

Friends of the Earth
The Printworks
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3rd December 2019

Dear Friends of the Earth,

Many thanks for sending through your interim scoring of Labour's climate and environmental policies. Ensuring voters are well informed about the relative merits of political parties' policies on tackling the climate and environmental emergency is essential, and we very much welcome this exercise.

There are some areas where we'd like to clarify points of Labour policy, and these are set out below according to FoE's manifesto asks. I hope this is useful in reaching your final assessment, and please do not hesitate to contact us if you have any further questions.

Best wishes,

Rebecca, Sue, Andy and Andrew

Rebecca Long Bailey, Shadow Secretary of State for BEIS

Sue Hayman, Shadow Secretary of State for DEFRA

Andy McDonald, Shadow Secretary of State for Transport

Andrew Gwynne, Shadow Secretary of State for MHCLG

Meeting our international climate commitments

- Enact Secondary Legislation to the Climate Change Act 2008 to fully include international aviation and shipping into the UK's carbon targets.
- Rule out the use of international offsetting in meeting UK carbon budgets.

We can confirm that Labour will include international aviation and shipping in the UK's carbon targets, and will rule out the use of offsetting in meeting UK carbon budgets. We have been critical of the Conservatives in this regard. See Rebecca Long Bailey in net-zero debate in Parliament:

“Achieving net zero before 2050 is necessary and affordable, and there is no need to rely on international offsets, which—let us be honest—does look like cheating. At this point, may I ask the Secretary of State whether aviation and shipping are excluded from the net zero targets, and if so, why?” <https://hansard.parliament.uk/Commons/2019-06-12/debates/A348AE4C-8957-42C8-8180-0F59E597E3EA/NetZeroEmissionsTarget?highlight=shipping#contribution-02400D4A-CFCD-4165-AC34-795F7CAD7883>

See Barry Gardiner: “The Government should also explain why they did not follow the Committee on Climate Change’s recommendations to include shipping emissions in the fifth carbon budget. In 2012, the Government deferred a decision to include international aviation and shipping emissions in the net carbon account, but said:

“we will revisit the issue... when we come to set the fifth carbon budget”.

“That is what the Government said, on the record, but the fifth carbon budget contains no provision for shipping emissions. The talks at the International Maritime Organisation earlier this year were perhaps less than satisfactory, but the Minister must tackle the issue urgently. The UK and the EU should take a much stronger line in insisting that those emissions are accounted for. <https://hansard.parliament.uk/Commons/2016-07-18/debates/c05e5e3c-49a9-4814-b493-3716f603e4d3/DraftCarbonBudgetOrder2016?highlight=%22aviation%20and%20shipping%22#contribution-97F96CC1-DE88-4BE1-8ADB-7470587DC865>

And see John McDonnell in 2019 Spring Statement:

“A review of carbon offsets might reveal that they do not reduce emissions, and that offsetting schemes such as the clean development mechanism have been beset by gaming and fraud.” <https://hansard.parliament.uk/Commons/2019-03-13/debates/5B9C772E-1769-437A-A4F0-06DEAC55D676/SpringStatement?highlight=offsets#contribution-A96DD3E3-93C2-4A6B-A23C-FD6BFC475C68>

Surface transport

- Invest £14.33 billion, of which £11.55 billion is new money, into transforming public transport, cycling and walking.
- Provide the under 30s with free bus travel.

Walking and cycling

Labour will make the biggest ever investment in zero carbon ‘active travel’ modes totalling £7.2 billion over the first term of a Labour Government.

Sufficient to meet the targets of the Cycling and Walking Investment Strategy (CWIS), which the Tories have failed to fund, to double cycling, to get 55% of children walking to primary school and to hit the adult walking target (under revision but predicted to be 365 walking trips per person per year). Spending will rise to £50/yr per person, putting Britain on a par with the best European exemplars.

