



**The Copeland
People's Panel on
Climate Change
July – September 2021**



Acknowledgements

Thank you to the members of the People’s Panel who placed their trust in the process and us as facilitators. This diverse, inspiring group of local people came together week after week to share their opinions and experiences with each other and us in the hope that their efforts, openness and commitment might make a difference to their own communities.

About the authors: The recommendations produced by the members of the People’s Panel are reproduced here in their own words. The remaining content was written by Peter Bryant of Shared Future. No legal responsibility can be accepted for any loss or damage resultant from the contents of this document. It does not necessarily represent the view of Shared Future in relation to particular policy or projects.

About Shared Future

We are a community interest company working across the UK. Our aim is to provide an excellent service that makes a difference to communities and individuals and works towards a fairer, more equal society. Our mission is to move those we engage with towards greater individual and collective authority and autonomy, by supporting their ability to act wisely, confidently and in community with others. Since setting up Shared Future in 2009, we’ve built a team of experienced practitioners with a diverse range of skills. We work together on worthwhile and stimulating projects that reflect our personal values.

www.sharedfuturecic.org.uk

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Introduction

This is the report of the Copeland People's Panel on Climate Change, a deliberative process run as part of the work of the Zero Carbon Cumbria Partnership and sponsored through funding from the National Lottery Climate Action Fund and Copeland Borough Council.

Climate change is an incredibly complex problem. Clearly, citizen voice must be at the centre of any solutions. The challenge is how to meaningfully involve the public in identifying the ideas, strategies and actions needed. The Copeland People's Panel is an attempt to do this through inviting members of the local population to answer the question ***'what action should we take in our homes, businesses and local area to respond to climate change?'***

The People's Panel is an example of a deliberative process. This report explains the process followed to deliver the panel and in their own words the conclusions of the panel in the form of a statement and recommendations.

On the evening of Wednesday, July 14th, 2021, thirty people from across Copeland, aged between 15 and 79, sat in front of their computer screens to see each other for the first time. Two months later, after some thirty hours of discussion, learning, listening, challenging, arguing, sharing, and deliberating, they produced a set of twenty-two recommendations on how to address the climate emergency in our region. The recommendations cover a range of topics including transport, education, energy generation and education and behaviour change.

Early in the year, 4,000 letters were sent to randomly chosen addresses across the borough inviting people to join the panel. Eighty-two people registered their interest. Thirty participants were chosen to reflect

the diversity of the local population, including views on climate change. The panel can be seen as a mini version of Copeland.

To help them in their work, the panel received presentations from fourteen 'commentators', or speakers, who they questioned or cross-examined. To ensure the process was robust, fair, and unbiased, an Oversight Panel which was independent of the Council, was formed to:

- agree the recruitment methodology;
- set the question that the panel were tasked with answering;
- and identify commentators.

The fifteen strong Oversight Panel included representation from the two local authorities, academia, the public, private and voluntary sector, and environmental groups.

The People's Panel is one of a series of citizens juries taking place across the County of Cumbria as part of the Lottery funded Zero Carbon Cumbria Partnership.

Alongside the People's Panel, seven youth groups across Copeland took part in a series of four workshop activities facilitated by local youth workers that brought together 62 young people aged between 11 and 19 aimed at ensuring that young people's voice on this crucial topic is heard by policy makers and also considered by members of the People's Panel.

The process was designed and facilitated by the social enterprise Shared Future. Shared Future has extensive experience of designing and delivering similar juries and assemblies across the country.

Councillor Andy Pratt

“Climate change is happening, it is real. We are feeling the effects in Copeland, but the impact here is nothing like we see elsewhere in the world, where destructive fires are becoming annual occurrences, where irreplaceable habitats are lost forever, and where sea level rise threatens the very existence of some island nations. The UK has a leadership role in acting on climate change now, to stop contributing to the destruction of our planet for the benefit of people here and everywhere.

Meaningful action will require change – by governments, businesses, people and communities. This is a global issue that requires local action. This is why it is so important that a diverse group of people are involved in developing and delivering our plans. So, we brought together our Copeland People’s Panel on Climate Change, to hear from 30 people who represent the makeup of our communities, to tell us what we should do in our homes, businesses and local area to respond to climate change.

The involvement of local people in decision-making is a core principle of our Copeland Vision 2040, so I say a massive thank you to the 30 people who dedicated their time, effort and insights to this process and for producing a challenging and ambitious set of recommendations. These recommendations will be considered by the Council and by the Oversight Panel of 16 influential organisations who have come together in recognition of their role in making Copeland a sustainable place. Where it's under our control, we will act. Where we need to work with partners, we will. If a recommendation falls outside our remit, we can lobby others.

This is a collective effort, but my promise to you is that we will act, now”.

Cllr. Andy Pratt: Executive Portfolio Holder for the Environment, Copeland Council



Background

Copeland, in West Cumbria stretches from north of the town of Whitehaven to past Millom in the South. Its coastline includes St. Bees, Sellafield, Ravenglass and Haverigg to the west and reaches into the Lake District National Park in the east. Its population is some 68,183 people in a mix of urban and rural communities.

There is a mounting evidence base as to the increasing impacts of climate change and on the shifts in behaviour, culture and practice that will be needed to both reduce greenhouse gas emissions to avoid the worst effects of climate change and adapt to those which are now unavoidable.

In 2021 Copeland Council agreed to part fund the Citizens Panel as part of the Zero Carbon Cumbria Partnership sponsored through funding from the National Lottery Climate Action Fund.

What is a People's Panel?

The Copeland People's Panel on Climate Change is one of a growing number of similar processes aiming to meaningfully engage with citizens on how to address the challenge of the climate emergency. Typically, processes such as this (e.g. citizens juries and assemblies) bring together a diverse group of between twenty and 150 members of the public to consider a particular question and produce a set of recommendations. The members, chosen through a lottery, reflect the diversity of the local population and can be viewed as a mini version of the wider public.

This engagement is a valuable process for strengthening our policy responses to the climate emergency because often members of such processes are people who may not normally take part in public consultations. The recruitment process and structure of the panel sessions ensures that the voices heard reflect some of the diversity of the local population.

At a national level, citizens' assemblies have been used in the UK; [Climate Assembly UK](#) was commissioned by six select committees of the House of Commons. Last year in France a similar national process made 149 climate policy recommendations, with President Macron agreeing to push for 146 of

them, including climate goals in the French constitution. This year (2021), the [Scottish Climate Panel](#) completed its work, and there are plans for similar processes in Spain and Denmark.

The role of local government in addressing the climate emergency is clear. Over 300 local authorities have declared climate emergencies. In the words of the [Climate Change Committee](#), *'Combined authorities and local authorities are a cornerstone of climate change partnerships across the country that link key delivery organisations to deliver Net Zero. They are the closest form of government to local people and know what works best in their areas'*.

Citizens assemblies and juries (smaller in size) on climate change at a local government level are increasingly considered a way of ensuring that citizens are at the centre of local government responses to climate change. The People's Panel is our own version of this. Learning from processes in [Leeds](#), [Kendal](#), [Warwick](#) and [Lancaster](#) (organised by Shared Future) [Oxford](#), [Camden](#), [Newham](#) and other similar processes, suggest that climate assemblies and juries can create a mandate for politicians to take action on climate change by creating legitimacy through their in-depth nature, their impartiality and the trust this creates. The guide ['Climate assemblies and juries: a people powered response to the climate emergency'](#) looks at these issues in more depth (Shared Future, 2020).

Structure of the People's Panel

The panel took place for some thirty hours online, starting on Wednesday July 14th and finishing on Wednesday September 20th.

Due to the ongoing coronavirus pandemic the People's Panel was delivered online using the Zoom platform. The decision to deliver the panel online brought different challenges, such as ensuring digitally excluded people were facilitated to participate. Panel members were supported by four facilitators during the sessions and a team of two from Shared Future offering technical support.

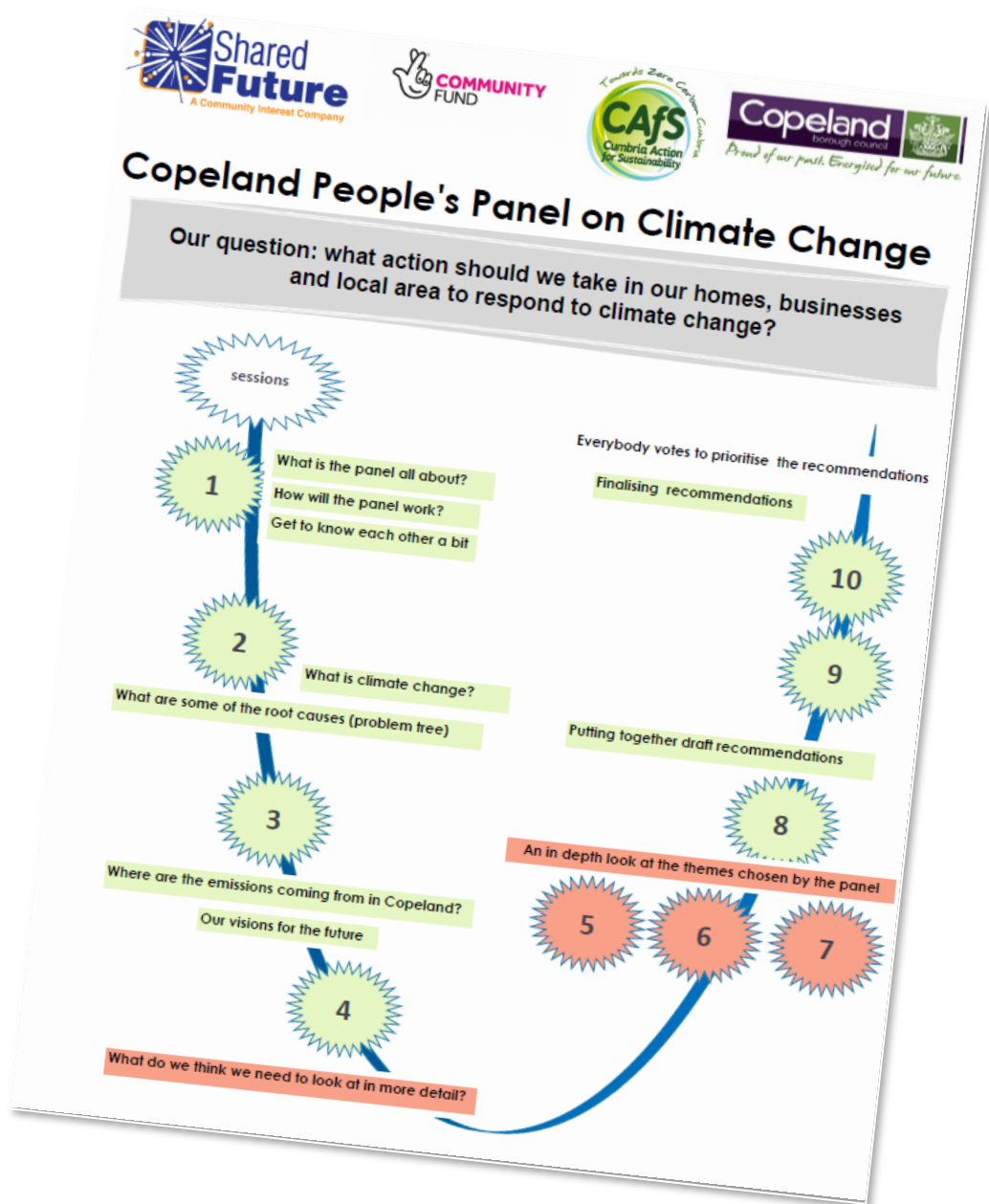
In keeping with [good practice](#), panel members spent time in a range of settings, sometimes in small groups, sometimes in a large group, as well as occasionally being offered the opportunity to reflect on their own. Participants were given the opportunity to share their opinions and hear those of other panel members, as well as hearing from and questioning fourteen commentators (or outside experts).

Participants were able to shape the process by identifying three key themes which would form the focus for three of the sessions.

In the final sessions, panel members were supported to write a set of recommendations answering the question

‘What action should we take in our homes, businesses and local area to respond to climate change?’

Finally, participants worked their way through a voting booklet listing all the recommendations (and a panel statement) and were asked to express their degree of support for each recommendation.



The process flow diagram shared with panel members

Oversight Panel

One of the main ways a People's Panel gets its legitimacy is through the perception that it is a balanced, rigorous, and impartial process. The establishment of an Oversight Panel is an effective way of making sure there is independent, transparent scrutiny, leading to integrity and trust amongst decision makers and the wider public.

The Oversight Panel brought together a wide range of local stakeholders with a range of expertise to ensure that the panel process was robust and fair.

Their role was to:

- agree upon and monitor the structure of the panel;
- set the question which the panel would seek to answer through their deliberations;
- agree the process of citizen recruitment;
- identify suitable commentators to present to the panel and to push for implementation of the recommendations.

The Oversight Panel met five times over the duration of the People's Panel.

Observers

As part of the Oversight Panel's commitment to transparency a number of spaces were made available for people wishing to observe the panel process live in action. This was in addition to recordings of session presentations being made available to watch on the [council website](#)

All observers were briefed to remain silent during the large group conversations, not to participate in any of the small group discussions and not to approach or contact any member of the panel at any point. They were invited to speak with each other and the Shared Future team when panel members were not present.

Observers who took up this offer included Council officers, elected members, members of the Oversight Panel and other interested parties.

Who attended the oversight panel meetings?

The following people/representatives from organisations attended at least one meeting:

- Copeland Borough Council. Executive Portfolio Holder for the Environment: [Cllr. Andy Pratt](#) (Chair)
- Cumbria County Council Copeland Local Committee: [Cllr. Keith Hitchen](#)
- [Cumbria Association of Local Councils](#) (CALC). Copeland representative: Doug Simm
- [Action with Communities in Cumbria](#) (ACT), Chief Executive: Lorraine Smyth
- [Nuclear Decommissioning Authority](#) (NDA). Environment Director, Stephen Hardy
- [Britain's Energy Coast Business Cluster \(BECBC\), Net Zero Group](#), Shadow Board Chair: [Jason Savage](#)
- [Home Group](#). Sustainability Manager / Jade O'Leary, Sustainability Co-ordinator: Jessica Scott-Henker
- Stagecoach. Managing Director: Rob Jones / Operations Director: Tom Waterhouse
- [Friends of the Earth \(West Cumbria and North Lakes\)](#). Dr Ruth Balogh
- [Whitehaven Academy](#). Principal: Nigel Youngman.
- Copeland Borough Council: Copeland Tourism Sector Development Programme: Katie Read
- NHS North Cumbria CCG, Distington GP: Dr Helen Horton
- [Cumbria Action for Sustainability](#) (CAfS). Low Carbon Development Manager: Phil Davies
- University of Cumbria. Principal Lecturer in Business and Leadership: Stephen Gibbs
- Woodland Trust. Partnerships Manager: Peter Leeson

Recruitment and participation

One of the defining features of a deliberative process such as the People's Panel is the way that participants are selected. A panel such as this gains part of its legitimacy through random selection and the idea that in theory, every citizen has an equal opportunity to take part through what is sometimes called a 'civic lottery'.

A process of 'random stratified sampling' was used. The [Sortition Foundation](#) (a not-for-profit organisation that are experts in the use of stratified, random selection in decision-making) randomly selected 4,000 addresses within the area from the Royal Mail address database. Each address received a small pack containing an invitation card, a brief letter and some frequently asked questions.

The letter made clear that participants would not need any specialist skills, knowledge or equipment to take part, the commitment required and that each participant would receive £250 in vouchers as an incentive to ensure wider participation. The provision of financial incentives as part of the process helps ensure that those who are not normally engaged are heard. Residents who were interested

were invited to either call a freephone number or go online to register their interest.

There were 96 responses to the invitation of which thirty subsequently received an invitation to join the panel. A process of stratified sampling was used to select the thirty invitees. Participants were selected by the Sortition Foundation so that the final profile of the panel as much as possible reflected local diversity in terms of:

- age, disability, ethnicity, gender, and geography;
- relative deprivation of an area (using indices of multiple deprivation 1-10);
- and attitude to climate change.¹

The table on the next page shows in the first column the recruitment target for each element of the profile, based upon relevant local and national statistics, and in the second column the profile of those thirty participants who were offered a place in the Panel.



¹ (Based on data from the [BEIS Public Attitudes Tracker](#), which asked the question 'how concerned if at all are you about climate

change? Very concerned/fairly concerned/not very concerned/not at all concerned/other/don't know).

	Recruitment target based on local/national statistics	Selected panel members
Gender	Male: 50%. Female 50%	Male: 50%. Female: 50%
Age	15 – 19: 6%. 20 – 24: 6%. 25 – 34: 14%. 35 – 49: 21%. 50 – 64: 28%. 65+: 27%	15 – 19: 3%. 20 – 24: 7%. 25 – 34: 13%. 35 – 49: 23%. 50 – 64: 30%. 65+: 27%
Attitude to climate change	Very concerned 33%. Fairly concerned 47%. Not very concerned 15%. Not at all concerned/other/don't know 5%	Very concerned 40%. Fairly concerned 53%. Not very concerned 3%. Not at all concerned/other/don't know 3%
Ethnicity	White or White British 93%. Ethnically diverse communities 7%	White 93%. Ethnically diverse communities 7%
Disability	No: 89%. Yes: 11%	No: 90%. Yes: 10%.
Geography	Mid: 13%. North: 79%. South: 8%	Mid: 17%. North: 77%. South: 7%
Levels of deprivation (based on indices of multiple deprivation)	IMD: level 1-2: 22%. IMD: level 3 – 4: 35%. IMD: level 5 – 6: 27%. IMD: level 7 – 8: 6%. IMD: level 9 – 10: 10%	IMD: level 1-2: 20%. IMD: level 3 – 4: 37%. IMD: level 5 – 6: 23%. IMD: level 7 – 8: 7%. IMD: level 9 – 10: 13%

Unfortunately, one person withdrew after session 4 due to ill health. It was too late in the process to find a replacement. Overall, attendance for the

eight sessions was 94%, demonstrating a low dropout rate.

Panel attendance breakdown was as follows:

Session 1: 29/30 (97%)

Session 2: 30/30 (100%)

Session 3: 30/30 (100%)

Session 4: 27/30 (90%)

Session 5: 29/30 (97%)

Session 6: 27/30 (90%)

Session 7: 27/30 (90%)

Session 8: 28/30 (93%)

Session 9: 25/30 (83%)

Session 10: 29/30 (97%)

Average attendance: 94%

Commentators

A central feature of the People’s Panel and other deliberative processes is the ‘commentator’ (sometimes referred to as the ‘speaker’ or ‘expert witness’). Their role is to offer participants a particular perspective or perspectives on the issue before being questioned by the panel members.

The identity of the commentators was decided upon by members of the Oversight Panel.

Each commentator was briefed in advance of their appearance at the inquiry. They were given the following guidance:

1. It is essential that you use clear, simple, easy to understand language. We are all guilty of slipping into professional language (acronyms, jargon etc.) but this is something that we must avoid if we want people to get the most out of the session.
2. We use a red card system where people are encouraged to show the red card if they are having difficulty understanding what is being said! (They have all been sent one in the post). Try to make your talk as stimulating as possible. You may want to show some pictures, but this is not essential.
3. We want you to avoid using lengthy PowerPoint presentations with lots of text and graphs - we would much rather people do not use these. Not everyone is comfortable with the written word and many people struggle with graphs which are used

in climate change communication a lot. If you feel one graph is essential that’s fine but please take time to explain exactly what each axis represents (probably without using that word!) and what the data is showing. Showing occasional images is helpful as it can break your presentation up, however they will always want to see your face and try and connect with you, so it’s better to share screen for a while to show your image but then return to you talking to the camera.

4. After you have made your presentation, we will divide participants into break out rooms, with a facilitator, to talk with each other about their learning. We will ask them to think of any questions they would like to ask you. They will do this for about 25 minutes.
5. You will then be asked back into the ‘main room’ and asked the questions identified during the previous activity. Participants will decide if the questions are asked by the facilitators or by themselves. This should last approximately 30 minutes.
6. Your work is complete, and you will then be asked to leave the panel session.

It was stressed to the commentators that this format is flexible and that it may change in response to the needs of the inquiry members.

A record of the questions asked during the commentator sessions is included in Appendix 1 and

video recordings of all the presentations are available on the council [website](#).



Our Commentators

The sessions

All panel members were spoken to over the phone in advance of the first session, firstly to start to build a relationship with members of the technical team, secondly to summarise the purpose and workings of the panel, thirdly to reassure participants and answer any questions, and finally to start a conversation about access to technology (both in terms of confidence levels, skills and equipment).

During these initial conversations it became clear what support some members might need in order to be able to take part online. Two tablet computers were provided to panel members. 1: 1 coaching on the use of Zoom was provided for 12 participants.

Many of the panel members felt confident using Zoom, but, for a significant number, confidence levels were much lower. Efforts were made by the technical team and facilitators to make sure that this digital divide impacted as little as possible on the quality of deliberation. The chat function was disabled and online tools such as Google Docs and Miro and Jam Boards were only used by facilitators, not participants. A group guideline discussion in Session 1 was a further attempt to put in place structures that helped to make sure those with little or no previous experience with Zoom would not be negatively impacted.

Session one

Panel members joined the first session of the Copeland People's Panel on Climate Change on the evening of Wednesday, July 14th, 2021.

After a brief introduction from Shared Future, panel members joined small groups to hear about the evening's programme before reflecting on the following questions: *'What are you most looking forward to about taking part? What are you least looking forward to about taking part?'*

The panel then heard from the Mayor Mike Starkie and Councillor Andy Pratt (Copeland Council's Executive Portfolio Holder for the Environment). Councillor Pratt explained why the process had been commissioned before a brief question and answer session.

Panel members were then placed into four small groups and asked to individually reflect and write down *'one thing that you want us all to do to make it easier for you to be able to take part in the panel sessions'*. Each person was then invited to share their thoughts in the small group. Facilitators explained that they would take notes and then present back to the panel a suggested set of group guidelines for approval at the next session.

Throughout the process an attempt was made by facilitators to offer panel members a range of ways to reflect, think and share. Some of these maybe in small groups, sometimes the whole panel worked together in the main room and sometimes people were given the opportunity to reflect on their own. As an introductory activity in session one all participants were asked to take some time to leave the camera and either walk somewhere or make a brew or sit somewhere else and *'write down three words that help you to describe the area you live in'*. The results of their reflections are recorded in the word cloud on the next page.

Part of the aim of the first session is to create a relaxed mood and for people start to recognise that their voices, experiences, and opinions will be valued throughout the process. A mapping activity was used to help realise some of these aims. In advance of the first session, each panel member was sent a paper map (A3) of the Copeland boundaries.

Everyone was then invited to share with each other where they are on the map and to share their three words. Group members were then encouraged to use the map as a starting point for a conversation about what locally is *'helpful in trying to tackle climate change and what is not helpful in trying to tackle climate change?'*

To finish the evening participants briefly heard from a past participant from the Lancaster People's Panel who reflected on how she felt when she joined the process and then answered some questions from panel members.



Panel members were asked to think of ‘three words that help you to describe the area you live in’, this word cloud is a record of their choices

Session 2

Prior to the start of session 2 all panel members were sent a programme for the evening. The session started with facilitators summarising the suggested guidelines produced from the small group discussions in the previous session. In small groups participants reflected on the guidelines to check agreement and to offer the opportunity to suggest any additions.

In Session 2, the panel heard from their first commentators:

Commentators: what is climate change and what are its impacts?



Dr [Cat Scott](#) School of Earth & Environment, Leeds University

Dr [Paul Young](#) Lancaster Environment Centre, Lancaster University.

Video footage of their presentations can be seen [here](#).

After the presentations from the first two commentators, the members were placed into four small randomly selected groups. They were asked to consider two questions to prompt conversation:

- *Anything struck you about what you have just heard?*
- *What messages do you take from the presentations?*

Within their small group the members were then encouraged to think of questions for the commentators. These were recorded by facilitators in a shared Google document. Facilitators checked with participants if they felt happy to ask their

Our guidelines for working together

The following list of group guidelines were written by facilitators drawing on notes taken from the discussions in Session 1, where members were asked to *'reflect and write down one thing that you want us all to do to make it easier for you to be able to take part in the panel sessions'*. In Session 2, panel members were asked to reflect upon these, check that they were happy with them, and make any suggested additions or edits.

