

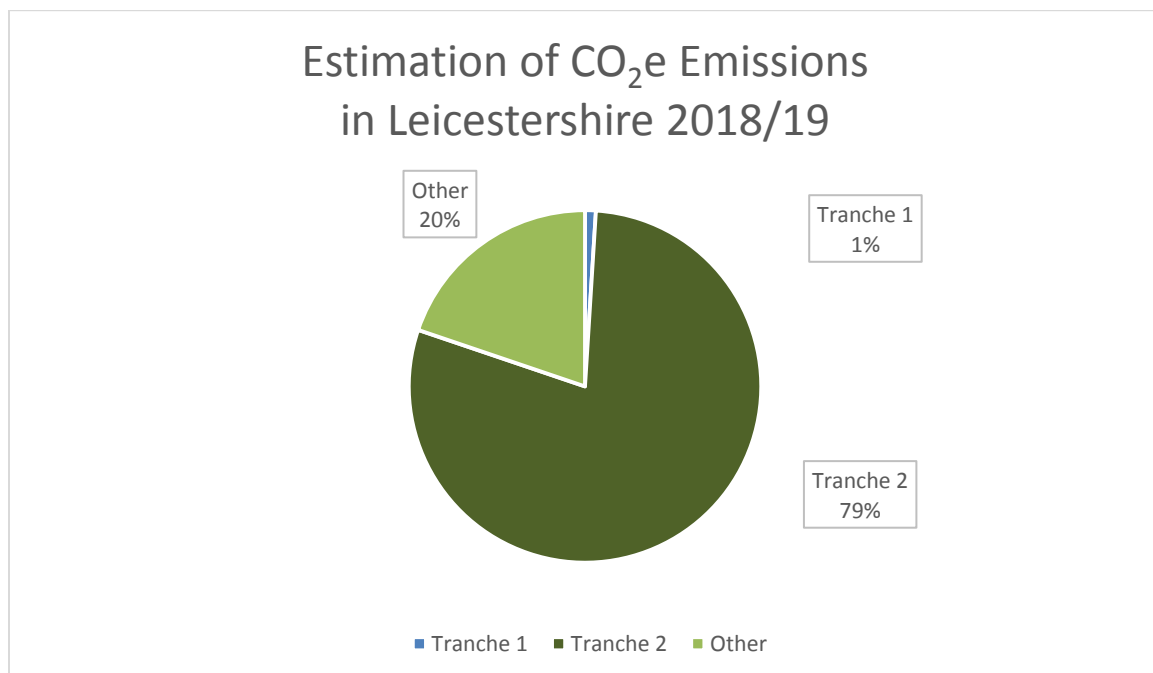
**APPENDIX E – MR HUNT CC COMMENT TO CABINET – 28 APRIL
2020**

**LEICESTERSHIRE COUNTY COUNCIL’S REVISED
ENVIRONMENT STRATEGY AND ACTION PLAN**



From Max Hunt CC, Labour Environment spokesperson

The document divides into two parts Tranche 1 and Tranche 2. Tranche 1 covers less than 1% of Leicestershire’s Carbon Emissions and is already well planned. In January 2019 the County Council reported “Carbon emissions from LCC operations (see Tranche 1) continue to fall and are now well ahead of target”. So the document almost exclusively addresses a target in Tranche 1 which is already being met.



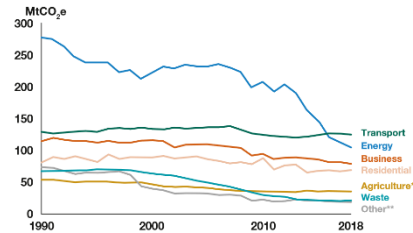
Source: Leics CC Cabinet Paper 28/4/2020

In contrast, Tranche 2 covers 79% of carbon emissions over which we have influence. The climate change clock continues to tick. We would strong suggest

that the authority uses its time to develop Tranche 2. The benefits are bound to exceed any further fine tuning of Tranche 1.

In short, we've planned Tranche 1 for minimal overall gainw can we get on with Tranche 2 and not delay it for another year?

The biggest challenge in Tranche 2 is transport over which, together with our LLEP partners we have significant influence. As you will know transport emissions have not reduced in recent years in contrast to other emissions.