From press release (and notes to editors which we can supply separately if required)
<https://labour.org.uk/press/labour-announces-plan-to-make-england-one-of-the-most-cycling-and-walking-friendly-places-in-the-world/>:

1. Double cycling journeys by adults and children
2. Build 5000km of cycleways
3. Create safe cycling and walking routes to 10,000 primary schools
4. Deliver universal affordable access to bicycles and grants for e-bike purchase
5. Provide cycle training for all primary school children and their parents, plus extend training to secondary schools and make it available for all adults
6. A Labour government will take a stake in a world-leading electric bike research, development and manufacturing facility that will form the core of an 'E-bike Valley' industrial cluster.
7. E-cargo bike demonstration cities.
8. Grants of £200 for e-bike purchase to boost purchase rates to those in other European countries.
9. Expansion of Bikeability cycle training, doubling present provision so it covers all primary school children, plus extension to all their parents, extension to give advanced training in secondary schools and extension to offer cycle training to all adults.
10. Universal affordable access to bicycles.
11. 'Social prescribing' of cycling and bicycles on prescription.
12. Expansion of the successful Walk to School scheme to all schools
13. A Cycling and Walking Social Investment Fund to support walking and cycling in left-behind areas.

The above package is capable of kicking off a transformation of street environments and walking and cycling provision that will put Britain on course for these modes to play a major role in carbon emission reduction, local pollution reduction, removal of traffic noise and danger, and address major public health problems associated with inactivity.

Buses

1. Funding of £1.3bn/yr to completely reverse the Tories' cuts to buses since 2010 - some 3000 routes axed - plus additional funding to lay on as many additional bus routes. <https://labour.org.uk/press/labour-announces-new-funding-reverse-tory-cuts-3000-bus-routes/>

This revenue funding will not only reverse the trend of bus cuts, but will also enable local authorities that have been hollowed out by Tory austerity to provide the support and governance of bus services that is required to create public transport networks designed to maximise coverage and the public service (as opposed to commercial profit) thereby maximising bus use and the potential for buses to reduce carbon emissions and local toxic air pollution.

2. Funding of £1.4 bn/yr to provide free bus travel to under-25s everywhere that local authorities take back control of their buses. <https://labour.org.uk/press/labour-introduce-free-bus-travel-25s/>

Labour will act rapidly to make it much easier to re-regulate bus services and to reverse the ban on new municipal bus companies and will actively propel and support both these changes right across the country. No other country in the world would dream of letting their transport networks be designed primarily for private profit. European examples show that city-regions with fully regulated (and in many cases publicly-owned) public transport network achieve per capita public transport use that is 2-4 times that in England's combined authority areas, despite covering larger areas and lower population densities.

Re-regulation of buses and municipal control are key to achieving high levels of public transport use, mode shift from cars, and consequent climate and local pollution benefits.

Encouraging the under-25 age group to use buses rather than learn to drive and buy cars is crucial to creating a sustainable trajectory for surface transport travel patterns. Research shows people who learn to drive in their mid-twenties rather than in their teens drive 30% less for the remainder of their lives: Stokes 2013, [Analysis relating to peak car](#)

3. *Although we cannot give details at this point we can say privately for the purposes of FoE's scoring exercise that we will be making a major announcement to achieve rapid transitioning of the bus fleet to zero carbon.*

The above announcement will take place during the remainder of the Election Campaign.

Rail

Commitment to make the railway much more affordable by spending £1.5bn/yr reducing regulated fares by 33% and remove offputting ticket complexities, and to undertake over £15bn of rail improvement schemes within 10 years.

<https://labour.org.uk/?s=rail+fares+33%25> Labour has also committed £100m/yr to provide turn-up-and-go access to the railway for disabled people, through providing a guard detailed to provide access assistance on every train. <https://labour.org.uk/press/labour-sets-out-plans-to-guarantee-a-guard-on-every-train-to-make-all-rail-services-accessible-for-older-and-disabled-passengers/>

The total rail improvement spend is from the Q&A to the above press release, and states 'Labour's Manifesto and Regional Manifestos have pledged over £15 billion of investment to expand and improve the rail network. These are major enhancements that will provide substantial additional capacity.'

These rail commitments are additional to committed funds for Control Period 6 and additional to budgets for HS2.

These and the revenue spending on making should be seen in the light of Labour's commitment to create a fully integrated publicly owned rail company that will remove the fragmentation that prevents easy travel across the railway and prevents efficient investment in improving the railway to enable and encourage more people to use it.

These changes to unify the railway are essential to properly govern the railway so that maximises its potential to achieve modal shift from vehicles, both as a railway integrated with itself (!) but also to create a railway that functions as a fully integrated part of the wider public transport system (rather than being primarily focused on profitability of train franchises to the exclusion of joining up the railway for passengers across different train operators, let alone the wider considerations of integrating with the whole public transport network.) The

Rail Delivery Group (the private train companies) estimate that 300 million extra rail journeys per year would take place were fares not so complex.[RDG 2019 Easier Fares For All p.13.] This increase would be an 18% growth in rail patronage.

