

DEVON'S GREEN NEW DEAL

Climate and Social Justice Delivered by Communities

Devon County Council has formed the Devon Climate Emergency Response Group (DCERG) in order to mitigate and adapt to the effects of climate breakdown through the creation of a 'Devon Carbon Plan'. While we support this effort to tackle the climate crisis collectively, we believe such a plan should focus on tackling issues of social justice in the county. Climate and social justice are inseparably intertwined because:

- **The causes of climate change are unequal:** Unregulated carbon emissions from the aviation sector are the fastest growing source of greenhouse gas emissions that are contributing to global climate change.¹ Most flights are taken by the richer sections of society - 74% of leisure travel is by members of ABC1 social classes.² Over half of the British population don't fly at all in any given year,³ and only 15% take three or more flights.⁴ But that 15% - the frequent flyers - take over 70% of all UK flights.⁵ At Exeter Airport, 48% of flights - and their associated high carbon emissions - are classed as "private".⁶
- **The consequences of climate change are unequal:** Coastal towns are most at risk from increased risk of climate change-induced flooding, storm damage, and coastal erosion, yet are also some of the most economically "deprived" areas in Britain, with Torridge and North Devon being in the bottom 20% of local authorities for employment.⁷
- **The solutions to climate change are currently unequal:** Those living on low and middle incomes struggle to afford a green lifestyle. For instance, public transport is not equitably accessible to all. Last year saw a significant public outcry in Exeter, with residents expressing their frustration at rising bus fares.⁸ Stagecoach prices have since increased further.⁹

A Green New Deal is a plan to address the fundamental root of the climate crisis: our economy. We recognise that the system of unrestrained economic growth has not produced equally-distributed wealth, resilient communities, or a stable ecological climate.

We call on you, our elected representatives, to view the climate crisis as a symptom of a political economy which is broken. We call on you to include it in every policy, every planning proposal, and every decision you make as our councils. We call on you to form your response to the climate emergency within the framework of a Green New Deal.



¹ World Wildlife Fund (2014) Nobel Prize Winners to ICAO: Carbon Emissions Have a Cost.

<<https://www.worldwildlife.org/press-releases/nobel-prize-winners-to-icao-carbon-emissions-have-a-cost>>

² Passenger Survey Report, 2013, CAA, October 2014. Derived from Tables 14 & 15

³ 57% in 2012, to be precise. National Travel Survey 2013, DfT, Table NTS0316

⁴ Table ATT0601, Public experience of and attitudes towards air travel, DfT Statistical release, July 2014

⁵ ibid.

⁶ UK Civil Aviation Authority, 2018

⁷ Corfe, S. (2017) 'Living on the edge: Britain's coastal communities', Social Market Foundation

⁸ Devon Live (2018) Exeter reacts to sky-rocketing cost of bus travel for children - as more than 1k sign petition against move. Available at: <https://www.devonlive.com/news/devon-news/exeter-reacts-news-cost-bus-1463780> (Accessed: 3 September 2019)

⁹ Stagecoach (2019) All Tickets. Available at: <https://www.stagecoachbus.com/tickets/all-tickets> (Accessed: 3 September 2019)

An Open Letter

The Green New Deal is a set of five principles. These principles aim to guide our response to the climate and ecological crisis in a way that prioritises social justice, delivers well-paid, meaningful jobs and a habitable future. To guarantee human and ecological well-being, as well as the development of political and economic democracy, any policy plans must fit within the framework offered by the Green New Deal principles. We will not settle for anything less.

A Green New Deal works towards creating an economy embedded within nature, thus building resilience in the community it is situated in. A decade of austerity has crippled communities across the UK, and people are ready to transform their economic and environmental futures. A Green New Deal puts people and planet first — harnessing the energy of many who have been left behind by a forever failing politics. It ensures we better steward and repair natural systems; that we incorporate democracy and justice into economic and social life; that we reimagine and expand prosperity. A Green New Deal is our vision for the future, and we want everyone to be a part of it.

So, we invite you, whoever you are - councillor, friend, worker, unionist, farmer and beyond - to take this proposal as the opening of a new conversation, one in which all contributions are considered as bringing value as long as they don't reaffirm business as usual. We need to do what is required of us – not simply what is seen as politically possible.

To make that happen, we propose to massively shift the debate on climate change in the UK. This must begin on a local level with immediate and extensive local action. This action must go beyond setting up a solar farm and “encouraging” active transport to fundamentally change how we all view the economy, nature, and decision-making. A Green New Deal will involve many different policies, but all will be rooted in the five principles, and therefore be democratic, sustainable, and equal by design.

We present these demands to Devon County Council and the Devon Climate Emergency Response Group as clear examples of what they can do on a local level to support climate justice for our communities. We have demonstrated that the responses of many other UK local authorities to the climate emergency far exceed those in Devon. This must change.

The science tells us we need a rapid and significant transformation. Listening and responding to the views of ordinary citizens must be a crucial part of this transformation. These demands are our contribution. We're aged between thirteen and twenty-one. In addition to working towards our GCSEs, A Levels or degrees, we've spent our summer educating ourselves about a Green New Deal. We've researched policies, planning proposals, and budget reports. We are making our voices heard; we hope that Devon County Council and its Devon Climate Emergency Response Group partners listen then act.

