The district of Warwick People's Inquiry on Climate Change 2020/21

Contents

Introduction

Between November 2020 and February 2021, thirty residents from across the Warwick district were recruited to take part in the first Warwick District Climate Change People's Inquiry.

The thirty were recruited through the delivery of five thousand letters across the district. The profile of the Inquiry membership reflected the diversity of the local population and can be seen as a mini version of the Warwick district. The group met for some thirty hours of deliberation over the course of ten sessions to answer the question '*What do we need to do in the Warwick District to help address Climate Change by 2030?*'

The inquiry worked hard to listen to each other and to share experiences and opinions. Challenging each other and learning from each other.

To help them, with their task, the inquiry members received presentations from twenty-five 'commentators' (similar to expert witnesses in a legal jury), who they questioned or cross examined.

In order to ensure the process was robust, fair and unbiased an Oversight Panel was formed to agree the recruitment methodology, the overarching question and the identity of the commentators. This panel met parallel to the inquiry and was made up of some fourteen key local stakeholders (including the public, private and community sector), from the County Council to Extinction Rebellion.

The People's Inquiry is an example of a deliberative process, similar to a Citizens' Assembly, but smaller. It was commissioned by Warwick District Council and designed and facilitated by the social enterprise Shared Future.

As Covid-19 restrictions prevented face to face meetings, all ten sessions were held via zoom. Participants received additional support to ensure they were adequately prepared to use the technology and resources were provided where necessary. The Inquiry met every week, breaking for two weeks over the Christmas period.

This report explains the process followed and in their own words the conclusion of the Inquiry in the form of a statement and recommendations.

The images contained in this report (except the front cover image) were contributed by some of the Inquiry members.

Councillor Alan Rhead

Environmental Portfolio Holder, Warwick District Council

I am really pleased to receive this report from the Warwick People's Inquiry into Climate Change and in particular the carefully considered and challenging recommendations that have been made. Warwick District Council declared a climate emergency in 2019 and developed its first Climate Emergency Action Programme in 2020. As part of that, the Council set out a roadmap to work towards a net zero-carbon District by 2030. As a council, we understand the importance of working with our residents to influence change. We have always recognised that the Council cannot achieve the District's climate change ambitions on its own and that working with our residents will be vital to our success. So, hearing about the ideas and recommendations of the People's Inquiry is something we have been looking forward to and I hope that this is the start of ongoing engagement with our communities around climate change issues.

The Council is committed to thoroughly reviewing each and every one of the recommendations. All the recommendations will be important in shaping the refresh of our Climate Emergency Action Programme that we are putting in place for this summer. We hope to be able to include as many of the recommendations as we can; and where that is not possible, we will explain why.

I would like to thank everyone involved in the People's Inquiry. Most importantly the Inquiry members themselves. But also, all those who have given evidence to them, the team of facilitators from Shared Future and panel of advisors who provided oversight to the process. All these people have not only made this process possible but have helped to ensure the recommendations have been so carefully considered and offer a fair and constructive way forward. It has been extremely heartening to see people from across our District give up their time to debate and discuss this most important issue.

My overriding hope is that we can make this process the start of something which enable us all – the Councils; local businesses; schools, colleges universities and other institutions; and of course, local people – to work together to make a real difference to addressing climate change and delivering a better future.

Background

In June 2019 at the first meeting of the new Full Council, Councillors unanimously agreed for Warwick District Council to declare a Climate Emergency. The all party statement included the following:

"Together, we believe that the time has now come to take practical action to deal with the Climate Emergency. Warwick District Council's Officers and a cross-party group of Councillors have developed a plan 'The Climate Emergency Action Programme' that advocates strong local leadership and significant investment to change our future for the better.

This Plan will enable the Council to be carbon-neutral by 2025 and help the district to also be carbon-neutral by 2030, plus make necessary local preparations for climate disasters such as flooding. Investment today will help our communities 'face the future' with confidence".

As part of 'The Climate Emergency Action Programme', Warwick District Council committed to working with members of the public via an independent inquiry to help shape their current work and future plans.

Nationwide there is increasing interest in the use of such processes, for example at a national level, 2020 saw six Select Committees of the House of Commons establish a national deliberative process; the Climate Assembly UK mirroring a similar process in France, as well as local processes in Oxford, Camden, Newham and three others (organised by Shared Future) in Leeds , Kendal and Lancaster. The guide 'Climate assemblies and juries: a people powered response to the climate emergency', attempts to bring together some of the learning from processes at a local level.

What is a People's Inquiry?

Responding to the climate emergency is the biggest challenge for policymakers in modern times. Designing processes to ensure that citizen voice is at the centre of such policies is equally daunting. All too often the role of the citizen is at best relegated to that of the respondent, responding to a narrowly framed set of options decided upon by others. Such an approach fails to recognise the ability of citizens, when given time, space and information, to be able to be able to reach sensible and often bold policy suggestions.

It is the democratic right of citizens to participate in decisions that affect their lives. Designing processes that allow this to happen can increase trust in public policy decisions leading to greater public buy in and resulting in better quality decisions that have articulated a diversity of opinions, values and needs. Deliberation is at the centre of the People's Inquiry process and is crucial to its success.

'Deliberation includes exchanges between two or more people around a common topic with back and forth reactions to each other's views, puzzling over an issue to work something out collectively, the sharing of reactions, trying to understand the position of others, a willingness to be persuaded by another's position. There is the possibility of disagreement, conflict and argument and discussion of that disagreement. Ideally all this discussion should lead to a consensual resolution or of conclusion to the question being explored' (Davies et al 2006).

There are many different types of processes that put such a definition of deliberation at the heart of attempts to bring citizens together to make recommendations on a particular topic.

The best-known of these are Citizens' Juries, Inquiries and Assemblies, both examples of 'mini publics'. This 'People's Inquiry' is the same as a Citizens' Jury and is smaller in size than a Citizens' Assembly.

The Warwick District Climate Change People's Inquiry attempted to put citizens at the centre of designing a response to the climate emergency. Thirty residents from across the city region were recruited to answer the question:

'What do we need to do in the Warwick District to help address Climate Change by 2030?'

Over ten sessions between November 2020 and February 2021, participants heard from a range of commentators ('expert witnesses') as well as sharing opinions, experiences and ideas with each other. During the sessions, participants had the opportunity to question the commentators, to deliberate, challenge each other and ultimately reach a set of recommendations on how the Warwick district can best address the climate emergency.

The process was led by a team of independent facilitators with extensive experience in deliberative process facilitation from the social enterprise Shared Future (a Community Interest Company).

Oversight Panel

In keeping with best practice for deliberative processes such as this, a project Oversight Panel was recruited to work parallel to the inquiry. The oversight panel, made up of a diversity of local stakeholders, checked to make sure that the process followed was fair and unbiased.

The role of the Oversight Panel was to:

1. Ensure that the project design is fair and rigorous,
2. Agree upon and monitor the process of citizen recruitment
3. Suggest topics to be considered by citizens in the inquiry
4. Identify 'commentators'/'witnesses' best able to present on these topics.
5. Push for implementation of the Inquiry's recommendations.

Who attended the oversight panel meetings?

The following stakeholders /organisations attended at least one meeting:

- **Warwick District Council**
- **University of Warwick**
- **Extinction Rebellion**
- **Warwickshire County Council**
- **Warwickshire Community and Voluntary Action (WCAVA)**
- **Warwick University Students Union**
- **Leamington Chamber of Trade**
- **Leamington Town Council**
- **Barford Parish Council**
- **Matt Western MP**
- **National Grid**
- **National Farmers Union (NFU)**
- **Kenilworth Climate Change Group**
- **Action 21**

The Question

Part of the role of the oversight panel was to decide upon the overarching question which the inquiry would consider. After much discussion the panel decided upon *'what do we need to do in the Warwick District to help address Climate Change by 2030'.*

Members of the oversight panel favoured this broad question over more targeted wording. Central to this decision was the desire to enable inquiry members to consider issues outside of the boundaries of discussion set by professionals and academics and to also encourage neglected issues or marginalised perspectives to be articulated.

It was hoped that such an open framing would enable participants to consider the role of many diverse organisations in the district rather than only referring to local government and that such a question would enable participants to use their own creativity and unique expertise to its full.

Members of the Inquiry: Recruitment

One of the defining features of the Citizens' or People's Inquiry process is the way that participants are chosen. Many practitioners and academics argue that such a process gains its legitimacy through random selection and the notion that everyone has an equal opportunity to participate.

In reality, most mini publics, such as the Warwick district People's Inquiry and Citizens' Assemblies more widely use 'near random selection'. Deliberative processes such as this typically employ a stratified sampling whereby the population is divided into a number of separate social groups. A random sample is then drawn from each group.

The oversight panel agreed that the profile of the 30 people selected should reflect local diversity in terms of gender, age, ethnicity, disability, geography, attitude to climate change and how deprived (or not) was the neighbourhood within which they lived.

Shared Future worked with the Sortition Foundation (an independent, not-for-profit organisation that are experts in the use of stratified, random selection in decision-making) to design the recruitment process.

In October 2020, five thousand households across the Warwick district received a recruitment letter explaining the People's Inquiry and inviting those who are interested to either complete a very simple online form or use a free-phone number to register their interest. The Sortition Foundation randomly selected the five thousand addresses from the Royal Mail's address database. The letters were sent to a mix of urban and rural households across the district: urban 85% and rural 15%.

286 people applied to join the inquiry. Thirty people were selected by the Sortition Foundation based on the agreed profile. In session 1, twenty-nine people attended and in session 2 and 3, twenty-eight and thirty people attended. Average attendance over the ten sessions was 28.7.

In order to ensure that the profile of inquiry participants reflected the different levels of deprivation experienced across neighbourhoods in the district, the indices of deprivation were used to recruit to. Participants were recruited across the 10 different categories of multiple deprivation.

The oversight panel felt it was important to make sure that inquiry membership reflected different attitudes to climate change. The Government's BEIS public attitudes tracker from March 2019 asked the question 'how concerned, if at all, are you about climate change?' Recruitment to the People's Inquiry reflected the different categories of answer to this question (i.e., very concerned, fairly concerned or not concerned.)

Data for the BEIS Public Attitudes Tracker referred to (Wave 29: March 2019) was collected between 13 March and 24 March using face-to-face in-home interviews with a representative sample of 4,224 households in the UK.
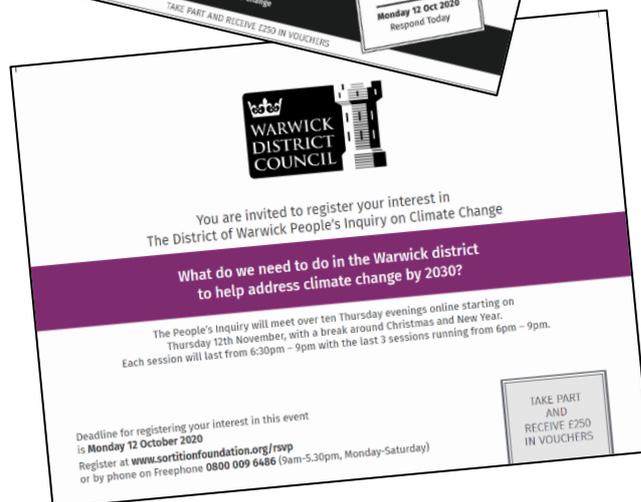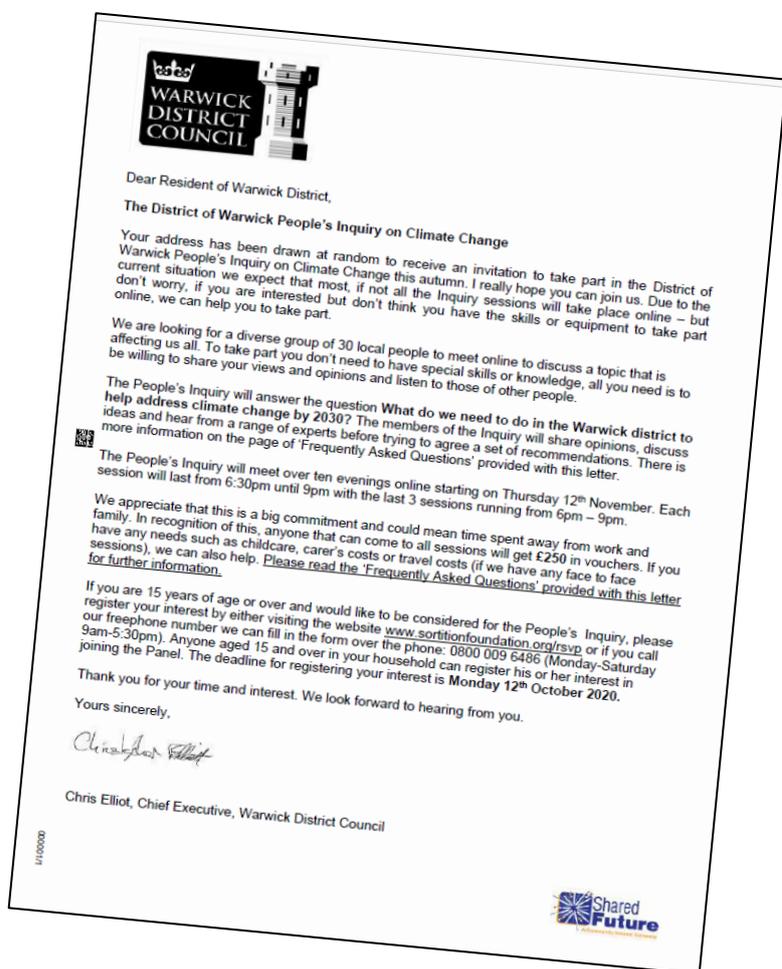
The tables on the following page show, in the first column, the percentage breakdowns of the wider population according to age, ethnicity etc. (wherever possible based on statistics for Warwick district in each category). The second column shows statistics for those who were invited to attend the first session.

The Oversight Panel discussed at length the importance of ensuring traditionally marginalised voices are not lost. They concluded that many groups have been and continue to be marginalised from decision making processes and initiatives such as these. As a result, their voices are seldom heard. Inevitably such groups will and are already bearing the brunt of the effects of climate change.

Having more traditionally marginalised voices present in the room will reduce the chances of such voices being drowned out by others. Thereby increasing the legitimacy of the process to many, especially those who are from marginalised communities.

The profile of the 30 regular attendees of the Warwick district inquiry was as follows (Bold number of attendees in brackets)

Age group

15 to 24: 17% **(6)**   25 to 29: 9% **(2)**
30 to 44: 22% **(7)**   45 to 59: 23% **(6)**
60 to 74: 18% **(6)**   Age 75+: 11% **(3)**

Gender

Males: 49.98% **(15)**   Females: 50.02% **(15)**

Ethnicity

White: 84.2% **(24)**
White other 5% **(2)**
Asian: 7.2% **(2)**
Black: 0.7% **(1)**

Indices of deprivation (based on deciles 1-10):

1-5: 23.8% **(7)**   6: 9.5% **(3)**   7: 14.3% **(4)**
8: 19% **(6)**   9: 14.3% **(4)**   10: 19% **(6)**

Disability

Yes: 15% **(5)**   No: 85% **(25).**

Attitude to climate change:

Very concerned: 52% **(15)**
Fairly concerned: 33% **(10)**
Not very concerned: 9% **(3)**
Not at all concerned   5% **(2)**

Geography

Warwick – 26.4%
Kenilworth – 19.9%
Leamington Spa – 42.8%
Whitnash – 8.2%
Periphery – 2.6%

Where were Inquiry members from?

In keeping with similar processes each member of the inquiry was paid to attend. A £25 gift voucher per session was paid to each participant. There was also a budget available for any support needs participants may have.

	TARGET	SELECTED (FINAL CONFIRMED)
GENDER	Male / Female pie chart	Male / Female pie chart
AGE	15-24, 25-29, 30-44, 45-59, 60-74, 75+ pie chart	15-24, 25-29, 30-44, 45-59, 60-74, 75+ pie chart
ATTITUDE TO CLIMATE CHANGE	Very concerned, Fairly concerned, Not very concerned, Not at all pie chart	Very concerned, Fairly concerned, Not very concerned, Not at all pie chart
ETHNICITY	White, Mixed or, Asian or Asian, Black or, Other ethnic, White Other pie chart	White, Mixed or multiple ethnic, Asian or Asian British, Black or, White Other pie chart
DISABILITY	No / Yes pie chart	No / Yes pie chart
LOCALE	Warwick, Kenilworth, Leamington Spa, Whitnash pie chart	Warwick, Kenilworth, Leamington Spa, Whitnash pie chart
IMD	1-4, 5, 6, 7, 8, 9, 10 pie chart	5, 6, 7, 8, 9, 10 pie chart

The Sessions

Commentators

Another key feature of deliberative processes such as the People's Inquiry is the 'commentator' or 'expert witness'. Their role is to offer participants a particular perspective or perspectives on the issue before being cross-examined by the Inquiry members. It is through this aspect that the People's Inquiry model draws most heavily from the features of the legalistic jury. 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! Try to make your talk as stimulating as possible. You may want to show some pictures, but this is not essential. Lengthy PowerPoint presentations with lots of text should be avoided - we would much rather people did not use these.

3. After you have made your presentation, we will ask you to remain in the main room while participants use breakout rooms 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 20 minutes.

4. Everyone will then re-join the main room and you will be 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.

5. We may then ask commentators to take part in small group discussions with participants to add more depth to their questions.

6. You will then be thanked and asked to leave the meeting so participants can reflect on their learning. We have found in the past that this helps ensure that the conclusions that they reach are their own and that they feel ownership over any actions that they decide upon.

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.

> **We prefer to use the term 'commentator' rather than 'expert witness' in recognition of the fact that as local residents, all members of the inquiry can be described as experts. They have their own unique and valuable expertise.**

Session 2: An introduction to climate change. Commentator; Dr James G Dyke: University of Exeter.

Process

In the first meetings of the oversight panel the following broad structure for the inquiry was agreed:

Session 1: Welcome, setting the scene & visioning

Session 2: An introduction to climate change and a local mapping exercise

Session 3: Climate Change impacts and the contribution of Warwick district to climate change

Session 4: Reflecting on the problem, sharing knowledge & choosing themes

Oversight panel members were invited to make suggestions for who may be best placed to act as commentators for these sessions. Potential commentators on a long list were then approached to check their availability.

Inevitably any deliberative process that works on the topic of climate change needs to deal with the challenge of how to best structure the sessions to do justice to the immense complexity of the issue.

This means difficult decisions must be made about which issues are considered and which are not. For the Warwick district Climate Change People's Inquiry it was decided that the inquiry members themselves should be involved in making this decision. At the end of session 4 participants were invited to consider which three topics they would like to investigate in more depth in future sessions.

Each of the sessions were facilitated by Peter Bryant, Jenny Willis, Sally Bloomer and Caroline Tosal-Suprun of Shared Future. Technical support to the sessions and participant coaching and support were provided by Jayne McFadyen, also of Shared Future.

Up to 3 spaces for people wishing to observe the process were allocated. These opportunities were taken up by a number of people who were briefed in advance of each session.

Covid-19: the online Inquiry

Due to Covid-19 restrictions, this inquiry had to be conducted entirely online. All participants were provided with additional support in advance of the first session to ensure they would be comfortable using the technology and taking part online. This support included provision of IT/equipment where necessary, test zoom calls with all participants and help to join each meeting where needed. Because of this additional care and support, all participants were able to join the first and subsequent meetings with no issues. The use of an online platform also provided access to a broader range of commentators.

Session 1: Welcome

The first session (November 12th 6.30-9) gave inquiry members an opportunity to better understand the process and to start to get to know each other.

The session began with an introduction to the process and a 'getting to know you' activity.

Leader of the Council, Councillor Andrew Day (pictured below) and Warwick District Council Programme Director for Climate Change, Dave Barber explained why the People's Inquiry was being organised and went on to answer questions. Then the inquiry members were guided through a visioning activity and spent time together in groups discussing their visions and their relationship with Climate Change.

Session 2: An introduction to climate change

Commentators:
[Dr James G Dyke](#): Assistant Director Global Systems Institute, University of Exeter.
See [video footage](#) of their presentation

The first commentator slot of the People's Inquiry welcomed Dr James G Dyke who provided a 25 minute introductory overview to climate change, with a basic introduction to the science, why the planet is warming and the impacts of this.

Members then worked together in small groups to reflect and discuss any follow up questions they might want to ask.

After a break, the facilitators worked with all the inquiry members on a Q&A session.

For the remainder of the session, participants considered maps and photos of their district in considering the questions: *What is helpful in tackling climate change?* and *What is **not** helpful in tackling climate change?*

Participants considered these questions and shared their thoughts with each other in small groups.

To end the session, participants spent some time together on quiet reflection, making notes of the key points they wished to carry forward.

Session 3: Climate Change impacts and Warwick district emmissions

Commentators:
Alice Ellis, Sustainability Officer at Warwick District Council and **Matt Rooney,** [Anthesis.](#)

Dr Ollie Lawton, Local GP and **[Chris Holt](#)**, Senior Lecturer, Water Resources, University of Northampton.
[Video footage available here.](#) and [here.](#)

Alice Ellis and Matt Rooney provided information on Warwick district emissions. After hearing from the commentators, participants worked together to reflect and form questions which were then posed to the commentators in a large group Q&A session.

After a break, Dr Ollie Lawton and Chris Holt provided information on other impacts of climate change, e.g. heath impacts and flooding. Participants were then able to choose which commentator they would like to speak to in more depth and small facilitated groups were used to enable these conversations to take place. Key questions asked were recorded. The session then closed with reflection time.

Session 4: Reflecting on the problem, sharing knowledge and choosing themes.

Session 4 was intentionally free of external input to allow participants time and space to reflect on all they had heard so far and to think about the key issues they wanted to explore in more depth.

To provoke thought and discussion, the session began with a 'bring an item' exercise. Each inquiry member had been asked to bring one item and talk for up to a minute about one thing they want their fellow inquiry members to think about through this process.

Then, having listened to each other, the inquiry split into small groups to work together on a problem tree activity. The problem analysed was 'climate change has become an emergency' and the task was 'what are the root causes of that problem'. A jam board was used to capture key thoughts and inquiry members were encouraged to dig a bit deeper in their discussions i.e. 'and why is that a problem?' etc.

During a break, the facilitators collated the comments from different groups to help the participants to consider their shared thinking and work towards agreement of possible themes.

The group then voted on their proposed themes and discussed the outcome. They identified transport and housing as their prioritised themes.

Session 5: Themed session on transport

Commentators:
Jonathan Clarke, Senior Teaching Fellow, University of Warwick; **Professor Jillian Anable**, Leeds University; **Margaret Smith**, Transport Planning, Warwickshire County Council; **Hayley Key**, Chamber of Trade, Royal Leamington Spa; **Mark Whitelocks**, Managing Director, Stagecoach Midlands.
Video footage available here

In response to participants discussions and requests in the previous sessions, all commentators were asked to consider the following questions in their presentations:
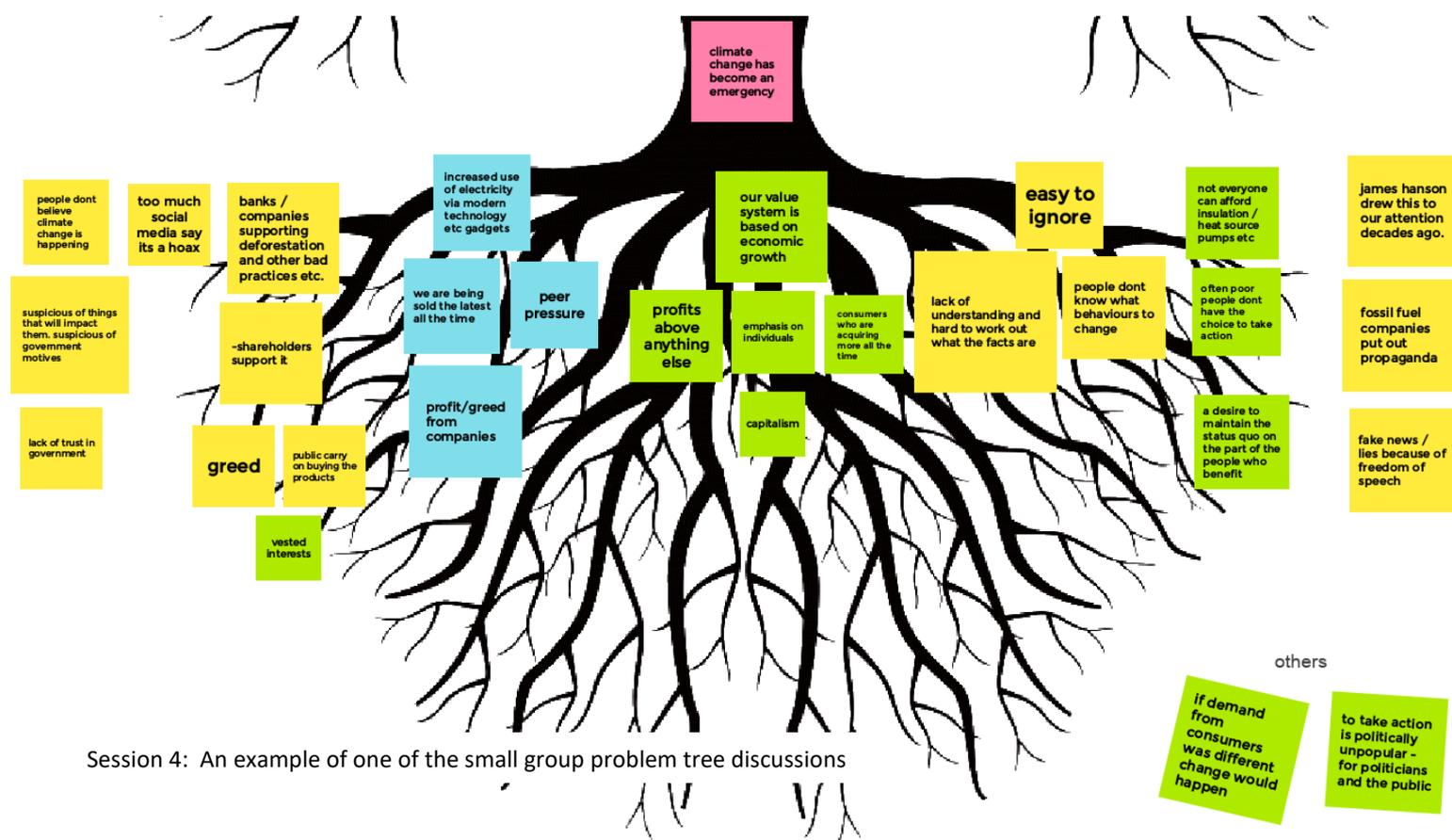
Session 4: An example of one of the small group problem tree discussions

What needs to change and how can this happen? Who needs to take action? How could changes be paid for? By the end of the session inquiry members should be able to understand how much impact any of your suggestions may have.

