The North of Tyne Citizens' Assembly on Climate Change 2021

February – March 2021

Acknowledgements

About Shared Future

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

www.sharedfuturecic.org.uk

Contents

Introduction

This is the report of the North of Tyne Citizens' Assembly on Climate Change, commissioned by the North of Tyne Combined Authority (NTCA).

Climate change is an incredibly complex problem. Clearly, citizens must be at the centre of any solutions. The challenge is how to meaningfully involve citizens in identifying the ideas, strategies and actions needed. The NTCA has attempted to do this through a Citizen's Assembly, which invited the local population to answer the question '*What should we do in the region to address climate change and its causes fairly, effectively and quickly?*'.

A Citizens' Assembly is an example of a deliberative process. This report explains the process followed to deliver this Assembly and in their own words the conclusions of the Assembly in the form of a statement and recommendations.

On the evening of Wednesday, February 24th, 2021, forty-nine people from across the North of Tyne, aged between 15 and 87, sat in front of their computer screens to see each other for the first time. A month later, after some thirty hours of discussion, learning, listening, challenging, arguing, sharing, and deliberating, they produced a set of thirty recommendations on how to address the climate emergency in our region.

Early in the year, 10,000 letters were sent to randomly chosen addresses across the region inviting people to join the Assembly. Fifty participants were chosen to reflect the diversity of the local population, including views on climate change. The Assembly can be seen as a mini version of the North of Tyne.

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

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

The twelve strong Oversight Panel included representation from all three local authorities, academia, the private sector, the voluntary sector, and environmental groups.

The process was designed and facilitated by the social enterprise Shared Future. Shared Future has extensive experience of delivery citizens' assemblies and juries across the country.

Mayor Jamie Driscoll

"The climate emergency is happening, and it is real. It is a global crisis and we have to act. A challenge of this scale means taking people with us. If we're going to have a region that stops contributing to the destruction of our planet, we have to involve people from all backgrounds, and with all kinds of opinions. This is what we have done here in our Citizens' Assembly on Climate Change. Your lived experience tells us what we can do to make an impact here, now.

"I wanted the people of our region to have a say on this issue. So, can I give a massive thank you to the people who dedicated their time to our Citizens' Assembly. These generous people have pooled their collective wisdom and produced this list of recommendations. Between them, they are society. These recommendations reflect what the people of the North of Tyne want to see.

"I made you a promise that I will look at every recommendation to see if we can find a way to deliver it, and I will. Where it's under our control, we will act. Where we need to work with partners, we will. If a recommendation falls outside our remit, we can lobby others. We're building a coalition to make this happen.   It is time to make these recommendations a reality."

"The climate emergency is real and urgent. But we need to take people with us if we are to tackle it effectively. The Oversight Panel helps us to do this. We've got a broad mix of people on board: academics, activists, business, unions, volunteers, and our local authorities are all represented. We're asking them to make our North of Tyne Citizens' Assembly as good as it can be."

Mayor Jamie Driscoll

Background

The NTCA is a partnership of three local authorities: Newcastle, North Tyneside, and Northumberland and a directly-elected Mayor. It stretches from the border with Scotland to the most southerly boundary of Northumberland and spans from the North Sea on the East coast to the border with Cumbria in the West. The population of the region is some 816,000 people in a mix of urban and rural communities.

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

The NTCA has a convening role – enabling conversations between citizens, communities and sectors about the type of economy and society they want in the future, and what can collectively be done make it happen – including creating mechanisms to ensure their work is inclusive and that citizens have a real voice. It was on this basis, in February 2020 the NTCA Cabinet approved plans allocate £80,000 of funding to support the creation of a Citizens' Assembly on Climate Change.

What is a Citizens' Assembly?

The North of Tyne Citizens' Assembly on Climate Change is one of a growing number of similar processes aiming to meaningfully engage with citizens on how to address the challenge of the climate emergency. Typically, a Citizens' Assembly brings together a diverse group of between forty and 150 members of the public to consider a particular question and produce a set of recommendations. The members, chosen through a lottery, reflect the diversity of the local population
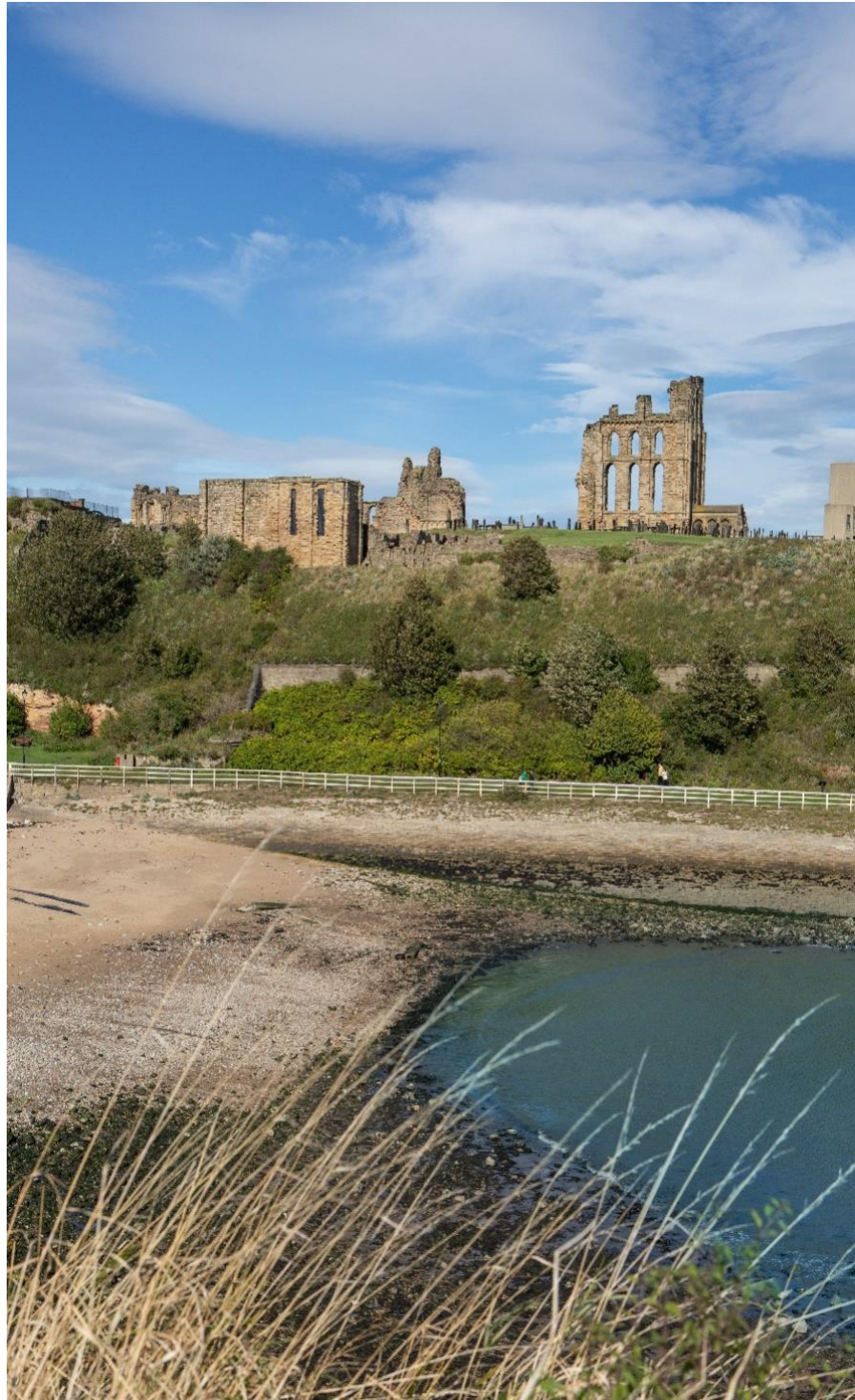
and can be viewed as a mini version of the wider public.

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

At a national level, Citizens' Assemblies have been used in the UK; Climate Assembly UK was commissioned by six select committees of the House of Commons. Last year in France a similar national process made 149 climate policy recommendations, with President Macron agreeing to push for 146 of them, including climate goals in the French constitution. This year (2021), the Scottish Climate Assembly completed its work, and there are plans for similar processes in Spain and Denmark.

> 'A Citizens' Assembly is one tool for gathering evidence and advice. It is designed to bring real, deliberative engagement with our citizens that is robust enough to reflect the complexity of the issues at hand'. NTCA, cabinet agenda document February 2020.

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

Citizens' assemblies and citizens' juries (smaller in size) on climate change at a local government level are increasingly considered a way of ensuring that citizens are at the centre of local government responses to climate change. Learning from processes in Leeds , Kendal, Warwick and Lancaster (organised by Shared Future) Oxford, Camden, Newham and other similar processes suggest that climate assemblies and juries can create a mandate for politicians to take action on climate change by

> 'More than half of the emissions cuts needed rely on people and businesses taking up low-carbon solutions - decisions that are made at a local and individual level. Many of these decisions depend on having supporting infrastructure and systems in place. Local authorities have powers or influence over roughly a third of emissions in their local areas'.
> 'Local Authorities and the Sixth Carbon Budget' (2021) Climate Change Committee.

creating legitimacy through their in-depth nature, their impartiality and the trust this creates. They also have the potential to make sure that climate policy is viewed through the lens of fairness. A diverse group of citizens can draw on their own lived experience to consider: what impact different policy responses may have on different communities; who might be the winners and losers if different policies are adopted; and how fair these policy responses are. The guide 'Climate assemblies and juries: a people powered response to the climate emergency' looks at these issues in more depth (Shared Future, 2020).

Structure of the Citizens Assembly

The Assembly worked for some thirty hours online, starting on Wednesday 24th February and finishing on Wednesday 24th March 2021. There were five midweek evening sessions, a Saturday morning and two full day Sunday sessions.

Due to the ongoing coronavirus pandemic the Citizens' Assembly was delivered online using the Zoom platform. The decision to deliver the Assembly online brought different challenges, such as ensuring digitally excluded people were facilitated to participate.

Assembly members were supported by seven facilitators during the sessions and a team of three from Shared Future offering technical support.

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

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

In the final sessions, Assembly members were supported to write a set of recommendations answering the question '*What should we do in the region to address climate change and its causes fairly, effectively and quickly?*'

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

Oversight Panel

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

The Oversight Panel was appointed in November 2020, by the NTCA, bringing together a wide range of stakeholders with a range of expertise to ensure that the Assembly process was robust and fair. Their role was to:

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

The panel met six times over the duration of the Assembly.

Who attended the oversight panel meetings?

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

- Independent Chair: Olivia Grant
- Officer (technical expert) from the NTCA: Dr Leanne Wilson (Policy & Economy Advisor – Climate Change)
- Officer (technical expert) from Newcastle City Council: Adrian McLoughlin (Climate Change Advisor)
- Officer (technical expert) from North Tyneside Council: Paul Nelson (Environmental Sustainability & Street Lighting Manager)
- Officer (technical expert) from Northumberland County Council: Mark Roberts (Senior Climate Change and Sustainability Manager)
- Academic expert on Citizens' Assembly methodology: Dr Stephen Elstub (Newcastle University – Department of Politics)
- Academic expert on climate science/practical implications: Dr Sara Walker (Newcastle University – Director of Centre for Energy)
- Representative from business community: Marianne O'Sullivan (Policy Advisor: North East Chamber of Commerce)
- Representative from unions: Sarah Kilpatrick (National Education Union)
- Representative from voluntary sector: Adrienne Attorp (Tyne & Wear Citizens)
- Representative from environmental groups: Dr Meryl Batchelder (UN-accredited climate change teacher / Extinction Rebellion)
- Secretariat provided by NTCA: Tom Sharman (to December 2020) (Engagement Officer), and Fraser Serle (from January 2021) (Engagement Officer)

Observers

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

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

Elected members from the three North of Tyne constituent local authorities were given preference with an allocation of three seats per session, external stakeholders were given an allocation of one seat per session and Oversight

panel members and council officers were offered any unfilled observer spaces.

Observers who took up this offer included NTCA officers, academics, elected members, members of the Oversight Panel and local authority officers from the region.

Evaluation

The evaluation of the Citizens' Assembly on Climate Change is to be undertaken by Northumbria University. The full evaluation will be available for download from NTCA website in due course.

Shared Future facilitators conducted a short survey amongst Assembly members in order to collect their views on the experience and quality of the process. A summary of this evaluation and its results is included in Appendix 1 of this report.

Recruitment and participation

One of the defining features of the Citizens' Assembly is the way that participants are selected. An assembly gains part of its legitimacy through random selection and the idea that in theory, every citizen has an equal opportunity to take part through what is sometimes called a 'civic lottery'.

A process of 'random stratified sampling' was used. The Sortition Foundation (a not-for-profit organisation that are experts in the use of stratified, random selection in decision-making) randomly selected 10,000 addresses within the area from the Royal Mail address database. Each address received a small pack containing an invitation card, a brief letter and some frequently asked questions.

The letter made clear that participants would not need any specialist skills, knowledge or equipment to take part, the commitment required and that each participant would receive £300 in vouchers as an incentive to ensure wider participation. The provision of financial incentives as part of the process ensures that those who are not normally engage are heard. Residents who were interested were invited to either call a freephone number or go online to register their interest.

There were 317 responses to the invitation of which with fifty subsequently received an invitation to join the Assembly. A process of stratified sampling was used to select the fifty invitees. Participants were selected by the Sortition Foundation so that the final profile of the Assembly as much as possible reflected local diversity in terms of:

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

Table 1on the next page shows in the first column the recruitment target for each element of the profile, based upon relevant local and national statistics, and in the second column the profile of those fifty participants who were offered a place in the Assembly.

---
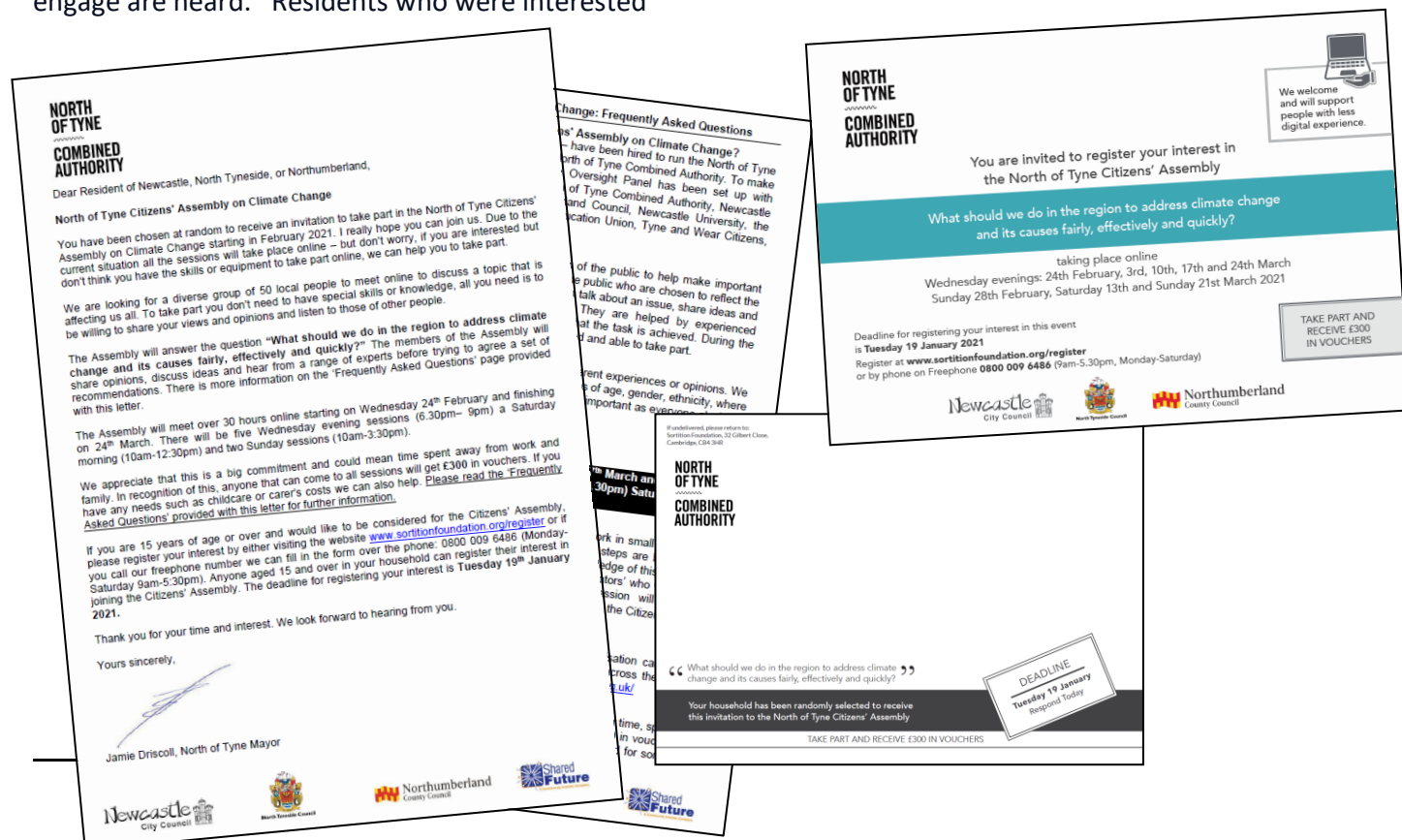
[1] (Based on data from the BEIS Public Attitudes Tracker, which asked the question 'how concerned if at all are you about climate change? Very concerned/fairly concerned/not very concerned/not at all concerned/other/don't know).

Table 1

	Recruitment target based on local/national statistics	Selected Assembly members
Gender	Male: 49%. Female 51%	Male: 50%. Female: 50%
Age	15 – 24: 16%. 25 – 29: 8% 30 – 44:21% 45 – 59: 23%. 60 – 74: 21%. 75+: 11%	15 – 24: 16%. 25 – 29: 8% 30 – 44: 22% 45 – 59: 24%. 60 – 74: 22%. 75+: 8%
Attitude to climate change	Very concerned 52% Fairly concerned 33% Not very concerned 9% Not at all concerned/other/don't know 6%	Very concerned 54% Fairly concerned 34% Not very concerned 8% Not at all concerned/other/don't know 4%
Ethnicity	White 92% White Other 2% Mixed or multiple ethnic groups 1% Asian or Asian British 4% Black or African or Caribbean or Black British 1% Other ethnic group 0.06%	White 82% White Other 2% Mixed or multiple ethnic groups 2% Asian or Asian British 6% Black or African or Caribbean or Black British 4% Other ethnic group 4%
Disability	No: 80%. Yes: 20%	No: 80%. Yes: 20%.
Geography	Northumberland 39% Newcastle upon Tyne 36% North Tyneside 25%	Northumberland 38% Newcastle upon Tyne 38% North Tyneside 25%
Levels of deprivation (based on indices of multiple deprivation)	IMD: level 1-2: 24%. IMD: level 3 – 4: 20%. IMD: level 5 – 6: 23%. IMD: level 7 – 8: 16%. IMD: level 9 – 10: 18%	IMD: level 1-2: 24%. IMD: level 3 – 4: 18%. IMD: level 5 – 6: 22%. IMD: level 7 – 8: 18%. IMD: level 9 – 10: 18%

One person was unable to attend the first session and was replaced with a person from the reserve list of a similar profile.

Overall, attendance for the eight sessions was 94%, demonstrating a low dropout rate.

Assembly attendance breakdown was as follows:
Session 1: 49/50
Session 2: morning 45/50, afternoon 46/50
Session 3: 46/50
Session 4: 47/50

Commentators

A central feature of the Citizens' Assembly and other deliberative processes is the 'commentator' (sometimes referred to as the 'speaker' or 'expert witness'). Their role is to offer participants a particular perspective or perspectives on the issue before being cross-examined by the assembly members.

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

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

1. It is essential that you use clear, simple, easy to understand language. We are all guilty of slipping into professional language (acronyms, jargon etc.) but this is something that we must avoid if we want people to get the most out of the session.

2. We use a red card system where people are encouraged to show the red card if they are having difficulty understanding what is being said! (They have all been sent one in the post). Try to make your talk as stimulating as possible. You may want to show some pictures, but this is not essential.

3. We want you to avoid using lengthy PowerPoint presentations with lots of text and graphs - we would much rather people do not use these. Not everyone is comfortable with the written word and many people struggle with graphs which in climate.

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

4. After you have made your presentation, we will divide participants into break out rooms, with a facilitator, to talk with each other about their learning. We will ask them to think of any questions they would like to ask you. They will do this for about 25 minutes.

5. You will then be asked back into the 'main room' and asked the questions identified during the previous activity. Participants will decide if the questions are asked by the facilitators or by themselves. This should last approximately 30 minutes.

6. Your work is complete, and you will then be asked to leave the Assembly session.

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

A record of the questions asked during the commentator sessions is included in Appendix 2
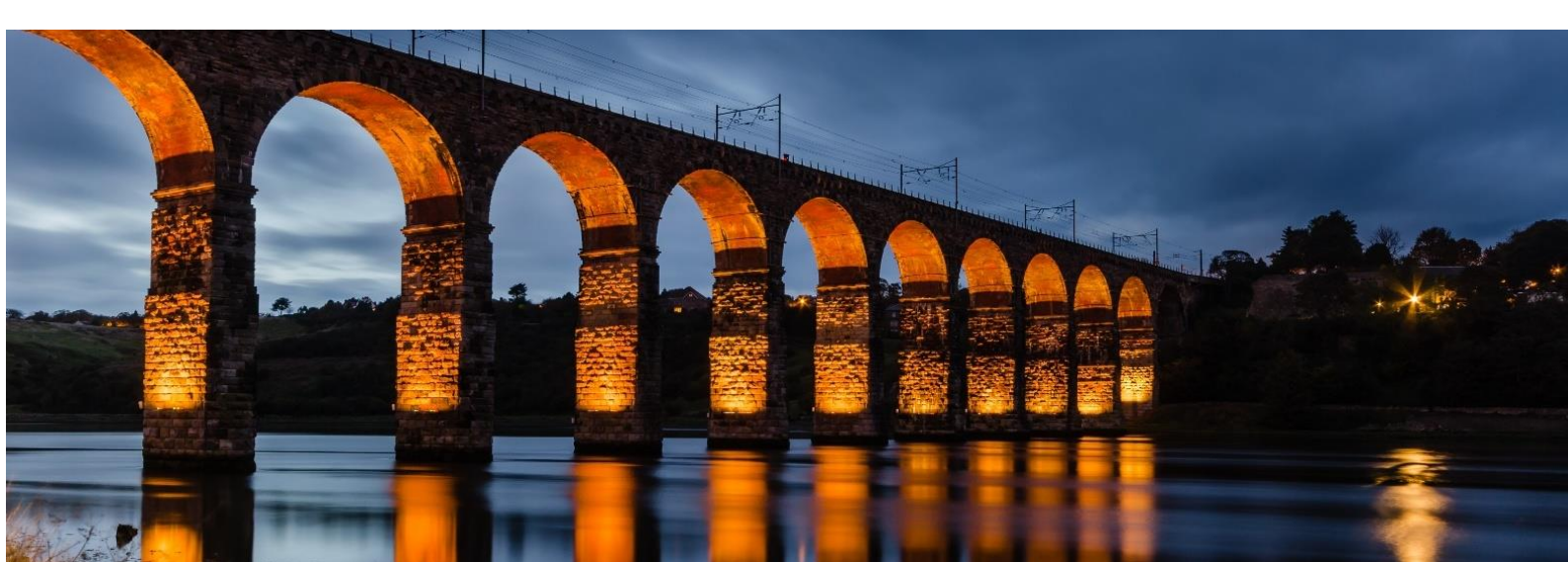
The sessions

An online deliberation

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

During these initial conversations it became clear what support some members might need in order to be able to take part online. Seven tablet computers were provided to Assembly members (four from North Tyneside, two from Newcastle and one from Northumberland), as well as a dongle, which enables internet access. 1: 1 coaching on the use of Zoom was provided for 20 participants. For the first four weeks of the process eight participants needed assistance from the technical team to join the call. Printed versions of any documents shared with Assembly members was provided to seven people who were unable to access a printer.

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

Assembly members joined the first session of the North of Tyne Citizens' Assembly on Climate Change on the evening of Wednesday, February 24th, 2021.

As soon as Assembly members arrived in the Zoom 'waiting room' they were assigned to 'home groups' with a facilitator. Each home group consisted of between seven and eight Assembly members. The challenge of helping Assembly members to build relationships with each other is more difficult the larger the size of an assembly. The home groups, which usually met at least once during each session, were an attempt to enable a diverse group of participants to form deeper relationships with each other in a safe space. In this first meeting of the home group Assembly members shared with each other the answers to the following questions:

- *What are you most looking forward to about taking part?*
- *What are you least looking forward to about taking part?*

The members then moved into the main room for a brief introduction from Shared Future facilitators before hearing from Mayor Jamie Driscoll.

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

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

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

Before the end of the first session the Assembly was joined by [Dr. Stephen Elstub](#) from Newcastle University who spoke briefly about critical thinking. Participants also viewed a clip from a [video on critical thinking](#) from the New Democracy Foundation in Australia.

Finally, the members returned to their home groups to reflect on Dr. Elstub's presentation and to pose any final questions to one of the facilitators.

Session 2

Session 2 was the first of the full day Assembly sessions. The day started with facilitators summarising the suggested guidelines produced from the small group discussions in the previous session.

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

The following are the group guidelines headings:
- Help each other with zoom
- Be respectful
- Don't interrupt - listening is as important as talking
- Stay on topic
- Don't feel bad if you don't always have something to say.
- Give people space and 'speak clearly and slowly'.
- Small groups are better
- Need time to digest and take notes'.

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

Commentators: what is climate change and what are its impacts at a local/regional/global level?