- Cancel the £90 billion HS2 project.

HS2 will create much needed capacity on the rail network to address capacity constraints to enable more people and goods to travel by rail instead of road, including on local rail services, and to obviate demand for major road building. Extending HS2 to Scotland will provide an alternative to domestic flying. Much of the opposition to HS2 on environmental grounds misunderstands the project, how the railway and broader transport networks work and what is required to cut transport emissions. However, Labour does recognise faults in the design and management of the project and intends to mitigate local environmental damage and ensure maximum integration with the conventional rail network.

Where high speed is possible, Labour will embrace this, but we will also ensure that development is sensitive to our precious environment. We will therefore seek to make significant improvements on the impact that HS2 will have on woodlands and SSSIs, noise and other forms of pollution.

- Set a 2030 cut-off date for the sale of petrol and diesel cars, vans and buses and 2040 for HGVs.

Labour have the most ambitious support package for electric vehicle rollout of any political party. This includes:

- *A £3 billion investment in the production of new electric car models in the UK, protecting 186,000 jobs in the UK's automotive sector and creating 32,000 new jobs.*
- *A £2 billion investment in the construction of three battery plants, known as 'gigafactories', to manufacture the batteries needed for electric vehicles, creating 26,500 jobs.*
- *A £500 million investment in four metal reprocessing plants to reduce the environmental impact of electric vehicle production.*
- *A £3.6 billion investment to rollout the electric vehicle charging network to every part of the UK.*
- *A £3.5 billion package of interest free loans for electric vehicles, saving 2.5 million buyers up to £5000 on the cost of a new vehicle.*
- *A £300 million investment in community car clubs so that everybody can benefit from the electric car revolution, whether they own a car or not.*

<https://labour.org.uk/press/electric-car-revolution-labours-plan-strengthen-uk-automobile-industry-creating-safeguarding-220000-jobs/>

Our investment figures (including for the EV charging network) are based on what would be necessary to achieve a 2030 sales phase out date, and hence our investment figures are larger than those called for by Deloitte and the CCC. Labour's commitment to 2030 is thus a firm proposal, and we are confident these measures will put the UK on a pathway to meeting it.

- Review the £28.8 billion road building programme, including scrapping all new road projects that will lead to increased carbon dioxide emissions.

The next Labour government will expand the hypothecation of VED to form a sustainable transport fund for rail and other sustainable modes of travel and to address the pothole backlog. If this money were to be spent on road building it would increase traffic, congestion and carbon emissions, the opposite of what is needed to reach the UK's commitment to climate targets and to clean up polluted air. <https://labour.org.uk/?s=rail+fares+33%25>

All the revenue funding for active travel, buses and rail pledges detailed above will be from the Tories' £6bn/yr VED road building fund, instead of building new roads.

In addition, Labour has indicated that it will fund repair of potholes, cycleways and pavements with £0.5bn/yr from this fund (from separate Q&A to the above release that states 'Labour has put aside £0.5bn/year of VED to be spent on maintaining local roads to a safe standard.')

This maintenance of local roads - the roads mainly used by motorists - is excluded from the Tories' fund, yet is essential to their safety, including the safety of vulnerable road users travelling by environmentally sustainable modes - walking and cycling.

Aviation

Labour has made commitments that would obviate demand for domestic flights by committing to HS2 and extending HS2 to Scotland. Any credible opponents of excessive domestic flying must outline proposals to provide an alternative. Labour is the only party doing so, outlining plans for a high speed rail network as part of an advanced rail network under public ownership.

Labour's Shadow Transport Secretary made a speech to the Institute for Government where he stated that climate change would be his number one priority and set out plans for how Labour would run the DfT, including setting a departmental carbon budget for the entire department, for sectoral carbon budgets and allocating funding accordingly.

"Labour will align the priorities of the Department for Transport with our commitment to tackle climate change. We will put an end to paying lip service to looking after our planet, and instead we will ensure we put our moral responsibility to cut emissions at the department's core and we will allocate departmental spending as if climate change really matters.

The Department doesn't have a carbon reduction budget or target.