However, we do recognise that the past decade of austerity has gutted local government of funding. This is why a national Green New Deal will devolve more power and funding to councils and communities. We need local action to send signals to central government to make this a reality.

We have also only addressed Devon's district and county councils in this initial draft of the plan, however we recognise that there are many groups with the ability to drive change. This plan is a work in progress, and future editions will be updated to address a wider body of people. We call on you first, because you are elected, and accountable to the people.

So, whoever is reading this, start talking, start organising, come to us with proposals and we'll have a meeting. This strike is just the beginning. Draft One, done. Who knows where we'll go next?

In love, rage, fear, and respect,
Fridays For Future Exeter.

***'The Met Office and the University of Exeter inform the international response to climate change every day and Exeter's Local Industrial Strategy sets out the ambition to be the global leader for addressing the challenges of climate change and urbanisation.'* - Exeter City Council website**

Principle 1: Totally decarbonise the economy of Devon in a way that enhances the lives of ordinary people, workers and communities and works to eliminate social and economic inequality.

- The county of Devon must be decarbonised by **2030**¹⁰ despite the varied declarations made by local authorities, from Teignbridge's 2025 to Devon County's 2050. All authorities must take into account the emissions associated with land use, shipping, aviation, and trade.
- Decarbonisation **must not involve carbon trading** or credit schemes, and offsetting must only be used when the scheme is socially just, restorative to wildlife, and essential. This is because carbon trading:
 - Justifies high emissions generating activities such as aviation
 - Is socially unjust, due to the fact that the land of indigenous people can be classified as "offset" and therefore seized by companies¹¹
 - Contains flaws such as the fact that even a highly-polluting factory that installs a piece of equipment that keeps a greenhouse gas out of the atmosphere can qualify as "green development" under U.N. rules (in the European Trading Scheme, ETS)¹²
 - Replaces ecological value with market worth as trees, meadows, and mountains lose their intrinsic, place-based meaning and become deracinated, virtual commodities in a global trading system¹³
 - Simply doesn't work. Even conservative sources estimate that between ⅓ and ⅔ of carbon credits bought into the ETS 'do not represent real carbon reductions.'¹⁴
- The UK has made progress on ending the extraction of fossil fuels on our shores. Devon County Council must impose **a complete ban on hydraulic fracturing** (fracking) in Devon and work with other councils to widen this opposition.
- Devon County Council must make tackling climate emergency their budget **priority**, beyond the pledged £250,000 for the DCERG. This means they must, for example, stop investing money for new road projects which have involved, in 2019 alone:
 - The Long Lane airport road inc. Airpark development - March 2019 DCC support £3m (EDDC funded) scheme to widen Long Lane by AirPark + Silverdown link road
 - The Cullompton Town Centre relief road - March 2019 DCC select £14.5m scheme road through Community Association fields
 - The A361 North Devon Link Road - Jan 2019 DCC approved £93m scheme to widen road from Barnstable to South Molton
 - The A379 Matford/Alphington - Feb 2019 DCC secure £55m MHCLG funding for highways improvements

¹⁰Exeter City Council have agreed to this. However, this must be across the whole county. Exeter City Council (2019) Exeter aims to be a carbon-neutral city by 2030. Available at:

<https://news.exeter.gov.uk/exeter-aims-to-be-a-carbon-neutral-city-by-2030/> (Accessed: 14 September 2019)

¹¹"Mark Schapiro, "GM's Money Trees," Mother Jones, November/December 2009; "The Carbon Hunters" (transcript), reported by Mark Schapiro, Frontline/World, PBS, May 11, 2010; Chris Lang, "Uganda: Notes from a Visit to Mount Elgon," ChrisLang.org, February 28, 2007, <http://chrislang.org>."

¹² Elisabeth Rosenthal and Andrew W. Lehren, "Profits on Carbon Credits Drive Output of a Harmful Gas," New York Times, 2012

¹³ Klein, N. (2014) This Changes Everything: Capitalism vs The Climate. 1st edn. Canada: Penguin Random House.

¹⁴ "It Is Time the EU Scraps Its Carbon Emissions Trading System," Scrap the EU-ETS, press release, February 18, 2013; "Declaration Signatories," Scrap the EU-ETS, <http://scrap-the-euets.make.noise.org>; "Declaration Scrap ETS," Scrap the EU-ETS, <http://scrap-the-euets.makenoise.org>."

Car traffic is known to expand to fill whatever space is given to it¹⁵; the DfT's own assessments show that such schemes ultimately worsen traffic jams, rather than alleviating them.¹⁶ They lead to permanent and significant environmental and landscape damage and show little evidence of economic benefit to local economies¹⁷

- Devon County Council must introduce a **workplace parking levy** in Exeter and other key urban areas which is **socially progressive (costs are not pushed on to low-earning workers)** in order to generate funding for public transport.

E.g. The Nottingham model sees employers who provide more than 10 parking spaces for their staff pay about £400 every year to the city council for each space, with the charge increasing each year in line with inflation. The tax has raised about £9m a year since it started, with the money required by law to be spent on sustainable transport projects. Nottingham has a tram system, powered 100% renewably by the Council's own energy "company".¹⁸

Transport and Housing are the UK's two slowest decreasing sources of reported carbon emissions,¹⁹ therefore they should be integral to our effort to decarbonise. We propose you put in place these simple policies to begin this process:

- All local planning authorities must actively oppose any future expansion of Exeter airport through the denial of planning permission for any new developments. Expansion would significantly increase carbon emissions and render a just decarbonisation without offsetting impossible. An expansion would be completely at odds with the councils' climate emergency declaration.