Participants heard from commentators for 40 mins, then worked in small groups to reflect and agree follow up questions for a large group Q&A.

After the Q&A session, participants could choose which commentator they would like to speak to in more depth and small facilitated groups were used to enable these conversations to take place. Key questions asked were recorded.

Session 5 closed with a few minutes of individual reflection to allow participants time to note down any key points they may wanted to remember.

After session 5, the process closed for the Christmas period, to resume in January.

Session 6: Themed session on housing.

Commentators:
Ian Pritchett: Managing Director of Greencore Construction, member of Good Homes Alliance; **Sandra Hayes**: Director of Development, National Energy Foundation; **Rachel Jones:** Chief Executive, Act on Energy; **Philip Clarke** Head of Development Services; **Hayley Smith** Senior Planner: Warwick District Council Planning Service; **Sally Kelsall:** Housing Strategy and Development Manager, Warwick District Council
Video footage available here

Participants heard from commentators for 40 mins, then worked in small groups to reflect and agree follow up questions for a large group Q&A.

After the Q&A session, participants could choose which commentator they would like to speak to in more depth and small facilitated groups were used to enable these conversations to take place. Key questions asked were recorded.

Session 6 closed with a few minutes of individual reflection to allow participants time to note down any key points they wanted to remember.

Session 7: Reflect, consolidate and share

This session was intentionally free of external input to allow participants time and space to reflect, consolidate their learning so far, consider initial ideas for recommendations and decide what other information they might need.

The participants spent some time in quiet reflection, looking over their notes and considering the information they had already received. Then each participant was invited to share with the group one or two things they wanted everyone to keep in mind as the process progressed.

The participants then received an overview introduction to the recommendation writing process and worked in small groups to begin forming initial ideas about Transport and Housing. The facilitators recorded key points to add to the collection of points and information contributed by participants to date.

To end the session, participants considered and shared their views and decided on the theme for the final commentator session, i.e. waste/recycling, finance and an integrated approach.
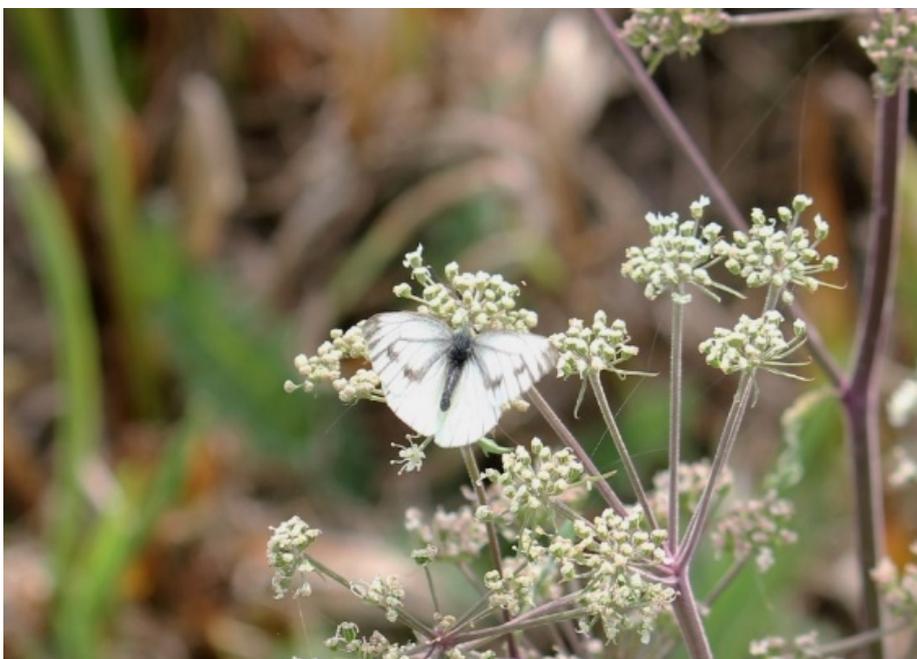
Session 8: Themed session on waste/recycling, finance and an integrated approach.

Commentators (waste/recycling):
Debbie Slater: WRAP; A**ndrew Pau:** Waste Management and Partnerships Group Manager, Warwickshire County Council; **Julie Lewis:** Head of Neighbourhood Services, Warwick District Council; **Martin Smith:** Action 21
Video footage available here

Commentators (finance and an integrated approach):
Finance: Jo Wall: Strategic Director Climate Response: Local Partnerships: *(a joint venture between the Local Government Association, HM Treasury and the Welsh Government);*
An integrated approach: Professor Paul Chatterton : Professor of Urban Futures: Leeds University
Video footage available here

Session 8 was an intensive commentator session covering a variety of topics.

After the waste/recycling presentations, participants worked in small groups to reflect and agree questions for a large group Q&A session.

After this, the participants heard from more commentators on the subjects of finance and an integrated approach. Participants then chose which of these specialist commentators they would like to speak to in more depth and small facilitated groups were used to enable these conversations to take place. Key questions asked were recorded.

To close session 8, participants worked together to record any initial ideas for recommendations based on the evening's commentator presentations and the subsequent discussions.

"I live in Lapworth beside the Stratford canal. I ran my own company until recently but have now decided to enjoy a quieter life in retirement.

I have subsequently taken on various voluntary roles. including helping VASA Community Transport with their enquiries and work with a local Charity which funds folk in need with accommodation etc.

I have been surprised at the absence of concern from local people I have spoken with about Climate Change and the Inquiry.
I reckon a maximum of 10% have shown a glimmer of interest, which is not good.

As Jane Goodall wrote: *"Each of us matters and we can MAKE A DIFFERENCE."*

The letter from Warwick District Council inviting me to be considered to join the Inquiry arrived.

I thought no.

The letter was put to one side.... then I thought..I could do this! And replied, not thinking that I WOULD be taking part but that I COULD.

Lockdown has changed our lives big time, perhaps leading us to think again about what is important. I've not a single regret in getting involved with this Inquiry. A big commitment in time and effort, but MAKING A DIFFERENCE is important to me, my children and my little grandchildren.

Let's hope we do!

Jennie, People's Inquiry member.

Session 9: Writing recommendations

This session began with an overview of the recommendation writing and refining process.

In advance of the session, all previous thoughts and ideas were collated and shared by post or email to provide advance time for consideration and preparation.

To help the participants refine their ideas within the session, the facilitators had grouped all their previous thoughts and suggestions into four initial themes, which were:

- Housing

- Transport

- Waste/recycling

- Communications and education

- *Finance and integrated approach to be considered in all the above themes.*

In groups, participants reflected on the ideas for recommendations that they had already produced and worked together on producing an initial list of draft recommendations for each theme.

Each group then fed back their draft recommendations to the rest of the participants.

Everyone took a short break to reflect on all they had heard, and when the session resumed, participants were asked to illustrate their current feelings via a weather map exercise. Participants chose a symbol from a weather map and took some time in small groups to share their feelings with each other.

The facilitators recorded people's responses to gauge the mood and help to plan the next set of activities.

Then the recommendation writing continued, with everyone moving to a new theme to build upon the work of the previous group.

As the session closed, facilitators asked the participants if they would like to have some initial feedback from the oversight panel on their recommendations (stressing that if they did so, they were not obliged to take on any comments made).
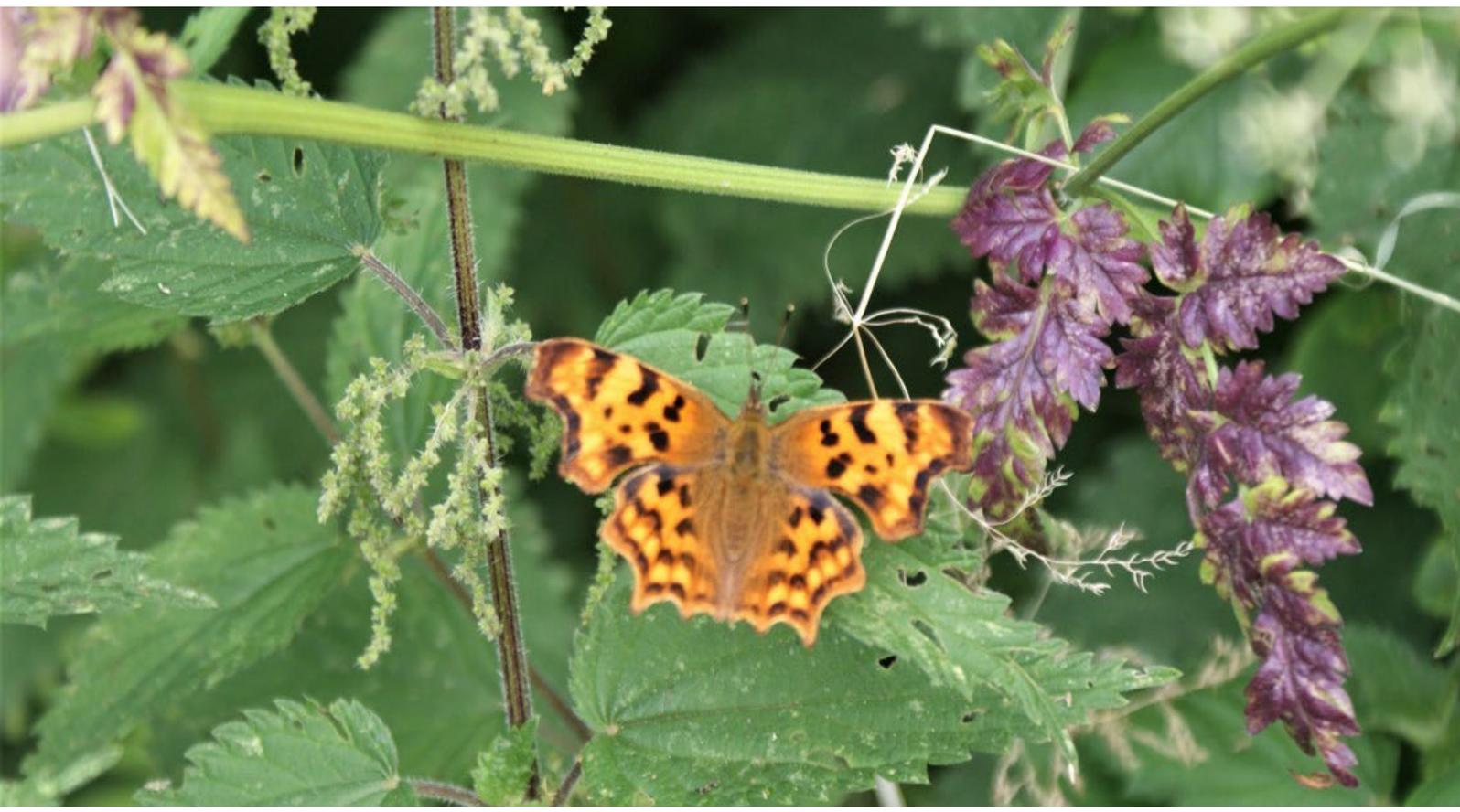
All agreed this would be useful. Participants were informed that they would receive the draft list of recommendations and were asked to take some time to review them before the next session, bringing any thoughts or comments to aid in finalising them.

Session 10: Finalising the recommendations

During this final session, participants worked together in small groups to finalise the recommendations under each theme. The groups worked together to consider each recommendation against the following questions:

- Does it answer the question?

- Does it make sense, is it clear?

- Will it have an impact on carbon emissions?

- What do you want to get out of this recommendation, why do we need it?

- Is it specific enough?

In a number of rounds, small groups worked together on the themes and periodically the whole group checked in on progress and fed back to each other, asking for approval on any final changes.

In a separate group, a small number of participants worked on an inquiry statement, aiming to represent the thoughts of the group. This was then approved by all participants and included in the voting process.

As the final session closed, participants were asked if they would like to take part in the launch events and were then asked to write down one word which described how they now felt. Everyone held up their word to the screen to share with each other.

The voting process was explained and participants advised who to contact within the team with any questions or follow up comments.

Voting

Over the next week inquiry members received the final set of recommendations ready for voting. The voting instructions reminded everybody of the inquiry's question and then asked them to indicate their level of support for each recommendation. Rating the recommendations as either:

strongly support / support / neither support nor oppose / oppose / strongly oppose.

A space at the bottom of each recommendation was left for participants to 'write a sentence or two explaining your choice'.

Twenty-eight inquiry members voted on the final recommendations.

The recommendations in rank order can be found on the next few pages followed by a list of each recommendation accompanied by the comments from inquiry members explaining their choices.
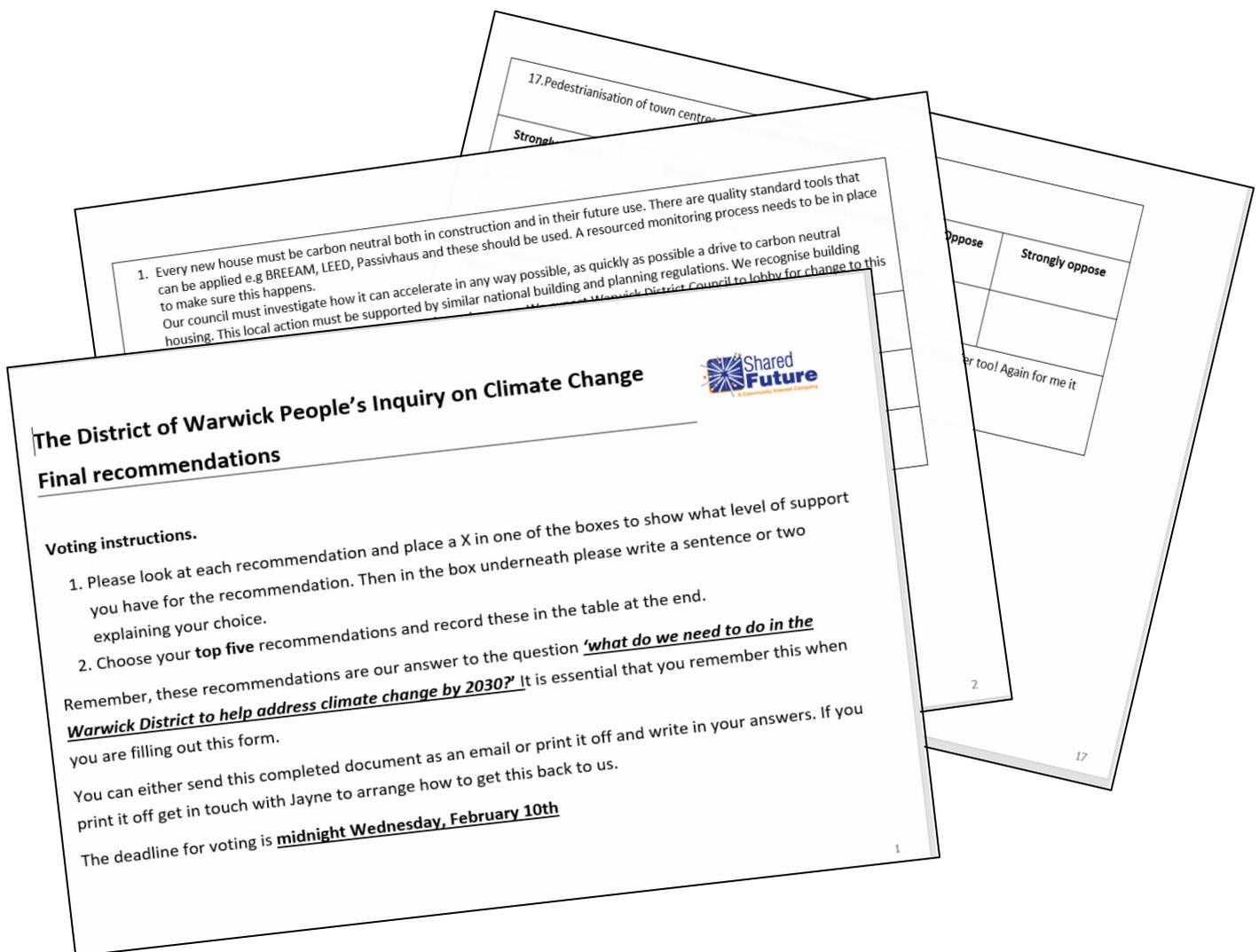
Inquiry Statement

The following statement was written by a group of inquiry members and then edited and discussed by the rest of the inquiry. 28 (out of 30) inquiry members voted on the recommendations. 25 members strongly support or support the following statement:

"We are just a group of ordinary people from the Warwick District. We are a diverse group who were randomly selected to join this Climate Change Inquiry. We have different viewpoints but have reached a shared understanding. We now recognise we are in a climate emergency. We must act now all together and with urgency.

Through our conversations with experts and with each other we have come to recognise the importance of immediate action.
We are not experts, and we recognise that it may not be 100% possible to implement all our recommendations immediately, however we ask all local organisations and institutions including Warwick District Council to take our recommendations as a mandate to be as ambitious as you can, within the areas we have highlighted, in responding to the emergency we face.
This is everybody's problem; everybody has a role to take action. We are just a small group of people but through our coming together we have become a group bursting with ideas and enthusiasm. We believe that to respond to our emergency the District Council and other organisations must harness the energy and enthusiasm of our people and our communities. We must all make a change for climate change. Your district needs you.

We believe the solutions are out there already we just need to make it happen. If we can't find the examples, then we must be those examples.
The District Council and others must look for every opportunity to influence all who have a role in our district. We must make this happen and the frameworks must be in place to make sure there is accountability (named people) and monitoring (performance indicators) so that everybody can check progress.

THIS IS AN EMERGENCY".

Recommendations

The number of votes prioritising the recommendations were calculated as follows: each time a recommendation was marked as 'strongly support' it received two points and when marked as 'support' it received one point. The total votes are listed below plus a ranking based on these numbers. All recommendations are arranged in themes.

	Overall Rank	Score (no. times in people's top 5)	Score (degree of support i.e., strongly support = 2, support = 1)

TRANSPORT
1. Promote and encourage **more people to take up cycling** through:
  a) Better quality and increased number of cycle paths that are safe and well lit
  b) Cycle, pedestrian, and motor vehicle routes/roads/paths to be properly physically separated (e.g., grass verge, flexible bollards/barrier)
  c) Secure bike storage in places where people live (e.g., flats) and in places where people visit (e.g., town centre)
  d) End to end journey consideration - unbroken cycle routes, security, storage, hire
  e) A clear good quality cycle route plan for Warwickshire, well promoted - link with upcoming 'signposting' project
  f) Free cycle training/tuition (safe riding and maintenance)
  g) Promoting the health benefits of cycling
  h) A safest cycle routes app - (city mapper) linking cycle, bus etc.
	1st	14	39

HOUSING 2. Every new house must be carbon neutral both in construction and in their future use. There are quality standard tools that can be applied e.g. BREEAM, LEED, Passivhaus and these should be used. A resourced monitoring process needs to be in place to make sure this happens. Our council must investigate how it can accelerate in any way possible, as quickly as possible a drive to carbon neutral housing. This local action must be supported by similar national building and planning regulations. We recognise building regulations do not currently require homes to be carbon zero. We expect Warwick District Council to lobby for change to this at a national level.	=2nd	10	43
COMMUNICATIONS AND EDUCATION 3. A coordinated and collaborative communications campaign to encourage everyone to take action and make lifestyle changes. This messaging needs to be aimed at the whole community with messages targeted to specific age groups using specific tools (e.g., billboards, school networks, workplaces, GPs, sound bites in public spaces, transport advertising spaces, supermarkets, radio, and other media). This should be launched as a climate emergency roadshow which would be visible, dynamic and attract publicity. Target groups should	=2nd	10	38

include Primary schools, Secondary schools, adults of different generations. The messaging should encourage people to take action on recycling, active travel, (e.g., Walking Wednesday, Cycling Sunday, walking weekends, waste management, tree planting, planning ahead to do errands in one day, shop local, shared journeys and resources, meal planning including less meat consumption). Local businesses and organisations need to come together as partners to create and spread these messages which must be apolitical and give a range of options. e.g., 'Make a change for climate change- everybody just do one thing, 1 small step'. Local schools need to embed climate change education into their curriculum, this should be via assemblies, lessons, and projects.			
FINANCE AND OTHERS 4. Warwick District Council should develop a programme of carbon recapture in all council owned green and currently unused areas (even small ones e.g., corners at the end of streets) to include appropriate native trees, shrubs, wildflowers for wildlife, create wild meadow areas instead of mowing and a promotion to encourage the public to develop their gardens in the same way.	**4th**	**8**	**40**
WASTE AND RECYCLING 5. Encourage the reuse of items to reduce landfill. We would like a centralised management and information platform administered by the Council to increase awareness and availability of systems for obtaining or disposing of reusable items that would otherwise go to landfill. This recommendation has two parts: a) Online digital element: We request Warwick District Council host and manage a central platform that is accessible to people from home or in person support (in a council premises), if someone hasn't got internet access or know how. It should include information about all the online platforms that people can choose from to be able to get things they need from others who don't need them anymore (e.g. household items or food that would otherwise be wasted - freecycle.org, olio, too good to go and various Facebook groups). b) Physical community hubs should be established for re-purposing things which are no longer needed and providing information about the online options above. These could also host 'repair cafes'. Existing facilities at council owned recycling centres (some with charity shops on the premises already) should be further developed to provide these hubs. Proactive intervention from centre staff to check if items could be recycled or re-purposed. Information could be shared about other existing organisations such as Action 21. Other suitable premises should also be found e.g. Shakespeare	**=5th**	**7**	**41**

Hospice premises in Kenilworth, and also in villages			

TRANSPORT
6. Make public buses more attractive as an alternative to cars through:
    a) Subsidised bus travel/ reduce cost of bus travel
    b) Bus vouchers included in your council tax (number of vouchers each year)
    c) Improve quality of bus services
    d) Ensure buses are accessible for people with disabilities and hidden disabilities.
	=5th	7	39

HOUSING 7. Warwick District Council should refuse all future planning applications for any new housing that is not carbon zero on the grounds of the Climate Emergency Action Plan and see how the developer responds. Radical action must be taken. We are concerned that such action should not penalise young people trying to access housing and we encourage Warwick District Council and others to investigate how this might be achievable.	=5th	7	36
COMMUNICATIONS AND EDUCATION 8. The Council must feedback to the Inquiry group and district residents about developments towards carbon neutrality and implementation of recommendations every 6 months and support the development of a scrutiny group made up of members of the Inquiry. The Council must demonstrate success in adopting the Inquiry's recommendations.	=8th	6	46
HOUSING 9. Retrofitting must take place of all public buildings and council owned housing. Energy generation, efficiency and conservation plans must be in place with measurable targets.	=8th	6	40
COMMUNICATIONS AND EDUCATION 10. Local schools and other public service premises (e.g., council offices, police stations) should have targets to establish a zero-waste approach to e.g. catering and other supplies - this could be incentivised with metrics and rewards for those who perform well. Sub-contractors should be mandated to follow the same policy.	=8th	6	35
HOUSING 11. Retrofitting of private housing. A team of independent and experienced coordinators should be in place to cover all housing. They would be available to give unbiased information and guidance of how to holistically address energy use and generation in people's houses. They will visit, assess and advise and explain the providers available.	11th	5	34

WASTE AND RECYCLING 12. The council should investigate and put in place specific measures to ensure that flats (or other premises with central waste points) are effectively included in all recycling and food waste initiatives and given access to community composting options. An investigation should be undertaken with residents of flats to find out what the problems are and then resolve them.	=12th	4	46
FINANCE AND OTHERS 13. We are concerned about the detrimental environmental effects of commuting. Warwick District Council should investigate ways for this to be reduced e.g. encouraging people to work from home, use public transport, provide more local housing for those who work in the area.	=12th	4	29
WASTE AND RECYCLING 14. When rolling out the 2022 plans for waste and recycling the Council should take care to make sure that there is a good awareness campaign on recycling and other waste options (e.g., food waste) BEFORE making black/grey bin collection every three weeks, in order to reduce the risk of fly tipping or people making individual journeys travelling to the tip to get rid of excess waste which would have a bigger carbon impact. More thought should be given to items currently not recyclable such as tetra packs.	=14th	3	42
TRANSPORT 15. Better information through a good quality dedicated 'live' app for journey planning & running times etc. Suppliers of local transport should be required to provide up to date journey planning information via online and offline methods.	=14th	3	41
FINANCE AND OTHERS 16. Warwick District Council needs to actively lobby on national and international environmental policy.	=14th	3	40
WASTE AND RECYCLING 17. Warwick District Council to operate an audit including but not limited to the following: A visible rating system for local businesses should be developed similar to hygiene ratings in restaurants and take-aways. This must include what packaging they use, how they deal with reducing and disposing of waste, and how much information about waste they give to customers before they purchase, (this could also include information on energy efficiency of premises etc.) There should be in place green auditing options to ensure that	=14th	3	35

processes are truly reducing food waste and then the naming and shaming and naming and praising of local businesses who enhance efforts towards reducing their carbon footprint.			
WASTE AND RECYCLING 18. Supermarkets waste and packaging: a) A packaging disincentive for supermarkets should be devised or incentive such as offering certain items on a re-fill basis (e.g., Waitrose are doing this) or exchange e.g., bottles. b) Warwick District Council should contact all supermarkets as main suppliers of waste and ask them to increase awareness by playing sound bites throughout the day encouraging re-cycling and the disposal of packaging appropriately.	=14th	3	35
TRANSPORT 19. Encourage the take up of electric vehicles through an increased electric car charging infrastructure across the district, ensuring that provision/solutions are also developed for those that don't have off road parking at their homes.	=14th	3	34
FINANCE AND OTHERS 20. Investigate alternative financing options to generate budgets for climate change measures including community investment bonds and contributions from large businesses (such as car parking levies, section 106 contributions). Recognising that contributions from businesses should ensure small businesses are not affected as they are likely to be experiencing difficulties post Covid-19.	=14th	3	32
FINANCE AND OTHERS 21. Establish an independent sustainability committee made up of representatives of council departments, local organisations, training providers, businesses, local citizens who would scrutinise and authorise new projects and initiatives in relation to transport, housing, education etc. and ensure all adhere to an overall sustainability strategy in line with the best international practices. This committee must build the local knowledge of integrated solutions.	=14th	3	29
HOUSING 22. There should be an investigation into how possible it is to establish a local zero carbon community-based living scheme that is attractive (growing food, low energy, shared travel, shared stuff etc) e.g., Bed Zed London.	=14th	3	26
TRANSPORT 23. Operators/providers of public services should change their vehicles (public transport vehicles and waste vehicles) to sustainable renewable sources, through a phased plan, as soon as possible (where this is	=23rd	2	41

possible) and encourage private users to do the same. The possibility of providing smaller electric buses should also be investigated to reduce emissions on less popular routes.			
WASTE AND RECYCLING 24. Thinking about the future we recommend that the Council puts a challenge to local Universities (e.g. Warwick University) staff and students to devise a way to use technology to motivate people to take responsibility for their waste e.g. from Germany - bar codes of plastic bottles recorded at sale and also at return to recycling centre with coupon given as a reward to recognise the desired behaviour, an app to record and reward people who have less waste in their bin/have correctly dealt with waste at their home e.g. recycling/compost etc., an app recognising positive choices e.g. buying unwrapped goods such as fruit and veg, re-filling containers, etc.	=23rd	2	39
HOUSING 25. Offering impartial advice and information: Invest in strong partnerships to ensure householders have access to impartial advice on what action they can take to address climate change e.g., retrofitting/recycling and reassurance that consumers are getting a quality service. This should mean offering training for the trades people to meet green standards or a national/universal quality mark. (Trustmark- currently there are very few in the district) by working with local colleges and training providers. The council website needs to be more dynamic and offer better filtering options to make it easier to find information. Should include information from all resources on how to go green in the area-community options, grants, charities, recycling, zero waste shops, clear easy to understand info about recycling and downloadable information sheets.	=23rd	2	37
TRANSPORT 26. Pedestrianisation of town centres, with provision for less able people	=23rd	2	34
TRANSPORT 27. Make it easier for people to link together their journeys on public transport through: a) Incorporating bike racks onto buses and into trains (including increased accessibility into the train/bus station and onto the train/bus) b) Offering multi-mode travel tickets with a linked advantage card to collect benefits/points/discounts etc.	=23rd	2	33