Under my leadership I will want to see the Department set a carbon budget consistent with the aspirations of the Paris Agreement on climate change.

In addition, I will want each of the sectors – rail, road, aviation and maritime – to have carbon reduction targets in line with that departmental budget." <https://labour.org.uk/press/andy-mcdonald-speech-institute-government/>

- Cancelling the approval of Heathrow expansion and banning the expansion of regional airports.

Labour's manifesto says it will only authorise plans that are consistent with our ambitious climate targets. Proposals that aren't consistent with our policy to reduce carbon emissions will not go ahead. The logical conclusion of this commitment is that climate-busting airport expansions will not be permitted. Shadow Transport Secretary Andy McDonald opposes airport expansion and explicitly made the argument against airport expansion on the grounds of climate change during the HR3 debate (he argued it failed all 4 tests <https://hansard.parliament.uk/Commons/2018-06-25/debates/C9B5DFC3-043B-4528-BEF1->

[34D9512E637D/NationalPolicyStatementAirports](#)), and has since stated that he would order the Airports National Policy Statement which grants permission to Heathrow expansion to be reviewed against the UK's Paris Climate Commitments and Labour's more ambitious targets and would immediately cancel it if it was found to be inconsistent.

- Introduce a graduated tax to discourage frequent fliers (a frequent flier levy).

The manifesto committed to “examine fiscal and regulatory options to ensure a response to the climate crisis”. This is to reflect Labour’s view that aviation taxation is unfair and environmentally unsustainable. We agree with the Committee on Climate Change that a FFL appears to be the best available option and are persuaded by the argument that the vast majority of the population who fly once a year or less shouldn’t be taxed at all, while wealthy frequent flyers should shoulder more responsibility. We do however recognise that a FFL is not an ‘oven ready’ proposal, which the report on which the proposal is based acknowledges, which is why the report advises that cruder approaches could be needed. We would review aviation taxation in government to reform it in a way to manage demand, with a preference for a FFL.

Energy

- Build on the success of the UK's Carbon Price Floor mechanism in reducing coal use by raising the rate to £30/tCO₂e, and raising it steadily year on year, to accelerate the transition from gas to renewable energy and to provide funds for a heating transformation programme.

Labour will accelerate the transition from gas to renewable energy through investment and legislation. We will directly fund a heating transformation programme through our Green Transformation Fund, investing in heat pumps, solar thermal, hydrogen and heat networks as set out here <https://labour.org.uk/wp-content/uploads/2019/11/Green-Transformation-Fund.pdf>. Labour is open to raising the Carbon Price Floor, but our position is that direct investment under public ownership, combined with a traditional regulatory approach to reducing emissions, is more effective than relying on a market-based carbon pricing policy which does not guarantee the same outcomes.

Food, farming and land-use:

- Commit to and fund the doubling UK tree and woodland cover in order to take carbon pollution out of the atmosphere, provide space for nature and reduce reliance on unsustainable timber imports.

We're pleased to see Friends of the Earth acknowledge that our Plan for Nature proposal to plant 2 billion trees by 2040 is “by far the most ambitious tree-planting pledge we've seen from a political party”; and that tree-planting at that rate would achieve the doubling of tree cover you have called for by 2050.

- Set an ambitious target to reduce the use and impacts of pesticides and set out proposals to make the use of Integrated Pest Management by farmers and landowners' standard practice.

Our Plan for Nature states (p17) “Agricultural pesticides can degrade our environment, impacting soils, water and pollinating insects. We will consult to set appropriate targets for the reduced use of harmful pesticides and fungicides and adopt the precautionary principle in regulations. We will provide more support to sustainable farming methods with less reliance on chemicals. New classes of insecticides introduced in the last 20 years, including neonicotinoids and fipronil, appear to have been particularly damaging to insect life,

sterilising soils and killing insect grubs. 75% of insect losses recorded in Germany have been in protected areas adjacent to farmlands. We will trial integrated pest management systems and support varietal trials to help farmers reduce reliance on harmful chemicals and deliver healthier soils, as well as cleaner water and thriving natural systems.”

- Produce an overarching food strategy which leads to a shift to sustainable, healthy diets with ‘less and better’ meat and dairy, using regulatory tools, procurement, guidance, and fiscal measures to deliver this shift.