[Professor Brian Hoskins](#), Chair (ex-founding Director of the [Grantham Institute for Climate Change and the Environment)](#)

[Dr Elizabeth Lewis](#), Lecturer in Computational Hydrology, School of Engineering, Newcastle University.

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

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

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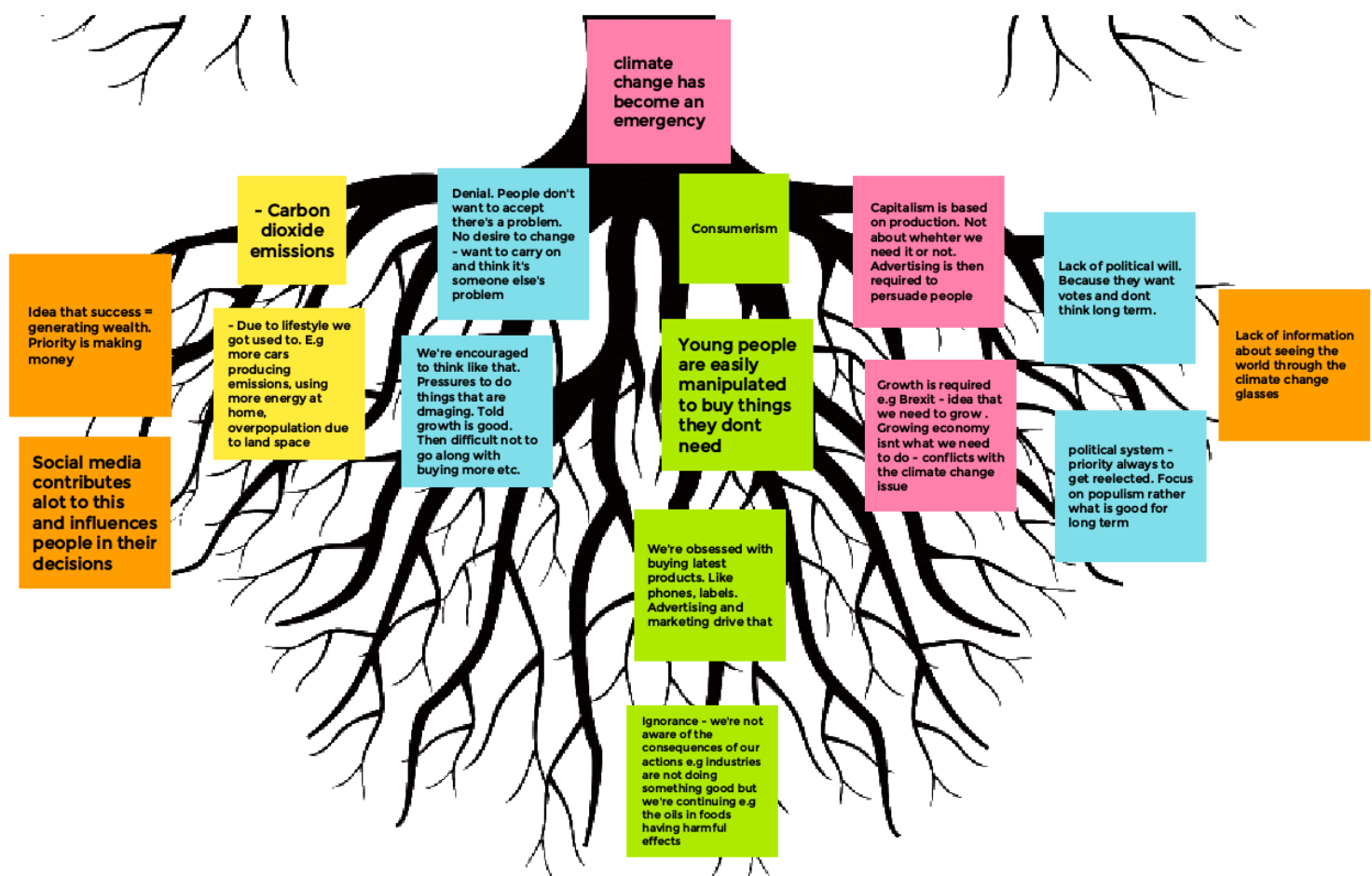- *What messages do you take from the presentations?*

Within their small group the members were then encouraged to think of questions for the commentators. These were recorded by facilitators in a shared Google document. Facilitators checked with participants if they felt happy to ask their question in a big group (if they didn't feel comfortable doing this, the facilitator asked the question on their behalf).

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

Assembly members were divided into new randomly selected groups for the next activity, a chance for them to 'dig deeper' into the issue through the use of a **problem tree**. Small group facilitators shared their screen showing the trunk and roots of a tree. Then members were then asked to consider the problem '*climate change has become an emergency*', written on the trunk of the tree.

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

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

The diagram contains the following notes:

- climate change has become an emergency
- standards for new build houses are not being adhered to and enforced
- house builders putting pressure on government
- Fossil fuels
- slow in changing to alternatives
- Peoples livelihoods – dependence on mining
- governments less keen on being unpopular
- moving towards a private sector dominated society, technology exists which can be used. Will they come quick enough?
- consumer demand for heating, food, our activities.
- not encouraged to change our habits and use alternative resources
- difficult to get balanced unbiased information
- people are reluctant to change
- not encouarged by government to generate our own electricity.(in the past we had the Feed in Tariff) plus difficult to change
- other parts of the world especially poorer countries are using coal
- no access to technology, access to cheap fuel
- energy is being wasted
- Aging infrastructure that leaks eg old homes,
- new developments are not forthcoming in terms of being less carbon intensive
- use large scale disused coal mines to generate electricity
- Coal used in lots of different ways not just energy creation

Commentator: North of Tyne emissions now and in the future

[Dr Tracey Crosbie](#) Reader in Sustainability in the Built Environment, Teesside University

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

Before Assembly members heard from the final commentator of the day, they took part in a visioning activity designed to encourage participants to think into the future and imagine a positive vision for twenty years' time. The activity encouraged people to think about what kind of place they want to live in and how our neighbourhoods and communities should look and feel.

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

Following the visualisation, each Assembly member was encouraged to spend five minutes on their own with pen and paper sketching out their vision (or writing key thoughts). Participants then joined small groups to share their visions and discuss the essential elements, any connections between what they thought about and climate change. Facilitators took notes from the small group sharing of visions. The keywords from the visions were then compiled into a word cloud and shared with participants (see next page).

Word cloud from assembly visualisation activity

Commentator: How do we effect change?

Lucy Stone: Senior Fellow on Climate Change, CUSP, The Centre for the Understanding of Sustainable Prosperity

Video footage of their presentation can be seen here.

The day finished with Assembly members returning to their home groups for a brief reflection on Lucy's presentation as well as an opportunity to share any questions, reflections, highlights or low lights from the day. Members were also encouraged to consider whether or not the group guidelines should be amended in any way.

Session 3

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

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

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

This process started in Session 3, firstly with members hearing more about the role of the Combined Authority and what its plans are, followed by a series of small group discussions on which themes should be looked at in more detail in the next sessions.

Commentator: What is the North of Tyne Combined Authority and what is it doing about climate change?
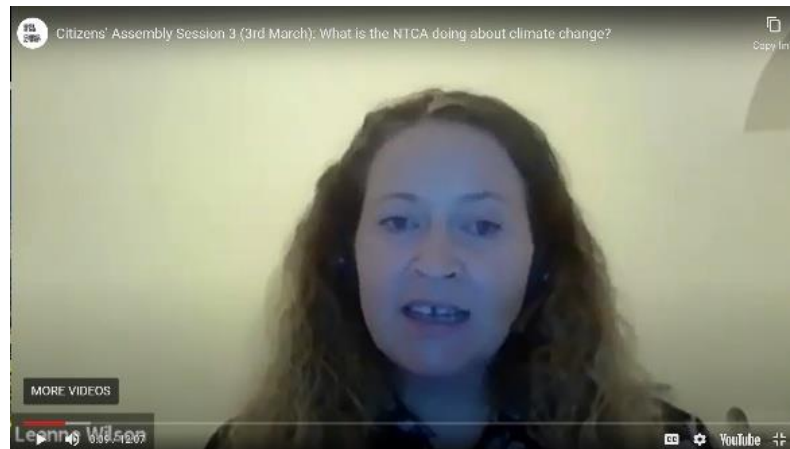
Dr Leanne Wilson: Policy and Economy Adviser: North of Tyne Combined Authority.

Theme prioritisation

As an introduction to the next activity, Assembly members were minded of the complexity of climate change and the need during this process to prioritise some themes for further investigation in the remaining sessions. They were asked to reflect that in previous sessions they had heard from commentators:
- an introduction to climate change and its impacts;
- where some of the emissions are coming from;
- which organisations might be able to take action to address the problem?

Preliminary list of suggested themes for investigation in the remaining sessions
- Housing: making our existing housing better (retrofitting). Making sure new housing is efficient and effective and planning supports this
- Transport: improved public transport, how effective will electric vehicles be? Cycleways?
- Energy generation: what potential is there for local renewable energy? (e.g. onshore wind)
- Community involvement and education: how can the public be taken forward? How do we find out about funding that is available?
- Better joined up ways of working: how do we encourage cooperation?
- Others: Recycling, how do we respond quickly enough? How will all this be paid for? What are the nature based solutions?

Finally, Leanne Wilson provided an outline of the existing activities of the Combined Authority and what it is currently doing to tackle climate change. It was suggested to Assembly members that, based on all this information, they must decide by the end of the next day what our priorities should be for the next two sessions i.e. *'what do we need to talk about in more depth ahead of writing our recommendations?'*

To start this process, members were invited to spend some time in individual reflection. They were encouraged to go for a walk outside or to sit away from the screen and gather their thoughts around the question *'what do you feel might be some themes we should look at in more depth in the next sessions and why?'.* Small groups were then formed to share these reflections, with facilitators making notes and attempting to group similar themes together. During the next commentator session, some of the facilitators worked to further consolidate the themes ready for presenting back to the Assembly.

These themes were shared with Assembly members prior to them being asked to vote in a preliminary poll designed as a 'temperature check' to see where the strength of opinion lay. Small groups were then formed to enable people to reflect upon the results of the preliminary vote. Assembly members were asked to send their preferred themes before 4pm the following day.

Commentators: What is fairness?

The overarching question for the Assembly to consider was *'What should we do in the region to address climate change and its causes fairly, effectively and quickly?'* This final commentator slot enabled members to think through a wide range of perspectives/views on the fairness element of the question.
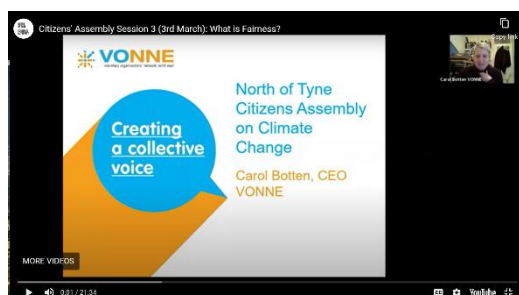
Beth Farhat: Regional Secretary (Northern), Trades Union Congress.

Sir Geoff Palmer: Emeritus Professor in the School of Life Sciences at Heriot-Watt University in Edinburgh.

Roman Krznaric: author of the book 'The Good Ancestor: How to Think Long-Term in a Short-Term World'.

Video footage of their presentations can be seen here.

Carole Botten: Chief Executive Officer of VONNE - Voluntary Organisations Network North East.

Session 4: Housing

Two themes were identified as clear priorities by Assembly members: housing and transport. It was decided that Assembly members should be given a further opportunity to discuss what might be the best choice for a third theme by the end of the week. During Session 4, Assembly members were given the

<div style="background-color:orange">

What are the guiding principles that must be at the heart of what needs to be done about climate change?

</div>

opportunity to consider '*What things might guide the ideas on how we should respond to climate change? What should guide us in the choices and decisions that need to be made?*' Facilitators suggested that these might be described as guiding principles. Drawing on conversations in the previous sessions, facilitators produced a draft list of guiding principles to stimulate discussion amongst Assembly members. These were then edited and added to by Assembly members, and occasionally referred to during subsequent sessions. They should not be viewed as an agreed list, but as a snapshot of what some considered might be useful.

- Fairness.
- Urgency.
- It's clear who will pay.
- Reducing emissions.
- Cooperation: people cooperating with each other and organisations working better with other organisations.
- Are there co-benefits?
- Are there unintended consequences?
- Honesty / transparency.
- Working in harmony with the environment.

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

Commentators: Theme 1: Housing

Callum Smith, Policy and Economy Advisor (Housing and Land), North of Tyne Combined Authority.

[Professor Simin Davoudi](#): Professor of Environment & Planning, Newcastle University.

Matt Copeland [National Energy Action](#)
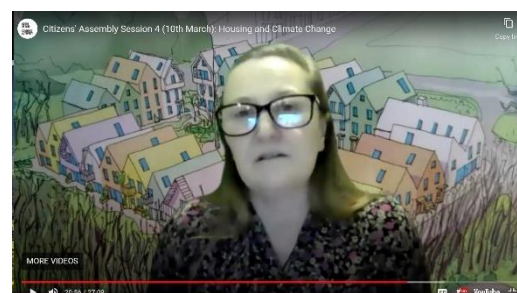
[Professor Helen Jarvis](#): Professor of Social Geography Engagement, Newcastle University.

Assembly members were offered a summary of what they wanted to explore in more depth under the heading of housing as: **'***How do we make our existing housing better (retrofitting) make sure new housing is efficient, generates energy and that planning regulations support this?'* This summary was shared with each of the housing commentators in their pre-session briefing.

The Oversight Panel decided that it would be useful for all Assembly members to better understand what action the three local authorities are already taking under the theme of housing. Each local authority (represented on the Oversight Panel) was asked to provide a few paragraphs summarising their work. This document was then shared with Assembly members prior to the start of this session. Furthermore, a local authority representative, Tim Rippon (Senior Specialist Climate Change) in the City Futures Directorate from Newcastle City Council , was made available to join (upon request) any of the small group conversations to help with any questions on the role of local authorities.

All participants were placed into five randomly selected groups and commentators rotated around the groups to answer questions. The session finished with participants returning to their home groups where they were asked to take two minutes to write down '*things you think we need to not forget for when we start writing our recommendations'.*

Session 5: Transport

This Saturday morning session started with Assembly members joining their home groups to share their reflections from the previous housing session. Facilitators explained that they would take notes during this feedback and that this would be written up (anonymously) in a document that will be shared with all Assembly members to help them start writing their recommendations.

Commentators: Theme 2: Transport

Professor Phil Blythe: Professor of Intelligent Transport Systems, Newcastle University and Chief Scientific Adviser, Department for Transport.

Jonah Morris: Partnerships Manager – North East & Cumbria, SUSTRANS

Martijn Gilbert, Managing Director, Go North East

The Oversight Panel also wanted to hear from other commentators about transport in the region however, the Assembly schedule meant this was not possible.
Video footage of their presentations can be seen here

After hearing the presentations, Assembly members were placed into small groups to reflect on the presentations and to write any questions for the large group of question-and-answer session. The Assembly members were then asked to choose one of the commentators to spend an additional 20 minutes with. The morning finished with members returning to their home groups for a five-minute quiet reflection, where they were asked to record their top two or three ideas for recommendations that have come out of this session. They then shared these thoughts in the small group where they were recorded by the facilitator.

Session 6: Recommendation writing

It was decided to push the third prioritised theme into Session 7 and instead whilst the transport and housing themes were fresh in the minds of Assembly members, the first stage of recommendation writing should start in Session 6. Prior to the session, all Assembly members received a seven page 'what have we been talking about?' document. This document brought together a record of the outputs from the housing and transport sessions, where Assembly members were asked to share ideas for recommendations or were asked to record what has struck them and things they should remember. Facilitators grouped these into suggested topics.

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

A. Public transport.
B. Cycling and active travel.
C. Electric vehicles and other transport issues.
D. Existing housing: retrofit and energy efficiency.
E. New housing.
F. National level change, private landlords and other housing issues.

Prior to the start of this round of small group conversations, Assembly members were reminded of the guiding principles produced in session four before discussing whether draft recommendations could be merged or further developed, or new ones added.
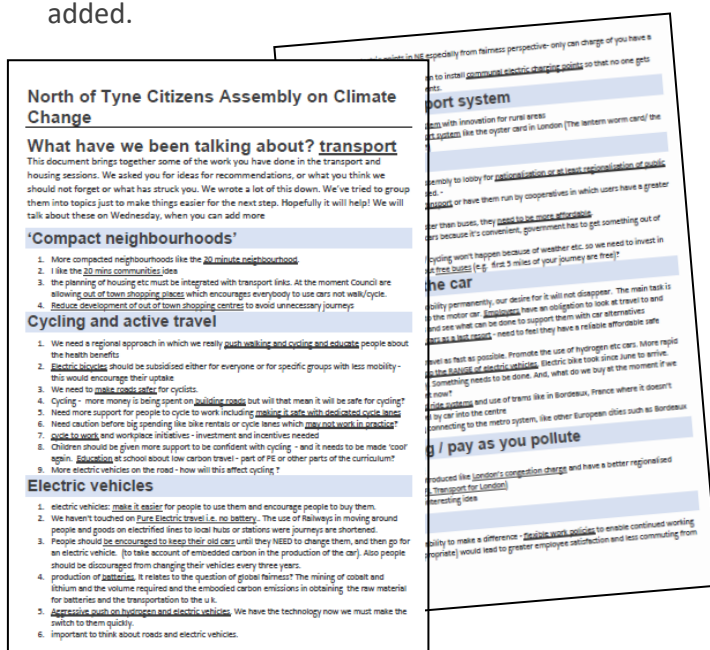
Ahead of Session 6, Assembly members were invited to share their ideas for the third prioritised theme for the Assembly to consider (after transport and housing). During Session 6, the results from this prioritisation was shared with the Assembly members. Ideas for themes included food and farming, housing, land use/trees, finance, recycling/waste. More popular themes included education, community involvement and the question *'what action can individuals/communities take?'* However, the theme which received most interest was energy generation and renewables, which could be best summarised by the question *'generating renewable energy in the North of Tyne region: what is happening now, what potential is there and what are the challenges?'*

Session 7

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

Items chosen by Assembly members included:

- the view from the bedroom window,
- a photograph of their daughter,
- a watch (we are running out of time),
- a photograph of their niece,
- a money box,
- a picture of the Swiss Alps,
- single-use plastic,
- the union flag,
- a photograph of a heart on a branch,
- a cycling helmet,
- a lump of coal,
- car keys and house keys,
- a cycle map of Newcastle,
- a dinosaur,
- a book,
- a lump of rock,
- a placard,
- a hawthorn tree;
- a 100 Danish Krone note;
- a holiday photograph;
- a picture of their son, picture of their grandchildren;
- a snake plant;
- binoculars (keep focused);
- a log;
- a fig plant;
- a sand timer;
- a picture of the world;
- a book;
- a picture of son and daughter from 30 years ago;
- a photograph of a riverside walk;
- a Saxon design utility knife (remember heritage);
- a map of our region;
- a camera;
- a pair of glasses (all council policies should be looked at through climate change glasses);
- a 20's plenty sticker;
- a delivery label;
- a telescope;
- and a pack of seeds.

The final commentators for the Assembly were then introduced.

The issues assembly members wanted to further discuss under the theme of energy generation/renewables.

Commentators: Theme: Energy generation

Tony Quinn: Catapult: Offshore Renewable Energy .

Gareth Davies, Aquatera MD and Chair of Orkney Renewable Energy Forum.
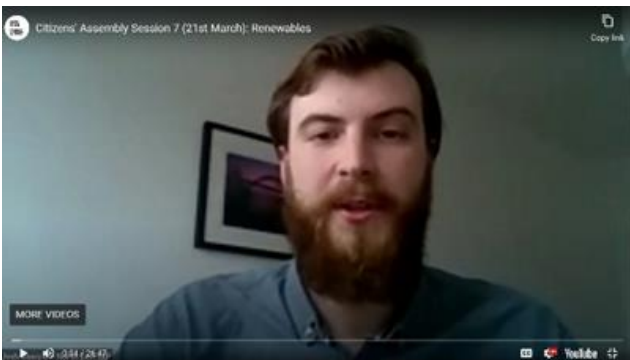
Josh Sawyer: Rural Energy Officer, North East Local Enterprise Partnership.

Jim Cardwell, Head of Policy Development, Northern Powergrid.

Video footage of their presentations can be seen here.

After the presentations had finished, Assembly members joined randomly selected small groups to write questions ahead of a large group question-and-answer session. The members were then invited to choose which commentator they would like to spend an additional 20 minutes with. Once the commentators left the call everybody was invited to spend a few minutes in individual reflection, jotting down any ideas for recommendations that came out of the session and anything they felt needed to be talked about after lunch. Assembly members then joined their home groups and shared their thoughts which were recorded by the home group facilitator.

During the lunch break one facilitator identified key themes from the previous activity's outputs, namely:

A. Education and skills
B. Other
C. New technology
D. Community energy projects
E. Increased awareness

Upon their return after lunch, members were invited to choose one of these groups to start writing draft recommendations under the energy generation theme.

Assembly members were then given an opportunity to join a new group to either continue working on building the energy generation recommendations, to refine the housing or transport recommendations or to join a new group or groups based upon some of the conversations (both during Assembly sessions and outside of Assembly sessions) over the last two sessions. These small groups were as follows:

1. Energy generation
2. Housing
3. Transport
4. System change
5. Nature

During the break immediately after this activity, facilitators met in a breakout room to decide which of these themes needed additional time in the remaining 30 minutes.

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

Session 8: Finalising the recommendations

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

Ahead of the session, all participants received the draft recommendations with an explanation that facilitators tried to 'tidy up' some of the recommendations, striving as much as possible to keep the meaning behind each of them, but making them easier to understand. Session 8 provided an opportunity for Assembly members to check that recommendations reflected the conversations held.

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

Assembly members were invited to join one of the following groups:

A. Energy generation (renewables) and system change.
B. Housing
C. Transport
D. Nature
E. Writing a statement

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

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

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

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

In a final celebratory activity, Assembly members were divided into two groups to share with each other anything positive about their experience of the Assembly.

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

Assembly statement

In the final session, Assembly members were given the opportunity to join an assembly statement writing group. With the support of a facilitator, the group shared their thoughts on what should be included. Their draft statement was shared with the entire Assembly membership to check for support (through an anonymous poll).

The statement was included in the final voting booklet. **92%** of the Assembly members voted to either strongly support (39 participants) or support (7 participants) the statement. One person opposed the statement and two of the participants who started the process did not vote for the statement.

"We now see that climate change is a credible, urgent and real threat. It threatens all we value: our families, our communities and our planet. Individuals, communities, businesses and government must all be involved in tackling the climate emergency, putting Climate Change at the forefront and heart of every single decision.

The Assembly urge the North of Tyne Combined Authority and the three local authorities of North of Tyne to direct all their departments and committees to consider the effects on Climate Change in every decision they make, whenever possible choosing the low carbon solution. This work must be a major priority for our Mayor who must lead the way and lead by example.

In deciding our action we must place fairness at the centre ensuring that those of us who are vulnerable and marginalised are not further disadvantaged. We must empower and support communities to take urgent, methodical and united action to get to net zero and create an environment in which all life can thrive.

We have a responsibility to act urgently and leave a fair legacy to conserve what we have and value now. If we don't act it will be too late. It is imperative that we speak on behalf of future generations as they have no voice.

Our region is one of outstanding beauty, character and a rich history. It is through our community spirit and resilience we will tackle this crisis together."

Recommendations

The score for each recommendation is based upon a calculation of the level of support each recommendation received. If it received a 'strongly support' vote it received two points and a 'support' vote, one point.

No.	Theme	Score	Recommendation
1	GENERAL	**75**	All **local plans** must have the need to take action on climate change at their heart. Too many of the decisions made by local authorities (services, housing etc.) do not necessarily take into account implications on climate change.
Degree of support for recommendation				

Strongly Support	Support	Neither	Oppose	Strongly Oppose
34	7	2	1	2

Ranking of recommendation within its theme (note no prioritisation within the general theme)

No.	Theme	Score	Recommendation
2	GENERAL	73	**Awareness raising** a) The North of Tyne Combined Authority should invest the time and resources to develop a strong, intelligent public education strategy to encourage behaviour change at an individual level. The education and awareness raising strategy about COVID-19 was really effective (simple, practical, easy to understand) so this, along with NE pride/pride in your community and a positive 'we can do this together' approach targeted properly at all areas of demographics should be undertaken e.g. not just posting things through doors, targeting messages in the right areas and in methods for the right audience. b) Schools (including academies) must build on some of the good work already in place to ensure that climate change education is a central part of the school curriculum (and is cross curricular)
Degree of support for recommendation				

Strongly support	support	neither	oppose	strongly oppose
32	9	3	0	1

Ranking of recommendation within its theme (note no prioritisation within the general theme)

No.			Theme	Score	Recommendation
3	ENERGY			71	**Skills**: We must make sure that the skills are available in the region to address the climate emergency. Practical and technical skills and experience are equally or perhaps more important than academic skills and experience in terms of the fight against climate change. We would like the North of Tyne Combined Authority and associated authorities to encourage a culture that values and gives more respect to practical and technical skills than is currently the case. This could be done by: a) Developing and promoting more modern apprenticeships in renewable energy generation, retrofitting business and domestic buildings for energy efficiency, sustainable building practices, developing green spaces with climate change in mind b) Requiring academic institutions to consider the greater inclusion of practical applications within theoretical courses in subjects such as engineering (continued over page)
					c) Providing opportunities for citizens to develop or share skills, from repairing items that would otherwise be replaced to learning how to undertake DIY retrofitting In order to meet urgent climate change needs we require significant progress within five years.

Degree of support for recommendation

Strongly support	support	neither	oppose	strongly oppose
30	11	3	0	1

'How did assembly members feel about this recommendation compared to others in the energy theme?'

ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
15	8	6	**Total score 67**

No.	Theme	Score	Recommendation
4	HOUSING	70	We must have more **energy efficient housing**. All new housing must have an EPC (Energy Performance Certificate) rating of at least B from 2023.

Degree of support for recommendation

Strongly support	support	neither	oppose	strongly oppose
30	10	4	1	

'How did assembly members feel about this recommendation compared to others in the housing theme?'

ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
8	7	8	**Total score 46**

No.	Theme	Score	Recommendation
5	HOUSING	67	The North of Tyne Combined Authority and the three local authorities need to have a plan in place to **improve all existing housing** to EPC (Energy Performance Certificate) level B or above by 2030. We need a targeted approach to **retrofitting**. The local authorities must lead a cost effective and emission reducing retrofitting programme of work on a street by street/estate by estate basis to all houses. This should be done at the same time to ensure a cost effective, fair and efficient process. A structured plan should be carried out by reputable companies, as follows: a) All properties in the area to have energy efficiency assessment & rating, which also identifies improvement needs b) a focus on the least energy efficient homes first, with a particular focus on fuel poverty.

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
26	15	3	1	

'How did assembly members feel about this recommendation compared to others in the housing theme?'

ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
16	2	5	**Total score 57**

No.	Theme	Score	Recommendation
6	HOUSING	66	**Brownfield sites** should be used first for new housing development. We must ensure the efficient use of land and sustainable allocation of greenfield sites.

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
25	16	4	0	1

'How did assembly members feel about this recommendation compared to others in the housing theme?'

ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
7	6	8	**Total score 41**

No.	Theme	Score	Recommendation
7	ENERGY	65	The North of Tyne region must invest in and use **new technologies** that best suit its unique nature. This should specifically consider ground based thermal energy (mine water, district heating and geothermal).

Degree of support for recommendation

Strongly support	support	neither	oppose	strongly oppose
22	21	3		

'How did assembly members feel about this recommendation compared to others in the energy theme?'

ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
6	1	11	**Total score 53**

No.	Theme	Score	Recommendation
8	GENERAL	65	**Waste and recycling**: a) Recycling is still confusing (local authorities are inconsistent in the materials they recycle and there is no feedback to the public as to what happens with waste), it must be made easier for individuals to recycle by providing clear and consistent information including published figures of what is saved from landfill. b) The North of Tyne Combined Authority and the three local authorities should use their power to tackle the source of waste by encouraging businesses to offer recyclable packaging, by banning the sale of single use plastics in all the buildings and facilities they are responsible for and where possible using fines and incentives to create the behaviour change required with COVID-19 style messaging.

Degree of support for recommendation

Strongly support	support	neither	oppose	strongly oppose
22	21	3		

Ranking of recommendation within its theme
(note no prioritisation within the general theme)

No.	Theme	Score	Recommendation
9	TRANSPORT	65	We need investment in a **joined-up public transport system**, with a view to reduce private car use, which will accommodate rural and urban areas, that is cost effective, with regular stops, connected to other modes, and is subsidised or free. The public transport network should be made up of electric (and hydrogen) vehicles to include trams, buses and trains. This needs to have an integrated ticketing system that cross-cuts modes and providers like the oyster card in London. As an example of this integration, reinstate the train link between Alnwick and the Alnmouth station. Put more funds into getting the Aln Valley heritage railway completed (as at the present rate of development it will take too long).

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
28	9	5	2	2

'How did assembly members feel about this recommendation compared to others in the transport theme?'

ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
22	2	2	**Total score 72**

No.	Theme	Score	Recommendation
10	HOUSING	64	All new housing to work towards the **Passivhaus standard** (where the loss of heat from a building is so small that it hardly needs any heating at all).

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
24	16	4	1	

'How did assembly members feel about this recommendation compared to others in the housing theme?'

ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
1	9	5	**Total score 26**

No.	Theme	Score	Recommendation
11	ENERGY	63	**Solar energy:** There should be further exploration of solar generation in the area, starting with the potential of large commercial roofs (large areas and smaller number of owners e.g. business parks) as well as domestic housing including student housing before looking to green field options. All options should be considered e.g. outer walls of high rise buildings as well as floating solar on Kielder Reservoir. Support needs to be put in place to assist those who are unable to afford the upfront costs of installation. A baseline should be established now in conjunction with National Grid in order to carefully monitor future progress.

Degree of support for recommendation

Strongly support	support	neither	oppose	strongly oppose
21	21	4		

'How did assembly members feel about this recommendation compared to others in the energy theme?'

ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
8	9	11	**Total score 53**

No.	Theme	Score	Recommendation
12	NATURE	63	**Local planning decisions must have climate change** and the natural environment **at their heart**. Our politicians must lobby national government to push for more power at a regional level to make planning decisions that address the climate emergency and benefit the natural environment; prioritising the protection of green spaces and ensuring decision making processes are transparent.

Degree of support for recommendation

Strongly support	support	neither	oppose	strongly oppose
25	13	4	1	2

'How did assembly members feel about this recommendation compared to others in the nature theme?'

ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
16	4	11	**Total score 67**

No.	Theme	Score	Recommendation
13	TRANSPORT	63	The North of Tyne Combined Authority should, where the use of private vehicles is deemed necessary, encourage **alternatively fuelled vehicles** by: a) Increasing the number of public charging points in all areas (not just affluent or urban areas) with a better strategy as to where they go. Currently there are large stretches of the A1 without charging points. Also ensure they are fast chargers. b) Investigating other ways to incentivise people to adopt electric vehicles e.g. financial incentivisation c) Working with the electricity generation and distribution system to ensure there is enough electricity, produced by renewables, to support the use of more electric vehicles d) Subsidising taxi drivers delivery drivers, couriers and motability* to be able to buy EVs The Combined Authority should encourage electric vehicles, but not promote them as a solution to climate change. It is more important to put a range of measures in place to reduce individual car use altogether. *(Motability = scheme that enables disabled people, their families and their carers to lease a new car, scooter or powered wheelchair).

Degree of support for recommendation

Strongly support	support	neither	oppose	strongly oppose
25	13	4	3	2

'How did assembly members feel about this recommendation compared to others in the transport theme?' (continued over page)

ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
4	6	9	**Total score 33**

No.	Theme	Score	Recommendation
14	GENERAL	62	The North of Tyne **Citizens Assembly** on climate change would like to continue its work by performing a scrutiny role. We would like ongoing six-monthly report back with clear, transparent, concise and measurable evidence of progress.

Degree of support for recommendation

Strongly support	support	neither	oppose	strongly oppose
25	12	4	2	2

Ranking of recommendation within its theme
(note no prioritisation within the general theme)

No.	Theme	Score	Recommendation
15	NATURE	62	The North of Tyne Combined Authority must work with the Woodland Trust, local schools, local authorities, land owners, The National Trust and any other stakeholders including community and voluntary organisations to commit to planting a minimum of 300,000 native **trees** within 3 years and monitor tree survival rates over time.

Degree of support for recommendation

Strongly support	support	neither	oppose	strongly oppose
23	16	5	1	2

'How did assembly members feel about this recommendation compared to others in the nature theme?'

ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
7	11	15	**Total score 58**

No.	Theme	Score	Recommendation
16	TRANSPORT	62	We must make **alternatives to private car use feel safe** (physical/personal safety). a) More regular, reliable public transport to reduce waiting time at remote stops. b) More late night services c) With regards to the metro train stations, platforms should only be accessible if you have a ticket and are actually intending to travel d) Public transport stops need to be sheltered with good live information streams and integrated in communities as opposed to in remote places.

Degree of support for recommendation

Strongly support	support	neither	oppose	strongly oppose
22	18	5	0	1

'How did assembly members feel about this recommendation compared to others in the transport theme?'

ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
3	9	4	**Total score 31**

No.	Theme	Score	Recommendation
17	ENERGY	58	We believe that **community energy schemes** which bring together communities to generate and manage their own energy have a vital role to play. The North of Tyne Combined Authority should support (including funding) the creation of a community energy resource hub for the region. This hub would be composed of an elected and accountable body of citizens together with community groups, staff of the relevant authorities and technical and commercial expertise, supported by paid staff time. We suggest the role of the hub should include the following. a) Sharing ideas and best practice with community energy groups in other parts of the country, including taking up the offer made of a 'twinning' opportunity with Orkney Community Energy organisation. b) Creation of an online 'resource bank' of information c) Provide a route for small and medium renewable energy enterprises to promote what they can offer d) Council to signpost anyone involved in the planning process (residential and commercial) to the hub to encourage consideration of small-scale renewable energy potential as part of their planning application e) Provide a support service to small scale developments to encourage coordination between nearby households (new developments or retrofits) e.g. shared ground source heat pumps or solar installations This support for community energy in our region must be developed as quickly as possible. We anticipate other ideas may come forward as the hub is developed and would like to see major progress within five years.

Degree of support for recommendation

Strongly support	support	neither	oppose	strongly oppose
22	14	7	2	1

'How did assembly members feel about this recommendation compared to others in the energy theme?'

ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
8	6	5	**Total score 41**

No.	Theme	Score	Recommendation
18	NATURE	58	**Green spaces** need to be better used and protected by individuals, communities and local authorities through rewilding, tree planting, landscape recovery etc. (for example planting wildflowers instead of cutting back verges.) The North of Tyne Combined Authority needs to employ an ecology officer (building on the work of the local authority ecology officers) who can a) advise on the implications of any development on wildlife and plant life and insects. b) create opportunities to share information to individuals, schools and communities on what steps they can take to promote wildlife and plant life within local green spaces and their gardens.

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
22	14	5	2	3

'How did assembly members feel about this recommendation compared to others in the nature theme?' (continued over page)

ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
10	15	6	**Total score 66**

No.	Theme	Score	Recommendation
19	GENERAL	57	Local authorities need to have **more power to take the local decisions** that are needed to address the climate emergency. Our politicians should lobby for this at a national level. Further devolution to the local authorities needs to be explored to achieve this. The implications of any new policies should be carefully assessed to guard against problematic unintended consequences.

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
21	15	6	1	3

Ranking of recommendation within its theme
(note no prioritisation within the general theme)

No.	Theme	Score	Recommendation
20	GENERAL	54	Large amounts of **land** in the North of Tyne region are under-utilised. Much of this land is owned by large landowners (such as the Ministry of Defence etc.). We must investigate the potential for such land to be used to take positive action on climate change e.g. renewable energy development, local food production, tree planting, development of 20 minute communities etc.

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
20	14	7	2	3

Ranking of recommendation within its theme
(note no prioritisation within the general theme)

No.	Theme	Score	Recommendation
21	TRANSPORT	53	We must make it easier for people to cycle. Develop **cycling infrastructure** with properly planned cycle only lanes, education with campaigns for cycle responsibility (i.e. staying in correct lanes, off pavements), and safety schemes and secure cycle parking, with an ability to take cycles on buses and metro and train and alternative storage spaces for bicycles, prams, etc.

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
19	15	6	4	2

'How did assembly members feel about this recommendation compared to others in the transport theme?'

ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
3	7	3	**Total score 26**

No.	Theme	Score	Recommendation
22	HOUSING	49	There should be a financially incentivised legal requirement for **private landlords** to improve the energy efficiency (the Energy Performance Certificate rating) of the properties they let.

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
16	17	7	3	3

'How did assembly members feel about this recommendation compared to others in the housing theme?'

ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
2	6	2	**Total score 20**

No.	Theme	Score	Recommendation
23	TRANSPORT	45	Directly address **city and town congestion:** a) Discourage private car use in the city centre through greatly increased parking charges and replacing the free to park after 5pm scheme with a free to bus to the city after 5pm scheme. b) Keep traffic flowing by maintaining the number of traffic lanes on major roads. c) Implement transport hubs surrounding Newcastle and major towns with free parking and electric buses into the town/city centre. In the interest of fairness for people who can't use public transport such as blue badge holders should be exempt from the above.

Degree of support for recommendation

Strongly support	support	neither	oppose	strongly oppose
15	15	9	5	5

'How did assembly members feel about this recommendation compared to others in the transport theme?'

ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*	
0	1	5	**Total score 7**	

No.	Theme	Score	Recommendation
24	TRANSPORT	43	Consideration should be given to **shared use of electric vehicles:** a) Require companies over a certain size (to be determined) to provide a shared electric and hydrogen minibus system for employees and for schools to avoid individual car commuting b) Explore affordable EV car clubs for those who do not need a car every day (mindful of COVID-19 factors in the short term) c) Companies should also be encouraged to bring in car sharing schemes

Degree of support for recommendation

Strongly support	support	neither	oppose	strongly oppose
15	13	11	2	3

'How did assembly members feel about this recommendation compared to others in the transport theme?'

ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*	
2	2	2	**Total score 12**	

No.	Theme	Score	Recommendation
25	GENERAL	37	**Politicians must be legally held to account**. They must be legally obliged to carry out policies from their manifestos. If this is not in place we are concerned that the action needed to address the climate emergency will not happen.

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
15	7	12	3	8

Ranking of recommendation within its theme
(note no prioritisation within the general theme)

No.	Theme	Score	Recommendation
26	TRANSPORT	34	To d**iscourage external (through) traffic** across the region: a) Make the whole region a 20 miles per hour zone wherever people live, work and play. b) For future planning, introduce low traffic, compact neighbourhoods with 20 miles per hour limits to discourage car drivers and create lots of co-benefits such as improving air quality, less noise, creating community, people exercising more and less crime.

Degree of support for recommendation

Strongly support	support	neither	oppose	strongly oppose
12	10	12	7	5

'How did assembly members feel about this recommendation compared to others in the transport theme?'

ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
1	4	0	**Total score 11**

No.	Theme	Score	Recommendation
27	TRANSPORT	33	Introduce a **congestion charge** for private cars entering the city centre, with an increased charge for prestige cars, and taking into account car engine/car size rather than emission levels alone to avoid just targeting people with older vehicles. In the interest of fairness for people who can't use public transport such as blue badge holders should be exempt from the above.

Degree of support for recommendation

Strongly support	support	neither	oppose	strongly oppose
9	15	11	4	9

'How did assembly members feel about this recommendation compared to others in the transport theme?'

ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
1	1	1	**Total score 6**

No.	Theme	Score	Recommendation
28	GENERAL	30	**Finance**. To meaningfully address the climate emergency will require a large investment of money. The three local authorities should hold a referendum on raising the council tax to pay for climate change action. (To reduce costs this could take place at the same time as local elections. This may enable the public to see who prospective candidates are, that are not committed to climate action, encourage more people to vote in local elections and lead to a region wide conversation on climate change). The cost of not acting should be considered as well as the cost of taking action.

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
11	8	7	9	10

Ranking of recommendation within its theme
(note no prioritisation within the general theme)

No.	Theme	Score	Recommendation
29	HOUSING	26	We see an important role for **co-housing schemes** – where each household has a self-contained private home as well as a shared community space and facilities. More co-housing schemes should be explored and developed in the area. Information and advice should be available for communities that are interested in exploring the set up/development of their own co-housing scheme.

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
6	14	15	7	3

'How did assembly members feel about this recommendation compared to others in the housing theme?'

ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
1	2	2	**Total score 9**

No.	Theme	Score	Recommendation
30	TRANSPORT	23	Dis-incentivise **2nd and 3rd cars** in urban settings (with a proviso for people who need that such as company cars).

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
7	9	11	8	9

'How did assembly members feel about this recommendation compared to others in the transport theme?'

ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
1	0	1	**Total score 4**

Next steps

All the recommendations from the Citizens' Assembly will be taken to the North of Tyne Cabinet to consider.

In preparation for this, each recommendation will be looked at by a cross-authority team of officers to see if there is a way of delivering it. The NTCA Cabinet will consider all of the recommendations, they will be supported by the cross-authority officers. NTCA has confirmed the following:

The recommendations will be considered in three broad categories:

1. Recommendations that NTCA can implement.

2. Recommendations that require collaboration: We will work closely with the Local Authorities, public sector organisations, local businesses, the voluntary sector, and citizens.

3. Recommendations that involve influencing government: With the authority of the voice of the people we will work to shape the national debate.

The team at NTCA will develop a plan based on the above framework, and a communications strategy for keeping everyone informed of progress.

Appendix 1: Assembly member evaluations

Throughout the process facilitators informally checked how participants were feeling about their role and ability to contribute. Approximately two thirds of the way through the sessions a more structured evaluation was undertaken using an anonymous survey. There was no requirement to complete the exercise. Approximately 60% (29 out of 50) responded.

We asked how participants felt about the facilitation team's work.

We offered 3 statements and asked participants to rate each one. 28 responses were recorded. Due to the sample size we have rounded up and down response rates to the nearest 5% for ease of reading.

In response to the question *"I feel respected by the facilitators"*, 95% strongly agreed. And 5% agreed. (No other less positive responses were recorded.)

In response to the question *"I feel included in the discussion in my small group",* 75% 'strongly agreed', 20% 'agreed' and 5% 'neither agreed nor disagreed'. No one selected 'disagree' or 'strongly disagree'.

In response to the question *"The facilitator makes sure that opposing views are heard"*, 75% 'strongly agreed', 15% 'agreed', 5% 'neither agreed nor disagreed' and 5% selected 'disagree'. No one replied 'strongly disagree'.

We also wanted to know how participants preferred to engage with the commentators.

We offered 3 statements and asked participants to rate each one. In response to the question *"I like it when we work in small groups to come up with some questions and then ask them in a large group question and answer session",* 45% 'strongly agreed', 50% 'agreed' and 5% 'neither agreed or disagreed'. No other responses were recorded.

In response to the question *"I like it when we spend a short amount of time with every commentator in separate small groups"*, 50% 'strongly agreed', 35%

'agreed', 10% 'neither agreed nor disagreed' and 5% 'disagreed'.

In response to the *question "I like it when we hear from commentators in the main room and then get to choose one commentator we would like to spend more time with in a small group",* 30% 'strongly agreed', 30% 'agreed', 20% 'neither agreed nor disagreed' and 20% 'disagreed'.

We also offered opportunities for free text feedback. The number and length of responses prevents a full list of responses, but we have highlighted some key points below.

We asked participants to reflect on the commentator sessions, and what they liked about the most recent on housing and transport.

Overall they were very positive on the quality of the information received, with no negative remarks about any of the commentators. Comments such as *"I feel I really understand housing issues now"*, *"well researched and compelling presentations"* or *"presented their material succinctly"* showed the value in selecting and briefing commentators carefully.

Participants liked the *"well presented cases and very informative and useful"* information and the *"openness of the discussions"*. The participants also valued hearing from a wide range of perspectives, as illustrated by comments such as *"different speakers from different sectors/companies"* and *"there was a balanced selection of commentators"*. The following comment reflecting the overall feedback most clearly: *"Covered large topic very comprehensively. Well presented cases and very informative and useful."*

We did however want to probe what people didn't like so much to ensure balance and learning, and this presented a slightly different picture. The amount of information to digest in a relatively short time was raised multiple times in comments such as *"the speed of some of the input was sometimes hard*

to absorb" and *"feel like I wrote out a lot of notes instead of just listening"*.

Some participants also expressed their own perceived lack of confidence in tackling complex issues and the inquiry format generally, expressed in comments such as *"I really don't like asking questions in the big group. It makes me feel really anxious afterwards."* Or, at least occasionally, they felt concerned that other inquiry members might not have had their voice heard, such as in the comment *"one individual seemed disempowered by the process. I think their view should be included and reasons sought"*.

Though we were more interested in understanding if the process was working well a number of people used the opportunity to reflect on the content they had heard. An example was the comment *"The sense of crisis or emergency didn't really come across with some of the speakers, perhaps because they have been talking about these issues for years."*

Undoubtedly people felt more time should have been available to hear from and engage with the commentators to deal with the complexity of the topic. For example there were quite a few comments along the lines of *"not enough time to cover all subjects"* and at times concerns *"we ended up with too many unanswered questions and some topics barely touched on at all"*.

This led to one or two more critical comments, especially on the transport theme, such as *"the transport session deliberately avoided issues of national and international concern, such as international air travel, the lack of adequate capacity for rail freight in the UK, and the shortage of road-rail freight interchanges"* and *"no understanding, in my view, on how much projects/wish lists will cost or where the funds are ultimately coming from"*.

However it would be reasonable to see these comments as participants engaging with the topic at hand attentively and with growing confidence in their opinions, within the spirit of an informed deliberation, which in turn will inform the quality of final recommendations.

As well as comments looking back at specific sessions that had just occurred we asked people to suggest improvements or changes before the next session.

This provided valuable information to the facilitation team. Especially useful for other processes were comments linked to preparatory work before the assembly met, such as *"I wish I had started the free FutureLearn course as soon as I registered my interest in the assembly"*.

People again reiterated they wished they had more time to deliberate and hear the commentators speak, as well as space to raise wider topics. Some were honest in their anxieties around questioning expert commentators in an open forum, as in the comment *"I wasn't expecting to ask a question in the big group and I messed it up as I panicked"*. Additionally there were a few useful thoughts on making final recommendations such as *"How to decide if the recommendations are fair, effective and quick? Perhaps some simple prompts on this could be useful."*

To conclude the survey we asked "Are there any other comments about the assembly?"

There were 22 responses, and most were overwhelmingly positive. People enjoyed taking part as expressed in "*superbly organised, very effective and encouraging facilitators*", in "excellent cross-section of people" and praised the "*good IT support*". More than one participant echoed the comment *"never thought for one moment that I'd enjoy the assembly but I have been enlightened and educated."*

Some frustrations did arise with the online format and the constraints that added to the process in comments such as *"the long sessions are tiring"* or *"sometimes there is little connection and it doesn't really feel as though we are working together. It is definitely harder on Zoom, and I realise that can't be helped."*

Overall people expressed the assembly *"very interesting and glad to be taking part and try and make a change for the local community"*. And keen *"to know about what actually happens with our final recommendations and whether they have or have not been acted on."*

Appendix 2: Commentator questions

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

Session 2

Commentators: what is climate change and what are its impacts at a local/regional/global level?
Professor Brian Hoskins, Chair (ex founding Director of the Grantham Institute for Climate Change and the Environment)
Dr. Elizabeth Lewis, Lecturer in computational hydrology, School of engineering. Newcastle University.

1. Is there a better way of getting the info across so that people understand 1 degree rise may be a big deal?
2. What is the plan to make sure agreements are kept to (Paris Climate Agreements)?
3. Is there a better way of getting the info across so that people understand 1 degree rise may be a big deal?
4. What is the plan to make sure agreements are kept to (Paris Climate Agreements)?
5. Huge increase in buildings on greenfield sites in Northumberland. 50% more housing than before, small villages have decreased their green areas in the last 3 years. Who gets to say yes to these developments?
6. *(The commentators)* were an enormous reminder of how alarming the situation is. Not against any of the small discussions, or what individuals might do, but if you look at the big pictures, small actions seem out of sync. We need something bigger: a massive societal change. For instance: present institutions are not fit for purpose. Can we hear more about the evidence for these bigger changes, not just individual actions?
7. Net zero - what options are there apart from planting trees to take carbon out of the atmosphere for example what is the role of other plants or what other things can be done?

8. What could politicians do right now if they were politically motivated to do everything necessary to act on climate change?
9. Is 2050 soon enough if we have to compensate for larger countries (eg China)?
10. If you were in charge/had free rein, what would you do? If there was one law that you would implement, what would it be?
11. Where are the quick wins?
12. 'Enough time' please expand on this.
13. Are there any definite local impacts if you live in a highly polluted area - what about in NoT?
14. Net zero effect mentioned - what naturally could be done to offset emissions & what is more effective?

Questions not asked during the session, but subsequently shared with the commentators:
15. Is there a better way of getting the information across so that people understand a 1 degree rise may be a big deal?
16. People say we've had Ice Ages before, how can we frame it so that humans can change it? How do we show that we've had impact negatively + how can we show that we can make the same impact positively?
17. What is the impact on farming of the small change in temperature in North of Tyne?
18. People say we've had Ice Ages before, how can we frame it so that humans can change it? How do we show that we've had impact negatively + how can we show that we can make the same impact positively?
19. Could we be affected by drought in other areas (e.g. our supply being diverted)
20. Is there anything we can do individually to help reduce effect of emissions?
21. How come the government wont allow people to generate energy from their own homes?
22. Can we capture the CO_2 from the atmosphere and use it and why haven't we done it already?
23. Has the natural cycle of the earth stopped?

24. Risks of climate change are well documented. Coming more from the media. How can we help on an individual basis? What actions will it take?
25. Denial has not been addressed here: how can citizens who are in denial be engaged and shown that the scientific facts presented are evidenced based?
26. What could we learn from repairing the ozone layer?
27. What is the impact on farming of the small change in temperature in North of Tyne?

Commentator: North of Tyne emissions now and in the future
Dr Tracey Crosbie Reader in Sustainability in the Built Environment, Teeside University
Commentator/s presentation
28. In terms of carbon capture what's happening in NoT?
29. What is the cost now of transitioning to Electric Vehicles to get to a benefit in the future? (in terms of infrastructure, costs to individual)
30. What is carbon capture, and how does it work and can it go wrong?
31. Can we have more detail about geographical examples of emissions in NOT especially considering the global factors you mentioned for example maritime emissions when it is such a big industry in the NE?
32. Breaking down the figures at the regional scale? Northumberland vs. Newcastle: are there big variations between different parts of the region? Within the region: where are the biggest emitters? I.e. Newcastle you could get a much more integrated transport system
33. Housing sector: quite high in NoT because we have older houses, compared to other countries, where there is more rented accommodation. How do they improve their emissions? What has worked in other countries? Retrofitting vs new build for emission reduction potential? Case studies from other countries would be really helpful, with comparable contexts.
34. You mentioned you have travelled to a lot of different places - is there anywhere where you have seen good solutions for housing emissions on a local scale and would these ideas translate to North of Tyne?