The following are the group guidelines headings:

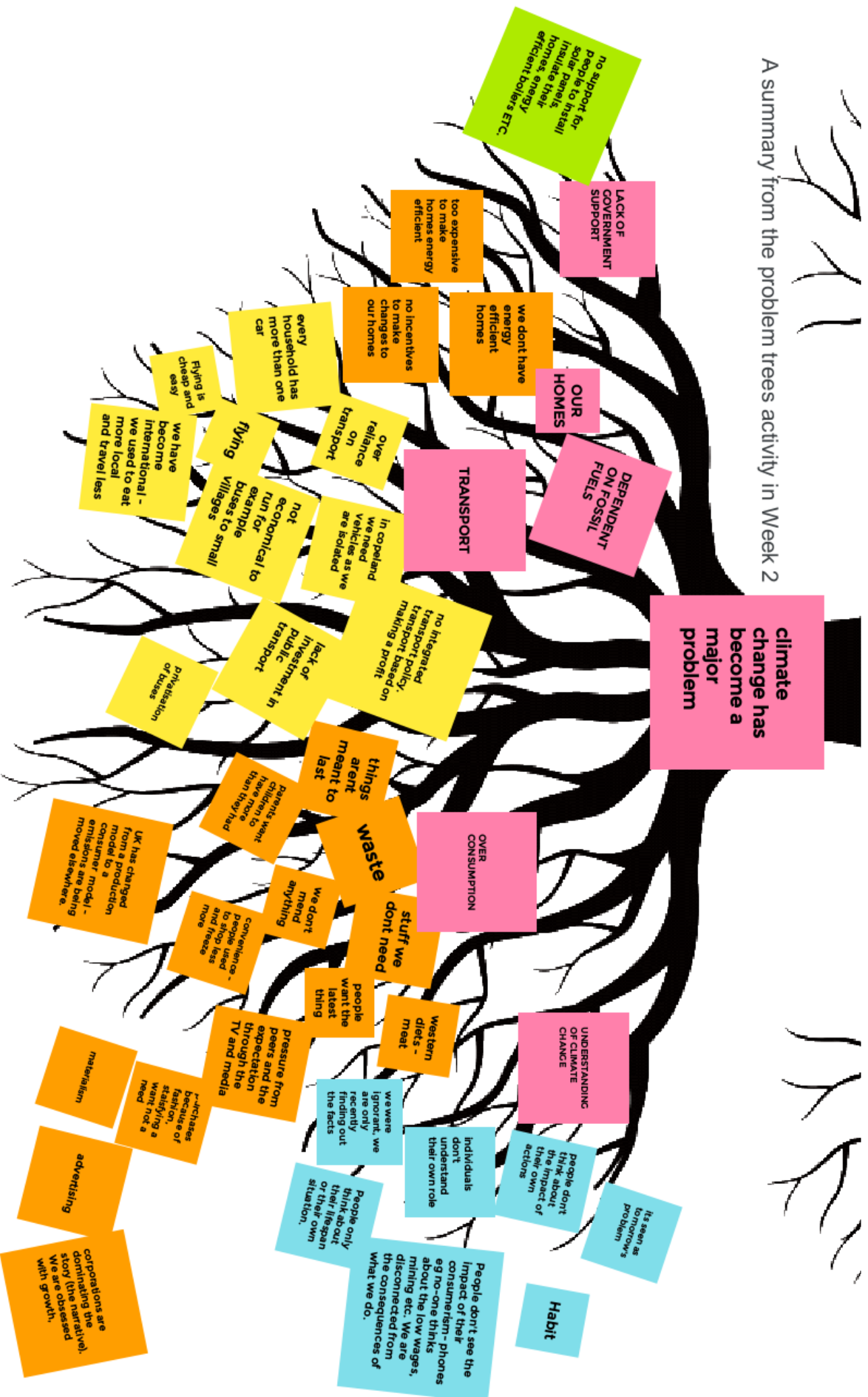
- *'We all have different ways of seeing the world and bring valid ideas based on our own experiences'. We must 'respect each other as individuals and each other's points of view, we must hear each other out and wait for people to finish even if we don't agree'.*
- *'Hold your hand up if you want to speak and 'wait for an invitation to speak'.*
- *'Make sure everyone gets a turn'.*
- *'Try to be honest as long as you are not offending anyone'.*
- *'When in the large group everybody should be on mute'*
- *'Confidentiality. Panel members should not share with anyone the names of people on the panel'.*

question in a big group (if they didn't feel comfortable doing this, the facilitator asked the question on their behalf).

During the break the small group questions were grouped into themes by a facilitator ahead of a large group question-and-answer session.

Panel members were divided into new randomly selected groups for the next activity, a chance for them to 'dig deeper' into the issue through the use of a **problem tree**.

A summary from the problem trees activity in Week 2



Small group facilitators shared their screen showing the trunk and roots of a tree. Then members were then asked to consider the problem '*climate change has become an emergency*', written on the trunk of the tree.

The members were invited to consider what might be the root causes of the problem. Facilitators wrote these on post-it notes placed onto the roots then repeatedly probed through the question '*why is that?*' in an attempt to unpack some of the root causes, which were also recorded.

The problem tree analysis attempts to unpack the complexity of the issue, helping panel members to identify key issues, arguments, and stakeholders. This process of analysis helps build a shared sense of understanding and enables participants to move into a deeper systemic analysis of the challenge.

Session three

To start the third session panel members took part in a visioning activity designed to encourage them to think into the future and imagine a positive vision for twenty years' time. The activity encouraged people to think about what kind of place they want to live in and how our neighbourhoods and communities should look and feel.

A visualisation activity led by one of the facilitators encouraged people to imagine themselves twenty years into the future, leaving their home in the morning and visualising what lay around them. What they could see, what the buildings looked like, where people gathered, what people were eating, where they were working, how people were travelling, what was happening in the street, what they could hear, what they could smell and how it felt.

Following the visualisation, each panel member was encouraged to spend five minutes on their own with pen and paper sketching out their vision (or writing key thoughts). Participants then joined small groups to share their visions and discuss the essential elements, any connections between what they thought about and climate change. Facilitators took notes from the small group sharing of visions. Panel

members were then asked to choose three words that they thought best described their visions.

The keywords from the visions were then compiled into a word cloud and shared with participants (see next page).

Panel members then heard from their next set of commentators.

Commentators: The emissions in Copeland where are they coming from?



Charlie Rogers: [Small World Consulting](#)



Steve Hardy: Environment Director, [Nuclear Decommissioning Authority \(NDA\)](#)

Video footage of their presentations can be seen [here](#)

At the end of the session participants were asked to write one word that describes how they are feeling at the moment. Participants then returned to the main room to share their words with each other.

Frustrated	Curious.
Full.	Informed.
Unsure.	Curious.
Confident.	Uncertain.
Overwhelmed.	Uncertain.
Unplanned.	Reserved.
Mixed.	Excited.
Interested.	Optimistic.
Frustrated.	Educated.
Buzzed.	Questioning.
Student.	Phew.
Optimistic.	

Session four

Commentator: How do we effect change?



[Dr Simon Kaye, Senior Policy Researcher, New Local](#)

Video footage of Simon's presentation can be seen [here](#).

Theme prioritisation

Climate change is described by many as a 'wicked problem'. One which is difficult to clearly define and hugely complex. A problem with many interdependencies and one where there is no single solution.

This presents a challenge for those designing deliberative processes such as the People's Panel. Firstly, how long should the process be to enable panel members to navigate their way around the problem and the complex landscape of actors involved? Secondly, should all issues under a broad heading of climate change be considered or should there be some element of prioritisation of key themes to investigate in depth.

For the Copeland People's Panel on Climate Change, the Oversight Panel agreed that the members of the panel should be given the opportunity to decide which themes to look at in more depth during their deliberations and that this information should then be shared with the Oversight Panel for their comment.

This process started in Session 4, with participants being offered a short individual reflection to consider the question '*what do you feel might be some themes we should look at in more depth in the next sessions and why?*' Panel members were then placed in random small groups with a facilitator and asked to share their individual reflection. The facilitator in each group made notes onto a facilitator Miro board (see the illustration on the next page). During the break one of the facilitators attempted to theme all of the outputs. These themes were then explained in a large group session which finished with a 'temperature check' poll enabling panel members to see where the strength of opinion lies on which themes may be prioritised. This was followed by new small groups who were encouraged to reflect on '*what the voting tells us?*' and '*are you happy with what the preliminary results are telling us?*' Time permitting participants also shared the pros and cons of choosing different themes and asked if they felt additional themes should be formed. A final poll was then held which revealed two clear priorities; a) transport b) education/behaviour change



The issues panel members wanted to look at in more detail in the remaining sessions (themes are in black boxes)

Session five

Session 5 was the first session after the August break. It was hoped that the situation with COVID might have meant that it was possible for the panel to meet in person and the original schedule included a whole in person Sunday. However, this was not possible. To avoid the pressures of a whole day online it was agreed with panel members that this should be split into two evenings.

Commentators: Transport



Alistair Kirkbride: sustainable transport adviser



Kate Willshaw: Friends of the Lake District: Policy Officer



Richard Ingham: [Cumbria's Cycling Mayor](#)



[Councillor Keith Little](#): Cumbria County Council: Cabinet member for highways and transport

After hearing from all the commentators, panel members were placed in randomly selected small groups to reflect and write questions. After the question-and-answer session panel members joined small groups with a commentator of their choice for a final round of conversation.

Participants then spent some time in individual silent reflection to consider any ideas they may have for transport related recommendations before sharing and discussing these in small groups.

Session six

During session six (a Sunday) participants worked on writing draft recommendations for the transport theme. The process followed is explained later in this report.

Bring an item activity

At the end of the previous session, panel members were asked to prepare for this last full day session by choosing an item to bring along to show the rest of the panel. The item was to help members explain the one thing they want their fellow panel members to think about.

Items chosen by the panel members included the following together with a brief explanation.

Torch for bike - integrating transport strategy, better infrastructure for cycling as transport. Need to reduce car usage and carbon dependency, for cleaner air. Union jack on torch - when buying things, buy locally to reduce carbon footprint from import.

Mini USB Fan - represent wind power, looking at alternative energy use e.g. wind solar and tidal, representative of alternative energy source to carbon heavy sources such as fossil fuels for home and businesses

Battery - future of our transport system, to save C. Side effects: needs to be mined, needs to be imported, 25% heavier than car engines. More expensive, quicker wear on tires, more difficult to maintain. These are some concerns to the costs of car transport, and necessity for a charging regime with electric cars. Worrying for people who may not have the resources for this.

Water - power of waves and hydropower: not much done about amount of power waves could generate. Not much information about hydropower, and Copeland is coastal, could have more resources invested into hydro.

Railcard - used largely for going to London to see mother, having it acts as encouragement to use trains. Use of online communication and shopping

suggests no reason to move around as much, brought up point of building HS2. Point about smartphones causing depersonalisation and loss of contact when using social media.

Stainless steel water bottle - carries almost 1L of liquid, represents sustainability. Recyclable and reusable, every time one is refilled, you save 80g of CO2 as opposed to plastic bottles. If we want society to change we need to start with ourselves to grow into sustainable consumer society

Shoe - carbon emissions of using cars to do short journeys, also House: thinking about what we could do around our homes

Nuclear fuel cell model: higher energy density, Copeland has the capacity to generate nuclear power which is carbon free. Massive contribution to low carbon electricity, especially with the need for more electric cars, and nuclear power could meet this requirement. Need to give nuclear power more support. Despite controversy, need to acknowledge that nuclear is carbon free.

Bus pass - need for integrated simple transport system so more people use it and there are less vehicles on the road. But it needs to be simple with more integration. e.g. Melbourne with a bus pass with money on it that will cover all modes of public transport in area

Planet Earth book - Alternative energy sources, use of geothermal energy, belief that this is the best source moving forward. Tapping into underwater rivers to generate heat and electricity for home use. Project in Cornwall (Eden Project) energy and heating to most of Cornwall using geothermal. Whitehaven mines tapping into these for low C locally produced energy for homeowners. Mine water can act as contribution to zero carbon for uses like horticulture, even energy to local hospitals. Disused coal mines can be used to decarbonize economy - domestic, simple, reliable, smallest footprint.

Hiking boot - need to change people's mentality and thinking about going hiking/walking e.g. taking public transport rather than a car. Hard to use public

transport without losing independence, as transport system not enough to facilitate this

Toy car - Situation where car got locked into multistorey carpark, had to take the bus to pick it up the next day. Really enjoyed the bus ride, did a little shopping, then picked car up and was not constrained by parking time limits. Made pledge to use public transport to get to work instead of a car.

Quality Street - tub of sweets, some have their favourites, and some have least favourites, and its hard to understand how someone else might like something that you hate. Representative of the need to understand different perspectives to get a good idea of what may be needed.

Kindle - using electronic forms rather than paper books, less environmental impact in the form of paper, deliveries from amazon. Though energy is used from charging, arguably less so than paper books

T-shirt - no music on a dead planet. Musicians coming together and the solutions that will come Card, solar panel project. Consider using more renewable.

Covid Rapid Test Kit because the lockdown meant quiet, more nature, less traffic, no aeroplanes. Quietness of roads was wonderful.

Medal for completing a fitness challenge. Can track your walking, running, etc

Fuel can, matchstick and lead. Consider a modular reactor.

Book by Deliciously Ella - plant based eating. We should think about encouraging people to be more plant based.

Old 20-pound note. The cost to each household if they have to change to an electric car. Cost of retraining people. Miners lamp to remind people to retrain.

Caterpillars: transform to butterflies.

Dashboard picture of mileage. Would much rather spend the money spent on car on better public transport options. Better trains instead of wasting money. Also, for physical and mental health.

Water saving kit. Everyone should get water saving devices. Immediate savings from not having to process water and improve co2 by not wasting so much water.

Herdwick sheep toy as it sums up Cumbria. One of the main businesses is farming and we need to think more about the impact of that.

Water filter as the water supplier has changed. Use freshwater resources responsibly. Demand for fresh water is going to change.

Towards the end of session six panel members returned to theme prioritisation. Having previously prioritised transport and education/behaviour change there was still space for one more prioritised theme for the panel to look at in more depth.

Participants were encouraged to take some time for individual reflection on what a third theme might be before joining a small group to share their thoughts (once again recorded by facilitators).

Panel members were then asked to take part in a 'temperature check' poll listing the different themes they had discussed in the small groups. The results of this poll were then discussed in new small groups. Everybody was then invited to send their top three choices by midday the next day.

Each choice was allocated points (first choice: three points, second choice: two points, third choice: one point).

Energy generation (originally worded as energy creation) received the most votes (61 points), compared with homes and energy efficiency (25 points), recycling and reducing waste (21), green jobs (21), land management and protecting green space (16) and the coalmine (2).

Session seven

Commentators: Education/behaviour change

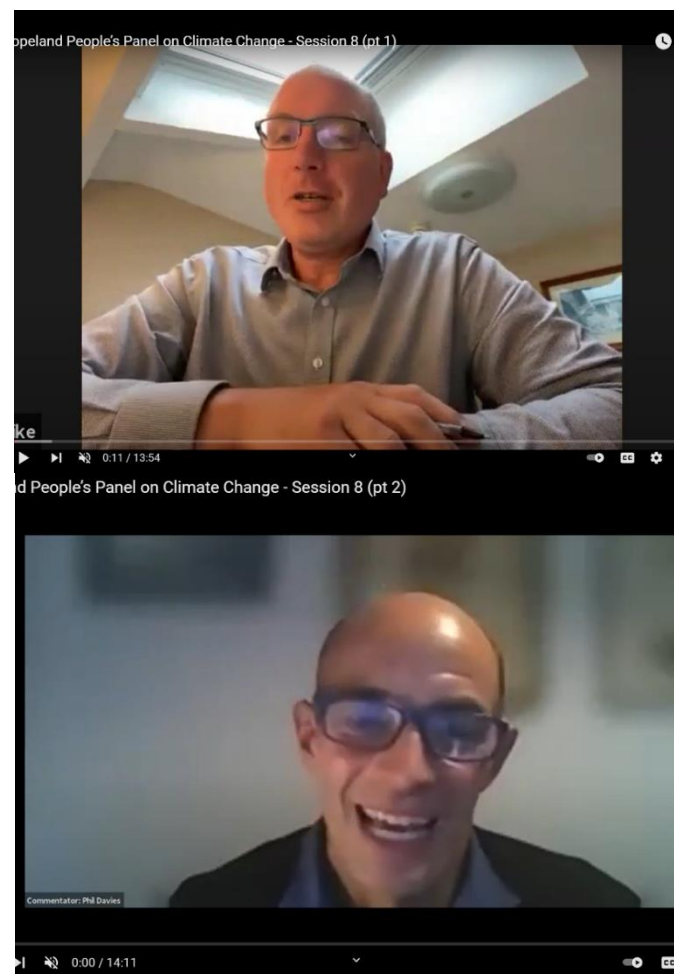


Video footage of the commentator presentations can be seen [here](#).

Once again after hearing from all the commentators, panel members were placed in randomly selected small groups to reflect and write questions. After the question-and-answer session panel members joined small groups with a commentator of their choice for a final round of conversation.

Session eight

Commentators: Energy generation



Mike Osborne: Director [Arup](#)
Phil Davies: Low carbon communities development manager: [Cumbria Action for Sustainability](#)

Session nine

As part of session nine the panel considered the work of young people across Copeland as detailed below.

Climate Change and Young People in Copeland

A series of youth group activities run in conjunction with the Copeland People's Panel on Climate Change

Unfortunately, it is all too often the case, that young people's voices are excluded from the debate on what our policy response should be to the climate emergency.

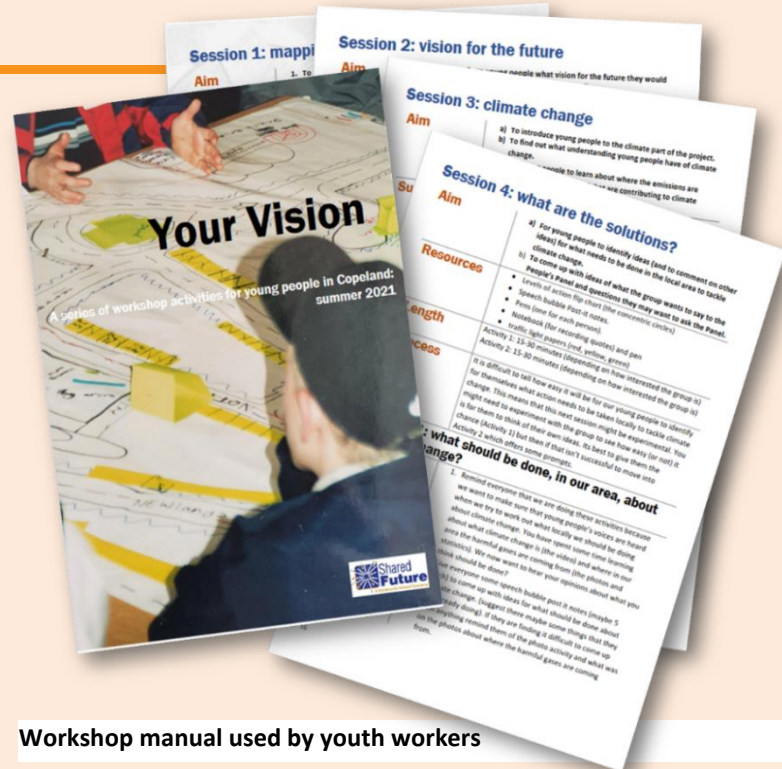
One of the strengths of deliberative processes such as the People's Panel is the bringing together of a wide range of ages to share experiences, opinions, ideas and to attempt to sketch out a set of common recommendations. The People's Panel included people from 15 to 79 years old. However, it is not always the case that young people's voices are heard as much as they should be in such settings.

With funding from Cumbria Action for Sustainability this project attempted to address this by running a series of parallel youth group activities designed to bring the voices and perspectives of young people into the local climate change debate as well as to inform the People's Panel on what young people want in climate change policy.

A report detailing the process followed and the findings in full is available [here](#).

In order to try to bring together a diverse group of young people from across Copeland it was decided to work through existing youth groups and that the planned activities would not be promoted as having a climate change focus.

A workshop manual was designed by Shared Future in conjunction with Jacq Cardy (South Whitehaven Youth Partnership) and Rachel Thomson (Shackles Off). The manual and accompanying resource box equipped



Workshop manual used by youth workers

local youth workers with the knowledge and equipment to run four sessions with existing youth groups.

During the summer of 2021 a total of 62 young people aged between the ages of 11 and 19 took part in the sessions at Seascale, Millom, Frizington, Cleator Moor, Distington and Mirehouse and Woodhouse in Whitehaven.

The youth workers used a series of participatory activities to encourage their youth groups to share



their opinions on a) how they see their communities/neighbourhoods (through community mapping), b) what they see as a positive vision for the area in 20 years time (using visualisation and mapping) c) their perceptions of climate change (through a one-word shout out activity and card matching) and d) what solutions to climate change they want to see in Copeland (using concentric circle mapping and ranking).

Young people at the youth group sessions used the community map to have conversations about positives and negatives of life in their communities (as detailed below)



They then moved on from this conversation to talk about what a positive vision for 20 years' time in their own communities might look like. Here they spoke of more recreational activities for young people, better maintenance, and facilities for their neighbourhood as well as better employment opportunities so they would not have to leave. In general, young people expressed a sense of excitement or optimism for their futures, paired with a feeling of uncertainty or concern for what it would bring. One participant said they felt excited but also

a little apprehensive about employment, while another stated that they were excited to leave the area.

It was not until workshop 3 that it was revealed to participants that the focus of the remaining sessions was climate change. They were asked in a one word shout out to share one word they associated with the term. Many associated the phrase 'climate change' with 'pollution', 'fossil fuels', 'the weather' and 'ice melting'. One said that they thought climate change was 'just about the weather'. Participants were given a short questionnaire to gauge their awareness and perception of climate change.

A majority of respondents felt they understood what climate change was. Some felt they already knew a lot about the subject as it had been taught in school, while others did not consider themselves as knowledgeable. On the question 'I know what I can do to help tackle climate change' – while most participants agreed that they knew what they could do, many were unsure, or disagreed with the statement.

Interestingly, respondents seemed divided on whether their local area was doing enough for climate change, but around half of the respondents felt not enough was being done - a sentiment voiced by a few participants during the session, while many were unsure. Only a small minority felt their area was doing enough to tackle climate change.

After watching a [short BBC introductory video on climate change](#), they took part in a group discussion about what they thought of the video. The workshop then encouraged them to have a discussion similar to that of the People's Panel session 3 'Where are the emissions coming from in Copeland?' Photographs were used to represent sources of emissions alongside A5 cards of statistics on carbon emissions. The information used for this activity was drawn from the People's Panel session on local emissions as well as those issues that members of the Panel had spoken about in their first few sessions. Participants were asked to match the card to the photograph they felt corresponded to the statistic. Youth leaders then led a discussion with participants about why they made those choices,

prompting conversations about the sources of emissions in Copeland.

Overall, many of the statistics discussed in this



exercise appeared to be surprising to many young participants, suggesting that while much of the group was aware of, and had a decent knowledge base about climate change, they were unaware of many of the details and information regarding carbon emissions and greenhouse gas emissions from individuals, homes and communities. One insight from a young person was: 'We think other people around us know about climate change, but it isn't talked about enough'. Despite over half of the questionnaire respondents believing that they knew what they could do to tackle climate change, most young people felt they learned a lot that they did not know from watching the video and doing the matching exercise.

The final activity encouraged members of the seven youth groups to suggest solutions. Most young people mentioned recycling, cycling, using public

transport and walking more, planting more trees, and reducing waste and plastic. One suggestion that was raised repeatedly was the use of electric vehicles, One of the groups suggested climate change pop up shops and more information to educate people about climate change. There was also some mention of growing food locally and reducing food waste from one of the youth groups. Some also talked about using renewable energy instead of fossil fuels. In another youth group, there were comments about public transport needing to be more reliable to reduce the use of cars. One group recommended a complete ban on fossil fuels. One of the groups also mentioned the need for national government to support individuals with purchasing solar panels and electric vehicles. One participant suggested better energy efficiency, with another suggesting using less water per household. One of the youth groups wished to send a message to the panel asking for more,

simplified information on climate change to be available for young people. At the end of the session, young people were told that the Copeland People's Panel wanted to hear from them on what recommendations they wanted to see implemented in Copeland. Some still felt there 'wasn't any point because no one listens to young people anyway'.

