

# STATES OF JERSEY



## CARBON NEUTRAL ROADMAP (P.74/2022): SECOND AMENDMENT

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Lodged au Greffe on 8th April 2022  
by Deputy R.J. Ward of St. Helier  
Earliest date for debate: 25th April 2022

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STATES GREFFE

## CARBON NEUTRAL ROADMAP (P.74/2022): SECOND AMENDMENT

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### **PAGE 2, PARARAPH (a) –**

After the words “report accompanying the proposition” insert the words “, except that, within the Carbon Neutral Roadmap as set out in the Appendix –

- (i) on page 76, in the row relating to TR1, the figure “£6,255,000” should be replaced with the figure “£4,855,000”; and the words “1,600 electric vehicle incentives” replaced with “1,200 electric vehicle incentives”;
- (ii) on page 77, in the row relating to TR10, the figure “£300,000” should be replaced with the figure “£1,700,000”;
- (iii) on page 87, in the row relating to TR1, in the “deliverables” column, the figure “1,600” should be replaced with “1,200”, and, in the 4-year budget column, the figure “£5,734,000” should be replaced with “£4,334,000”; and
- (iv) on page 88, in the row relating to TR10, in the “deliverables” column, the word “n/a” should be replaced with “provide strong start on the active travel items detailed in the Carbon Neutral Roadmap”, and, in the 4-year budget column, the words “£300,000” should be replaced with “£1,700,000”.

### **PAGE 2, PARAGRAPH (b) –**

After paragraph (b), insert a new paragraph (c) as follows –

- “(c) that the Carbon Neutral Roadmap should be further amended in such respects as may be necessary consequent upon the adoption of paragraph (a).”

DEPUTY R.J. WARD OF ST. HELIER

**Note:** After this amendment, the proposition would read as follows –

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

- (a) to refer to their Act dated 2nd May 2019, in which they agreed that there existed a climate emergency likely to have profound effects in Jersey and, in order to respond to the climate emergency, to approve the Carbon Neutral Roadmap for Jersey as set out in the Appendix to the report accompanying the proposition, **except that, within the Carbon Neutral Roadmap as set out in the Appendix –**

- (i) on page 76, in the row relating to TR1, the figure “£6,255,000” should be replaced with the figure “£4,855,000”; and the words “1,600 electric vehicle incentives” replaced with “1,200 electric vehicle incentives”;
  - (ii) on page 77, in the row relating to TR10, the figure “£300,000” should be replaced with the figure “£1,700,000”;
  - (iii) on page 87, in the row relating to TR1, in the “deliverables2 column, the figure “1,600” should be replaced with “1,200”, and, in the 4-year budget column, the figure “£5,734,000” should be replaced with “£4,334,000”; and
  - (iv) on page 88, in the row relating to TR10, in the "deliverables" column, the word “n/a” should be replaced with “provide strong start on the active travel items detailed in the Carbon Neutral Roadmap”, and, in the 4-year budget column, the words “£300,000” should be replaced with “£1,700,000”.
- (b) to recommend that, at the start of the next Assembly, the Chief Minister considers creating a new ministerial portfolio for Energy and Climate Change.
- (c) that the Carbon Neutral Roadmap should be further amended in such respects as may be necessary consequent upon the adoption of paragraph (a).

## REPORT

This amendment will move a proportion of spend in the Carbon Neutral Roadmap from the subsidy of electric cars to active transport improvements.

The current plan provides £5,734,000 from the subsidy of electric cars of £3,500 per car below a cost price of £30,000. It then provides just £300,000 for active transport initiatives and infrastructure. This is the area of walking and cycling.

By reallocating £1.4 million of the spend on electric car subsidises to active transport, this will enable many more initiatives, developments and projects to be implemented. There is a strong argument that this gives greater impact for monies spent in terms of cultural change to methods of transport and the subsequent health and environmental benefits.

This amendment does not change the provision for building electric vehicle infrastructure or the subsidy for Biofuels as a transition fuel. It only changes the level of electric car buying subsidy.

One concern about the balance of spend on these two areas is the inequitable provision of walking and cycling support.

The amendments above are aimed at re-allocating funding away from private vehicle use subsidies and into active travel to support long-term behaviour change in favour of increasingly necessary low carbon lifestyles.

The Carbon Neutral Roadmap, as presented to the States Assembly, places too much emphasis on the funding of the decarbonisation of the vehicle fleet, at the expense of active travel policies which have proven in other jurisdictions to deliver better value and higher impact on a pound-for-pound basis.