COMMUNICATIONS AND EDUCATION
28. Some people still don't care or understand the emergency of climate change. The council needs to:
  a) Put out some thought-provoking messaging to educate local people such as 'Did you know….? (thought provoking comment or shock factors to grab attention and get people interested)
  b) Invest in focus groups and research on local people who have no concern re climate change and target them; messaging to resonate with that group.
  c) Info to be shared about local impact of climate change, individual contributions (small or big) and how to reduce own carbon footprint, what the council is doing to tackle it and what everyone else must do.
	=23rd	2	31

TRANSPORT 29. Investigate the idea of harnessing the energy from fast moving vehicles (using small wind turbines on faster roads for example).	=23rd	2	20
FINANCE AND OTHERS 30. There should be better coordination between different organisations/departments who are working to address climate change (e.g., planning and building control).	=30th	1	39

TRANSPORT
31. Encourage more people to reduce their car use through:
  a) establishing car free days or periods in a day, (note. this should be done alongside incentives e.g., subsidised bus tickets).
  b) The organisation of car sharing and car clubs which must be promoted so encouraging their use.
  c) Park & ride facilities to access town and schools. These should be low cost and include for example a free public transport ticket for the onward journey (bus etc.)
	=30th	1	31

TRANSPORT 32. Engage with GPs and health professionals to encourage positive lifestyle changes through increased active travel (walking and cycling). Link with social prescription. (i.e. What's good for your health is good for the planet's health. Look after yourself look after the planet).	=30th	1	28
COMMUNICATIONS AND EDUCATION 33. Council to promote awareness of the Climate Emergency logo/brand (maybe redesign to a more eye-catching logo) which would go out with all communications/web page/transport etc so that the whole community easily recognises this emergency and can access information (information accessible to all e.g., community languages & info channels, large print etc.) on how to reduce their carbon emissions. (Promote messages via poster competitions to local young people through schools which can be cascaded out in the community) e.g., Look after yourself, look after the planet.	=30th	1	28
FINANCE AND OTHERS	=30th	1	28

34. Warwick District Council to go paper free to save trees and only offer paper comms by request and encourage organisations, businesses, NHS to do the same.			
TRANSPORT 35. Investigate the possibility of a bike rental scheme suitable for our unique geography.	=30th	1	14
FINANCE AND OTHERS 36. There should be a referendum to let the people decide whether council tax should be increased to help pay for climate change measures. This must include a pre-referendum campaign (for and against) which also makes clear what the money would be spent on.	36th	0	28

Recommendations in depth

TRANSPORT

1. Promote and encourage **more people to take up cycling** through:
    a) Better quality and increased number of cycle paths that are safe and well lit
    b) Cycle, pedestrian, and motor vehicle routes/roads/paths to be properly physically separated (e.g., grass verge, flexible bollards/barrier)
    c) Secure bike storage in places where people live (e.g., flats) and in places where people visit (e.g., town centre)
    d) End to end journey consideration - unbroken cycle routes, security, storage, hire
    e) A clear good quality cycle route plan for Warwickshire, well promoted - link with upcoming 'signposting' project
    f) Free cycle training/tuition (safe riding and maintenance)
    g) Promoting the health benefits of cycling
    h) A safest cycle routes app - (city mapper) linking cycle, bus etc.

Number of votes: 28			Overall rank: 1st	
No of times in people's top 5: 14			Score (degree of support): 39	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
16	7	5	0	0

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

- Change in local people's habits need support through good infrastructure, enabling that change to be easier and faster.
- Cycling is one of the healthiest ways to keep fit, exercising the large muscle groups. Great for cardiovascular, particularly good for the elderly (muscle wastage and blood flow to the brain not to mention mental health). With safe and pleasant routes to encourage a safe and enjoyable journey experience this would no doubt play into a fitter and healthier community. This translates into less doctor/hospital visits saving millions of pounds. If this was in some way measurable perhaps WDC could lobby the government for the money saved to be pumped back into even better cycleways etc. we have a chance to flagship Warwickshire as a desirable place to live for example, we could improve and utilise the canal tow path to incorporate cycle lanes.
- This will be amazing to address climate change, and these methods will help encourage cycling.
- It is a worldwide issue, and this is important.
- Good idea but not for me personally
- Any encouragement of active travel I'm a big fan of. And it is important we ensure these activities are safe. As a car driver I would like to see cycling and driving separated more. If it was this would encourage me to cycle.
- I think encouraging cycling can be a good thing, I have some concerns about unintended consequences of cycle paths on roads causing additional traffic and pollution by reducing lanes (e.g., Bath Street, Leamington).
- I personally think the number of people who are fit, able and not too inconvenienced to cycle is a small majority of the district. This may however encourage a handful. Will this help us address climate change by 2030, I'm not sure.
- I support all this group of recommendations there are too few cycle paths /routes. What about a cycle route from Kenilworth to Coventry?

- Pedestrian foot paths should be for people walking, Blind, Deaf, hard of hearing, elderly, mothers with small children. Plus, the general public. Bikes move at speed and people don't see or hear them, whilst walking. The two don't mix, in England in 2019 we have had 534 injures 6 deaths.
- I don't cycle but can understand that many people will be cycling in the future.
- Cycling is good for our own health and planetary health. It must be promoted, encouraged, and supported in any way possible as direct and indirect benefits are massive and will result in huge savings on health care and environment. Safety of cyclists should be prioritised. This way, pedestrians will feel safer too, as cyclists will have their own lanes rather than cycle on pavements. Win win.
- I would add longer distance cycle routes (to make the most of e-bikes) and improving driver awareness of cyclists. The Warwick district should be an easy place to use, own and store a bicycle.
- I don't cycle, but it would benefit all town and outskirts folk.
- Cost benefit of carbon saving could be significant but implementation but implementation likely to be costly but the secondary benefits (health, etc.) would be worthwhile.
- I wholeheartedly support this especially parts a, c, and d. Cycling is a viable alternative to transport by car or bus, but many residents are limited by the lack of safety and security when cycling. Safer paths and more thoughts into storage and security measures are needed to eliminate these barriers and encourage residents to consider cycling instead of driving.
- I strongly support this recommendation as I believe the quality and quantity of cycle paths and bike storages are far from a satisfactory standard. I myself cycle to work daily and I really struggle to park my bike both at home (living in a flat) and at my workplace, which I can imagine prevents many people from using bicycles.
- Planning need to ensure that they do not put bike lanes in that will slow traffic and result in more stagnate traffic flow.
- All the above is within the councils' control and can be implemented if funding was there. I couldn't find information on the Warwick District Council, web site, however on the Warwickshire Country Council website there are maps, and some information. What I couldn't find was a link on who to message / ask questions on cycling issues. If local improvements / suggestions could be made and who to highlight problems to when travelling by bicycle.
- I feel that b) is the most important aspect of this recommendation. There are too many car drivers that ignore cycle lanes on roads and there are too many people walking down cycle lanes and cycles riding down footpaths even when they have their own segregated areas. It would be interesting to know the statistics for accidents since introducing cycle lanes.
- Whilst not suitable for everyone (or every short journey depending on what you have to carry / the weather etc.) increased use of bikes for transport is excellent for both the environment and health. I think good cycle paths / secure storage etc. would increase bike use (especially as electric bikes are also now widely available).
- Warwickshire County Council seem to be doing a lot of this. Improving air quality by using less petrol/diesel vehicles should be a priority to then enable a more pleasant cycling environment.
- Incentivising people to cycle/walk shorter distances is important and, in my view, the way forward.
- I'm a keen cyclist and the use of bikes on a large enough scale would be beneficial. I don't think it will work as it is a huge move for people to leave their cars at home.
- Even if all of the above is not achievable some small steps could make a big difference to improving cycling in the area. Signposting the routes and paths is a key.
- Cycling is one of the cleanest methods of travel. We need to make sure it is the first thing people consider doing when they leave their front door. At the moment cycling infrastructure in WDC is pretty poor, it can be so much better!
- Cycling is a way to both increase public health and get cars off the road so the council should do everything they can to promote it. Cycling is a win win for me.

HOUSING
2. Every new house must be carbon neutral both in construction and in their future use. There are quality standard tools that can be applied e.g. BREEAM, LEED, Passivhaus and these should be used. A resourced monitoring process needs to be in place to make sure this happens.   Our council must investigate how it can accelerate in any way possible, as quickly as possible a drive to carbon neutral housing. This local action must be supported by similar national building and planning regulations. We recognise building regulations do not currently require homes to be carbon zero. We expect Warwick District Council to lobby for change to this at a national level.

Number of votes: 28			Overall rank: 2nd	
No of times in people's top 5: 10			Score (degree of support): 43	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
18	7	1	2	0

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

- Household emissions constitute a large part of the carbon output of Warwickshire, second only to transport. Many new houses already under construction in the area ought to meet the highest standards if possible.
- I agree that there should be realistic targets in place but mandating the construction process as well as the operation is net zero would not be achievable.

- Building and planning should be working to a standard set of commonality/metrics for simplification to all people involved. Not least to reduce complexity and get things moving more quickly. All too often the politics become part of the problem rather than part of the solution.
- Housing is a major contribution to carbon emissions, so it is crucial that the council make sure that new builds must be carbon neutral.
- Since there are quality standard tools therefore it can be done.
- I strongly agree of this, we should be looking for new techniques of how to efficiently build houses rather than sticking to what we have been doing for years. Houses built now should be around for long time so this very important issue and should be addressed quickly. I expect work just a council to lobby at a national level for this.

- I would only support such increased regulations if they could be guaranteed to not increase house prices.
- The building of new houses is very visible in the district at present. We will be asking the public to make significant lifestyle changes to challenge climate change and to see new buildings created without carbon neutral consideration will discourage the public to join in with retrofitting their own private homes. This is really leading by example.

- This is setting the highest standard which is now necessary.
- The houses we live in are our homes. We can move and change where we live, but we only have planet earth to live on.
- WD need to ensure that people who buy new builds will not be forced to pay additional sums in the near future to carbon neutral their homes. WD should ensure that house builders know this.

- I believe urgent and significant action is required if the government's commitment to - and legal requirement for - net zero greenhouse gas emissions by 2050 is to be achieved. I understand that local authorities still have the power to set local energy efficiency standards for new homes so why permit the

construction of sub-standard buildings. New buildings should be designed to reduce the burden on the national grid because doing so would help the grid decarbonise more swiftly. Also, it is significantly cheaper and easier to install energy efficiency and low carbon heating measures when homes are built, rather than retrofitting them afterwards.

- We cannot allow new buildings to be constructed to out of date and carbon inefficient standards.
- Traditional building materials and methods are very carbon intensive, going carbon would potentially be a win-win situation, lowering initial construction costs and reducing-going carbon usage.
- The council must look at how to prevent future problems when working towards carbon neutrality. To focus solely on retrofitting existing homes without ensuring new builds are carbon neutral will only mean that the problem continues to exist and grow as housing demand continues to outgrow supply.

- Since housing and households are one of the main drivers of climate change on an individual sense, I believe it would make sense for the council to better regulate housing projects. However, it should be done in a way that it does not prevent young people/first tie buyers from buying a home. Thus, it is important that house prices are not significantly affected.
- Large % of impact with all new houses being built with no consideration for this. Council and home builders have a duty to do so.
- How can we justify the retrofitting of low carbon technologies to older houses, when we are not making new build homes the best that they can be? Where it's easier to design and build in from new and lower overall cost.

- Building and heating homes is a major CO2 producer and every new house built that is not carbon zero adds to the problem for years to come. I only marked as support (rather than strongly support) as maybe going full carbon zero immediately & locally only could have too many other implications. BUT I strongly support to be as ambitious as possible in this area, especially nationally.
- There is no such thing as a fully carbon neutral house. All houses require timber.

- Housing is one of the key sources of carbon emissions and the planning process cannot continue to allow new housing adding to the problem.
- Application of building standards must be nationwide and WDC must apply these and lobby for changes at a national level.
- I support carbon neutral housing; I think this is quite a big step to be implemented immediately.
- Completely support, we need to make sure all new homes do not contribute to the problem of climate change, as soon as possible. The longer we wait, the more homes we will need to retrofit in the future.
- I agree that it is very important to future proof our houses. If I was to buy a newly built house it would be with the thought that it would be less likely to need work done to it. If houses aren't built to be carbon neutral now but there are government targets to reach net zero emissions, one day these houses will need to be retrofit to reach these standards.

3. A coordinated and collaborative communications campaign to encourage everyone to take action and make lifestyle changes. This messaging needs to be aimed at the whole community with messages targeted to specific age groups using specific tools (e.g., billboards, school networks, workplaces, GPs, sound bites in public spaces, transport advertising spaces, supermarkets, radio, and other media). This should be launched as a climate emergency roadshow which would be visible, dynamic and attract publicity. Target groups should include Primary schools, Secondary schools, adults of different generations.

The messaging should encourage people to take action on recycling, active travel, (e.g., Walking Wednesday, Cycling Sunday, walking weekends, waste management, tree planting, planning ahead to do errands in one day, shop local, shared journeys and resources, meal planning including less meat consumption). Local businesses and organisations need to come together as partners to create and spread these messages which must be apolitical and give a range of options. e.g., 'Make a change for climate change- everybody just do one thing, 1 small step'.

Local schools need to embed climate change education into their curriculum, this should be via assemblies, lessons, and projects.

Number of votes: 28			Overall rank: 2nd	
No of times in people's top 5: 10			Score (degree of support): 38	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
16	6	2	1	3

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

- people who participate should be rewarded/incentivise (not penalised) due to personal circumstances. E.g., green points redeemable for interesting gifts/activities, travel trips etc. for information: an elderly person unable to participate could still benefit via their carer or grandchild/community group with exchangeable/gift of all points to encourage group thinking.
- This will be crucial, as this will push change to the forefront of everyone's mind.
- Everyone in WDC to participate and be proud that we can achieve this by 2030.
- The whole community needs to be engaged in the struggle to reverse what we have done with climate change, and it is incredibly important that this information gets through to those who wouldn't go looking for it. Throughout the pandemic I have found soundbites on the radio very informative.
- Although mention is made that the messages should be apolitical, I am not confident that teaching climate change in schools would be done in a purely science-based way. I fear that such teaching would inevitably become a vehicle for left-wing political ideas (e.g., the proposed Green New Deal in the USA), regardless of any guidance set.
- We could utilise our fantastic local groups to support this such as those teams in Harbury and Bishops Tachbrook.
- Perhaps WDC could use some of these ideas in their campaign which we understand they are launching early 2022.
- I would suggest listening to earthrise by Amanda Gorman I found it truly enlightening. Everyone should here this poem once.
- WD need to encourage all ages, all ethnic groups to take interest in the world around them to promote the effect that Climate change will have on lives going forward.

- In support of the cause, roadshow visitors should be encouraged to arrive via a sustainable mode of travel and a vegetarian (or no red meet) food festival/cooking demo could be part of the bill.
- This campaign will be of huge benefit to WDC in its Climate Crisis efforts.
- Some good points, hard to co-ordinate and likely to have substantial financial costs.
- This is good in practice, but I worry that without suitable information regarding larger schemes to combat the crisis, or without enough policies launched alongside to promote sustainability that this would be misinterpreted. This feels like the sort of message that could be easily perceived as blame on individuals, which whilst that is a valid criticism, much of the blame lies outside of our control with larger brands and companies.
- Individual change is very important. There should be greater emphasis on eco conscious eating habits, such as vegetarian and vegan lifestyles.
- This has been done by national government. This a lot of money for not much output
- We all have a very large prefrontal cortex… which is more commonly known as the "can't be arsed" part of the brain. Hence no matter how many times you inform etc… the people will not comply or do the right thing. Hence as most people are selfish, the following is the best method, don't give people choices. Make the things less attractive with higher cost / taxes, hence the people who have an interest and do the right thing get their money back or doesn't cost them anything extra in the long run, and the people who can't be bothered pay the higher price for things and the extra tax pays for the disposal.
- Good to try and influence everyone in the district to make personal changes to combat climate change. Care just needs to be taken to do it in a way that has the right effect (not ignored, perceived as just telling people what they already know, too much "nagging" etc.).
- Climate change can only be reversed if everyone acts so this is absolutely crucial and top priority. I feel this needs more thought to refine the recommendations further and simplify to be clear what simple things the general public can do right now like eat less meat, drive the car less, use less energy (turn lights off etc), reduce waste and re-use /recycle more, plant a tree. People less likely or able to afford to change their gas boiler, or buy an electric car, although some will be able to this, but not many. If we can ask everyone to do one easy thing, this multiplied out will have the biggest impact (not just district but whole planet population).
- I am afraid communication/education/marketing campaigns are not sufficient to force the urgent changes needed to address the issue and can be too easily undone by businesses with a vested interest in things not changing too much too fast.
- This is one of my top 5 recommendations. This covers the message that everyone must play their part, I think schools should run climate change awareness and if this is done properly there will be no political element.
- Fully support the roadshow concept, consistent messaging from all angles. In reference to the comment around climate change being embedded within education I think that simple skills need to be reintroduced into the education scheme for example, cooking and nutrition, sewing, woodwork, gardening – simple skills which will help people be more self-sufficient and resourceful.
- Completely support an increase in awareness of these important issues. If we can make enough people care and take action, we will have a fighting chance of reducing our GHG emissions by the necessary amount.
- Definitely need to raise awareness of things people can do. It's extremely important to make people aware of the inexpensive things people can do. A big difference is most likely to happen from a large amount of people making small differences.

FINANCE AND OTHERS

4. Warwick District Council should develop a programme of carbon recapture in all council owned green and currently unused areas (even small ones e.g., corners at the end of streets) to include appropriate native trees, shrubs, wildflowers for wildlife, create wild meadow areas instead of mowing and a promotion to encourage the public to develop their gardens in the same way.

Number of votes: 27			Overall rank: 4th	
No of times in people's top 5: 8			Score (degree of support): 40	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
17	6	2	2	0

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

- Re-wilding our natural spaces is the only way to bring back some degree of biodiversity. A stronger stance from the council is needed against developers creating destruction to natural spaces – even such as individual large tree felling which is deemed unnecessary. Protecting large and ancient trees, woodland and nature-rich hedgerows and riverbanks should also be high on the council agenda.
- Good idea, but lots of time and effort for something that may not be as effective as other points.
- This would maximise use of space.
- We were told by one of the experts that isn't just about trees, it is about getting 'green in the cracks'. This can be on rooftops of which we have money street corners and anywhere that something can grow.
- I think making space for wildlife is very important and will protect our environment for generations to come.
- Far more trees, shrubs should be planted; this needs one person to be responsible for all this. Also, annual plants in public gardens etc. could be replaced by drought tolerate plants thus saving all the watering necessary during the summer months.
- We have green spaces in areas which are not used, which are nice to look at such as: Edges of Parks. Myton Fields on top off the bank could become a wildflower meadow. The Myton Green new estate would benefit from some wildflower meadows. The Grass verges could be planted with wildflowers this would mean you only mow once a year which would spread the seed and bring more wildlife back to our town. Give wildlife a chance to grow and be part of our life without pollinators' we lose.
- Easy and effective.

- WDC could go further and ban/penalise the cutting of woodland.
- The more 'green' we are, the more the planet benefits. Every little helps.
- Seems unlikely to bring significant benefit on carbon.
- More should be done to convert public green spaces into areas that actually support the local eco-system, but I worry that this is not sufficient enough on its own and know that more drastic action is needed than encouraging biodiversity.
- I support this recommendation as I believe it is very easy to achieve but it can also be really impactful.
- HS2 has decimated the landscape and there should be more planted than saplings.
- Pointless, firstly we should put all our energy and effort into not produce any new CO2 emissions, then to reduce them to zero, then go negative with these projects.
- This is one recommendation that WDC can take on board themselves whereby local citizens don't have to make life changing choices. This could have the greatest effect on halting climate change.
- I support tree this proposal as it will make a small difference to climate change but also improve the environment in other ways as well. I just think that we should not overstate the climate change

difference that local tree planting will make, it should not be an excuse to carry on as we are creating emissions.

- Priority. This was dismissed by some members of the Inquiry as just a bit green fluff, but it's actually critical. We need to get carbon production to zero to stop the increase in climate change, but it's already at levels too high which need to be reduced, which is where tree planting comes in as critical to extract carbon from the atmosphere. To then also glean the biodiversity improvements in an integrated environmental approach by planting large scale in new forests etc. Walking and cycling benefits and health and wellbeing in the round, as well as reducing car use travelling to forests in the wider area. Absolutely critical and should be a priority for the local authorities at all levels but also individuals in their gardens which combined is a huge natural resource which could make a significant difference and is easy to do.
- This is one of my top 5 recommendations. Tree planting and protection of green spaces is a most important action to combat climate change.
- Could this also include education to people on what they can do within their gardens. What small steps can people make in their gardens to support carbon recapture?
- Completely support. We need to maximise all of our green space in WD so that it is taking in as much carbon as possible and at the same time is restoring biodiversity.
- Good idea.

WASTE AND RECYCLING

5. Encourage the reuse of items to reduce landfill.

We would like a centralised management and information platform administered by the Council to increase awareness and availability of systems for obtaining or disposing of reusable items that would otherwise go to   landfill. This recommendation has two parts:

a) Online digital element: We request Warwick District Council host and manage a central platform that is accessible to people from home or in person support (in a council premises), if someone hasn't got internet access or know how. It should include information about all the online platforms that people can choose from to be able to get things they need from others who don't need them anymore (e.g. household items or food that would otherwise be wasted - freecycle.org, olio, too good to go and various Facebook groups).

b) Physical community hubs should be established for re-purposing things which are no longer needed and providing information about the online options above. These could also host 'repair cafes'. Existing facilities at council owned recycling centres (some with charity shops on the premises already) should be further developed to provide these hubs. Proactive intervention from centre staff to check if items could be recycled or re-purposed. Information could be shared about other existing organisations such as Action 21. Other suitable premises should also be found e.g. Shakespeare Hospice premises in Kenilworth, and also in villages

Number of votes: 27				Overall rank: 5th
No of times in people's top 5: 7				Score (degree of support): 41
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
17	7	2	1	0

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

- It is essential to remember that a clear message to reduce waste first is presented as the most carbon-friendly option, before recycling as a second option.
- publicise the above information and make it easy for people to just bring items in and team will sort and take care of it. Make it so simple people feel so compelled to come in. Better still allow a central vehicle every month to roam the streets (much like the scrap metal vehicle) to save on individual car journeys.
- This is needed to address climate change and will encourage people to take action.

- Will lead to reduced landfill.
- I like the idea of repair café. But Leamington is full of charitable enterprises, but the bigger problem is people's perceptions of it, not their lack of knowledge of where it or how to interact with it. I would rather see items and packaging reduced from the beginning. Tackling fast fashion and items that are built to break.
- Good idea to increase reuse of items, I would like to emphasise the cost benefits to people of reusing items as not everyone is interested in the climate arguments.
- We have residents who cannot afford new items and we have residents who are throwing away perfectly reusable items into landfill. We have an opportunity here if managed correctly to help our community and help our climate change emergency.
- Yes, because I know already the charity shops in Kenilworth and Warwick do a fantastic job recycling 2nd hand items of all descriptions. Samaritans have just opened a shop in Kenilworth.
- We have gone from a make do and mend. To consumer mad society which needs the next new item advertised

- Recycling is a valuable tool against Climate change. This could be done effectively by WD at the local tips.
- We forgot the joys of reusing, the creativity is sparks, the memories objects can generate – we need to bring these back. It should be easy to reuse and repurpose even for the generations which haven't been taught DIY.

- I agree with the principal of making the most of our resources so can see the merits of this proposal, but my inclination is to encourage reducing waste and to challenge consumption, or, more accurately, the over-consumption of resources.
- N.B. Repair hubs will need more space as time goes on. Publicity also required to encourage folk to use facilities made available. Thereby encouraging re-use/re-cycling.
- Reusing or repurposing could be run as a high visibility enterprise with multiple attractions but could be spoiled by potential high running costs if not well organised and managed.
- This is a great example of a policy that would not only help reduce landfill and recycle goods but would help those less fortunate such as low-income households and those who are homeless. Allowing for access to this service in public places would reduce the likelihood that those who need it most would be unable to access the service.
- I believe reusing items instead of buying new and throwing the old away is key in tackling the climate crisis. However, at the moment it is very hard to come by already existing platforms and services, and one has to put significant efforts into finding these opportunities. I think having a platform where all green services etc. are available would really help people who would like to make more eco conscious changes, but don't know how. I personally volunteer for Olio and collect food waste from Warwick Tesco to redistribute in the local community, but I found that most people do not know of this service and therefore do not take advantage of it.
- I think this could be managed via a local community group so that the council does not spend excessive money on such.
- A web page on the council web site to give a central location of all the groups that are involve in this area are to be listed with links, who is on the list is managed by the council. I would support the council owning land or building and leasing it to a "Action 21" type group or groups at minimal rent, but no other support as it should be self-funding. As the key for this type of stable location where everyone can get to and gets known by word of mouth and people then think of it a place to make donations and a place to buy goods from, but this takes time.
- Not bad things to do but I'm not sure of the scale of impact on greenhouse gas emissions.
- Need to reduce waste being produced in the first place so re-use should be a priority.
- While I (strongly) support recommendations involving waste reduction for a whole lot of other reasons, I think their impact on carbon emissions (and climate change) in Warwick District will be very limited.
- I visit the council tip in Leamington and I am always alarmed at the amount that is going to landfill, something needs to be done.
- Is there a way to utilise this to support upskilling opportunities too? Providing people with some training for making repairs, this could support them finding work or improving younger people's ability to fix their own items at home etc. One way to work on fighting climate change is to reduce consumerism, to do this we all need to be better at mending or upcycling the items we already have.
- I will strongly support any initiative that will reduce waste and encourage the re-use of things.
- Love this idea, people should also be encouraged to shop from second-hand stores.