Overall, the most popular recommendations from all the youth groups are listed below, in order of frequently mentioned to less frequently mentioned:

1. Better, more affordable, reliable public transport
2. Plant more trees
3. Encourage people to use electric cars, and provide more charging points
4. Encourage walking and cycling – with better lighting and foot/bike paths
5. Encourage people to recycle more, and get the council to empty recycling bins more often
6. Use more sustainable renewable energy sources such as solar panels and wind



turbines, and make homes more energy efficient

7. Improve the cleanliness of the area by providing more bins for public use
8. More jobs, especially green jobs, with training

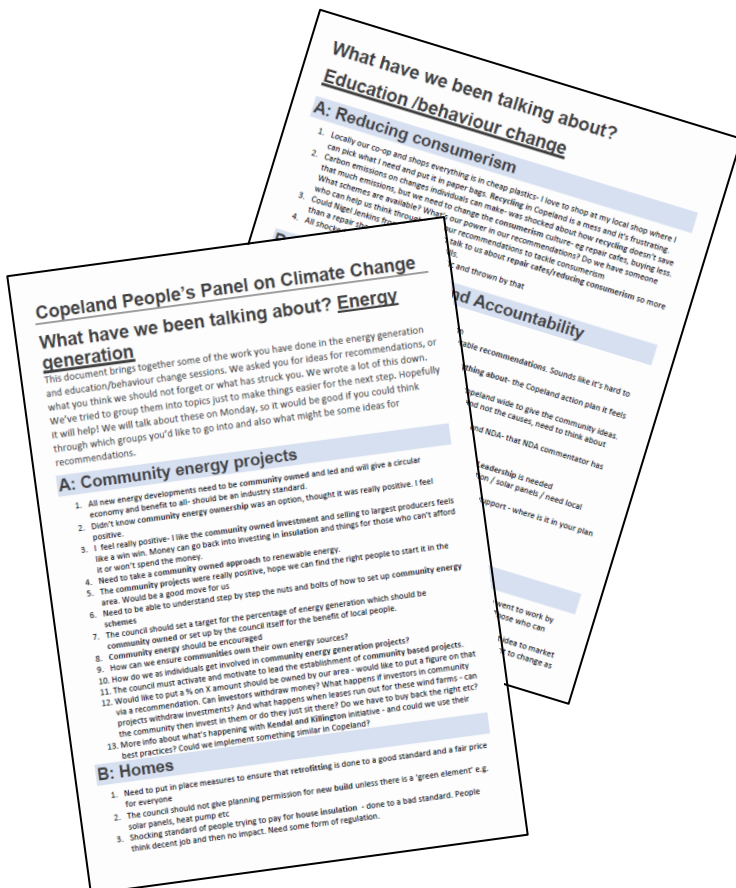
Findings from the youth group were collated and presented to the Copeland People's Panel on Climate Change in session 9, at the recommendation writing stage of the panel process. A summary report of the findings from the youth group were shared with panel members ahead of the presentation. After the initial presentation of the findings, panel members heard from one of the youth workers, Bethany Taylor from the Shackles Off Youth and Community Project at Seascale, who joined the session to share her experience of leading the youth group in these exercises (unfortunately no young people were available)



Recommendation writing

Prior to session nine, all panel members received a 'what have we been talking about?' document. This document brought together a record of the outputs from the transport, education/behaviour change and energy generation sessions, where panel members were asked to share ideas for recommendations or were asked to record what has struck them and things they should remember. Facilitators grouped these into suggested topics.

All panel members were placed into random groups and asked to start drafting recommendations for each theme. They were invited to reflect upon the 'what have we been talking about?' document if they felt it was helpful in identifying the start of some draft recommendations. These ideas and draft recommendations were then recorded by facilitators and shared with everybody in a plenary session. This process was then repeated for all themes. Based upon the information gathered in these sessions, panel members were invited to choose small groups they would like to join for an in-depth discussion on the ideas and draft recommendations previously developed:



In session 9 they were given the opportunity to join any of the following groups for the energy generation theme (based upon the themes produced in the 'what have we been talking about?' document):

- A. Community energy projects
- B. Homes
- C. A plan for renewable energy. Green jobs/skills
- D. Other issues

Similarly, they were asked to join any of the following groups for the education/behaviour change theme:

- A. Reducing consumerism
- B. A vision for action and accountability
- C. Increasing awareness
- D. Other issues

For transport they were offered the following groups:

- A. Increase cycling (including E bikes) and reduce car use
- B. An affordable and integrated public transport system
- C. Money: how do we fund what needs to be done?
- D. The council, plus any other issues

Ideas for recommendations and draft recommendations were then shared in the large group before participants were offered the chance to join another group for a further round of discussions.

All of the draft recommendations produced during the session were shared with panel members via email the next day.

Session 10: Finalising the recommendations

This final session presented panel members with their last opportunity to shape the recommendations.

Ahead of the session, all participants received the draft recommendations with an explanation that facilitators tried to 'tidy up' some of the recommendations, striving as much as possible to keep the meaning behind each of them, but making them easier to understand. Session 10 provided an

opportunity for panel members to check that recommendations reflected the conversations held.

Panel members were also introduced to the idea of writing a statement from the panel that accompanies the recommendations. It was suggested that such a statement could sum up the feeling of the panel and its overall conclusion. Any volunteers interested were asked to join a statement writing group.

The statement writing group was asked for some ideas for sentences/keywords/phrases that they felt should be included. One of the facilitation team recorded people's inputs and then attempted to group them and arrange them into a statement. This was then presented back to the panel for comment. A commitment was made that if 80% of the panel members support the statement it would be included in the final report.

Panel members were asked to vote in an anonymous poll to describe their feeling about the statement (either strongly support/support/neither support or oppose/oppose/strongly oppose).

Facilitators had agreed that if the statement had not reached 80% support the group could reconvene to edit the wording with the hope it would be more acceptable to those who voted against it. As it was, the 80% threshold was passed after one iteration.

Small groups continued to work on recommendations where appropriate before panel members were invited to discuss, in small groups, which recommendations they felt were the most important to them and why. The facilitators encouraged members to respond to each other's priorities and engage in discussion.

In a final celebratory activity, panel members shared with each other anything positive about their experience of the panel .

Shortly after the last session, panel members all received a voting booklet listing all the recommendations and asking participants to record their level of support or opposition for each recommendation. Their statement and recommendations form the remaining part of this report.

Panel statement

In the final session, Panel members were given the opportunity to join a panel statement writing group. With the support of a facilitator, the group shared their thoughts on what should be included. Their draft statement was shared with the entire Panel membership to check for support (through an anonymous poll). Some edits were made to try to improve the approval level and then a choice of two statements was included in the final voting booklet. 92% of the Panel members voted to either strongly support (39 participants) or support (7 participants) the statement following.

'It has been a privilege for us to take part in the Copeland People's Panel on climate change.

We have shared together as a group our passion for our area and have developed a can do, let's do attitude when discussing the climate emergency that we are facing. We have been inspired by the work of young people in youth groups across Copeland and our recommendations echo what many of them have said.

We all want a better Copeland.

We all want a future and we all believe we must leave a legacy for future generations.

We have become hopeful by seeing the good work happening in other isolated communities where they have moved quickly to seize the opportunities available to them.

However, we would urge local leadership to share the same enthusiasm and vision and can do, let's do attitude that is essential for us to move forward. To demonstrate their commitment climate change must be at the heart and centre of everything that they do and say.

We have felt the power of coming together and ask that Copeland Council harnesses the power of community involvement at the core of its vision for addressing climate change and initiates the leadership that is so badly needed. Local leadership must be energetic and heartfelt and build a credible vision to address the climate emergency otherwise our reality is no future. The people of Copeland will be badly let down, if the momentum started by this process is not carried on by the local council, its representatives and others.

We have become hopeful of what could lie ahead. A genuine commitment to our recommendations will lead to many additional opportunities, improved health and well-being, a strengthened sense of community, better air quality and more local jobs.'

Recommendations

The score for each recommendation is based upon a calculation of the level of support each recommendation received. If it received a 'strongly support' vote it received two points, a 'support' vote, one point; 'neither' support nor oppose zero points; 'oppose', minus one point and 'strongly oppose', minus two points). The degree of support figure was obtained by calculating the percentage of 'strongly support'/'support' votes of the total number of people who submitted the voting booklet.

No.	Theme	Score	First recommendation	
1	ENERGY	53	Copeland should become a centre for excellence for green jobs, skills and training for both our young people and adults, led by the Council in partnership with local expertise. There is a great future in providing opportunities for skills, training and employment in areas such as home insulation, retro-fitting etc. as well as the installation of solar panels, wind turbines etc. An investment in local green jobs will help encourage our young population to not leave and will offer our young people an alternative employer in an area dominated by one major employer. Such a centre of excellence will help ensure that more money stays within our communities rather than leaking out as is the case with some contracts associated with Sellafield. We would suggest a sustainable energy training hub (building on and linking with existing local academic and technical institutions) and a commitment to promoting the concept of green jobs both to local businesses, investors and our population (including through green jobs work experience programmes in secondary schools). This focus will help provide us in Copeland with the socio-economic anchor we so badly need.	
Degree of support for recommendation: 97%				
Strongly support	support	neither	oppose	strongly oppose
26	2	0	1	0
'How did panel members feel about this recommendation compared to others in the energy theme?'				
ranked 1st in theme	ranked 2nd in theme	ranked 3rd in theme	<i>Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third</i>	
5	12	4	Total score 43 (2nd in the theme)	

No.	Theme	Score	Second recommendation	
2	GENERAL	52	Copeland needs a robust plan that responds directly to our recommendations . This plan must include measurable targets and be well publicised. Progress on the implementation of the plan should be independently verifiable through regular scheduled meetings of the People's Panel plus members of the young people's consultation conducted during this process. There should also be opportunities for the wider public to attend public meetings both in the North and the South of Copeland to scrutinise and call to account those taking the recommendations forward. Both our recommendations and the scrutiny meetings should be published in local media and available prominently on the council's website. This accountability must be embedded in local government regardless of what happens with the forthcoming local government reorganisation.	
Degree of support for recommendation: 97%				
Strongly support	support	neither	oppose	strongly oppose
24	4	0	0	0
Note: panel members were not asked to rank recommendations within the general theme.				

No.	Theme	Score	Third recommendation	
3	TRANSPORT	48	Cumbria needs an overall transport policy that addresses climate change urgently and with enthusiasm. This will incorporate the best parts of developments in other counties with a similar geographic configuration. We want the council to listen to leaders in the field of climate change This will be driven by a dedicated team with an inspired leader who can be held accountable to the people of Cumbria. Performance criteria must be publicly communicated widely and outcomes independently verified, with the use of active and targeted feedback mechanisms. These changes will be cascaded to enable urgent change for Copeland. This policy must start immediately and proceed imminently regardless of the outcome of the Council reorganisation. This will ensure and enable the effective implementation of the other transport recommendations made by this panel.	
Degree of support for recommendation: 97%				
Strongly support	support	neither	oppose	strongly oppose
21	7	0	1	0
'How did panel members feel about this recommendation compared to others in the transport theme?'				
ranked 1st in theme	ranked 2nd in theme	ranked 3rd in theme	Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third	
16	4	1	Total score 57 (1ST in the theme)	

No.	Theme	Score	Fourth recommendation	
4	GENERAL	47	<p>Copeland need a clear strategy for all properties in Copeland to be carbon neutral by 2037, to achieve this, we recommend:</p> <p>a) Council to establish EPC rating for all properties. Provide a list of improvements that can be made with costs and information about how this will reduce carbon footprint of individual home</p> <p>b) Use the above information to create a database to establish an order of priority for homes to be improved (maximum impact first)</p> <p>c) All work to be carried out by local people to a good (locally approved) standard at affordable prices</p> <p>d) Grants and other financial support options to be made available to assist people on low incomes to improve their homes (including grants to replace gas boilers with green electricity sources)</p> <p>e) Social housing landlords should be mandated to invest in energy generation and retrofitting on all social housing in Copeland</p> <p>f) Copeland’s existing Climate Change Action plan should be updated to include increasingly ambitious phased targets for the sustainability standards of new housing, with the aim of any new property to be carbon neutral or better in order to meet the 2037 target.</p> <p>Solutions to be investigated to provide alternatives to oil heating in rural communities. A segment of rural properties are not suitable for heat pumps so they need a green solution - could Copeland be a leader in resolving this issue to reduce oil use?</p>	
Degree of support for recommendation: 93%				
Strongly support	support	neither	oppose	strongly oppose
19	9	1	0	0
Note: panel members were not asked to rank recommendations within the general theme.				

No.	Theme	Score	Fifth recommendation	
5	ENERGY	46	<p>We need a vision, a plan and significant investment in renewable energy for Copeland. This vision must be based upon a detailed study of what the ideal mix of renewable energies should be for Copeland based upon its unique geography.</p> <p>Copeland Council and the wider community should be visibly supportive of renewable energy generation, and take active measures to support the development of such projects through for example the planning process, building a skilled workforce etc. In return renewable energy initiatives based in Copeland could be expected to contribute and create a 'win win' positive dynamic by investing in local skills development, contributing community benefit funds etc.</p> <p>We must have an ambitious goal to make this a reality with an aim to have for example as many homes as possible powered by local renewable energy sources as soon as possible.</p>	
Degree of support for recommendation: 97%				
Strongly support	support	neither	oppose	strongly oppose
20	8	0	0	1
'How did panel members feel about this recommendation compared to others in the energy theme?'				
ranked 1st in theme	ranked 2nd in theme	ranked 3rd in theme	<i>Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third</i>	
14	2	3	Total score 49 (first in the theme)	

No.	Theme	Score	Equal sixth recommendation	
6	EDUCATION /BEHAVIOUR CHANGE	42	<p>A series of Climate Change Challenges should be devised and promoted through local networks e.g. libraries, youth clubs, schools, older people's groups and other communities groups and organisations. These should be developed by the council and other partners. The challenges should focus on information about personal carbon footprints and how to reduce them.</p> <p>Incentives should be devised e.g. low cost public transport, cheaper costs for leisure activities if you don't use a car to get there. People and groups should be encouraged to share their activities and their results with others to promote further action - make the most of the competitive spirit! A high profile event should be held to kick start this and other proposed initiatives, raising awareness and identifying people who want to be active in taking things forward.</p>	
Degree of support for recommendation: 90%				
Strongly support	support	neither	oppose	strongly oppose
17	9	2	1	0
'How did panel members feel about this recommendation compared to others in the education and behaviour change theme?'				
ranked 1st in theme	ranked 2nd in theme	ranked 3rd in theme	<i>Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third</i>	
4	5	2	Total score 24 (3rd in the theme)	

No.	Theme	Score	Equal sixth recommendation	
7	ENERGY	42	<p>This panel supports community ownership of energy generation wherever possible. Strong leadership should be provided by independently appointed expert(s) with experience of running community energy projects elsewhere, to support the development of community energy generation.</p> <p>Assessments should be undertaken as follows:</p> <ol style="list-style-type: none"> determine what action(s) will give the greatest result in the shortest time. determine land suitability, availability and grid connection potential Re-assessment of community ownership potential for projects which have already started or been earmarked determining an ambitious target for % community ownership of energy generation in Copeland (but make sure this doesn't limit the amount of renewable energy generated altogether) examine the best way of enabling community ownership including small scale investors to increase participation for as many as possible. <p>If an energy generation project is run on a private commercial basis they should demonstrate why they can't have a community ownership element and in such a case should be mandated to provide a substantial community benefit fund for the lifetime of the project. This fund should be used for other climate change action such as improving public transport and cycle routes etc.</p>	
Degree of support for recommendation: 93%				
Strongly support	support	neither	oppose	strongly oppose
15	12	2	0	0
'How did panel members feel about this recommendation compared to others in the energy theme?'				
ranked 1st in theme	ranked 2nd in theme	ranked 3rd in theme	<i>Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third</i>	
1	7	6	Total score 23 (4th in the theme)	

No.	Theme	Score	Equal sixth recommendation	
8	TRANSPORT	42	<p>We need a plan (with time scales) for an ambitious, integrated, regular and affordable public transport system. It must be:</p> <ul style="list-style-type: none"> a) available for all and regularly connect all our villages and not be based upon profit and should be in public ownership. Whoever provides our public transport services must recognise that they have an obligation to serve our communities. b) regular and frequent (including earlier and later buses and trains) and stop at more places. c) well publicized so people are aware of what is available and service information and timetables are regularly updated (e.g. a real time app with live updates). d) an affordable system, at least some bus lines should be free. We recognise free buses is an ambitious plan and recommend a) more work should be done to investigate how this can be funded b) we should experiment with this approach e.g. a free bus summer. e) modern (using latest technology) <p>Such a system will also serve to enhance local quality of life by enabling us to travel between communities (for work and leisure) and bringing tourism to the area (e.g. walks linked to trains and buses) as well as reducing carbon emissions.</p>	
Degree of support for recommendation: 93%				
Strongly support	support	neither	oppose	strongly oppose
16	11	1	1	0
'How did panel members feel about this recommendation compared to others in the transport theme?'				
ranked 1st in theme	ranked 2nd in theme	ranked 3rd in theme	<i>Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third</i>	
5	13	3	Total score 44 (2nd in the theme)	

No.	Theme	Score	Equal ninth recommendation	
9	EDUCATION /BEHAVIOUR CHANGE	41	We need supermarkets and shops to start selling local and seasonal produce . Supermarkets have a role to play in encouraging consumer behaviour change- this should be done in a number of ways including: a) how they market products, (e.g. a home grown aisle) b) how they source products (UK, not flown in etc) c) by sharing information on the carbon impact of produce (e.g. carbon value printed on receipt). d) Copeland must encourage more farmer's markets, encourage refill shops and low waste alternatives to plastic packaging in a farm to plate model. e) supermarkets and shops need to be accountable for produce available in plastic and this needs to be the exception not the norm. f) encourage and provide incentives for shoppers to bring own containers and bags.	
Degree of support for recommendation: 83%				
Strongly support	support	neither	oppose	strongly oppose
17	7	5	0	0
'How did panel members feel about this recommendation compared to others in the education and behaviour change theme?'				
ranked 1st in theme	ranked 2nd in theme	ranked 3rd in theme	<i>Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third</i>	
4	8	3	Total score 31 (First in the theme)	

No.	Theme	Score	Equal ninth recommendation	
10	EDUCATION /BEHAVIOUR CHANGE	41	Develop a coherent strategy to enhance climate change education in all schools and education/training centres. This happens already in some places, we can learn from good practice. We have heard that some young people don't know what action they can take to address climate change, so more needs to be done across the system.	
Degree of support for recommendation: 90%				
Strongly support	support	neither	oppose	strongly oppose
15	11	3	0	0
'How did panel members feel about this recommendation compared to others in the education and behaviour change theme?'				
ranked 1st in theme	ranked 2nd in theme	ranked 3rd in theme	<i>Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third</i>	
5	3	2	Total score 23 (4th in the theme)	

No.	Theme	Score	Tenth recommendation	
11	EDUCATION /BEHAVIOUR CHANGE	40	A network of climate change communication champions should be developed and supported throughout Copeland. They should be provided with a list of speakers who are passionate about climate change (like the commentators who have spoken to the Peoples' Panel), and other resources (e.g. inspirational stories about change) which could be used within local communities to promote action on climate change at a grassroots level. A high profile event should be held to kick start this and other proposed initiatives, raising awareness and identifying people who want to be active in taking things forward.	
Degree of support for recommendation: 90%				
Strongly support	support	neither	oppose	strongly oppose
14	12	3	0	0
'How did panel members feel about this recommendation compared to others in the education and behaviour change theme?'				
ranked 1st in theme	ranked 2nd in theme	ranked 3rd in theme	<i>Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third</i>	
1	1	3	Total score 8 (8th in the theme)	

No.	Theme	Score	Eleventh recommendation	
12	EDUCATION /BEHAVIOUR CHANGE	38	There are many useful social media accounts promoting action to combat climate change. The Council should work with the college, community groups etc. and liaise with or commission a local person or group to review social media content and circulate information which is relevant to the local area, specifically linking with younger people in Copeland who are active on social media. A hashtag should be promoted (e.g. #Climate Change Copeland). The focus should be on sharing simple lifestyle changes with positive messages about what can be done about climate change. Ideas could be promoted such as 'selfie panels' (people implementing the changes and taking selfies) to cascade the information to as many people as possible. A high profile event should be held to kick start this and other proposed initiatives, raising awareness and identifying people who want to be active in taking things forward.	
Degree of support for recommendation: 86%				
Strongly support	support	neither	oppose	strongly oppose
14	11	3	1	0
'How did panel members feel about this recommendation compared to others in the education and behaviour change theme?'				
ranked 1st in theme	ranked 2nd in theme	ranked 3rd in theme	<i>Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third</i>	
6	3	3	Total score 27 (2nd in the theme)	

No.	Theme	Score	Twelfth recommendation	
13	EDUCATION /BEHAVIOUR CHANGE	37	Recycling needs to become mandatory in residential, commercial and public spaces/premises. To do this, the local councils must work with the public and private sector businesses, (e.g. hospitality) and institutions e.g. schools, to provide affordable, or free recycling solutions - at kerbside or through collection to be sorted centrally. This would again create opportunities for jobs. We want opportunities for on street recycling to create greener/cleaner spaces. Businesses need to be encouraged to give away food and anything else that can go to waste- use apps like Karma.	
Degree of support for recommendation: 93%				
Strongly support	support	neither	oppose	strongly oppose
11	16	1	1	0
'How did panel members feel about this recommendation compared to others in the education and behaviour change theme?'				
ranked 1st in theme	ranked 2nd in theme	ranked 3rd in theme	<i>Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third</i>	
2	1	2	Total score 10 (7th in the theme)	

No.	Theme	Score	Equal thirteenth recommendation	
14	EDUCATION /BEHAVIOUR CHANGE	36	Reduce- Reuse- Recycle should be the vision for Copeland- we need to encourage a circular economy by: <ul style="list-style-type: none"> a) Setting up repair/recycling hubs. This will both encourage less consumerism and create jobs (and training opportunities) e.g. bike repairs, IT repairs, clothing repairs. b) Promoting and supporting swap shops for those things that are no longer wanted, so encouraging re-purposing and reusing. c) Sharing messages about reducing consumption so educating the public to repair and buy less. Establish 'take it or leave it' places at waste management sites (tips) building on successful examples in other countries (e.g. Massachusetts).	
Degree of support for recommendation: 83%				
Strongly support	support	neither	oppose	strongly oppose
14	10	4	0	1
'How did panel members feel about this recommendation compared to others in the education and behaviour change theme?'				
ranked 1st in theme	ranked 2nd in theme	ranked 3rd in theme	<i>Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third</i>	
2	3	3	Total score 15 (5th in the theme)	

No.	Theme	Score	Equal thirteenth recommendation	
15	TRANSPORT	36	In any future road building or widening schemes, consideration must be given to whether the purpose of these plans fits in with the climate change agenda, consider whether the proposal will lead to increased CO2 emissions on the road network and consider whether this is the best use of public money, asking for input from the community where possible.	
Degree of support for recommendation: 83%				
Strongly support	support	neither	oppose	strongly oppose
16	8	2	2	1
'How did panel members feel about this recommendation compared to others in the transport theme?'				
ranked 1st in theme	ranked 2nd in theme	ranked 3rd in theme	<i>Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third</i>	
0	0	9	Total score 9 (6th in the theme)	

No.	Theme	Score	Fifteenth recommendation	
16	EDUCATION /BEHAVIOUR CHANGE	32	Make Copeland plastic bag free by 2023. Consult with local shops and businesses in how do to this. Set expectations then support people to reach the targets and provide sustainable alternatives when needed e.g. strong paper bags.	
Degree of support for recommendation: 79%				
Strongly support	support	neither	oppose	strongly oppose
12	11	3	1	1
'How did panel members feel about this recommendation compared to others in the education and behaviour change theme?'				
ranked 1st in theme	ranked 2nd in theme	ranked 3rd in theme	<i>Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third</i>	
2	1	4	Total score 12 (6th in the theme)	

No.	Theme	Score	Equal sixteenth recommendation	
17	EDUCATION /BEHAVIOUR CHANGE	31	Copeland must work with the hospitality industry to reduce it's carbon impact by taking measures such as introducing menus with ingredients which are largely seasonal and locally sourced, providing reasonable portion sizes, more vegetarian options, and overall a need to reduce food waste during prep. Hospitality should be encouraged to give away surplus and avoid food going to waste. Training to be available for chefs.	
Degree of support for recommendation: 79%				
Strongly support	support	neither	oppose	strongly oppose
8	15	6	0	0
'How did panel members feel about this recommendation compared to others in the education and behaviour change theme?'				
ranked 1st in theme	ranked 2nd in theme	ranked 3rd in theme	<i>Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third</i>	
0	1	3	Total score 5 (9th in the theme)	

No.	Theme	Score	Equal sixteenth recommendation	
18	TRANSPORT	31	<p>We must make it easier for people to be able to cycle as much as possible. Effort must be made to change the mindset from seeing cyclists as a problem. This should include:</p> <ul style="list-style-type: none"> a) Education: so that drivers are more aware of cyclists and cyclists do not disrupt traffic. b) E-bikes: an e-bike scheme for Millom to Barrow in Furness and efforts to plug gaps in the infrastructure network where people have last or first mile issues getting to work. c) Increase awareness of what is available: e.g. more signs for where bike tracks are. A cycling in Copeland website or app and maps d) Encouraging cycle to work: Shower facilities where you work and bike storage in more places. e) Better links to public transport and more space on buses and trains for bikes. <p>Better lighting and maintenance of cycle paths.</p>	
Degree of support for recommendation: 76%				
Strongly support	support	neither	oppose	strongly oppose
11	11	6	0	1
'How did panel members feel about this recommendation compared to others in the transport theme?'				
ranked 1st in theme	ranked 2nd in theme	ranked 3rd in theme	<i>Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third</i>	
5	3	4	Total score 25 (3rd in the theme)	

No.	Theme	Score	Equal eighteenth recommendation	
19	ENERGY	26	We recommend that there is a public consultation process (youth groups, schools, and representative communities, businesses etc. (including a number of dedicated sessions for members of the Peoples' Panel) delivered by impartial parties to give information about the energy and carbon potentials of nuclear power ; safety considerations; how it compares to other renewable sources of energy. This would inform whether there was public support (for a new small modular reactor).	
Degree of support for recommendation: 69%				
Strongly support	support	neither	oppose	strongly oppose
9	11	7	1	1
'How did panel members feel about this recommendation compared to others in the energy theme?'				
ranked 1st in theme	ranked 2nd in theme	ranked 3rd in theme	<i>Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third</i>	
0	2	4	Total score 8 (6th in the theme)	

No.	Theme	Score	Equal eighteenth recommendation	
20	TRANSPORT	26	We must make it as easy as possible for people not to use the car. We must increase the quality and availability of alternatives to car use. There should be an investigation into the idea of introducing a tourist levy to pay for these alternatives. Such an investigation must consider, what amount the levy should be, how it could be administered and how to ensure that the money generated goes to the right places.	
Degree of support for recommendation: 79%				
Strongly support	support	neither	oppose	strongly oppose
9	14	2	2	2
'How did panel members feel about this recommendation compared to others in the transport theme?'				
ranked 1st in theme	ranked 2nd in theme	ranked 3rd in theme	<i>Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third</i>	
1	3	6	Total score 15 (4th in the theme)	

No.	Theme	Score	Equal eighteenth recommendation	
21	TRANSPORT	20	We must reduce car journeys to school . Schools should be surrounded by no car zones or at a minimum 10-20 mph speed zones.	
Degree of support for recommendation: 62%				
Strongly support	support	neither	oppose	strongly oppose
8	10	6	4	1
'How did panel members feel about this recommendation compared to others in the transport theme?'				
ranked 1st in theme	ranked 2nd in theme	ranked 3rd in theme	Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third	
0	3	3	Total score 9 (5th in the theme)	

No.	Theme	Score	Twenty first recommendation	
22	TRANSPORT	14	Cumbria should be ready for the implementation of a hydrogen (fuel) strategy. The potential for hydrogen should be actively explored.	
Degree of support for recommendation: 38%				
Strongly support	support	neither	oppose	strongly oppose
4	7	17	1	0
'How did panel members feel about this recommendation compared to others in the energy theme?'				
ranked 1st in theme	ranked 2nd in theme	ranked 3rd in theme	Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third	
0	1	1	Total score 3 (7th in the theme)	

The following was posed as a recommendation but, received a total of minus two points so therefore is not included as a recommendation

*'We support our MPs and local councils in lobbying for a **Small Modular Nuclear Reactor** as soon as possible. The Small Modular Reactor, supported by our National Nuclear Laboratory (NNL in Copeland), would be a good fit with our low carbon proposals in addressing our current carbon footprint (Copeland). In order to get wider support we recommend that stakeholders e.g. NNL, Rolls Royce, regulators etc. are encouraged to give presentations within the next six months to young people, community groups etc. to share information and enable people to make an informed decision'*

Score: -2 (strongly support: 4, support: 6, neither: 8, oppose: 6, strongly oppose: 5).