E.g. Uttlesford District Council voted to review planning permission given to Stansted Airport (by the previous Tory administration)²⁰

- Devon County Council is currently only allocating 7% of its highways capital spending budget to cycling schemes, just over £2 million, most of which is spent on leisure routes and not interventions that will help commuters leave their cars at home. This is less than half the 15% called for by the government in 2018.²¹ The Councils must work together to implement the cycle network proposed by Exeter Cycling Campaign in order to enable **safe, zero-carbon transport**.²² The creation of cycling networks must be made a priority; these projects must not be afterthoughts to new road schemes, they must be in lieu of them. The councils must work with a network of similar sustainable transport bodies to improve infrastructure and facilities for walking, cycling and public transport across the county.

¹⁵ Benjamin Schneider, "CityLab University: Induced Demand", 6 September 2018, <https://www.citylab.com/transportation/2018/09/citylab-university-induced-demand/569455/>

¹⁶ Highways England, "National Pinch Point Programme - One Year After Evaluation Meta Analysis ", January 2019 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/791450/National_PP_Programme_Meta_Final_draft.pdf

¹⁷ Sloman L, Hopkinson L and Taylor I (2017) The Impact of Road Projects in England Report for CPRE. For a summary document see: Campaign to Protect Rural England (2017) The end of the road? Challenging the road-building consensus. Available at: <https://www.cpre.org.uk/resources/transport/roads/item/4542-the-impact-of-road-projects-in-england> (Accessed: 7 September 2019)

¹⁸ Nottingham City Council (2018) Workplace Parking Levy. Available at: <https://www.nottinghamcity.gov.uk/information-for-residents/transport-parking-and-streets/parking-and-permits/workplace-parking-levy> (Accessed: 14th September 2019)

¹⁹ <https://www.gov.uk/government/collections/final-uk-greenhouse-gas-emissions-national-statistics>

²⁰ <https://www.bishopsstortfordindependent.co.uk/news/uttlesford-council-votes-to-review-planning-permission-for-stansted-airport-growth-9074985/>

²¹ Redfern, M. (2019) 'We already know what to do about the climate crisis. We must get on with doing it as fast as we can.', Exeter Observer. Available at: <https://exeterobserver.org/2019/06/23/climate-crisis-exeter-devon-carbon-reduction-ultra-low-emission-clean-air-zones-parking-levy-living-streets/> (Accessed 19 September 2019)

²² Exeter Cycling Campaign (no date) 2030 Cycle Network Plan. Available at: <https://exetercyclingcampaign.org.uk/cycle-network-plan/> (Accessed: 3 September 2019)

- The DCERG must recognise that Electric Vehicles (EVs) are unaffordable for many people, as well as requiring mineral extraction from the Global South. They should treat the extensive provision of public transport, and facilitation of active transport as the priority.

Manufacturing a battery powered electric passenger car emits 6-16 tonnes of CO₂.²³ As one and a half metric tonnes of metal, plastic and glass ²⁴carrying an average human payload of little more than 100kg²⁵, privately owned cars are in use for just 4% of the time, spending the other 96% of their time parked.²⁶ Each car parked on the street turns twelve square metres of the public realm private. Almost half of low income households have no access to a car²⁷, while those in the wealthiest households travel more than twice as far by car each year.²⁸

- Exeter City Council must **enforce zero-carbon energy efficient** standards in new-builds being constructed by both private and public developers, and **retrofit** all existing buildings to make them meet a zero carbon standard. And where not possible (due to physical constraints), developers must pay the outstanding amount into a decarbonisation project fund

Exeter City Council refused to pass a motion proposing exactly this provision for the 11500 dwellings that are expected as part of the "Liveable Exeter" "Garden City".²⁹

Yet, Southwark Council are imposing a minimum 35% carbon reduction on new developments, requiring the final % to be paid to their 'Carbon Offset Fund' used to finance other decarbonisation projects.

There is already legislation (Planning and Energy Act 2008) that allows Local Planning Authorities to, in their local development plan, include policies imposing reasonable requirements for—

- *a) a proportion of energy used in development in their area to be energy from renewable sources in the locality of the development;*
- *(b) a proportion of energy used in development in their area to be low carbon energy from sources in the locality of the development;*
- *(c) development in their area to comply with energy efficiency standards that exceed the energy requirements of building regulations.*

Together, Section 19 of the Planning and Compulsory Purchase Act (2004), Section 182 of the Planning Act (2008), the Planning and Energy Act (2008), and section 14 of the revised NPPF (2018) all empower Local Planning Authorities to enforce policies which reduce carbon emissions from new homes.

- Exeter City Council must also abolish the 50% lower rate in the Community Infrastructure Levy for student developments, and used the saved money to focus on providing affordable, zero carbon housing.³⁰
- To help lower income homes meet zero carbon emissions, the councils must enforce a greater council tax on holiday and second homes in order to generate money for these insulation and retrofitting projects. This makes up part of a **progressive taxation** we explore under principle three.