Indeed, as proposed, the Carbon Neutral Roadmap allocates over £9,400,000 to subsidising the ongoing dominance of private vehicles on Jersey's roads. These amendments would re-allocate £1,400,000 away from EV purchase subsidies (which do nothing to alleviate wider growing issues such as congestion and public health challenges), towards kickstarting longer-term active travel initiatives by allocating an upfront sum of money which is not dependent on the next Government Plan.

Whilst it is acknowledged that the decarbonisation of the vehicle fleet by increased adoption of EVs needs to form part of Jersey's carbon neutral journey, in isolation the overemphasis of this objective does nothing to address a range of issues including:

- congestion
- pressure on land use (with each car estimated to require 6 spaces for parking along, or over 70 m<sup>2</sup> - roughly the size of a 2-bedroom property)
- sedentary lifestyles
- social injustice associate with car ownership
- fine particle pollution
- environmental concerns associated with the supply chain for vehicle manufacture

What's more, the objectives set out in the Carbon Neutral Roadmap rely on hopelessly optimistic projections as to the uptake of EVs. As highlighted by several respondents to the recent consultation, including the Jersey Motor Trades Federation, the objective of 34% of cars being EVs within 3 years would require around 14,000 new vehicles to be imported into Jersey each year, when the average number has typically hovered around 6,000. Even with the use of purchase subsidies, it seems very unlikely that the necessary level of EV purchase will be achieved, particularly in a period of shrinking spending power for Jersey households.

One of the main barriers to the uptake of active travel modes such as cycling is volume of traffic on the roads, leading to a perception of unsafety. A policy which therefore perpetuates the existing culture of car dominance is therefore likely to undermine longer term objectives to get people travelling in other ways. Ultimately this will make carbon neutrality more expensive.

As a result, the policy of allocating such a disproportionate amount of the Climate Emergency Fund to subsidising the purchase of EVs is misguided and destined to fail.

### **Towards a more balanced approach to movement of people in Jersey**

In order to achieve the objective of carbon neutrality by 2030, what is required is a more balanced approach, that allocates funding to a range of policies that support behaviour change - in particular, by facilitating a transition to more active green travel.

The amendments proposed above would allocate an additional £1,400,000 to active travel policies, on top of the (inadequate) sum of £300,000 currently proposed.

That additional funding could support a range of actions, that would have a much-needed impact in reducing carbon emissions associated with transport - thus achieving the objectives of the Carbon Neutral Roadmap in a more cost-effective manner. Such actions, aligned with the Sustainable Transport Policy, could include:

- Additional funding for Bikeability across all schools, such that this forms part of the curriculum to equip young people with the skills and confidence to support a healthy low-carbon future (aligning with the wider Government common strategic priority of "putting children first")
- Extending the successful "Love to Ride" scheme operated in previous years that helps to drive a significant uptake and acceptance of cycling - which supports an active travel culture in line with the common strategic policy of "improving Islanders mental and physical health"
- Improving the Island-wide cycle network, reducing friction between road users and improving access for all Islanders to low-cost, safe active travel solutions. This supports the wider common strategic policies such as "reducing income inequality"
- Implementing a Cycle to Work scheme, modelled on other successful national schemes in places such as the UK, which provide both employer and employee with a fiscal incentive to purchase a bicycle, cargo bike or adapted cycle, for commuting purposes
- Free, safe bike storage facilities in line with the Minister's response to the Climate Assembly recommendations

## Financial and manpower implications

There are no extra costs beyond those allocated.

## Child Rights Impact Assessment

### STAGE 1: SCREENING

<b>Question 1: Name the measure / proposal and briefly describe its overall aim</b>
Amendment to P.74/2022 – Carbon Neutral Roadmap  This amendment will move a proportion of spend in the CNR from the subsidy of electric cars to active transport improvements.
<b>Question 2: What children’s rights does it impact upon?</b>
It is considered that the following articles in particular are relevant to the Amendment: Article 3 – Best Interests of the Child Article 6 – Life, Survival and development Article 24 – Health and Health Services Article 27 – Adequate standard of living Article 31 – Leisure, play and culture
<b>Question 3: What children and young people will be affected?</b>
All children and young people in the Island will be affected one way or another by the move towards carbon neutrality.
<b>Question 4: What is the likely impact of the proposal / measure on children?</b>
Positive – the amendment seeks to increase funding for active transport. As these are the types of transport that children and young people are most able to access, they will benefit from the increase in funding. In addition active transport improves physical and mental health, which is to the benefit of all children.
<b>Question 5: Is a full child rights impact assessment required? Explain your reasons</b>
As this is an amendment, an abbreviated child rights impact assessment will be undertaken.  The Full CRIA can be found at the following link;  <a href="#">Carbon Neutral Roadmap CRIA</a>

