

Contributed by EVie.

Framework for Chamber of Commerce input into the Citizens' Assembly on climate change Sessions 5 - 8. "The contribution of transport to Jersey's emissions".

The structure of the Citizens' Assembly consultation sessions closely follows the structure of a report by Oxera which was commissioned by the Climate Emergency (Environment), GoJ and published in April 2020. The report, "Quantitative analysis of carbon neutrality by 2030" can be downloaded [here](#).

This report presents the first-round quantification analysis of the potential costs of delivering Jersey's 2030 net zero ambition, focusing on the six measures that are expected to make the biggest impact in terms of reducing carbon emissions. It concludes that it is likely that it will not be possible to eliminate all carbon emissions on Jersey, so to hit a net zero target some carbon offsetting will be required. The costs of offsetting the remaining carbon emissions in heating and road transport sectors have also been quantified.

This quantification is summarised on pp 5-6.:

"Carbon emissions impose a range of costs on society. Using prices recommended by HM Treasury, the present value of the social cost that the current level of carbon emissions would impose on Jersey citizens over 2019-50 amounts to around **£600m.**"

We would like to draw to the attention of the Citizens' Assembly that the report omits any consideration or evaluation of the contribution of electric vehicle sharing. Rather, the focus is on fiscal levers such as raising carbon fuel taxes, incentivisation of the purchase of electric vehicles and the purchase of carbon offset credits on the open market.

Given the similarities in the structure of the Oxera report and the shape of the Citizens Assembly agenda, we suspect the Citizens Assembly may well suffer the same omissions as the Oxera report and not be asked to consider the positive impact vehicle sharing can have in reducing the £600m cost of meeting its carbon emission targets.

We believe electric car and bike sharing clubs

- have a dramatic, cost effective and speedy impact in helping Jersey towards its carbon neutral targets.
- should form one of the central plank of the government's strategy in meeting its climate change objectives.

Proposals:

1. Amend existing Planning Guidelines – reduce car & car parking parking numbers.

Existing Planning guidelines require developers provide between 1:1 and 1:0.7 car spaces per residential unit. Shared electric vehicles offer a way to reduce the need for 1:1 car parking and the number of cars on the road.

1.1. Car Parking

It is anticipated that ~7,000 new units need to be built before the turn of the decade. Planning Guidelines are therefore almost mandating an increase of ~7,000 vehicles. Until ICE vehicles are banned (at the earliest 2030), these are going to be mostly Co2 emitters.

Vehicles don't just need a 'home' parking space: vehicles move and need places to go to which, in turn, need their own parking spaces. Research puts car parking space required/ vehicle at a minimum of 3 and a standard benchmark of 5. The 7,000 additional cars would therefore require between 21,000 and 35,000 extra parking spaces to be provided pan-island.

The minimum design standard for a parking space is 4.8m by 2.4m (with a tendency towards larger spaces to accommodate the increasing preponderance of SUVs and other larger vehicles). For 21,000 spaces this equates to 241,920m² and at 35,000 spaces an extra 403,200m². Jersey's total size is 119,500,000 m².

A mitigating solution is to build fewer parking spaces and migrate car ownership towards shared transport-on-demand, or 'Mobility as a Service'. Developers can provide residents with access to shared vehicles on demand.

1.2. Reduce the number of cars on the road: share them and make them electric

According to Zipcar, the largest car share operator in the world, one shared vehicle replaces 18 private vehicles (6 people never buy a first car, and 12 people decrease their cars/family over time). In Jersey it might be more conservative to work on the basis of 1:10 private:shared car. If all these shared cars are electric, Jersey can reduce the total number of cars and replace with Co2 efficient vehicles.

2. Make transport available to citizens of lower means.

A private car sits idle for 96% of its life.

The total cost of ownership of a new, reasonably priced car (say £15,000 and assuming 1 hr travel/day) is £57/hour travelled in Yr. 1. and £22 over a five year period incl. resale at £3,000.

Deploying car sharing schemes at scale can provide large sections of the population with affordable transport on demand.

3. Develop a pan-Island network of cycle paths.

Jersey was the first country to develop the Green Lanes, a concept that has met with wide acclaim and been copied elsewhere.

Concerted effort at State and parish levels needs to be made to extend and connect up the Green Lanes, to provide an island-wide network that encourages greater uptake of safe, carbon free transport and take cyclists off the main arterial routes.

Conclusion:

- Amend Planning Guidelines to reduce private vehicle spaces and require provision for electric shared vehicles

- Free up ~403,200 m² of public & private realm real estate which could be made over to pedestrianisation, hospitality, wilding, play areas etc..
 - Make transport more affordable to a larger number of citizens, reducing users' TCO by over 75%.
 - Reduce transport Co2 emissions
 - Encourage electric bike use by linking and extending the Green lane network.
- END -