²³ Jane Patterson, "Understanding the lifecycle GHG emissions for different vehicles types and powertrain technologies", Ricardo AE & Low Carbon Vehicles Partnership, 2018 https://www.lowcvc.org.uk/assets/reports/LowCVP-LCA_Study-Final_Report.pdf

²⁴ 1.4 tonnes was the UK average private car weight in 2016. EVs tend to be 20-30% heavier. Pocketbook 2017/18, "European Vehicle Market Statistics", International Council on Clean Transportation https://www.theicct.org/sites/default/files/publications/ICCT_Pocketbook_2017_Web.pdf

²⁵ Average occupancy for car journeys in the UK is 1.55, average adult weight is 75kg. National Travel Survey, Table NTS0905, "Car / van occupancy and lone driver rate by trip purpose: England, 2002-2017"

²⁶ John Bates & David Leibling, Spaced Out: perspectives on parking policy, RAC Foundation 2012, https://www.racfoundation.org/assets/rac_foundation/content/downloadable/spaced_out-bates_leibling-jul12.pdf

²⁷ National Travel Survey, NTS0703, "Household car availability by household income quintile: England, 2014"

²⁸ National Travel Survey, NTS0705, "Distance travelled by car by level of household income, England 2014"

²⁹ See ECC full council minutes for 23 Jul 2019 (search for "Mitchell"):

<http://committees.exeter.gov.uk/documents/g5801/Printed%20minutes%2023rd-Jul-2019%2018.00%20Council.pdf?T=1>

³⁰ In St David's ward alone, developers have only been charged £938,000 compared to almost £1.876 million if the levy had been applied at the same rate as residential construction, Exeter Green Party
<<https://exeter.greenparty.org.uk/news/2019/07/07/stdavids-lost-million/>>

Principle 2: Create new green, well-paid, secure, unionised jobs across the county guaranteeing healthy and fulfilling livelihoods for all workers, and communities including those in today's high emissions sectors.

The councils must support a **just transition** for workers. A just transition secures the future and livelihoods of workers and their communities in the transition to a low carbon economy. The councils must work directly with trade unions and involve them in the DCERG to ensure that there are green jobs for everyone working in carbon-intensive industries.

Farming

Farming is one of the key industries in Devon and is responsible for much of its land use, explored further in Principle 4. **Transformational reform of agriculture** offers scope for much-needed improvement in an industry where much of the work is dangerous, isolating and exhausting. Farming is also vulnerable to the effects of climate breakdown.

In 2013, the Agricultural Wages Board in England and Wales was abolished. Since then, English and Welsh **agricultural workers have been left without statutory protection for their pay and conditions**. The industry remains poorly regulated as well as increasingly casualised and seasonal. The Sustain Alliance has argued this has a knock-on effect on predominantly agricultural regions, “making communities poorer”.

Meanwhile the migrant labourers on whose work the industry depends are subject to shocking pay and conditions, with the threatened loss of this exploited demographic post-Brexit another immediate pressure on the agricultural sector.³¹

These problems will be worsened by a rapidly changing climate and the potential for a large dietary shift which leaves farmers behind.

- Devon County Council must create new democratic bodies to enable farmers, climate scientists, and activists to discuss how farming in the county should be transitioned to reduce its impact on climate and ecology
- Devon County Council must engage directly with agricultural, biological and geographic scientists to first understand the reasons why we should transition the county's land towards reforestation and away from carbon-intensive farming, and also to ensure that this transition is done equitably and doesn't leave rural communities behind.
- Devon County Council must facilitate the creation of local food markets which support both farmers and their communities.
- Devon County Council must facilitate the shift to organic farming as this provides 32% more jobs per farm than conventional agriculture³²

Health and Social Care

Health and social care represents around 13% of the workforce nationally³³ but this rises to 28% in Devon³⁴. Devon's NHS services have been subject to austerity-driven cuts since 2010, resulting in the loss of many vital inpatient beds in community hospitals, which only acts to worsen rural deprivation and the isolation of vulnerable, lonely, and elderly people - as well as increasing the strain on carers. However, **caregiving professions have small carbon footprints, and will become increasingly vital** as the health effects of warmer temperatures, flooding, and stress begin to increase in number. We need to ensure that those working in the

³¹ Miller, K. and Goddard, L. (2019) From Afforestation to Animals – It's Time to Talk About Agricultural Reform. Available at: <https://novaramedia.com/2019/06/14/afforestation-animals-time-to-talk-about-agricultural-reform/> (Accessed: 18th September 2019)

³² 'Organic Works', Soil Association, 2006

³³ <https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/datasets/employmentbyindustryemp13>

³⁴ <https://www.devonomics.info/data/employment/sector-composition/>

care economy are finally valued for the work they do, and because we lack the relevant knowledge in this area, we are calling on the DCERG to look towards experts in health and social care, as well as medical professionals and care workers, to develop a strategy for this invaluable sector moving forward.

Retail

The largest employer in Devon is the retail industry with 56,000 employees.³⁵ However, the retail sector relies on natural resource extraction, water and energy used in production, pollution, transportation, use of the product and finally disposal. The companies who currently dominate our high streets are those whose practices are harmful to both people and planet. Yet many livelihoods are reliant on these companies and an immediate closure of these shops would put workers at risk. Alternative work which is well-paid, secure, unionised and centered on the local economy must be offered.

