the Co-op to see if their huge car park at Grande Marche could be used on a Sunday as it lays empty. She recently had some friends round for lunch who were booked for over staying their time.

The Constable said that he had encouraged officers to use warning notices rather than book immediately where vehicles were not causing an obstruction.

A gentleman said that he did not think that the signs in the Cheapside zone were correct; they are confusing and cause frustration to residents & businesses. He added that it seemed the agreement between the Parish and TTS was confusing.

Kevin Molloy, Line Manager of the Wardens, confirmed that the signs were confusing and could be better explained and this was something the Parish needed to discuss with TTS.

It was suggested that the Parish ask for proof of address for the last 3 months when someone renews their permit. It was also suggested that a survey that averaged the figures over the whole day was misleading; the survey should be conducted after 5pm when the main problems arise, as during the day most people are at work.

A resident from Clairvale Road asked if the Parish knew how many forgeries there were in circulation as he felt the permits could easily be produced on modern computer equipment.

Edward Trevor said that in his opinion the cost of a permit was ridiculously low when compared to a season ticket at £1400 per annum or a private parking space anywhere between £1,500 and £2,000. He added that houses in general cost an extra £20-30k with a parking space. People have said that there is insufficient monitoring of the spaces, if the fees were increased then we could employ more wardens to police the zones.

A gentleman who lives on Great Union Road agreed that the survey should be conducted in the evening. He also asked if the spaces could be numbered and then allocated to each permit holder.

The Constable said that originally, this was something that the Parish had looked at but it became clear that there were not enough spaces in each street for those who held permits so how did you decide who to allocate them to.

A Stopford Road resident spoke about the Gas Place development and the impact on parking within the area. He had evidence of a car parked without a permit across 2 spaces that was there for 6 hours and did not get booked.

The Constable asked if the gentleman had called the hotline number as the wardens are usually extremely reactive to the messages they receive. The gentleman said that he had not and that not many residents would know that the hotline was in existence.

A Westmount Road resident said that there is abuse in the area on permit and visitor spaces and they had rang the hotline one Sunday afternoon to be told by the warden that there was only one of them on duty. He felt that the wardens do a fantastic job but that the weekends and evenings is when they are required and these times should be covered by more than one.

The Constable said that the rosters and timetables would be looked at.

A new resident of Dorset Street said that she had applied for a residents parking permit and was on the waiting list, but without a permit she had to use either a visitor space or a pay card area. She said that by law people had to change their logbooks within 7 days of changing address. She sees the wardens quite often and they do a great job.

Another resident of Dorset Street queried the allocation of permits. Why should some houses have 4 permits and others have none? She felt that each premise should be issued with one permit to start with and if there are more available then more per household could be issued.

The Constable said that the Parish had looked at many Schemes before deciding on this one. It was however now 12 years old and perhaps needed to be looked at again. He reminded those assembled to let the Parish know if they are aware of anyone holding a permit who has parking or a garage, as they would not qualify for a permit.

Deputy Rod Bryans thanked Deputy Hilton for pressing for the meeting and the Constable for getting the residents parking schemes up and running. Clearly from what he had heard many permit holders were not happy with the 10% increase, so what was the next step? He added that he would not want to go back to the time before residents parking had been introduced.

The Constable said that there were a number of things to be looked at;

- Parish needs to meet with TTS
- Look at income, specifically fines & pay cards from RPZ's
- Look at charging parents at the schools for permits
- Meet with the Head teachers of the various schools
- Conduct another survey
- Set up a meeting of the Steering Group within the next few months
- Confirm the budget at the Rates Assembly in July

A gentleman queried the price of fines, could they be increased to assist paying for the scheme and shouldn't the Parish get rid of the employee who is on long term sick?

The Constable said that it isn't just as easy as getting rid. The Parish had waited until the staff member concerned had hit no pay and had now run an advert looking for a temporary post to cover.

Lester Le Brocq said that the problem was the States had not created sufficient car parking in the past. He knew of someone who had offered to build a car park but the States had refused them. Certain areas of St Helier, such as Havre des Pas, are crying out for parking.

The Constable reported that the Havre des Pas Improvement Group were very supportive of introducing a residents parking scheme in their area.

Deputy Andrew Lewis thanked people for attending and airing their views. He confirmed that the issue had been discussed earlier with the Deputies. Within the next 2½ years the Parish would see a huge amount of housing being developed in St Helier and there was insufficient parking now so the position is only going to get worse. However, the Parish does have an opportunity to approach the Treasury Minister with a view to obtaining car parking for residents at the various sites such as the Police/Fire Station and the factory opposite. The Deputies have agreed to approach those responsible to pursue the matter actively.

Lester Le Brocq asked if a proposition could be made to not levy the increase.

The Constable said that he did not think that would be legal.

Mr O'Neil asked if the Assembly could veto the increase until the figures had been sorted. He argued that Richmond Road scheme should pay the same as others, they are using a space, causing the same pollution.

A resident said that with the renewal notices coming up, there needed to be clarity over the spaces and where people could and could not park. There also needed to be significant fines for those caught abusing the system.

Louise Journeaux suggested that the Parish mark the visitor spaces either in a different colour or be hashed out so that people knew they were different to the residents' spaces.

Deputy Hilton thanked everyone for attending and for their comments. She also offered her thanks to the Constable for agreeing to table the matter for discussion at the Assembly and hoped the Parish would take on board the suggestions.

The date of the next Parish Assembly was confirmed as **Monday 11 May at 7.00pm.**