35. Looking at industry, transport, housing, which do you think is the easiest area to tackle where we might hope for most success?
36. What materials can be produced locally (rather than from bringing outside) - to reduce carbon footprint? What is the process for storing carbon?
37. Where are we supposed to get money from for reducing carbon emissions in homes-govt grants etc. wont be enough for everyone? What opportunities can be made available to make this easier for people in the region?
38. Which of the areas (housing, transport, industry) would be best easiest to tackle first?
39. How close are we to getting to producing enough renewable energy to replace fossil fuels?
40. Any data on emissions from data centres? E.g. energy used by big centres like google, facebook - global industry of data management and processing.
41. Is it possible to see a breakdown of emissions sources from NoT in more detail?

Commentator: How do we effect change?
Lucy Stone: Senior Fellow on Climate Change, CUSP, The Centre for the Understanding of Sustainable Prosperity
There was no Question and Answer session for this presentation (due to time constraints)

Session 3

Commentator: What is the North of Tyne Combined Authority and what is it doing about climate change?

Dr. Leanne Wilson: Policy and Economy Adviser: North of Tyne Combined Authority.

1. Community energy schemes. How do local communities access this fund? Never heard anything about it before and I'm involved in something that might benefit.
2. Buildings and land – I want to understand more. I'm worried about the houses that get plans, have seen houses in flooded water. They say they want to build housing, I'm worried about that.
3. Interesting to hear about targets. How do we compare to other areas?

4. A lot to digest. I realise NoT is a new thing - our responsibility is to try and come up with what it's going to do. Talked about schemes, partnerships, budgets etc. But do you have any examples of things that have been done since 2019 - specific examples to help inform what hasn't been done yet?

5. Is there any data on geothermal heat sourcing? Has there been any geological testing done - or have they checked existing data from the coal mining industry? And would it be economically viable?

6. Grants. There are a plethora of grants around - its bamboozling to find out who has a grant for what and what for. Leanne mentioned on housing front, grants for retrofitting. That's expensive. What about grants for new build? Surely all new builds should be carbon neutral?

7. About a third of the emissions in NoT are from transport - most from road transport. I get the impression half of vehicles are trucks. What options to put that on rail network?

8. Fairness issue. What sort of technological developments - tidal power of the Tyne (turbines, water pressure), bringing homes up to carbon neutral, using technological solutions to these issues been considered?

Commentators: What is fairness?
Carole Botten: Chief Executive Officer of VONNE - Voluntary Organisations Network North East.
Beth Farhat: Regional Secretary (Northern), Trades Union Congress.
Sir Geoff Palmer: Professor in the School of Life Sciences at Heriot-Watt University in Edinburgh.
Roman Krznaric: author of the book 'The Good Ancestor: How to Think Long-Term in a Short-Term World'.

Unfortunately, due to time constraints there was no opportunity for a question and answer session with the fairness commentators. After the commentators finish their presentations participants were placed in small groups to reflect as a group and also individually.

Session 4

Commentators: Theme 1: Housing
Callum Smith, Policy and Economy Advisor (Housing and Land), North of Tyne Combined Authority.
Professor Simin Davoudi: Professor of Environment & Planning, Newcastle University.
Matt Copeland National Energy Action
Professor Helen Jarvis: Professor of Social Geography Engagement, Newcastle University.

The following is a record of some of the questions asked in the small groups:

Questions for Callum Smith, Policy and Economy Advisor (Housing and Land), North of Tyne Combined Authority.
1. Are any local authorities looking to set up their own providers (internal developers)?
2. Did the council sell off their housing stock or do they still retain some control?
3. New build should already meet low carbon standards - why don't they?
4. Question to conveners: Why is there no commentator on new build e.g from developers?
5. Is it local authority or central government who decide who can build on brown sites?
6. How much priority does the council put on green spaces between houses? Gardens in new builds are so small compared to older houses.
7. How do you see the relationship developing between the local authority, combined authority and private developers? Should it be collaborative? There are many competing agendas.
8. Do you (NTCA) have a set of sustainability principles to guide planning/building?
9. Do you know anything about allotments?
10. How can we find out how energy efficient our home is?
11. Is it time we start prioritising the environment over heritage? (e.g. Councils stop us doing improvements like double glazing)

Questions for Professor Helen Jarvis: Professor of Social Geography Engagement, Newcastle University.

1. What are your opinions on the Byker Wall project in Newcastle?
2. You said " we need to move on from individual homes" - is this part of a general movement or just little experiments?
3. Sometimes I worry about urgency. Things get built quickly then end up being not fit for purpose. Is what you're proposing more of a slow development type?
4. In moving away from individualism and 'Englishman's home is his castle' thinking, is the biggest problem one of education?
5. Have you heard of the Neon project in Saudi Arabia
6. One of the massive problems we face is old housing stock which needs to be retrofitted, do you know of any co-housing schemes involving older housing?
7. Commune?! What people might think when they hear or see that word. Similar ideas to where you're coming from?
8. Initiative in Sheffield about insulated terrace houses - who paid for that? Looked nice but expensive!
9. Would this be like Byker Wall?
10. Are there issues with soundproofing and noise pollution in shared housing?
11. Is there a certain type of demographics who want to move into this kind of co-housing?
12. Is it time we stop building with bricks and slates? What are the better ways of buildings? Can you do this with housing associations? What is shared in these places? Shared hearing systems? Shared tools? Shared meals?
13. There can be individual blockers in these schemes. They have power. Need interpersonal skills.
14. Chair of local community housing trust - rural area - block of four flats built for communal living - can't let them - people want their own washing machines not share them.
15. How does it works in terms of sharing with people - do you get to choose who those people are?
16. Sheffield - retrofit of terraced housing looked very interesting can you tell us more

17. For new build properties have you thought about how you will phase out the use of gas boilers?

Questions for Matt Copeland National Energy Action
1. Is the new building regulations coming in 2025(Future Homes standard) soon enough?
2. Have we taken a step backwards since 2015 regulations?
3. Ten years ago we had a housing crisis and now we have to focus on climate crisis - is it fair to criticise government for what was done before?
4. To what degree can we rely on government to change things - all new property was supposed to be fitted with heat pumps but this didn't happen - why?
5. Should there be an inspection of private rented houses before any letting happens?
6. I was shocked about the EPC levels and the minimum standards to be met by 2035- why are private housing able to get away with that? So, profit making landlords are able to drive the agenda and put money before the climate emergency?
7. Did you say there is funding available for social landlords to bring up the standards of their housing? Do you know what the level of funding is and why changes are not happening faster?
8. What kind of enforcement is possible on a private landlord?
9. Where do fuel poverty households tend to live? In which category of tenure?
10. Tell us more about the local fuel poverty plan.
11. What enforcement power do local authorities have to over landlords? What are the penalties in case landlords don't upgrade to conform with standards?
12. Where does the data come from? ONS?
13. How do we spend the energy suppliers money in the best way?
14. What is the definition of fuel poverty?
15. Does central govt have a desire to end fuel poverty? Or is it just pandering to media?
16. Should we do old properties or new properties?

Questions for Professor Simin Davoudi: Professor of Environment & Planning, Newcastle University.

1. How do we educate people in making the owner occupied sector more energy efficient?
2. You made the link between housing and health. Is there any tangible link or coordination between those two government departments?
3. Future homes standard - is it sufficient?
4. Do you think the new build housing sector gets too much flak?
5. Shouldn't the government have signposting and training for local builders?
6. What can we do to let the population know what's really happening?
7. How easy is it to do regional regulation - e.g. make stronger than a national guideline? Or would it involve court processes etc. You talked about tighter regulation so wondered if we can do that regionally.
8. Dependent on private developers and therefore not enough low carbon houses. How can we start to change that position?
9. Gaps in building regulations / legislation and standards. Whose responsibility is that?
10. Building regulations vs planning regulations: what is the flexibility for local authorities to come with their own standards?
11. Could the local authorities be more picky with contractors who are awarded housing development?
12. People are put off by having to do retrofit. Is there anything that can be done to address those issues?
13. Tax paid on energy bill - could that go to private landlords for energy efficiency measures?
14. What would be the most effective recommendations for the group to consider?
15. Why is technology not being used more in new build houses e.g. district heating and solar panels?
16. Private renter certificates of E - isn't that a low standard compared to social housing and even that seems low standard - can you comment on that?
17. Social rented houses - are a lot of them ex council houses - did they just do that to make money?
18. When did the banding come into place?
19. Is there anything that the councils or yourselves do to help private owner occupiers?

.

Appendix 3: Recommendations in depth

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

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

1) All **local plans** must have the need to take action on climate change at their heart. Too many of the decisions made by local authorities (services, housing etc.) do not necessarily take into account implications on climate change.				
Number of votes **Rank: 1st Percentage support: 89%**				
Strongly support 34	Support 7	Neither support nor oppose 2	Oppose 1	Strongly oppose 2

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

Strongly support
- Absolutely - just like every policy now has to adhere to national Health & Safety legislation, they should also take into account climate change implications. It must be at the heart of all decisions!   - A reasonable suggestion.   - If every department of every council takes action on climate change this will increase the speed of change in dealing with the climate emergency.   - Every decision should have the present climate crisis at its heart.   - Self-explanatory   - Mitigation of climate change should be the overriding consideration in local authority decision making.   - Absolutely vital that planning at all levels should address the local needs of climate change as an integral element.   - All commercial businesses/developers must have climate change at their heart prior to any decision making about development.   - Listen to the science use existing expertise. Converting wood power stations to burning wood when council is pushing on tree planting makes existing decision making flawed.   - No decision is without climate implications; there has to be a way to encourage all decision makers to fully consider the climate in their actions, rather than it being perceived as an unnecessary task. Everyone must respond to the climate crisis' critical urgency - it must be treated in the same way Covid-19 has been dealt with over the past year (i.e., always considered, even if it is not a central topic).   - This is so obvious that it has been overlooked??   - Very important proposal as its emphasis is on changing priorities.   - Local plans mustn't be set forth into action if their existence will be to the detriment of environmental sustainability. The building of new housing estates specifically needs to be looked at.   - Actively helps reduce damage to the environment.

- This is essential appointment of environment officer to the combined authority may strengthen this.
- New and redevelop schemes should encompass climate change as part of the planning process. Firm targets in Carbon reduction should be set equally for public and private sectors and Planning.
- Authorities should be responsible to ensuring they are meet.
- The decision-making process needs to include a climate change support package.
- This needs to be transparent and clearly shown in discussions/plans and decisions made
- All the local authorities' plans should have Climate change at their heart, although I would go further to suggest that they should be encouraged to work together to maximise the resources available to them. In all activities not just Climate change.
- Too many new housing estates/industrial buildings/offices being built without any sort of renewable energy source. Needs to be a priority.
- Future public works projects that involve engineering should take into account the environmental impact of itself and effect on local population in the future.
- There is a climate emergency and addressing it must be at the heart of every decision for services and amenities to have any longevity. We need to consider the future impact of every one of our current actions
- All local plans should have implications on climate change at the top of the agenda and should not be pursued unless positive climate benefits accrue.
- I strongly believe that climate change must be at the forefront of every decision made by every authority/government, whether that be local, national or international. Simply because, this is an emergency that will affect all aspects of human life and we must future proofed all decisions to ensure we are doing the best we can now before it's too late.
- The time has come to put politics and personnel needs aside for the greater good of the area and population.
- Too many new housing estates/industrial buildings/offices being built without any sort of renewable energy source. Needs to be a priority.

Support

- Councils have to think of the bottom line, but they too often cave to the demands of property developers and land investors. This needs to change in a very drastic way, with local authorities becoming more assertive and be more willing to refuse applications even at the risk of losing contracts.
- Totally agree the council will let build on green land which is bad for our climate
- I agree that Local Plans should take a more active role in tackling climate change. However, they must promote sustainable development to meet their current and future residents needs which includes key services and housing.
- Climate change should a consideration at all policy decisions. But not necessarily a primary concern at all times such as when considering defence.
- Climate change should be just one factor in the overall decision-making. It is important that there is not a knee-jerk reaction and that climate change becomes the overriding decision point and that this is properly balanced against other relevant factors.
- Decisions need to be taken to stem the racking of our planet. It's the only one we know capable of supporting complex life.

Neither support nor oppose

- Local plans are already legally obliged to contain policies to address climate change in line with the Climate Change Act. The problem is holding local authorities to account in both creating plans and acting on them. Perhaps the Combined Authority has a role to play in this.

Oppose

- I oppose because local plans are mainly not professionals and if anything happens the authorities may not know.

Strongly oppose

- A national policy would be better, same policy implemented by all local authorities.
- You just can't separate this issue from costing and who pays

2) Awareness raising

a) The North of Tyne Combined Authority should invest the time and resources to develop a strong, intelligent public education strategy to encourage behaviour change at an individual level. The education and awareness raising strategy about COVID-19 was really effective (simple, practical, easy to understand) so this, along with NE pride/pride in your community and a positive, 'we can do this together' approach targeted properly at all areas of demographics should be undertaken e.g. not just posting things through doors, targeting messages in the right areas and in methods for the right audience.

b) Schools (including academies) must build on some of the good work already in place to ensure that climate change education is a central part of the school curriculum (and is cross curricular)

Number of votes

Rank: 2nd Percentage support: 91%

Strongly support 32	Support 9	Neither support nor oppose 3	Oppose 0	Strongly oppose 1

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

Strongly support

- Education is vital. There is so much in the news about climate issues but there needs to be more clear, simple advice that individuals can follow. A NoT climate education group that goes into schools (like Northumberland Water do) would be fantastic.
- Young people need to be informed that their futures will be deeply affected by whatever we do or don't do next. I'm not sure what 'right areas' or 'right audience' means though.
- Many local people do not know how a change in their own behaviour can reduce Co2 emissions. Practical tips, encouragement and awareness-raising can reach everyone in our region.
- Agree because if they can get the nation to address on this it will be better for our climate and people can start taking actions on them self
- Need to get the facts to as many people as possible
- Most people seem to be unaware of the main drivers of climate change. Many are unclear what climate change is and confuse it with pollution and congestion
- This would build on the existing and often vibrant interest of our young people.
- I think more could be done in education to address the issue at an individual level, if more people are not made aware how can we be expected to make a difference.
- I strongly support raising public awareness of climate change and strengthening its priority within the education system.
- Our region is an amazing place. Rich in history, character, and beauty. We should build our messaging on that framework, that we are all lucky to live here and it is our civic duty to conserve our island home.
- I believe there is sometimes a sense of individual defeatism that climate issues will never be tackled, or other members of the population do not care about climate issues. Greater education of climate issues will help people to become more active in their engagement with climate issues and hopefully create meaningful political change - without the 'will of the people' the central government can continue getting away with their environmental apathy.
- I think we were all agreed that Education is the way forward for young and old alike
- Anything that brings the climate emergency to the attention of public awareness is a positive policy
- Kids must be taught about the importance of environmental conservation from a young age, and continuously throughout the 15 years they spend in education. This would certainly be an effective way to forge a culture of environmental preservation.

- Many people are "turned off" by the current climate change messaging and more may feel that the task is too great to make an impact. Simple, inclusive, and consistent messaging to educate and inform the public could help to change behaviours and engage more people in the issue.
- Immensely important example re Covid could be useful, but recommendation could be sharper. Sentence about schools is valuable.
- The Authority must engage with the local population to educate and enlighten them how to take action that will benefit climate change. This will serve a purpose of them understanding the need and monitoring progress to defined targets. It should also signpost financial and practical support.
- It's been proven that a public awareness campaign is possible, and this will change the culture of thinking in the country
- I believe that it is only through honest and transparent education with clear rationale that change can be successful.
- Education is vital in changing people's behaviour. People react better when they know why they have to do something, not just that they have to do it. The children will be the ones to take on addressing climate change in the future so should be fully aware of the problems and possible solutions.
- More awareness is definitely something we need, during the assembly a lot of us knew about climate change in general but not many of us new specifics and the downside to what we our doing as individuals and what we can personally do to make a change. My awareness and thoughts on it all have changed.
- Far too often, people ignore their duty to help the environment, therefore they must be educated
- Yes! Make it easy for people to understand the best personal choices for climate change and empower them to make changes.
- If people learn how to make changes at individual and community level, there can be co-benefits, such as improvements in housing and health. There could also be greater community cohesion and a more critical look at regional, national and international leadership (or lack of it) on climate change.
- Knowledge is power. The more we are reminded of things we can do to help, the more the message is embedded.
- It is never too early to introduce the subject of climate change to individuals so this should begin at primary school level and be a central part of the curriculum at all levels.
- A stronger public education strategy surrounding climate change is absolutely vital. In order to enact positive change we need people to have a clear understanding of the issues surrounding climate change. One of the problems is that many people think this won't affect me so I don't care, if you show people the impact it could potentially have on their lives they are more likely to become invested in the issue. Many of the problems we face locally such as litter and pollution are behavioural, if we work on educating people from a young age to the curriculum, perhaps we can instil more positive behaviours which will then be passed on through generations.
- This seems to be a cost effective way to gain momentum for future and should be within the powers of local authorities. A low cost solution that could be partnered with the community energy hub proposal for even more value for money.
- More awareness is definitely something we need, during the assembly a lot of us knew about climate change in general but not many of us new specifics and the down side to what we our doing as individuals and what we can personally do to make a change. My awareness and thoughts on it all has changed.

Support

- Local and community action is the cornerstone of dealing with nation-wide crises, therefore education at all levels is vital. However, this education should be balanced and encompass the wide range of opinions regarding climate change to make sure politics and extreme ideologies are kept in check.
- Covid strategy good example.

- I agree with above to get as many people as possible involved in the world's future
- Educating and raising awareness are essential for making a change

---

- Further education on climate is supported, anything that gets the climate message across is a good idea
- I support this because everyone should know the impact of climate change and they need to be aware.

Neither support nor oppose

- Awareness is important put this looks to the future and we need to take action now.
- I do not believe that this method of awareness raising would be as effective as a Community Energy Hub or in maintaining the interest of those who have already come forward in support of tackling Climate Change via point 14. Scrutiny Role for NOTCA.

Oppose

-

Strongly oppose

- This would be used by the climate alarmists to preach their propaganda for their political ends and the truth would be overlooked

3) Skills: We must make sure that the skills are available in the region to address the climate emergency. Practical and technical skills and experience are equally or perhaps more important than academic skills and experience in terms of the fight against climate change. We would like the North of Tyne Combined Authority and associated authorities to encourage a culture that values and gives more respect to practical and technical skills than is currently the case. This could be done by:

a) Developing and promoting more modern apprenticeships in renewable energy generation, retrofitting business and domestic buildings for energy efficiency, sustainable building practices, developing green spaces with climate change in mind

b) Requiring academic institutions to consider the greater inclusion of practical applications within theoretical courses in subjects such as engineering

c) Providing opportunities for citizens to develop or share skills, from repairing items that would otherwise be replaced to learning how to undertake DIY retrofitting

In order to meet urgent climate change needs we require significant progress within five years.

Number of votes
Rank: 3rd Percentage support: 91%

Strongly support 30	Support 11	Neither support nor oppose 3	Oppose 0	Strongly oppose 1

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

Strongly support
• It is imperative that we develop the skill base at all level of society (from academic and engineer to technician and labourer) to make sure we have the technical ability, alongside funding. These skills are highly transferable and desirable to industry as a whole. Focus should be on apprenticeships.
• This is very important for me as we want to a) retrofit our existing properties as well as c) create and sustain a repair culture to prevent using additional resources. I think b) is a misunderstanding of how engineering is taught at university level
• Has the co-benefit of helping people into employment, seems to tick boxes for fair, effective and quick.
• This would be good for jobs and employment opportunities in the region and encourage community awareness of the issues even if it did not directly make a major impact on the region's carbon emissions.
• There can be no doubt that there is a clear distinction between the worlds of academia and practical skills, more needs to be done to address this balance. We need skilled workers now and modern apprenticeships are essential to provide skilled workers of the future.
• I think that having the skills to repair and retrofit are important to have, to avoid the need to replace.
• Ensuring that our education system is offers sufficient opportunity to enter careers which will help combat climate change is essential
• Strongly support however I'd wager caution to the need for results within five years. Education is a long term practice and you can't expect to see long term change overnight.
• Of all the recommendations this is the one I feel most strongly about. A radical overhaul of education and investing in new skills is, I believe, essential if positive changes are to be both effective and sustainable.
• Very important that all sections of the population are involved both in a practical and theoretical sense and all working towards a common goal
• WIN WIN situation
• This recommendation would have great benefits for the wider community and change the focus of future development. This is a forward thinking strategy which would give us an edge over other regions.

- I think this is a great idea. The North East (and Britain) can only achieve carbon neutrality by having the practical and technical skills to do so. Without a large labour force to help enact changes, progress will be significantly slower. This would also help create more jobs.
- By educating people they can feel more involved and will be more willing to change for the environment.
- There has been too much emphasis put on a university education for too long
- Of great importance, it is too long a, b, and c could all be shortened last sentence is good but 3 years not 5. This recommendation could all come under the title of education and training.
- This would provide local employment opportunities across all age groups, drive up standards and provide a skill base for local businesses to grow, generating local wealth and well being.
- It's essential that we have the skills in the region to affect the objectives set. This would also empower organisations in addition to the individual.
- Education and training in these fields is important not only in respect of addressing climate change but also for the region to build and attract businesses in this field. Trained workmen will be required to do the work necessary to make the housing stock more energy efficient and in business
- This is definitely needed for the future (and current) generations to learn more skills in the area become more aware of the problem, cause and solution.
- Apprenticeships could help local economy and help find innovative ways to combat climate change
- Green policies and targets are good, but will not be achievable unless we have the skills and jobs at every level to enable them to happen. Green jobs will not only help the environment, but also provide more and better employment, and help the economy grow in a sustainable way.
- We need a bank of skilled professionals to carry out any climate change proposals that are agreed on, because without them, the area would struggle to achieve what they set out to do.
- Traditionally this region was known for engineering and building skills but political decisions led to the demise of these industries and apprenticeship opportunities disappeared-these should be re-instated.
- We simply have to move to renewable energy, there is just no other way to continue but the potential for green jobs is massive, money drives everything, but there is a huge deal of money in green industry. We need to keep looking towards the future and ensuring people are skilled and trained in the work that will essentially save our lives.

Support

- I agree more skills across our region need to be available to ensure everyone can do there but to help the climate change
- Agree but skills need to be shared between authorities
- Strongly oppose c. keep it professional.
- Transforming the energy sector in the North East should benefit North of Tyne citizens. School leavers must have the appropriate skill sets for the changing industries, and not be left behind.
- New opportunities for new skills which would replace lost skills
- it is important for the region to ensure that we have the necessary skills to support the other recommendations and the region's objectives once these are confirmed. There needs to be an ongoing measurement to ensure that the training remains relevant to job vacancies and required skills.
- That NTCA/central/local government / other agencies need to engage with communities to enable them to collectively and individually have the skills/knowledge to pursue change and reduce carbon emissions.
- People must be able to act on their own initiative.

• Difficult to imagine that this proposal is not already being instigated through the education and industry establishments. If not then it has to be encouraged as a matter of urgency. Review of skills needs and current and future markets must be the first step.

Neither support nor oppose
• Skills in these areas are important to ensure local people can work in the renewables industry and it would be great to see more apprenticeships from companies, but this point is poorly worded and misinformed. Practical and academic courses already exist but there is a big shortage of engineers. • Of the items we need to move forward with this is not one of the most pressing as we need to start action now. • I believe practical and technical skills are already valued and we need to work together not have a competition between practical skills and academia as academic research and developments leads to innovative solutions for climate change. I feel academic institutions know best as what their courses should include so oppose point B but I strongly support point a and c.

Oppose
-

Strongly oppose
• This fails to address who will pay for this, council tax payers, income tax payers, or government borrowing. Someone has to pay. This has not been addressed

4) We must have more **energy efficient housing**. All new housing must have an EPC (Energy Performance Certificate) rating of at least B from 2023.				
Number of votes **Rank: 4th Percentage support: 89%**				
Strongly support 30	Support 10	Neither support nor oppose 4	Oppose 1	Strongly oppose 0

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

Strongly support
• This is the easiest and more sensible action which can be taken. Both housing developer have no reasonable excuse not to implement this in practice and local authorities have to make this a non-negotiable requirement for the approval of any planning application.
• This is so important. We cannot carry on making the same mistakes - new houses will be here for decades/centuries to come so we must make them energy efficient from the start, otherwise we will end up paying out again in the future to retrofit.
• Housing developers need to guarantee their houses will have the highest EPC rating possible before planning permission is granted by local authorities.
• If we want to reduce carbon footprint its essential to have more energy efficient housing.
• Absolutely essential. I'm 100% behind this and it can be accomplished. Building regulations must be updated NOW! Not in 2025.
• There is no excuse for newbuilds to be at a rating any less than this.
• This is a realistic yet suitably aspirational recommendation.
• Current housing stock is far too inefficient. This will help and must be paid for by the government - everyone should pay for others not to waste energy; it benefits us all.
• Builders of new houses should be monitored much more closely generally in all aspects of the process.
• Stricter regulation of house building must be brought in to prevent irresponsible development which will have lasting impact on future emissions.
• Landlords/local councils need to be held accountable for the energy efficiency of houses.
• The current number of new developments in the area is alarming, increasing standards may reduce the number of developments but improve standards and reduce the amount of retrofitting that would be required in the future.
• We are along way behind other countries on housing energy efficiency
• Of the utmost urgency, these standards (Passivhaus and EPC rating) need immediate implementation somehow.
• Technology and materials are readily available at reasonable prices, its only having the will to implement.
• The private housing market needs to be held to account for improving energy efficiency. The technology exists.
• All new housing should be as energy efficient as possible. There is no point building houses which will need further work to make them energy efficient, thereby using resources which could have been used to upgrade older housing stock.
• Agree completely housing should all be up to a certain standard of EPC as it will benefit everyone reducing housing costs in the long run and also help with climate change at the same time.
• This would mean that more energy is staying inside, and not being wasted, therefore helping the environment and saving money in the long run.