We want to ask: what benefits does local business offer, both to local communities and wider climate solutions? What barriers do local businesses face? How can we support workers in local businesses and ensure they are not pushed to the margins of our towns and cities? How can we support workers in corporate business who see no way out?

- All Councils must prioritise and subsidise local, ethical³⁶ businesses on their high streets.
- By forming municipal transport and energy companies (see below), the councils will be creating sustainable jobs for workers currently employed in carbon-intensive industries, such as retail.

³⁵ <https://www.devonomics.info/data/employment/>

³⁶ 'Ethical' as defined by: Ethical Consumer (2018) Our Mission. Available at: <https://www.ethicalconsumer.org/about-us/our-mission> (Accessed: 2 September 2019)

Principle 3: Transform our economy to place human and ecological well-being and prosperity at its centre; enable democratic participation, accountability and common ownership. Our economy must work in the interests of everyone, which means empowering those communities currently marginalised.

Economic Transformation

Since the industrial revolution, our economies have delivered significant advances in material prosperity. But this progress is increasingly imperilled by the very economic models which made it possible. Our economies are still measured and managed in ways that encourage overconsumption and drive climate breakdown.³⁷

GDP growth, the main metric by which our governments judge the success of the economy is fundamentally at odds with mitigating the climate and ecological emergency. This is because:

- Green growth requires that we achieve permanent absolute decoupling of resource use from GDP. Empirical projections show no absolute decoupling at a global scale, even under highly optimistic conditions. While some models show that absolute decoupling may be achieved in high income nations under highly optimistic conditions, they indicate that it is not possible to sustain this trajectory in the long term.
- Green growth also requires that we achieve permanent absolute decoupling of carbon emissions from GDP, and at a rate rapid enough to prevent us from exceeding the carbon budget for 1.5°C or 2°C. While absolute decoupling is possible at both national and global scales (and indeed has already been achieved in some regions), and while it is technically possible to decouple in line with the carbon budget for 1.5°C or 2°C, empirical projections show that this is unlikely to be achieved, even under highly optimistic conditions.³⁸

At the June meeting of the DCERG, DCC Chief Executive Phil Norrey and ECC Chief Executive and Growth Director Karime Hassan noted that private sector investment will be key to upgrading technology and infrastructure to decarbonise Devon. The group noted that strong links between the Devon Climate Emergency and the clean growth agenda will be required. **We fundamentally oppose following a ‘clean growth agenda’ and call on all local authorities to reframe the way in which they see our economy.**

Inequality is rising in the UK, and despite repeated claims that certain carbon-intensive projects such as airports stimulate “regional economic growth”, profits are usually extracted by shareholders while Devon’s most deprived communities lose their hospitals and schools.

The company is a social institution whose powers and rights are politically defined; we can redesign how it is owned and governed to deepen common solidarity, freedom and capability.³⁹

Significant economic, societal and institutional changes are needed. Implementing policies which deliver only a minimal impact and maintain business as usual fails to reshape the economic models driving environmental breakdown. This is guaranteed to deepen the climate emergency. We must shift the conversation away from the small incremental changes currently being proposed by our governments and councils, such as “encouraging active transport” and “changing streetlights to LEDs”. To thrive, only a systemic response to a systematic crisis will do. The economy must be made participatory, cyclical and embedded within society and nature. Therefore:

- The councils must work with other anchor institutions to procure all goods and services locally and ethically, in order to make the local economy more resilient and reduce food miles.

³⁷ Green Economy Coalition (2019) Principles, priorities & pathways for inclusive green economies. Available at: <https://www.greenconomycoalition.org/news-analysis/principles-priorities-pathways-for-inclusive-green-economies> (Accessed: 6 September 2019)

³⁸ Hickel, J. and Kallis, G. (2019) 'Is Green Growth Possible?', New Political Economy

³⁹ <https://common-wealth.co.uk/what-we-do.html>

E.g. In 2015, Lancashire county council put a contract to provide school meals out to tender. That was impossibly large for local firms, so officers broke it into bite-size chunks. There was a tender to provide yoghurt, others for sandwich fillings, eggs, cheese, milk, and so on. One contract was split into nine different lots. It meant officials actually shaping a market to fit their society – and it worked. Local suppliers using Lancashire farmers won every contract and provided an estimated £2m boost to the county.

- The councils must divest **all local authority pension funds** from fossil fuel or other carbon-intensive industries and **reinvest** it into **local schemes**

According to data from Friends of the Earth, DCC's 'Peninsula Pension Fund' invests £141,513,700 of its current fund in fossil fuels, and £106,995,247 in fracking.

- The DCERG and relevant local authorities must pledge its support to the county's co-operative sector and aim to facilitate the creation of co-operatives in order to democratise the economy. They could do this by prioritising co-operatives in their own supply chains and procurement processes.
- Devon County Council must pledge its support and funds to the South West Mutual Bank in order to begin to reshape the purpose of the finance industry and support accountability in the sector.
- The councils must commit to participatory budgeting⁴⁰ projects by opening up their budget for community input annually.

Between 2009 and 2010, a project known as 'You Decide!' was given £4.76 million by Tower Hamlets Council, plus an additional £300,000 by the local Primary Care Trust, totalling over £5 million over the two years.⁴¹

Democractic Participation

All of Devon's councils must ensure that the citizens of Devon play an active role in shaping Green New Deal policies. This is because efforts made to reduce carbon emissions without democratic mandate often create more problems than they solve. We see this with the emergence of the 'Gilet Jaunes' in France.