TRANSPORT

6. Make public buses more attractive as an alternative to cars through:
    a) Subsidised bus travel/ reduce cost of bus travel
    b) Bus vouchers included in your council tax (number of vouchers each year)
    c) Improve quality of bus services
    d) Ensure buses are accessible for people with disabilities and hidden disabilities.

Number of votes: 28			Overall rank: 5th	
No of times in people's top 5: 7			Score (degree of support): 39	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
14	11	2	1	0

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

- a) to incentivise and motivate b) to incentivise and motivate, c) electric buses, better frequency and easy roll on/roll off bike accommodation on side of bus. D) bike access into side boot of bus, roll on/off allowing multimode transport mindset.
- Great ideas to make buses appealing, will reduce amount of cars on road.
- Positively and definitely true of peoples perspectives that beneficial to society and reduces emission.
- A set amount of bus vouchers each year is a fantastic one. I would change a year to a month, people can easily forget about a yearly allowance. And if someone starts to use the bus once a month, this is more likely to set a pattern in their behaviour. If you want to make a real difference, public transport should be free.
- Personally, think this would be fantastic. Some buses are difficult for people with hidden disabilities to use for a number of reasons. It is also much more expensive than owning and using a car currently, whereas it might be more appealing if it was more affordable.
- Making bus travel more appealing by increasing reliability and availability and reducing cost is important to establish buses as a genuine alternative to cars for the majority.
- With 6% (and rising) of families having a child with disabilities travel is not always possible without seatbelt harnesses being made available.   This small addition to our public transport would allow an often-forgotten proportion of our society to utilise public bus travel over car journeys.
- OAPs already have free bus passes. But I like the idea of a subsidised bus ticket for regular users.
- I oppose putting this on council tax as this would fall on the poor as well. This should not be a blanket increase. The government provide all subsidized bus travel not local councils.
- Every provision of services comes at a cost and this must be balanced. Subsidised costs mean money from another source, where is the money coming from?
- Buses are extremely expensive, even for me and I identify our family as middle-class, I cannot imagine how prohibitive the cost is for those on lower incomes.

- WDC need to identify and overcome barriers to the use of public transport.
  From my perspective, as someone living in Kenilworth, without a car, I recognise that the geographic and time of day coverage of the bus services in my area (Burton Green) limits my ability to access employment, health, education, shopping and leisure opportunities in Kenilworth. WDC need to better assess public transport access/needs – taking the level of car ownership in an area out of the equation – and offer an effective transport network. The infrastructure supporting that network (e.g., bus shelters) should also be considered as a factor influencing bus use.
  WDC could trial £1 day ticket on buses in the county for a period (e.g., 2 months) and monitor effects (e.g., uptake, traffic numbers, congestion, high street trade, cleaner air) this needs to be coupled with

improvements in the bus service (e.g., better integration and timetabling) the aim being to both reduce car use (hence reduce carbon emissions, improve air quality etc...) and motivate household adoption of low-carbon lifestyle.

- Bus travel is currently pricey, therefore not encouraging folk to use them.
- Again, there are likely to be significant ongoing management difficulties and costs. It might be useful to link Points 13, 14 and 15 into a single suggestion.
- The council provides subsidies to local bus travel providers and as such should be closely monitoring to ensure the quality (which has been falling recently in terms of services offered) meets their expectations. Bus travel is very expensive especially when charged at a flat rate and the added inconvenience of a longer commute can make car travel more desirable, as such subsidies would greatly help to make buses cheaper relative to cars.
- I strongly support this recommendation, especially the first point about subsidising the cost of bus travel as I find it too expensive. Many times, it is cheaper to call an uber than to take the bus which is a really bad message the council and bus companies send to potential customers, as people often end up calling an uber instead, when they could have just taken the bus.
- Bus travel in the region is far too expensive and many of the buses run empty. Trail a month of reduced rate fare – advertise and see if revenue to the bus company improves.
- Benefits all, old, young, disabled, low earners, cheap to get to work, avoid loneliness, better social mobility also.
- In conjunction with this the bus has to be cheaper than going by car and quicker i.e., dedicated bus lanes or restricted access where buses are only allowed to drive through an area and all other traffic is not allowed to follow (i.e. automatic raised bollards or ANRP cameras etc.
- This could only be done if more routes were added. Walking ½ mile to a bus stop would not be an option for myself and my partner.
- Improved public transport sounds nice but the cost vs. impact on climate change would need careful investigation for each specific initiative.
- I am not a bus fan as a disabled traveller.
- None of these suggestions would have a positive effect to bring adjustments to council tax to include vouchers I think that's a nonstarter.
- For me many people don't take buses from a convenience standpoint, not cost. I think this would be a lovely benefit to those already taking the bus but I'm not sure it would encourage more people to take the bus which is what we are inevitably aiming for – would you even know the scheme existed if you don't take the bus to find out?
- Completely support. Bus services for most of the people in WDC are pretty poor, they can be so much better, and as a low-carbon alternative to private car use should be heavily prioritized going forward.
- Definitely need to make busses more attractive.

HOUSING				
7. Warwick District Council should refuse all future planning applications for any new housing that is not carbon zero on the grounds of the Climate Emergency Action Plan and see how the developer responds. Radical action must be taken. We are concerned that such action should not penalise young people trying to access housing and we encourage Warwick District Council and others to investigate how this might be achievable.				
Number of votes: 28			**Overall rank: 5**[th]	
No of times in people's top 5: 7			**Score (degree of support): 36**	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
14	8	4	1	1

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

- Again, a realistic target should be in place that does not penalise or make development unattractive, more emphasis on large scale developments to support the infrastructure and possibly help / support the existing community with issues such as clearance of areas to make use of existing machinery that will be present on building sites etc.

- this could be at least an attention getter for legitimate reasons. The nation has been talking about this issue for years but alas consistently missing targets to make a change. Re: young people getting onto the housing ladder, a points-based system (for each individual) could encourage responsible adoption of green/low carbon initiatives to incentivise rather than put off individual's first step onto the housing ladder.

- Radical change is needed for this matter, so it is important that radical action is taken.
- WDC can influence but can't necessarily see it through.
- It may be unfair to do this if there isn't already housing regulations surrounding it.

- I think rejecting plans for desperately needed housing will lead to even further increased house prices, preventing young people from getting on the housing ladder.

- This radical action will show Warwick District as a shining beacon in treating climate change as the emergency it is. Somebody has to throw down the gauntlet to be progressive about carbon zero building – why not Warwick?

- This would then support the 1st recommendation.
- The time for action is Now. Now, tomorrow never comes.
- WD need to be emphasise that all future new builds recognise the need to be carbon neutral.
- There are huge margins in new developments. It is ok to earn money if you are a private business, it is not ok to compromise on the quality and sustainability, and it is the duty of the Council to remind businesses of this and intervene if necessary.

- WDC need to start saying 'No' more.... No to new houses that don't meet higher standards, and No to new developments that are not connected/accessible to local amenities (specifically key/public services but also employment and leisure facilities) other than by car journey...No Bus-No Build.
  If there is no scope for large scale refusal (given other planning obligations) then, if legal to discriminate, larger developments should be refused. Alternatively, if no scope to refuse, WDC should incentivise the building of zero carbon by charging little or no CIL to such builds whilst increasing CIL significantly for those just sticking to building regs.
- I'm not sure how far WDC will go with this suggestion. In the interest of the planet, I hope it happens.

- Basically, in favour but this idea may antagonise would-be developers. thus, reducing the likelihood of their co-operation.
- I agree with the sentiment but believe it important to consider that these developers operate a business that prioritises profit and minimising cost over the ethics of ensuring properties are zero carbon. I would worry that in some cases if this was an absolute, then developers would simply choose another location to build and want to be understanding of the drastic need for housing and for the business developers bring to the local area.
- Although I support the initiative (that WDC should refuse applications that are not carbon zero) this recommendation is a bit unclear for me, specifically the part about 'and see how developers respond'. It is unclear to me what should happen after WDC 'sees' how they respond. Regardless, I am in support of regulating carbon emission in the district when it comes to new houses.
- Developments are being built like boxes with nothing being implemented for carbon neutral. They are continuing in the same vein. The 1 bed homes must be kept affordable for the younger generation.
- How can we justify the retrofitting of low carbon technologies to older houses, when we are not making new build homes the best that they can be? Where it's easier to design and build in from new and lower overall cost.
- Same comments as for item 1. Ensuring that housing in the area does not become even more expensive for those trying to get onto the housing ladder is an example of why I think maybe a stepped approach towards full carbon zero (in build & running) for new houses may need to be accepted BUT I think we should push hard!
- Dirty cash is the driver for many in the housebuilding sector. The Council should take a moral stand. But national planning policy.
- Most house builders will not make the necessary changes to their well-established processes unless forced to by radical action. Carbon neutral housing is already possible and viable but major house builders must be pushed out of their comfort zone to make that a widespread reality.
- With the importance of global warming developers must confirm to agreed national standards they have no choice. There is also the problem of access to housing for young people, because of house costs.
- Investigation piece is important.
- I strongly support as radical action is needed, I am intrigued to see what the response would be, and how easily developers could adapt their plans when they are mandated to in order to build in the area.
- If a developer was flat out refused planning permission, they would likely take their business elsewhere as a path of least resistance. This would prevent Warwick District from expanding, turning away both potential income and new residents.

COMMUNICATIONS AND EDUCATION				
8. The Council must feedback to the Inquiry group and district residents about developments towards carbon neutrality and implementation of recommendations every 6 months and support the development of a scrutiny group made up of members of the Inquiry. The Council must demonstrate success in adopting the Inquiry's recommendations.				

Number of votes: 28			Overall rank: 8th	
No of times in people's top 5: 6			Score (degree of support): 46	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
20	6	1	0	1

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

- The council must be held accountable to the public for the leadership it must take in reducing Carbon across the county.

- this would keep the issue alive and fairly current in people's minds and allow trust/integrity to develop over time.
- This is crucial as we can look at what has worked and hasn't and move forward to continue to make positive change.
- Otherwise, it's just an exercise and tick boxes will not help the crisis we are in now.
- It shouldn't just be to be enquiry group it should be an open dialogue with the entire district.
- I strongly disagree with the idea that the inquiry group should be the body the council is accountable to. By its very nature, the inquiry group is biased towards the kind of people who would want to sign up to give up large amounts of time to discuss the issue and is therefore not representative of the wider public. Making the inquiry group the arbiter of the council's policy is undemocratic - the council is ultimately accountable to voters every four years; it is them who should decide whether they have lived up to what they promised.
- This is absolutely vital; the inquiry may have concluded but the challenge really has just begun.
- Perhaps one individual could be appointed to report back.
- HOW?
- WD must step up. We are not the solution.

- Accountability can be encouraging. Scrutiny of all WDC's Climate Emergency plans is required not just the Inquiry's recommendations.
  Being able to measure and demonstrate the effectiveness of the recommendations (in terms of behaviour change/co2 reductions) is more important than simply adopting the recommendations.
- IF the enquiry members so wish.
- Feedback is essential but must be realistic and convincing – no waffle!
- It is crucial that the council is able to be held accountable, I would suggest going further as to make this feedback available on the council website so that general members of the public can access this information too.
- In order to tackle climate, change it is very important that the council is accountable on its action and that the community is aware of what is being done to achieve the goal of tackling climate change in the district.
- With clear KPI's that are SMART (measurable) to a timeline
- Yes, a must, maybe once a year, on what reduction on CO2 has be made and where, and what the next years target is and what work is being carried out to get this reduction.

- I feel this is important so that WDC can show they understand the importance of the emergency.
- I think there should be good governance to ensure WDC is making real progress ref Climate Change Emergency actions. The form that should take probably needs more discussion.
- Could be a group of 30 randomly selected residents on a rotating basis so that no one group dominates.
- I strongly support this but think it should be part of an opening/closing statement and not a recommendation.
- This is important because the inquiry group will learn how their recommendations have been implemented and how adjustments can be made.
- As much I do agree that they need to be held accountable I would prefer them to focus on delivering as opposed to completing an exercise that presents the right message to keep the Inquiry happy. If this exercise would help to keep the focus then I support however, I feel the sustainability board in one of the other proposals is more important and should also do the job of retaining accountability.
- Completely support. We need to be able to hold them to account.
- They wouldn't need to feedback directly to us, just in a way we would be able to easily access.

HOUSING				
9. Retrofitting must take place of all public buildings and council owned housing. Energy generation, efficiency and conservation plans must be in place with measurable targets.				
Number of votes: 28			Overall rank: 8th	
No of times in people's top 5: 6			Score (degree of support): 40	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
13	14	1	0	0

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

- After transport and private homes, this sector is the third biggest in carbon emissions.
- The council should tap into existing approved developments being undertaken by large scale developers – part of the approval process should contain a piece around CSR and supporting local initiatives if it does not already. Ideally, I would like to see support for residents retrofitting or developing being able to tap into waste and rubble removal / delivery collections etc. in order to reduce wastage and carbon footprint.

- not only is this necessary but it would endorse the fact that WDC is leading by example encouraging participation by the community. This should be well publicised.
- Measurable targets will help move towards long term change by 2030.
- Realistically buildings are too old i.e., Listed buildings are too expensive for retrofitting. WDC is only going to retrofit 1200 out of their 5000 housing stock. What happens to the balance?
- This is an area that the council should most definitely be leading by example.
- If initial costs can be kept low, this is a good way to help the climate and save taxpayer money over the longer term.
- This is setting an example by WDC which in turn will aid to promote retrofitting of private housing. WDC can become the experts in this area for the rest of the district to look to as an example.
- Large public buildings need to be urgently reviewed. Retrofitting of council housing will benefit those who live in them re heating and running costs.
- All avenues should be explored to gain the highest standard attainable.
- If WD is to present a strong Climate Change challenge to the community then the properties it owns must reflect the enforcements, it wishes to apply to the District. The major challenge as always is the cost. What funds are available?

- To me this also includes a proactive and targeted approach to energy advice provision for council tenants who are known (e.g., from DWP records, council tax benefit recipients etc...) or who are likely to qualify for energy efficiency grants. E.g., HEART is an initiative to support fuel poor and vulnerable households through the replacement of old, inefficient fridges, fridge/freezers, washing machines and cookers with modern, efficient alternatives. I would expect WDC to inform their tenants of any/all such schemes.
- An enormous commitment for climate change which seriously needs addressing.
- Basically, in favour but many older buildings are likely to prove "carbon expensive" to update.
- The council must practice what they preach, if they continue to rightly encourage retrofitting in private properties then they must lead by example and do so for all public buildings. Measurable targets must be included to ensure accountability and transparency.
- I support retrofitting initiatives, but I would like to emphasize that it should be done in a way that not have negative consequences for people from lower socio-economic backgrounds. If the council were to implement this recommendation, I believe it should be funded by them, or provide funding based on financial hardship.

- This will be dependent on payback of costs. However, any upcoming works should take into account ways to improve.
- All energy they purchase showed the renewable, then a cost comparison made if generation at on site locations is economic, as commercial buildings with solar panels on them must pay business rates, hence it may make the energy more expensive than buying in the energy.
  A question never explored could the council rebate or don't charge in the first-place business rates for solar panels on commercial / business buildings to encourage the fitting of panels, this would be a very low-cost action for the council. It's money they are not getting now hence it's not missed, and zero ongoing extra cost to businesses apart from the initial cost of the equipment. I would prefer this, then then farmland that would have a solar farm built on could be used to grow trees to absorb carbon. Energy efficiency for the reduction in gas burn is (strongly agreed), then the reduction in energy consumption, i.e., gas burn is a direct reduction in CO2.
- It is easy to put legislation in place for new builds but there are far more existing buildings which need to be brought up to acceptable carbon footprint levels.
- Excellent if the council can do this both to reduce emissions from their own buildings but also to set a good example and gain knowledge (e.g., with newer technologies like heat pumps) which can then be leveraged to persuade others to act as well. I accept that priorities will need to be set in this area based on finances but try to do some innovative projects as well as more traditional insulation etc.
- This should be done now, with as little delay as possible.

- Public buildings contribute to more than 10% of total carbon emissions. In addition to helping combat climate change, improving the energy efficiency of public buildings can also reduce the council's energy bills.
- This I believe needs discussing but it's level of importance needs placing at the right level.
- What are the longer terms financial savings that also come with this idea? Would this help encourage cooperation?
- Completely agree, our existing buildings are contributors to the problem, as well as expensive to heat. The sooner we retrofit public buildings the better for the taxpayer.
- Lead by example, save money in the long run by saving heat and also reduce output of emissions. If the type of building work going on was well circulated it may encourage others to retrofit their houses.

COMMUNICATIONS AND EDUCATION				
10. Local schools and other public service premises (e.g., council offices, police stations) should have targets to establish a zero-waste approach to e.g. catering and other supplies - this could be incentivised with metrics and rewards for those who perform well. Sub-contractors should be mandated to follow the same policy.				

Number of votes: 28			Overall rank: 8th	
No of times in people's top 5: 6			Score (degree of support): 35	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
14	8	4	1	1

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

- As an employee in this sector, I am astonished at the carbon waste I see every day - heating, lighting, and a great deal of other waste which is produced at high levels daily. No accountability is held currently to such places and this must change.
- If every public service premises did this would have a positive impact on the community.
- Local Authority has the ability to promote and encourage this to happen. Provides incentive for Council to challenge fast food retailers to recycle.
- I have a slight concern that public organisations are already tight to run will then have further measures they need to follow, I would like to see more efforts going into things like packaging being reduced in the first place. Schools for example don't have control over what pupils bringing in their lunchboxes and therefore end up in a bin.
- Good idea to reduce waste from public services.
- Every business, organisation, school and workplace need to be leading by example.
- Good for council offices where this could be checked. More difficult to follow up in other establishments like police stations.
- I agree.
- WD must lead by example.
- Lead by example.
- A good idea and pursuit. I do see reducing waste as linked to reducing climate change but not as significant as other measures. I'd like to think of this proposal as part of a bigger measure where more consideration is given to what is being purchased, where does it come from, what is the carbon footprint of the purchase etc...
- Likely to have relatively low running costs but could have high visibility to help other potential remedies for carbon reduction.
- This scheme could be implemented to recycle pens, catering packaging and other classroom materials and could potentially educate children and incentivise them to make a conscious effort to recycle at home as well as in school bringing added benefits.
- I strongly support this recommendation. I believe the council should make the services zero waste and zero carbon first and foremost when trying to tackle climate change.
- Supply Chain logistics have not been considered in this and food safety standards. Remember that the schools only heat up and much comes out of factories for economy of scale costs.
- Any good business will already be doing this as its increases their profits, i.e. they don't buy too much working materials and then don't disposes of unsold stock lost income and often have to pay for disposal.
- I would hope that waste was already being minimised for cost as well as environmental reasons.
- Children are the future, and zero waste schools should be a strong part of their learning so that this is

embedded from an early age.

- While I (strongly) support recommendations involving waste reduction for a whole lot of other reasons, I think their impact on carbon emissions (and climate change) in Warwick District will be very limited.
- Under the banner 'everyone must play their part' action should be taken encouraging children to play their part in waste disposal would be a good start.
- Practice what you preach. I would love to see this benefitting local suppliers too.
- Strongly support this initiative, it is in the interests of our public institutions to waste as little as possible, for the planet as well as the taxpayer. If kids can have this engrained into them from a young age it will benefit everyone in the long-term.
- Good idea.

HOUSING
11. Retrofitting of private housing. A team of independent and experienced coordinators should be in place to cover all housing. They would be available to give unbiased information and guidance of how to holistically address energy use and generation in people's houses. They will visit, assess and advise and explain the providers available.

Number of votes: 27			Overall rank: 11th	
No of times in people's top 5: 5			Score (degree of support): 34	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
12	10	2	1	2

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

- The intention here is for a joined-up approach between, planning, building control and a coordination team that can help with solutions e.g., how to go about and what type of solar / wind system you will need, whether it will be approved, how to get help, list of approved contractors etc. help with Heat pump solutions etc. etc.

- this would address the how part of the equation. In other words, we all know what we should do. Now that would illustrate how we can do it and where (who to approach for the do part i.e., action). It would allow the issue to be pushed forward.

- Important that all housing has retrofitting, as will help the climate.

- It should be run by WDC or checked by them that other providers are genuine otherwise this will create fraudsters conning homeowners, whether they are elderly or not knowledgeable as to whether the companies are bona fide.

- This needs to be done as the houses aren't going to disappear and they need to be efficient, but at the same time it'll still be down to the desire of the homeowner to do this.

- I like the idea of retrofitting for private housing. However, I have chosen neither support or oppose as I am not sure how affordable this idea is for individuals. For example, I personally do not have a disposable income at all so it is not something I would be able to invest in.

- Many lower income households will not be able to afford the costs of retrofitting, and it should be the homeowner's personal choice on whether to retrofit, not imposed by the council.

- If we are to ask homeowners to spend their time and money to contribute to the climate change emergency, they will need help, advice and reassurance to do this. Empower residents to make safe and positive changes to their properties.

- As someone who has lived in a house built in 1927 for 25 years, I have not been made aware of any grants etc. that would be available to us.

- I feel as home owner it is difficult to attain the correct advice . Which I can trust.

- I support this but am apprehensive regarding the costs.

- When something is unknown, it is harder to take a plunge. Risks of being overcharged, of getting low quality work, not understanding time it might take – all this can prevent people from retrofitting even if they feel like doing it and have money.

- I appreciate that e.g., the Simple Energy Advice website exists (and is informative) but the danger is a piecemeal approach to improvements - not a whole house solution that strategies for ventilation, heating efficiency and cooling.
  I've recently discovered that Green Deal Providers exist (https://gdorb.beis.gov.uk/green-deal-providers/) which offers a similar service so now support as opposed to strongly support this proposal.

I believe that the issue is also (more) about the absence of good quality, registered installers in the district. I'd like to see WDC lobbying government for longer term policies for the implementation of energy efficiency schemes like the Green Homes Grant. Hopefully, this would allow (1) the supply change to develop and deliver and (2) time to get households informed and onboard. I'm all for cutting out the dilly dally but, multiple schemes, running all at once, with short (e.g., 12 months) timescale is in my opinion lip service.

- Having googled retrofitting and living in a 120-year-old cottage, I am well aware of the problems involved. More readily available advice needed in order to effect the necessary changes to save energy.
- Large scale retrofitting is likely to be expensive and provide little return in terms of ongoing carbon usage.
- The council must practice what they preach, if they continue to rightly encourage retrofitting in private properties then they must lead by example and do so for all public buildings. Measurable targets must be included to ensure accountability and transparency.
- I am in support of the statement; however, this should be financed by the council, and not the people. Second, I am not sure assessments lead to retrofitting actions, especially when the owner cannot afford to do and when the residents do not own the property and thus have no control over retrofitting measures.
- The cost and time required for this is not realistic for the council to implement. No one wants council tax to increase to support within the county.
- Most of the time the truth is exaggerated i.e., look at how windows are sold and how solar thermal systems have been sold and how much money is going to be saved. Hence trustworthy and knowledge people to guild people on the technology which is out there.
- I don't see how this can be done in a cost-effective way without a major expense on the part of the homeowner.
- I think that many private building owners may invest in emission reduction measures (which hopefully also reduce running costs) but struggle to know who to trust when getting advice. How would you know if a supplier was just trying to get you to spend as much as possible? There are so many existing homes that reducing emissions from these will be important to make big reductions.
- They will have to be externally checked and trustworthy. Not people jumping on the bandwagon for profit.

- I think this recommendation does not go far enough. Without further incentives covering some of the initial costs, a large proportion of households cannot afford retrofitting. At the same time, a large proportion of the households that can afford retrofitting will not do so unless coerced by penalties.
- Alternative use and installing heating methods to replace burning gas needs to be investigated. Cavity wall / loft insulation should be standard everywhere.
- Whether it's a team of individuals or access to information, videos and unbiased information will be helpful for those willing to invest privately. This should also include ensuring a collection of local tradesmen are appropriately trained.
- Completely support. Retrofitting is sort of like the wild west at the moment for private housing, so the more we can institutionalize and professionalize the industry and process for private houses the better.
- Good idea make it easier for the public to make decisions to retrofit.

WASTE AND RECYCLING
12. The council should investigate and put in place specific measures to ensure that flats (or other premises with central waste points) are effectively included in all recycling and food waste initiatives and given access to community composting options. An investigation should be undertaken with residents of flats to find out what the problems are and then resolve them.

Number of votes: 27			Overall rank: 12th	
No of times in people's top 5: 4			Score (degree of support): 46	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
10	9	3	3	3

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

- this seems sensible when you consider a large number of people live in flats. People would observe others doing their bit which should help recycling become more self-sustaining if done properly (robust infrastructure in place). Community composting and local grow your own/allotments makes the average man on the street think about getting involved and getting outdoors more (benefits to health/NHS) especially mental health and sense of community. See Bed Zed London. A good antidote to modern unhealthy ways of living.
- Hard for people in flats to recycle, this will help.
- Julie Lewis (Stratford DC) is working hard to resolve this issue.
- Yes please. Helsinki in Finland are fantastic source of inspiration when it comes to apartment buildings and how they tackle recycling. They have recycling shoots for the apartments to use and these go down into an underground container, when the container is full, the waste is then collected. This also reduces the amount of vehicles collecting waste on the road.
- People living in flats should receive the same services as anyone else in the district.
- We are a vast and diverse district, not all residents have planted gardens, ability to install solar panels or charge and electric car, but we all need to do our bit. This is important to show we need every single resident to help in this emergency.
- We heard the need for this is dire in some blocks of flats and needs urgent action.
- I stayed in Australia the flat had underground car parking with recycling bin area collected every day because of the heat at 4am
- All flats should be provided with sufficient bins to dispose of waste in the most Climate efficient way.
- More and more people live in flats, which is sustainable. Let's ensure their lifestyles and sustainability habits aren't twisted and jeopardised because they don't live in houses.

- In principle, one's access to services should not be reduce just because one lives in a flat and waste management is an important issue in itself outside of climate change. Personally, more interested in challenging consumption and waste than recycling as a means of reducing climate change but accept there's room to address both.
- It would appear that flat dwellers in the area feel 'left out' of current efficient/user friendly waste management systems so they are probably not doing their best to re-cycle as a result. This needs looking at in the interest of good waste management.
- This function appears to be seriously lacking at present but implementation and might have relatively little carbon but provide various other advantages and benefits.
- Efficient waste management would save the council money and would also reduce emissions, especially those caused by the mixing of food waste and landfill. There are so many flats in the district that to find

suitable solutions would mean a significant change could be made to local emissions.