- It is vital that new housing complies with energy efficient principles thus preventing the need for retrofitting at a later date.
- Excellent recommendation, sadly why has it taken us so long in raising this profile?
- new builds are easier to conform to EPC and there should be no excuses.
- All evidence provided to us from experts suggested that one of the most effective and fair ways to reduce emissions on a local scale was to reduce household emissions. It was often referred to as a quick win therefore, it seems that ensuring that all new housing as the best EPC rating possible is a basic policy to put forward. However, the authority needs to make sure the EPC rating is not just a tick box for new housing companies that is used as meaningful legislation and is actually endorsed across the board.
- Agree completely housing should all be up to a certain standard of EPC as it will benefit everyone reducing housing costs in the long run and also help with climate change at the same time.

Support

- This should be pushed forward so we are not having to return to housing and retro fit.
- Energy use in homes accounts for about a third of NoT greenhouse gas emissions. We will not meet our targets for emissions reduction without near complete decarbonisation of the housing stock.
- But I think this should be strengthened to aim for EPC of A from 2023.
- We need to take immediate action to end continuation of inefficient buildings that waste energy every single day therefore Point 14 working to Passivhaus standards for all future building projects is more important.
- If new houses are being constructed the more energy-efficient they are the better. Modernise the new standard.
- I think it should be EPC rating A. There needs to be very stringent measures on new builds as the alternative is expensive retrofitting
- This is so important, the rating should probably be A. There would also need to be an associated increase in council house building, because most housing built to a high standard by developers will not be affordable.
- I believe all new property should be A rated or above. I would strongly support that proposal.

Neither support nor oppose

- Important in reducing carbon dioxide emissions but this suggestion is made redundant by the Passivhaus suggestion.
- Our building standards should be in line with what central government have set.
- All avenues should be explored for renewable energy, gas etc is not renewable.

Oppose

- I Believe that this is already established through present building regulation.

Strongly oppose

-

5) The North of Tyne Combined Authority and the three local authorities need to have a plan in place to **improve all existing housing** to EPC (Energy Performance Certificate) level B or above by 2030. We need a targeted approach to **retrofitting**. The local authorities must lead a cost effective and emission reducing retrofitting programme of work on a street by street/estate by estate basis to all houses. This should be done at the same time to ensure a cost effective, fair and efficient process. A structured plan should be carried out by reputable companies, as follows:

a) All properties in the area to have energy efficiency assessment & rating, which also identifies improvement needs b) a focus on the least energy efficient homes first, with a particular focus on fuel poverty.

Number of votes

Rank: 5ᵗʰ   Percentage support: 91%

Strongly support 26	Support 15	Neither support nor oppose 3	Oppose 1	Strongly oppose 0

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

Strongly support
• This should be the first step in addressing climate change by the local authority. Rather than focusing on creating more energy, we should be looking at reducing how much we consume and bringing aging housing back to a modern energy rating. This is a win-win for everyone involved.   • National schemes to help households improve energy efficiency have come and gone and had limited success so setting up a regional programme will target those houses that need it in a more efficient and focused way.   • Increasing energy performance of existing homes is very important, especially older housing.   • As we have some of the oldest houses in Europe with the poorest EPC ratings, retrofitting will reduce our emissions and at the same time help reduce fuel payments for local people, especially benefitting those on the lowest incomes.   • We first need to understand why the recent Government Green Deal did not work. Energy assessment of houses should be separate from retrofitting to avoid householders being ripped off by companies who recommend unnecessary or inappropriate work.   • This is a massive undertaking, particularly in our urban areas but it must be tackled now with financial incentives in place for the private sector.   • We definitely need to be focusing our energy at retrofitting and improving all existing housing to improve EPC levels rather than jumping straight to developing new hosing this will both aid our carbon emissions and save our green spaces.   • The retrofitting of existing housing should be considered a priority. Currently, there is a lack of awareness and incentives for people to retrofit their homes.   • insulating non cavity walls, lofts, windows, doors. should be a priority before heating. And energy generation. what point is there to heating and generating energy if it is lost through the building fabric.   • Again, this would be an effective route to addressing the regional climate issue. Sorting out the domestic sphere is important, provides a base from which to build on.   • This would be achievable and make a large difference.   • I recommend a targeted approach to retro fitting. a & b could be omitted.   • An effective campaign would have the most significant impact on reducing Carbon emissions. Money is available from the surcharge on energy bills. Partition Government to have control of the full amount for our area to mount a successful scheme.   • Accepted that this will be expensive, but a plan needs to be formulated and costed.

- The retrofitting of the current housing stock is vital in addressing climate change and reducing emissions. Properties need to up graded properly urgently. Homeowners need reliable help and advice for the required improvements to be made.
- We need to address fuel poverty in combination with climate action. Costs can be saved by the combined authority bulk buying materials and employing people to deliver the retrofitting, and this would also make the process as easy as possible for home owners
- Retrofitting is essential: it is cheaper than demolition and rebuilding. It can greatly reduce carbon emissions, fuel poverty and health problems, and increase comfort. It can also provide more green employment.
- This is important to carry out as it is the older properties which are the worst offenders. if we can improve existing houses it would severely help the cause
- Retrofitting of existing housing to an acceptable standard will require financing and this should come from central government
- Since so much of the housing stock in the North of Tyne area is old housing, this needs to be addressed. There is so much to explore here and I think a lot more energy needs to be given to retrofit schemes. We need more readily available information on retrofitting schemes and grants - North of Tyne should take the lead when it comes to houses impacted by fuel poverty and target these first, but also make sure there are grants and incentives available for people who want to take the matter into their own hands, i.e.. community schemes.

Support

- Same as Recommendation (4)
- Support as long as the owners of the private properties are the ones paying for this not the taxpayer.
- If new housing is improved then it is only fair that we improve existing housing stock.
- However, I think that houses unable to attain EPC B as a minimum through retrofitting should be demolished within the next few years or certainly to research the costs of allowing them to stand. It is important to stop energy leakage now and residents to benefit, thus reducing poverty.
- This should provide work for local firms and local people as well as the obvious benefits
- This would benefit a large section of the population in the most vulnerable areas improving their living standards and lowering their bills so a win win situation.
- We are talking about a colossal amount of work, money and disruption here. Is this really feasible?
- Help fix current homes before making new ones. Don't ignore a problem but fix it.
- The focus should be on social housing and then the private rented sectors first. A different approach will be needed for privately-owned housing and further thought needs to be given to engaging and encouraging participation from this sector.
- I agree that this needs to be promoted and enforced where possible. Care needs to be given with regards to individual costs for homeowners and landlords to achieve this fairly.
- I think this could be and needs to be tackled sooner than 2030. I strongly agree on a focus within fuel poverty properties.
- This should be done to help the tenant and the council
- think this could be and needs to be tackled sooner than 2030. I strongly agree on a focus within fuel poverty properties.

Neither support nor oppose

- The cost of retro fit items such as solar panels, heat pumps (and associated parts) heat recovery ventilation systems needs to be brought down. Councils are in a position to bulk buy these at discounted rates for home owners to buy. Particularly private landlords who have no incentive at present.

Oppose

- This will again persecute people financially.

Strongly oppose

-

6) Brownfield sites should be used first for new housing development. We must ensure the efficient use of land and sustainable allocation of greenfield sites.

Number of votes
Rank: 6th Percentage support: 89%

Strongly support 25	Support 16	Neither support nor oppose 4	Oppose 0	Strongly oppose 1

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

Strongly support

- Brown-field site are both an eyesore and a source of pollution for most areas of the UK, with their presence often devaluing surrounding areas. Redeveloping them not only provides a cheaper land for construction, but actively improves the value of surrounding areas.
- Housing built on sites close to existing neighbourhoods is less damaging to the environment and will have fewer emissions than out of town new estates which need new roads and services.
- We need to be protecting our green spaces as much as possible and I think there is no reason why we shouldn't be using Brownfield sites for development and as a go to if new developments have to happen.
- Preserving our rural areas from urbanisation should be paramount of priorities.
- If the govt could bring the big house builders on board with this one whether by statute or financial incentive it would help
- This is a crucial proposal as it impacts and benefits so many areas such as preventing urban sprawl, preserving green areas, protecting biodiversity and regeneration of inner cities.
- We should ensure maximising use of existing housing stock rather than new builds and there should be further restrictions on the use of greenfield sites to restrict development. While this will increase the cost of land, it may reduce the number of unnecessary developments in the area.
- It seems madness to build on arable land, brownfield sites should be considered first.
- Generally accepted but not always acted upon, this could come under recommendation (20).
- Yes I agree, reduce the overspill of new estates on the edges of towns/cities which are poorly serviced with transport links/schools/health care services and shops by using brownfield sites which are in areas needing regeneration. Being in areas where there are existing services may also mean that there is a reduction in car use.
- Green field sites should only be developed as a last resort. They are important for the natural environment, food production and recreation. The use of Brown field sites should always be prioritised.
- Brownfield sites should be used where possible. too much land has been built on and left to deteriorate, buildings should be restored or demolished and rebuilt where possible.
- Brownfield sites are proven to have less environmental impact than greenfield sites
- Brownfield sites should definitely be explored first, and councils should receive financial help to do this, enabling more affordable housing to be built. The NTCA is already working in this area.
- Do not destroy greenfield sites for housing when brownfield sites are available.
- The re-use of previously developed land should ALWAYS be looked at first when it comes to new developments. Greenfield sites must be protected and only used when there is no other option. When greenfield sites have to be used, this should be done in the most environmentally friendly way possible. We must protect our green spaces.
- I support this because this also was support to use new technologies to build good houses.

- Brownfield sites should be used where possible. too much land has been built on and left to deteriorate, buildings should be restored or demolished and rebuilt where possible.
- 1. Planning should be made easier and cheaper for schemes that are environmental and / or energy efficient. Off set by. 2. Planning fees for standard developments of over 4 properties should be increased substantially to force developers to build better homes.

Support
- I would like to think that these issues were already considered in planning, otherwise I agree planning policy should be altered to reflect this explicitly.
- Important to allocate space efficiently and redevelop areas which have fallen into disrepair.
- Greenfield sites need more protection from development.
- But not all brownfield locations may be suitable for housing. What I feel more importantly is that houses should not be built in areas liable to flooding
- We should actively seek to make better use of brownfield land; however Local Plans should continue to promote sustainable development whether that be on brownfield or greenfield sites as the development is 'sustainable'.
- Brown field should include conversion of redundant shops and offices to domestic housing.
- Brown field sites to be used in particular, drains and infrastructure is already there.
- f the land has no current use, why not utilise it to make houses?
- We need to retain as much green space as possible to allow for planting of tree and other Carbon absorbing plants, as well as providing recreational space for our increasing population.
- Wherever new housing is built it needs to be supported by facilities to facilitate 20-minute neighbourhoods.
- Brown field sites are not attractive to house builders and hence need council financial help.

Neither support nor oppose
- I think this would only make a marginal difference to carbon emissions. Many brownfield sites in the north-east are so badly contaminated by industrial waste that it is prohibitively expensive to clean them to a standard such that they can be used for housing.
- This is to a degree in policy, however additional measures should be put in place for green field developments.
- Just because they are Brownfield doesn't mean they should be built on. There are way too many humans anyway.

Oppose
-

Strongly oppose
-

7) The North of Tyne region must invest in and use **new technologies** that best suit its unique nature. This should specifically consider ground based thermal energy (mine water, district heating and geothermal).				
Number of votes **Rank: Equal 7th Percentage support: 93%**				
Strongly support 22	Support 21	Neither support nor oppose 3	Oppose 0	Strongly oppose 0

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

Strongly support
- The North of Tyne could be the testing ground of new technologies and should promote itself as such, thus attractive investment. The North of Tyne has also a unique opportunity to use its extensive mining history to aggressively peruse cost effective geothermal / mine water thermal energy.   - Certainly one of the most urgent and pressing of any suggestions here. What is missing from this is wind turbines however.   - Investment in new technologies will help bring employment to the region and help reduce emissions.   - Absolutely - it would be folly not to use a free resource we have in our region.   - In combination with upskilling engineers in this area the region could become specialist in this area thus providing further employment in the form of training other regions or supplying engineers with this newly developed expertise.   - This could revive communities that have been lost to past generations   - The need to evolve our energy sources is essential to reducing climate change.   - We are fortunate to live in a region with extensive natural resources and we have the opportunity to invest in new technology to maximise the use of these in energy generation. This must be done sympathetically and must not compromise the existing environment for future generation.   - Technology is advancing very quickly we need to be up to speed on the latest developments, could be cheaper.   - Our region is unique, we are rightly proud of it, but this pride should not be just of our past but what we can do now.   - Off-shore wind, geothermal and solar energy, offer local opportunities to reduce carbon emissions and help create local employment, and encourage the development of local sustainable businesses. District heating should be considered particularly, but not exclusively, in areas of high fuel poverty.   - We already have the skills in the region and we should strive to once again be at the forefront of mining technology.   - Green industry is a growing field and will be increasingly import in addressing climate change and as part of the economy. Encouraging new technologies could aid in addressing climate change and also help the local economy.   The use of the natural resources of the regions should be encouraged   - These new technologies will minimize our carbon footprint which counts as an advantage.   - We should take advantage of the existing mining network in exploring geothermal energy.   - Modern engineering techniques are now available to access old mine workings which this region has many of.   - The diversity of the land in the NoT region means we are in a very fortunate position to explore new technologies – especially mine water or any technology that uses tidal and wind power. North of Tyne should use this to their advantage and lead the way when it comes to new technologies – we also have some of the best minds in the UK when it comes to science and technology – therefore we can invest in local people and the local economy. Any new technology must always consider any harmful impact on the environment and must be beneficial to the whole ecosystem.

- Identify sites in mining areas and stabilise sites to be suitable for building as part of the design and implementation solar of ground source (mineshaft) heat pumps. Start with those in existing planning zones but plan to include other areas in future zoning plans.

Support

- I support this idea as we need to reduce our need for carbon made electricity.
- I support exploration of thermal energy from mine water but district heating has not been successful in other parts of the UK. I am suspicious of geothermal energy because attempts to use this in Switzerland triggered earthquakes. Wind is the renewable energy resource best suited to Northumberland.
- I think that repurposing something that already exists (mines) is a good way of incorporating old methods into a renewable.
- I think it is very important the region looks to invest and use these new technologies however we should be lobbying for this on a national scale.
- ok but lets get properties fit for purpose first.
- As long as they have been proven to be economically viable and sustainable for communities.
- New technologies will aid our transition to greater energy sustainability.
- I agree with some of this. However, I think, given the large expanse of NoT, offshore wind power should very much be part of this
- More research needs to be done to find more ways of generating energy. The Authorities should not sit on their laurels and rely too much on wind power
- We should take advantage of the resources we have at a local level which could be cost effective and has the possibility of developing old redundant areas and could encourage regeneration in those areas again.
- Should new technologies prove effective in pushing the North East toward carbon neutrality, I would certainly favour its use.
- This must be done fairly, re-skilling any individuals who have been made redundant from 'traditional' carbon intensive energy suppliers and promote employment opportunities in any new industries. The general public should be encouraged to use only energy suppliers who produce low carbon or carbon free energy. This should be offered as a 'default', with people having to opt out of any scheme, rather than opt in.
- Has potential with how much mining land we have in the north east, would need to be cost effective for both councils and consumers.
- These seem good ideas and it make sense to use local resources such as old mine shafts. I don't have the knowledge or information to know the pros and cons, time scale or contribution to the climate crisis. Perhaps this is of most potential for new developments.
- support this excellent idea, but again the issue as to where funds come from is an issue in fairness.
- A lot of unused mines in the area that could be better utilised to help and would be cost effective to set up. In Newcastle, we already have an established group at Newcastle University producing ground-breaking research and solutions and liaising with them would be beneficial to choose technologies.
- I support this because the council will be investing in a good cause that will help the environment.
- We need to have any energy source ready to go every second counts.

Neither support nor oppose

- I don't know enough about the benefits of these energy sources.
- I don't know if mine water etc would become available
- We need to understand the impact of the technologies.

Oppose

-

Strongly oppose

-

8) Waste and recycling:
a) Recycling is still confusing (local authorities are inconsistent in the materials they recycle and there is no feedback to the public as to what happens with waste), it must be made easier for individuals to recycle by providing clear and consistent information including published figures of what is saved from landfill. b) The North of Tyne Combined Authority and the three local authorities should use their power to tackle the source of waste by encouraging businesses to offer recyclable packaging, by banning the sale of single use plastics in all the buildings and facilities they are responsible for and where possible using fines and incentives to create the behaviour change required with COVID-19 style messaging.

Number of votes
Rank: Equal 7th Percentage support: 93%

Strongly support 22	Support 21	Neither support nor oppose 3	Oppose 0	Strongly oppose 0

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

Strongly support
• Recycling has been actively implemented for almost 20 years. The fact that local authorities are still failing to implement proper recycling facilities given the plethora of technologies and methodologies available, on top of a very favourable public opinion/participation is unacceptable.
• Agree because down in North Tyneside you can recycle glass bottles in Northumberland they won't take your bin if they have glass bottles so this should be made clear to what we can all recycle
• We live in a disposable culture, perfectly good TVs are dumped simply because they are not the latest technology, we need to change this culture.
• More information asked several people and all agreed there is a lack of information.
• It isn't easy to know what you can and can't recycle. Some general waste and recycling bins are emptied at the same time so aren't being recycled at all in some rural areas.
• More recycling facilities should be accessible across the NTCA.
• The recycling system needs streamlined and a clearer set of messaging. We should be better utilising media to spread awareness and the three authorities should be working together to form a simpler system.
• This would have a massive impact on reducing costs of waste and pollution and could be implemented very quickly and cheaply.
• Try to get local communities involved in recycling plastics in particular with incentives which would help all concerned.
• This is a topic we did not have enough time to debate but is extremely important. More emphasis should definitely be put on this topic
• It makes sense to recycle as much as we can than to manufacture products from raw materials.
• Recycling should move from a 'for-profit' stance to a necessity. The public needs to understand what happens to waste and how much it is sold for into the private sector. More materials need to be recycled.
• There should be clear incentives along with enforceable punishments for individuals to manage waste. Local Authorities need to be open and transparent with how they manage waste, what they recycle, where it goes for processing and what how the waste is used for. The processes themselves should have low carbon usage, have no effect on the natural environment and not disposed of in other parts of the world for someone else to manage.
• Certain materials are hard to or impossible to recycle, so clearer guidance would be welcome

- Other areas recycle everything so is that possible here or are the other areas not being open and honest about what actually gets recycled. We need food recycling and easier access to teracycle schemes such as for baby food pouches.
- I believe this is a major concern in the area. The use of plastic to transport and store goods to be sold is unacceptable and other options can absolutely be used. Recycling is done but it needs to be clearer cut with what is and is not accepted.
- Here is one issue where local authorities could do something
- Waste should be a valuable resource. Recycling should be carried out in the NE not shipped out adding more road miles. All waste should be used to manufacture new products in the NE and used by the local authorities. Encourage start up business re-manufacturing and producing products out of waste.
- Agree completely, this is so important and the quickest way to get a big change. Everyone recycles or is meant to recycle and already has the means to do so. Cheapest most effective outcome.

Support

- I agree with a) but I'm reluctant to support fines b) this is because most people won't get fined as this takes up police time to catch people doing it, write them up etc which seems like superfluous administrative work. It's not a disincentive if it's rare to administer punishment!
- Whilst I do agree with this environmental issue, I am not sure how it specifically relates to reducing Co2 emissions in our region.
- A recent visit to N.C. C's facility at West Sleekburn highlighted the invaluable recycling work done there. This kind of project should be published much more.
- Ensure that waste is converted / treated locally. Not exported for other countries to deal with.
- Banning things like single use plastic is not a solution in itself, but, I believe it will demonstrate that something is being done to tackle climate change and encourage people to think about how their everyday choices have climatic effects and hopefully curb some of them. It will also be a relatively straightforward, visible change that will give people greater faith in the local council.
- Much of the above is happening to some extent already but needs to be fine tuned
- Use of single-use plastics needs to be reduced.
- Recycling policies should be clearer and more consistent. I strongly disagree with any form of fines or punitive measures; encouragement and incentives should be used in preference to help change behaviours. I do not believe that this will significantly contribute to the stated objective.
- In the ongoing debate on waste section b) is particularly valuable
- We need to reduce the volume of waste and encourage increased recycling.
- Recycling is very important to the environment and in respect of climate change. It needs to be as clear and easy as possible. The local authorities need to work together to maximise their resource.
- Agree completely, this is so important and the quickest way to get a big change. Everyone recycles or is meant to recycle and already has the means to do so. Cheapest most effective outcome.
- I would prefer to see a stronger push to avoid plastic. The recycling process itself uses fossil fuels and also can't cope with the amount of plastic being produced. Much of it is therefore incinerated, releasing CO2, or sent to landfill or a developing country, contaminating the environment.
- Bottles and tetra pack are collected in London. Tetra pack cartons have recycle symbols but have to be taken 4 miles for disposal. Glass bottle bank 1 mile away, broken glass everywhere. Green collection should be just that. East London can do it.
- Generally, people support the idea of recycling, but support would be increased if feedback on progress was given to the public.
- While I strongly believe that local authorities need to strengthen their waste and recycling policies and make sure it is clear of individuals to understand, local authorities should address the more fundamental issues – while recycling is better than many alternatives it can also mask the real problems. Therefore, the North of Tyne combined authority should focus more on the points raised above in part B by actually reducing single-use plastic to begin with or introducing incentives such as the plastic bottle deposit scheme. They should focus more on reduce and reuse before recycling.
- I support this because waste also produces climate change.

Neither support nor oppose
• I don't feel there is any confusion about recycling in my area and this issue is more about landfill and the dangers of plastic to the planet than our focus of climate change. • This would be a good thing but in terms of reducing carbon emissions I think it is much more important that North of Tyne as a whole joins Newcastle city council in sending all waste from the region to the Energy from Waste plant being built at Redcar and due to be operational from 2025.
Oppose
-
Strongly oppose
-

9) We need investment in a **joined-up public transport system**, with a view to reduce private car use, which will accommodate rural and urban areas, that is cost effective, with regular stops, connected to other modes, and is subsidised or free. The public transport network should be made up of electric (and hydrogen) vehicles to include trams, buses and trains. This needs to have an integrated ticketing system that cross-cuts modes and providers like the oyster card in London.

As an example of this integration, reinstate the train link between Alnwick and the Alnmouth station. Put more funds into getting the Aln Valley heritage railway completed (as at the present rate of development it will take too long).

Number of votes
Rank: Equal 7th   Percentage support: 80%

Strongly support 28	Support 9	Neither support nor oppose 5	Oppose 2	Strongly oppose 2

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

Strongly support

- It is often a challenge to get connecting service, especially when living in more remote areas, which results in an increase the reliance on cars.
- Private cars are such a large contributor to carbon emissions, that affordable, reliable and widespread public transport systems are key to provide cleaner alternatives. Public transport must become an attractive alternative to really make a difference, available to all, not just in the city.
- We need to reduce carbon dioxide emissions from vehicles burning fossil fuels. Public transportation system will assist with this and cheaper travel is better news for everyone.
- Cheap or free alternatives to car travel other should reduce our local travel emissions more than any other travel recommendation
- Transport is the biggest concern to our climate we should have echo free buses with zero emissions
- We need a better transport system, in our village there is simply no alternatives to using the car.
- Self-explanatory
- Transport accounts for about 30% of NoT greenhouse gas emissions and road transport accounts for about 70% of this. We urgently need to electrify the transport system, green the electricity supply and reduce car use. The public transport system should be so good that no one wants or needs a car.
- Not sure about channelling resources into heritage rail projects?
- There needs to be a viable, reliable alternative to using a car. People must be encouraged to stop using a car.
- People will only choose to use our public transport system instead of cars if it is significantly cheaper than currently, much more efficient and interconnected allowing them full and reliable access to countryside, seaside, and family in remote locations.
- To most motorists' cycles are an absolute menace on the road, there should be a cycling proficiency test to make they abide to the laws on the road. Compulsory insurance also
- An excellent proposal which would encourage people to use public transport more often.
- Improvements in public transport for rural areas are a must. 'Cost effective' public transport would also encourage people to use it more. I'm not sure how close we are to public transport being made electric on a mass scale, but I would be in favour of this.

- Wonderful opportunity for the Combined Authority, link from Newcastle to Ashington should be included
- Individual vehicle use and ownership needs to be reduced dramatically. This will be a long-term objective, but the infrastructure of an integrated public transport system needs to be put in place to encourage this.

- Reduction of car use is the way forward regarding transport, regular more convenient routes will make a big difference to how much this is used.
- Railway investment should continue if we are serious about taking private cars off the roads.
- A properly integrated transport system is required to give people a proper alternative to their car. Without this people will be unwilling to stop using their cars. This system needs to be made up of the most environmentally friendly vehicles possible.
- We need to make public transport easy, quick, cheap and comfortable to get more people out of their cars and onto buses and metros as 90% of transport emissions are from road traffic. TfL works well as it's so well joined up and well-funded by the congestion charge and we should aim to emulate this.
- If properly funded and affordable, a good, integrated, green public transport system seems the best and fairest way to reduce transport carbon emissions and would have other benefits such as improved air quality and health. (Alnwick railway not a great example uses steam or diesel.)
- Essential that a comprehensive system be introduced after thorough discussion with all parties and that road, rail arrangements mesh together.
- Transport is one of the main causes of emissions leading to climate change-we need to reduce these by having an integrated network of cleaner public transport options.
- Along with the housing sector, the other very obvious area where North of Tyne can make positive changes to meet its climate change goals is the public transport system. Transport in the North of Tyne region is responsible for the highest percentage of carbon emissions, therefore the authority MUST address this quickly. The problem is, the public transport system outside of urban city centres just isn't good enough, therefore people have no incentive to give up or reduce their use of private vehicles - in many rural areas people simply have to have a private vehicle or they can't get anywhere. I would definitely use public transport more but I'd have to get 3 buses to get to work whereas it takes me half an hour in my car.
- North of Tyne should also ensure that their public transport network is using cleaner energy such as electric or hydrogen. Most of the public would probably like an electric vehicle but can't afford one: the authority can't force the public to change to an electric vehicle, but they can control their own fleet of transport and the fuel it runs on.
- Reduction of car use is the way forward regarding transport, regular more convenient routes will make a big difference to how much this is used.