Furthermore, by encouraging discussion and consensus decision-making, participatory democracies will wear away the harsh borders of the polarisation which has fractured our communities and silenced the strong co-operation needed to mobilise behind decarbonisation.

The citizens consulted must be representative of Devon's demographics and include those currently marginalised. This includes: deindustrialised communities, deprived rural areas, communities of color, migrant communities, low-income workers, women, the elderly, the homeless, people with disabilities, and young people.

- Initiatives to make the voices of these communities heard are often limited. For example, while we recognise the important role youth parliaments play in local democracy, the DCERG must also include all interested young people in the development of the Devon Carbon Plan, rather than a select few representatives unknown to much of the youth population.
- We recognise that Devon County Council has already committed to establishing a Citizens' Assembly⁴² So, the DCERG must ensure that:
 - The Citizens' Assembly is a regular and integrated part of council decision-making. Democratic participation must be an ongoing process, not a one-off occurrence.
 - Citizens must be involved in formulating climate policies and not just ratifying a set of proposed policies likely to exist within an existing agenda.

⁴⁰ <https://www.local.gov.uk/topics/devolution/engaging-citizens-devolution/approaches-civic-and-democratic-engagement-0>

⁴¹ <https://www.local.gov.uk/tower-hamlets-you-decide>

⁴² Devon County Council (2019) Citizens' Assembly. Available at: <https://www.devon.gov.uk/energyandclimatechange/devon-climate-emergency/citizens-assembly> (Accessed: 31 August 2019)

- The assembly must occur with full transparency to enable public scrutiny and wider public engagement. It should be recorded and this, alongside the information presented to the citizens present, must be published.
- The council has promised that the “assembly will comprise a representative sample of Devon’s citizens from different social backgrounds, including young people, who will be paid for their involvement.” However, “The process governing how the assembly’s membership will be selected has yet to be agreed.” The council must reach this agreement. A series of dates must be set for a series of ongoing citizen's assemblies, the first being before the end of 2019.
- The DCERG should also create more specific democratic bodies to include more voices in its decision-making than those on the Net-Zero Task Force team. These could involve:
 - A Devon-wide transport forum for input by the public and existing public transport users groups to establish a grass roots picture of needs and issues
 - Roundtable meetings to facilitate discussion between groups whose interests have been historically conflicted. For instance, such meetings might encourage mutual understanding between meat and dairy farmers and those adopting vegetarian and vegan diets.
 - Neighbourhood councils which have the ability to feed directly into how measures can improve social and environmental issues in their community.
 - Participatory budgeting assemblies in which citizens discuss and feed into how their local authorities spend the money available.
- The DCERG should establish a Green New Deal Commission, whose role should be the watchdog of the executive and Net-Zero Task Force. This should be made up of people from communities at the sharp end of environmental and industrial change as well as unions, local businesses, technology experts and scientists, the commission would be part of a new era of people-led, delivery-focussed checks and balances in our democracy, ensuring that it can meet both the ecological and social goals of the Green New Deal.
- All Devon Councils should consider the possibility of running a participatory city programme similar to what is happening in Barking and Dagenham⁴³

Common ownership

Currently, our public services are not accountable to their users. This gives companies like Stagecoach and GWR the ability to increase prices and decrease services without consulting their users. Furthermore, in a privatised service, *profits must be paid* to shareholders, not reinvested in better services. Interest rates are higher for private companies than they are for the government. Plus, there are the extra costs of creating and regulating an artificial market.

Private companies are driven by a need for profit, instead of prioritising the needs of the communities they serve. For example, bus companies often only run services in busy, urbanised areas, meaning rural communities lose out unless the government steps in with a subsidy.

It is more efficient to run public services in public ownership so that profits can be reinvested across the whole network as needed. While it may seem that many changes to this ownership structure must arise from central government, local authorities already have the power to take back some of these services and place them into public hands.

⁴³ See the initiative in detail here: <http://www.participatorycity.org>. ‘Participatory City’ is an ongoing programme funded in part by the London Borough of Barking and Dagenham.

- Devon County Council claim they are UK leaders for community renewable energy generation. Devon County Council's data shows that only 9.7% of total energy generation for the county is from renewable sources.⁴⁴ And, according to their report with Regen, only 1.3% of the county's renewable energy is from community-owned sources.⁴⁵ Therefore, Devon County Council should encourage and support every lower tier council - including Exeter City Council - to form **collectively owned** municipal renewable energy companies co-governed by local residents in a commoners' association, with a stakeholders panel made up of energy and environmental experts, along with local trade unions representing energy workers. The company should reinvest surpluses in other local decarbonisation projects.

*E.g. Nottingham City Council set up the UK's first municipal energy company: **Robin Hood Energy**. They provide 100% renewable energy because they source only from UK-based solar and wind generators. For every Megawatt hour (MWh) of electricity purchased for their customers, they also purchase a Renewable Energy Guarantee of Origin (REGO) certificate, which proves the electricity is certified as being sourced either directly from the renewable generators or through a green wholesale energy provider.*

- If it is not feasible for such arrangements to be made, councils should increase their financial support for existing community energy groups. The social impact of community and renewable energy must increase. The 2018 Devon Community Energy Impact Report found that community-owned renewable projects helped 2,717 homes to save on energy bills and increase their energy efficiency. This represents only 0.11% of homes in Devon.⁴⁶
- Devon County Council must follow suit by forming a publicly owned, municipal transport company to provide **reliable, integrated, and affordable public transport** to everyone in Devon - especially those living in rural, currently isolated, areas.