**If the CRIA relates to a Proposition and a full child rights impact assessment is required proceed to stage 2 (Proposition)**

**If the CRIA relates to an Amendment and a child rights impact assessment is required proceed to stage 2 (Amendment)**

**STAGE 2 (Amendment):**

**Question 6: Does the Amendment substantially affect the findings of the Proposition CRIA?**

[Carbon Neutral Roadmap CRIA](#)

The Amendment does not substantially affect the findings of the Proposition CRIA

**Question 7: In what ways (both negative and positive) does the Amendment affect the Child Rights identified within the Proposition CRIA?**

**Question 7b: Provide details of any additional Children’s Rights that may be impacted by the adoption of this amendment.**

The Proposition CRIA identifies a large number of the UNCRC Articles. It is not considered that this Amendment would impact any additional Children’s Rights.

For the purposes of the Amendment, the following articles are considered important:

- Article 3 – Best Interests of the Child
- Article 6 – Life, Survival and development
- Article 24 – Health and Health Services
- Article 27 – Adequate standard of living
- Article 31 – Leisure, play and culture

The move to Carbon Neutrality has been shown as exceedingly important to young people – the Roadmap itself notes;

“78% of young people surveyed in Jersey were ‘worried’ or ‘very worried’ about climate change. A child born today faces multiple and lifelong health harms from climate change — a warmer world with an increased risk of food shortages, infectious diseases, floods and extreme heat. If urgent action is not taken its impacts will be felt by our children and generations of their children living in Jersey.”

In the ongoing wake of Covid-19 it is now, more than ever, important that we take actions that will improve the health and the standards of living for our children and young people.

See below in 7c for various findings in relation to mental and physical health in children and young people.

This Amendment moves funding from electric car subsidies to sustainable transport. Sustainable transport will have longer term benefits for the health and wellbeing of children and is therefore in the best interests of the child.

**Question 7c: Provide any further evidence or research that has been undertaken in relation to the effect of this Amendment on children’s rights**

Evidence collected	Evidence source	Explanation of the importance
Only one in five (18%) young people reported being physically active at or above the UK NHS recommended level (at least one hour, on each of the 7 days preceding the survey)	<a href="#">Jersey Children and Young People Survey 2021</a>	Improvement is needed in walking routes, cycle routes, easy and safe access for young people to sport and play areas
24% of young people stated that a good network of routes to access exercise facilities would encourage them to exercise	<a href="#">Jersey Children and Young People Survey 2021</a>	Improvement is needed in walking routes, cycle routes, easy and safe access for young people to sport and play areas
25% of young people had low or medium-low self esteem	<a href="#">Jersey Children and Young People Survey 2021</a>	Access to exercise and to outdoor pursuits (including sustainable transport) has been proven to improve mental health <sup>1</sup>

**Question 7d: In summary, are there any further child rights implications that should be noted resulting from the adoption of the Amendment?**

No further implications.

Reference is made to the United Nations Child Health Initiative. This promotes the benefits of safe and healthy journeys to school to reduce emissions and exposure to air pollution, enable active transport, and ensure safe roads

<sup>1</sup> [The Role of Physical Activity and Sport in Mental Health - The Faculty of Sport and Exercise Medicine \(fsem.ac.uk\)](https://www.fsem.ac.uk/)



<https://sustainabledevelopment.un.org/partnership/?p=29838>

CHI was launched in June 2016 and is a partnership of leading organisations sharing a vision that by 2030 every child should enjoy a safe and healthy journey to school. With a focus on policies for sustainable transportation, road safety, clean fuels and vehicles, and equitable urban development, CHI advocates for and supports practical activities to ensure every child has the right to: 1) use safe roads 2) breathe clean air 3) an education 4) explore in safety 5) protection from violence 6) be heard.

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#### **Re-issue Note**

This projet has been re-issued to fix a typographical error in sub-paragraph (iv) of the amendment, with a reference to “£1,400,000” changed to £1,700,000” accordingly.