We consulted earlier in the year on our Sustainable Food strategy as part of Labour’s National Policy Forum, and Sue Hayman announced our plans for a right to food and National Food Commission at the Annual Labour Conference in September:

<https://labour.org.uk/press/sue-hayman-speaking-labour-party-conference/>

She said then, in words reflected in the manifesto and the Plan for Nature, that “the next Labour government will introduce a Right to Food, embedded in UK law, underpinned by an over-arching national food strategy ... [and] set up a National Food Commission to uphold the Right to Food.”

Our Plan for Nature states (p15) “We cannot tackle climate change unless we change our relationship to the food we eat. We will implement recommendations from Our Future in the Land, the report of the RSA Food, Farming and Countryside Commission and adopt the standards set out in the International Covenant on Economic, Social and Cultural Rights on a Right to Food. 10 million tonnes of food is wasted each year, a quarter of all food purchased, costing £20bn and equivalent to 20 million tonnes of greenhouse gases. At the same time we are in the grip of a national obesity epidemic and our country’s usage of foodbanks has soared. Labour will establish a People’s Access to Food Fund and review our food system under the governance of a National Food Commission. We will work across government to ensure our national diets become healthier and more sustainable, setting dietary and nutritional standards for hospital, school and prison meals, resetting food procurement standards and reviewing the food distribution and retail sectors. We will review food labelling with the aim of reducing harmful food consumption. In order to transform our food system we will first need to work closely with our principal primary food producers, to promote sustainable agricultural and fisheries practises.”

“We will support local food networks, expand access to farm holdings and ensure union representation and fair wages and conditions for all food and agricultural workers. We will put farmers and food sector workers at the heart of our plans, increasing fairness throughout the food supply chain. We will also ensure that food production and land use keeps pace with changing public appetites and dietary requirements. Our aim is to ensure the transition to our future agriculture is fair to farmers, better for wildlife and affordable for us all. We will fund the transition by maintaining current environmental improvement schemes and investing in new schemes after the British public has had its final say on our future relationship with the European Union.” (p16)

And, specifically on meat and dairy: “Our diet, our health, our society and our natural environment are all closely related. The less well off we are, the more likely we are to eat more preserved, processed foods, high in sugar, fat and starch. Meat and dairy products form part of a healthy, balanced diet but a recent Lancet report recommends a reduction of red, white and processed meat consumption by as much as 80% from current levels. We will ask Public Health England to review dietary health guidelines in, in line with scientific and nutritional advice and we will help our livestock and dairy farmers to anticipate and manage any transitions arising from changing consumer demands.” (p31)

- Introduce binding targets to halve UK food waste from farm to fork by 2030 including through funding weekly food waste collections for every household as proposed in the Resources and Waste Strategy.

Our Plan for Nature states (p41): “We will invest £4.5bn in the waste and recycling infrastructure that we need to bring about this change, including nine new plastics recycling and manufacture sites, three new steel recycling plants, fifteen anaerobic digestion sites for food recycling and capital grants to local authorities for new re-use and recycling centres.” Grants to local authorities could support increased doorstep food waste collection.

A binding target to halve food waste by 2030 will be included in the Fair Food Act which Sue Hayman also announced in her keynote speech to the pre-election party conference, when she said, ““Today , I am announcing that the next Labour government ... will introduce a Fair Food Act.” The aim of halving food waste by 2030 is already government policy, the legally binding target will be introduced in our Fair Food Act.

Nature protection and restoration:

- Introduce a Plastics Pollution Bill to eliminate the plastic pollution that is the scourge of rivers and oceans as well as streets, roadways and fields, with a particular focus on action to reduce plastic use and increase the re-usability of products.

Our Plan for Nature (p41) sets out how we plan to make waste producers pay for the costs of recycling or disposal and encourage a circular economy through measures like a deposit return scheme and extended producer responsibility. The Environment Emergency Bill can provide a vehicle for any legislation that may be necessary. We have a specific commitment (p23): “We will not export our climate impacts or polluting waste to the Global South.”

We have announced in our Green Transformation Fund the investments required for nine plastics recycling plants across the country, as set out in our published regional manifestos, to increase reusability of products, as well as three steel recycling plants.

- Invest an additional £5.6 billion in mapping, protecting and developing an extensive network of wildlife sites with nature-friendly corridors between them.