- One of the most important point in my opinion. It is a shame flats are not included in the recycling scheme, as they produce just as much waste of the same kinds as people who live in houses. This way, a significant portion of the population is excluded from recycling.
- Nowhere in the town centres to put your waste. Warwick does not provide wheelie bins (which do look unsightly) but could they waste from central areas and solution as one fit does not fit all.
- Find a block which have a good management / building committee and use this as a real understanding of the problems and build up knowledge and expertise on what then can be rolled out across the district. There may be problem flats / areas that may need to be done last. Do it on and individual block by block basis.
- Everyone should have access to recycling.
- Everyone should be able to recycle well, wherever they live. Also, consideration should be given to the mess in streets etc. if waste disposal points are not well thought out.
- Everyone should be enabled to recycle equally, not dependent on dwelling type.
- While I (strongly) support recommendations involving waste reduction for a whole lot of other reasons, I think their impact on carbon emissions (and climate change) in Warwick District will be very limited.
- An investigation with residents of flats must be done before any measures are put in place.
- Especially community composting, there are areas to take recycling etc. but there is nowhere to take your food or green waste unless you have a dedicated bin. This compost could be used for the public gardens etc. as well.
- At the moment there is a disparity of provision of waste collection services for those in flats and those in houses, we need to close this gap as much as possible.
- Everyone should have good access to recycle their waste. If someone lives in flats without these facilities it only encourages bad habits that they may take on with them even if they were to move onto a house with recycling facilities.

FINANCE AND OTHERS				
13. We are concerned about the detrimental environmental effects of commuting. Warwick District Council should investigate ways for this to be reduced e.g. encouraging people to work from home, use public transport, provide more local housing for those who work in the area.				
Number of votes: 28			**Overall rank: 12th**	
No of times in people's top 5: 4			**Score (degree of support): 29**	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
10	9	3	3	3

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

- public transport needs to be cheaper and more frequent to get a mind shift away from car use. Too often the car is the easier/cheaper choice. Perhaps trial an ANPR congestion charge when money earned gets fed back into the travel system to encourage bus/train/taxi operators to reduce fares.
- Many people will not want to change their ways of transport, and working from home is unreasonable, instead get more electric cars.
- As COVID has demonstrated working from home is happening currently. Therefore, can continue to make this work. Low carbon travel options.
- I strongly support A good percentage of new local housing being reserved for people who work in the area or have a local connection to it. I'm looking for a house myself and, in my search, I am being forced out of the area because the housing is too expensive or already taken. Being forced out of the area would mean I would need to commute to work, so it has a knock-on effect. But I don't necessarily agree with the point about working from home. They should be taken on a workplace-by-workplace basis with no pressure to do so. Personally, I would never choose to work for someone who leans towards working from home because it can be hugely detrimental to mental health.
- I have only chosen support instead of strongly support for this one because of the example of public transport. It is not possible for all of us to use public transport. However, I strongly support the other options.
- Working from home and using public transport can reduce pollution from cars as well as save money for the individual.
- I think post Covid-19 people are going to be thankful to find jobs where they can unfortunately for this reason, I struggle to support this notion.
- I am not sure how the council would be able to encourage people to use their cars less. Many people already use the trains to commute, the quite new train service from Kenilworth is helping.
- This is attainable by better public transport and more public transport routes. Cycle routes need to link up. Covid has provided a chance for people to look at how we move forward and how they want to live, after every disaster comes change.
- Commuting by car is now the safe way to travel. Using public transport is and will continue to be very uncertain. Working from home is difficult for many people with limited space and also there is the basic need for humans to interact. Providing more local housing is a pipe dream in the current economic situation.
- It is really hard to breathe in town, air is no longer fresh, and we don't live in major industrial cities, thus the issue of card driving and commuting by car in particular must be addressed. Cars on the roads also prevent people from walking and cycling, as they feel intimidated by speed, noise and reckless driving.
- I believe that less travel/reducing car dependency is key to reducing emissions from transport - be it the commute or, more significantly, the non-work-related journeys. Regarding the commute, WDC could

encourage large/key employers, Business/Technology Parks, universities etc... within short distances of our train stations to run shuttle buses - between the business site and the station - to facilitating travel via public transport instead of the car.

- Carbon dioxide fumes reach very high levels in Warwick at times. We need to reduce car numbers NOW.
- Valid suggestion but difficult to co-ordinate, possibly for little return in real terms.
- I agree with the sentiment once again but do not agree with the idea of investigation. Many of the other recommendations suggest ways in which commutes by cars could be reduced and alternative options and so would like to see more of a focus on the idea of working from home or local housing rather than public transport, for which the solutions are a lot easier to determine.
- Very useful initiative as transportation is one of the top driving agents of climate change. The recommendation is also straightforward.
- Many cannot work from home and we need support those doing essential work and not hinder their method of earning money to pay their taxes.
- If it was more black and white, i.e. turn Warwick area into a car free zone / local residents only zone or low emission vehicle zone, and build a large out of town park and ride with, A tram / bus / cycling / train into the town centres, and parking spaces covered over with solar panels to charge, electric cars, buses, scooters and bikes etc. As question, No 7 is a bit weak and will achieve not a lot, bold innovate projects will be key and it could be done in stages, build the park and ride, then give priority into town for trams / buses etc, set increasing charge cars more to come into the zone etc.
- This could be quite complicated and there would have to be too many mitigating circumstances.
- Whilst I agree that long distance daily commuting by diesel or petrol car is bad for the environment, I fear that it could be a bit of a minefield to look for specific ways to block this.
- The electric cars are currently costly, but support should be given for people to use these as opposed to petrol/diesel if they need to use a car to commute.
- I think surveys should be carried out in all companies to see how viable home working is. In the first lockdown whilst it brought about a lower volume of road traffic, you could hear nature such as bird song etc.
- I understand the sentiment behind the proposal, but I don't feel it will fix the problem and could cause more constraints. E.g., impact of people heating their homes individually whilst working from home.
- I completely support any initiative to reduce car travel, it is the number one emissions source for WDC. More emphasis on public transport I think is needed more than anything else.
- All of these things would both save people money and benefit the climate so I think they are good ideas that the public can get on board with.

WASTE AND RECYCLING				
14. When rolling out the 2022 plans for waste and recycling the Council should take care to make sure that there is a good awareness campaign on recycling and other waste options (e.g., food waste) BEFORE making black/grey bin collection every three weeks, in order to reduce the risk of fly tipping or people making individual journeys travelling to the tip to get rid of excess waste which would have a bigger carbon impact. More thought should be given to items currently not recyclable such as tetra packs.				
Number of votes: 28			**Overall rank: 14th**	
No of times in people's top 5: 3			**Score (degree of support): 42**	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
17	8	1	2	0

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

- Educate people as to how much of stuff they normally throw away could actually go into other containers.
- communication is key to this whole initiative. Providing that robust and sufficient provision is made e.g., plenty of well-advertised signage. Local radio, buses, bus stops, council tax bills to really drive home the message to recycle, compost.
- Explaining why the need for recycling will contribute to people doing it, and more thought is needed towards non-recyclable items.
- I would rather have regular collections and greater range of items that can be collected, so that householders travel to the tip less and reduce carbon footprint.
- I wouldn't want to waste a recommendation on this because from what I hear I think they're planning to do this already.
- I support more awareness on waste options if the three-week black bin collection is to happen, but I would prefer a two-week rotational system (recycling + food one week, non-recycling + food the next).
- The number of items that can be recycled but are not currently collected by WDC at the kerbside needs to be amended prior to reducing grey bin collections. Warwick district is not all located within the town, there are a vast majority of residents who do not live close to the recycling centre and to individually transport the overspill of waste to these centres on a bi-weekly basis will seriously increase transport emissions. There is a danger that changing to 3 weekly grey bin collections will seriously increase our districts emissions.
- Yes, to make sure as much as possible information is passed onto the public so they understand **WHY.**
- The town should be a smoke free zone with bonfires banned.
- Reducing collection of bins will severely impact family households where there are several occupants.
- Information, information, information. Help people understand and they will love the change.
- I believe WDC should consider a consultation process as part of their campaign.

My concerned that is that rubbish collection is being amalgamated with green waste which makes me wonder how this amalgamation will then be processed. It would appear that only food waste will be processed into biogas which begs the question why not the green waste? There is the assumption that excess green waste will be composted by residents but, certainly for me, I've more green waste than free space to compost- and there's only so much compost that one can use. I can see how there may currently be an issue with the content of the black bin that needs addressing but this is not the case for green bins which suggest that the new proposals are more about WDC managing the volume/cost of green waste.

Forcing household to compost, pay more for less collection or drive to the dump is neither a fair nor improved service.

- I felt the Council representative on this subject had this covered adequately.
- All these suggestions for synergy and overlap but I am not sure that I can see and great carbon advantage.
- This is really important as without a clear explanation the motives as to why bin collections are becoming less frequent may be misconstrued. The aim may be perceived as to cut costs rather than aim to reduce landfill waste.
- This recommendation is important to ensure that the new waste management in place have the impact they it is intended to have.
- Nowhere in the town centres to put your waste. Warwick does not provide wheelie bins (which do look unsightly) but could they waste from central areas and solution as one fit does not fit all.
- As the plastic tax comes in on the 01/04/2022 then there may be less plastic in packaging as costs more to buy new plastic will make a market for old and will drive up a demand for second-hand plastic products. Then the message about a circular economy how much of the grey bin goes to land fill or energy recovery and secondly how much of the collected recyclables, 1. get recycled, 2. have to dumped because of contamination / incorrect items placed in bin, and 3. finally how much of the collected items are landfilled or energy recovery because there is no market for the collected packaging.
- I feel that this is something WDC will take into account anyway.
- We were told that an extensive communication program will take place before the new WDC bin collection system is introduced, so hopefully this is planned for. My personal reaction to the black bin only being collected every 3 weeks is that it sounds like a pain (especially for families), so whilst I understand the concept, (that it forces more reduce/reuse/recycle) I think it will need monitoring that it doesn't just increase the number of trips to the tip.
- While I (strongly) support recommendations involving waste reduction for a whole lot of other reasons, I think their impact on carbon emissions (and climate change) in Warwick District will be very limited.
- This is one of my top 5 recommendations, WDC have a good system in asking residents to separate their waste before it is collected. This must be monitored to ensure that landfill is kept to a minimum.
- It's always important to explain why changes are being made and will aid the education piece we've all discussed.
- Completely support the point on items not currently widely recycled (e.g., tetra packs) as we need to make sure we recycle as much as possible. And agree there should be an awareness campaign accompanied with this change in collections. But I don't think this should lead to it being delayed.
- People may be more on board with this if larger recycling bins were changed to before changing to less frequent black bins, so the public won't be worried about being over-run them with excess waste.

TRANSPORT				
15. Better information through a good quality dedicated 'live' app for journey planning & running times etc. Suppliers of local transport should be required to provide up to date journey planning information via online and offline methods.				
Number of votes: 27			**Overall rank: 14th**	
No of times in people's top 5: 3			**Score (degree of support): 41**	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
16	9	1	1	0

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

- Making a joined-up view of what is available in real-time, would encourage you when stepping out the door to just hop on connecting buses etc.

- life transport apps are already in use in other cities. You can see instantly via an app or on a digital display on bus/train stops where your next bus/train is you enter your destination and would recognise which number bus you need and display it in real-time (with arriving in X minutes). Train and bus companies already do this. Visual aids are easy to understand and universal (helpful for foreign visitors). Easy-to-use app equals bigger uptake.

- May be hard to implement but would make it easier for people to travel.

- People will only be encouraged to use public transport if it's a reliable service.

- Bus timetables are incredibly hard to read and therefore not accessible. I'm quite surprised they're actually still used in the format they are in, the ability to see how far away the buses and how full it is I think would encourage more people to use it.

- Great idea to increase the appeal of public transport by helping travellers plan their journey and avoid delays in a simple way.

- Lack of information should no longer be an excuse not to use public transport when we have the technology to provide real time information.

- Perhaps involve local universities' expertise for this.

- I can find no information on local cycle routes.

- Once the app is established this should provide important travel information for local transport.

- Car driving is simple as there are satnavs. Public transport should have similarly useful digital aides.

- Again, any measure that reduces car dependency should be supported. To facilitate this aim, public transport must be easy, viable and ideally a more attractive alternative. Better information is a necessity but ultimately the public transport service needs to be reliable in order to compete with the convenience of the car.

- This would encourage greater use of public transport and less car use.

- Costly in financial terms, to organise and maintain. Not sure of a significant carbon benefit.

- Something similar to this has already been implemented by the local University of Warwick which incorporates live bus times into their app. By doing so there would be an increased reliability in public transport making it a more viable option for commuters.

- This would be very useful for people who use public transportation on a daily basis and better predictability could make public transportation a more appealing choice for others.

- City mapper type app for journey planning would aid some but the main driver is the cost of the public transport that keeps the public from using it not the frequency.

- To be honest I thought we already have this, not sure about buses, but trains have this info and UBER have it.
- Whilst running more public transport vehicles is expensive, really good technology to make it as easy as possible to make use of what is available should be realistic. There are a number of examples around the world (look at "Vasttrafik to go" in Gothenburg Sweden).
- Should be part of a package to make journeys other than by car easier.
- Just not practical.
- We're all too used to information at our fingertips, if we want to encourage people to use public transport, we have to make it more transparent and available to them.
- Completely support. Anything that improves the quality of public transport should be adopted to encourage as much take up as possible.

- Stagecoach already has a very good app that I use for this so don't believe this recommendation is needed.

FINANCE AND OTHERS				
16. Warwick District Council needs to actively lobby on national and international environmental policy.				
Number of votes: 27			Overall rank: 14th	
No of times in people's top 5: 3			Score (degree of support): 40	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
16	8	3	0	0

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

- Change must happen Nationally as well as Locally. Pressure must be put on Government higher up.
- I already have this expectation of the council therefore wouldn't want to waste in recommendation.
- I'm not opposed to the council having a view and making it clear, however I'm not convinced of the effectiveness of this.
- Yes, whenever and wherever this arises for example against the coal mine in Cumbria which has received planning permission.
- We need to get our own house in order first, Lobby at National level. Some of our councillors have spent too much time abroad on so called projects, they are elected to work on our behalf.
- WD need to show that they are truly in favour of action against Climate change.
- We are the heart of England (no matter what some other county claims), let's show this by example, let's others hear what we have to say. We are a birthplace of Shakespeare, known world-wide, let's be known as a place where people care about climate change and are as creative in our ways as our predecessor neighbour.

- You're part of the solution or part of the problem.
- On a national level in particular, regarding building construction standards and regulation, bringing carbon emissions and embedded carbon levels to the fore as soon as possible.
- More than enough "jollies" for staff already
- The district ought to focus on lobbying neighbouring councils and on a national scale rather than internationally. It is important to expand progressive climate policy and this will be most easily achieved by lobbying on a smaller scale.
- Taking a stand against environmentally harmful policies is a must in order to tackle climate change not just locally, but nationally and internationally as well.
- One voice / strategy
- I was expecting on or more of the local MPs to get involved and say at least something, at least on things like how to make homes carbon neutral and changing nation legislation, as the house builders will block / limit any changes to Building regulations /planning laws.
- WDC could lead the way.
- Good to influence wider policy where possible. WDC just need to weigh the effort / cost of any particular lobbying against the expected impact.

- Specific to climate change, yes.
- I support this but think it should be part of an opening/closing statement and not a recommendation.
- This would bring together policy implemented at the right level.
- It can't hurt to be vocal in support of change.
- Agree, the more councils, citizens, businesses doing this the quicker government will act.
- This is so important. We need to make both national and international governments see that the people are willing to do everything they can to stop climate change. Individuals can only make so much difference, we need the government to act.

WASTE AND RECYCLING				

17. Warwick District Council to operate an audit including but not limited to the following:

A visible rating system for local businesses should be developed similar to hygiene ratings in restaurants and take-aways. This must include what packaging they use, how they deal with reducing and disposing of waste, and how much information about waste they give to customers before they purchase, (this could also include information on energy efficiency of premises etc.)

There should be in place green auditing options to ensure that processes are truly reducing food waste and then the naming and shaming and naming and praising of local businesses who enhance efforts towards reducing their carbon footprint.

Number of votes: 28			Overall rank: 14th	
No of times in people's top 5: 3			Score (degree of support): 35	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
14	7	4	2	1

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

- a league table of local businesses could be publicised to get an indication of companies that are doing their bit and those that aren't.
- This will make businesses in Warwick take an active approach to tackle climate change, and the naming and shaming idea is good as will encourage the businesses to do this for publicity, win, win situation.

- Brilliant idea and good practice
- I do like this. I wonder if it would be easier to apply a carbon footprint rating too packaged items rather than a whole business.
- In principle I would support this, but I have big concerns about shaming businesses who are not as environmentally friendly. With the current economic situation, many businesses are struggling to even stay open, let alone make costly changes. Also, I am concerned over the cost of the large number of inspectors needed for this to work.
- Let's be honest, if it costs a business money to be climate efficient it won't be at the top of their list. But the public vote with their pockets, as we as a Nation become more impassioned about climate change, we will become more selective about whose shops and services we use. The day will come where we will be as unlikely walking into a 1-star climate rated shop as a 1-star restaurant. This really forces change.
- A really good idea – seen by the public and at the same time raising awareness.

- Industrial marketing management ran food waste trial in Europe. The trial was a self-reporting intervention on food waste in Hotels, Café, restaurants. When food waste was monitored and reported the kitchens in the trial saved an average of 9000 euros each, per year. Take away food all so produces a lot of packaging. Which is dump in the streets and parks, more waste bins would help, but all so people should have pride in their towns
- The production of non-recyclable waste is a great problem.

- Too many forms are a disincentive to small businesses. Another audit will be greatly resented. Climate change has to accept that business has to operate for the economy to be sustained.

- Good proposal in theory but what would be required of business with low ratings and how would this be enforced.
  I wonder how many consumers check or are influenced by hygiene ratings – something which arguably poses a more immediate threat to one's health.

- This might be difficult to run and compare across multiple business types and not likely to have a significant return on the necessary investment.

- Consumers are increasingly becoming more determined to become more sustainable and so by giving more information, they would be able to make the decision to avoid businesses using more non-biodegradable packaging. By allowing consumers to make this decision, as consumer preferences continue to shift towards a more environmentally conscious lifestyle businesses would adapt of their own accord to protect sales and would switch to reduce unnecessary packaging and waste.

- I think a system like this is essential to ensure that people can make informed choices on which businesses they support with their purchasing powers. Restaurants and other businesses care a lot about their hygiene and trip advisor ratings (both which are usually displayed on their doors/windows) and they should equally care about their environmental impact. For this reason, displaying their environmental rating on their doors is a great idea ad it would incentivize them to take this matter seriously too.

- Many pubs and restaurants in the town simply use the household collection days to get rid of their waste which is not recycled. The council audit them annual and this should form part of the audit to insist that they have methods for recycle waste streams.

- The CO2 saving will be minimal and unless the business reduces emissions then the extra auditing and visits may increase energy use on transport and reports etc.

- I feel that this is something that should be aimed at nationally. I could not see the big 5 supermarkets agreeing to this sort of rating system just for WDC.

- Unsure of the climate change benefit vs. cost / effort to implement. I think businesses are charged to dispose of their waste, so hopefully will minimise it for financial as well as environmental reasons.

- There should be no food waste, food banks etc. should re-distribute locally.

- While I (strongly) support recommendations involving waste reduction for a whole lot of other reasons, I think their impact on carbon emissions (and climate change) in Warwick District will be very limited.

- There needs to be a coordinated approach for this to have any real benefit.

- I fully support this, encouraging the correct behaviours from local businesses but also improving the knowledge of the community.

- Strongly support any initiative to reduce waste of any kind in WDC.

- Good idea. Specifically, around the parish church a lot of takeaway outlets visibly have humongous piles of binbags left on the streets and this needs to be stopped.

WASTE AND RECYCLING				

18. Supermarkets waste and packaging:
   a) A packaging disincentive for supermarkets should be devised or incentive such as offering certain items on a re-fill basis (e.g., Waitrose are doing this) or exchange e.g., bottles.
   b) Warwick District Council should contact all supermarkets as main suppliers of waste and ask them to increase awareness by playing sound bites throughout the day encouraging re-cycling and the disposal of packaging appropriately.

Number of votes: 28			Overall rank: 14th	
No of times in people's top 5: 3			Score (degree of support): 35	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
12	11	4	0	1

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

- Incentives to people to bring their own filling containers to accrue green reward points e.g., 10% off shopping bills to generate interest. Once large number of people are participating could help supermarkets save money and save on their waste e.g., shoppers which use more accurately or at least think about what they actually need. Bottle exchange and aluminium cans used to exchange for money years ago!
- WDC can organise local people in partnership with local stores as a group/volunteers on behalf of the Council to take up this task going forward.
- We need to tackle a REAL problem and that is reducing waste to start with. If there is no waste, there is no need to recycle it. Throughout the pandemic I found soundbites on the radio very informative, as well as those in the supermarket.
- I support supermarkets reducing waste, but I'm unsure how effective Warwick District Council can be in disincentivising this.
- It may be difficult for WDC to influence the supermarkets.
- There is still too much waste we cannot re-cycle.
- Once the mind-set is established this could be a great incentive for reducing packaging and for informing the public.
- We use plastic when necessary but more often we use it where it isn't necessary. It all starts in the shops…

- All for collaborating with supermarkets to see if they can assist in reducing climate change, but not sure how much power WDC can yield (if any) to force a behaviour change.
- Very sensible idea. Needs addressing. Though I'm not sure that WDC has a responsibility to ACT on this, it could well ENCOURAGE.
- Hard (costly) to manage, adding other possible green issues could liven this up, obviously resting with the consumer. As a severely hearing-impaired person, I am not in favour of random noises in public places.
- This is again important in addressing the root of the issue rather than dealing with it at surface level. Residents pollute with unnecessary amounts of waste, but this waste is obtained as a result of the

decisions made by supermarkets and other firms. It is important to establish their responsibility in perpetuating this issue and push for accountability on a larger level.

- I think more serious incentives should be on the agenda, such as not renting out council property to shops who use plastic packaging over a certain percentage etc. Supermarkets are one of the main drivers of climate change in terms of generating food and plastic waste, and this should be regulated to a high extent where it is within the power of the council in terms of renting out land/local taxes/etc. Supermarkets should be asked to increase the amount of food waste they redistribute through charities or community driven services such as Olio, or even dumpster diving.
- Clearly no understanding of the supply chain into supermarkets. Not realistic and council cannot influence. Pointless having this point. Suppliers of all supermarkets / schools etc are targeted with a waste reduction from their customers.
- The less we take home from a shop the less the council has to dispose of, hence it's in the council favour to have an open dialog with the businesses that create the waste with the consumer.
- Again, this is something that should be dealt with nationally.
- Not sure b) is the best way to get messages across. And maybe packaging rules etc. need to be national.
- Supermarkets often car based and not the best way to support living locally, so also encourage local shops and walking.
- While I (strongly) support recommendations involving waste reduction for a whole lot of other reasons, I think their impact on carbon emissions (and climate change) in Warwick District will be very limited.
- Whilst councils should contact supermarkets, I think the supermarket system should be looked at to improve wrapping, refill and exchange of bottles. Years ago, this was very common – deposits for beer bottles etc.
- I don't disagree with this proposal I only feel there are other areas Warwick District could focus on which I feel they could have more success with. It'd be great to see more and more people shopping local overusing the supermarkets.
- Completely support any effort to reduce the amount of packaging waste the supermarkets reduce.
- Love the idea of taking packaging into supermarkets and getting it refilled. Don't know how much power the council have to influence national supermarkets though.

TRANSPORT				
19. Encourage the take up of electric vehicles through an increased electric car charging infrastructure across the district, ensuring that provision/solutions are also developed for those that don't have off road parking at their homes.				

Number of votes: 27			Overall rank: 14th	
No of times in people's top 5: 3			Score (degree of support): 34	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
11	12	2	0	2

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

- Also encouraging approving planning apps for retro fitting of charging systems infrastructure before take-up is key before rollout to electric vehicles so as not to disappoint users. If it is to be done, we need to be all in therefore would require commitment by interested parties/investors.
- This is crucial to address climate change, as will make people want to travel in electric cars more.
- Invest in EV. Nationally we are getting rid of unleaded petrol cars and going forward with EV. Therefore, other provisions should be made available and attractive for us to use EV.
- Charging points must be widespread for electric cars to be more appealing.
- The change to electric vehicles is going to become priority nationally so adopting measures to ensure all those who wish to convert to electric vehicles can do so regardless of their home parking situation is vital sooner rather than later.
- We need far more charging points across the district.
- I have to vote with my conscience on this one, with 35,000 children mining cobalt for the batteries. Adult miners paid two dollars a day, rivers in the Congo are now polluted and their fish are contaminated, and babies being born are deformed. The average miner does not have enough to live on, and this is to provide us with cars that are supposed to be green. I refer to the medical journal the Lancet and the Wall Street Journal. The technology to recycle batteries is still in development as I write this.
- Until the cost of electric vehicles is reduced the take up of these vehicles will be low. However, there will be more electric cars within the decade and charging must be provided.
- Any measure to reduce emissions/air pollution from transport is good, especially if these vehicles are powered by low or zero carbon grids. That said, the battery technology (upon which EVs depend) would need to be fully ethical – both environmentally and socially responsible - from mining and refining to manufacturing and recycling.
- I'm conscious of the drawbacks of wholly electric vehicles i.e., lithium and its availability on a sustainable climate friendly basis.
- This is the best suggestion so far.
- Again, this is an example of an accessibility issue that needs addressing. If people are willing and financially able to switch to an electric vehicle, the council should ensure that they are not preventing them from doing so with inadequate access to parking with charging stations.
- I am in support of the recommendation, but as electric cars are not affordable to the majority of people, I believe other recommendations should be prioritized before this one.

- Options for charging for the towns but not for outside of the towns due to costs. This needs to ensure that it does not taken up too many of the parking spaces Vs demand (Warwick has limited car parking spaces)
- This will be covered by market forces, at no cost to the council. Because when fossil fuelled cars are no longer sold and the taxes on these fuels are increased (by central government) to such a level that the economic option is buy an electric car, it's going to cheaper and more efficient to dig up a street at a time and put the infrastructure in. Secondly less of this infrastructure may be required if transport goes to walking, cycling, buses, and autonomous vehicles develop, the council could be left with stranded assets with no use and hence no income. Also, as car battery's become larger, the need to charge on a day out will be less and charging at home will be more common.
- Whilst great to encourage active and public transport, I feel the car will be popular into the future & car fuel is a big CO2 producer so we should prioritise anything that encourages and supports the fastest possible shift to zero emission cars (and this means electric today). Most people will charge cars overnight, so houses without off road parking are a particular challenge to be solved. Many more mainstream electric cars are coming to market, so now is the time for this!
- Some of this is underway in the town centres. Need to support charging at people's homes too and opportunities to feed energy back into the grid from the batteries.
- It is important to have the infrastructure in place to incentivise people changing to EVs (or at least plug-in hybrids).
- The increase buying and use of electric cars would be a big factor because of the reduction of exhaust emissions.
- I don't think electric car infrastructure can be led wholly by the district, fossil fuels are owned privately, however, the district should do what they can to drive for improved infrastructure and especially option for those who do not have off road parking.
- Completely support. We will never get everyone out of their cars, so making sure those that still choose to drive are in electric/hydrogen cars is essential.
- Nothing to say against this, but I don't think this recommendation is needed as we were told the council is already investing vast amounts of money into charging ports for electric vehicles.