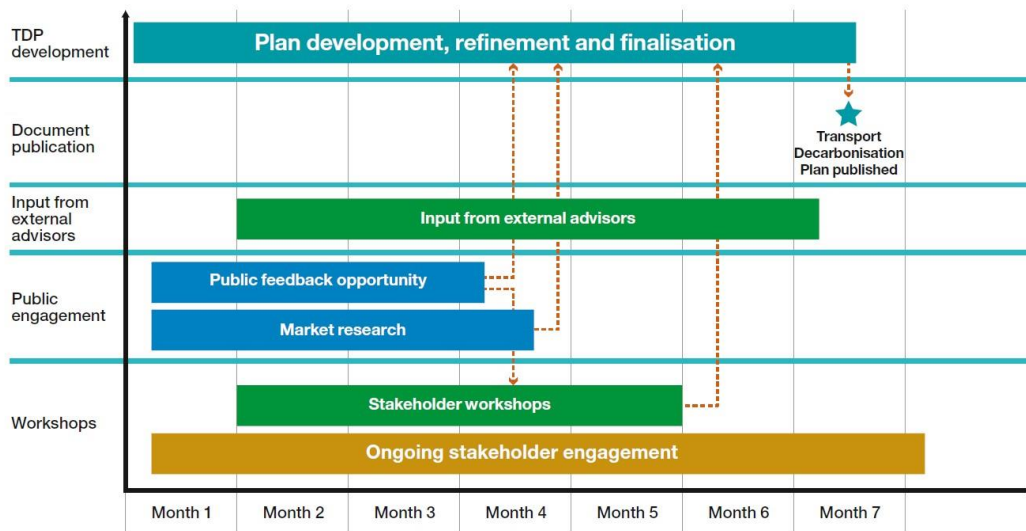


Fortunately our task in developing a roadmap for Tranche 2 is assisted this year by the invitation of the Secretary of State to contribute to his consultation paper [Decarbonising Transport](#), 26th March 2020. If we are intending to contribute to this we need to start engaging and the DfT has outlined the components of our task. In other words, we need to start the Tranche 2 process.

 <p>Accelerating modal shift to public and active transport</p> <ul style="list-style-type: none"> • Help make public transport and active travel the natural first choice for daily activities • Support fewer car trips through a coherent, convenient and cost-effective public network; and explore how we might use cars differently in future • Encourage cycling and walking for short journeys • Explore how to best support the behaviour change required 	 <p>Decarbonisation of road vehicles</p> <ul style="list-style-type: none"> • Support the transition to zero emission road vehicles through: <ul style="list-style-type: none"> – regulatory framework – strong consumer base – market conditions – vehicle supply – refuelling and recharging infrastructure – energy system readiness • Maximise benefits through investment in innovative technology development, and development of sustainable supply chains
 <p>Decarbonising how we get our goods</p> <ul style="list-style-type: none"> • Consider future demand and changing consumer behaviour for goods • Transform 'last-mile' deliveries – developing an integrated, clean and sustainable delivery system • Optimise logistics efficiency and explore innovative digitally-enabled solutions, data sharing and collaborative platforms 	 <p>Place-based solutions</p> <ul style="list-style-type: none"> • Consider where, how and why emissions occur in specific locations • Acknowledge a single solution will not be appropriate for every location • Address emissions at a local level through local management of transport solutions • Target support for local areas, considering regional diversity and different solutions
 <p>UK as a hub for green transport technology and innovation</p> <ul style="list-style-type: none"> • Utilise the UK's world-leading scientists, business leaders and innovators to position the UK as an internationally recognised leader of environmentally sustainable technology and innovation in transport • Build on expertise in the UK for technology developments and capitalise on near market quick wins 	 <p>Reducing carbon in a global economy</p> <ul style="list-style-type: none"> • Lead international efforts in transport emissions reduction • Recognise aviation and maritime are international by nature and require international solutions • Harness the UK as a global centre of expertise, driving low carbon innovation and global leadership, boosting the UK economy

iiii Source: *Decarbonising Transport: DfT March 2020*

Figure 19: Timeline of stakeholder engagement



iv Source: *Decarbonising Transport: DfT March 2020*

Leicestershire County Council will contribute to that stakeholder engagement and the Cabinet needs to trigger Tranche 2 as part of that process.

Note: *The Action Plan currently schedules Development of Tranche 2 Carbon Reduction Roadmap from April-October 2020 (page 90).*