



JERSEY CARBON NEUTRAL ROADMAP CONSULTATION RESPONSE 2022

TRANSPORT POLICIES

For the attention of the Minister for the Environment

The Jersey Youth Parliament believe that the Carbon Neutral Roadmap is excellent and will be incredibly significant in aiding our transition to become a sustainable island, however there are alterations in some areas which we would suggest to make it even more effective. We will go through each of the policies in order, detailing our comments.

Word Count: 1440



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Many of these policies will need public awareness, meaning that more outreach is needed.

139 young people, aged 13 to 18 from 11 different schools, participated in a recent JYP survey. They were asked to share their thoughts and opinions about the local environment and the climate emergency.

They rated the government's response to the climate emergency at a meager 4.27 out of 10. Of the 97 who gave further comments, 21 felt that not enough was being done, another 20 had no knowledge of what is being done, and 17 felt that faster action is required to address the carbon emergency.

Survey participants were asked 'What do you think the first priorities should be for Jersey for combating climate change?'

The top 3 were 'reducing transport emissions' (51 out of 139), 'More renewable energy sources' (42 out of 139) and 'More recycling' (21 out of 139).

Many others said **all of the above were important**. However 89 participants wanted more recycling in school and plastic free initiatives. When asked how important the environment is to young people it scored 8.32 out of 10, showing how concerned today's youth are about the climate crisis.

QUOTES FROM JYP SURVEY PARTICIPANTS

"We are making progress but I don't feel like we're making it fast enough. We need to start implementing things quicker and adding more pressure to get things done."

"2050 is not soon enough."

"Cars are the obvious issue in Jersey and it is something that is important to tackle now, especially since transport emissions are some of the most numerous in Jersey."

"It is important that we approach things systematically, however we shouldn't drag the process out for too long. This is a global emergency. I think we should approach as many aspects as we can bit by bit"

"There are more cars than people on Jersey - which is completely ridiculous, given it's size. A limit of the amount of cars per household, as they have in territories such as Bermuda, would be a great solution - reducing the islands climate footprint while also limiting traffic on the islands congested roads."

"Creating more public transport infrastructure i.e. trams, trolley buses and alternative fuel buses so that cars aren't needed to get around thereby reducing overall transport emissions"

TR1

We believe that speeding up the adoption of electric vehicles (EVs) is incredibly important, so we feel that these policies need to be ambitious. We believe that the number of electric vehicles being subsidised should be increased, and that the incentive should be capped at £3.5k as proposed but that it should apply to electric vehicles even above £30k. This is because the majority of EVs are currently above that limit. Only going through to 2027 doesn't seem long enough: if you expect the price parity between EVs and non-EVs at that date then you still need to subsidise after it to create a financial incentive.

TR2

This is important, and £500 is good, but we need to ensure that the vehicles are scrapped efficiently (if possible, recycling should be employed so that materials are not wasted) and that this can apply to as many heavily polluting vehicles as possible.

TR3

It is crucial that we encourage the use of less damaging fuels as part of the change to EVs (electric vehicles), as it will help the switch to be completed by providing more environmentally-friendly alternatives. This policy will help a lot with this issue. Public awareness of this policy is necessary: many people won't know what SGRD stands for.

TR4

Imposing financial incentives to make the switch (to EVs) is a key part of greener road travel, and this policy will provide part of that incentive. It does need to be ensured that it is enough to make a difference but not so much that it will overly impact less well-off islanders. Paired with the subsidy for EVs, this step will make that crucial financial incentive stronger.

TR5

This step is one of the most important steps to cut down on transport emissions. If there are no fossil fueled vehicles coming in, and there are those types of vehicles going out, we will be making the switch. This needs to be implemented, and probably sooner. Our recommendation is to bring it forward to 2027, when it is assumed that price parity will be achieved.

TR6

It is good that the laws about road travel are continuing to march forward into the future, but it is also important that the driving mentality is changed in regards to bikes and other alternative methods of travel. The law is not the only problem - dangerous drivers and their attitudes to bikes and other methods of transport also need to be changed. The law could also be changed to give greater priority to buses over cars, in conjunction with the great changes to the highway code to come into force soon.

TR7

A visible sign of the green switch is necessary, so that it becomes of social importance. The green number plates need to be very different to the normal number plates, so they stand out, as well as being sustainably sourced (or at the least as sustainably sourced as the other number plates). Getting the EV to become a socially desirable item that is available to everyone.

TR8

Active travel policy is an absolute necessity. If we don't get people using active methods of travel, then we will lose a fantastic opportunity to change our collective mentality. It needs to be safe (with specific biking and walking routes and other infrastructure) and incentivised. The necessary infrastructure is just not there, especially through town (which would help get people cycling to the town schools). The bus service will also be key in our fight against climate change, and its development into the future the same. It should be cheaper than driving and easy for people to use the service for their commute. Parking policy fits into this as well to disincentivise the use of cars and such vehicles. It needs to be large enough to make a large difference.

TR9

Developing the bus service, as stated earlier, is key. Transforming service, pricing, and other matters will all encourage the increased usage of the bus. As the majority of people don't currently take the bus, the bus service needs to change to help serve them more.

TR10

Improving active travel is a necessity because whilst taking the bus is great and much better than taking the car for the environment, having electric buses hasn't worked so far in Jersey. For this reason, walking or cycling to school, work or other destinations is very important. The expansion of traffic-free bike routes is also very important, as shown by how many people use the existing ones on the stretch of bike route 1 from Corbiere to town. If that kind of pedestrian/bike path was rolled out throughout the island, more people would cycle. Having facilities when people arrive is also important, and there are too few currently. It needs to be safe and easy to cycle, and the roll-out of traffic-free routes especially to the town schools is crucial.

TR11

De-carbonising air travel is hard, with necessary technology non-existent. We can't cut down on it either: as an island we rely on air travel for connectivity with the outside world, tourism and many other things. Yes air travel needs to cut down on emissions, but as an island we can't do that much about it. It would be best to focus on other policies and wait until we can do more about it. Sea travel is similar, but more achievable. We need to make the improvements that we can, but not focus on this too much.

A final note on transport

The trade-off between cars and buses has been difficult to research: we just don't have the statistics. The government needs to get more of these statistics and make them more readily available to the public.

The difference in emissions between buses and cars massively depends on the average occupancy. The government needs to take these stats into account before making decisions. These problems with availability of statistics also apply to other areas, and need to be addressed.