Our Plan for Nature states (p7) “We will restore the natural environment of Britain in a network of large, connected areas across the entire country, founded on our National Parks. We will link them with connecting restored pathways, hedgerows and water courses to each other and to smaller protected conservation areas. Connecting natural corridors will allow animal migrations, seed dispersals and provide habitats in their own right, and can lead onwards into the parks and gardens of our town and city centres along railway lines, canals, footpaths and cycle routes.”

And (p8): “A Labour government will review the hierarchy of designations for protected areas informed by the recommendations of the Glover Report. Seventy years after the Act of Parliament that first created the National Parks, our rejuvenated areas will sit at the head of a revised system of area-based protections, including Areas of Outstanding Natural Beauty, the National Forest, Natura Network Special Areas of Conservation, Sites of Special Scientific Interest, the Green Belts and both local and national Nature Reserves. Each designated area, whether existing, revised or newly selected will be given legal and regulatory protections, and will adopt management plans and rigorous targets for either nature restoration or carbon sequestration, or both, proportionate to the environment emergency we face. Our plans envisage a network of natural hedgerows and other nature-

friendly corridors joining all these places with each other, with replanted road verges, railway lines and canal paths connecting them to our urban green and blue spaces in parks, communal gardens, lakes and ponds.”

And, concerning funding (p11): “The Green Transformation Fund will support our Plan for Nature with new investments totalling £3.7 billion over the next ten years for the latter of these purposes. We will use those funds to expand sustainable forestry and restore the natural environment of our National Parks, our new National Nature Parks and our other protected areas, including important newly identified areas and existing areas with revised designations. We will establish clear criteria and new priorities for new protected area designations, with holistic and adequate funding streams to support environmental management schemes that deliver for our landscape, our environment and for a sustainable rural economy. We will use the revised system of site and area designations to establish, restore, protect and expand natural carbon sinks and areas with potential for net biodiversity gain. Our programme could contribute an additional total of 47mt CO₂/year natural carbon storage, more per year than is held in all the trees of England’s forests today.”

In the section titled ‘Science’ in the Plan for Nature we have set out our plans to boost Defra Agencies’ scientific capability to carry out a review of the hierarchy of designated sites, support new site identification and development with research and evaluation and advise government (p29): “Labour will boost the funding to Defra agencies and arms-length bodies by a combined annual total of £70m, to be focused on securing additional environmental science research, monitoring, evaluation and advice to government. Natural England will receive more than half of the additional funds to deliver expanded and restored monitoring and evaluation of the natural environment. Our selection and designation of candidate sites for nature restoration, carbon storage and biodiversity net gain will be evidence based. Significant funding increases will also be made available to the Environment Agency, JNCC and CEFAS.”

- Restore, protect and expand natural carbon sinks to remove carbon dioxide from the atmosphere through restoring degraded peatland, protecting and creating new salt marshes, and halting the damaging practice of moorland burning.

*Habitat restoration across all these important landscapes for carbon absorption and storage is at the centre of our Plan for Nature, see p13 and p.28 where we say, “Our Plan for Nature prioritises investment in the restoration of saltmarsh, peatbog, grasslands and mixed woodland habitats. These offer the greatest combined return on our investments for net biodiversity gain and rapid carbon storage. Peatbogs and saltmarshes are among the habitats with the greatest proportion of sites rated as unfavourable and declining in environmental status.” and “In addition to our intensified efforts to recover forests, peatbogs and saltmarshes, Labour will - at least – maintain all the habitat protection and nature restoration efforts in the **other** vulnerable habitats found within existing UK Areas of Special Conservation Interest (ASCIs) included in the Bern Convention’s Emerald Network of protected areas.” The reference to ‘other’ habitats makes clear that restoration efforts of of peatland and saltmarsh in all existing ASCIs will be intensified.”*

We commit specifically to “establish an independent review of the habitat degradation and fire risks caused by grouse shoot management arrangements with a view to new restrictive licensing arrangements or other regulatory controls.”

- Ensure the UK has access to a powerful, independent environmental watchdog in place to police environmental law through the courts and issue fines, and that environmental rights and principles, including the precautionary and polluter-pays principle, are enshrined in law and must be applied by all public bodies (including in Northern Ireland where current governance regimes are particularly weak).