Degree of support for recommendation: 38%

Ranking within the energy theme (ranked first in the theme: three, ranked second in the theme: 0, ranked third in the theme: one). Overall ranking within the theme: sixth.

Recommendations in depth

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice' under each recommendation. The following is a compilation of all the comments received.

The ranking of each recommendation is based upon a calculation of the level of support each recommendation received. If it received a 'strongly

support' vote it received two points and a 'support' vote, one point. The percentage support figure was obtained by calculating the percentage of 'strongly support'/'support' votes of the total number of people who recorded a vote for that recommendation.

1. Copeland should become a centre for excellence for **green jobs, skills and training** for both our young people and adults, led by the Council in partnership with local expertise. There is a great future in providing opportunities for skills, training and employment in areas such as home insulation, retro-fitting etc. as well as the installation of solar panels, wind turbines etc. An investment in local green jobs will help encourage our young population to not leave and will offer our young people an alternative employer in an area dominated by one major employer. Such a centre of excellence will help ensure that more money stays within our communities rather than leaking out as is the case with some contracts associated with Sellafield. We would suggest a sustainable energy training hub (building on and linking with existing local academic and technical institutions) and a commitment to promoting the concept of green jobs both to local businesses, investors and our population (including through green jobs work experience programmes in secondary schools). This focus will help provide us in Copeland with the socio-economic anchor we so badly need.

Number of votes: 53

Rank: 1st Percentage support: 97%

Strongly support 26	Support 2	Neither support nor oppose 0	Oppose 1	Strongly oppose 0
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At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support

- We have wind, rain, a nuclear licenced site, skilled population etc. We do need to work with other borough councils as they have the training facilities e.g., Lillyhall West Cumbria College, GEN11, and Carlisle has the University of Cumbria. We should collaborate with them to achieve our and the planets goal.
- This recommendation could be developed along with future renewable projects ad would not only benefit Copeland's climate change efforts, but also support our young people in the community by equipping them with the skillsets that are future proof.
- Copeland, if ambitious enough, has a great opportunity to become experts in green jobs and to offer our young people training and a range of future employment possibilities within the area, developing our reputation as being 'The Energy Coast'.
- Not only will this tackle climate change now but it will help protect our area for the future.
- We want more jobs in Copeland but not at the cost of the environment. If we are taking action to respond to climate change, we must think about the opportunities presented by green jobs, skills and training. Initially investing in green industries will be a catalyst for job creation. No coal mine needed.
- This makes good use of the already existing resources in Copeland and helps the population
- I strongly support the training and using our young people to take green jobs. These people are our future and must be nurtured. They must feel confident and comfortable in where they live.

- Keeping the youth here means future families will continue to thrive here. Re-skill the unemployed too. I do however think this recommendation falls short since no mention of creating manufacturing plants linked to green projects has been discussed.
- This has got to be one of the prime movers in any decisions taken. Only if people see that there is something in it for them will they buy into the policies.
- Jobs will encourage people to stay in Copeland and help the economy. Training will mean we don't have to 'rent' specialists in.
- Excellent recommendation addressing local issues, increasing young people retention whilst supporting the Climate Action Plan to become zero-carbon. Using our unique Britain's Energy Coast privileges and expertise to achieve our zero-carbon goals and enhance the quality of the local area.
- We are in a unique area that is ideal for exploring alternative energy (in every form) this ties in with creating green jobs and training.
- I strongly agree with this recommendation. Green jobs and training for the future workforce should be the aim not just a by-product.
- Strongly support as creating secure, 'green' jobs for future generation(s) is important; and the workforce trained in this area of expertise will help Copeland respond to the climate crisis proactively.
- This is a great opportunity for our community and green jobs need to be invested in as soon as possible. This is a fantastic opportunity to generate more jobs, sustainable jobs, retain our younger generation in the area and revive our community.
- As a young person in Copeland, it feels that in terms of employment, we are faced with two choices: Sellafield or leave the area to work elsewhere. We must offer a diverse range of employment opportunities for our young people. The possible opportunities presented by renewable energy generation schemes and addressing climate change in Copeland presents a real opportunity to address the issue of employment at the same time, creating a win-win situation.
- Copeland should have maximum ambition in creating jobs in the renewables sector by establishing Copeland as a 'centre of excellence' and a source of 'know how'. This knowledge and any products or services could be exported to other areas of the UK or overseas, just as is the case with the nuclear industry in the area. This would provide economic as well as environmental benefit. Copeland should look to support new start low carbon energy businesses in innovate and creative ways.
- I think there is an opportunity here for Copeland to drive a national narrative and become a powerhouse for green initiatives and training. Encouraging businesses/industries that drive green innovation should be actively encouraged and would bring more sustainable and viable jobs to the county. It would also repair the damage done to the counties reputation done by the mayors, council and MPs support of a new carbon energy coal mine, which a limited number of jobs over a shorter period.
- Requests for funding need to be put in place the sooner the better to help establish the training centres needed to train the workforce in the new skills required.
- There is a real once in a lifetime opportunity for Cumbria and Copeland in particular to capitalise of the benefits of green energy and it would be a tragedy if this were missed. All those involved in representing Copeland at any level should be actively engaged in promoting the region as a hub for future energy generation technology, research, training and planning. A centre of excellence based on for example the local college/ University campus would provide the basis for developing the programmes needed. This is a means to put Cumbria on the map

and avoid the loss of jobs and revenue to other areas. We may not like it but this is a competition.

- The pull of the great cities will always be with us, to make life in Copeland more attractive to the indigenous young it will be necessary to make it as attractive to stay as to go. Housing costs in Copeland are amongst the lowest in the country, anyone fortunate to have a reliable job should find it easier to get on the housing ladder here than in most parts of the U.K.. This, in its self, makes Copeland desirable. A plan for the development of green jobs can only enhance the attraction of the area.

Support

- Education is so important – power is knowledge! Why are we not doing more to educate the communities and driving change

Neither support nor oppose

Oppose

- As I think most people assume nuclear is not included in the term green jobs as promoted by the green movements who are strongly anti nuclear.

Strongly oppose

2. Copeland needs a robust plan that responds directly to **our recommendations**. This plan must include measurable targets and be well publicised. Progress on the implementation of the plan should be independently verifiable through regular scheduled meetings of the People’s Panel plus members of the young people’s consultation conducted during this process. There should also be opportunities for the wider public to attend public meetings both in the North and the South of Copeland to scrutinise and call to account those taking the recommendations forward. Both our recommendations and the scrutiny meetings should be published in local media and available prominently on the council’s website. This accountability must be embedded in local government regardless of what happens with the forthcoming local government reorganisation.

Number of votes: 52

Rank: 2nd Percentage support: 97%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
24	4	0	0	0

At the time of voting each jury member was asked to ‘write a sentence or two explaining your choice’. All comments made are listed below:

Strongly support

- It is good to go public with the plan and to take on board comments from the public as to how it is being executed.
- Conversations need to be had between leaders and the people of Copeland where we can work together to push forward in the fight against climate change. This will not just be to have the leaders held accountable, but also for the people of Copeland to offer their advice and support so that informed decisions are made as efficiently and effectively as possible. This needs to be a team effort, with the passion of our people reflected in our leadership.
- The council need to take responsibility. I am concerned that without accountability and with the imminent reorganization, opportunities and time may be lost. I hope council members care for our area as much as we do, and will be pro-active in implementing these recommendations.
- Tanzania and other poor countries need more market for sisal and other natural course fibre which we could promote here!
- think that it is important that the council are held accountable because for too long we have been let down by them.
- We must be accountable and we must be informed of our progress (positive and negative). The youth groups were discouraged because they felt that they were unaware of current changes and concerned that what we or they recommended wouldn’t happen. Having an open narrative will help and encourage positive change.
- We need to get young people and the general public involved as soon as possible.
- Copeland Council should be proud to communicate across all media platforms. An open-door policy to meetings linked to these recommendations will ensure that timely decisions, signed off by People’s Panel & Youth Champions (who represent the voice of residents) are made for the benefit of Copeland.
- If Copeland is not held to account, the whole thing will soak into the sand. I fear that some of the goals are so ambitious, and therefore so expensive, that there will be a sharp intake of breath when they are read. All goals must be SMART – specific, measurable, achievable, realistic and time-limited – if this panel is to have achieved anything.
- I feel that this statement reflects the feeling of the Citizen’s Jury and supports the 3.2 objective of the Copeland Climate Action Plan.

- During this process it became obvious that some policies were already being actioned but it wasn't widely known.. It was equally obvious that people are interested in climate change locally but are unsure who to approach or what to action. We need accountability and clear communication to ensure that the recommendations of the People's Panel are implemented and the concerns of the people of Copeland (particularly the young) are addressed.. Very much agree Copeland community need a transparent and open process with full involvement in decisions that are to be made in this area.
- Inviting the community to share their opinions and understanding on the matter is an effective way of engaging the community to such an important matter. And publicising meeting and actions is a great opportunity to inspire new talent as well as show the Council's work and support on the matter.
- In addition to this, it would be beneficial to conduct some form of public poll or vote to gauge residents' perception of progress and gauge support/disapproval of proposed changes.
- This is so important to include, I'd really like to see the fruits of our labour so that it's not been a wasted effort over the past several months.
- I strongly support the concept of openness, accountability and visibility within the Council and our wider leaders and representatives. I would like to see Copeland quickly getting to a point where it can publish a well thought out strategy and have a clear and regularly refreshed dashboard that shows the status of each key contribution category to the climate problem and the solution. I strongly feel any behind the dashboard calculations and assumptions should be open to scrutiny and constructive challenge.
- I'm afraid judging by the lack lustre performance of our elected representatives in their dealings with this panel I doubt they will have the ambition to do more than talk about these recommendations and use them to try and give themselves some 'green' credibility. There lack of knowledge about green issues was in evidence when the Mayor talks about the coalmine and the UKs carbon emissions not being a reason not to burn coal, and the councillors who spoke monotonal from a script and/or just gave us their CV as if it was an election pitch. Therefore, the above recommendation I feel needs to be put in place to ensure that action is taken before it is too late because if it is left to the politicians nothing will be done. The politicians need to be held independently to account on this deadly serious subject regardless of what happens with the county council reorganisation which cannot be used as an excuse.
- The council needs to be fully behind the plan that we are submitting to make this happen, we also need to find out what reorganisation changes in Cumbria may affect these proposals that are being put forward.
- The genie is out of the bottle. Members of the panel have put in their valuable time to help the council in its endeavours to address the issue of climate change. So now I expect to see results and for these to be communicated on a broad basis outside of the political canvassing agenda

Support

- But a little tact may be needed in my opinion There will be financial implications to Council Do you accept there may be an extra levy on Council Tax Local Government reforms will at least int errupt implementaion
- Seems a good suggestion

Neither support nor oppose

Oppose

Strongly oppose

3. Cumbria needs an **overall transport policy** that addresses climate change urgently and with enthusiasm. This will incorporate the best parts of developments in other counties with a similar geographic configuration. We want the council to listen to leaders in the field of climate change This will be driven by a dedicated team with an inspired leader who can be held accountable to the people of Cumbria. Performance criteria must be publicly communicated widely and outcomes independently verified, with the use of active and targeted feedback mechanisms. These changes will be cascaded to enable urgent change for Copeland.

This policy must start immediately and proceed imminently regardless of the outcome of the Council reorganisation.

This will ensure and enable the effective implementation of the other transport recommendations made by this panel.

Number of votes: 48

Rank 3rd: Percentage support: 97%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
21	7	0	1	0

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support

- This is essential for reducing the use of individual car journeys throughout Copeland and especially into the Lake district. This would benefit all age groups. Strong leadership and passion is essential for driving this forward, which I feel is currently lacking after hearing from current local policy makers that seemed to be satisfied with the current transport system difficulties and inefficiencies.
- It is important that the council look at successful policies from counties with similar challenges. Transport emissions are a key contributor to climate change and it is difficult for citizens to make greener choices if the transport network and facilities aren't there.
- I think it is important to have clear plans and especially important for there to be a dedicated leader.
- An overall improved transport policy will allow for a clearer strategy and an integrated and collaborative approach to reducing Copeland's carbon emissions. We hope that this recommendation brings the council and the public together with clear and ambitious aims
- There seems to be little coherent transport policy at the moment. A figurehead who people know and respect could help to bring people together and to get things done.
- Transport in Copeland does not meet the population outside of major towns
- Copeland is a rural area with poor joined up transport links. This creates a problem who can't or don't drive, to move around the area and outside of the area. To implement an overall transport policy would encourage more use of public transport and reduce traffic and congestion on the roads and help businesses to benefit from more frequent movement of people and a cleaner environment.
- The need for sufficiency in travel provision is a fact of life in West Cumbria and the current limitations of public transport drive the reliance on use of private cars etc. An integrated transport solution which addresses both the needs of the resident population and the overwhelming problems of tourist visitors. Public transport can directly bring about

reductions in carbon footprint with respect to vehicle emissions, reduction of road build and repairs but also generates more green jobs in services etc. and will address the clean air requirements.

- The timescales appear to be vague. I would have liked to have given a date by which the policy had been agreed and then start immediately.
- Travelling in and around Copeland is challenging and, in some areas, impossible by public transport. We need a policy that allows all the people to have access to more areas. This is an area of outstanding beauty with the potential to enable tourism to be an even more important economic sector. To increase that potential without increasing greenhouse gas emissions we need alternatives to private vehicles. We need the transport system to reflect this. Any new policies should not prioritize vehicles above pedestrians but must take into account the transport of goods, services etc. to accommodate the movement of other road users.
- I feel this doesn't have the enthusiasm at the top who is interested in transport and climate change and wish they would listen and integrate with organisations that have passion and the knowledge to make such change.
- Strongly support as I feel the very first step in tackling climate change in our area is to appoint a dedicated, enthusiastic climate change team that can be held accountable in ways noted in above recommendation.
- It is essential that we learn from leading countries as climate crisis needs to be diminished as a matter of urgency. We must implement changes now to protect our future generations and the only way we can do this is by seeking expertise of leaders in the field.
- We need people with previous proven success of implementing these policies to bring change to Cumbria. I'd like to see a knowledge transfer partnership (KTP) established with other places that have successfully introduced climate-positive transport policies.
- I see a 'fit for purpose' public transport system as being vital to underpin the achievement of behavioural change and getting to net zero. I think putting such a system in place is a MASSIVE challenge given the many nuanced challenges that are present in Copeland.
- Transport and how people move to and from, and around, the county is important if we want to reduce carbon emissions. The reliance on the car in Cumbria is compounded by the county's remoteness, and a reliable transport policy would allow this reliance to be reduced.
- One of the ways that we need to tackle climate change is control the use of vehicles. A move to electric vehicles and other forms of transport where possible.
- The future is electric., I can see a fleet of battery-operated minibuses, operating on a flexible schedule, being able to respond to the needs of the travelling public. In order to serve the many outlying domestic dwellings, it would be necessary for the transport network to be able to be summoned to any location in Copeland. I envisage a smartphone app being used to call and/or book capacity on the local transport system. A system such as this would be beyond the financial capacity of the local government, so it would need substantial input from central government, it could be seen as a forerunner of a new public transport for adoption country wide.

Support

- Being a rural area we do experience many inefficient journeys of goods and people. We should learn from other rural counties and implement more efficient transport solutions that work for them.
- As the reduction in use of fossil fuels in private cars would have a large impact in Copeland. Lobbying for easing of car insurance rules to allow reasonable payment for car sharing may be required.
- Phrases such as "the use of active and targeted feedback mechanisms" and "These changes will be cascaded" will mean very little to some people, possibly resulting in a loss of impact. The

leader must have the ability to simultaneously manage our recommendations as they are so interlinked.

- 'Proceed imminently regardless of the outcome of the council reorganization' sounds a bit unrealistic or inconsiderate as we don't know how that could impact things
- If this is to have any chance of success, it must start immediately: planning will take a long time, so the sooner action is taken, the better.

Neither support nor oppose

Oppose

Strongly oppose

4. Copeland need a clear strategy for all **properties** in Copeland to be carbon neutral by 2037, to achieve this, we recommend:

- a) Council to establish EPC rating for all properties. Provide a list of improvements that can be made with costs and information about how this will reduce carbon footprint of individual home
- b) Use the above information to create a database to establish an order of priority for homes to be improved (maximum impact first)
- c) All work to be carried out by local people to a good (locally approved) standard at affordable prices
- d) Grants and other financial support options to be made available to assist people on low incomes to improve their homes (including grants to replace gas boilers with green electricity sources)
- e) Social housing landlords should be mandated to invest in energy generation and retrofitting on all social housing in Copeland
- f) Copeland’s existing Climate Change Action plan should be updated to include increasingly ambitious phased targets for the sustainability standards of new housing, with the aim of any new property to be carbon neutral or better in order to meet the 2037 target.

Solutions to be investigated to provide alternatives to oil heating in rural communities. A segment of rural properties are not suitable for heat pumps so they need a green solution - could Copeland be a leader in resolving this issue to reduce oil use?

Number of votes: 47

Rank: 4th Percentage support: 93%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
19	9	1	0	0

At the time of voting each jury member was asked to ‘write a sentence or two explaining your choice’. All comments made are listed below:

Strongly support

- A large proportion of Copeland’s carbon footprint is due to heating buildings. This topic has the potential to have the greatest impact re environmental discharges.
- My flat is very expensive to heat, with my clothes often taking days to dry. As I rent, I cannot make any changes to the windows or insulation myself. It would be a very positive change if there were standards and goals set by our local government to ensure that our buildings are as energy efficient as possible.
- Our homes are a major contributor to the climate crisis and therefore any changes that can be implemented to reduce the carbon footprint of individual homes should be encouraged.
- I think that more does need to be done to support people to improve their homes and it is the key to tackle climate change in our area.
- We need help in order to take action in our homes to reduce climate change. Implementing this recommendation can do this by making homes more efficient so less heating is needed, reducing carbon footprint
- Financial Incentives overlook those with the ability to pay. Incentivising middle to high income households will speed up the adoption of green improvements, using a proportion of the revenue spent to prop up the low-income households. Local green jobs will be generated from a, b, c and d.
- This recommendation will have maximum impact whilst raising the awareness of every household of the need to reduce carbon emissions and the benefits this can bring them personally as well as the planet.
- Home insulation and more efficient energy in the home would greatly reduce the carbon production and might encourage a greater interest in the problems caused by this production, therefore encouraging behaviour change.

- Totally agree with all the items and would like to see Copeland addressing all these issues and providing incentives to the community as far as grants and financial support to assist improvements to their homes with works carried out by locally approved specialists at affordable prices, enabling Copeland to be carbon neutral by 2037
- Strongly support as one of the biggest proportions of an individual's carbon footprint is energy used within the home and so something must be done to ensure we reduce carbon usage in this area. Just cannot see how it would be Copeland providing all of the financial support for this – maybe needs to come from government?
- Every strategy stated above is of vital importance to achieve our net zero target and this should be implemented as soon as possible.
- This is long overdue – the current requirement of EPC C for newbuild homes is unacceptable when it is possible to build ones that are A rated. We must be strict on this. My only concern is the replacement of gas boilers with electric options. With the sky-rocketing costs of electric, it is already known that electric heating is expensive to run. My worry is that this will further push people into fuel poverty and affect people's health, as they struggle to heat their homes.
- The council must do more and include the communities in driving forward the change and recommended changes.
- I think this recommendation underpins a key area of strategic focus for Copeland. Specifically, people need to understand the carbon status of their homes and be set on improvements to achieve net zero. This data is vital to Copeland too. I don't think this will be easy, and progress will start firstly with quick and easy wins, followed by ever decreasing and smaller incremental gains. I strongly feel heat pump technology is NOT suited to many of the homes in Copeland and work need to be carried out urgently to make sure people can have viable (i.e. both technically and financially) home heating solutions, especially in rural areas.
- I strongly support this recommendation as I think it will have one of the greatest impacts on the reduction of carbon generation in the county. It is also again something which passes the bulk of the costs to developers and builders rather than to the council taxpayers of the county (with the acknowledgement that some of the social housing element and grants will initially fall on the council).
- By making homes more efficient we will save on heating use, with the number of old housing stock in Copeland this needs to be set up quickly and funding needs to be sought to enable this activity to start.

Support

- But please note Council will incur substantial costs. Do we want to increase Council Tax
- A good intent but unachievable target
- Good plan, will need finances obviously
- I support these ideas but I think it may be difficult to examine all homes. What about listed buildings?
- The more houses are properly built and insulated, the less heat will be wasted and therefore the less fuel will be needed to heat them. People also need to be persuaded that they are able to put on sweaters if they are cold – wandering round in T-shirts in winter is a habit which has become all too prevalent.
- Need to be confident that people aren't being taken advantage of by unscrupulous contractors.

- This is vital work and we must not have repeats of poor quality workmanship as so often reported in the media previously. Not sure that councils should be the guardian of standards or a national organisation.
- These ambitious plans demand a lot of work from the local government, perhaps more than can be achieved in the time scale under consideration.

Trying to determine the carbon footprint of a particular type of house might be a better way to go, once a house type has been assessed then it could be used to project the analysis onto the collection of similar properties to come to a collective figure. Determination of the fastest way to bring about the greatest reduction in carbon footprint could be done by applying a treatment to a test house and assessing its result. Good green jobs for local people

Neither support nor oppose

Oppose

Strongly oppose

5. We need a vision, a plan and significant investment in **renewable energy** for Copeland. This vision must be based upon a detailed study of what the ideal mix of renewable energies should be for Copeland based upon its unique geography.