Support

- Public Transport in rural areas is something that needs to be sorted regardless of whether it's using electric vehicles. If all this is going to happen it needs to be using electric vehicles and have digital ticketing system to reduce tree usage also.
- A holistic top-down approach is required to consider all aspects of transport across NTCA and the wider UK. The environmental viability of the two specific examples is untested.
- Any possible use of rail has my vote. Less vehicles in cities generally have to be good thing
- Can help save people money and reduce environmental damage.
- This should be encouraged but we need to understand that this will only be effective in parts of our region. I don't think that it is realistic for subsidised or free transport for everyone, however costed incentives to encourage public transport use should be investigated.
- I think this could work it's a pity so many rail lines were closed in the 60s maybe more need to be reopened
- I agree with the proposal in principle, however whilst there are examples of this already in place such as park and ride schemes, I believe that by implementing public transport only areas and tariffs /reduction in car parking in city and town centres etc this will not be fully
- successful. I also would be in favour of bringing transport back into public ownership.

• More public transport would benefit travellers more • I definitely think transport need to be overhauled to make it more cohesive. However, to expect it to be free is unrealistic. if it is subsidised where would money come from?
Neither support nor oppose
• I support this but it is not enough to reduce the risk of fuel cars • I see the answer to these problems coming from new technologies. It does not address the real problem of cost and convenience over the car. Better use of rail lines would be great and expanding the metro. Smaller and more frequent vehicle systems would appear to be a better solution.
Oppose
• We do need to improve public transport. However, making it free would cause more physical safety concerns than those which already exist (so discouraging use). Therefore, I believe recommendation (16) in this section is more relevant. • Private car owners will be persecuted. Looks like an exercise in big business not equality nor fairness.
Strongly oppose
• I am very strongly opposed to a free public transport network. A more universal ticketing system like they have in London would be a much better solution. • This is unachievable. Subsidised or free transport. No current electric or hydrogen infrastructure for public transport. A feasibility study would surely recommend this is financially impossible within 10 years.

10) All new housing to work towards the **Passivhaus standard** (where the loss of heat from a building is so small that it hardly needs any heating at all).

Number of votes Rank: 10th Percentage support: 89%				
Strongly support 24	Support 16	Neither support nor oppose 4	Oppose 1	Strongly oppose 0

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

Strongly support
• Essential to reducing carbon dioxide emissions and our reliance on fossil fuels. • I think this should be strengthened so that we aim for all new housing to be of Passivhaus standard by 2025. • This would be the 'gold standard' and it is possible- Wholeheartedly agree • I agree with this 100% our houses need to be more efficient. So much energy would be saved if this was the case. • This will significantly reduce fossil fuel usage, which is the most urgent thing we need to achieve • Ref recommendation (4). The immediate costs of implementing new building methods (which will eventually be required in any case) would be offset by a reduction in future, financial and environmental costs of retrofitting and global warming. Delay would only make more costly overall: unfair use of resources. • Agree wholeheartedly • It is important to strive for the best we can, and this would seem an excellent way forward. • Good idea • This could be combined with recommendation 13, I have the same comments • Reducing demand for home heating will significantly reduce harmful emissions. It is technically feasible just needs financial support and political will. • The technology exists. The private housing market need to be incentivised to do it. • All new housing should be as energy efficient as possible. • Same as above statement, lower costs and better for environment. • Same reason as in (4) • A good recommendation, why has it taken us so long to consider this? • Heat sources are not only expensive, but the loss of heat can have a major effect on these costs. If houses were built with minimal loss, not only would it be cheaper to live, but the demand for use of fuel for heat sources would decrease and thus helping with climate change. • Although I do not like the term, this point is what some people refer to as a 'No Brainer'. • This should fall into the fixed, legal regulations when new housing is built. All new housing needs to be as carbon neutral as possible. I believe that it is vital that North of Tyne has these legal requirements when it comes to new builds. Plans should NOT be approved if these regulations aren't met, and North of Tyne need to ensure that there is enforcement and monitoring of these new build standards. It became apparent from listening to the housing experts speak, that there are gaps in regulation that allow private housing builders to cut corners and that we need stronger legislation and more enforcement across the board. We MUST get it right at new build level, or we will just have more houses in the region that need retrofitting in the future. • This is really the only way to build in the future and new materials and construction techniques will improve the viability. Work is required to make lenders more accepting of green mortgages, or to offer lower rates for energy efficient property

- lower costs and better for environment.

- New housing must be future proof and innovative, so these standards start to become the norm. We have to start somewhere and the climate crisis, as we have learnt, is urgent, so this should begin immediately.
- Whilst I agree with this recommendation I am not sure housing developers are at the stage where they can deliver on this quickly.
- Agree but need to understand how it can be achieved.
- This would need to be a Planning standard goal. All planning departments would need to look at Passivhaus.
- We should always be aiming to improve efficiency as long as it passes a cost benefit analysis.
- The cost particularly in old houses will make this a long-term project.
- I agree that new housing should be built with the environment in mind, this would be an effective route to reducing carbon emissions.
- Saves us money and helps the environment
- If the EPC regime is effective then this should be incorporated into that rather than having different standards.
- I agree with this in principle, however homeowners/tenants should also be informed on how they can further conserve heating and improve or maintain this efficiency standard.
- We need to minimise the energy being used to heat homes and minimise future spending on retrofitting.
- We need to minimise the energy being used to heat homes and minimise future spending on retrofitting.
- I thought conservation of energy and heat were natural to this universe. Ergo all buildings need to be passive in every way.

Neither support nor oppose

- I support the idea of the Passivhaus Standard so long as it does not negatively impact on architectural heritage, especially in areas which have a distinctive cultural or historical element to their architecture. Housing and building should be pleasing to look at, not just purely efficient.
- Working towards higher standards of efficiency is supported however not enough is known about Passivhaus standard to comment whether it is suitable or not.
- I neither support or oppose because you don't manually control the temperature.

Oppose

- Passivhaus is a very exacting and expensive set of standards, which focuses only on space heating. Perhaps aiming for zero carbon houses (also takes materials into account) or just getting closer to Passivhaus is more achievable and will still be a big improvement over current building regulations.

Strongly oppose

- -

11) Solar energy: There should be further exploration of solar generation in the area, starting with the potential of large commercial roofs (large areas and smaller number of owners e.g. business parks) as well as domestic housing including student housing before looking to green field options. All options should be considered e.g. outer walls of high rise buildings as well as floating solar on Kielder Reservoir. Support needs to be put in place to assist those who are unable to afford the upfront costs of installation. A baseline should be established now in conjunction with National Grid in order to carefully monitor future progress.

Number of votes
Rank: Equal 11th   Percentage support: 93%

Strongly support 21	Support 21	Neither support nor oppose 4	Oppose 0	Strongly oppose 0

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

Strongly support

- Solar definitely needs more promotion and incentives in our region as it is a relatively simple way for households and businesses to change their main energy source, but it is currently so hard to find advice and financial support. The Kielder Reservoir option sounds like a unique opportunity.
- Again, crucial if we want to reduce reliance on fuels which release carbon dioxide.
- Think all council businesses should be able put solar panels on houses and businesses should also have them on
- Big gain that has little or no impact on the environment.
- Solar does work but there is doubt about its efficiency in the public wind. It can be expensive to instal in a domestic setting but long term it pays dividends.
- I think that placing solar panels on water and commercial buildings would be a good idea, especially as other businesses may be influenced by seeing bigger business take this step. New developments should have conditions for solar panels be added to their planning permissions.
- I support this move for urban areas and can be utilised effectively across North Tyneside and Newcastle. However, I'd be reluctant to support this for our green spaces and especially Kielder. Too if this is being funded by the council the equipment should be owned by the council.
- This is simply common sense! Solar energy is a reliable, cost effective solution to the climate emergency and all opportunities to take advantage of this should be taken.
- Could be worth looking into.
- Great imagination is called for, but the bulk of solar power could relate to housing so could this recommendation be included in housing?
- This is a quick win for all. The technology exists. It simply needs implementing.
- All new builds should be fitted with solar power panels as a matter of course. This would maximize the benefit of alternative energy production even if this is seen as a small contribution overall
- The Utilisations of roof tops and other largely unused areas to generate power should be encouraged.
- Strongly agree, solar energy should be more accessible, grants renewed if possible. There was a big push for it and it all has seemed to stopped now the help with the financial side has disappeared.
- Allows for people to generate their own energy and save on electric bills. Very environmentally friendly renewable.
- Every possible location for solar panels should be investigated and a giant mirror should be installed in Gibraltar to deflect sunlight away from Spain to England.
- I support this because this will get a lot of benefits to reduce electric.

Support

- There is a lot of buildings and locations that could be used to facilitate this which are in prime positions to benefit from the maximum solar exposure to help the situation
- Solar and wind renewables can help our region reduce its Co2 emissions.
- I support this recommendation, but I believe that wind power is a more important renewable energy source than solar power in the region.
- I support the exploration of solar power and agree with public intervention if it is considered worthwhile.
- Ok but let's get properties fit for purpose first or we will waste whatever has been gained
- It is vital the government helps people make their homes more energy-efficient and sustainable, so I particularly support helping people with upfront costs. The monetary cost of solar panel installation, for example, is incomparable to the environmental and human cost of continuing the current levels of fossil fuel usage.
- Solar energy is underutilised because there is a lack of investment support and incentives.
- Solar energy on its own will not be able to meet our power requirement, unless supported by an effective storage scheme, such as Batteries or pumped hydro schemes. There are too many hours of non-sunshine but can play an important contribution.
- I certainly think Solar energy is a quick route to improving domestic energy use. I also think if the government were to provide grants to people looking to utilise solar energy you'd have a major increase in its usage. Affordability must Be provided to the public.
- I appreciate that quite a lot has already been done on this already but do not necessarily think that the installation needs to be funded by Govt
- Lots of spare space on various factories and office roofs
- This must be done in sympathy with the existing buildings and environment - I strongly oppose the Kielder idea without research to understand its implications. This needs to be underpinned with a list of reliable, trustworthy installers with a common code of practice.
- Buying in bulk with a combined authority lead installation process would reduce costs for all and simplify the process for businesses and private homes.
- This is already happening to some extent as the panels become cheaper; but planning legislation would probably be needed to compel new developments to include solar installations. Financial incentives are also essential to help and encourage smaller businesses and householders.
- Unable to strongly support this as it should be two questions. Kielder reservoir option is stunning simple and effective. It helps water quality, prevents evaporation, and keeps land in farming use. Other aspects I don't support
- if we don't use every means at our disposal. We lose this climate fight.
- I would strongly support this if there was a clearer way to pay for the installation. Work to establish the real cost per unit from solar and at what point it becomes cheaper than current energy generation taking capital and maintenance costs into account.

Neither support nor oppose

- While solar energy is an interesting technology, I do not feel it is the most cost-effective option for the North of Tyne region. Careful planning and efficiency investigation should be considered before public funding gets approved for such schemes
- Although a great idea the uptake of solar panels has been slow and there are other items which are more pressing.

Oppose

-

Strongly oppose

-

12) Local planning decisions must have climate change and the natural environment **at their heart**. Our politicians must lobby national government to push for more power at a regional level to make planning decisions that address the climate emergency and benefit the natural environment; prioritising the protection of green spaces and ensuring decision making processes are transparent.

Number of votes
Rank: Equal 11th Percentage support: 84%

Strongly support 25	Support 13	Neither support nor oppose 4	Oppose 1	Strongly oppose 2

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

Strongly support

- I agree with these ideas and they are covered in other points; climate change/impact should be part of every policy decision.
- Agreed, but we need to remember that the central government is the only organisation that can legally print money. Even if North of Tyne had more power to make these decisions implementation of suggestions would still need to be funded.
- Great recommendation but could take a while.
- Agree need more decisions to be resolved at local level.
- LAs already have power to make planning decisions that take into account the climate emergency, but they have to weigh these against other considerations. The law should be changed so that measures to mitigate climate change have overriding priority.
- Local planning decisions must have the natural environment at heart and planning must be a local decision or at least regional to help protect our green spaces and our countryside.
- More power should be devolved to the most local of levels, as long as local elections actually mean something instead of just being opinion polls for general elections.
- We must act on a national and local level to produce effective change, but it may be difficult to change national policy
- The decisions that our politicians make will ultimately tell us whether or not they are serious about the climate issue. Decisions need to be made at the benefit of the natural environment.
- This could relate to recommendation 1, and appointment of environment officer.
- There is a need to plant more trees and other carbon absorbing plants. This will provide outdoor recreation space for people to exercise and relax in.
- A climate change agenda as part of the decision-making process is key to changing cultures.
- I believe that local people know their environments and are motivated to make them places to enjoy and be proud of.
- This should be at the heart of everything the Local authorities do. Green spaces are important for nature and for the wellbeing of communities. There should though be a mechanism in place to hold the authorities accountable for any action taken.
- the environment is the reason we are doing all of this it should be the most important thing we look after.
- Local authorities are already legally obliged to address these issues in local plans and planning decisions. They must be held to account to ensure they take these obligations seriously, and it is hoped the NTCA will have a role in this.
- Every local planning decision should take into account climate change implications.
- As mentioned above in General recommendations 6 & 7, climate change must be at the forefront of every decision made by every authority, otherwise the consequences will be devastating. As a

region we know our specific needs better than national government, and if national government's actions on climate change are going to be wrapped up in red-tape or false promises, the local authority needs to work harder to ensure they have the power to affect change on a local scale.

- Any green field development should only go ahead if built to Passivhaus standard and include energy generation and zero carbon living. Local authority should be able to mandate the minimum EPC rating or building standards for new developments. and increase them in future years.
- The environment is the reason we are doing all of this it should be the most important thing we look after.

Support

- This is imperative. Green spaces are vital for combat climate change and ensure we have a minimal impact on nature and biodiversity. Green spaces also have many well proven and documented benefits for both physical and mental health of local residents.
- I strongly support climate change being pushed higher on the political agenda. Local authorities should be able make decisions which tackle climate change however it is central Government which should ensure this is at the heart of our decision making.
- Yes, same as before mentioned
- Green spaces are at risk. This should change.
- I strongly support the overall objective, but as noted above believe that climate change needs to be one factor in the overall decision-making process and resist any moves towards further devolution.
- Such decisions should be integral in the planning process.
- Life, all life is important not just stinky humans.

Neither support nor oppose

- Local planners have their own agendas and mindsets
- North South divide will come into play here and as usual the South will get most of the investment.
- This is mainly reflected elsewhere in the recommendations (19,1,6) so is not needed as an extra recommendation.

Oppose

- local government allowed planning for Cumbria coal powered power station it was central government that have stepped in for further consultation. Listen to the science and not what will win votes.

Strongly oppose

- Climate emergency is alarmist propaganda we already have green belt legislation
- A lot of nature issues embrace more than one authority and therefore a collective approach is needed

13) The North of Tyne Combined Authority should, where the use of private vehicles is deemed necessary, encourage **alternatively fuelled vehicles** by:

a) Increasing the number of public charging points in all areas (not just affluent or urban areas) with a better strategy as to where they go. Currently there are large stretches of the A1 without charging points. Also ensure they are fast chargers.

b) Investigating other ways to incentivise people to adopt electric vehicles e.g. financial incentivisation

c) Working with the electricity generation and distribution system to ensure there is enough electricity, produced by renewables, to support the use of more electric vehicles

d) Subsidising taxi drivers, delivery drivers, couriers and motability* to be able to buy EVs

The Combined Authority should encourage electric vehicles, but not promote them as a solution to climate change. It is more important to put a range of measures in place to reduce individual car use altogether.

*(Motability = scheme that enables disabled people, their families and their carers to lease a new car, scooter or powered wheelchair).

Number of votes
Rank: Equal 11ᵗʰ Percentage support: 81%

Strongly support 25	Support 13	Neither support nor oppose 4	Oppose 3	Strongly oppose 2

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

Strongly support

- From personal experience even though we were keen to get an electric car, we researched it and couldn't as there were not sufficient charging points to do the round trip to work (in rural Northumberland) and back. It's needs to be made easier so that more people like us can switch to electric.
- Good suggestion overall as it fights carbon dioxide emissions from vehicles.
- Having a totally electric car the placing of charging stations is random and some are placed as a gimmick and not even maintained
- Everyone should feel safe and informed when traveling.
- This recommendation provides a range of measures to encourage the use of sustainable modes of transport.
- Agree particularly with underlined section. care must be taken that other countries are not plundered for raw materials.
- Agree completely or it will be a logistical nightmare.
- A move to a totally electric vehicle stock as much as is feasible should be an aim as soon as possible
- Essential to promote electric vehicles and provide charging points. Note what region is doing already e.g., at Blythe. b,c and d can all be deleted.
- In the short term, until a creditable public transport system is in place, Electric and Hydrogen vehicles can help to reduce CO2 emissions.
- The move to electric vehicles needs to gather momentum and move more quickly. This will require investment in infrastructure etc.
- We need to discourage the use of petrol and diesel vehicles and encourage the use of alternative fuel vehicles. The expansion of the charging network and incentivising of switching to cleaner vehicles would
- We have to accept some people need cars and we need to support them to have low emissions. Deliveries should be made via train wherever possible rather than lorry with local electric vehicles for the final part of the journey.

- Completely agree. Support for the development of hydrogen vehicles could also be considered, but particularly important is the final point about the need to reduce the use of private vehicles altogether.
- The electric vehicle on its own is not the total answer, even including the generation of power to the significant increase in charging points from renewables.
- EV are a great alternative to lower carbon emission especially if using renewable energy.
- Fear of the unknown and cost are the two main reasons that prevents people to take up these alternatives.
- If alternatively fuelled vehicles are the way of the future charging points need to be installed to meet the need.
- With the phasing out of diesel and petrol vehicles, North of Tyne must do all it can to facilitate the change. One of the main concerns surrounding EV's is the cost, so financial incentives must be considered to make it fairer for people on a lower income to buy/lease an electric vehicle. Another concern is that people are very set in their ways when it comes to their private vehicles (we're ultimately a very selfish society) so financial incentivisation may help on this level. In order for the change to alternatively fuelled vehicles to be successful, North of Tyne must invest in the infrastructure, including improving and building of charging points and ensuring they are helping to offset the electricity used through local renewable energy.

Support

- There needs to be a bigger effort in bringing vehicles which operate on alternative fuels to our roads, unfortunately there's little visibility of the supporting infrastructure currently being put in place. the roll out/implementation of this supporting infrastructure needs to be accelerated.
- There are emissions in the making of new cars and the making of batteries is also problematic for the environment. Individuals need to be encouraged to reduce their reliance on cars whether they are electric or not.
- I support (a), (b) and (c) regarding encouraging electric vehicles but I strongly oppose hydrogen vehicles as hydrogen technology is 10 - 15 years behind electric technology. I strongly oppose (d). I refuse to subsidise evil Amazon. Besides most delivery drivers lease rather than buy their vehicle
- Support in principle but think the above comes at a high financial cost and will have to happen further down the line.
- Electric vehicles are the future, or the present, whatever way you look at it. Of particular importance is 'investigating ways to incentivise people to adopt electric vehicles. At the minute they are too expensive, perhaps because there isn't a big enough market for them.
- We need to be realistic that due to the characteristics of our region, we have to accept that individual car use will always be required. I support offering incentives and alternatives to encourage change in behaviour where this is practical and ensuring that public vehicles are low/zero emission.
- I support this but feel that it will need Central Government intervention to succeed. The issues are wider than the local area. The DVLA, car manufacturer/retailers and fuel suppliers all need to have the commitment to proceed with this and climate change and the effect of transport on carbon emissions should be at the heart of all decisions
- This is very important in the long run but I don't think this will change the current situation quickly and effectively.
- I support this because this can help reduce using fuel vehicles
- This is very important in the long run but I don't think this will change the current situation quickly and effectively

Neither support nor oppose

- I don't think EVs are the answer however for some things like taxi drivers or delivery drivers etc should be electric I think the production or EVs is harmful to the environment.
- Scrappage schemes are open to abuse and do not reduce carbon emissions significantly. Money could be put into developing retro fitting electric power to existing vehicles. Nissan should be

working on becoming a car re-commissioning company recycling older models to go back into the market place.

- Improving public transport is a more important factor for most of the general public. Where public transport is not possible, I think recommendation (24) is more relevant.
- No comment.

Oppose

- This should not be subsidised. Loans could perhaps be offered but taxpayers should not be subsidising private business.
- I am not convinced that EVs are a solution except for public transport.

Strongly oppose

- Would cost too much not realistic.
- Until battery range is vastly increased EV's will be of limited use and some days our electricity generation can be as high as 60% from gas. Subsidising electric vehicles in some shape or form is a cost to be born by who?

14) The North of Tyne **citizens assembly** on climate change would like to continue its work by performing a scrutiny role. We would like ongoing six-monthly report back with clear, transparent, concise and measurable evidence of progress.

Number of votes

Rank: Equal 14th   Percentage support: 82%

Strongly support 25	Support 12	Neither support nor oppose 4	Oppose 2	Strongly oppose 2

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

Strongly support
• This is imperative as a check that the recommendations have been actively considered.
• This is highly important to continue to pressure the North of Tyne to commit themselves to action.
• Agree so we all know what happening and when it is happening and how it going to affect our climate for the better
• We need to make sure this was not just a 'talking exercise'
• Update on progress.
• This would make what the group has done more meaningful and enable a feeling of ownership of the recommendations.
• I think this recommendation strengthens every other recommendation.
• Our recommendations should be held up against the actual progress of the local authorities.
• I commit to taking an interest in promoting implementation of our recommendations.
• The Mayor has ordered the Assembly so it would be good to follow his progress!!
• I would strongly back this. We need to know that change is being made and that all this is worth it and not just a massive waste of time.
• If people are constantly updated they will feel more involved.
• Good idea
• It's important to have measurable objectives in a time frame with regular reviews
• Any scrutiny role must be able to exert influence and be seen as being credible.
• It would be nice to know our time and effort and contributions are going toward a positive change for our local areas, and potentially followed on by other cities and communities.
• Councils and government far too often have made promises that are not fulfilled therefore they must be scrutinized with every they take in order to truly fight in some way against the climate crisis.
• This seems a reasonable and appropriate request, especially bearing in mind the remit: to address climate change fairly, effectively and quickly.
• Fifteen members of the Citizens Assembly have indicated their wish to continue working together and will be contacting the Combined Authority to discuss how to proceed.
• The lack of transparency and honesty from government is one of my biggest concerns and I would find it reassuring to know that the North of Tyne combined authority would commit to providing updates on their progress whether good or bad. Honesty is key.
• It would be nice to know our time and effort and contributions are going toward a positive change for our local areas, and potentially followed on by other cities and communities.

Support
• If the mayor is serious about climate change and the future of our region this would be a great way to continue the work already started and keep citizens involved. It will also show national government the view of our region and how important the climate is to the individuals in this country.
• I believe that this is a good idea if the panel is also made up of local Climate Change experts who may be in a better position to assess progress than the Citizens' Assembly.
• It would be good to know if our voices are being heard, and if we are making a difference.

• If the progress is not measured then it will be too easy to tick a box and say that progress has been made, when changes may have had little 'real' effect.
• Very good idea to get a report every 6 months
• A good idea in principle but we don't have any real power or ability to hold people to account.
• I like the idea and would welcome it, but I hopefully trust the Mayor!
• I would like to and would welcome this, but I don't think it's as important as some other options in this category.
• I support this because people get the chance to speak out on their opinions.
Neither support nor oppose
• Could be scrutinised through North of Tyne website.
• I would like to be kept informed of the progress of the North of Tyne Authority.
• It would be a shame if all this work did not amount to any positive change for climate change.
• We have no power or authority to alter the councils decisions. We need to know how the money is spent and be able to interrogate the evidence provided to see that there is value for money.
Oppose
• The North of Tyne action on mitigating climate change should certainly be scrutinised but not by the citizens' assembly which is an unelected body.
• I do not feel that this is necessary.
• I feel it is a bit unrealistic. The BEST role for the CA is propaganda throughout the region not voting on things it cannot control.
Strongly oppose
• The Assembly has no statutory rights and has served its purpose. If the Authority should adopt recommendation 10, members of the Assembly along with the general public will be kept informed. Dissatisfaction can be addressed through the Ballot Box.
• We are non-elected members chosen at random. Surely others deserve their say in such matters

15) The North of Tyne Combined Authority must work with the Woodland Trust, local schools, local authorities, landowners, The National Trust and any other stakeholders including community and voluntary organisations to commit to planting a minimum of 300,000 native **trees** within 3 years and monitor tree survival rates over time.

