

# STATES OF JERSEY



## **CARBON NEUTRAL STRATEGY AND SUSTAINABLE TRANSPORT POLICY: ADDITIONAL CONSIDERATIONS FOR IMPLEMENTATION (P.132/2020) – AMENDMENT**

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**Lodged au Greffe on 16th November 2020  
by the Minister for Infrastructure**

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**STATES GREFFE**

CARBON NEUTRAL STRATEGY AND SUSTAINABLE TRANSPORT POLICY:  
ADDITIONAL CONSIDERATIONS FOR IMPLEMENTATION (P.132/2020) –  
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**1 PAGE 2, PARAGRAPH (d) –**

After the words “economics of parking will”, for the word “maintain” substitute the word “reflect”; after the word “principle” insert the words “– established in the Carbon Neutral Strategy –”; and after the word “inequality” insert the words “and as such will include any necessary mitigating policies”.

MINISTER FOR INFRASTRUCTURE

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

**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 reflect the principle – established in the Carbon Neutral Strategy – that the overall impact of any change in charges will not worsen income inequality and as such will include any necessary mitigating policies; and
- (e) to request the Council of Ministers to take the necessary steps to implement paragraphs (a) to (d).

## REPORT

The Minister welcomes the intent behind this proposition, which is in line with principles of the Sustainable Transport Policy (STP) adopted by the States Assembly earlier this year.

In particular, the Proposition reflects Principle 6 of the STP, which is “to *recognise, and price fairly, the social and environmental costs of private vehicle use*”.

In agreeing the Sustainable Transport Plan (STP) in March 2020, the Assembly agreed the need to develop integrated action plans for active travel, bus service development and parking.

Following further discussions, and with support from Deputy Perchard, the Minister for Infrastructure asks the Assembly to agree this minor amendment to Part (d) of the proposition.

The amendment will ensure that the full range of policies can be considered as the Parking Plan (required by the STP) is developed.

We will continue to work with States Members, Islanders, business and travel groups to develop these strategic plans for our transport network for the next 10 years. A new consultation will launch shortly to begin this process. The plans will be developed in an open and participatory way throughout 2021.

The Minister for Infrastructure will request that the Assembly agree to lift Standing Order 26 (7) to allow the proposed amendment to be debated during the 17th November sitting.

### **Financial and Manpower Implications**

There are no additional financial and manpower implications arising from adoption of this amendment.