Copeland Council and the wider community should be visibly supportive of renewable energy generation, and take active measures to support the development of such projects through for example the planning process, building a skilled workforce etc. In return renewable energy initiatives based in Copeland could be expected to contribute and create a ‘win win’ positive dynamic by investing in local skills development, contributing community benefit funds etc. We must have an ambitious goal to make this a reality with an aim to have for example as many homes as possible powered by local renewable energy sources as soon as possible.

Number of votes: 46

Rank: 5th Percentage support: 97%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
20	8	0	0	1

At the time of voting each jury member was asked to ‘write a sentence or two explaining your choice’. All comments made are listed below:

Strongly support

- Currently in Copeland the bulk of our energy is imported though we are Britain’s Energy Coast! We have lots of wind, rain, tidal flow, south facing hills and land good for growing trees. We Should be leading the way to capture all this low grade, high volume renewable energy and use it in place of burning hydrocarbons
- We need a strong mix and leadership
- I think that this is one of the most important recommendations proposed by our panel. After listening to climate change and energy experts, it was very promising to hear a lot of good work has already been done on renewable energy solutions in Copeland. We need to listen to the experts that have carried out this work and fully support them in developing their solutions.
- It is important that investment is made into the best mix of renewable energies for Copeland so that the area doesn’t rely on just one main energy source or one main employer.
- if we are to take action to respond to climate change, we must address one of the biggest contributors, emissions from burning fossil fuels for our homes and businesses. We must be ambitious and want to lead the way. This will greatly help to reduce overall emissions and create wider community benefit
- This is basically what we are all about. Without finding and using renewable energy we cannot achieve zero carbon emissions in Copeland.
- The Energy Coast by name only. Our communities don’t yet benefit from the renewable energy we see on our daily commutes. All future projects should benefit locals – paying less, filling green-employment opportunities. The Council must want this too & be pro-active in seeking future opportunities.
- Excellent recommendation as domestic energy use is one of the 3 main contributors to production base emissions for Copeland. Timescales should have been suggested rather than just asap.
- A study is needed to look at alternative sources to enable Copeland to become the sort of energy hub that supports a wide range of green renewable energies to enable future

generations to have a choice in which sectors they can learn new skills. With a greater range of options comes a wider skill base, meaning an end to the dependence that Copeland has had historically on single employers from mining through to chemicals and now nuclear. A diversity would help employment and provide new greener alternatives.

- I totally agree and feel very strongly towards this and the community should be aware of what is the best renewable energy opportunities unique to the Copeland area. I have my own views and BEC was awarded a grant of £123,470 by the Department of Energy and Climate Change to explore the idea of using heat extracted from disused coal mines in Whitehaven. Lee Carr the low carbon energy development manager at BEC said it was the potential for cheaper, low carbon and locally-produced energy for hundreds/thousands of homeowners. There has already been a few schemes in Scotland which have been tapping the warmth of mine water since 2000. A study showed that as much as a third of Scotland's heat could be provided by tapping geothermal energy from old coal mines. My research came from the below website. I would be really excited to hear about this study. I did try and email BEC to ask for the outcome so far but have not received a response to my query. www.cumbrianenergyrevolution.org.uk/renewable-heat/geothermal/ I am passionate to use the mines for something renewable and sustainable than going back to mining.
- Strongly support as there is so much potential for Copeland to harness renewable energy due to its unique geography.
- We need an independent study of the best sustainable energy generation methods tailored to our unique geography with statistics and figures we can rely on to make the best and most effective decision towards renewable energy investment for our area.
- We must conduct thorough and rigorous research into the energy generation potential (in terms of kWh and number of homes powered) of different types of renewable energy generation, taking into consideration local geography and climatic setting and associated annual variability. We must be cautious of 'nuclear nostalgia' from days gone by, and not let this pressure any decisions. Nuclear energy should not be presented in the same 'clean and green' category that other energy generation options such as solar and wind power, due to the radioactive waste this process leaves behind. This is often overlooked, despite the fact that we are left with the issue of what to do with this waste for thousands of years. It must not be portrayed as a 'silver bullet' solution, and the issue of waste disposal side-lined...
- All types of renewable energy should be considered, wind, solar, geothermal, anaerobic digesters etc, we should not limit our efforts to just wind and solar
- Copeland needs to live up to its logo as part of the energy coast and actively support a broad spectrum of energy generation. There is an abundance of potential renewable energy readily available in our environment from wind and small hydro themes and we know that national government is wide open to low carbon nuclear build here. I support the nuclear provided there is a route for final disposal and no reprocessing.
- Britain has the lowest take up of heat pumps, air source or ground source. Copeland should lead the way in demanding all new build houses have such devices fitted and movement should be made to see that all social housing are retrofitted as a priority.
- Grants should be made available for private housing for 60% of the cost of installation. Where the option for the ground source method is available, this should be used, else the air source should be fitted. This fits in well with the development of green jobs. This strategy would achieve the dual function of reducing pollution from gas central heating boilers, and reduce energy bills for households fitted with the heat pumps.

Support

- We need to be clear what we mean by renewable energy as in group we have included nuclear but many people don't. A safer term is low carbon energy as some carbon is generated by all

energy production sources. Nuclear is arguably lower per MW than some wind and solar on whole life cycle basis.

- Copeland is a really unique place and there are many opportunities to implement renewable energy that we are currently not taking advantage of.
- Good Plan
- There has to be a visible benefit for the community in order to encourage the members to understand how their lives will improve as a result of the decisions taken.
- Absolutely agree with this statement, any new build must have an element of renewable energy put into the plans, with a minimum percentage of renewable energy
- I support this, but my support is conditional that maximum sensitivity is extended to maintaining or enhancing the visual impact in the environment, particularly as Copeland is either in, or adjacent to, the National Park. I do not support mass onshore wind turbines. Some carefully thought-out schemes or individual turbines or strategically placed renewable projects could be acceptable.
- Any move to renewable energies should be considered and a move from carbon intensive energy should be a priority of the council and community. The council, I feel, should show leadership and influence businesses to move to greener energies

Neither support nor oppose

Oppose

Strongly oppose

6. A series of **Climate Change Challenges** should be devised and promoted through local networks e.g. libraries, youth clubs, schools, older people’s groups and other communities groups and organisations. These should be developed by the council and other partners. The challenges should focus on information about personal carbon footprints and how to reduce them. Incentives should be devised e.g. low cost public transport, cheaper costs for leisure activities if you don’t use a car to get there. People and groups should be encouraged to share their activities and their results with others to promote further action - make the most of the competitive spirit! A high profile event should be held to kick start this and other proposed initiatives, raising awareness and identifying people who want to be active in taking things forward.

Number of votes: 42

Rank: =6th Percentage support: 90%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
17	9	2	1	0

At the time of voting each jury member was asked to ‘write a sentence or two explaining your choice’. All comments made are listed below:

Strongly support

- It is good for us all to understand how we impact the environment
- We must take community with us
- This would be extremely effective in making behavioral changes, not just of young people but also the parents of young people who will be encouraged to learn about climate change. It will also give young people more to do in our local area, as this was a large part of the feedback from the young people’s climate change sessions
- In order for people to change behaviour, they need to know how to change, be encouraged to change and to have access to support and information if needed.
- Very good
- Getting people active can kick start the process.
- Community engagement could drive this and get the views of all
- These incentives could, potentially have a bigger effect than simply passing on knowledge.
- Again brilliant idea we need the council and others partners to join forces to tackle climate change challenges. The more information and awareness out there will be encouraging to all. We want to these joined organisations to be on the same page and together see it in a positive light and make achievable goals. Communities don’t see good things happening so don’t have pride in where they live. If good changes and positive encouragements are made people will take more pride in their homes and surroundings. They need to see a vision of what could be
- Strongly support as people enjoy the fun of a challenge set, and will always be more willing to go out of their way to make changes if incentives are involved – especially financial savings.
- To inspire people to think about such a difficult topic means to approach matter in a different manner, therefore setting out challenges makes it fun for people to want to get involved and begin to understand the impact that they can have.
- The climate change panel has been an excellent exercise in democracy at work. A broader group of the community needs to be given the opportunity to hear and measure how issues are taken forward in the future.
- Promotion of individual carbon footprint and actions to reduce it can only be a good thing. Led by high profile individuals, perhaps a sportsman and a figure from the world of showbiz, a

campaign could be launched nationally, similar to the seat belt promotion of yore. A pilot scheme could be run in Copeland to see if it could be launched nationally.

Support

- It is important that the nuclear option be properly presented something we failed to do within the People's Panel presentations.
- I feel that this is a really good idea but it is important that everyone in Copeland is able to access it equally even those who live in more rural areas.
- Getting the community involved and thinking about our individual carbon footprint will help to reduce Copeland overall emissions and bring the community together. If we all work together towards a clear goal from clear messaging this will help us respond to climate change.
- I believe we could combine this recommendation with number 14 (social media). Rewarding car-free travel to leisure activities is a good incentive until free bus transport for all is implemented.
- I believe this is an excellent idea. Responding to climate change needs to be a balance of 'carrot and stick'. The more that can be done to educate, encourage, and motivate people, the better. I feel strongly that that an emphasis of challenging people (and businesses) to know what their carbon footprint is, and getting to personal net zero, should be a fundamental focus of the council. People should be encouraged to share with each other the progress they are making, perhaps a little bit like sharing of a golf handicap or weight loss goal.
- am unconvinced that this would work. How many people really go to social media to look for advice on green homes and if they received messages would they read them in the tens of messages people receive in a day

Neither support nor oppose

- With limited numbers of recommendations, I feel that this will have less impact than some of the other recommendations. National coverage of the need of action to combat climate change is increasing which should address some of these ideas.
- It's as the saying goes... every little helps. It's a good initiative which will support on a small scale.

Oppose

- Having been involved in setting quizzes over the years to raise money, I think this is a doubtful concept, with poor levels of involvement, and one might just be preaching to the converted.

Strongly oppose

7. This panel supports **community ownership of energy generation** wherever possible. Strong leadership should be provided by independently appointed expert(s) with experience of running community energy projects elsewhere, to support the development of community energy generation.

Assessments should be undertaken as follows:

- f) determine what action(s) will give the greatest result in the shortest time.
- g) determine land suitability, availability and grid connection potential
- h) Re-assessment of community ownership potential for projects which have already started or been earmarked
- i) determining an ambitious target for % community ownership of energy generation in Copeland (but make sure this doesn't limit the amount of renewable energy generated altogether)
- j) examine the best way of enabling community ownership including small scale investors to increase participation for as many as possible.

If an energy generation project is run on a private commercial basis they should demonstrate why they can't have a community ownership element and in such a case should be mandated to provide a substantial community benefit fund for the lifetime of the project. This fund should be used for other climate change action such as improving public transport and cycle routes etc.

Number of votes: 42

Rank: =6th Percentage support: 93%

Strongly support 15	Support 12	Neither support nor oppose 2	Oppose 0	Strongly oppose 0
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At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support

- This would ensure Copeland Council and constituents have interest, commitment, control and benefits from locally produced energy. Some wording may need to be moderated e.g. ownership could be 'shared ownership' or we could have some lease arrangement or....
- I was shocked to learn that almost all of the offshore wind farms were not owned by local stakeholders. If the rewards of renewable energy are also aligned with financial benefit for the local community this would be a great scheme for local government to support and develop.
- One expert discussed two successful community ownership energy projects in the South Lakes (A solar scheme by Burneside Community Energy near Kendal and the Killington Hydro scheme). With the correct leadership and ambition, similar schemes could be implemented in Copeland.
- We, the community, can respond to climate change by working together to invest in community renewable energy projects. The benefits of this are incredible. Reducing carbon emissions and reinvesting profit into green projects e.g., insulation for those who can't afford it
- People take more pride in something they own and every person has a voice to give their opinions.
- I disagree with a) above. A slow return over a longer period is just as effective. Maximising the use of unused land should be a priority and learning from successful projects (Burneside and Killington in the South Lakes) should occur.
- This has been successful elsewhere and Copeland should be at the leading edge of innovation to achieve our zero-carbon goals

- I agree with (a) to (e) of the recommendations but feel that the final sentence might negate the whole principle of community ownership. It would enable private organisations to 'buy' a community by offering incentives that will always be in the gift of the commercial provider and could potentially be withdrawn.
- A little as above we are in a unique area for exploring alternative energy solutions but I was disgusted to hear that most of the wind turbines give nothing back to Copeland I'm sure that if the local community knew about this there would be some strong opposition. I would really like to see community ownership of energy to be given back to residents of Copeland. I find this an exciting opportunity.
- Strongly support as this would allow everyone in the local community to potentially be part of renewable energy generation – hence, give the feeling we are all making a positive difference in Copeland in response to climate change.
- There are great examples of community owned sustainable energy generation, and we should seek to follow their example. Community owned sustainable energy will assist towards the much needed zero emission target and will also bring the community together and stronger, we should not miss out on this opportunity.
- Give the community a sense of power allow us all to contribute and guide how we take forward community owned renewable energy
- We heard how little of the UK generation capacity is owned by UK. This needs to change starting here. I resent funding the coffers of foreign banks and governments. Projects elsewhere in UK are already demonstrating the benefits to residents so why not here. For this to happen it would be useful if the Council took a lead role at least in initiating such projects.
- Copeland has two things aplenty, water and hills. Efforts should be made to utilise this combination to see how they may be able to be used in energy plans. In Wales, an electricity grid backup facility has been built that allows an almost instant backup when suddenly demand peaks, e.g. half time in the F.A. cup kettles switch on.

A similar arrangement in Copeland might be a possibility and a money-spinner. Once again, the start-up costs would be prohibitive.

Support

- Again I low carbon energy projects would be a more accurate description as some schemes will produce significant carbon in their build and maintenance.
- I think that this is a brilliant way to support the community and tackle climate change however it is really important that it is accessible for everyone.
- Good Plan
- Once again, community ownership shows that there is something in it for the community, and this is likely to stimulate interest. It is also important to make clear how much investment will be needed and what the return is likely to be.
- Must ensure equity and that all locals benefit equitably
- Community led or participated in schemes should be executed in a way that maintains or enhances the visual environment.
- Although I support the idea of community ownership in principle, I think that we cannot exclude wider industry from investing in energy generation. This is in part because I believe that innovation and development need large investment and costs to the public are reduced when market competition is strong. However, I think local majority ownership should be explored

<ul style="list-style-type: none"> • People would need to be identified with the skills required to manage these projects that will be needed to start these projects, they could then determine when funding is required to take this forward
Neither support nor oppose
<ul style="list-style-type: none"> • Define community. Could take time to set up without private initiatives. We will need business expertise here • Concerns about money raising - communities are quite slow and limited to generate the funding required, which slows down benefits realisation. Decisions about the % of ownership has to be based on proven successful models. Possible political lobbies are probably another factor
Oppose
Strongly oppose

8. We need a plan (with time scales) for an ambitious, integrated, regular and affordable **public transport system**. It must be:
- f) available for all and regularly connect all our villages and not be based upon profit and should be in public ownership. Whoever provides our public transport services must recognise that they have an obligation to serve our communities.
 - g) regular and frequent (including earlier and later buses and trains) and stop at more places.
 - h) well publicized so people are aware of what is available and service information and timetables are regularly updated (e.g. a real time app with live updates).
 - i) an affordable system, at least some bus lines should be free. We recognise free buses is an ambitious plan and recommend a) more work should be done to investigate how this can be funded b) we should experiment with this approach e.g. a free bus summer.
 - j) modern (using latest technology)

Such a system will also serve to enhance local quality of life by enabling us to travel between communities (for work and leisure) and bringing tourism to the area (e.g. walks linked to trains and buses) as well as reducing carbon emissions.

Number of votes: 42

Rank: =6th Percentage support: 93%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
15	11	1	1	0

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support

- We would love to be a one or no car household (instead of two) but without an integrated and reliable public transport system this is an impossibility due to work. Also, carless households are isolated in many of our rural communities without a regular service.
- Creating a better public transport system will help to reduce the number of cars on the road (residents and visitors). As emissions from cars are one of the biggest contributors to Copeland's carbon emissions, this will help to reduce overall carbon footprint along with wider benefits (connectivity)
- Using Modern technology may be better, as using 'latest' technology will definitely not be cheap or free
- Train prices are too expensive to encourage people to use them. As a free bus pass holder, I use the bus regularly. This has made me use my car less.
- Isolating non-drivers directly affects their mental health. I'd use public transport for work if the train & bus timetables allowed. Current bus operators should publicly declare which routes are subsidised and by how much. If they cannot do this, then they should be replaced with public ownership.
- Villages in Copeland need affordable transport to allow the young and elderly to get out easily. It also needs to encourage car drivers to use it instead.
- This public transport system should link the different types of transport e.g. buses to trains to ensure the people of Copeland can use the train system without having to travel by car to the station.

- This recommendation is, I feel, **essential** to bring the community together and enable people to have a viable alternative to private transport. Only by providing the alternatives can we encourage less use of carbon producing vehicles. There is also the added bonus of producing more equality of access to goods, services and areas which are restricted to vehicle owners at present
- I am aware that this is an enormous ask for all these individual bus and train companies to come together but someone needs to lead the way to link them all. I think one live system at bus and train stops is the way so at the train stations it lets people know of bus links and visa versa at bus stations. At the moment people need to use their internet on their phones to find the next service; impossible for elderly that don't have smart phones. I work at Whitehaven hospital, and we have explored this live system for years and funding is the one thing that has let it down.
- Increasing the quality and accessibility of public transport is a necessary strategy to reduce transport carbon footprint, I would also like to add that to all public transport should be fuelled by sustainable energy. Making public transport attractive to use as many ways as possible a possible is vital, this includes, prices, accessibility, visual of the buses and clear messages of how the use of public transport reduces carbon emissions for passengers to feel proud of and influence other to do the same.
- An overhaul of our transport network is long overdue. We must ensure that places are well connected, and timetables match so that people can get from door-to-door and make the system convenient for use. The network must be clean and safe for women and children to use.
- This is so important to enable a culture change across Copeland and make more use of what we already have albeit restricted
- As stated before, Transport and how people mover to and from, and around, the county is important if we want to reduce carbon emissions. The reliance on the car in Cumbria is compounded by the counties remoteness, and a reliable transport policy would allow this reliance to be reduced. Electric buses/trains should also be seriously considered to reduce emissions.
- Public transport provision should address the needs of all sectors of the community; rich and poor. The councils should engage in educating the public on the need for us of public transport as the prime means of commuting.
- A flexible fleet of electric minibuses could go a long way to achieve the above plan for a public transport system, almost like a taxi service.

Support

- We have to be careful not to increase the net number of vehicle journeys (busses, trains etc) especially if some of the vehicle journeys are with few or no passengers. The objective is to reduce the impact on the environment. We may need to time bound an introductory period to ensure there is take up and the net impact to the environment is less than current position.
- I support this statement, but my reason for not strongly supporting it is that I would be happy to pay for a good transport service as a customer. I understand free travel would be the ideal scenario, but I do not want this recommendation to be dismissed by policy makers on being unable to commit to providing free travel.
- We could include young people in developing aps that are updated in real time so that a cancelled bus or train is shown so alternatives can be taken e.g. To get home. A Cumbrian integrated ap for use on phone, Laptop or via a phone in menu so those not phone savvy are not left out.
- This is essential but is going to need enormous amounts of money, so the public needs to know how it is going to be paid for: money spent on free buses is not going to be spent on, for example, drug rehabilitation
- Support this as having a good, integrated public transport system would encourage more people to use personal vehicles less frequently, hence cutting carbon emissions from travel. I

would strongly support this recommendation if the transport system was low-carbon – e.g. electric buses.

- A modern, **DEPENDABLE**, pervasive, and frequent public transport system is essential to change people’s habits. A visionary public transport system could not only fill essential needs but has the potential to be great fun for residents and visitors. I am not particularly in favour of being too prescriptive about ownership etc, but totally support the concept of a universal service, and operating as a public service over and above commercial viability.
- We will need to educate the public to use public transport wherever possible, so we will need a good integrated transport system for this to succeed.

Neither support nor oppose

- Bear in mind this will take time to implement and much planning

Oppose

Strongly oppose

9. We need **supermarkets and shops to start selling local and seasonal produce**. Supermarkets have a role to play in encouraging consumer behaviour change- this should be done in a number of ways including:

- a) how they market products, (e.g. a home grown aisle)
- b) how they source products (UK, not flown in etc)
- c) by sharing information on the carbon impact of produce (e.g. carbon value printed on receipt).
- d) Copeland must encourage more farmer's markets, encourage refill shops and low waste alternatives to plastic packaging in a farm to plate model.
- e) supermarkets and shops need to be accountable for produce available in plastic and this needs to be the exception not the norm.
- f) encourage and provide incentives for shoppers to bring own containers and bags.

Number of votes: 41

Rank: =9th Percentage support: 83%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
17	7	5	0	0

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support

- Supermarkets should mark up produce with carbon equivalent data for both production and transportation (just like fat content etc) e.g. vegetables are good on absorbing carbon to grow but some will be poor on carbon into the atmosphere if they have been air freighted! Christmas decorations, plastic bags, greetings cards, fast fashion are just bad!
- Buying local and seasonal produce not only reduces the carbon footprint it also helps to support local businesses.
- Not only will this help to reduce carbon emissions from the transport of food but it will support local businesses too.
- Food production, transport and packaging are a larger contributor to our carbon footprint. Working with larger organisations to create change will be greatly beneficial. For example, a flagship big supermarket zero waste, local produce labels for Cumbria and carbon footprint labels
- Supermarkets lead the way in Peoples buying habits. All these suggestions could take off and make us greener in our buying. Look at plastic bags.
- I don't know how Copeland can influence supermarket chains but by encouraging more local produce this will benefit the economy and reduce transportation of products and food wastage, together with better packaging. This would be a relatively quick and easy, but beneficial recommendation.
- This is all about accountability. Once people realise how much they can influence the retail industry, this should become easier. Perhaps emails with the Panel title could be used to prove support for individual changes that merit approval.
- Totally and absolutely agree with all the above, change must start with the local produce providers. It saddens me to see so many produce in plastic containers. Stores must be made accountable for what they buy in plastic and an incentive to local community for using their own containers and bags. My local COOP supposedly Fairtrade is no exception, offering no incentive. Maybe Fairtrade should begin at home!! My recycling box is completely full when they come to collect, usually late as there is more than the vans can cope with, making it necessary to do a return trip. Surely this is harming the climate with more emissions.

- Supermarkets and shops have an important role in society and should be doing everything possible to encourage consumer behaviour. I agree with all the remarks, specially the farmer's market, which should be aimed at reducing plastic, waste, food transport and increasing community interaction and integration, which will also improve health and wellbeing.
- We need to push to eat more home-grown produce and eat more seasonally – this needs to be done through education and promotion of these products as they are at their best. This could be done through special offers and cooking/recipe ideas for people. Encourage community allotments / greenhouses?
- I particularly like the idea of highlighting carbon footprints on packaging and receipts in a very visible way. This will help to help to educate and challenge people AND ultimately it will influence retailer's product sourcing and packaging activities if people send messages to retailers through their (changing) buying habits.
- The idea of encouraging farmers markets is a great approach to reducing carbon generated from imported foods. The council could encourage shops to use a refill approach which I like and would use. However changing supermarkets habits will need greater input nationally, but I would encourage the council to make a start and challenge the local supermarkets to act and lead in this area if they are serious about climate change. I am not sure of how much power the council has to influence national industries, however.
- Its a no brainer. Supermarkets and also online providers need to be encouraged to contribute .

Support

- I agree that there are many benefits to this scheme, but I do not strongly agree with all of this statement in the context of our People's Panel as I think that some of these points are bigger than what we can achieve at a local level. For example, point a) b) c) and e) are things that the whole country should be demanding from the government.
- I would be interested in making the nuclear case.
- Good idea, may not be too easy to implement
- There must also be a lot of information explaining why, for example, you cannot eat fresh strawberries all the year round – the carbon footprint of a strawberry must be pretty high. On the other hand, Iceland is Europe's largest producer of bananas, because they have the sunlight and also geothermal heat.
- Integrated mobile farm produce in Copeland would reduce transport and supply a local fresh market.
- The national supermarkets/manufacturers would need to be approached at a high level for this to happen, the councils and government will need to take the lead with this process

Neither support nor oppose

- Neither support nor oppose as not sure how much say Copeland Council has over what the big chain supermarkets sell? Strongly support the availability of local / seasonal produce in our area however – so would welcome farmers markets, etc.
- I'm not too sure how much power the council has on ensuring supermarkets in Copeland reach out locally rather than nationally and internationally and how it can be managed. Certainly local take away shops could be restrained!!!
- It strikes me that the designers of this proposal have a very limited concept of the operation of supermarkets. While Copeland might be able to promote Farmers markets by making sites available and reducing costs I fail to see how they can be expected to much else Plastic might have become ubiquitous but it has many advantages in food wrapping. It keeps produce clean

and protects from external dirt and fingers, and what low waste alternatives are available? How are people to be incentivised to bring their own bags? It is beyond me. Too much attention is paid to food miles, there are other aspects of the supply chain that are more important.