20. Investigate alternative financing options to generate budgets for climate change measures including community investment bonds and contributions from large businesses (such as car parking levies, section 106 contributions). Recognising that contributions from businesses should ensure small businesses are not affected as they are likely to be experiencing difficulties post Covid-19.

Number of votes: 28			Overall rank: 14th	
No of times in people's top 5: 3			Score (degree of support): 32	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
10	12	5	1	0

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

- any financial help is beneficial.
- Effective way to budget for an increased budget.
- More financing options i.e., fossils fund tax, Green Sovereign Bonds.
- As I mentioned previously, there should be a range of options for how money is gathered for anything implemented.
- As long as the contributions for business is focused on large businesses that have not been negatively affected by COVID-19 (e.g., supermarkets), I am in favour.
- Perhaps too much for the council to take on.
- There are a lot of people with money doing very little, they will not invest in stock markets for fear of losing their money. A local secure investment bond i.e., 5-year term. This could raise a substantial amount of money for green projects.
- All available sources of financing Climate change measures should be investigated.
- A fair and targeted approach should be taken towards funding. Essentially, reward to promote good behaviour and punish to penalise and discourage bad behaviour.
- Providing funds towards specific climate change measures/objectives could be attractive to individuals and business. Perhaps with a community tax efficient bonus attached?
- Management likely to be too costly with little return.
- This is a much better alternative to recommendation 32 as it allows for an opting in rather than a black or white decision.
  It would also allow the council to gauge the extent to which residents are willing to combat climate change based on how many people would be willing to invest in such community bonds.
- Great idea as addressing climate change can be costly.
- Needs to be a balance particularly at this economic time.
- The introduction of car parking levies and ring fence the money to fund reduced car usage alternatives. The refund of any business rates that are collected from enhanced revaluations where solar panels have been installed on the business / commercial building where the bulk of the energy is used onsite.
- Although I would question investment bonds.
- How to pay for climate change actions is a big topic and needs expert consideration, but ways must be found to make things happen!

- I think financing will be a part of developing recommendations and should not be a recommendation itself.
- Budgets should be controlled openly if they are going to work.
- Most of our recommendations will come with a cost associated, this is inevitable. Various options were presented to us by the commentators and the district should explore these as opposed to jumping to known options out of ease. This whole challenge requires out of the box thinking and changes in habits.
- We will need a lot of new funds to pay for all of these recommendations. Penalising "wrong" behaviour and practices should be a way of 1. Discouraging climate unfriendly behaviour as well as 2. stimulating funds to pay for measures to address the climate emergency.
- If there was a way to divert car parking charges or plastic bag charges into a climate change fund this would be great.

FINANCE AND OTHERS				
21. Establish an independent sustainability committee made up of representatives of council departments, local organisations, training providers, businesses, local citizens who would scrutinise and authorise new projects and initiatives in relation to transport, housing, education etc. and ensure all adhere to an overall sustainability strategy in line with the best international practices. This committee must build the local knowledge of integrated solutions.				
Number of votes: 27			Overall rank: 14th	
No of times in people's top 5: 3			Score (degree of support): 29	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
9	11	5	1	1

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

- Would make monitoring new projects impact on the environment easier to manage.
- Act and sort out internally through Committee, Assembly scrutiny.
- It will be good to continually have external eyes I'm at the council doing and hopefully the council show off to when they implement something fantastic.
- I strongly oppose any new bureaucratic committee full of people who do not democratically represent the public. The only people making decisions on such projects should be the elected district council (or future unitary authority) that are accountable to the voters at each election.
- Collaborative working is key, this is everyone's problem. Again, utilise the local working committees such as Harbury and Bishops Tachbrook.
- Inter-departmental support and communication is so important.
- This would need local councillors. From my dealings with the council, they always force their department ideas on us without thought. They sit in their ivory towers and they need to understand that they work for us and we as council taxpayers pay their wages.
- Independence is important in any review.
  Is this a voluntary committee? If this for remuneration it will be very costly.
- Sadly, the Council at present isn't prioritising climate change thus an external cooperative body is necessary to coach the Council on this. It isn't about control per se, it is about bringing in a fresh perspective.

- It's too easy to set policies and to be seen to be doing something when what really matters is these policies, actions working/making a difference.
- A committee of 'buck stoppers' would be good.
- We have enough bureaucrats, just get them singing from the same hymn sheet (see Recommendation 3).
- The council must consider the impacts of any policies it implements, direct or indirect. The best way to do this is to hear from the perspectives of communities that are likely to be affected by such policies, this would also help reduce unintended consequences as more consideration will have been taken prior to implementation.
- Very important as actions need to be transparent and effective.
- Ok if not extra costs as people are paid to do this at present so why are they not delivering now.

- Will it be able to keep up with the changes what's happening when it does not directly impact on its business.
- I would have thought that WDC are already employed to do this.
- I think there should be good governance to ensure WDC is making real progress ref Climate Change Emergency actions. The form that should take probably needs more discussion.
- Good in principle but should not slow things down.
- I support this but think it should be part of an opening/closing statement and not a recommendation.
- Strict control needs to be in place.
- There needs to be a body which streamlines and brings projects, activities and initiatives together. Which also ensure that no projects are rolled out by the district that counter the actions taken to fight climate change. This topic cannot lose focus.
- Completely agree we need a whole system approach to decisions going forward which have an impact on climate change.

HOUSING				
22. There should be an investigation into how possible it is to establish a local zero carbon community-based living scheme that is attractive (growing food, low energy, shared travel, shared stuff etc) e.g., Bed Zed London.				
Number of votes: 27			**Overall rank: 14th**	
No of times in people's top 5: 3			**Score (degree of support): 26**	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
9	8	9	1	0

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

- You only need to see Bed Zed London to appreciate how balanced and sensible plus desirable this way of existing is. It could be started even subsidised as a small venture. Once demand increases upscale and repeat. Sell the benefits e.g., cleaner responsible living, cost savings and a healthier way to live. Making the plan highly desirable to live as to appeal to the many. Again, incentivised by green points that can be redeemed in the future.
- Although may not be possible, it is worth to look into this as even aspects of this would help the local community battle climate change.
- Lack of space in urban areas e.g., apartment/flats have no garden space. Shared travel possible.
- I'm very passionate about this one. Personally, I think we should be challenging the nuclear family set up when it comes to how we live. As this isn't how most people live now. From my experience I see many young professionals come to the area on their own for the first time not knowing anyone. Their options are to go for very expensive privately rented rooms which are very hard heat and actually keep warm. Rather than doing that this would be a fantastic way to build a sense of community for them, to share facilities just like they would be in a shared house but in a more efficient way, and have money going back to the council and community rather than to private landlords. Let this be a flagship example of how we can be living without harming the climate.
- I would not personally be interested in such a scheme but if there was sufficient interest then it could be worth doing.
- A lovely idealistic idea.
- I understand this could be very helpful and supported by younger people.
- People should be able to live in a way which suits their lifestyle and aspirations We measure lifestyle by what we own. We should measure it by how happy we are with our lives. A big part is being able live-in style and surrounding which we choose
- I agree with the principle of this but am sceptical whether in light of Covid that this will be taken up especially shared travel/ shared stuff. The current situation is making people more isolated and less willing to share 'space' etc.
- I'd go further and say if WDC could develop, or at least show (e.g., Springfield Meadows project, Oxfordshire), an exemplar project this could set a standard and a precedence.

Even if not part of a living scheme, community supported agriculture scheme, could be encouraged by WDC as a means of reducing climate change (i.e. locally sourced food, greater appreciation of nature, perhaps even a switch from meat – i.e. and its emissions – to vegetables).

- We know it can be done. Why not in Warwick District?
- Not sure that this recommendation, although valid, would provide significant saving of carbon or be worth the cost/effort.
- This is especially relevant for those who live in flats and areas where garden space is not available. These are barriers that would be addressed with this recommendation and could facilitate more sustainable living for many residents.
- I think it is an amazing recommendation, and I am very much in support of the action. I personally would take advantage of any initiatives of this kind, and it is a shame a similar scheme is not already in place.
- Will depend on the landowner as they will not sell land at a chap price when they are able to sell for more. The council will have to establish interest with the house builders.
- These will develop organically from people interested in the issues, the council on its website should have a page / section dedicated to the topics and then allow links to posted to help groups, with a council representative managing which links can be added and remove any out of date / not in use. A good example would be Action 21 and the energy efficiency help group (sorry I can't remember the name).
- Ambitious and a good idea but I don't see where it would fit in WDC.
- I think this is an interesting and positive idea but am unsure whether it would realistically make major changes to climate change.
- Although I don't disagree with the idea itself, 2030 is just around the corner and it is too late to be starting pilot schemes.
- This principle is good, but I think to apply on a large scale to make it viable won't work.
- I agree that there needs to be a step change in living behaviours. Changing what we have today is not enough.
- I support this as it would be good to showcase to people alternative ways of living, but I don't think it is as urgent as a lot of other things right now.
- Whilst this is an interesting idea, I think council resources could be better spent elsewhere, I don't think this idea will make much of a difference or be that appealing to the masses.

TRANSPORT				
23. Operators/providers of public services should change their vehicles (public transport vehicles and waste vehicles) to sustainable renewable sources, through a phased plan, as soon as possible (where this is possible) and encourage private users to do the same. The possibility of providing smaller electric buses should also be investigated to reduce emissions on less popular routes.				
Number of votes: 27			**Overall rank: 23rd**	
No of times in people's top 5: 2			**Score (degree of support): 41**	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
14	13	0	0	0

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

- This is a must.
- This would be cost effective for replacing public service vehicles that are due to be replaced anyway. It sends the right signal to the wider public to encourage doing the same or at least think about the council's efforts. Smaller buses to allow better more efficient utilisation (cost per kilometre running costs) for vehicles in low demand or off-peak time to allow sustainability of route. For information: my current bus regularly only carries three – 10 passengers to town (30-seater bus!), Smaller = much cheaper to operate.
- Different bus sized depending on route would be a good idea, as no need for large bus with not many people on it
- Good examples set by the public sector to promote and encourage use of EV. This will also influence private companies and individuals to use low emission vehicles.
- The council should be leading the way and therefore I completely agree that public transport should be converted to electric with urgency. This will also be a good advertisement that the council is forward thinking and taking the climate emergency seriously.
- I support moving to electric as long as the costs on the council taxpayer is not increased.
- There is no option to remove public service vehicles from the roads, if anything their usage will only increase. To tackle increase vehicle emissions this should be a priority for these operators.
- Smaller electric buses seem such a good idea. With more and more people perhaps working from home in the future double decker buses may not be needed.
- The council do have the power to decide the types of buses used and emissions.
- WD has to establish a strong lead in this through their providers of services. All new vehicles must be greener than those they are replacing.
- Encourage by example, get people to enjoy ride on quiet, smell-free transport.

- As said, any measure to reduce emissions/air pollution from transport is good -this is as true for the vehicles mentioned as it is for larger/heavier cars (e.g., SUVs) in use. Generally speaking, decarbonisation should be encouraged, even rewarded and carbon emitter should be discouraged, even penalised. For public services, fossil fuel free or ultra-low emission vehicles (or a percentage of in the short term) should be a demand of any contract.
- We have few buses in my village and trains about once an hour. Buses are also under-used, therefore smaller buses would seem a good idea to cut emissions of larger vehicles.

- I support this proposal but am concerned about the capital cos and the difficulties of coordination, possibly across multiple operators.
- I agree with this but am cautious of the main goal of this inquiry which is to focus on change that can be implemented such that results can be seen by 2030. This is something that I imagine would be both costly and take a considerable amount of time to implement, perhaps phasing out vehicles that are the biggest polluters in the next few years with the commitment to phase all out longer term would be more realistic.
- More eco conscious vehicles are a must to tackle climate change and the council should do everything in their power to reduce public services' emission.
- This should be implemented when contractors to the council are renewing their fleet. This should be written into the contract.
- For the larger vehicles' hydrogen, may be the better cost option rather than battery's, hence I support an investigation to what's out there. But start with small council cars and vans and leave the larger vehicles like dust carts until the market has established which is best, electric or hydrogen.
- They should lead by example.
- Whilst zero emission public service vehicles would have to be phased in, being as ambitious as possible will set a good example as well as reducing CO2. This change would also make a big improvement to air quality and noise.
- Big empty buses should be reduced.
- The change to electric by councils, public transport and people to electric cars could be a principal step forward to reducing global warming.
- I do support this proposal; however, my understanding of the feedback from the commentator from Stagecoach is that this is already happening. It's more a case of what would make the switch more financially attractive to the private companies.
- Completely support. We are in an emergency, the technology already exists, so as soon as we can transition fossil fuel powered fleets to electric/hydrogen we should do so. It will save on running costs for the operators, reduce local air pollution as well as cut CO2 emissions.
- Another good example of where the council could lead by example.

WASTE AND RECYCLING

24. Thinking about the future we recommend that the Council puts a challenge to local Universities (e.g. Warwick University) staff and students to devise a way to use technology to motivate people to take responsibility for their waste e.g. from Germany - bar codes of plastic bottles recorded at sale and also at return to recycling centre with coupon given as a reward to recognise the desired behaviour, an app to record and reward people who have less waste in their bin/have correctly dealt with waste at their home e.g. recycling/compost etc., an app recognising positive choices e.g. buying unwrapped goods such as fruit and veg, re-filling containers, etc.

Number of votes: 27			Overall rank: 23rd	
No of times in people's top 5: 2			Score (degree of support): 39	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
15	9	2	1	0

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

- this is achievable with technology. It could reward people with green points redeemable for these and other good carbon reducing practices e.g., driving habits.
- Will increase people willing to take responsibility for their waste.
- Use local College or Warwick/Coventry Universities to showcase their talent to be creative and design this technology. Council to challenge fast food retailers to recycle.
- Of course, this could be something that universities could help tackle. I'm not sure why the recommendation is focused on them finding the solution though.
- I'm unsure about the privacy aspect of this – would it be optional (in which case I support it) or compulsory (in which case I oppose on privacy grounds)?
- This could be a real opportunity to use innovative technology to support reducing waste.
- Yes, make use of the expertise available in our local universities I can see they would love to be involved in this kind of project.
- Weekly farmers market for Leamington Spa would be good, as other local towns have them.
- We should use the minds and brains of all local resources.
- Strongly support collaborations to reduce climate change – though I would priorities motivating behaviours such as replacing meat with veg. in diets, flying less, driving less, having no/less children over product waste.
- Bringing Universities and Colleges into the equation will mean new tools available to WDC to support its climate crisis efforts.
- Good in theory but I am not convinced of significant carbon benefit.
- This is something that has seen great amounts of success in other countries and given the proximity to the university would likely be welcomed by many international students who have similar schemes back home. This would feed into more altruistic needs for residents making them feel directly responsible for helping reduce waste.
- Great idea, especially since the universities often have similar competitions in place, and students are keen to take part in these kinds of competitions and often have amazing ideas of tackling such issues.
- Do not see how WDD can have much influence over this. Again, no understanding on how supply chain

works into supermarkets and WDC could not influence national supermarkets. I would support if was not a cost involved.

- The less we take home from a shop the less the council has to dispose of, hence it's in the council favour to have an open dialog with the businesses that create the waste with the consumer. But can we get the MPs for the area to ask what is happening on a packaging take back scheme i.e., like the German bottle tax etc.
- Parts of this recommendation I agree with, but other parts would be very hard to implement and police.
- Good to get input and creative ideas (but they must then be realistically evaluated for effect vs. cost / practicality etc.).
- While I (strongly) support recommendations involving waste reduction for a whole lot of other reasons, I think their impact on carbon emissions (and climate change) in Warwick District will be very limited.
- This is one of my top 5 recommendations and should be looked at closely. This would put the responsibility on people to play their part in reducing waste. An excellent bar code system in Germany.
- Great idea!
- Completely support. We need to revolutionize are current waste system as it is not good enough at the moment. We cannot continue to waste as much as we currently are as the planet will run out of resources.
- Love this idea, could somehow create a prize pot to make it more competitive and get more people on board.

HOUSING
25. Offering impartial advice and information:

Invest in strong partnerships to ensure householders have access to impartial advice on what action they can take to address climate change e.g., retrofitting/recycling and reassurance that consumers are getting a quality service. This should mean offering training for the trades people to meet green standards or a national/universal quality mark. (Trustmark- currently there are very few in the district) by working with local colleges and training providers.

The council website needs to be more dynamic and offer better filtering options to make it easier to find information. Should include information from all resources on how to go green in the area- community options, grants, charities, recycling, zero waste shops, clear easy to understand info about recycling and downloadable information sheets.

Number of votes: 27			Overall rank: 23rd	
No of times in people's top 5: 2			Score (degree of support): 37	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
14	9	3	0	1

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

- impartial representatives to visit people's homes and make recommendations on improvements to home e.g., the information about how the life of just one LED bulb saves approximately £104 over its lifetime compared to a standard bulb. Most people would not know this but if they were told rather than asking for the information (e.g., mandate a visit from a representative) this would save many people thousands of pounds!
- Updating council website will be easier to find information how to help the local area stay green. Strong partnerships will mean people know how to get quality services.
- Council should drive this and make it happen through the people of Warwickshire, for the people who live in WDC.
- I feel like this is a mix of other recommendations I'm already in favour of.
- Providing information on options for people to become more environmentally friendly is a positive step.
- Information is key, if the public are not informed, they cannot make a change.
- Yes impartial, independent advice is so important which can be relied upon.
- Grants? how can we tell which are available to use with phone calls, letters and so many scams out there? It's a mine field.
- The more WD help the community to attain a higher level of Climate change awareness the more people will help themselves.
- Certainly, WDC website is unattractive and a pain to navigate. It would be useful having extensive information, as outlined above, under one roof.
- I live in a house in need of retrofitting and would welcome help. Training of personnel to carry out retrofitting to a good standard would be of huge benefit.
- Good idea but too wide and vague, points mostly covered elsewhere

- Clear and reliable information goes a long way when trying to encourage and promote change for individuals. Having a way to help people make the most effective changes to their lifestyle to be more sustainable can help make the idea feel less daunting and help them understand the extent to which their actions are helping/harming the planet.
- I believe this recommendation goes hand in hand with recommendation number 19. It is very important to give the opportunities and means of making an eco-friendly change to people who are seeking out such opportunities.
- A lot of cost – much information is available online if you wish to find it.
- Honest impartial advice is needed for the consumer and not salespeople.
- I think that many private building owners may invest in emission reduction measures (which hopefully also reduce running costs) but struggle to know who to trust when getting advice. How would you know if a supplier was just trying to get you to spend as much as possible? There are so many existing homes that reducing emissions from these will be important to make big reductions.
- There should be a new Emergency Service, like police, fire, ambulance, climate change emergency service! With a uniform, to put some person power into this to be doing things and checking things. It needs as much action as we've done for the global pandemic Covid, it's that serious, but currently not resourced as such.
- Spread of information is good.
- Don't assume people are willing to invest to do their piece, facilitate this and those already on-board with change will do what they can – action large or small need to be recommended and welcomed.
- Support.

TRANSPORT				
26. Pedestrianisation of town centres, with provision for less able people				
Number of votes: 28			Overall rank: 23rd	
No of times in people's top 5: 2			Score (degree of support): 34	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
14	6	3	0	5

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

- This has been shown to work well in Leamington Town Centre during lockdown.
- Having a hop on hop off electric service through town as they do in many towns abroad.
- this makes town centres more appealing to visit. Take Leamington for example many positive comments about how much nicer experience it is equals more footfall equals support local shops and restaurants safer and more seamless experience especially for less able-bodied people e.g., curbs removed.
- Continue with current measures in place such as free mobility scooters made available, disabled access and also for delivery operatives to Town Centre.
- There are many examples of this all over the UK and during the last year the parade in Leamington has been closed and with little disruption (from what I witnessed). I understand there may be some businesses opposed to this, but I'm sure a bit of creative thinking the problems can be solved easily. Pedestrianised centres in Guildford and Loughborough or two examples that I've seen work well.
- It says provision for less able people, but the reality if this pedestrianisation was implemented is that only people with a "Blue Badge" may be able to get around these rules. This does not allow for people who are not classified as disabled but are not able to walk long distances or stand for long periods of times due to other health conditions. For example, I am not classified as having a disability, but I cannot walk long distances due to health conditions. I feel that pedestrianisation of the town centre would leave me being unable to access the shops without putting my health at risk.
- I am concerned about the level of traffic building up elsewhere in the town if the town centre is pedestrianised, and also increased journey times (and therefore pollution) if vehicles have to take a longer route rather than directly through the town centre.
- In terms of cost vs impact pedestrianizing approximately half a mile of road may have very little impact in addressing climate change by 2030 but would cost the council and local business a lot.
- This can work in town centres where there are enough main roads to take traffic and HGVs. However, will not work in towns with one main road through the middle. Also, could result sending traffic into residential areas -bad for pollution. Care is needed not to send people away from town centre shops by diverting traffic.

- Part of Stratford is closed to cars, Leamington Spa parade has been pedestrianized during the lock down this has worked, but when the lock down is over, traffic levels will go up and cause problems in other areas.
- Skateboarding may overtake cars as the main form of transport in pedestrianised centres. Is this good?
- We need oases of calmness, where people can spend time stress-free. These will set example and

showcase how unpolluted air is good for us, for our mental well-being. Pedestrianised high streets will encourage spending more time and more money there thus independent businesses, which tend to be more eco-friendly will thrive. Cafes and restaurants with pleasant outdoor sitting and benefitting of reduced noise levels will take some spending off overconsumption.

- Agree in principal but feel the decision would need to be made by the town centre residents and businesses. Furthermore, the decision to pedestrianize could not be made in isolation i.e., without considering parking capacity/pricing and the state of public transport.
- Reducing fumes from traffic is a priority for a healthier population.
- I support the pedestrian town centres idea but cannot see a direct connection with decarbonisation.
- We have already seen this implemented as a result of the pandemic and it has the benefits of reducing traffic and allowing for larger pavements too. The latter would allow for greater footfall and accessibility for people with disabilities.
- I strongly support this recommendation and I know that there are some initiatives in place already about keeping cars restricted on the Parade, which I am really happy about.
- We are not a city. We are a region of small towns that have small independent businesses that rely on people coming in. This will discourage and result in ghost towns as people move to online and out of town shopping. Many have houses in the centre of town that they need to access.
- When this happens the following can then happen, the town centre is still open to cyclist so there journey is safer or quicker, the areas can be used for more pop up events like farmers markets, recycling old items / swaps outside drinking and eating - extension of current business, outdoor beer festival etc.
- I can't see how this can be done without being detrimental to local businesses and deterring less abled people from the town.
- I support this on the basis that it improves public spaces and perhaps could give more space to park bikes, encourage some walking etc. but I'm not sure it will make a massive reduction in CO2 ref climate change.
- Needs to be strategic and selecting only certain streets, to allow deliveries, disabled parking etc.
- I found the closure of the Parade in Leamington beneficial in terms of access.
- 100% support this, town is a much better place at the moment with lockdown restriction. It's safer too! Again, for me it forces a habit change.
- The town centre of Leamington has been pedestrianised since the start of Covid-19. It has been brilliant and should be taken up permanently.

- The parade has been pedestrianised for the majority of the last year so I don't see why this can't continue. It's much nicer to walk around pedestrianised town centres and may encourage people to walk there instead of drive.

TRANSPORT				

27. Make it easier for people to link together their journeys on public transport through:
    a) Incorporating bike racks onto buses and into trains (including increased accessibility into the train/bus station and onto the train/bus)
    b) Offering multi-mode travel tickets with a linked advantage card to collect benefits/points/discounts etc.				

Number of votes: 28			**Overall rank: 23rd**	
No of times in people's top 5: 2			**Score (degree of support): 33**	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
14	5	5	3	0

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

- transport has to be integrated/interconnected people to embrace multimode journeys. Frequency would need to increase with the use of smaller vehicles especially during off-peak periods when passenger uptake is low (cost saving). As an example: you decide to cycle into town as the weather is fair and it allows you to exercise and be healthy. You place your shopping in bike panniers. At some point it starts raining and you don't fancy cycling home. Either in town or mid-journey you pop your bike into an easy on the level roll on roll off bike compartment on the side of the bus, which runs every 10 – 15 minutes. For info the trains also have a specially designed carriage for bikes on the level (no step up). Electric taxis also have bike rack accommodation. This way the individual can have maximum flexibility and contingency to decide to leave their car at home. These such journeys would be recognised by an app which would reward your 'green points' which are redeemable.
- Will help address climate change if this can be implemented, as will make people lives easier and encourage to take public transport and bikes.
- Realistically not going to happen for (a). Other improvements are needed instead such as improved timetable, attractive fares.
- I would rather see effort put into active travel being the entire journey mode.
- Making using public transport easier and cheaper will encourage people to move away from cars.
- Multi-mode travel tickets are vital for some of the more rural areas of the district. Personally, in Bishops Tachbrook we only have the Johnsons Travel bus to go into Leamington and then require Stagecoach for any onward journeys (i.e., Warwick or Coventry). This can cost upwards of £10 for a return journey to Warwick. A multi-mode ticket would increase the number of people willing to use this service, and increased usage would result in a better, more frequent service and then a subsequent increase in usage.
- I think people who don't wish to cycle too far would cycle a short distance for example to a bus stop if they could then take their cycle with them on the bus.
- This needs a national approach from government to integrate transport.
- This is relatively easy to implement.
- Simple, straightforward multi-mode travelling will encourage more people to use alternative transport, rather than resort to cars.

- I think any measure that creates the conditions and opportunities for active travel should be encouraged – it's good for our physical and mental health as well as the planet.
- Few trains, few buses in my village, so personally, it does not affect me.
- Hard to manage across multiple transport operators, councils, and the operators.
- Buses are unreasonably expensive when using them as a part of an overall journey, especially when only required for 2 or 3 stops. Not having flexible fees based on journey length only encourages cheaper less sustainable alternatives like taxis and Ubers.
- I strongly support this idea as I believe the existing links are not great and it would greatly benefit the community and climate change initiatives if they were. Better facilities to transport bikes on buses etc. are also a necessity.
- I have my doubts that those with a bike would then use a bus / train. Very few Vs cost I suspect.
- As old buses are replaced then new internal layout / design should be considered, as with trains the ones Birmingham have limited on cycle racks as new trains are purchase then incorporate this into the design or a special cycle wagon like we once use to put them in the guard / goods carriage section, once the infrastructure is there, people will use it.
- I don't see how (a) would be feasible. Who would be responsible for putting the bikes on the racks? Bus drivers would not be allowed to leave their cab and for insurance purposes any individual would not be permitted to put their own bike on a rack.