Our Plan for Nature states (pp45, 46): “We will establish the Office of Environmental Protection as an independent, fully resourced watchdog with transparent governance processes and Parliamentary accountability.” “We will establish an accessible Environmental Tribunal with powers of judicial remedy to ensure that our plans for nature restoration are sustained by our government and by any others that follow.” We have already engaged in discussions with Friends of the Earth and a wide range of other groups to discuss in detail the remit and powers needed for an effective watchdog and environmental tribunal.

- Pass an Agriculture Act that enshrines a ‘public money for public good’ approach to financial support for farmers, to reward agro-ecological farming approaches which enhance nature, protect soils and contribute to drawing down carbon dioxide from the atmosphere, while ensuring farmers get a fair deal for their produce from the food supply chain.

Our Plan for Nature pp15-18 sets out our commitment to reward farmers for public goods through reforms to farm support funding, including habitat and wildlife restoration, soil enhancement and carbon sequestration, work with them to achieve net zero by 2040, and to ensure farmers and food producers are treated fairly in the supply chain.

Local action

- Require and fund local authorities to coordinate area-by-area eco-heating and energy efficiency transformation programmes.

Labour meets this criteria, though with a different emphasis on the delivery vehicle. We will establish public, Regional Energy Agencies to coordinate rollout of Labour's Warm Homes for All initiative - which combines energy efficiency and renewable heating technologies. Labour will make REAs, rather than Local Authorities, initially responsible for area-based delivery in recognition of the lack of capacity at Local Authority level following a decade of under funding. However, where Local Authorities do have capacity, they will be supported to establish Municipal Energy Agencies, which will take responsibility for local renewable energy generation, supply, network management and retrofitting. See <https://www.labour.org.uk/wp-content/uploads/2019/03/Bringing-Energy-Home-2019.pdf>

- Remove restrictive rules on approving new onshore wind developments.

Labour's manifesto has committed to building to 2,000 new onshore wind turbines as part of our green industrial revolution. We will remove the restrictive rules on approving new onshore wind developments, as set out in Labour's Green Transformation publication <https://www.labour.org.uk/wp-content/uploads/2018/09/The-Green-Transformation-.pdf>

- Rewrite national planning rules to make carbon reduction, and nature's restoration and recovery a legal requirement in the planning system.

Labour recognises that reducing carbon emissions must be at the core of a national planning strategy. By improving public transport and investing more in healthier active travel forms like cycling, by supporting the transition to ultra low emission vehicles and expanding rail freight, we will help people to become less reliant on polluting forms of transport. This is also emphasised in our planning strategy, as stated in our Plan for Nature: “We will ensure the major infrastructure projects are a model of good environmental practice, taking full account of environmental impacts in routing and planning decisions and providing additional green connecting corridors stretching from across the countryside into the very heart of our cities and towns.” We recognise the role played of the green belt in protecting biodiversity and local heritage assets, allowing for access to nature, and providing open land for carbon

sequestration. Our Plan for Nature states that: “We will introduce a new primary purpose into the planning framework recognising the role they play in adapting to and mitigating against climate change. The policy framework will be underpinned by a new measurement of the economic and environmental benefits of the vital natural capital and ecosystem support provided by Green Belts.”

- Enable local authorities to raise finance from new sources to fund local carbon action

Labour will reverse cuts to local councils through a £20bn funding boost and give them access to further funds to tackle the climate and environmental emergency through our Local Transformation Fund. This is a distributionally fairer and more effective way to fund local carbon action that giving councils their own finance-raising powers.

- Require planning authorities to plan for sustainable energy generation, working in partnership with communities, energy providers and utilities.

Labour’s manifesto states: “Labour will put the voices of local people at the heart of planning. We will rebalance power in the planning system by giving local government greater freedom to set planning fees and by requiring the climate and environmental emergency to be factored into all planning decisions.” We will also encourage participatory decision making to debate and bring agreement on solutions we can take together to address anthropogenic global warming. Our Plan for Nature (pp. 35) sets out how we will encourage local action through participatory decision making, and by establishing local citizens assemblies across the country to debate areas such as the carbon emissions associated with lifestyle choices like diet, travel and our throwaway culture.

- Require local authorities and combined authorities to reduce carbon emissions within their area in line with national carbon budgets through setting local carbon budgets.

Labour will set and enforce carbon budgets across all government departments and will devolve responsibility for these when appropriate and when the capacity exists. For example, REAs will hold primary responsibility for energy-related emissions, but LAs will be able to take on those responsibilities where they have capacity.