

**WRITTEN QUESTION TO THE MINISTER FOR THE ENVIRONMENT
BY DEPUTY R.J. WARD OF ST. HELIER
QUESTION SUBMITTED ON MONDAY 11th APRIL 2022
ANSWER TO BE TABLED ON WEDNESDAY 20th APRIL 2022**

Question

“With reference to the Oxera report entitled “Quantitative analysis of carbon neutrality by 2030”, cited in the Carbon Neutral Roadmap (P.74/2022), will the Minister explain his understanding of –

- (a) how and where in the report is the potential role of switching people to walking, cycling or bus travel (as per the States approved Sustainable Transport Policy on reducing Carbon emissions) considered; and
- (b) how, if at all, does the report quantify the second order benefits and costs of delivering the net zero agenda?”

[R-Oxera Quantitative analysis of carbon neutrality by 2030 20200401 HL.pdf \(gov.je\)](#)

Answer

- a) Oxera was initially commissioned to review best practices of international decarbonisation policy in order to identify a set of illustrative policies to achieve decarbonisation to assess how Jersey could aim to be carbon neutral by 2030: [Carbon Neutrality by 2030 \(gov.je\)](#).

Following this, the quantitative report, to which the Deputy refers in his question, was commissioned to carry analysis of the potential costs of the illustrative measures identified in the first report that were expected to make the biggest impact in terms of reducing carbon emissions. As such, the purpose and scope of these two reports was not to assess the potential role of switching people to walking, cycling or bus travel.

However, the potential role of switching people to walking, cycling or bus travel has been included elsewhere in the evidence base, such as in the emissions modelling and analysis for the development of the Carbon Neutral Roadmap P74/2020 as well as in other reports, including the Sustainable Transport Policy. This wider evidence base was used to inform the work of the Carbon Neutral Strategy at the end of 2019 and, in turn, set out the process for the development of the Carbon Neutral Roadmap P.74/2022.

The final Carbon Neutral Roadmap includes policies to support the Sustainable Transport Policy principles, including a series of bus trials and policies to encourage active travel. The Carbon Neutral Roadmap recognises that these policies will encourage and support behaviour change. The emissions modelling completed for the Carbon Neutral Roadmap assesses the carbon reduction benefits of all the policies included in the delivery plan.

- b) As already mentioned, the scope of the quantification report to which the Deputy is referring was specific to the initial cost analysis of the six illustrative measures identified in the initial report. Therefore, the scope did not include an assessment of the second order benefits and costs of delivering the entire net zero agenda.

As part of the development of the Carbon Neutral Roadmap, further work has been carried out and has identified a range of wider costs and benefits of carbon neutrality. A report was published in March 2021 as part of the evidence base for the Carbon Neutral Roadmap.

[Analysis of different carbon neutrality \(net zero\) targets for Jersey \(gov.je\)](#)

In addition, work has been carried out as part of the policy development process for preparation of the Carbon Neutral Roadmap P74/2022 to assess the wider distributional the social, economic and environmental impacts of the policies proposed. This report was published in March 2022 [Distributional Impacts of Jersey's Carbon Neutral Roadmap \(gov.je\)](#) and contains more content in relation to the information the Deputy seems to be seeking.

The full evidence base for the work on the climate emergency is published on gov.je [Evidence for the Carbon Neutral Roadmap \(gov.je\)](#)