- Could be interesting but I wonder about the practicality & impact.
- Road transport is the main source of carbon emissions and the problem cannot be solved without addressing this. However, I think this recommendation is too vague and only points to "investigating" solutions.
- Too complicated to make it work.
- I support the concept, however, feel this may need to be a National initiative as most trains run outside of the district and the bus companies are owned by larger companies. I am unsure how we would integrate this into Warwick District only.
- Completely support. A lot of journeys can have multiple modes of travel, making sure that these low-carbon modes are as integrated with each other as possible will encourage more people out of their cars.
- I think the advantage card system could really get people to use public transport more. It would be great if you could have offers on different days where for instance you could win a free journey if you got the bus to work that day.

COMMUNICATIONS AND EDUCATION

28. Some people still don't care or understand the emergency of climate change. The council needs to:
   a) Put out some thought-provoking messaging to educate local people such as 'Did you know….? (thought provoking comment or shock factors to grab attention and get people interested)
   b) Invest in focus groups and research on local people who have no concern re climate change and target them; messaging to resonate with that group.
   c) Info to be shared about local impact of climate change, individual contributions (small or big) and how to reduce own carbon footprint, what the council is doing to tackle it and what everyone else must do.

Number of votes: 27			Overall rank: 23rd	
No of times in people's top 5: 2			Score (degree of support): 31	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
12	7	4	2	2

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

- Make the thought-provoking message relevant to the individual (e.g., do this will save you this) we were told from a speaker that the biggest positive impact is if many people do a small amount of things. This would translate into a big change for climate change. A lot of people know about climate change but have not yet acted and will not do so. This may prompt a point that helps the individual act right away.
- Once people know how big the issue is, they will be more likely to start to make a change to their lifestyle to help.
- There's still many out there who don't know we are in crisis and need to address climate change by 2030. It's a worrying thought.
- I oppose this because it is not a good way to motivate people with fear or telling them they're doing something wrong. People will still do what they want to, and they have the freedom to do that we need to inspire not shame.
- As mentioned previously, I oppose the framing of 'climate emergency'. I am in favour of informing people of the facts regarding climate change but have concerns that "shock factors to grab attention" could veer into scaremongering and I don't think forceful messaging about 'what everyone else must do' will convince anyone who is sceptical. A better approach would be to focus on the direct benefits to them (cost, convenience) rather than getting bogged down in the climate conversation.
- This inquiry changed my views from not caring to know actively participating in the climate emergency. If we could replicate the information, we have had to the rest of the community every one of us can become engaged to take action.
- Yes, more information needed to inform the public.
- You will never change the mind of everyone. But it's always worth trying, one convert is progress. One field of wheat dying because of being waterlogged is your next loaf of bread.
- Some people never change no matter what is said or done.

- If we are to address climate change, we/WDC need to understand what would motivate households to adopt low-carbon lifestyles and technologies. Behaviour change is needed - these changes maybe reactive (e.g., a result of policy measures) or proactive (households being the main drivers for change) either way we require change to reduce CO2 emissions.
- Every individual should be held responsible for their own carbon footprint. WDC should underpin this appropriately.
- Good points but proposed solutions are too vague.
- This is a great example of an information campaign that increases awareness of individual impacts and encourages accountability without implying blame. One key issue with climate awareness is the lack of information that means people are detached from the consequences of their actions and so by encouraging people to confront their own impact it would prove efficient in helping people understand the reasonings behind any other climate plans the council put forward.
- It is essential to not only cater to the needs of people who are already trying to limit their carbon emission, waste etc, but to target people who are not yet onboard, as everyone needs to do their part in order for the community to tackle climate change.
- A lot of money and resources to deliver very little impact to the total carbon output.
- Action and practical steps / info are what are required, this will get the reduction in CO2, otherwise its effort and money spend with no reduction in CO2. Several government actions / legislations will soon be making the decisions to reduce the public's CO2 by giving them limited choices, I.e. plastic tax in 2022, no coal fired power stations after 2025, no gas boilers in new homes from 2025, no new fossil fuelled cars sold after 2030. Other unknowns will cause the following the installation of solar panels on homes with battery storage, this will cover the blackouts when nationally there is little or no wind and interconnectors are not available, but most people don't realise that the smart meters they have had installed will be used to cut them off without notice to ration power at a national level or local DNO SO to manage distribution constraints down to the local 400/500A cable in the street to your house.
- My only concern about this recommendation is that there will be certain people who would not make life changes no matter what.
- Good to try and influence everyone in the district to make personal changes to combat climate change. Care just needs to be taken to do it in a way that has the right effect (not ignored, perceived as just telling people what they already know, too much "nagging" etc.).
- Again, everyone needs to act so not just those who naturally think about this, but also those who don't, so this is a priority.
- I am afraid any "unawareness" of climate changes these days is a choice and not due to lack of information. As such, communication/education/marketing campaigns are not sufficient to force the urgent changes needed to address the issue and can be too easily undone by businesses with a vested interest in things not changing too much too fast.
- Brings awareness of the importance of combatting climate change.
- Some crossovers here with other proposals, key points which I support.
Thought provoking messages (fact based) – snappy one liners which stick in your mind; Individual contributions everyone can make – and not just recycle, this message is over played, more detailed examples e.g. teracycle schemes for used make up packaging, this won't apply to everyone but putting out the message could prompt a group of people to take that small action.
- Support. Getting the emergency message across to as many people as possible will help cut emissions and help instigate behaviour change.
- This feels like an inexpensive way to make a difference. Good idea.

TRANSPORT				
29. Investigate the idea of harnessing the energy from fast moving vehicles (using small wind turbines on faster roads for example).				
Number of votes: 27			**Overall rank: 23rd**	
No of times in people's top 5: 2			**Score (degree of support): 20**	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
6	8	8	3	2

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

- this could be fed back into the local grid. It is also a visual and constant reminder to drive the carbon reducing issue forward.
- Great innovative idea, and if it works could really help the local climate as energy from cars could be put to good use.
- If it can be done.
- We need to be thinking outside the box embracing new technologies. Everything expends energy so rather than let it dissipate let's collect it.
- Not sure how feasible this would be but worth investigating.
- *(sorry I genuinely think I missed this conversation, no idea what this is!).*
- Only suitable on faster roads but perhaps worth investigating.
- This could work. We have two water falls on the River Leam, which could produce hydroelectric power.
- I am not a scientist and cannot appreciate the cost and effect.
- I'm interested in WDC investigating and if possible, investing in decentralised energy .... other avenues could be hydro (the county has canal sluices and floodgate plus rivers with weirs and mills); district heating ... maybe sited under new road; solar power ... on council buildings as a starter. Also interested in WDC considering vehicle to grid technology as a means of storing and managing the fluctuating output of these energy sources.
- A brilliant concept using freely available 'wind' from passing vehicles to create energy.
- Possible long-term solution but (wind) turbines on road vehicles would increase their fuel consumption. Energy cannot be created or destroyed!
- This strikes me as a very costly idea with the potential for very little payoff should the idea not pan out, or additional costs should a solution be found. Given the focus should be on the next 10 years, I feel this is something more experimental that may not be best suited for the short-term results needed.
- I support the idea, although I am not sure how feasible it is to expect such scientific studies from the council. For that reason, I think the council should focus on other, more manageable recommendations instead. However, if such technology is already available and affordable, I think the council should invest in it.

- Need to be realistic on costs Vs payback.
- Road safety, not sure it's a good idea to put additional structures up to body height that close to moving traffic to be that effective.

- Don't know enough about this or how practical it would be to introduce.
- I'm not convinced this would be a cost-effective way to reduce CO2 but all renewable ways of generating electricity should be looked into.
- Should be on a train, not travelling fast in cars. Could generate energy from trains…!
- I am concerned about the effectiveness of recommendations to "investigate ideas".
- I think this has been installed in a European country by harnessing wind power on roads – I think it's a good idea.
- Thought the video shared was wonderful, outside the box thinking!
- Support. But not as urgent as the other recommendations right now.
- Good idea but maybe not something of highest priority.

FINANCE AND OTHERS				
30. There should be better coordination between different organisations/departments who are working to address climate change (e.g., planning and building control).				
Number of votes: 28			**Overall rank: 30th**	
No of times in people's top 5: 1			**Score (degree of support): 39**	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
16	7	5	0	0

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

- Change can only be implemented with good communication.
- Council should take the lead and establish a hierarchy and management operating procedure.
- it would be most beneficial to all to have a common and simplified set of objectives (measurable) for all to adhere to. A simple roadmap albeit raising the bar to a better/responsible/sustainable future.
- Better coordination means more effective action will be able to be taken.
- Coordinate yes but slow. They all have to follow their own policies and guidance, despite appearing to not talk to one another. They do sort out internally through Committee, Assembly and by scrutiny.
- I agree, effective communication is key, but I don't want to put a recommendation forward telling the council have to run.
- Co-ordination between departments and organisations is important for effective responses.
- We all know how communication in different departments with different objectives and governance is difficult. But this should not and can no longer be an excuse to not implement change. Every single employee and contractor to WDC should be mandated to have addressing climate change at the forefront of all decisions, this needs to be a shared goal.
- Inter-departmental cooperation and support is essential for this to work.
- Departments should be working together to attain the highest possible standards of co-operation. There should be no demarcation lines between departments.
- We heard from a presenter that 'planning and building control' do not work together. It would seem that the department heads have their 'own kingdoms' this cannot be a successful way to manage any climate change proposals.
- Unless all the departments have the same bigger goal and share their ideas and casework with each other, we end up with overcomplicating things and processes. Teamwork is usually easier, and it can show to individual officers what their work results in – very important to keep up morale.
- Integrated decision making and integrated solutions seems like a logical step to me.... I believe WDC should be thinking about co-benefits and looking into stakeholders working together e.g. The Leeds Climate Commission ... members are drawn from 31 businesses and key organisations - including the city council – from across the City of Leeds.
- As witnessed during the commentary by a WDC planner, Council departments do NOT appear to communicate sufficiently (whole inquiry agreed).
- There seems to be a considerable amount of "competition" between local council departments which is almost certain to waste effort. Working as, one should improve decision making and costs.

- This would help with collaboration and to evaluate prospective projects more critically, it would also allow for more ease to identify loopholes and issues that other departments might not be aware of when drafting plans.
- Better coordination is key, since climate change is an issue that everyone should be working together, and it is still the case when we are thinking beyond the individual level, for example of organisations. Again, it is a bit unclear what it means specifically, but I believe it is the job of the council to interpret the recommendations in a way that best serves the community and to investigate the ways in which they can be implemented.
- Council departments do not make the process of taking between them simple. E.g., planning and car parking are not aligned for the town centres. One council for district and town should be implemented to reduce bureaucracy and number of employees / costs. How can an organisation not have any KPI's for targets to align department heads to a common plan?
- Not sure this is required, if the standard set by the government of building standards was made to make homes zero carbon, then this is the standard that all builders are working to and it's their responsibility to achieve this.
- I'm sure WDC would already say that this is happening.
- I agree that there should be a joined-up approach but personally would need to understand better if / where things need improvement before supporting this item more strongly.
- Absolutely! That goes for all government departments too.
- While better coordination between stakeholders is always a good objective, better coordination alone cannot lead to the significant changes necessary to solve the climate change problem.
- Better coordination between all concerned will focus on the importance of combatting global warming.
- It can never hurt to encourage more collaboration.
- Agree, there needs to be a whole system approach to deal with such a holistic problem. All relevant departments need to be talking to each other all the time in order to get the best solutions to climate change problems.
- A panel of people to who are better coordinated to address climate change across all departments. This would prevent a separate department from refusing planning permission for something like solar panels when this is obviously a great way to generate electricity whilst reducing district emissions.

TRANSPORT

31. Encourage more people to reduce their car use through:
    a) establishing car free days or periods in a day, (note. this should be done alongside incentives e.g., subsidised bus tickets).
    b) The organisation of car sharing and car clubs which must be promoted so encouraging their use.
    c) Park & ride facilities to access town and schools. These should be low cost and include for example a free public transport ticket for the onward journey (bus etc.)

Number of votes: 26			Overall rank: 30th	
No of times in people's top 5: 1			Score (degree of support): 31	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
11	9	3	1	2

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

- Car free days could be incentivised by reward points that individuals accrue and redeem. Provide a one-stop act to include green initiatives for example car share club. Incentives for parents to send schoolchildren on school buses. Green points redeemable for family days out etc. park and ride incentives for example half price lunch at participating restaurants. Beneficial feedback loops the local business equals win win formula.
- Good ideas but would be hard to implement, so the incentives idea is great.
- People can be encouraged to use their own car less if provision is made i.e. (a,b,c) or any others. Breaking car dependency will cause less pollution.
- Anyway, to encourage more active travel is a great one. This may seem some resistance initially (car free days) but once people become used to it will be celebrated.
- I do not think car-free days/periods are a good idea. This discriminates against people who cannot use or find it difficult to use public transport for various reasons (e.g., disabilities, several children, anxiety etc.) - the same can apply to park and ride facilities. With regards to car sharing and car clubs, this will depend on what happens with the current climate (pandemic, coronavirus) as to whether this is a viable option or not.

- I am in favour of car sharing schemes being set up, but strongly oppose car free days as many people need to use their cars for work.
- Park and ride facilities for schools located at bottle necks (such as Myton Road and Banbury Road) could greatly reduce the car usage twice a day in these areas.
- What about the idea of a free shuttle bus e.g., from Warwick to Kenilworth on Thursdays (market day)?
- The way children are taken to schools every day in cars in long traffic jams. Children outside schools breathing in pollution damaging their health, there is always more pollution inside each car than outside when in a traffic jam. Most local children should be riding to school or walking and that would keep them fit and cut down on obesity. I used to walk four miles to school in all weathers or ride.
- Covid is changing the world and car sharing/ clubs/ buses will not be attractive to everyone.

- Undoubtedly, switching to public transport or sharing journeys will reduce carbon emissions, air pollution, congestion etc. but traveling less should also be a treated as a goal. Reducing the need to

travel (e.g., perhaps because sufficient local facilities are nearby) should be at the centre of WDC planning/provision.

- Cutting car exhaust emissions is a priority for healthier living in Warwick and other towns.
- I support these measures in practice but do worry about some aspects with their potential implementation in practice, namely the car sharing scheme. This is something that would be a good thing for the local community but may have issues arise with safety concerns especially for minorities or women should there not be clear and well-structured rules in place to ensure safety.
- Great examples to implement the scheme, but I think the council should also investigate and then implement ways in which people can be encouraged to reduce their car use.
- (a) Not possible for many of the working population; (b) Good in theory but suspect many would not use; (c) Yes park and ride including schools and town to reduce traffic coming into areas such as Myton Road
- Start with closing more roads off for special events and use information and feedback from the road closures on things like the Warwick Folk Festival, the Victorian evening, bank holiday movies in the square, music concerts at Warwick Castle, race days etc.
- Don't see how a) could be implemented and be fair to everyone and I don't think b) is a good idea in this day and age from a safety point of view.
- I feel that individual ideas in this area would need to be looked at separately for pros & cons.
- Need enhanced alternatives if go car free days or won't be possible.
- But I only think 'C' above is practical.
- I think car free days are a great idea. People get stuck in habits and forcing them to break these is one good way to kick start behavioural change.
- Completely support. Anything that reduces car use should be encouraged.
- Park and ride is a great way to get cars out of the town centres and pedestrianize streets.

TRANSPORT				
32. Engage with GPs and health professionals to encourage positive lifestyle changes through increased active travel (walking and cycling). Link with social prescription. (i.e. What's good for your health is good for the planet's health. Look after yourself look after the planet).				
Number of votes: 28			**Overall rank: 30th**	
No of times in people's top 5: 1			**Score (degree of support): 28**	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
9	10	7	1	1

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

- greater potential – cost benefits to NHS. Cost savings measured by year-on-year metrics. Savings fed back into transport system to further improve and make it even more desirable. Promote this fact in GPs surgeries.
- Agree, but feel this is already being done quite a lot.
- Everyone should think positive and be responsible for themselves. Ask GPs for support of this.
- I wouldn't want to waste a recommendation on this because I believe GPs already do it. Things like prescribing Weight Watchers and Parkrun.
- Supporting and encouraging healthy living is a good thing but would need to be careful to ensure the messaging does not come across as patronising or put off those who are not interested in climate issues from living a more healthy lifestyle.
- Any positive advice is always good.
- Our GP practice already has short distance and longer distance walking groups.
- We all need to keep active.
- All surgeries can promote positive lifestyle changes at a minimal cost. This could be very effective.
- People trust their doctors, they also care about their health, so positive messaging at a slightly different angle can bring necessary changes to our lifestyles, thus promoting sustainable living without even using this phrase which might antagonise some.
- I'd extend this to as many stakeholders as possible e.g., village halls, churches etc.
- I believe GPs are generally already socially prescribing and should continue to do so.
- Support but probably generate little significant carbon benefit per see but add dubious workload to professionals in spheres having little direct connection.
- This is something that I think many people are already aware of, I feel an information campaign on something that will not teach many people something new is perhaps not the best use of time and resources. I do think though that this could be a good way to promote sustainability and improve mental health simultaneously and this is not a recommendation that I feel would bring any kind of harm in implementing it.
- I am in support of the recommendation, although I am not sure it would have a significant impact. I am personally not sure I could be motivated to change my lifestyle in this was through my GP's recommendation.
- I think any good doctor and company of employment does this anyway – would be a waste of council money.

- This is already done by the NHS and after covid it's going to be promoted more about a healthy lifestyle, but we need to build the alternatives to using the car.
- I think most of us are already well aware of the benefits of exercise and being healthy.
- Encouraging people to walk or cycle more is fine but I do think the message that this is good for your health and the planet, is quite well understood by most people already.
- Again, air quality needs to be improved by less petrol/diesel use to enable healthy active travel.
- I think GPs already do this.
- Many people keep active to look after their health and any 'outside' approach is not practical.
- I like the idea of a social prescription; would need to be advertised differently as GPs do already encourage exercise etc. might just have to packaged / sold differently to drive any change.
- Completely support. Active travel is a win-win for the users and the climate, it should be heavily encouraged by WDC as well local health practices.
- This is obviously a good idea, but I think GP's already advocate the benefits of exercise, so I don't think this needs to be a recommendation.

COMMUNICATIONS AND EDUCATION

33. Council to promote awareness of the Climate Emergency logo/brand (maybe redesign to a more eye-catching logo) which would go out with all communications/web page/transport etc so that the whole community easily recognises this emergency and can access information (information accessible to all e.g., community languages & info channels, large print etc.) on how to reduce their carbon emissions. (Promote messages via poster competitions to local young people through schools which can be cascaded out in the community) e.g., Look after yourself, look after the planet.

Number of votes: 28			Overall rank: 30th	
No of times in people's top 5: 1			Score (degree of support): 28	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
7	14	4	1	2

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

- a strong common and recognisable and catchy brand/logo/emblem/mascot to quickly recognise association with carbon reducing initiatives (e.g., think Pudsey Bear: children in need) (London Olympics pink logo) (yellow M equals McDonald's) may be a green polar bear! To signify the melting ice caps due to climate change. The intention is that it would be synonymous with Warwick's green credentials/initiatives.
- Brand logo will increase recognition and support.
- Easily done, once the logo designed it can be use anywhere to promote.
- I agree with this but would rather see it within recommendation 26, and I would be surprised the council weren't planning on doing something like this already.
- I think the term 'Climate Emergency' is a political one used by left wing groups to create a sense of urgency in order to justify ramming through socialist ideas without scrutiny, so I oppose its use in branding of environmental policies.
- We need to highlight the climate challenge to be really visible in everything we do.
- A really good idea- needs to be kept simple but easily recognisable.
  I would still run a competition for schools, so that the logo for climate change becomes a symbol for future living in harmony with this blue and green planet we call home. I have never seen their logo ASK what your politicians can do. But also ask what can I do.
- WD must engage with everyone in the community. Everyone must do something.
- Though it is important to see if there is a corresponding change in behaviour.
- Important messages on climate change can be conveyed by children's artwork displayed in prominent locations.
- Media/Leaflets probably more effective than posters
- This is again a policy that requires adequate support from the council in other areas in order to succeed. This on its own feels very performative and empty as whilst awareness is important, especially accessibility for those who aren't native speakers, the council needs to be demonstrating that they are committed to change through other policy.
- I personally was not aware the council had a climate emergency logo; it would be good to use it more

often or in a more eye catching way so that the community recognises it immediately. Then, it can be used to advertise brands/services etc who comply with the district's values in regard to tackling the climate emergency.

- Gain a lot of money investment for not a lot of traction.
- It just a logo and or badge and doesn't tell me anything, I would prefer the council to put its efforts into collaborating with other councils and industry to make labels that allow consumer to make choices on products that are poor recycle products like a pringles packaging or labelling on what and how to recycle things.
- Maybe good as part of the wider communication topic (see item 26).
- But avoid using paper!

- I am afraid communication/education/marketing campaigns are not sufficient to force the urgent changes needed to address the issue and can be too easily undone by businesses with a vested interest in things not changing too much too fast.
- Any visual help would be good.
- Some crossovers with the previous proposal, I think the idea of a full roadshow will be more impactful
- Support, but it's not essential. I feel actions will have a greater impact than a brand/advert.
- The council need to try harder to make their campaigns heard, throughout the enquiry we were told of campaigns that the majority of people had never heard of.

FINANCE AND OTHERS	
34. Warwick District Council to go paper free to save trees and only offer paper comms by request and encourage organisations, businesses, NHS to do the same.	

Number of votes: 27	Overall rank: 30th
No of times in people's top 5: 1	Score (degree of support): 28

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
10	8	6	2	1

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

- Already happens in all Councils in Warwickshire because of COVID so it can continue.
- Only reason I disagree of this one is because in our evermore digital world and much easier it is to be sent misinformation and be hacked. Something is much more legitimate when it is sent directly through the post. It can be trusted more. I do feel we could fall into a gap of problems with this one.
- I support this as long as requesting the paper option is a simple process, for those of older generations who are not confident with technology or do not have access to the internet.
- I'm personally surprised we are not already doing this; the NHS certainly could make vast improvements in this area.
- Yes, many banks' businesses etc. already do this, but need to give the option of a paper copy perhaps to older residents.
- I don't think everyone would be able to access information online.
- WD need to set an example.
- Those wanting paperless should opt in, paperless should be encouraged but not the default so as not to disadvantage those without internet access. It is important that all households are reach if WDC aim to effect behaviour change.
- WDC should set an example in this in order to save trees. They could also use re-cycled paper (or already do so?)
- Saves paper at "point of sale" but many recipients will simply print their own copies!
- I wholeheartedly support this however only if this was done in a way that was still accommodating to those with disabilities, e.g., those who are blind and may rely on braille paper copies.
- This is a very basic but essential initiative that has been used by many organisations for years, such as banks.
- Very common with most bills and communication today. Would also then allow to reduce council head count.
- Every email sent has energy attached to it and before making the switch is it actually cheaper than sending a letter, because not everyone has an email / computer, Covid has shown this with teaching children, internet access cost, and the cost of all the information sent by email on the IT Cloud systems and the amount of energy needed to store this info need to be assessed and factored in.
- I think a lot of businesses and organisations already do this.
- Generally, I personally approve of electronic vs. paper communication / documents BUT maybe some people in the district don't read e mails etc. so paper mailings for important items could still be needed?
- We need to plant more trees in the District, and avoid other trees being felled for paper use around the

globe, as needed to reduce carbon levels in the atmosphere.

- I agree with the recommendation but cannot see its impact on climate change.
- Tree planting is an important step and fortunately this is being done round the world.
- I know this won't suit everyone at the moment but as we move through the generations a larger percentage of the population will be technology savvy, this should become standard with time.
- Strongly agree. We have the technology to do so, so we should make the paper-free transition as soon as possible to keep as many trees in the ground as we can.
- Good idea but not that important to have as a recommendation as I think a lot of businesses are already doing this sort of thing.

TRANSPORT				
35. Investigate the possibility of a bike rental scheme suitable for our unique geography.				
Number of votes: 27			Overall rank: 30th	
No of times in people's top 5: 1			Score (degree of support): 14	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
3	8	7	8	1

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

- this is already popular in other cities why not trial its use and uptake as a small venture initially and upscale if successful. Risk equals minimal, reward equals potentially big. Warwick University already has bikes. With council support and backing and subsidy it could be viable.
- Bikes are expensive, and this would offer an incentive for people to use bikes more.
- If Town centre is walking distance anyway and people just don't want to pay if they think it's expensive. Provider might not think it's sustainable. Not feasible.
- As much as I think it is a lovely idea I don't think I our geography is made for it.
- I do not believe that this would be popular within our district as it is more suited for cities. Within Warwickshire, I believe anybody who wants to cycle will already own a bike.
- Bike rental schemes have been successful in London (Boris Bikes) and the feasibility of one in the district should be investigated.
- No major thoughts either way, a nice idea but probably wouldn't be much uptake.
- I'm not sure there would be enough take up of this scheme.
- The area the town covers, I don't think there would be much take up. Money could be better used on another project.
- This sounds costly to operate and the distance/ travelled locally is minimal in the WD. Money can be better spent elsewhere.
- Bike rental schemes are hugely successful around the world, many use rented bikes alongside owning bikes and WD residents might do the same.

- Even if this is initially just trialled in schools, by schools with the support of WDC or encouraged through workplace schemes.
  This could be a good way of introducing and promoting e-bikes... a training and trialling package.
- I'd rather walk.
- Not likely to greatly reduce carbon usage beyond that if bikes were privately owned, perhaps subsidised. Risk of loss, theft, etc. might add significantly to the costs.
- My support for this recommendation is dependent on the implementation of recommendation 8. Without suitable changes to improve safety and accessibility the utility of a bike rental scheme will be very little.
- I agree, an investigation should take place into the matter.
- Would depend on costs and payback. Can a vendor look to invest in this or a large company based in the region (JLR / National Grid)?
- Until you get the cycling routes / safer roads, the bikes will not get used.

- I don't think WDC is close knit enough to warrant such a scheme.
- My feeling is that most people who would use a bike for transport would buy their own.
- Most people who choose to cycle will have a bike themselves.
- While I support this recommendation, I think it can be a part of the previous recommendation (i.e., part of the wider infrastructure to incentivise cycling).
- I think there would not be enough interest to make this viable.
- Personally, I'm not sure how this would work in the area, I could envisage more of a hire a bike for the day type scheme as opposed to "Boris" bikes which are picked and left at random locations.
- I support in principle as we have seen that they can work in big cities. But first I think we need to sort out the physical cycling infrastructure so people can cycle safely and quickly in WDC before we launch this sort of scheme.
- Whilst the bike rental system on Warwick University campus works really well I can't see this being extended to the rest of the district. I think this type of system only works in places that have a really dense population.