Number of votes
Rank: Equal 14ᵗʰ Percentage support: 83%

Strongly support 23	Support 16	Neither support nor oppose 5	Oppose 1	Strongly oppose 2

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

Strongly support
• Trees are an important, effective yet cheap carbon sink. Woodland brings with them a full ecosystem which will greatly benefit the surrounding area and further increases the local biodiversity.
• Trees are important in reducing carbon dioxide levels. But the most important thing is still to reduce carbon dioxide emissions in the first place. I'm also wondering what targets North of Tyne already have this?
• I think it's important to replace what we have destroyed, and more landowners should commit to planning trees I also think working with local schools is important to plant the seed in younger people about the environment and how important it is to preserve and protect.
• Reduce the number of trees being felled for wood burning systems used by individuals but on a larger scale by local council facilities swimming pools leisure centre etc.
• We should be looking to do this on a continuing basis.
• Runs alongside the educational aspect of our recommendations. Widespread Tree planting going on in Northumberland at moment.
• Tree planting has a huge impact on biodiversity and combating climate change so should be done any where possible and as much as possible.
• This seems like an achievable goal.
• Consultation with the Woodland Trust is key to any planting valuable recommendation as it is specific.
• This will provide opportunities for a wide range of people living in our area to participate in the climate change program, bringing greater awareness and understanding through education.
• This would also educate the next generations about climate change
• Trees have a role in helping reduce greenhouse gases and protecting against pollution. They also help protect the environment against problems like soil erosion.
• Very reasonable could potentially plant more.
• More trees, means more potential parks, nature walks and more CO2 absorbed from the atmosphere.
• We need trees to live!
• Trees are very efficient at absorbing carbon so this proposal would help to reduce the carbon footprint of our region.
• Very reasonable could potentially plant more

Support
- A nice, simple idea to go alongside bigger projects in the region.   - I support this but I am not sure how it fits in with the national government's plans to plant more trees.   - Support but not sure on the number stated.   - I am very concerned about logging in Northumberland. Large tracts of forest have been felled recently. Are they being replaced by new trees, preferably native species? What is the harvested wood used for? Does it get turned into woodchip?   - Efforts to increase tree planting are supported. Landowners should be incentivised to put forward their land for environmental benefit.   - It's all well and good planting trees but the world does not survive without the oceans which absorb more carbon than anything else on earth. This should be looked into immediately.   - I am not sure that this will address the stated objective quickly.   - The reforestation of areas I feel should be an ongoing ideal. Trees are a natural resource that we all use and appreciate, and we are in danger of leaving vast areas barren of trees. With regard to climate change it is well documented about the effects of wholescale chopping down of trees for timber products and farming land. I believe that whilst some may argue that trees may not overall contribute too much with reducing carbon through natural processes, there are other issues as well to consider concerning habitats and wildlife.   - Yes, a joined-up approach would benefit all contributors and the general public.   - I support this because if we do cut down more of nature there will be consequences.
Neither support nor oppose
- Doesn't affect me, I'm unsure of what this means for me.   - Trees are crucial and we need millions more, but does the NTCA has the power or resources? It can promote tree planting, rewilding and other beneficial land uses through its support for the Climate Change Education programme and also by establishing the suggested ecology officer post.   - Not enough trees planted.   - Difficult to believe this is not already being addressed. Forestry commission, Dept. of environment and rivers authority must be working on this proposal
Oppose
Our focus should be mainly on reducing emissions as highlighted by the experts. Planting trees is a great idea for many reasons (including carbon capture) and should be encouraged but the cost of planting 300 000 native trees would be better spent on innovations to reduce emissions.
Strongly oppose
- Who would pay for this the rate payer, a PR exercise for the climate alarmists.   - Currently lots of stakeholders, do we really need more stakeholders.

16) We must make **alternatives to private car use feel safe** (physical/personal safety).
a) More regular, reliable public transport to reduce waiting time at remote stops. b) More late-night services
c) With regards to the metro train stations, platforms should only be accessible if you have a ticket and are actually intending to travel d) Public transport stops need to be sheltered with good live information streams and integrated in communities as opposed to in remote places.

Number of votes
Rank: Equal 14th Percentage support: 87%

Strongly support 22	Support 18	Neither support nor oppose 5	Oppose 0	Strongly oppose 1

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

Strongly support

- It's a simple fact that if public transport was more reliable and more regular, most people would use them. Cars are increasingly expensive to drive and can be cumbersome to park or navigate in busy urban areas. This could also reduce road traffic accidents.
- People's safety is extremely important, and this recommendation goes hand in hand with no. (9). When improving the public transport system, the safety of those using it must be paramount to ensure everyone feels able to use it without fear.
- Everyone should feel safe and informed when traveling.
- We will only achieve a joined-up public transport system that responds to public needs and lures people away from cars if it is under the control of LAs in the region and perceived as safe.
- Public transport must be the more attractive choice for people to move away from private car use.
- Safety of the vulnerable should be paramount.
- Late night services I strongly support - shift patterns must work for service users and not for the transport companies.
- The vast majority of people who use their cars rather than public transport or cycling/walking, do so because, quite simply, they don't feel safe. Waiting at stops (bus, metro and train) does not feel safe. Even when on transport (particularly the metro in this case), does not feel safe.
- Although I am not a regular user myself I can see how a safe environment would encourage more use
- If we are reduce private vehicle use, there needs to be a creditable alternative.
- investment is needed for transport alternatives to appeal to the community. Public transport security on later night services etc.
- Passengers on Public transport should feel safe, and any improvements would encourage people to use it more or again.
- I agree, public transport needs to be available on a night-time, run night busses and trains etc and it would massively impact the amount of car travel on an evening. Stops and wait times need to be reviewed and would definitely make an impact on usage.
- Same answer as before in the Transport section safety is paramount when using public transport and it has to be both safe and reliable if people do not feel safe using public transport they will not use it.
- This should feed into recommendation 22: it should be an absolute must that alternatives to private car use feel safer in order to encourage public use.
- amount of car travel on an evening. Stops and wait times need to be reviewed and would definitely make an impact on usage.
- I agree, public transport needs to be available on a night time, run night busses and trains etc and it would massively impact the amount of car travel on an evening. Stops and wait times need to be reviewed and would definitely make an impact on usage.

Support
• Essentially an extension of recommendation (9) about joining up public transport but I don't see why C) is a good suggestion is sometimes people can send off loved ones on long journeys this way and D) some people live remotely which is the whole point about increasing access of buses to as many people as possible.
• The safety message here could be incorporated into number (9).
• We need to encourage the use of electric vehicles to reduce co2.
• I agree but there has to be tougher sentences for anyone causing trouble on any public transport hub or nobody would use it particularly at night.
• A good idea but not sure how relevant it is as a separate proposal. It should be part of the overall strategy and integrated as a common-sense approach.
• I believe alternatives to private car usage are ultimately a good thing, the issue being persuading people not to use their cars and to instead use public means of transport. This would potentially be a longer process.
• If it can be done without damage to any green spaces (e.g., cutting down trees for a new line) then I agree.
• I think that following the pandemic this is particularly important. Previously, I used public transport to travel into Newcastle city centre, however I cannot see me doing this again in the foreseeable future due to the risks involved.
• People need to feel safe when they are travelling. They need to have confidence in public transport and incentives to use it regularly. Reliable services that keep customers well informed, subsidised fares and staffed transport hubs may help with this. Stations that are isolated, poorly maintained and ineffectively monitored do not make people feel safe. I believe that transport hubs should have a community feel to them and feel vibrant and accessible for all.
• Simple measures to make public transport more appealing. Digital noticeboards with accurate live timings of buses are needed for safety and convenience.
• Good suggestions that seem mainly concerned with public transport rather than walking or cycling, which are also alternatives to car use and also need to be made safe. They also seem more applicable to urban than rural areas, which have extremely limited access to public transport.
• If the above conditions were met public transport could be a partial solution but it would need cultural change also. Plus more park and ride facilities.
• I support this because it will reduce the carbon dioxide that gets produced by the transportation we use
Neither support nor oppose
• I don't necessarily think pushing people into using public transport is practical or the answer however, more late time services would be great for NHS staff that live in the city or just outside who work odd hours.
• I think this would cost a lot to implement.
• Of course safety is very important but it can be a factor in other policies, delete as a recommendation.
• services. However all of these proposals should be encouraged.
• I agree with all the sentiments but don't see how some of the practicalities can be resolved to encourage people to use the services. However all of these proposals should be encouraged.
Oppose
• Too much identification and rules. Don't wish to hear someone shouting PAPERS PLEASE!
Strongly oppose
• Cost of ensuring platform access is secure would be prohibitively expensive. Poor use of limited resources

17) We believe that **community energy schemes** which bring together communities to generate and manage their own energy have a vital role to play. The North of Tyne Combined Authority should support (including funding) the creation of a community energy resource hub for the region. This hub would be composed of an elected and accountable body of citizens together with community groups, staff of the relevant authorities and technical and commercial expertise, supported by paid staff time. We suggest the role of the hub should include the following.
a) Sharing ideas and best practice with community energy groups in other parts of the country, including taking up the offer made of a 'twinning' opportunity with Orkney Community Energy organisation.
b) Creation of an online 'resource bank' of information
c) Provide a route for small and medium renewable energy enterprises to promote what they can offer
d) Council to signpost anyone involved in the planning process (residential and commercial) to the hub to encourage consideration of small-scale renewable energy potential as part of their planning application
e) Provide a support service to small scale developments to encourage coordination between nearby households (new developments or retrofits) e.g. shared ground source heat pumps or solar installations
This support for community energy in our region must be developed as quickly as possible. We anticipate other ideas may come forward as the hub is developed and would like to see major progress within five years.

Number of votes
Rank: Equal 17ᵗʰ   Percentage support: 78%

Strongly support 22	Support 14	Neither support nor oppose 7	Oppose 2	Strongly oppose 1

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

Strongly support
• I believe that the North of Tyne Combined Authorities need to develop an energy renewables strategy with other authorities as soon as possible. • The example of the Orkney scheme shows that community energy operations work, so let us apply the same principle here. • Easily accessible information and teamwork will enable change to happen to address the climate emergency by raising awareness in the community. Those who can afford will be able to bring along those who cannot through group support and eventually renewable energy will become a norm. • These would be schemes which would obviously involve people at a local level and encourage small schemes that already exist • I think this could be achievable. • Examples are useful. • Involving the community will empower individuals and organisations into implementing change. • The generation of renewable energy is critical to addressing climate change and encourage when ever possible. Community power generation could also be advantageous in the more rural parts of the region where power options can be limited
• Clean energy generation is very important, so this is a step in the right direction. • The commitment of the Orkney community to renewables and the progress they've made is remarkable. We can learn from their success and support our community to make the move to renewables together and see it as an attainable positive change rather than an inconvenience imposed upon people. • Community energy schemes encourage cooperation and benefit all members of a local community so are more likely to be supported and could lead to further positive community action. The profits are kept locally, can help tackle fuel poverty and can be used for other green projects in the area.

- I believe that for any change relating to climate to be successful, there needs to be shared information that is readily available, promotes what services are on offer and showcases the potential of what is possible in the area
- We should be looking to utilise existing resources to produce energy. This region has many ex-coal mine workings where heat from mine water and ground source could be used.
- I think this is an amazing idea and I have so much to say that I don't think I can write it down in a few sentences. The Orkney community energy organisation was inspiring to hear about and I think there are many people in our region would be interested in creating something similar. North of Tyne should use these people who deeply care about climate change to their advantage we can help the authority meet its goals! If the authority empowers people in the region the benefits are mutual for all.
- This strongly support because it will improve, because people will exchange ideas.
- Provided there is enough publicity for this scheme it should be a cost effective way to get through to the largest number of people to inspire change.

Support

- This would really raise the profile of small scale renewable energy in the region and make it much easier for individuals and communities who are interested in community renewables to actually find information and get advice and support, which would surely ultimately lead to a much bigger uptake.
- I agree with this, more should be done with community help
- I think we should develop links with Orkney and try to use as much of their learnings as possible..
- This recommendation is very ambitious and would need a large infrastructure but is certainly achievable with enough vision.
- This would encourage community awareness of the issues and generate enthusiasm but it would not directly make a major impact on the regions carbon emissions.
- I think it's good to come together in a small community, because it's easier to get your point across effectively.
- Tackling climate change must integrate bottom-up and top-down approaches in order to be fair.
- I support the notion of providing a resource to better educate and support communities about green energy schemes. I would also see this extended to providing information about retrofitting existing properties.
- Huge opportunity to provide clean efficient for bright future
- I support this as it allows small-scale involvement of normal people as well as larger companies etc
- These schemes could be successful on new housing estates with centralised green heating and power generating schemes, or small communities deciding to club together. Unlikely to be taken up in deprived areas, or areas with high level of rented accommodation unless lead by a local authority.
- I do agree with this recommendation, however I feel that the emphasis should be on reduction in energy consumption / using more efficient methods of production rather than encouraging overall energy use.
- I support this.
- The planet will be depleted hugely if we don't act with imperative.

Neither support nor oppose

- While I support the idea of having a community hub as a central point for resources and information, I feel that there are already enough organizations which cover this responsibility. More effort should be put in to streamlining those and making them more accessible to the public.
- While all suggestions are strictly speaking quite important, we have 7 – 10 years to fight climate change and while this would help sustain a movement, this is probably secondary to the immediate issue.

- Good idea in principle but many people in the area would miss out on it so that would not seem fair.
- I agree with part e.) solar installations or heat pumps for small scale developments. Potentially too much funding needed for the rest of the recommendation.
- Agree with some points more than others. I like this idea, to inspire change. but is it fair? Would all communities be able to take part? In order to install solar and heat pumps, (and the associated retrofitting needed), would this only be for homeowners with savings to spend?
- I think this is a reasonably good idea. I have slight issues regarding what constitutes a 'community' and how big said communities should be. I also think you would potentially have problems getting people to cooperate on a fairly large scale.
- I believe that the mind-shift in the community required to adopt this will not achieve the objectives of addressing climate change either effectively or quickly. The budget for this recommendation would also need to demonstrate value for money with clear, measurable outcomes.
- I agree with part e.) solar installations or heat pumps for small scale developments. Potentially too much funding needed for the rest of the recommendation.

Oppose

- Priority must be to ensure properties domestic, industrial, commercial are suitably insulated to be able to hold the gains from renewables.
- I believe this will be an incredibly costly endeavour that would be paid for primarily by taxpayers who won't reap the benefits.

Strongly oppose

- This will effect current energy suppliers and there shareholders, which to a great extent are private and company pension scheme. Robin Hood Energy had a similar scheme. It folded with 38m debt which council tax payers had to pay in Nottingham.

18) Green spaces need to be better used and protected by individuals, communities and local authorities through rewilding, tree planting, landscape recovery etc. (for example planting wildflowers instead of cutting back verges.) The North of Tyne Combined Authority needs to employ an ecology officer (building on the work of the local authority ecology officers) who can
a) advise on the implications of any development on wildlife and plant life and insects.
b) create opportunities to share information to individuals, schools and communities on what steps they can take to promote wildlife and plant life within local green spaces and their gardens.

Number of votes
Rank 20th: Percentage support: 78%

Strongly support 22	Support 14	Neither support nor oppose 5	Oppose 2	Strongly oppose 3

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

Strongly support

- There are several schemes which have attempted to bring back nature into residential and even densely urbanized areas. The vast majority have been incredibly successful and enthusiastically welcomed by the local communities. Some have spurred on private residents to contribute their own resources.
- Could be part of general awareness raising as in recommendation number 10.
- Communities and individuals MUST better protect our green spaces, I think an ecology officer would be a great thing to have to advise implications of any development.
- Priority to carbon capture plants including trees. Recognise the value of trees. stop supporting tree cutting for logs for burning.
- Wholeheartedly agree.
- An extremely important proposal which has widespread benefits for biodiversity and using best practice at the heart of any decisions can only be a positive move. Getting the younger generation involved and educated will have a lasting benefit.
- This relates to recommendation 7 & 19 it could provide possible job description for environment officer.
- This will provide Carbon capture, recreation space, educational opportunities and a more pleasant living environment.
- More work is possible with the resources we have in this area and country as a whole. Tree planting can start immediately in areas where it is safe to do so.
- I want to see a reduction in green spaces used for building on, with sustainable farming and natural environments protected for our future generations. I believe that the natural ecosystem is so important for our welfare and wellbeing and therefore should be protected
- Green spaces are important for nature and for the wellbeing of communities. Everything possible should be done to protect them.
- The idea of an ecology officer will benefit the local areas massively. Good way for schools and communities to get involved and see what more they can be doing to help the environment too.
- Such a post would promote the major importance of wildlife in addressing climate change, ensuring it is given greater prominence in planning decisions, and enabling individuals and communities to learn how to live in harmony with nature for the benefit of the planet.
- I fully endorse this proposal and cannot believe that anyone would oppose it.
- The area covered by North of Tyne is so beautiful, unique and diverse, we must do all we can to protect our ecosystems and wildlife, and this should be encouraged and supported by North of Tyne

in all areas of the community. No development decisions at all should be made without considering the implications on the environment.

- The idea of an ecology officer will benefit the local areas massively. Good way for schools and communities to get involved and see what more they can be doing to help the environment too.

Support

- Agree but the ecology officer and communities need the power to appeal or raise objection to protect Green spaces from destruction.
- I agree there should be better use of our green spaces to improve their environmental value and biodiversity.
- I think that many communities already have the situation in hand to some degree.
- Preservation of nature is imperative for reducing climate change.
- This would be great, but if there isn't money available, enthusiastic volunteers would also do their job well
- I agree with the sentiment, but do not agree that NTCA needs to employ specific individuals to enact this.
- I support this because green spaces are a key to stopping climate change.
- I thought it was obvious that this life on this planet is completely dependent on every other life form.

Neither support nor oppose

- Whilst I support this idea it is not as important as dealing with and putting funding towards Transport and Housing to combat the imminent climate emergency.
- I see this as important but less so than other factors underlined in earlier parts of this document.
- This has begun and it would seem stupid not to continue and expand these proposals.

Oppose

- This concern should be addressed through the planning system. I think it's a waste of money for NTCA to employ an ecology officer if LAs already have such officers. Rewilding? Will sheep farmers be happy if wolves are reintroduced to Northumberland?
- These are great ideas for biodiversity but the effectiveness in tackling climate change is questionable. We did not have any experts discussing this in relation to climate change and the experts we did hear from were very clear that we need to address housing, transport, and renewables for quick and effective climate change action.

Strongly oppose

- We already have at least one environmental sustainability officer for North of Tyne I like the thrust of this suggestion, but I suspect this is something he already does.
- Another level of bureaucracy to please the climate alarmists, waste of money.
- NTCA just adds another layer of bureaucracy on top of the existing 3 councils. Not value for money.

19) Local authorities need to have **more power to take the local decisions** that are needed to address the climate emergency. Our politicians should lobby for this at a national level. Further devolution to the local authorities needs to be explored to achieve this. The implications of any new policies should be carefully assessed to guard against problematic unintended consequences.

Number of votes
Rank: 19th Percentage support: 78%

Strongly support 21	Support 15	Neither support nor oppose 6	Oppose 1	Strongly oppose 3

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

Strongly support

- Increased devolution will mean that local people can make the most appropriate decisions about their neighbourhoods.
- This is especially true of public transport which should be under the control of local authorities working together collaboratively.
- Having local authority to make decisions is vital in the interest of economy, expediency and efficient management. Therefore, local needs one addressed.
- I think that local authorities should have more power in decision making about the development of our green spaces in particular.
- I very strongly support regional and local devolution for all political issues.
- Regional governments need to be able to implement climate solutions that the national government is not engendering. The climate emergency is an emergency and the governments' decisions must reflect that - on both local and national levels.
- Local knowledge very important particularly in Northumberland
- National government is too busy to care about local problems, so local government should step in and make a change.
- Well worth the effort, but could be a struggle to persuade national government
- This would need to be supported with funding from the centre but implemented locally. Authorities could be incentive by the Government to meet or beat set targets in Carbon reduction or neutralising in their areas.
- Local decision making can be quicker and more targeted at the strengths and weaknesses of each area.
- Care is needed to ensure that any decisions are based on climate change/environmental concerns and not driven by business interests and /or central/local government lobbyists.
- Local authorities should have the power to make local decisions as the problems we have here in the north east are completely different to cities like London for example. Different things work for different places.
- We know what's best for our cities and therefore proposals and decisions would then be tailor made which gives accountability to the people who actually live here.
- Wherever the local authority maybe they represent the people who actually live in their area and who are most aware of conditions there rather than remote politicians who do not know their Bamburgh from their Barnard Castle.
- While I strongly believe that we need more fixed climate change legislation on a national scale, as there are certainly matters that need a uniform approach, national government seems too often forget that other places exist outside of London. A one size fits all approach does not work, as each area of the UK has different needs that needs to be addressed and local authorities know these

- issues and needs better than Westminster. National decisions are often bound up in red tape and unnecessary bureaucracy, perhaps decisions could be made more effectively and quickly if local authorities had more power?
- Local authorities should have the power to make local decisions as the problems we have here in the north east are completely different to cities like London for example. Different things work for different places.
- Our region should not be penalised by national politics or MP's lack of foresight. MP's need to step up and make the difficult decisions that are needed. Cowards never make good Generals.

Support

- There's a saying in the Royal Navy; "One size fits no-one", and so it goes with governmental authority. Greater power for local authorities would be very useful, as local councillors have a better understanding of local needs and wants. However, sensible governmental oversight is imperative.
- I support this as to some degree and in certain situations that decisions are made locally. However, we need to make sure that all intended consequences are guarded against and not just the unintended ones!
- Yes because it is at the end of the day an emergency if they don't start addressing this then what our climate going be like in the future we need to think about our future generation
- We need more power as a region as I often think the present Government merely pay lip service to the issue of climate change, they still support fracking and one member said "Fracking should happen in the desolate North"
- Support but need to be managed so no authorities are excluded or make bad decisions.
- Support in principle but not optimistic it can be put in practice as this is a national policy agenda item.
- Local Authorities should have more power to take local decisions that affect climate change but there needs to be a system in place so that they are accountable for the decisions taken. Local does not necessarily mean better.
- More devolution means more decisions can be made by people who know the local area and its needs
- I support considered decisions taken at the local level.
- A good idea, although lobbying for it at what level (county or a new devolved regional authority?) needs to be clarified. Currently, some local authorities do not have a good environmental record, so more power must go with an obligation to make and stick to green decisions.
- I support this because right now the government makes decisions, and it takes longer.
- It's about time politicians got off their hubristic butts and began to earn the respect they think they deserve.

Neither support nor oppose

- There should be greater state intervention to force the agenda. Currently, local authorities do not have the budget nor the expertise to make such decisions. Many lack clear leadership and it takes too much time to prepare Local Plans or make real change.
- I don't agree with devolution but better co-ordination.
- It seems to me that it's all about power and not putting certain criteria in place, there's umpteen cycle lanes in the north east that are not needed. It all seems like a bit of a vanity project, Osborne road, Jesmond being a prime example. Half a million pounds for a useless cycle lane that will be used very little. The climate suffered a great deal while it was being built, i.e., traffic etc
- I'm not against local authorities having more power to take local decisions. We mustn't forget the importance of central government in forging legislative change both locally and nationally. A top-down approach, I think, is more important than a bottom up on

Oppose

- Poorly worded and unclear recommendation. Which decisions? Local authorities can already make key transport and planning decisions. Local authorities should be lobbying government for national change/policies.

Strongly oppose
• I strongly oppose devolution. In order to address climate change quickly and effectively we cannot do this in isolation. While regions will have differences due to resources available and the requirements of the local communities, this can, and should be addressed within a national framework. • A national policy would be better. • Strongly disagree, will just lead to further NIMBY (not in my back yard) attitude by the majority of the councils.

20) Large amounts of **land** in the North of Tyne region are under-utilised. Much of this land is owned by large landowners (such as the Ministry of Defence etc.) We must investigate the potential for such land to be used to take positive action on climate change e.g. renewable energy development, local food production, tree planting, development of 20 minute communities etc.

Number of votes
Rank: 20ᵗʰ   Percentage support: 74%

Strongly support 20	Support 14	Neither support nor oppose 7	Oppose 2	Strongly oppose 3

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

Strongly support

- Having land that can be utilised for things like wind turbines is crucial to reduce dependence on fossil fuels. I know some people have opposition to building turbines in certain places around the north-east, but we need to come to some kind of compromise somewhere.
- Investing in local food production (such as North East Organics) will create local learning and jobs opportunities and at the same time reduce food miles and emissions from transportation to the region.
- Yes strongly agree with that because there is not much green land, and our climate is getting worse
- I strongly agree under the premise that our green spaces are kept green. I would rather see large amounts of land be used for tree planting than food production, I think that keeping our country as wild and natural as possible is essential for our over developed countryside.
- Should also include unused and empty buildings.
- I strongly believe that the amount of land certain families own is obscene, this is a bit like coal mining. It's out of date
- This would bring on board a number of agencies which could make a dramatic impact on the area and improve relationships between owners and users.
- If large areas of land CAN be utilised for positive action on climate change, then I am all for it. The further development of renewable energy sources and local food production for the region is of particular importance.
- Achievable.
- Land that is underutilised, should be considered available to benefit climate change in some form or other. This might mean that landowners could see some form of income from the land use. Examples, planting and carbon absorption scheme incentivised, rental for carbon low/neutral energy projects.
- It's a large opportunity for us to make better use of land. Private landowners need to be incentivised to make better use of their land.
- This must be done taking into account ecosystems/natural environment issues and give local businesses a voice in how this is done.
- The use of land should be looked at to ensure that it is being used in a way which maximises its potential in respect of addressing climate change
- Strongly agree, this land should be used to its advantage. The planting of trees is so important, as well as local food production. More people could afford to buy local if the produce was readily available and as cheap to buy as imported goods.
- These unused lands could be more efficiently used to further combat climate change.
- We are limited to what space/land is available to us in promoting climate change actions and need to find locations that are under used. Investigations to pinpoint suitable areas need to be carried out and highlighted. Potential candidates should be recommended and where possible used.
- Take the land off them. It doesn't belong to anyone. It's like a flea saying he owns the dog he's feeding on.
- Key question for me from which much else flows

Support
• We need to stop building on green land.
• Agree but should also include land owned by the Church.
• A good idea in principle, but can landowners be persuaded without substantial financial reward.
• The planning system makes these decisions and should take positive steps to tackle climate change within Local Plans.
• Large landowners have responsibility to use the land in a way that is fair to the North East population. Everyone must play a part in the climate solution, and large landowners have relatively larger power.
• It is fair that our regional resources are used for the benefit of the many rather than the few
• If the land isn't being used it should be utilised but only if it actively reduces damage to the environment.
• Important but could relate to recommendations (6,12,15) and others
• Placing climate change at the heart of every decision includes accessing our region's natural resources to use them for the greater good of our community
• Although I support the investigation of potential use of land which appears to be doing nothing sometimes it is better to leave well alone such as the Border Mires peat bog area which captures carbon by its very nature.
• The lead taken by the Environment Agency and other groups (Including The Church) can feed into the needs of the area and the environment.