Oppose

Strongly oppose

- Supermarkets have done a good job at promoting British so the next natural step is to promote British Local in season. This will be good for local businesses too and reduces food miles.

10. Develop a coherent strategy to enhance **climate change education in all schools** and education/training centres. This happens already in some places, we can learn from good practice. We have heard that some young people don't know what action they can take to address climate change, so more needs to be done across the system.

Number of votes: 41

Rank: =9th Percentage support: 90%

Strongly support 15	Support 11	Neither support nor oppose 3	Oppose 0	Strongly oppose 0
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At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support

- Young minds are sponges and we should educate them regarding the planet they live on and how the sheer quantity of humans on planet earth is changing it.
- I strongly support this as education is key. This can will help young people secure future jobs in all fields as climate change concerns will be applicable to all careers and industries.
- Educating children can help to educate parents. It is their future and it is important that they grow up making informed decisions. Children are also very good at persuading parents to do the 'right thing' morally.
- The focus must be on what we can do and listening to young people and what they want. Education must include action for change, showing what young people can do and how it will make a difference. It will also help to educate young people about job opportunities in greener industries.
- Climate change affects the future for young people particularly and education from a very young age is imperative. Children will learn and then take their lessons home to adults and bring about behavioral change.
- School support is crucial to engage the next generation.
- Agree but feel they all do overlap as previous comments. Young adults do need to know what actions can be taken to address climate change. I live in a learnt behaviour area that makes teenagers and adults think it is ok to discard litter/bottles/plastic on the ground. They need to see what this is doing to the environment and what this would look like if we all did this and no one picked this up. They need to see what this will look like and bring children into.
- The best way to generate solutions is to inspire our younger generation, all schools should be focusing and education students on the climate crisis, this is urgently required.
- I believe this is an excellent recommendation. It is relatively easy to execute and has potentially big payoff through driving change in young minds.
- As mentioned earlier, the development of an individual carbon footprint and what action can be done to reduce it Make young people aware of the reduce, reuse, recycle mantra. Show them that the latest toy/gadget is not that much better than what they have already, despite the sales pitch to be up there with the in-crowd by possession of the item, and the effect it has on the depletion of the world scarce resources.

Support

- I would be happy to make the case for nuclear power .

- I feel that so much is done already in schools to teach about what causes climate change but less is done about what people can change. However it is important that this education doesn't become boring or repetitive.
- Climate change features in many schools across the curriculum, but not enough schools. We need a thoughtful approach since some children have suffered mental health illnesses as a result of thinking that the world in which they live is about to end.
- I am amazed to learn that some young people do not know what to do – there is plenty of advice out there. Yet more for schools to do!
- We must ensure that advice given is realistic and tangible for young people to achieve – i.e., sorting their waste for recycling, buying local etc. It is important to show them that small actions can make a big change!
- This I support for the reasons I stated in in recommendation 16; It is better to get speakers into schools (all age groups) and colleges and drive change through the young taking the message to parents and educating the children to grow up with the changes engrained in them.
- It all starts at school and children influence the behaviours of their parents.

Neither support nor oppose

- I think this is already being done in most schools. I think it is part of the National Curriculum. Neither support nor oppose as not sure whether or not this is already happening in schools & education centers? Support climate change education for younger generations strongly.
- I feel this already happens in schools and nurseries – I recognise it's best to teach them young

Oppose

Strongly oppose

11. A network of **climate change communication champions** should be developed and supported throughout Copeland. They should be provided with a list of speakers who are passionate about climate change (like the commentators who have spoken to the Peoples' Panel), and other resources (e.g. inspirational stories about change) which could be used within local communities to promote action on climate change at a grassroots level. A high profile event should be held to kick start this and other proposed initiatives, raising awareness and identifying people who want to be active in taking things forward.

Number of votes: 40

Rank: 10th Percentage support: 90%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
14	12	3	0	0

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support

- I feel really privileged to have been exposed to the educational resources and speakers during the people's panel. I would really like for this to be shared to everyone in the community (not just the 30 of us) so that the potential for change is maximised.
- Inspirational speakers and leaders can really help to motivate communities.
- A good way to get started.
- I like the idea of a Climate Change Roadshow travelling through Copeland on a series of weekends in the Summer. Organised in a festival-style way with music, champions and politicians, we'd promote our messages to local people and tourists if held over the summer months.
- The Marcus Rashford campaign had a massive impact and with the right person, this could change the thought process of those Copeland residents who are not taking ownership of what they need to do to play their part.
- This would provide the start to be built on by other things.
- Strongly support as it may only take one inspirational speaker / story / climate change champion to make an individual really stop and think about climate change and ways they can respond in reducing their own carbon footprints.
- We were inspired by some of the commentators who attended our panel meetings and believe their passion and knowledge should serve to inspire our community and improve awareness of the climate crisis and necessary changes that need to be made.
- I agree with every single word. This is so important to have local residents behind the council in implementing change and also allow the residents to knock on the council's door to make you listen and drive forward our ideas.
- Public engagement is a prerequisite for success in addressing the local issues from climate change and high quality communications to encourage changing behaviours will be necessary.

Support

- A challenge would be good and Balanced discussion is always worthwhile.

- I think that this is a really good idea but it is important that it remains engaging for everyone even those who are less interested in climate change.
- Everyone needs to be involved and everyone should be given the opportunity to learn more and understand what they can do individually to make a difference. Hearing from experts really helped to understand. Open up this opportunity for the wider community
- This could be useful, though there might also be an element of “Of no, not again” if the person is too prominent. One can accept advice from Sir David Attenborough, as he has been around long enough and done enough to know what he is talking about: other “authorities” might be less acceptable
- As previous good idea but until they all unite together with the council it won’t work. They all need to be focused and passionate as one group.
- I believe this is an excellent Idea. Responding to climate change needs to be a balance of ‘carrot and stick’. The more that can be done to educate, encourage and motivate people the better.
- I find myself in complete agreement with these proposals. The use of time-lapse videos showing glacier retreat, and similar dramatic scenes would have a dramatic effect on the youth of Copeland. Reports from Sir Richard Attenborough could also be effective in getting the message across.

Neither support nor oppose

- This will attract those who are already on board with the problem. We need to come up with a plan to engage the masses and even the nay sayers.
- I feel that this is a good idea and partially support it but I’m not sure how sustainable it is hence the selection for my vote. Once people have heard the message what next? What if they listen and do nothing what then? It would be potentially better to get speakers into schools (all age groups) and colleges and drive change through the young taking the message to parents and educating the children to grow up with the changes engrained in them.

Oppose

Strongly oppose

12. There are many useful **social media** accounts promoting action to combat climate change. The Council should work with the college, community groups etc. and liaise with or commission a local person or group to review social media content and circulate information which is relevant to the local area, specifically linking with younger people in Copeland who are active on social media. A hashtag should be promoted (e.g. #Climate Change Copeland). The focus should be on sharing simple lifestyle changes with positive messages about what can be done about climate change. Ideas could be promoted such as ‘selfie panels’ (people implementing the changes and taking selfies) to cascade the information to as many people as possible. A high profile event should be held to kick start this and other proposed initiatives, raising awareness and identifying people who want to be active in taking things forward.

Number of votes: 38

Rank: 11th Percentage support: 86%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
14	11	3	1	0

At the time of voting each jury member was asked to ‘write a sentence or two explaining your choice’. All comments made are listed below:

Strongly support

- Social media is a very powerful tool for raising awareness. Currently it feels like there is not enough communication from local governments about climate change and this would be an effective way to achieve this.
- Social media is a powerful tool in helping to change behaviours. Used successfully, it could have a huge impact in encouraging and supporting people to make greener choices, as well as reaching a younger audience.
- I think that this is a cheap and easy way to promote climate change activism to the general public.
- This is a good way of getting people, especially young people, to be interested in climate change and doing something about it. It is a way of getting people to work together. We are better in groups than individuals
- I agree that behaviour changes needs to begin earlier and all the proposals highlight this. There is an opportunity to influence the parents and grandparents through the youngsters, after all Greta Thunberg has arguably had more influence than Al Gore. Climate change can be led through small household changes which can grow into bigger ones. It would be a great idea to use the media instead of passively allowing us to be used by it.
- Strongly support as social media is the biggest information platform and the future of information sharing. In many ways, social media is now our “high street”. It also creates a sense of an online community and encourages others to take action if they see someone they know doing this. (In plain, people like to copy good examples set by others and show this on their own social media platforms! This could then have a domino effect in getting others to make positive lifestyle changes re climate change).
- Social media influence is powerful, and we should not miss out in using this for such an important cause. Creating a movement inspire people to change and bring people together

- Cumbria and Copeland Councils have been negligent in their communications with the electorate with respect to plans, programmes and achievements related to climate change. Better engagement especially with younger people is crucial to our success in avoiding the worst outcomes from climate change. We need to communicate and build confidence for the future.

Support

- Youth groups wanted to know more and feel as though they can make a difference. We do too. A campaign will help this and put everyone on the same page about addressing the question.
- Community is key.
- Publicity creates momentum and would certainly resonate with the young people of Copeland. Let the youth own this recommendation (inside and outside of the classroom).
- With limited numbers of recommendations, I feel that this will have less impact than some of the other recommendations. National coverage of the need of action to combat climate change is increasing which should address some of these ideas.
- Think this is a brilliant idea to involve and engage with young adults to spread the work of climate change and what we can do to make changes and take this forwards.
- Not too sure about the hashtag, but I certainly agree with parish's and town councils setting up local meetings to drive forward change with input from people who come forward... it's the statements and changes more powerful and allows people to own it themselves and educate people themselves.
- There is an aging population in Copeland and the use of technology would need to be supplemented by leaflets through letter boxes so we miss no one
- Social media is outside my area of expertise. Let the young do their own thing, and good luck to them, hashtag and all

Neither support nor oppose

- Personally I am not into social media. Others that know what they are talking about should decide on this one.
- There are many useful social media accounts, but there are also many dubious sources of constructive misinformation (cf the anti-vaxxers). Any persons cascading information should be checked, in order to make sure that only reliable information is disseminated.
- am unconvinced that this would work. How many people really go to social media to look for advice on green homes and if they received messages would they read them in the tens of messages people receive in a day

Oppose

- I fear this recommendation could potentially distract, and sap resource from more productive activities. It could dilute and add additional 'message clutter' into social media

Strongly oppose

13. **Recycling** needs to become mandatory in residential, commercial and public spaces/premises. To do this, the local councils must work with the public and private sector businesses, (e.g. hospitality) and institutions e.g. schools, to provide affordable, or free recycling solutions - at kerbside or through collection to be sorted centrally. This would again create opportunities for jobs. We want opportunities for on street recycling to create greener/cleaner spaces. Businesses need to be encouraged to give away food and anything else that can go to waste-use apps like Karma.

Number of votes: 37

Rank: 12th Percentage support: 93%

Strongly support 11	Support 16	Neither support nor oppose 1	Oppose 1	Strongly oppose 0
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At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support

- The recycling facilities in Copeland are not sufficient. I live in a flat and have to organise my recycling myself and walk to my local shopping store to use the recycling there. Although I personally do not mind doing this, I think many of my neighbours just bin their recycling to avoid the effort of walking. Also, the communal recycling bins are often full meaning my trip is wasted.
- Many households have become adept at sorting and recycling their rubbish. However, these facilities don't stretch to the wider community, such as choices of bins to put plastic bottles or waste paper in.
- Increasing recycling is a really easy way to reduce carbon emissions due to the energy saved by not creating new packaging for products and the amount of waste that goes to landfill.
- Clearly obvious.
- A quick and relatively easy recommendation to implement.
- This needs to be an urgent recommendation. It not only results in a cleaner environment but sends out the message that recycling is not only necessary but relatively simple.
- This item does overlap with
- My recycling box is completely full when they come to collect, usually late as there is more than the vans can cope with, making it necessary to do a return trip. Surely this is harming the climate with more emissions and Agree there is so much waste and this should be made available to those in need. Possibly delivered to local care homes and homeless shelters. Most chefs should be aware of seasonal produce and are possibly driven by the owners' budgets. But ideally I would like to see other recycling solutions.
- Recycling is very important, however we need to invest in local recycling centres and should benefit from the recycled material.
- This should become standard practice – if places can have general waste collection, then recycling surely can be incorporated alongside this?
All bins that are replaced in areas (as and when is needed, so phased introduction as they need replaced) should be compartmental bins, with clear distinctions between a section for plastic, card etc. so that people can recycle on the go and keep public spaces clean and tidy.

Support

- This could be far stronger if we slotted it into the hierarchy of environmental protection measures e.g. 1 avoid do not manufacture the item, do not transport the goods/ person, do not use the energy if not needed 2 Minimise as above i.e. if you must then do the minimum. 3 Reuse- give your unwanted but serviceable goods to someone else to use. 4 Repurpose modify your unwanted goods at minimal impact to the environment to another use thus avoiding the manufacture of new items. 5 recycle - when all else has failed recycle the materials and reuse as an alternative to raw materials, assuming the recycling costs as less detrimental to the environment than using raw materials. 6 Avoidance e.g. incinerate to produce heat/ electricity etc thus avoid burning gas, oil, coal etc 7 WASTE e.g. landfill
- New jobs will need finance.
- Above will all help, but has a small effect.
- Contributing to a circular economy through improved recycling is very important to reduce consumption and our carbon footprint. Making facilities better and more convenient will encourage behavior change
- Needs synergy of all involved
- This seems to fit in with no.19. I was surprised how little difference recycling makes. It seems a lot of effort for very little
- 'Street furniture' needs to offer segregated recycling opportunities. Schools are particularly bad at recycling – we educate children about the three Rs but councils do not provide separate plastic collection facilities. If the young have it modelled, they will become early adopters.
- think the council needs to replace boxes with actual bins to allow residents to recycle more
- I support recycling but I feel a lot of this is already in place. It is important that 'kerbside' doesn't lead to too much visual clutter and risk introducing rubbish into the environment with high winds etc. I think my sentiment is to keep improving, but to acknowledge the work that has already been done. Businesses can, and certainly should do more!
- Why isn't recycling mandatory? I can't understand why we need to recommend this to the council in the modern climate with societies sensitivities to environmental issues.
- The hospitality industry are all running a business and trying to make money, it would be beneficial for them not to waste money by throwing food away. We would also need to understand what training chefs undertake to deliver meals
- should be simple to achieve so why not?

Neither support nor oppose

- Neither support nor oppose as recycling only accounts for a very small proportion of an individual's carbon footprint (linking back to the original question posed). However, strongly support recycling and reducing waste (especially food waste) for other environmental reasons.

Oppose

- cannot agree with the mandatory requirement of this proposal. Help to assist in recycling wherever possible is to be recommended, not mandated. One of our expert advisors made the point that recycling did very little to reduce the overall carbon footprint. Greener/cleaner spaces are a public good that should be striven to be achieved, but I do not see the connection with on-street recycling. Businesses that have surpluses/waste that they can give away, (to whom?) , will not last long in business. I have no idea what the app Karma does. (I thought Karma balanced past rights or wrongs.)

Strongly oppose

14. **Reduce- Reuse- Recycle** should be the vision for Copeland- we need to encourage a circular economy by:
- d) Setting up repair/recycling hubs. This will both encourage less consumerism and create jobs (and training opportunities) e.g. bike repairs, IT repairs, clothing repairs.
 - e) Promoting and supporting swap shops for those things that are no longer wanted, so encouraging re-purposing and reusing.
 - f) Sharing messages about reducing consumption so educating the public to repair and buy less.
 - g) Establish 'take it or leave it' places at waste management sites (tips) building on successful examples in other countries (e.g. Massachusetts).

Number of votes: 36

Rank: =13th Percentage support: 83%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
14	10	4	0	1

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support

- This should be cheap to do and start the journey.
- Social media could help to encourage this idea and for this to become the norm.
- This also retains and develops incentives for skill development. What about supporting groups who want to convert cars to electric for short local use! This would also reduce the pull of the big manufactures providing short life (virtually throw away) vehicles providing an exciting challenge for young people.
- Reducing the need to create items (using carbon) will help address climate change. Keeping items in use for longer reduces our overall carbon footprint. It also creates jobs and training opportunities. The same applies to housing and business not just consumer goods.
- Rather than a hub, keep it local - people should travel shorter distances to repair/take it or leave it if we utilised the many empty/run down shops in our towns and villages. We did not explore the **reverse vending machine** idea where bottles are recycled and money back is given once the bar code is scanned. Works very well in Germany. 2023 is the UK's aim for trialing only. Could Copeland be a frontrunner?
- Community projects could get involved in this and schools
- Something we should all be doing.
- The way we promote this idea can make all the difference, it is an important strategy to consider, which reduces waste and can generate employment.
- People and businesses must work together here. People do not need a new phone every year or a new car every 3 years, as is typically the length of car leasing contracts. This encourages wasteful consumption and does not encourage careful and responsible ownership with the view to making things last. We must work to reframe this in the minds of the public. For instance, we should work with all local car dealerships to encourage them to offer incentives for people to keep their cars longer (i.e., 5 years minimum) before they can be traded back in. This idea can be applied to other items such as phones – why not have a local incentive so we can help reduce electronic waste?

- I think this is a great idea. Too much is too readily consigned to waste at great environmental cost. Things discarded by one person could bring huge delight to others, simultaneously benefiting the environment.
- A simple solution that again would be low cost for the council to enact and once up and running swap shops etc. would look after themselves. They would be run alongside colleges to allow for work experience and repair shops could provide training for the young in basic skills like carpentry, metal work etc.
- This is a great idea, but we would need the technical expertise to deliver, we have a large training ethos within Copeland, we would need to Gen2, Westlake's college to see if they could deliver training on the subjects required
- Other communities have started repair cafes so why not Copeland. The skills are readily available within the community - it just needs the push.
- While the Reduce-Reuse-Recycle vision of a circular economy is indeed a wonderful thing to aim for, the practicality in a rural area like Copeland is rather more difficult to put into practice. North Copeland is a long way for someone in Millom to come to a recycling hub; similarly for someone from Arlecdon to visit Millom. So, there would have to be at least two such places as the proposed swap shops and recycling hubs, but then they could always do internal swaps. The idea of take it or leave it sounds very much in the mould of the reuse aspect and should be investigated more to see if it could be applied at the existing tips. There is an organisation where men can gather and make use of their skills to repair such things as furniture, I believe it is called "The Shed" or "The Men's Shed". There was one in Cockermouth for some time, a while ago now.
-

Support

- I agree with this, but this isn't a priority recommendation for me.
- This seems to fit in with no.19. I was surprised how little difference recycling makes. It seems a lot of effort for very little
- Well worth encouraging. Another option is putting unwanted stuff out at the gate with a "Free to a good home" notice – this works well locally.
- With limited numbers of recommendations, I feel that this will have less impact than some of the other recommendations. Facebook Market Place and other social media websites have already started with this?
- Support as the people of Copeland may be inclined to stop buying as much "stuff" - which, in turn, will help reduce carbon emissions by some of these items then not having to be newly manufactured / transported.
- Such a good idea... it will always be someone's gain to have an initiative like this. We're in a generation where everyone wants the best of the best or the newest accessory. It must stop.

Neither support nor oppose

- Some will need persuading to repair or swap.
- Can see this as a good idea not sure it would make a huge difference to climate change. But any good message is a positive solution. I like the pick or leave tip solution.

Oppose

- Oppose in terms of linking this recommendation back to the original climate change question as not sure it will have a big impact on carbon emissions (although will have other environmental benefits).

Strongly oppose

15. In any future **road building** or widening schemes, consideration must be given to whether the purpose of these plans fits in with the climate change agenda, consider whether the proposal will lead to increased CO2 emissions on the road network and consider whether this is the best use of public money, asking for input from the community where possible.

Number of votes: 36

Rank: =13th Percentage support: 83%

Strongly support 16	Support 8	Neither support nor oppose 2	Oppose 2	Strongly oppose 1
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At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support

- We need to ensure a macro approach is applied and not just micro. Copeland may need to accept a short-term higher CO2 impact to reduce say the county or country or planet long term CO2 impact. E.g. built better roads in Copeland to improve local business and tourism thus reducing national motorway traffic and reduce international flights (support staycations).
- I believe that is very important for climate change to be thoroughly considered in any new road proposals, however I do not fully support this statement due to the last line about asking for community input on spending. Although this would be a good thing, I do not think that it is necessary in the recommendation about road building.
- If we had a successful integrated public transport network, then the need for new roads or the widening of road should decrease.
- If we achieve our other transport changes further roads won't be needed saving carbon and avoiding other environmental impacts.
- We must have carbon emissions factored into current and future decision making. This is crucial for the longevity of the question we are trying to answer. What action should we taken to respond to climate change? Long term actions with lasting positive consequences
- Road widening for cyclists is good. We should ask has consideration been given to the former or whether expensive proposals will lead to increased CO2 emissions on the road network & adversely affect Copelands's carbon neutrality. Re-allocating this money could give free bus transport for all.
- This must link with the point 2 to ensure that Copeland is accessible if road building is considered not to be an option, there must be an alternative route for people to travel in and out of the area.
- Future planning should be more in the remit of the community on which it will be imposed and less for the benefit of corporate actors only
- Yes, I feel that the councils answer is to widen roads to accommodate increased traffic but they don't look at any alternatives before reaching this decision and should be discussed further with the community.
- Climate change is a crisis, especially after the IPCC report, we ought to do everything in our power to reduce CO2 emissions and this should include road building and alike.
- strongly support the good logic in this recommendation
- It is well recognised that road building increases carbon emissions and should therefore only be considered as a last resort. Other alternatives are available such as an improved rail network

for moving freight etc. Greater local say in decisions like this should always be supported in a democracy, where communities are directly affected.

- Decisions on major investments for future projects and those already agreed but not started should be reviewed against climate change criteria and if need be, reversed or amended.
- Again, when we have all gone electric, we would look to road improvements, such as improvements to the A595 south of Sellafield all the way to Millom/Barrow, as making transport in Copeland safer and easier to get around on. The bit-part widening of rural roads seems to be controlled by some long-term plan that has long been forgotten. A Copeland wide revision of road planning, now that the local M.P. has been elevated to ministerial rank in the department of transport, should be among one of the first things for her to consider.

Support

- However, we must bear in mind that many roads in Copeland are narrow, and sometimes the road widening schemes may not fit into the Climate change 'Agenda' but may be needed for safety and other reasons
- I don't think we can stop building roads but they should fit in with the climate change agenda. I would support the widening of roads to accommodate cycling lanes.
- Any road widening automatically increases the volume of traffic: I believe that any motorway is out of date when it opens because the volume of traffic has always been underestimated. In Cumbria, however, because of the scattered settlements, car use is going to persist – trains and minibuses will never fill the gap.
- Support as it is important not to encourage even more vehicle users on Copeland's roads – which would, in turn, increase carbon emissions.
- If the reason for these proposed changes are for safety\congestion issues, the changes would need to be fully investigated before they are put in place.

Neither support nor oppose

- Many parts of the road network are not suitable for this aspect of development.

Oppose

- I struggle to understand how this would help to reduce carbon emissions and what control the council actually has over this.
- This will not enable culture change if we make roads more accessible for cars, focus should be given to public transport

Strongly oppose

- Why should we be stuck behind the rest of the country and have an outdated road network?
- Copeland's roads are in dire need of investment and repair. Why should this be withheld from residents here when roads in other parts of the country (think A1(M), M25) receive millions in upgrade funding, with the issue of climate change swept under the carpet? The journey time is over one hour in a car or even longer in a bus to reach the M6 motorway from the West Coast. Cutting back and restricting road building or widening schemes will further isolate Copeland from the rest of the county and country. Why should we live with sub-standard and poor-quality roads that simply would not be deemed acceptable and tolerated by residents in other parts of the country, i.e., London? This will not 'level-up' Copeland and Cumbria, but rather keep us living in the past...
The reality is that roads such as the A595 and A66 have a notoriously poor safety record that must be addressed. Withholding funding in the interests of climate change just puts people's lives at risk. Furthermore, how do you expect electric cars and public transport (buses) to run if the roads are poor? Better quality roads mean more efficient journeys for cars and buses, with lower demands on tyres, brakes and other wear and tear (i.e., from potholes).

16. Make **Copeland plastic bag free** by 2023. Consult with local shops and businesses in how do to this. Set expectations then support people to reach the targets and provide sustainable alternatives when needed e.g. strong paper bags.