E.g. Most other bus networks in the UK are dominated by the "Big 5" (Arriva, First, Go-Ahead, National Express and Stagecoach). In Nottingham, however, the biggest bus operators in the city (Nottingham City Transport, trentbarton and CT4N) are locally owned.

- All Devon councils could create employee ownership schemes with incentives for businesses

⁴⁴ See 'Renewable Energy Progress Report for Devon' 2016-17 (latest):

<https://devoncc.sharepoint.com/sites/PublicDocs/Environment/Environment/Forms/AllItems.aspx?id=%2Fsites%2FPublicDocs%2FEnvironment%2FEnvironment%2FEnergy%20and%20Climate%20Change%2FDevon%20progress%20report%202017%20FINAL%20V2%2Epdf&parent=%2Fsites%2FPublicDocs%2FEnvironment%2FEnvironment%2FEnergy%20and%20Climate%20Change&p=true>

⁴⁵ See 'Devon Community Energy Impact Report' 2018:

https://www.regen.co.uk/wp-content/uploads/Regen_Devon_CE_Impact_Report_-_Final_2-1.pdf

⁴⁶ Devon County Council (2018) Devon Community Energy Impact Report 2018. Available at:

https://www.regen.co.uk/wp-content/uploads/Regen_Devon_CE_Impact_Report_-_Final_2-1.pdf (Accessed: 31 August 2019)

Principle 4: Protect and restore vital habitats and carbon sinks, including forests and wild areas, and ensure the provision of clean water, air, green spaces and a healthy environment for all.

Farming and Land Use

The official carbon footprint of people in the UK is 5.4 tonnes of carbon dioxide per person per year. In addition to this, a paper published by Nature⁴⁷ estimates that the total greenhouse gas cost – in terms of lost opportunities for storing carbon that the land would offer were it not being farmed – of an average northern European diet is 9 tonnes a year. In other words, if we counted the “carbon opportunity costs” of our diet, our total footprint would almost triple, to 14.4 tonnes. The Nature paper estimates that the carbon cost of chicken is six times higher than soya, while milk is 15 times higher and beef 73 times. One kilo of beef protein has a carbon opportunity cost of 1,250kg: that is roughly equal to driving a new car for a year, or to one passenger flying from London to New York and back.⁴⁸

- Devon County Council must recognise the emissions associated with industrial agriculture, animal farming and chemical use as agriculture is the single largest contributor of GHG in Devon.⁴⁹
- Devon County Council must support and encourage small-scale farmers in transitioning to a more plant-based system of agriculture. They must lead the way by beginning this transition in the 68 dairy and mixed livestock farms in the county estate.
- All Devon Councils must procure at least 80% of their food from local, plant-based farmers who follow farming practices which are actively restorative to the land and adhere to ecological principles. They must encourage other anchor institutions such as Exeter College to do so as well.

Rewilding; Community Engagement and Education; Creating a Healthy Environment For All

Everyone must have access to the natural world and a healthy environment; humans are not divorced from nature. Rewilding unites people with natural processes, ensuring both community and ecological wellbeing. Whilst rewilding strives to restore the natural process which human interventions and irresponsible land management have impaired and erased, it simultaneously offers many benefits to human well-being. People, communities and livelihoods are crucial; rewilding must rely on communities making collective decisions about land use⁵⁰ (refer also to principle 2, farming).

A growing body of literature confirms that green spaces and wild areas have a positive impact on human health and well-being, as demonstrated in reports by Natural England⁵¹ and Mind⁵². Education projects are a vital means of reconnecting communities to the natural environment and developing an understanding of our role as responsible stewards. For instance, research from King's College London shows that learning in nature is

⁴⁷ Searchinger, T. , Wiersenius, S. , Beringer, T. , Dumas, P. (2018) 'Assessing the efficiency of changes in land use for mitigating climate change', *Nature*

⁴⁸ Monbiot, G. (2019) 'We can't keep eating as we are – why isn't the IPCC shouting this from the rooftops?', *The Guardian*

⁴⁹ See 'Devon County Council's Climate Change Strategy' August 2018:

<https://www.devon.gov.uk/energyandclimatechange/strategy/climate-change-strategy>

⁵⁰ See the four principles of rewilding: Rewilding Britain (no date) Principles of Rewilding. Available at:

<https://www.rewildingbritain.org.uk/rewilding/rewilding-principles> (Accessed: 10 September 2019)

⁵¹ Natural England (2016) Connection to Nature: evidence briefing. Available at:

<http://publications.naturalengland.org.uk/publication/4792791243161600> (Accessed: 10 September 2019)

⁵² Bragg, R. , Wood, C. and Barton, J. (2013) Ecominds effects on mental wellbeing: an evaluation for Mind. Available at:

<https://www.mind.org.uk/media/354166/Ecominds-effects-on-mental-wellbeing-evaluation-report.pdf> (Accessed: 10 September 2019).