FINANCE AND OTHERS				
36. There should be a referendum to let the people decide whether council tax should be increased to help pay for climate change measures. This must include a pre-referendum campaign (for and against) which also makes clear what the money would be spent on.				
Number of votes: 28			**Overall rank: 36th**	
No of times in people's top 5: 0			**Score (degree of support): 28**	
Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
12	4	3	5	4

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

- one must capture and win over the hearts and minds of people. Get good information out to people beforehand to educate the 'non-believers'.
- Important, and the pre campaign is crucial so people don't just see more taxes and vote no.
- With COVID it's the wrong time to raise Council tax therefore Referendum not needed. Last resort, if Council tax is rising for climate change measures it must be ring fenced.
- If there's going to be a reason that people need to pay more money to cover the costs of anything implemented, of course they should be asked about it and have a chance to vote on a range of options.
- Council tax is a regressive tax not linked to income. It is most people's biggest bill after rent, is already increasing, and many people have lost jobs or income due to the pandemic, so it would be wrong to increase it further. Such a referendum would cost money that could be directly spent on climate action. Also, a referendum was not included in the manifesto of the ruling Conservative group or their coalition partners the Whitnash Independents, so there is no democratic mandate to hold one.
- We need to be aware people in our district have varying circumstances. We are in a year where parents have had to ask for handouts to feed their families. Real thought and consideration needs to be given to the impact of every resident from a financial aspect.
- A good idea I wonder though in a referendum how many people would support an increase.
- I think you would impact the poor too much. People are struggling now with record numbers using food banks.
- Such a referendum should have happened in May 2020 but was cancelled due to pandemic. All parties agreed to it happen.
- Council tax is a markedly regressive tax as it is not linked to income, neither is it linked to a household's carbon footprint, for these reasons I don't believe it is fair of WDC to use it as a tool in this context. Climate change is an emotive subject so funding it may gain support without residents asking if the tax is actually fair. Also, I'm conscious that students, a significant proportion of the district, have a vote despite being exempt from paying council tax and typically being only short-term residents.
- I believe a fairer way is to target taxes, perhaps the council tax form could ask for donations (£0; £5;£10;other p.m.) with households being asked to consider the number of residents in an household before deciding how much to donate. I think this would send a stronger message about climate change being EVERYONE's responsibility to address.
- I concur.
- Good idea but costly and unlikely to be useful in practice.

- We are in a time of financial difficulty and uncertainty and without proper information prior to such a referendum many people are likely to vote against such a measure because they are not aware of the benefits that it could bring, and the impact they are having on the environment. Should such a measure be voted down it could cause a fall in support of other climate measures and push back future efforts made by the council.
- I believe many people would be happy to pay a little extra in order for the council to make actions against climate change. However, it should not impact people form low socio-economic backgrounds disproportionately (maybe exclude people who have a salary below a certain amount from the scheme). Furthermore, the council has to be held accountable and the process should be very transparent in order for people to get on board with paying more in order to tackle climate change.
- Many of these ideas above are massive cost which many will not support increased council taxes to deliver for the average person working. OK if you are retired or on benefits.
- The residents cannot moan about nothing is being done, the council can say it acted in a democracy. The council is there to represent and carry out actions that the majority of residents wishes. The residents need to remember re the council.
- I think other ways of paying for climate measures should be explored.
- I think this would need more thought and discussion.
- I strongly support this but think it should be part of an opening/closing statement and not a recommendation.
- Council tax changes would not be popular.
- Other than by voting for my council electives I'm not aware of having a vote on how other factors of my council tax are spent. Climate change is an emergency, it shouldn't be about choice, we need to act. I would like the district to investigate alternative funding methods over jumping straight to increasing local taxes.
- I feel we will all have to contribute financially if we want to achieve these incredibly ambitious recommendations and targets, and we should be willing to if we truly want to see change. A referendum will be the best way to let the people of WDC decide if they want to help contribute to the aspiration of becoming carbon neutral by 2030.
- A really strong campaign would be needed to educate people on how this money would specifically help fight climate change in the district or it won't be popular.

Appendix 1: commentator sessions

The following is a list of questions asked at the commentator sessions and where available video footage of presentations.

An introduction to climate change:

Dr James G Dyke: Assistant Director Global Systems Institute, University of Exeter.
Video **footage of their presentation.**

1. What caused the change on the Holocene part of the graph where the temperature started to be static and when was that?
2. What has caused the sudden drops in temperature in the past and what effects can we see when the drops occur?
3. Do you feel that there will be money coming forth from the government to help local councils tackle this issue?
4. In an ideal situation with all the necessary money and enthusiasm what needs to be done?
5. Would like to be sure that all these tragic events can definitely be traced to climate change - what is the research backing this how do we know it's not coincidence?
6. 1880s to 2018 - humans are the reason for climate change - if we carry on how we are when will the tipping point be?
7. Corona virus what effect has that had on the amount of carbon that has been produced? How will we measure this and when will that become available?
8. Will coronavirus change behaviour?
9. The Paris agreement - what is it? Is it waffle or does it include measurable actions?
10. We can all do stuff e.g. reduce plastic in the first place? What are the best ways to make sue we have a big impact? How can we demand accountability from big companies? Is it fair to expect individuals to be held accountable for our own behaviours when companies aren't?
11. On the heat map, there were hot spots over some countries? Does that mean those areas are causing a lot of the problem?
12. Your statistics - how much of this was just a natural shift?
13. If nothing changes, when is that tipping point? What timescale? When is the 2 degree point likely to happen and why that timescale?
14. How the different gasses in the atmosphere impact on climate change? What are the differences?

Additional questions asked of the commentator after the session by email:

1. What is the balance of mitigating the impacts of extreme weather effects and reducing our greenhouse emissions? What is the urgency of each, and which will be most effective? Would we spend all of our time fixing/preventing floods but should be focusing on something else?
2. What percentage of greenhouse gases are being caused by different human activity?
3. Is there an overriding body who decides what action we need to take to reduce the impact of climate change- be it globally or locally as there are so many different points of view, whose role is it to advise?
4. What else can we expect to see locally that will help people to realise and care about the effects of climate change? (E.g., flooding in Leamington spa)
5. Should we be referring to climate change as climate change amplification to encourage people to consider the human impact of the extreme change in temperature and to eliminate the response that the changes occur naturally.
6. What is the relationship between capitalism and environmentalism and how can we effect change so both can exist?
7. Given the huge scale of the issue what is the role of districts like Warwick? The government will have to work together, how can this happen?

8. If it's the Co2 emissions that is causing the main problem, do you have an overview of the worst way that individuals are contributing to this. (understand if this is kept till next session)
9. Our country is very small, even if we manage to do something about emissions here, how do you think countries like China or America can be influenced?
10. Our population has risen, its now 7.8 bn. How can we manage how many people are on our planet?
11. Other countries are not reducing their emissions output as quick as others? We will only make a small impact compared to china, US etc. Our companies will be forced to be less competitive and so at a disadvantage?
12. What are the top 3 actions you would suggest need to happen to tackle climate change?
13. What are the problems that globally we all share?
14. What are the worst impacts possible for Warwick District?

The contribution of the Warwick district to climate change:

Alice Ellis, Sustainability Officer at Warwick District Council and **Matt Rooney,** Anthesis.
Video footage available here

1. Is everyone doing their bit and how much of that percentage are we trying to achieve-emissions
2. What area of that pie does the council have most control over?
3. If we can't measure out of boundary emissions, is it feasible to work on them?
4. Total amount of energy in Warwick - some fossil fuels, some renewables - is the big challenge to move to electric given that national generation is moving to renewable
5. Vast majority of usage is from homes - what's the carbon footprint for an average household?
6. Are emissions increased by the use of traffic calming - slows traffic but stop start increases fuel (traffic calming seems to be the main way that the council is dealing with traffic)
7. 4% increase in emissions 2017-18 25% related to the home - what percentage of new houses that the council has given planning permission for have solar panels or a carbon neutral build

and is that measured by the council as a Key Performance Indicator ?
8. Energy emissions - where does this come from?
9. 44% transport - how much of that is public transport?
10. Which emissions areas increased between 2017 and 2018? (difference of 38K CO2 - about 4% increase)
11. (add on to above Q) Was the increase in housing and population taken into account with that 38K increase?
12. What are the indicators used to generate the CO2 figure in tonnes? People need confidence in the data and how it's measured.

Additional questions sent to commentators after the session:

1. How long have we been measuring these statistics and has there been any significant changes in causes locally?
2. What are the top 3 things we need to in the district to address climate change? Not related to household consumption
3. Do you have any suggestions on how we can improve further on our land use?
4. Is Matt employed just to measure or to advise?
5. Is there an equivalent graph for all the good things or is it only the 0.5% of land use?
6. How are we going to deal with the amount of traffic pollution - M40 and main roads
7. Traffic - all of us can see this but there are many things we can't see day by day - more houses going up - don't ask this one it wasn't very coherent
8. UK emissions are only 1% of global emissions - what about if other countries are doing the same things - is there any point if China is running wild
9. Public sector buildings 12% homes 25% - what is included in public sector buildings
10. Is there separate energy efficiency data for houses which are rented as opposed to privately owned (a lot of rented houses are cold and hard to heat) Trees will lock carbon in the atmosphere. How calculate minus 0.5%.?
11. How much can we improve on road transport emissions?
12. Land emissions are low but what about peoples diets

The impacts of climate change:

Dr Ollie Lawton, Local GP and **Chris Holt**, Senior Lecturer, Water Resources, University of Northampton
Video footage available here

Questions posed during the small groups conversations

1. Flood defences - how useful are they?
2. Apart from not building on flood plains what can local councils do to alleviate flooding?
3. Last year on the farm where I go we planted 1200 acres of wheat - but this year the ground was waterlogged so if planted then £80k gamble - lost 1100 acres of wheat due to flooding - diversify or give up farming? Run off from houses causing run off.
4. How much of flooding is to do with rainfall or other factors?
5. In Warwick District are there any projects that are being worked on to stop flash flooding?
6. Is there a good example in this country where positive action is being taken?

Themed session: Transport:

Jonathan Clarke, Senior Teaching Fellow, University of Warwick; **Professor Jillian Anable**, Leeds University; **Margaret Smith**, Transport Planning, Warwickshire County Council; **Hayley Key**, Chamber of Trade, Royal Leamington Spa; **Mark Whitelocks**, Managing Director, Stagecoach Midlands.
Video footage available here

1. Is there an option to levy charges on those using the town centre by car or could there be a hub (e.g. park and ride) i.e. for schools where people drove out to the outskirts and then shared transport.
2. How do we integrate the transport system in our existing developed town? People have talked about town planning and developing areas around the transport system, but obviously our town already exists.

3. It seems like the suggestions to charge more for parking and penalise people with fossil fuel vehicles will have an unfair effect on people who can afford it less e.g. a single mother with 3 kids making a trip to go to the doctors - do you think this is right?
4. A lot of talk about commuter travel and leisure - what about school travel - is there anything the council is doing about this?
5. Encouraging active travel. Many people could walk/cycle to school/walk but don't want to. Rural communities don't have that choice so what about them who have no alternative?
6. What is stopping us getting heavily subsidised public transport ?
7. How will we link up with neighbouring areas to develop infrastructure and who would be responsible for developing and putting in place? e.g. for longer distance cycle routes, electric bikes etc? Could we aim to get county linked?
8. Use of public transport is difficult for people with disabilities (e.g. one bus, walk to get next one, second bus to destination). Is there anything that can be done to help people with disabilities access public transport more?
9. What are they actually doing now and what are their plans to 'green their fleet'? Do you take the bus to work?

Additional questions sent to commentators after the session:

1. Why is public transport getting consistently more expensive and what can we do about that?
2. What will you do to support the electric growth of vehicles and to encourage people to use electric cars? People are very attached to their cars so this should maybe be more of a priority.
3. Does council staff pay for parking?
4. What is the best way to get people to change their behaviours - carrot or stick?
5. What is the council doing to improve infrastructure to incentivise **active travel**- i.e. cycling and walking- for example routes and paths that are safe and easy to use.
6. How would you make public transport more attractive and affordable for those who will

always lean towards their own car for comfort and convenience?

7. Is stagecoach at the point where they can be buying green vehicles for their fleets? If not why not?

8. Would it be possible to have car free days in town, or pedestrianize areas a few times a week?

9. Can you tell us a bit more about the new electric trams in Coventry (they are smaller and easier to install than alternatives) Would this be suitable for Warwick district?

10. Nobody seems to be taking interest in the fact that traffic needs to be kept on the move. Example of Kenilworth to Coventry 15 miles took 48 minutes off peak in a car - this uses extra fuel - would tackling congestion help keep carbon down?

11. Biofuel - there is talk about Brazil and biofuel crops - they are cutting down the rainforest to make space for biofuel crops - doesn't this defeat the object?

12. Based on the statistics from Margaret - 24% of work journeys are less than 1.5 miles and even more less than 5 miles - are there examples of what other places have done about this that we could learn from and what public reaction has there been?

13. How are you going to get buy-in for people making less journeys all round

14. How would you go about retrofitting areas that have been designed around car use to be suitable for active transport or public transport

15. Different stats for commuting and leisure but where does the school run sit? What research is there on why people don't walk?

16. Finance? Is there any idea how much is feasible to pass onto members of the public.

17. **Working from home;** can we explore this some more ?

18. **Living locally - h**ow can we incentivise this?

19. how much more can we subsidise sustainable travel?

20. *Have they considered security of bikes as part of this network/planning (e.g. lockers for bike storage as many get stolen).*

21. Can free parking at work be limited to those who live more than 2 miles from their workplace? And those who car share?

22. Is there a recognition already that transport is key to reducing emissions? And if so, does Council have power to allocate a larger budget

to tackle this issue, even though it may be seen as an unnecessary cost to start with?

23. If the Gov favour the tech push as a solution, is this the case in Warwick as well?

24. What provision will they give to people to make public transport more accessible (e.g. people with disabilities - less able/limited walking ability, people with children, people who need more time and support to use)

25. Car club - could you explain exactly what this is and whether it has potential on a larger scale - how many people could this serve?

Questions asked in the small group settings:

1. A way of generating money is to charge firms for parking which Margaret said would be charged to companies not customers, would that be damaging to business and would this have a knock on effect?

2. Is there a way to influence freight transport emissions, which is a necessary way to transport goods? Are local businesses supporting this thinking or working towards it?

3. What can the public or the enquiry do to support a business case for influencing the business sector to have greener transport?

4. Retailers get to keep the plastic bag charge, would it be easy to give it to the council to use as an eco tax- it could avoid charges on individuals like the car park charges.

5. Hydrogen cars = aren't they better?

6. Working at home - if there are enough people working at home would that make a difference - could there be a big survey of companies about how many employees could work from home so we know the potential?

7. Public services- ambulances, bin trucks - could public service vehicles lead the way?

8. How would you incentivise car owners to stop using cars?

9. Thinking about Warwick district - how do we address the long distance problem - are there examples we could take note from

10. Talked about disincentivising car use - wouldn't that be wildly unpopular?

11. Cycle route in town because of COVID that led to more congestion. You're not carrying on with that are you?

12. Electric cars - what will you do to provide charging points?

13. What's the time scale on Park n Ride ?

14. We have old towns - the centre of Warwick is difficult to get to, and get round. Sole traders must be able to continue, wont pedestrianisation penalise them?
15. If we could recommend anything to not discourage unnecessary journeys what would you go for?
16. How can you make public transport information more accessible ?
17. Where can we look for inspiration - other countries?
18. School buses long waiting in the past. How much supply vs demand ?
19. Is it the case that if buses aren't used enough it effects their frequency and whether they're run?
20. Do you have any success stories from similar towns?
21. Accessibility - mental as well as physical - e.g. been asked by people to help them read timetable etc.
    Also what about methods to make more accessible like apps, where is the bus, how busy is it?
22. Cost. If I used bus for my usual journey needs, would cost nearly double. How can you encourage people to use public transport when it costs so much more?
23. Converting fleet to eco fuels etc - is this reliant on Gov financial support or does stagecoach have their own self funded plans?
24. Any plans to have more seat belts on buses?

Themed session: Housing:

Ian Pritchett: Managing Director of Greencore Construction, member of Good Homes Alliance; **Sandra Hayes**: Director of Development, National Energy Foundation; **Rachel Jones:** Chief Executive, Act on Energy; **Philip Clarke** (Head of Development Services); **Hayley Smith** (Senior Planner): Warwick District Council Planning Service; **Sally Kelsall:** Housing Strategy and Development Manager, Warwick District Council
Video footage available here

1. I've read somewhere that Warwick council are planning to build new council houses to a high environmental standards as a pilot to explore new technologies and standards , is that right and can you tell us more.
2. How much do all these green efficiency measures add to a cost of a house, when most houses are already too expensive for young people to buy?
3. Why aren't more builders constructing in the way that you do - what are the barriers, is it the expense or are there are barriers? Are these houses just for the people with money or is this an affordable approach?
4. What is stopping the council saying that all new houses have to built to an A energy efficiency standard
5. If all new homes were built with zero carbon techniques, would that mean that housing stock would be a lot more expensive and therefore price out e.g. young people
6. What ideas do you have for how we can lobby parliament to get longer term policies or do you think we should be asking the council for this?
7. Is there anyway to incentivise landlords to make houses more energy efficient especially student housing?
8. Does future strategy or plan take into account evolving social dynamics rather than relying on traditional living structures?
9. Mentioned 2006 building regs - what can Council do to overcome this issue e.g. influence changes, insist on upgrade to newer regulations, implement expiry date etc?

Additional questions sent to commentators after the session:

1. Has there been an audit of non council properties - private residential and commercial to see what kind of retrofitting needs to happen and what can you do- seems you are putting a lot of energy into 3 percent of the problem.
2. Are there any advisors and recommended approved local providers who can carry out retro fitting work, which might encourage private owners to invest in changes.
3. Are new builds being built with charging points for electric cars?

1. We need green corridors, ideally separate foot and cycle pathways, how do we fit this into new plans for housing developments.
2. Who is testing the new cladding so that the public knows it's safe to use on new builds given what has happened at Grenfell?
3. It looks like a lot of effort to make your house carbon efficient - why would people want to do it?
4. Which best practice would you recommend for new build housing - is it Scandinavian techniques or are there British equivalents?
5. Do you have a figure for return on investment if someone invests in all the energy efficiency measures?
6. If we talk about incentivising people, are there any sticks - e.g. should new houses which are not good energy standard have a higher council tax band
7. Any plans for district heating schemes?
8. Climate change isn't new how long is it going to take her to write her policies and how long will it take to implement them?
9. What's the difference between private and council houses when it comes to carbon emissions?
10. If we are trying to address climate change by 2030 what renewable technology will be able to be installed in enough time?
11. large number of houses being built, and for every house there are 2 cars - is all this building going to make the situation worse, what sort of control can we put on that?
12. Cavity wall insulation and loft insulation used to be done free of charge - how widespread was this and was it successful?
13. Is the provision of public transport considered when giving planning permission
14. Are there grants available for older dwellings? If so what is available & would this be enough to help fund improvements?
15. Have they considered changing needs and behaviours in terms of housing e.g. increased home working and therefore increased individual energy use?
16. Building materials - how do we know materials used are healthy for people living there? Example of previous use of asbestos. Can we reuse materials in new builds to assist in sustainability.
17. How can they ensure any recommendations are not overruled by central Gov

Questions asked in the small group settings:

1. Should we? and how can we use public spaces which are already being heated and lit to be used more to reduce the way people use energy in their own homes?
2. Can the council influence Big institutions such as the NHS, particularly hospitals, to become more energy efficient?
3. Is there still a plan for new council offices to be built and how can these be built in a more environmentally friendly way?
4. Can you tell us about plans to build the 2nd indoor pool in Kenilworth, as opposed to allowing the outdoor pool to be rebuilt/renovated? It seems the carbon output for an indoor pool would be much higher than an outdoor pool.
5. Is the aforementioned referendum on climate change tax which was parked due to the pandemic to be rescheduled or are alternative plans being considered?
6. If all the legislation is put in place for new houses that will help, but the bigger problem is the houses already existing. These will be retrofitted to a level but what level is that?
7. What would be the chance of getting every house to have renewable energy?
8. Is it easier for council house properties to tackle climate change or would it be easier if all houses were privately owned?
9. What makes people agree to retrofitting or want to do it - saving money, helping the environment?
10. How did the development you showed us come about and why can't we have more like that?
11. Why are there not more surveyors linked to the planning department so that things are speeded up and new houses have to be more energy efficient?
12. How can you get the trust of the people again to buy flats with cladding - can you prove they are safe
13. Why don't the building regulation department and planning department talk to each other - is building control outsourced?
14. You said there would have to offset if the figures weren't met (to Hayley) does that mean more being taken from Council Tax?
15. When will the policy be written and completed?

16. Is there any overall control over how many new houses are being built?
17. Is there a programme or plan to audit private housing for their energy efficiency status (as has been done for council housing)?
18. Is there incentives to stop people from undoing energy efficiency measures that have been installed (example of someone removing solar panels!)?
19. Are there any recommended companies to do assessments and then the work? Getting reputable trustworthy advice and work is a big concern?
20. What do the commentators think the group should be focusing on in terms of recommendations?

Themed session: Waste & recycling

Commentators:
Debbie Slater: WRAP; **A**ndrew Pau: Waste Management and Partnerships Group Manager, Warwickshire County Council; **Julie Lewis:** Head of Neighbourhood Services, Warwick District Council; **Martin Smith:** Action 21
Video footage available here

1. Often there is more green waste generated than can be composted, how will this be managed, particularly in flats. Will people be encouraged to drive their own waste to the recycling centres, therefore encouraging emissions through individual car use. Is anaerobic digestion a solution and if not why not?
2. PPE and medical waste often plastic is currently being generated in huge amounts, how can this be reduced/recycled/replaced?
3. There is such a huge variation of what can be recycled between Leamington and Stratford- why is this and why can't everyone have good recycling facilities.
4. Can the district fleets be electrified- use contractors that can offer green vehicles/make it part of the tender?
5. People seem to have a poor understanding of what dry recycling is- what is being done to

educate the public and encourage behaviour change?
6. Is carbon capture technology used with the incinerator?
7. When is the new recycling plan going to start and how will this be communicated with the general public in terms of encouraging behaviour change?
8. Recycling bins - you can have as many bins as you want for recycling - doesn't this go against the reuse message
9. Anaerobic digestion of food and garden waste - could that produce cheap energy for the local area?
10. Paying for green bins - how will that work? - (people might burn their green waste or just put in in the black bin)
11. Will there be enough space for all the bins and enough space in the bins e.g. in flats
12. Responsibility of the producer? Things are made to break rather than last (e.g. white goods, build to break and buy again. What can government legislation do about this?
13. If there is an increase in food waste collection won't that increase truck emissions ?
14. Encourage people to compost - do you mean green waste composting? Will the council provide compost bins? Is there plans to have support and advice on home composting?
15. Behaviour change - I haven't been challenged by the council, so far?
16. Removing possibility of textile recycling from one of the industrial estates? How does that fit in? Plus what about the gap before the new system comes into place?
17. What's to stop people throwing rubbish in their recycling?
18. Are they able to transform all waste into energy? Or if not, what would be needed to do that?
19. Existing plans and campaigns - but what is being done to promote that in the public domain? How are people being encouraged to adopt these?
20. What about flats or accommodation without appropriate space for things like composting?
21. Martin's charity have to turn things away - what does he need to stop that happening?

How could people be encouraged to buy reuse?

22. Any thoughts on fining people that don't change behaviour - are there any examples of studies where this has been done?

Themed session: Finance and an integrated approach

Commentators:

Finance: Jo Wall: Strategic Director Climate Response: Local Partnerships: *(a joint venture between the Local Government Association, HM Treasury and the Welsh Government);*
An integrated approach: Professor Paul Chatterton

Video footage available here

1. Could some of the money sitting in the landfill tax be diverted to local councils to fund green initiatives?
2. Where does the landfill tax go and can that be accessed locally?- feedback to the group in writing
3. There are grants available to private residents to retrofit their homes (green home grants), can some of these funds be diverted to new build projects to make them greener?
4. Do you have examples of what is happening around the country or in other countries to fund green initiatives?
5. Do you have any examples of local crowdfunding initiatives to spend on green infrastructure projects?
6. It seems there is a lack of information about the return on investment, how can we make it easier for the public and trades on how to retrofit their homes?
7. What are the plans to incentivise retrofitting initiatives for lower income brackets or landlords? As people renting or in starter homes are unlikely or unable to invest money in making homes more energy efficient.
8. Is there a list of what you already have planned? Funds already allocated??
9. Local authority role in provision of trusted source of information? E.g. recommendations, investing in energy efficiency in their own homes etc.
10. Green home grants - do they come from the Government? What do they provide? Is that

the same as green home vouchers? Not sure how all this works
11. Subsidy's - how much subsidy given to fossil fuels? Seems we're supporting renewals on one hand but contradicting ourselves?
12. Electric vehicle infrastructure - are there opportunities for councils to work with private companies?
13. Are we generating electricity locally on site to create circular/local.. Generate power where it's consumed. 10/12% lost when transmitted, so save power when generate locally.
14. What can we do to try and encourage more green areas in city?
15. Can't accept that roads would reduce much. Has everyone approached you from Warwick council to contribute your advice to their planning process and in particular forming a local Climate Commission
16. Road usage change - 'designation and flow of mobility', national change
17. Breaking car use - any brilliant ideas to stop people using cars or encourage reduction in use?
18. How could you make town centre traffic free (which those who live there would love), without alienating those who live further out?
19. Kenilworth school on a main road - where would you divert the traffic there? Tried due to covid to close that street and result was disaster
20. Where is all the paper sourced from?
21. How is it to get changes in speed limits/road safety with the local council? (What kind of strategies can be sussed to reduce car dependency and how easy is it to get these initiatives implemented at local level?)
22. There is conflict between planners, builders, surveyors, highways, health, schools, everyone seems to be looking after their own jobs, how do you get departments to work together?
23. There is a new school being built of 1500 students, and it's generating huge traffic jams, what can be done about that from an integrated plan perspective?
24. Do you have any examples of good neighbourhood design?
25. Does this kind of integrated planning realistically and practically work? What prevents businesses etc to prioritising their businesses elsewhere as people will always take the quickest and easiest way to their end goal.

26. Our town has been planned and built, how can we force the council to prioritise active travel and green infrastructure when it's been chipped away at and the money isn't there?
27. How can we achieve by 20230 and what do we need to do first?
28. How do we solve the issue of having become a commuter town, linked to the university?

Warwick district Climate Change People's Inquiry 2020/21

Shared Future

A Community Interest Company