Number of votes: 32

Rank: 15th Percentage support: 79%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
12	11	3	1	1

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support

- Having spent a year walking along Drigg beach, photographing and recording the washed-up debris, I know how much plastic waste ends up on our coastline. Other communities (Modbury, Devon for example) have managed to ban plastic bags successfully, so why can't we.
- This also retains and develops incentives for skill development. What about supporting groups who want to convert cars to electric for short local use! This would also reduce the pull of the big manufactures providing short life (virtually throw away) vehicles providing an exciting challenge for young people.
- Plastic bags create lots of emissions in the way they are created and disposed of and they are already on there way out so it wouldn't be much harder to completely eradicate them.
- A simple step with overwhelmingly positive consequences. Let Copeland be leaders in reducing plastic, helping to reduce our carbon footprint.
- This is highly achievable and could be one of our early successes. Modbury in Devon could be our case study to follow.
- A positive, achievable goal.
- This was something that we had in America when I lived there. Some supermarkets refused plastic and all produce was packed in strong paper bags loaded on trolleys and into their cars. The empty bags were then used to put refuge in, again not relying on putting in plastic to go to landfill. WIN! WIN!
- Strongly support as there should be a means for the panel, and others, to monitor progress against the recommendations made to ensure they are being taken seriously and actioned, where appropriate.
- This is so important, we should already be plastic free, using paper bags and reusable containers.
- Alternatives to be supplied/made by a local company. Materials could be sourced via local forestry management and re-forestation, thus helping carbon drawdown further. Get supermarkets in Copeland (including the big names) to reduce their plastic packaging on products
- Supermarkets have already started to move in this direction so it shouldn't be that hard to push the remaining shops and retail outlets in this direction too.

Support

- Sound ok though I don't know how much better a paper bag is to the environment than a plastic, hessian, cotton bag!
- Although 2025 would be more realistic
- Implementation may be difficult as target too soon

- Makes sense but does it affect climate change?
- With limited numbers of recommendations, I feel that this will have less impact than some of the other recommendations.
- Stop plastic bags all together in Copeland.
- Should be simple to achieve so why not?

Neither support nor oppose

- I think this would be good, but I do not know how realistic this is or how much positive impact on climate change it would have.
- What happens to the paper bags?
- I'm unclear if this is 'mandatory' or a 'target'. This feels like it could be a bit gimmicky to me. I think people should be encouraged to change their habits and mutually encourage each other to change what is acceptable. I think there is merit in developing targets that are realistic and achievable...almost competitive and fun!

Oppose

Strongly oppose

17. Copeland must work with the **hospitality industry** to reduce it's carbon impact by taking measures such as introducing menus with ingredients which are largely seasonal and locally sourced, providing reasonable portion sizes, more vegetarian options, and overall a need to reduce food waste during prep. Hospitality should be encouraged to give away surplus and avoid food going to waste. Training to be available for chefs.

Number of votes: 31

Rank: =16th Percentage support: 79%

Strongly support 8	Support 15	Neither support nor oppose 6	Oppose 0	Strongly oppose 0
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At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support

- Encouraging the industry to buy local and seasonal produce, as with recommendation 18, helps reduce the carbon footprint and support local businesses. I recently read about a popular restaurant in the New Forest that had a '15 mile' menu where all produce was sourced within that distance.
- This recommendation should be led by the training of chefs – newly trained and well established chefs, with a 'Marcus Rashford' local personality leading the way.
- I agree the hospitality sector should be accountable for the part they play in food and package waste plus the airmiles that result from not locally sourcing produce.
- Agree there is so much waste and this should be made available to those in need. Possibly delivered to local care homes and homeless shelters. Most chefs should be aware of seasonal produce and are possibly driven by the owners' budgets.
- Strongly support as eating more plant-based, locally sourced and seasonal produce will all have a positive impact on carbon emissions – there are very few options as described out there at the moment, which is very disappointing.
- The way we eat at present generates too much carbon emission, therefore I strongly support this initiative and believe action should be taken as soon as possible.
- This is something that I think we should be doing already and that the council can easily enact. Providing it is done right and the reasons for the changes communicated to tourists it will have a positive effect on the tourism and hospitality trades.

Support

- This is a good initiative though will only have a marginal impact.
- I agree that sourcing food locally would be beneficial, especially with the farming industry in Cumbria.
- Above will all help, but has a small effect.
- This will support local people whilst still reducing carbon emissions.
- Reducing waste, meat consumption and the distance food has travelled will greatly help to reduce our carbon footprint. Helping businesses to do this will be widely beneficial.
- Reasonable suggestion
- Any waste can be recycled benefiting all members of society. Does some waste food not go to feed animals?

- I agree with sourcing locally and seasonally but don't think we can blame chefs for waste. Consumers look for value for money and chefs meet that demand. 'Green' portion sizes could be offered and menus could show food miles per course which might drive how menus are structured over time.
- Again, there will need to be a lot of explanation to wean people away from the expectation that they can eat anything and everything whenever they want. Not wasting food during preparation is important, but also serving portions that are so vast that guests cannot finish them, so portion control is also important.
- This is absolute best practice and I believe some local restaurants and hotels do this already,
- Should be simple to achieve so why not?

Neither support nor oppose

- The key here is to give people options – portion sizes should be able to be selected (i.e., small/large). Carbon emissions per meal could be counted, but I'm unsure how much this would sway people in their choices. I think the best strategy is to strongly encourage all hospitality and food venues to source their produce locally
- I support the sentiment of this recommendation, but I feel slightly uncomfortable with it as it is written. I think the idea could be developed to something where peers within the hospitality industry work together (with local authority support) to take the industry to a new level. Maybe events for the trade where industry leaders present on their approach to climate change and carry out demonstrations to attendees etc. Not just food, but operational practices too.
- The hospitality industry are all running a business and trying to make money, it would be beneficial for them not to waste money by throwing food away. We would also need to understand what training chefs undertake to deliver meals
- I feel sure that restaurants already use largely seasonal produce and get their supplies locally, what is one man's reasonable portion size is viewed differently by many others. One can always request a small or large portion, depending on ones need. While more vegetarian options might bring a glow to the writer of the menus, to justify their inclusion they would have to be ordered and sell at a profit to justify their inclusion. I think that most chefs would take umbrage at being told that they needed training to cut down on waste. Who are to be the recipients of the largess of the restaurants surplus? Restaurants run on tight margins and have little room to play with surplus waste. It sounds like a nice set of things to propose, but is little more than a vegetarian wish list.

Oppose

Strongly oppose

18. We must make it easier for people to be able to **cycle** as much as possible. Effort must be made to change the mindset from seeing cyclists as a problem. This should include:

- a) Education: so that drivers are more aware of cyclists and cyclists do not disrupt traffic.
- b) E-bikes: an e-bike scheme for Millom to Barrow in Furness and efforts to plug gaps in the infrastructure network where people have last or first mile issues getting to work.
- c) Increase awareness of what is available: e.g. more signs for where bike tracks are. A cycling in Copeland website or app and maps
- d) Encouraging cycle to work: Shower facilities where you work and bike storage in more places.
- e) Better links to public transport and more space on buses and trains for bikes.

Better lighting and maintenance of cycle paths.

Number of votes: 31

Rank: =16th Percentage support: 76%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
11	11	6	0	1

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support

- Cycling has many benefits e.g. the environment, cyclists health, pedestrian health, cycle businesses etc. Cyclist safety is an issue to be addressed. There is a need to segregate cyclists from vehicles. Many novices on cycles on busy roads needs to be avoided.
- As a cyclist, who for 10 years cycled to and from work, I know how important it is for the network and facilities to be there in order for people to cycle. Businesses should be encouraged to provide these. I only started cycling once a shower had been installed at work.
- This proposal has so many advantages e.g. Reducing carbon, improving health for all ages providing local green jobs in cycle supply and service. Making roads safer by reducing motor traffic which is known to be the largest stated reason for feeling unsafe on bikes
- Good suggestion, need to enhance cyclists' safety in our mostly narrow roads. Shower facilities in workplaces will also encourage walking, running, and cycling to work
- Removing 10% of car parking spaces in our towns/outside stations and replacing them with bike racks on the road space could happen now. See cyclists as opportunities, not problems, to taking a proportion of cars off the road. This will rejuvenate our town centers over time as the 10% grows.
- I agree with this recommendation's emphasis on cycling and feel more should be done to ensure the safety of cyclists particularly in proximity to schools. School children could then be more incentivised make cycling more a part of their future lifestyle.
- Improving cycling experience is vital not only to reduce carbon emission, but also for a happier and healthier population. Cycling is positive for our county in every way, it brings people together, encourages people to exercise, sustainable commuting and could become an extra attraction for tourist and therefore more income for locals.
- I fully support any improvements to cycling in Copeland. I would particularly like to see the work of Sustrans developed in the south of the borough, where the absence of a Sustrans network is glaringly absent on a map compared with the north of the borough. Interfaces with

other transport types should be looked at carefully to help ensure cycling is viable as a primary or first choice transport option.

- Companies should be approached to help individuals to purchase bikes, I know some companies do this already.

Support

- I agree with this statement but feel like this currently only applies to a small number of the population. I do think this would increase with better cycling funding, which would reduce car use, but this is not a personal priority of mine compared to other transport recommendations.
- I think that making cycling more accessible is an easy way to reduce carbon emissions.
- Making careless journeys easier will encourage less car use, especially for shorter journeys, reducing carbon emissions. Making cycling routes for individuals and families more connected, convenient and safer will help with this.
- I would use my bike more but I'm afraid of the traffic. Cycle paths are safer where I feel more secure, but I have to wheel my bike on paths in order to reach one. The Whitehaven to Rowrah cycle path is well maintained, has fantastic views and I feel safe using it.
- Extension of dedicated cycle paths is essential, in order to separate cars and bicycles.
- I don't think this will have as much impact on our carbon reduction as some of the other recommendations, as not everyone uses a bicycle and if they do, they probably wouldn't use it to travel for reasons such as shopping, socialising, or travelling long distances to work.
- I think this is a great idea in principal and in an ideal world this is what I would like to happen; however, our roads don't make it easy for cyclists. I do really support the better links on public transport though.
- A fully developed network of cycle friendly routes linking all key parts of the borough and county would be a great asset for both residents and tourism. The redeveloped cycle track at Keswick is an excellent exemplar and is very well used by locals and visitors.

Neither support nor oppose

- I won't be going cycling any time soon nor will the disabled. Who will maintain cycle ways?
- Neither support nor oppose as, whilst it would be fantastic to encourage more people to cycle than use their personal vehicles –hence reducing carbon emissions, the current road network, and steep gradients we have in Copeland would not allow for everyone to cycle – it does not feel realistic.
- Cycling in the road where there is insufficient space is dangerous for all parties – there is a risk of the cyclist being hit by passing cars and traffic having to overtake cyclists on roads (and cut into the oncoming lane) is also dangerous. This is particularly acute on the roads in Copeland, as they are often twisty and lined with hedges, meaning vehicles cannot see if it is safe to overtake. There are often drivers in a hurry (on way to work, school etc.) who will take risks to overtake cyclists on the road and this results in narrow-miss incidents or even accidents with on-coming traffic and the cyclists. Cyclists in the road tend to hold up the traffic, which results in vehicles in lower gears and more emissions... I feel we need to be encouraging cyclists on to designated cycle paths at the side of roads, or only on roads where there is sufficient space inside the white road edge line so as not to obstruct traffic. This should be incorporated in new road building plans. Most roads in Cumbria aren't suitable for this. The issue of women's safety in cycling must also be fully recognized and taken seriously. A UK study by Laka recently revealed that 41% of women don't cycle because of safety and vulnerability fears. We must take care not to adopt a narrative and policy of 'cycle cycle cycle' that pressures women, and others, in to cycling or introduces a sense of 'guilt' for driving to work because this is the only way they feel safe. As a young woman, I will never be cycling because it is too unsafe, and no number of measures will ever make me feel otherwise.
- I think we already have a lot of cycle routes in Copeland, it's the visibility that lacks in my opinion.

- Although cycling is a health and green way of moving around the county it does not take into account those of the community who cannot move around unaided or indeed have neither the time or desire to cycle. Therefore, a joined up public transport network should be the immediate priority.
- As long there is no clear plan or vision for building more safe cycling paths connecting towns with each other and other transportation links, then I am quite pessimistic that our current rural roads and traffic would make masses start cycling, slowing down traffic and risking with their lives

Oppose

Strongly oppose

- i.e. in the sky. I once took a bike on a train; it was a nightmare. Cyclists, with the best will in the world, are a nuisance and a danger on most of Copeland's narrow road network. In an argument between a motor vehicle, even one moving at a low speed, and a pedal cycle, the cyclist will come off worse. Work showers are a non-starter for small employers, as are the storage facility for bikes. By their very nature, cycle paths are separate from roads and are not lit. There is absolutely no way that I can support the mixing of cyclists and motorists.

19. We recommend that there is a public consultation process (youth groups, schools, and representative communities, businesses etc. (including a number of dedicated sessions for members of the Peoples’ Panel) delivered by impartial parties to give information about the energy and carbon potentials of **nuclear power**; safety considerations; how it compares to other renewable sources of energy. This would inform whether there was public support (for a new small modular reactor).

Number of votes: 26

Rank: =18th Percentage support: 69%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
9	11	7	1	1

At the time of voting each jury member was asked to ‘write a sentence or two explaining your choice’. All comments made are listed below:

Strongly support

- Use experience and expertise we already have here in Copeland
- I would like to learn more and believe that sessions like this would equip the local people of Copeland with the knowledge to make an informed decision of supporting future nuclear projects.
- It is essential that the size of the carbon reduction task is understood and only nuclear will enable the world to carry out deep decarbonisation to go carbon negative in a big way.
- Crucial. Important also to ensure that the information sessions are conducted by really impartial parties – Greta Thunberg and the morons of Extinction Rebellion are to be avoided.
- The nuclear question should be debated on a platform where various other options could also be evaluated and compared. We need comparisons in order to decide the most advantageous choice. Consultation should be community wide with particular time given to questions from youth groups and schools before this or any other organisation, makes decisions on a future they may be unable to change.
- Strongly support as then this would inform whether or not I agreed with recommendation no. 12.
- Sharing ideas and brain storming solutions has always been an effective method to generate necessary answers to presenting issues, and should be considered by our local Council.
- I strongly support this.
- Public approval of a controversial power source should always be sought.

Support

- This education process should not be limited to nuclear. What about biomass. We in Copeland could produce ethanol as a substitute to petrol from bracken, gorse etc. We have wind, tidal, some solar as well as a nuclear licenced site. It should be a balanced process including renewables and nuclear - with all the pros and cons of each as well as doing nothing i.e. continuing as we are.
- I support a public consultation process, as long as impartial parties provide the information and it isn’t at the expense of looking at other renewable sources of energy in Copeland.
- We need a mixture of different energy sources and nuclear must be considered as a clean energy source.
- It is important to consider a base-load for energy generation alongside renewable energy.

- I agree that public support should be sought in this way before MPs and Councillors lobby Parliament but it is not a priority for me when we have other more achievable recommendations for consideration.
- Yes good idea, growing up I have been led to believe that nuclear power is dangerous and not sustainable, again would like to know more.
- To win the support of the wider public and give confidence in the project a consultation would be a positive. The debate should put the SMR into perspective as part of base load generation requirement keeping hospitals and other key strategic services operable 24/7, 365 days pa.
- Nuclear should not be seen as an alternative to the true renewables.
- I support anything which gives greater knowledge to people and allows them to make better informed decisions. I support the notion that the consultation should be run by an impartial body
- My concern is that whatever we decide as residents, we may be overruled by Westminster and the decision 'made for us'.
- Bring back community held meetings, let us all have a say... town councils local parish's very rarely hold meetings
- 'Nuclear nostalgia' and the idea that Copeland should be comfortable with nuclear because of its history does not mean that we should just accept nuclear as the solution. When there are viable alternatives to nuclear power, which do not produce radioactive waste that needs to be reprocessed and stored for thousands of years, we should not be lobbying for a SMR. Any carbon involved in the generation of these renewables simply is not comparable to the radioactive waste from nuclear power. Carbon dioxide has an atmospheric residence time of 5-15 years and can be drawn down by natural processes and carbon capture & storage; nuclear waste takes vast amounts of reprocessing and thousands of years before anyone can go anywhere near it... we shouldn't be framing nuclear energy in the same 'green' category as alternatives such as solar panels... We must push for genuine sources of renewable energy generation (solar, wind, tidal, hydropower) if we are to address climate change in Copeland, and not create a plethora of problems down the line

Neither support nor oppose

- I think that public involvement is key to tackle climate change however I don't know enough about small modular reactors to know if this is a good idea or not.
- Not too sure what this is about.
- We already know the biggest employer in Copeland is Sellafield, all safety concerns are already in place

Oppose

- Not really opposing the Idea, but it looks like putting the cart before the horse if we are recommending lobbying for a Small modular nuclear plant before a consultation to whether the Copeland public support it

Strongly oppose

20. We must make it as easy as possible for people not to use the car. We must increase the quality and availability of alternatives to car use. There should be an investigation into the idea of introducing a **tourist levy** to pay for these alternatives. Such an investigation must consider, what amount the levy should be, how it could be administered and how to ensure that the money generated goes to the right places.

Number of votes: 26

Rank: =18th Percentage support: 79%

Strongly support 8	Support 14	Neither support nor oppose 2	Oppose 2	Strongly oppose 2
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At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support

- Many other countries use a tourist levy successfully and it would help provide money to tackle other climate change initiatives, including an improved public transport network.
- I pay this in Europe. I'd suggest 15p per occupant per night for all stays with the levy being collected upon payment & declared /paid into a Copeland Levy Fund by the person/establishment taking the booking. This is my number 1 recommendation for funding free transport in Copeland.
- I agree that car use must be discouraged and the scope for tourism should be increased.
- Strongly support as a tourist levy would quite possibly be the easiest way to raise funding required to pay for better, low-carbon transport systems. Tourists probably wouldn't even notice an extra couple of pounds being added to their nightly hotel bill, and would probably also welcome a better, low-carbon transport system when exploring the area.
- It is in everyone's best interest to reduce carbon emissions, and for tourists it's a chance to support preserve such a beautiful area of the country.
- This is a really good way of Copeland bringing in more money to the area to allow for changes to happen, I don't believe this will a blocker to people coming to the lake district
- The integrated transport system it is acknowledged would be a burden on the county taxpayer and would make it unpopular and not likely to be implemented by a political mayor. Therefore, a tourist levy is more palatable to a local electorate. The levy also recognises that the reduction of carbon emissions is not the sole responsibility of the inhabitants of the county but in a county with high tourism it is also the responsibility of the wider 'visiting' community.
- The tourist levy would provide a significant resource to council to implement a wide range of climate improvement projects. Funds raised should be ring fenced and not used as part of the council's provision for other services.

Support

- This is a good idea that does need further consideration to work out the detail
- Rural areas will take some convincing to abandon cars
- I support this statement but feel that the tourist levy is more applicable to the Lake District and Cumbria rather than just Copeland. I do strongly support reducing individual car use by introducing new measures.
- Agree with intent but may be difficult to achieve the levy idea without unintended consequences.
- I think that a small tourist levy is the perfect way to fund things like public transport. However, it is important that it doesn't discourage tourists from visiting the area.

- The levy has the potential to reduce the cost for local residents, encouraging public transport use that is more affordable and accessible. This will reduce the number of cars on the road, reducing overall carbon emissions.
- I'm not too sure about a tourist levy and how it would work. I support less usage of cars.
- A tourist levy is accepted in other countries, e.g. Switzerland and Germany, and in Bhutan any tourist has to pay \$250/day, so the precedent is there. The price must be pitched so as not to frighten tourists away.
- I support using tourism money, but I feel if we attract tourists to Copeland and supply public transport then they are more likely to stay in some of the outskirts and invest in the transport.
- As well as a tourist levy, other businesses could be considered to introduce a levy if they are to benefit from increased footfall.
- I'm interested on a tourist levy but really not sure how this can happen as we don't want to deter tourists to Cumbria. A possibility is for some farmers to let out some of their land and charge to park, which would deter visitors parking on narrow lanes causing some access difficulties for emergency vehicles. Maybe the parking charge on farmland (from volunteers) could somehow be split to help until alternatives are looked into.
- I strongly support the introduction of a visitor / tourist levy for those visiting and/or staying overnight in the county. This already exists in some locations such as in Spain, and it has not discouraged visitors as it is <5EUR. It must be stressed to accommodation venues and visitors that this is a small contribution that is also in their interests and allows them to make use of some free/subsidized bus routes. This should not be framed as a 'tourist tax' but rather more positively as a 'community climate contribution'. Careful balance is needed however, as whilst it is overall a good thing to reduce excessive car usage, it must be remembered that cars are often the only feasible method of transport for people in remote communities. This is particularly true of elderly residents, or perhaps those that do not feel safe using public transport at nights and hence opt to use the car. We must be careful that we do not marginalize and disadvantage certain demographics.
- I feel this should be explored and would be interested to see the outputs of a study
- Other countries apply a levy for visitors, we need to set this at the right level so that we don't scare visitors off. There will need to stringent controls in place to ensure the money collected goes to the right place

Neither support nor oppose

- While it might be possible for the major employer in Copeland, i.e. Sellafield to be able to introduce a way of getting their employees to and from work, and therefore reduce the need for private car use plying the A595, the rural nature of Copeland makes it very difficult to get around without using private transport, for the most part, that means a car. When we have all gone electric the use of private transport, as opposed to public, should actually improve air quality as there will be very little particulate pollution, and no CO2 or NO2 gases.

Oppose

Strongly oppose

- Tourism seems to be one of the things keeping the area afloat in terms of business and local income and I strongly oppose a Tourist levy or anything that might in any way discourage or tax tourists
- I oppose any sort of tourist levy due to the fact that we need more tourism and be an attractive place to visit and stay.

21. We must reduce **car journeys to school**. Schools should be surrounded by no car zones or at a minimum 10-20 mph speed zones.

Number of votes: 20

Rank: =18th Percentage support: 62%

Strongly support 8	Support 10	Neither support nor oppose 6	Oppose 4	Strongly oppose 1
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At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support

- Encourage kids to walk to school from home or for the final 1km. Needs to be supported with a school campaign - green cross code, high vis tabards, good pavements and road crossings, lolly pops etc. This needs to be linked to carbon reduction impact. Schools to estimate and make visible the carbon emissions saved.
- Again, safety particularly children's is essential to achieve above. Where car school runs are needed due to longer distances car sharing and part walking must be supported.
- I used to be a headteacher and it was always a fight to stop parents bringing their cars to the school gates. Most parents would have appreciated a ban on cars around the school. Try to get parents to walk with their children. It makes sense.
- I agree with the recommendation and feel more incentives like walking buses and rotas for parents to walk a small group would work well in conjunction with the disincentives of traffic restrictions.
- Agree this is a problem at certain times of the day and more cars are on the roads causing great disruption and a huge risk of an accident happening. Parents/carers should be made to park away from the school if they need to pick a child up. I think of when I went to school, I never had the option of a car journey, and it was never an option.
- The reduction of cars and reduced speed around schools will make the areas a much safer place for families outside schools and help stop the pollution.
- Walking to school, or the use of dedicated school buses should be the only approved way for pupils to make their way to and from school. The speed limit around schools should be reduced, and strictly enforced. While it is recognized that there will be times when the use of a car might be needed, such as the need to get a tardy teenager to class, these occasions should be socially frowned upon until they become as unacceptable as smoking in public.

Support

- I believe that this is important, but not a personal priority for me compared to other recommendations. I believe this recommendation can be tied in with other recommendations such as 16) climate change challenges.
- I don't feel this would have a huge impact on our carbon emission but it would help, especially if those living nearby schools were to walk. This would also improve road safety. I feel it is important that children become involved in our fight against climate change as it is their future.
- Reducing the number of short car journeys that could be undertaken on foot, cycling or public transport will help reduce overall emissions. Other incentives may aid with this (cycle paths, those in school uniform can use public transport for free etc.)
- Prefer speed limit to no car zones, as sometimes may not help it

- Schools should set their own times for speed reductions. Walking to school should be encouraged. Road safety would improve too. A school league table of CO2 saved; green miles saved per school could maintain the momentum of this recommendation.
- This has an educational as well as a practical element. It is accepted that there are times and reasons when car use is needed, but the aim must be to promote walking.
- In my opinion, the above recommendation serves to support Education and Behaviour Change rather than Transport.
- This is a good idea to encourage better air quality around schools and encouraging people to find alternatives to the school run. Parking charges around schools will help enforce this. More school buses should be investigated with the above proposals and alternates such as walking buses etc.
- Majority if schools are already surrounded by 10-20mph limits. This won't stop driving. Schools should have no car zones. This would mean that people find other ways to get their kids to school. In return - better health (to/from school could be the only time a day when some people actually walk) and less carbon dioxide.
- Children should be given every encouragement to exercise.