advantageous to children's confidence, resilience and academic progress. However the current education systems do not provide sufficient opportunities for young people to fully grasp these benefits.⁵³

Access to nature is far from equal. A report published by Public Health England revealed that "people living in the most deprived areas are less likely to live in the greenest areas, and will therefore have less opportunity to gain the health benefits of green space compared with people living in the least deprived areas."⁵⁴ A study published by Natural England similarly highlighted that "people from low socio-economic groups, particularly those living in urban deprived areas, together with Black, Asian and Minority Ethnic (BAME) communities are significantly less engaged in the natural environment than the rest of the adult population in England."⁵⁵ A further study found that more than one in nine children had not set foot in a park, forest or other natural environment during the previous year. Children from low income and BAME families were particularly affected. Just 56% of under-16s from BAME households visited the natural environment at least once a week, compared to 74% from white households.⁵⁶

Rewilding must revitalise marginalised communities and enhance social inclusion.⁵⁷ Moreover, it has the potential to stimulate struggling rural economies through reshaping farming and land use practices (see above) and encouraging responsible wildlife tourism.⁵⁸ In addition, those who have historically had limited access to green spaces - minority communities, low-income workers, young people - must be the priority of initiatives to create a healthy environment for all.

Increasing the use of good quality green space for all social groups will reduce health inequalities as well as foster greater community cohesion and less social isolation. Green spaces provide a platform for community activities, social interaction, physical activity and recreation, as well as reducing social isolation, improving community cohesion and positively affecting the wider determinants of health. Rewilding is about helping both nature and people.

- All Devon's planning authorities must block all new developments on greenfield land, including but not limited to, the expansion of Exeter Airport.
- Devon's councils must create an easy, online system for citizens to report abandoned or unused (public) land that could be rewilded in their local area, such as roadsides.
- Devon County Council must work with landowners and farmers to boost local, organic and plant-based farming. This could involve grants for the first-year of converting to such farms or the expansion of public spaces to aid the trade of local produce.
- Devon's councils must use its available land to support local communities by providing spaces for community allotments, gardening and permaculture projects.

⁵³ King's College London (2011) Outdoor learning: Kings College London reports. Available at:

<http://publications.naturalengland.org.uk/publication/4524600415223808> (Accessed: 10 September 2019)

⁵⁴ Public Health England (2014) Local action on health inequalities: Improving access to green spaces. Available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/357411/Review8_Green_spaces_health_inequalities.pdf (Accessed: 10 September 2019)

⁵⁵ Natural England (2013) Kaleidoscope: Improving support for black, Asian and ethnic communities to access services from the natural environment and heritage sectors (NECR127). Available at:

<http://publications.naturalengland.org.uk/publication/5289189142691840> (Accessed: 10 September 2019)

⁵⁶ Natural England (2016) Monitor of Engagement with the Natural Environment: a pilot to develop an indicator of visits to the natural environment by children. Available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/498944/mene-childrens-report-years-1-2.pdf (Accessed: 10 September 2019)

⁵⁷ Bragg, R. , Wood, C. and Barton, J. (2013) Ecominds effects on mental wellbeing: an evaluation for Mind. Available at: <https://www.mind.org.uk/media/354166/Ecominds-effects-on-mental-wellbeing-evaluation-report.pdf> (Accessed: 10 September 2019).

⁵⁸ Rewilding Britain (no date) Nature Economies. Available at:

<https://www.rewildingbritain.org.uk/rewilding/why-rewilding/nature-economies> (Accessed: 10 September 2019)

- Devon County Council must enable and encourage primary age children to experience the local natural environment by supporting trips and organising events based on ecological principles, such as to organic farms and forest schools.
- Devon County Council must rethink its annual 'Farmwise' event⁵⁹ for children. Instead of focusing on animal agriculture, the event could introduce children to agroecological farming principles, rewilding, and other restorative methods of food production.
- Devon's councils should facilitate the continuous planting of trees, by providing support and funding to community groups who wish to do so. They should also, if undertaking any projects themselves, focus on deprived areas.

Principle 5: Promote global justice by supporting all peoples and countries to decarbonise quickly and fairly, in line with timeframes set out by science, including through transfers of resources, finance and technology from historic emitters in the Global North to the Global South.

Rich industrial nations, who bear the greatest responsibility for cumulative carbon emissions and environmental breakdown, must go further and act faster in responding to this crisis.⁶⁰ We have the capability, technologies and resources to deliver more rapid and just decarbonisation.⁶¹

Local councils must contribute to the UK's national response. The demands outlined in the principles above all promote global climate justice. In addition, all of Devon's councils must actively oppose all expansion to Exeter Airport: the resulting higher levels of emissions will only increase the UK's historical and ongoing contribution to global emissions and fail to deliver climate justice.



⁵⁹ <https://farmwisedevon.org>

⁶⁰ See Article 4 of the Paris Agreement: United Nations Framework Convention on Climate Change (2015) The Paris Agreement. Available at: https://unfccc.int/sites/default/files/english_paris_agreement.pdf (Accessed: 3 September 2019)

⁶¹ Oxfam (2015) Extreme Carbon Inequality. Available at: https://www-cdn.oxfam.org/s3fs-public/file_attachments/mb-extreme-carbon-inequality-021215-en.pdf (Accessed: 3 September 2019)