

# STATES OF JERSEY



## **CARBON NEUTRAL STRATEGY AND SUSTAINABLE TRANSPORT POLICY: ADDITIONAL CONSIDERATIONS FOR IMPLEMENTATION**

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**Lodged au Greffe on 14th October 2020  
by Deputy J.H. Perchard of St. Saviour**

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**STATES GREFFE**

## PROPOSITION

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

- (a) that, as part of the input phase of the Carbon Neutral Strategy (CNS) that is currently underway, Islanders must be asked for their views on how the number of non-essential and non-commercial vehicles on the road can be reduced and how households can be discouraged from owning several non-essential and non-commercial vehicles.
- (b) that the policy scenarios approved by Ministers to be presented to the Citizens' Assembly must include measures to –
- disincentivise non-commercial and non-essential car travel;
  - disincentivise the ownership of several cars within a single household;
  - incentivise the use of public transport and non-motorised travel;
  - incentivise one-car/no-car ownership per household; and
- that these measures should maintain the fifth principle of the CNS that the overall impact of carbon neutrality will not impact income inequality.
- (c) that, as part of its work to provide recommendations regarding the development of revenue raising measures to support the just transition to carbon neutrality, the Minister for Treasury and Resources is requested to ensure that the Revenue Policy Development Board considers options put forward in policy development that are designed to –
- disincentivise non-commercial and non-essential car travel;
  - disincentivise the ownership of several cars within a single household;
  - incentivise the use of public transport and non-motorised travel;
  - incentivise one-car/no-car ownership per household; and
- that this will be undertaken whilst maintaining the fifth principle of the CNS that the overall impact of carbon neutrality will not impact income inequality.
- (d) that as part of the required undertaking of the Sustainable Transport Policy (STP), any output of the study into the economics of parking will maintain the principle that the overall impact of any change in charges will not worsen income inequality; and
- (e) to request the Council of Ministers to take the necessary steps to implement paragraphs (a) to (d).

DEPUTY J.H. PERCHARD OF ST. SAVIOUR

## REPORT

**The purpose of this proposition is to ensure that specific consideration is given to the ways in which we could incentivise greener transport choices and disincentivise environmentally harmful behaviours as part of the implementation of the Carbon Neutral Strategy and Sustainable Transport Policy.**

### **Part (a)**

#### Context

The first phase of the implementation of the Carbon Neutral Strategy is the ‘Input’ phase. This is a 3-6 month period of ideas gathering across the Island through facilitated events and online engagement.

#### Impact

Part (a) of this proposition requires Islanders to be asked for their views on how we can reduce the number of non-essential and non-commercial vehicles on the road and how we can discourage households from owning several non-essential and non-commercial vehicles, in addition to the other question areas already specified by the Government.

### **Part (b)**

#### Context

The second phase of the implementation of the Carbon Neutral Strategy includes the work of a citizens’ panel. This panel is to be presented with 4-5 policy scenarios – drawn up by officers and approved by Ministers – and will use these as a platform to discuss recommendations that they will produce over a 2-3 month period.

#### Impact

Part (b) of this proposition requires officers to include in the policy scenarios potential incentives to increase use of public transport and non-motorised travel, and one-car/no-car ownership per household, and disincentives to decrease non-commercial and non-essential car travel and the ownership of several cars within a single household. This part does not force the Citizens’ Assembly to adopt any particular view or to propose any particular recommendation. Rather, part (b) ensures that policy ideas around non-essential car usage and ownership specifically are considered.

### **Part (c)**

#### Context

Alongside the work of the Citizen’s Assembly, the Government’s Revenue Policy Development Board will be tasked with providing recommendations regarding the development of revenue raising measures to support the transition to carbon neutrality.

## Impact

Part (c) of this proposition requires the Revenue Policy Development Board to consider fiscal levers specifically designed to disincentivise non-commercial and non-essential car travel and the ownership of several cars within a single household, and to incentivise the use of public transport and non-motorised travel and one-car/no-car ownership per household. Again, this does not tie the hands of the Board nor insist upon any particular outcome but, rather, ensures car-usage and ownership is discussed in the aforementioned frame of reference.

## **Part (d)**

### Context

The Sustainable Transport Policy includes the implementation of 4 ‘plans’: the Active Travel Plan, the Bus Service Development Plan, the Mobility as Service Framework Plan and the Parking Plan. Within the latter, there is to be a study carried out into the economics of parking.

### Impact

As part of the study into the economics of parking, part (d) requires officers and, ultimately, the Council of Ministers, to ensure that any subsequent policy proposals regarding parking charges will maintain the principle that the overall impact of any change will not worsen income inequality.

## **Fifth principle**

The fifth principle of the CNS states that the overall impact of carbon neutrality will not impact income inequality; it is essential that, in fixing one problem, we do not create another. That is why in parts (b), (c) and (d), I have specified that any measures brought forward to the Assembly for consideration maintain the fifth principle.

## **Conclusion**

Following a productive and informative briefing with officers from both Treasury and Environment, I present a much-improved version of this proposition, and thank them for their time and input.

## **Financial and manpower implications**

There are no financial and manpower implications as this proposition, should it be adopted, will be embedded within the respective implementation phases of the Carbon Neutral Strategy and Sustainable Transport Policy.