Neither support nor oppose

- Zones only during school hours. May just push parking further along from schools
- Impractical outside of towns
- I don't think this recommendation will have as much impact on reducing our carbon footprint as other recommendations.
- Reducing the speed limit could be a good consideration regarding our children's safety not as much for reduction of carbon emissions. It should be carefully considered whether we want to reduce car journeys to school and consider that every family have different needs. Some families have full-time working, lone parents that may have to run in between school opening and closing times with their children in between work breaks, some families have multiple children in different schools, and these as well as other circumstances should be taken into consideration. With better public transport there should be a natural reduction of private cars school journeys.
- I fully support any improvements to cycling in Copeland. I would particularly like to see the work of Sustrans developed in the south of the borough, where the absence of a Sustrans network is glaringly absent on a map compared with the north of the borough. Interfaces with other transport types should be looked at carefully to help ensure cycling is viable as a primary or first choice transport option.

Oppose

- Most schools are already surrounded by 20mph zones. We can't just make it harder for parents to drop off their children. There must be alternatives in place before I could support this recommendation.
- I feel that this will do nothing to reduce car journeys and people will still drive to school and park outside the zone getting in the way.
- Whilst I do agree with a reduction of speed limit (i.e., 20 mph between 0800-0900 and 1400-1600 or as dictated by local school times) as is already implemented elsewhere, the idea of a no car zone will simply create congestion and 'pinch points' elsewhere around schools. This will simply shift the problem elsewhere and result in parking issues for other residents elsewhere. Surely it would be better to increase school bus routes / capacity, and update bus fleets with modern, efficient vehicles instead of the old, polluting ones we regularly see on the school run.

The council awards these companies the contracts, so this is something that can easily be addressed, and the council should be pro-actively pursuing. The contracts should be going to companies with modern and efficient fleets, not just what is the cheapest option

- It should be restricted to zero car zones by a certain radius.

Strongly oppose

- Strongly oppose as this feels like a 'nice to have' but doesn't particularly relate back to the original climate change question posed. Car journeys will still be made, and the cars will just have to park elsewhere – hence no savings on carbon emissions.

22. Cumbria should be ready for the implementation of a **hydrogen** (fuel) strategy. The potential for hydrogen should be actively explored.

Number of votes: 14

Rank: 201st Percentage support: 38%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
4	7	16	1	0

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support

- Move this to the Energy section. Renewables are intermittent and not necessarily in line with demand. Excess renewable electricity is difficult to store. Therefore, use excess to produce hydrogen (electrolysis of water) and then use hydrogen when and where required to reduce carbon use. This will need R&D, business support, encouragement etc.
- Investment and studies should be thoroughly made in every possible sustainable fuel solution and hydrogen is definitely one of them.
- Hydrogen fuelled vehicles would give the range for journeys to other regions and could be ideal for travel in West Cumbria. Copeland should be seeking the opportunity to trial this technology alongside the Northeast investment in production & engine development.
- the use of hydrogen as an alternative fuel is in its infancy but is being researched worldwide. While the potential of hydrogen is recognized, I do not see it as an alternative fuel in the foreseeable future but would embrace any developments in this field. It would make an interesting experiment for Copeland to be used as a testbed for a hydrogen network.

Support

- We must be forward thinking
- Hydrogen for larger vehicles is some way off but the most efficient production is at which temperature from nuclear reactors not from wind or solar sources.
- More information is needed but exploring hydrogen as a potential for fuel will help in the aim to reduce fossil fuels being used.
- I don't know much about hydrogen fuel but when I was in Iceland all buses were run on hydrogen. So, it must work. I would. Support exploring the potential of hydrogen.
- Support as any research into the use of low-carbon fuels / technologies for Copeland would be welcome.
- This should be explored, and the benefits/drawbacks presented transparently to local residents. The potential of hydrogen as a fuel source has received attention in the past from the media, however safety must be paramount in this.
- This is something the council should start to investigate immediately and be ready for an imminent move to this type of technology, however this is not something that could be implemented immediately, and this should be noted in the implementation of these recommendations.

Neither support nor oppose

- I do not know about hydrogen fuel so cannot support or oppose.
- My knowledge of a hydrogen (fuel) strategy is limited and therefore I feel unable to support or oppose this recommendation.

- I would need more information on hydrogen fuel to support this recommendation
- I don't fully understand what this means.
- Don't have enough information to contribute knowledgeably on this
- This recommendation has not been fully discussed. I do believe it will have an impact in the years to come but other recommendations put forward will be more achievable sooner.
- There is not sufficient information to inform the public about the need and practicality at this at the moment.
- Information and support of this type of fuel technology is unfortunately so scarce that I feel the need to support other, more feasible solutions during the current voting process.
- This recommendation is quite 'fluffy' and without timescales.
- I support in principle the measure for hydrogen potential to be explored along with the many other energy strategies but with the emphasis on **explored** not **adopted** unless and until a suitable safety and viability case is made. All alternative energy sources must be considered but the people of Copeland should be consulted prior to implementation of any such schemes.
- Sorry but I don't understand enough about hydrogen fuel but I would possibly like to explore this further with more information.
- I still do not understand what this is
- I think Copeland should have an overall transport strategy that Hydrogen fits into, not a specific Hydrogen Strategy. I don't feel particularly comfortable in highlighting it out as a specific recommendation as it should sit in context and with balance.
- This topic has not been covered enough to know exactly what the benefits would be
- The technology needs to be explored and verified to make the implementation of this cost effective.

Oppose

Strongly oppose

The following received a total of minus two points so therefore is not included as a recommendation

*We support our MPs and local councils in lobbying for a **Small Modular Nuclear Reactor** as soon as possible. The Small Modular Reactor, supported by our National Nuclear Laboratory (NNL in Copeland), would be a good fit with our low carbon proposals in addressing our current carbon footprint (Copeland). In order to get wider support we recommend that stakeholders e.g. NNL, Rolls Royce, regulators etc. are encouraged to give presentations within the next six months to young people, community groups etc. to share information and enable people to make an informed decision*

Number of votes: -2

Percentage support: 38%

Score: -2 (strongly support: 4, support: 6, neither: 8, oppose: 6, strongly oppose: 5).

Strongly support:

- The impact of a new 470 MW (SMR) reactor can simply be calculated using National Grid and Small World Computing CO2 data. This gives a carbon offset of around 71% which would be a tremendous achievement for Copeland.
- On a good day in June my solar panels generate 17 units of electricity: on a gloomy December day they struggle to generate one unit. I assume that solar farms have the same variation as I do, as they do not have any better access to sunlight. The same variability applies to wind turbines. It is farcical to expect renewables to generate enough power for day-to-day use, and there has to be a back-up system. It is reassuring to read in the Sunday Times of 26th September that the Government is at last coming to the same conclusion.
- If we are going for the nuclear option we need to start the process as quickly as possible, the planning process and the

build will take up to 10/15 years from agreement. We have a work force already trained to work with nuclear products so it would ensure work for those people. We get nuclear power from France having our own reactors would save money and ensure our supply

Support:

- I am open to nuclear energy being part of a blended approach to reducing our emissions. I strongly agree that the local community should learn more about this so that we can make an informed decision.
- Serious consideration should be given to this,
- This an open door and the councils just need to push it. The recommendation is a little half baked, e.g. with respect to presentations- the regulators are not stakeholders and as they have to give an impartial view on build and licensing would likely not find it in their interests to promote the details of the project. NNL- so what - they are not an operator - remote would be theory and design.
- A small nuclear reactor would be carbon neutral and would give a base load when the wind was not blowing and cloud cover reduced the output of solar devices. Copeland has a high degree of expertise in the nuclear field.

Neither support nor oppose:

- Why just SMR's? Why not other nukes such as PWRs, BWRs, CANDUs, EPRs etc. and what about other big cap ex schemes such as wind farms, biomass, tidal lagoons, photovoltaic farms? I am not sure how this marginal issue made it into the recommendations!
- I don't know enough about this to make an informed decision on it.
- It is important to consider a base-load for energy generation alongside renewable energy.

- Am a bit wary of nuclear wastes disposal, as we already have Sellafield. Again not enough knowledge on this one
- I don't really understand enough about this proposal.
- Apologies I really don't know enough about this option but not apposed but would like to know more.
- This topic has not been covered enough to know exactly what the benefits would be.

Oppose:

- This recommendation has not been fully discussed by the whole Panel which is why I oppose it. My concern is around the waste created and leaving future generations with a problem they've not created
- I'm worried about the waste further down the line
- Oppose as this recommendation appears to have been put forward without discussion from the whole panel and is too specific regarding nuclear reactor type. This type of nuclear reactor, as well as alternative options, was not discussed or explained.
- I do not think that it is the purpose of this panel to support or not support political lobbying in this instance as we did not agree unanimously on the point of nuclear energy. I reservedly support nuclear energy but have deep concerns about the waste it produces being a problem we leave for future generations to deal with, and storing it in bunkers or burying it do not seem like suitable solutions in my opinion.
- I oppose this recommendation, particularly the forcefulness of it, specifically as the panel has not had time for debate on this topic or receive presentations on it. There have been no presentations by NNL to the panel, yet as an organisation it is named. I am neither for a small modular reactor nor against it – I simply don't have enough information or had opportunity for questioning to form a view. I have deep concerns in Copeland that there is a culture with

some people forcefully declaring public support and rubbishing or being dismissive of any opposers. I have seen this in aspects of nuclear, power distribution infrastructure, and latterly for example with coal mining. Please can we have proper debate and informed decision making.

Strongly oppose:

- I wasn't personally involved in the small group that made this recommendation. I feel unable to support it for two reasons: Firstly, my lack of knowledge and information in this area and secondly, my concerns for the disposal of radioactive waste for future generations. I cannot support this recommendation. The issue of nuclear energy has never been debated. We were given no information on SMR's and no opportunity to discuss the matter. Nuclear production is an emotive and controversial issue with such far-reaching consequences for future generations and we should not offer support lightly. We all care about the legacy we leave behind and this issue deserves a wider debate and careful consideration before we oppose or support it. While I would agree that ALL, and EVERY means of energy production should be explored I would expect the consultations and presentations to be given prior to and not after our support was given. I feel very strongly that such a recommendation of support would be used by politicians at all levels to claim they have the support of the public and this Panel in particular. We should not support a contentious issue without reasoned, informed debate and we have had NO INFORMATION and NO DEBATE.
- I do understand and acknowledge the importance of the role of nuclear energy generation throughout history up to present, however, to generate nuclear energy, you will be generating nuclear waste, and this should be avoided at all costs. I believe a mix of sustainable energy generation is the best and most effective solution, without leaving

nuclear waste problems for our future generations.

- The panel has not made any joint decision on this and there is no 'we' in the above statement. 'Nuclear nostalgia' and the idea that Copeland should be comfortable with nuclear because of its history does not mean that we should roll over and allow a SMR to be built. The people of Copeland are already being pressured in to accepting an underground geological disposal facility for nuclear waste, despite a resounding 'no' the first time around. The geology is unsuitable the impacts of a leak would be devastating for the area. The building of a SMR will only ensure that this disposal facility is pushed even harder, and we end up being forced to accept it in the background. When there are viable alternatives to nuclear power, which do not produce radioactive waste that needs to be reprocessed and stored for thousands of years, we should not be lobbying for a SMR. Who wants to visit a World Heritage Site with a nuclear power station next-door and radioactive waste buried underneath? It's only downhill if we lobby for a SMR...

Appendix 1: Commentator questions

This appendix lists the questions asked of commentators during the sessions.

Session 2

Commentators: what is climate change and what are its impacts?

1. Why does one degree make so much difference in changing the whole climate- over a day you wouldn't notice?
2. What is causing the change of temperature in the arctic circle?
3. There has been an increase in serious events such as fires- does the modelling take into account the extra gasses produced by these events?
4. We are all in this together, but how do you get everyone on board with making change, educate everybody etc?
5. Have we reduced our own green house gas emissions by exporting manufacturing or e.g. plastic waste to other countries such China
6. Why did you start the stats in Victorian times? For example we have grown grapes in past and then the rivers have frozen. How do we explain these natural fluctuations over the long term as well as the fluctuations in the short term for example within the last five years?
7. I want to see a chart of emissions for each country. Highest emissions are US and China, how do we compare to them? Are we just tinkering around the edges if we make changes here?
8. Why does the gov commission HS2 Hinkley Point (etc which will lead to more emissions? Does government put covenants on these to balance this out
9. Do they have Cumbria specific figures for emissions? E.g. we don't have intensive farming in same way
10. Is there a globally or UK agreed definition of 'net zero'? How are emissions calculated for a district - e.g. what's included in our own figures?

11. What are the other changes that can be made to have a significant impact on emissions? Slide said 'we know what we need to do' - what do we need to do?

Questions not asked during the session, but subsequently shared with the commentators:

12. You said that planting trees was the only way of taking carbon out of the atmosphere - what about seeding the oceans with iron or other methods?
13. Do you have any insights about ideas/changes that small communities like Copeland have implemented to reduce greenhouse gas emissions - who can we learn from?
14. When you talk about the rich giving out more greenhouse gases - is that globally or locally? Possibly less affluent people might add more e.g. cheap clothes, etc?
15. Sea level rises - please explain the 1.5 cm rise?
16. What are the main things we have done to reduce our emission since 1990 in this country?
17. What is it about land and agriculture that produces such a large percentage of emissions?
18. Do we have data on regional variances of emissions and reductions?
19. There has been an increase in serious events such as fires- does the modelling take into account the extra gasses produced by these events?
20. In your stats the heating/electricity emissions in the UK was small and the surface transport emissions were high. We need more electricity in the future for electric vehicles how will this balance out?
21. Is the rise in use of electric vehicles problematic or does it depend on how we generate the electricity to power them?
22. What are the gases produced and how are they produced by each contributor? Also -

what are the ones with the most severe impact?

23. Compare levels of methane between USA & UK in farming - how do they compare?
24. What are the other changes that can be made to have a significant impact on emissions? Slide said 'we know what we need to do' - what do we need to do?

Session 3

Commentators: The emissions in Copeland where are they coming from?

25. Sellafield is a huge local employer with lots of staff who come outside of the Copeland area- this causes issues with housing supply and demand, emissions around commuting and taking money out of the local economy back to their areas, how can resources and opportunities be focused more locally?
26. Is there any more in-depth data about where Copeland's emissions come from? We have been given our own as a resident and we have heard about NDA - what about other industries, businesses - is this the full picture?
27. Are we actually carbon neutral in Cumbria because of the plants and peat etc
28. What contribution does travel in and out of area make? Wasn't really mentioned and infrastructure and roads are bad so must make a big difference.
29. Also people won't be able to easily use electric cars as no charging places anywhere.

Questions not asked during the session, but subsequently shared with the commentators:

Questions for Charlie Rogers

30. Individual contribution. What proportion of Copeland's total is contributed by individual behaviours rather than organisations etc?
31. Do we have any responsibility to the global community to continue imported veg as this feeds and employs the local communities- e.g. fruit from Kenya?
32. How do we ask people to reduce their comforts and consumption to reduce footprint?
33. All the suggestions to help with carbon footprint seemed to be about spending

money. Is there going to be government help e.g. with heat pumps, insulation, etc

34. The carbon footprint of an electric vehicle - does that include the battery?
35. A lot of interesting facts in what way can Small World educate people about them?
36. The home contribution – it's a big challenge re. energy usage. What's the best achievable reduction we can hope for?
37. You mentioned cutting individual carbon footprint by 50% - can you explain a bit more detail about that?

Questions for Steve Hardy

38. If there is another small modular reactor at Sellafield what would the carbon impact be? Including the building of it as well as running and what electricity would be produced?
39. What have you done in the past to reduce your emissions? And what impact has that had already?
40. On your diagram - electrification of transport somewhere in late 20's. Seems a bit late as vehicles are available now - surely they should lead from the front and do that quicker?
41. Considering the big role they play and residents contribution re carbon footprint - are the NDA working with the community to help them reduce their carbon footprint and if so, what action are they taking?
42. Why did the subsidised bus service end? This meant that people stopped using them and now the services have gone altogether.

Session 4

Commentators: How do we effect change?

43. How do we get people interested in Climate Change as a priority? And how then do we access other funding?
44. Is it the number of people or is it the quality of the suggestion that will matter more for the levels of power? Quantity or Quality?
45. Our recommendations - I don't want them to be wasted if there are things that are going to happen anyway?
46. Action and change is hard to happen. Have u got any successful case studies of people lobbying for change? Especially in terms of influencing the local council?
47. how does a group of people get together to create policy? e.g. in Brazil you have a list of

names and national insurance numbers and this goes to people in power to discuss and make policy. How would we do a similar thing?

48. What are the changes he feels we could impact on as a jury? It's difficult to know which direction we want to focus on at the moment - but what change does he think we could realistically make locally?
49. Announcement about Copeland becoming a unitary authority - how will that impact what we're doing?
50. Feel that the mayor wants to close down discussion about coal mine and what's the situation if you have a local leader that isn't open to listening to people's views. Think this needs proper debate.

Questions not asked during the session, but subsequently shared with the commentators:

51. Is there going to be funding to do what we want to do?
52. How do we not get drowned out by the National Government?
53. How do we prioritise this as an issue and can we tap into other funding locally and nationally?
54. Formula about change: benefit that comes from the change minus the cost of implementation x willingness to adopt the change - any comment? Who wants to stop driving, turn down heat etc
55. How do we influence national policy at a local level other than through our MP?
56. We have to pay for the changes that are needed. How can we make people pay?
57. Maybe there is an agenda already mapped out for us and maybe our taxes will be raised. Is this fair?

Session 5

Commentators: Transport

58. Interested in the fact that 24% don't have a car - how effective is the transport we provide for them at the moment?
59. You said about what has already been done but what are your plans for the future?

60. Tried to introduce Electrical Vehicles in Barrow - why was this unsuccessful?
61. Would like to cycle more (weather), young children and fast roads and fast drivers. Can't fit bikes with kid seats through certain pathways.
62. Connectivity - how can we integrate the systems best and who is best to orchestrate and make something like Transport for Cumbria happen (train, bus, work schedule connectivity) (David) and how long would it take from idea to implementation (Bill)
63. Hadn't heard anything about integrated policy from Keith Little. If we were to have an integrated transport strategy how long would it take from design to implementation? (5 6 10 years). We don't have that time.
64. Council policy can we use not for profit suppliers?
65. Free bus idea is really nice - but question is, who is going to pay for that? Where would the cost be absorbed? Wouldn't reduced cost be better so at least some revenue?
66. Parking charges - we've talked about supporting local high street. But if we intro charges, people will go elsewhere or shop online? People don't want to bike with their shopping. So how can you support high street and have charges?

Questions not asked during the session, but subsequently shared with the commentators:

Questions for Cllr. Keith Little

67. What else is being done with school transport?
68. How long would it take to design and implement an integrated transport system? Is that viable in the time frame we have?
69. Can you explain more about how electric cars are not sustainable?
70. How do you think the County Council can best go about having people charge their electric cars?
71. What transport initiatives are there in Copeland? You mentioned Cumbria but what about Copeland? Are you looking at

initiatives in other areas as examples of how things can work elsewhere?

Questions for Alistair Kirkbride

72. It seems there is a lot to do to achieve a sustainable solution - where do you think is a good place to start?
73. You gave some examples of really good low carbon systems - how long would it take to transition from a really poor one like ours, to a really good system? What timescale?
74. What influence do you have in pedestrianising towns? What is blocking this?
75. Parcel delivery services, for example, are not coordinated, how can we improve this?
76. Are Copeland Council speaking to the other areas that are being used as examples?
77. Integrated travel systems for goods needs to be a thought, not just for people - we can walk, but the vans come from so many different brands.

Questions for Kate Willshaw

78. It seems there is a lot to do to achieve a sustainable solution - where do you think is a good place to start?
79. It sounds like there are a lot of good ideas already out there - how could they become a reality? How can we best pressure someone to do that?
80. How can work shifts and times be aligned with the public transport system so that working does not cause queues?

Questions for Richard Ingham

81. What kind of incentives or schemes are available to enable/persuade people to buy their own, as they are quite expensive? How is Cumbria going to fund cycles?
82. Is there a way for me to see Cumbria cycling information in one place - e.g. who volunteers are, etc.?
83. When you returned from the Netherlands, what did you do? Did you have contacts to start? What was the process when you returned to the UK?
84. Are there plans to help children at school and secondary school to develop good travel habits to set examples? E.g. cycling schemes for young people etc.?

Session 6

There were no commentators in session six.

Session 7

Commentators: Education / Behaviour change

85. Is there any support that our recommendations could help you to overcome challenges?
86. How can we expect people to meet the cost to switching to electric cars, it is currently very expensive to buy an electric vehicle.
87. Are there any Copeland examples of the CAFS work, all great examples seem to be on the other side of the county?
88. Tries to buy locally from the local farms and butchers. Feel like the red meat conversation is one size fits all - what about local places where it's the only thing or local.
89. How did they start the project? How long did it take to get off the ground? How are they funding it? What were the constraints.
90. Thousands of green jobs? Where are they?
91. We can be one of the first to achieve carbon neutrality in the UK, really? Especially with Sellafield. Are there enough organisations on your last slide?
92. So many organisations on the last slide, why have we not yet made a big difference, or has it?
93. Abandoned land plots how do we identify these? And what can they be used for? Where does this fit in with planning in particular the council?
94. Where does the leadership for community action come from? Can the council help with this?
95. Where does the funding come from to set up a community action group for energy supply etc.
96. Where do we start? Seems like a huge topic - so many different topics - where do people start?

Questions not asked during the session, but subsequently shared with the commentators:

Questions for Luke Murphy

97. If you have solar panels, how do you feed that into grid so you're only using that electricity? How does someone decide which supply comes from different sources?
98. How can the people who need it the most and maybe can least afford it be supported to install solar panels?

Questions for Lorraine Whitmarsh

99. Why is there so much discussion around recycling when the impact (0.01 tonnes CO2) is so small? Why even do it then?
100. In some organisations, their M.O. is consumerism. In a capitalist society, would it be too radical to ban certain businesses such as Zara and H&M from places?

Questions for Karen Mitchell

101. The slide with all companies and charities involved in the action group (ZCCP) - why have we never heard of any of this work before?

Question for all commentators

102. Doing something about climate change is very complicated and difficult – where do we start?

Panel members then moved into small groups with a commentator of their choice, the questions asked were not recorded during this session as facilitators focussed on the task of supporting the group.

Session 8

Commentators: Energy generation

103. There is a huge cost to outlay to make some of these changes, how long until the individual/community see a return on this cost? Would we need local businesses to invest in some of these changes? How were the Killington and Burnside projects funded?
104. When they say members of the community - where do we get these from and is there a criteria to be involved (community energy projects)

105. There are some programmes who offer support to lower income households to insulate and make changes, how do we make this affordable for everybody and encourage everyone to do it, and not treating people differently?
106. When they say members of the community - where do we get these from and is there a criteria to be involved (community energy projects)
107. Could you comment on geothermal - could the old mines be used for this? (One panel member commented that money has been awarded to look into geothermal)
108. Is the 99% of money from wind farms really leaving the area or is some of it staying here in terms of re-investment locally?
109. How can we own the change if projects are already started e.g. Sellafeld and other projects are driving it. It sounds like they are in charge how do we turn this around?
110. Big footprint from the build and siting of a turbine which must also be commissioned at the end of its life. So not fair to say that nuclear has a heavy burden and renewables not.
111. Anaerobic converters use waste to generate methane to generate electricity. What role might this have in Copeland in the future?
112. Offshore wind in the future could be used to power Sellafeld and not our communities?
113. House insulation who will pay for it?
114. Phil talked about community energy - how does that work? How do they go about it? Example of business and solar panels - how did that work etc?
115. Mike talking about working with Sellafeld - be good if community decided how to use the power. But how would that work?
116. Where has the money come from to develop wind farms and solar farms?
117. Robin Rigg - 99% ownership overseas. Struck by that! How have we

- allowed that to happen?? Who makes those decisions? Is there any way to change that?
118. Large numbers job creation. Concern about big projects, if we don't have skills then jobs might get outsourced - so could we work on upskilling people locally?
119. 99% of the money going elsewhere - but who gets the energy? Does that go into our grid?

122. We hear some horror stories about bad quality retrofitting - low income people deserve help, how can we support this best?
123. How can businesses be involved in this transition?
124. Why would you stop investment from private companies into greener energies by pulling money out of the stock market? Would it stop them investing?

Questions not asked during the session, but subsequently shared with the commentators:

120. How do we get community involvement? a typical large corporate organisation like Sellafield doesn't manage this?
121. No mention of AC temps will go through the roof so how will we deal with this?

The Copeland People's Panel on Climate Change Panel 2021