Neither support nor oppose
• I agree with the idea but firmly stand against bringing in further legislation which forces the hand of landowners to actively participate. However, landowners should be encouraged via subsidies or tax reform, the same way farmers leave part of their fields fallow for pollinators and biodiversity.
• For me not a priority as I see a lot of evidence of good works already taking place
• Land use is an important topic and should be investigated, but it is also complex. Such a broad recommendation perhaps lacks the potential in itself to address climate change quickly and effectively.
• I absolutely support this in theory – there is so much land in our region that could be utilised but given that it's privately owned this may be problematic in a legal and financial sense, which would lead to more problems with red tape and needless consultations which would delay the process undermining the idea of quick and effective action. There are quicker wins to be had.
• I don't support or oppose this because all the land will not be vacant and we need to have some land left over

Oppose
• This seems somewhat of a naive view. Large scale renewables are cost effective because of their scale - which is why offshore wind is cost competitive. Much of Northumberland's land is National Park or used by MOD, that doesn't mean that the land is underused.
• We must respect private property. Lobbying the government to better utilise resources is one thing, but I fear this recommendation leads towards a push for more state ownership.

Strongly oppose
• I am not convinced that land in the region is under-utilised in terms of mitigating climate change. Is this "under-utilised" land actually sequestering carbon?
• We are fortunate to live in an area with large open spaces, this should be preserved.
• the underutilisation of land has nothing to do with under landowners. Nimbi's (not in my back yard) is preventing development. Onshore wind turbines for example

21) We must make it easier for people to cycle. Develop **cycling infrastructure** with properly planned cycle only lanes, education with campaigns for cycle responsibility (i.e. staying in correct lanes, off pavements), and safety schemes and secure cycle parking, with an ability to take cycles on buses and metro and train and alternative storage spaces for bicycles, prams, etc.

Number of votes
Rank: 21st Percentage support: 79%

Strongly support 19	Support 15	Neither support nor oppose 6	Oppose 4	Strongly oppose 2

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

Strongly support
• A lot of the current cycle infrastructure in the area is focussed on cycling for pleasure. This needs to be developed to enable more journeys to be made by bike and to change the emphasis of roads as being predominantly for cars, as in Holland where bikes have priority and dedicated lanes.
• Agreed. At the moment to many parts are actually very dangerous to both drivers and cyclists and could be very beneficial for health as well.
• Support but also would like to see cycle users take a basic test before road use. In some U.S. states this is taught at school level, so all kids have a basic knowledge of road safety.
• Fear of cycling on busy/congested roads puts me off cycling.
• A great idea which has huge health benefits as well as tackling the climate emergency.
• Lack of effective cycle lanes often puts me off choosing to go out on my bike. If there were routes I could cycle I'd be out on my bike most days.
• All the points are of great value
• This could provide a means of people being able to move around their local area and community without resulting to car use.
• This improve public health and should be included as part of a joined-up transport strategy.
• Cycling is one of the most accessible environmentally friendly methods of transport available. Infrastructure needs to be developed to make cycling practical, while educations is required so that it is safe not only for the cyclist but car drivers and pedestrians.
• Cycling offers a practical solution to road congestion, but it must be made safe, and education must begin at primary school.
• I totally agree with all the points in this proposal. A new body called RE-Cycling should be set up to deal with all items related to cycling.
• I support this because this will help to encourage people to use the bicycle.
• Reduction of car use is the way forward regarding transport, regular more convenient routes will make a big difference to how much this is used.

Support
• Cycle lanes and education relating to cycling in public is very useful, however these should make sense when implemented and not come at the cost of pedestrians or motor vehicles.
• Cycling needs to be part of the active travel, 20mph zone recommendation in number(26). Cycling is not for everyone and building cycling infrastructure is costly so this recommendation on its own will not have quick results.
• I support this but I am not sure whether it can make a substantial impact on the carbon emissions.
• Cycling should be promoted as an effective mode of transport for shorter trips and there should be investment in appropriate infrastructure. However, going back to recommendation (9) a wider transport plan should be used to cover all aspects.
• Ability to take bikes on trains buses metro and trams would be good.
• We need better cycle storage on transport and a safer environment in the city centre to encourage usage.

- Creating a cycling culture would undoubtedly benefit the environment and promote health and wellbeing. All businesses and services need to promote and incentivise schemes to promote this along with the infrastructure to enable this to happen.
- More cycle lanes would make cycling safer
- Cycling is clean, enjoyable, efficient, quiet, and healthy. It reduces cars on the roads and therefore emissions. Not always an option, however, for the less able-bodied or the less well off because of factors like cost, high rise accommodation and lack of storage. How to make it safe on rural roads?

Neither support nor oppose

- Even if the best cycling lanes are put in place they still use the road, a prime example of this is the road from Warkworth to Alnmouth.
- Less cars in city would make cycle lanes easier to set up.
- I don't cycle so I am unaware of how much infrastructure needs to change.
- Although I agree with the principle, there have been a lot of modifications made to Newcastle to incorporate cycling that just don't get used and it is a concern of who would 'police' cycle etiquette.
- No comment.
- Not on any level of fairness. These recommendations will eventually end up costing cyclists money and insurance and licence.
- Reduction of car use is the way forward regarding transport, regular more convenient routes will make a big difference to how much this is used.

Oppose

- Not everyone has the ability to cycle.
- We have to make public transport improvements a priority over cycle improvements, as there are many reasons, e.g., physical ability/peoples' perceived safety travelling alone/the British weather, that prevent cycle use, regardless of improvements
- Money would be better spent on encouraging people out of their cars onto public transport as cycling is not an all-weather option for most and reducing traffic on the roads dramatically through the use of public transport would make the roads quieter and safer for those keen to cycle. I'm concerned bikes on buses would take space away from wheelchairs and prams.
- No comment

Strongly oppose

- Cycles are a menace on both roads and footpaths. For a large portion of the year in this region it is not practical to cycle safely due to the weather and is generally not a practical option for commuting. The impact of this on the stated objective will therefore be minimal.
- Cyclists don't pay road tax or have insurance, our roads are not suitable for cycle lanes. In the first month of lockdown 15 cyclists were killed so the more cyclists the more deaths. A lot of them are dammed nuisances jumping lights etc.

22) There should be a financially incentivised legal requirement for **private landlords** to improve the energy efficiency (the Energy Performance Certificate rating) of the properties they let.

Number of votes
Rank: 22nd Percentage support: 72%

Strongly support 16	Support 17	Neither support nor oppose 7	Oppose 3	Strongly oppose 3

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

Strongly support
• The fact that it is acceptable/legal for landlord to rent private housing stock which can have an EPC rating as low as E while council properties must have a much higher rating is nothing short of a scandal. This should be addressed as a matter of urgency, making it a mandatory legal requirement.
• Private landlords need to keep up with council and social landlords in providing homes that have high levels of energy efficiency. This benefits their tenants in comfort and reduced fuel payments whilst reducing emissions at the same time.
• I think it is important that all housing regardless of who is the owner that they are required to invest in the property for the EPC ratings.
• Landlords have the financial capital to improve homes' efficiency - not the tenants.
• This is the only way it will happen across the board!
• As there is very little private renters are able to do to improve their emissions, the responsibility should fall on the private landlords who have an obligation to their tenants to have a high standard of insulation
• Landlords need to be held responsible.
• Grants should be made available, and Landlords could be allowed to slightly surcharge rents for a period to recoup their investment. Tenants would make savings on energy costs so could afford the surcharge. Support will be needed for tenants suffering fuel poverty.
• This needs to be done by incentive and the tighter regulation of landlords by the local authority. Tenants will also need to be fully aware of their rights and supported with any infringements.
• There should be more support for landlords as currently there seems to be little to none, and it will benefit private renters as housing standards will be improved.
• This potential would motivate lots of landlords to comply with regulations
• This measure is needed for all the same reasons as given for publicly owned housing, but it is also important that the cost is not passed on to the tenants. The combined authority could lobby national government to make it a legal requirement.
• As with the stronger regulations required for new builds, North of Tyne must ensure there is stronger legislation for local landlords, as again, it seems there are too many gaps/loopholes in regulation that allow for negative actions. If incentivising will help keep private landlords in line when it comes to ensuring energy efficiency, this must be considered.
• There should be more support for landlords as currently there seems to be little to none, and it will benefit private renters as housing standards will be improved.
• he additional 3% stamp duty should be returned to the landlord if they have met energy performance gains on the property.
Support
• Landlords have an incentive already: being landlords. But this may help push some landlords into action…
• Support but need to ensure cost not passed on to tenants.
• I support a legal requirement for private landlords to improve the energy efficiency of their properties, but this should not be financially incentivised by the taxpayer. Instead, landlords should be fined if they do not meet the legal requirements.

- The rental market would collapse with the private sector, so it would be essential to provide financial assistance to encourage improvements in EPC ratings.
- I support financial incentives being offered to private landlords for improving energy efficiency. This should be done alongside raising the legal requirement for the minimum standard of housing.
- This will co-ordinate with similar schemes in the public sector.
- I think that Private landlords should be legally incentivised to improve the energy efficiency of their property, but I don't necessarily believe that this needs to be financial. This should be part of the requirement to be a landlord and there should be penalties for noncompliance.
- Privately rented properties (EPC E) should be held to the same standards as housing association properties (EPC C), but to address fuel poverty both standards should be raised to at least EPC rating B. This can be done through a licensing scheme, but financial incentives should only be for the very few landlords who need it as many landlords make large returns on their investment and do not upkeep the properties to an acceptable level they would be happy to live in themselves
- The rental market would collapse with the private sector so it would be essential to provide financial assistance to encourage improvements in EPC ratings.
- Landlords need an incentive because any modifications they carry out, it's not hem personally that are reaping the benefits. this can lead to a reluctance to take action.

Neither support nor oppose

- I would only support this if there was financial support for landlords, otherwise renters could unfairly be paying the cost of this with increased rents.
- Although I support this for the sake of the climate, it concerns me that it would add to poverty as landlords pass all the cost on to low-income tenants. In fairness, the tenants ought to benefit and the costs to be covered by grants based on tenant income so that landlords are not out of pocket.
- Yes but depending on the financial situation of landlords.
- Financial and legal requirements make this impracticable.
- No comment

Oppose

- It should be one or the other, if it is a legal requirement why does it need incentivised? Standards should be in keeping with what central government have already put in place.
- There is a need for private landlords and this additional legal requirement will further disincentivise potential investors in the sector. Whilst I agree with the objective of improving standards this needs to be encouraged and supported, not mandated.
- Again persecution is at home.

Strongly oppose

- Landlords shouldn't be financially rewarded for doing something that needs to be done. I think we need to be more forceful as a society in clamping down on landlords taking advantage of tenants for their own benefit.
- Cost would be too high, where would the money come from.
- Private landlords make enough money from their tenants-they should be made to ensure their properties conform t the standard required, and they should foot the bill for improvements.

23) Directly address **city and town congestion:**

a) Discourage private car use in the city centre through greatly increased parking charges and replacing the free to park after 5pm scheme with a free to bus to the city after 5pm scheme.

b) Keep traffic flowing by maintaining the number of traffic lanes on major roads.

c) Implement transport hubs surrounding Newcastle and major towns with free parking and electric buses into the town/city centre. In the interest of fairness for people who can't use public transport such as blue badge holders should be exempt from the above.

Number of votes

Rank: 23rd Percentage support: 61%

Strongly support 15	Support 15	Neither support nor oppose 9	Oppose 5	Strongly oppose 5

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

Strongly support
- This seems to be a fair and quick way to discourage drivers from going into towns and cities especially if it coincides with free or heavily subsidised buses.   - Support but need to ensure no negative impact on people entering City Centre.   - I strongly support. b/c however it is important that the city is able to recover from the downturn caused by COVID-19. I would see it that the city is made more accessible by public transport with more green/pedestrianised areas.   - Public transport improvements are needed to encourage this.   - I agree with this.   - City would be nicer   - Agree particularly with the underlined section. Care must be taken that other countries are not plundered for raw materials   - We need to discourage people from using their cars in the city centre but keep the traffic flowing to avoid idling cars causing high emissions. Co benefits of air quality and encouraging active transport due to quieter roads.   - Good recommendations, although it is a complex problem, and they should form part of a wider, integrated transport plan (including improving cycling infrastructure) to provide more public travel options and reduce motor vehicle use.   - Excellent idea right at the forefront of reducing carbon and improving the urban environment.   - If congestion decreases, people are more likely to use public transport, therefore cutting back on emissions from private vehicles. The thought of sitting in city centre congestion traffic on a bus currently puts people off. Addressing city and town congestion will also improve air quality and make them more safer and pleasant spaces overall.

Support
- The city centre should be a place for public walking/cycling/electric scootering etc. so I support the reduction of private car use in the area.   - If buses were free I see no reason why I would use a private vehicle.   - I support in general however strongly disagree with increasing parking charges due to the impact on local businesses. I strongly agree with maintaining the number of traffic lanes to improve traffic flow, as an example Great North Road is now a congestion hotspot due to lane restrictions.
- Important to deal with congestion but this is covered by recommendations (9, 24), and others.   - This sounds a positive proposal, but practical issues will make it difficult to implement. City centres could be dealt with easily, but towns centres in rural areas would be more difficult, especially when traffic need to pass through town centre, like Gosforth and Ashington.

- Alternatives to parking in the town/city centres should be encouraged but these need to be convenient and easy to use or people won't use them. There may also be concerns over safety if people have to travel further in order to access centres particularly at night.
- For this because it will reduce the carbon dioxide being produced

Neither support nor oppose

- This recommendation seems aimed at improving city centre air quality and congestion rather than combating climate change in the region. Other recommendations regarding improving public transport would alleviate these issues anyway, but I agree with part a, as it should also encourage bus/metro use.
- Ban cars in the city centre. They are a contributor to air pollution and take up so much space while offering very little is better to emphasise suggestion 22's benefits to get people into the city centre.
- I strongly support (a), mildly support (c) and totally oppose (b). (b) is inconsistent with (a). We need bus lanes on major roads, which will inevitably reduce the space for private cars, which is a good thing. I would support exploration of the use of small community taxis for disabled people.
- I think (a) would deter people from milling about in cars through the town just because they fancy a drive.
- Education and more people working from home will help.
- I think this proposal should be tried in principle but monitored to see exactly how effective it really is.
- My concern is that this will drive further people away from town centres and to out of town retail estates causing more road miles, emissions and carbon footprint. In principal keeping city centres traffic free would bring benefits especially if the city is repopulated with residential units.

Oppose

- We need to make sure we are not destroying businesses.
- Vastly increasing car parking charges, well that's good way in promoting a city or town's business. Don't forget that there's people who rely on driving into town for their livelihoods never mind promoting what will become ghost towns across the country. Oh well that's ok, we'll order online to colossal conglomerate which will create even more pollution with fuel, plastic packaging etc.
- Partly agree, I think free night busses to city is a good idea, but the likes of the hospitality industry it is already expensive enough to travel, park and work the unsociable hours, this would only benefit people working 9-5 daytime jobs. if this was the case night workers should be exempt too.
- Any transport loss will affect the economy hugely
- travel, park and work the unsociable hours, this would only benefit people working 9-5 daytime jobs. if this was the case night workers should be exempt too

Strongly oppose

- This solution will affect those who don't have the financial capacity to pay the charges and discriminates again drivers who have families with young children, for whom public transport is often not suitable practically or financially. A sensible compromise would be reliable and cheap park and ride
- We need to encourage electric vehicles.
- Public transport should not be subsidised by the taxpayer. Parking charges are already extortionate.
- Better public transport, and encouragement of shared use 'green' cars via car clubs are a better option. I don't believe that increased parking charges will discourage car use
- The local authorities already rob the motorists enough for parking, mor money for fat cat executives' pockets.
- Do we want to kill Newcastle town centre? Let's try this idea, I'm sure it will work

24) Consideration should be given to **shared use of electric vehicles:**

a) Require companies over a certain size (to be determined) to provide a shared electric and hydrogen minibus system for employees and for schools to avoid individual car commuting

b) Explore affordable EV car clubs for those who do not need a car every day (mindful of COVID-19 factors in the short term) c) Companies should also be encouraged to bring in car sharing schemes

Number of votes

Rank: 24th Percentage support: 64%

Strongly support 15	Support 13	Neither support nor oppose 11	Oppose 2	Strongly oppose 3

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

Strongly support
• Carpooling in an excellent idea which is already readily implemented across the UK. It makes sense in terms of both the environment and financially for those sharing a vehicle, where it can make a big positive impact on the commuting budget. Companies should be further encouraged to promoting it.
• I support any sharing scheme like this.
• EVs are a great alternative to petrol cars but we must completely change the culture of individuals having their own cars unless it is absolutely necessary. Individuals owning an electric car should be seen as absolute last resort - other alternatives to cars should be available.
• All these are good ideas, responsibility of employers to encourage car sharing etc.
• The current car share scheme would be more effective if EV's were included within this.
• If this reduces car ownership and uses low carbon fuel then I agree with it.
• The use of Electric vehicles should be encouraged. Access to and experience of electric vehicle would also remove some of the apprehensions people may have, making the possibility of switching more likely.
• Private schools with no catchment area are a particular problem for private car use commutes. If EV car clubs were more affordable many households may choose not to have a car or reduce the number of cars they have, particularly in urban areas.
• Incentivise shared transport use so numbers of vehicles are reduced.
• Where car sharing is clear and obvious it has to be encouraged, incentivised or mandated
Support
• Shared use of cars can be encouraged whether they are electric or not and this recommendation could be inserted into recommendation number 26 as it is not strong enough to stand alone.
• Reduces the amount of vehicles on the road
• Difficult to enforce however the use of electric vehicles is supported.
• For people who would still find it difficult to use public transport (even with improvements made), I would agree that the use of 'green' car clubs etc are the next best solution.
• Another positive aim
• These are all good ideas. The obvious issue being persuading people to participate in sharing schemes.
• Providing a sense of community may help focus attention towards climate change.
• I think it is a good idea but I'm not sure it would work so well. Especially in the short term for a quick change and outcome.
• Good ideas, although they might not happen quickly. Company minibuses could undermine public buses: companies could pay for more of those at crucial times instead? These ideas are difficult to implement in rural areas because of cost and distance.
• Businesses could implement this, and it would benefit the cause considerably by reducing carbon emissions

- I think it is a good idea but I'm not sure it would work so well. Especially in the short term for a quick change and outcome.
- Sharing schemes should definitely be explored and trialled, but I fear many people are very set in their ways when it comes to owning their own private vehicle. Financial incentives may help with this.

Neither support nor oppose

- I believe points B&C are realistic and effective ideas, but I dislike the wording of A to 'require' companies to provide transport'. For some organisations this may be feasible, but if public transport is improved there should be no need for additional vehicles in most cases.
- Although a laudable idea in rural communities it would be impossible.
- I'm not sure where I stand on this as yes we do need to take COVID into consideration when talking about sharing anything.
- Promotion of carpooling schemes would be a valid idea.
- Will happen naturally in time I would hope through education generally
- I think it's a bit pie in the sky this sharing of vehicles, it's Never going to work.
- This sounds good in theory but difficult to implement as people live in so many locations and some travel considerable distance from where they work.
- Not a great fan of car sharing.

Oppose

- It's not the responsibility of companies to provide transport to work. People should live close to their work or use public transport. There is no point in having a public transport system and a rival small-scale company transport system. However, I agree car sharing should be encouraged.
- Costs will rise faster and people don't like sharing on the main part.

Strongly oppose

- I do not think that the specific recommendations are practical or realistic, although I do believe that companies should be required to include private commuting by employees to its sites as part of the overall assessment of the company's carbon footprint.
- People should be free to choose what type of vehicle they buy
- Shared use will not work, who recharges the vehicle, who pays the insurance when some unknown person damages the car, sick baby in the back etc. Schemes like this do work in London but currently with petrol cars and they are very expensive.

25) Politicians must be legally held to account. They must be legally obliged to carry out policies from their manifestos. If this is not in place we are concerned that the action needed to address the climate emergency will not happen.

Number of votes

Rank: 25th   Percentage support: 49%

Strongly support 15	Support 7	Neither support nor oppose 12	Oppose 3	Strongly oppose 8

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

Strongly support
• Manifesto policies should be legally binding at the best of their ability. Deliberately abandoning or reneging on a manifesto promise should result in fines, legal action, and/or temporary bans for political party executives or even political parties themselves in participating in local elections.
• This is necessary to ensure that there is no disparity between manifesto promises and what the Government delivers.
• Politicians should not be able to wave the flag of climate change in order to gain votes, they MUST follow through on their policies.
• I think most decent minded people are fed up with politicians telling their constituents lies or half lies, if you are wrong, please admit it. We are all human and make mistakes and a simple sorry carries a lot of weight.
• If promises made by politicians in order to win office are not kept the leaders of the political parties should be legally charged with obtaining office by deception.
• If politicians can get away with this then the people will follow. Leads to chaos.
• Accountability needs to be increased at all levels of the public sector
• This could be difficult due to different decision makers being in post over any time period. e.g., change of Government/lead individuals. However, I believe that any policies need to have accountability particularly for long term planning and developments. There needs to be cross political party agreements on all climate change policy.
• Politicians must be held to account as they often break their promises and further worsen the problem of climate change. In some circumstances I believe that legal action should be taken against them.

Support
• Whilst I do support this recommendation I do not see how we can effectively change this without national legislation and that would be a slow process.
• politicians tend to support whatever will win votes.
• All politicians pay lip service already I would suggest. I would suggest that decisions made by Govt should not always be made in the face of common sense and virtue signalling
• Politicians must be held to account, although I'm not sure how viable the idea of legally holding them to account is. Nonetheless, when it comes to issues of environmental importance, legislative changes need to be made to ensure that climate action is enforced.
• I support this, but I have reservations this will actually happen. For this to be successful, there would need to be a change in law and that could take years, which is time that we do not have to waste.
• I support this because the people must follow the rules to help climate change.

Neither support nor oppose
• Presently the Government gives billions in untended contracts and are never held to account.
• Do not think it's possible to make Politicians accountable legally. They are not legally bound to carry out policies from their manifestos and never will be.
• Whilst I support politicians being held to account, this is difficult to enforce. Situations change and decisions are influenced by third parties

- There is too much green rhetoric and too little effective climate action from the government so they must be lobbied to make real commitments to climate action, but I am unsure whether this could be truly legally-binding.
- Further research required on effective method as this may be too simplistic. More transparency (less secrecy) in the form of records on which decisions are made publicly available prior to action being taken and more public consultation and interest. Scrutiny role for NOTCA.
- This is not really the forum that can decide on these issues
- Although I believe that Politicians should be held accountable for their actions and to carry out the policies in their manifestos I don't believe that this should be a legal obligation. There should always be leeway for changes in circumstances.
- I actually believe that politicians need to legally hold big business and the investors behind these huge companies to account. We need systemic change and this won't happen until the large global companies responsible for the majority of omissions are forced to change.
- Impossible demand for local politicians who just do not have the power
- as any law would require to be put to parliament and voted on by the politicians I don't see how this is a viable suggestion. If they don't carry out their promises we can vote them out.

Oppose

- This recommendation would deter people from entering politics. Politicians need to be able to deviate from their manifesto commitments if unexpected events occur, e.g., a pandemic. However, presenting false information in manifestoes should be illegal.
- I don't think that this is realistic or necessary.
- This is a great idea, and it would be excellent if it became law, but as things stand it isn't likely to happen soon, and so doesn't really answer the question put to the citizens' assembly.

Strongly oppose

- This seems very impractical and is not how our parliamentary democracy works. It is not always the fault of one politician if a specific policy or promise is not achieved because it is not voted through in parliament.
- I support the sentiment, but there are too many problems with this in practice. One problem: what if the policy in their manifesto is really really undesirable? In this case it is good that they aren't legally obliged to carry out the manifesto policy!
- Ridiculously unfeasible.
- Impossible to implement, new laws etc.
- This does not address the question and is quite impracticable delete the recommendation!
- I believe this is already provided for through the electoral system.
- This will lead to watered down manifestos and wasted costs on legal fees. Politicians should be held accountable by society with information distributed by a balanced and fair media (unfortunately not the case when the national press is owned by a handful of billionaires and the internet is full of misinformation). It is this bias and misinformation that needs addressing.
- Very poor idea. Manifestos would just say we will try to do something, rather than we shall do something. Just makes the manifesto contractual language.

26) To discourage external (through) traffic across the region:
a) Make the whole region a 20 miles per hour zone wherever people live, work and play.
b) For future planning, introduce low traffic, compact neighbourhoods with 20 miles per hour limits to discourage car drivers and create lots of co-benefits such as improving air quality, less noise, creating community, people exercising more and less crime.

Number of votes
Rank: 26th Percentage support: 48%

Strongly support 12	Support 10	Neither support nor oppose 12	Oppose 7	Strongly oppose 5

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

Strongly support
• This should read 'encourage active travel and discourage car traffic'. 20 mph zones can be introduced very quickly. They are fair to drivers and non-drivers. It could be effective at reducing emissions as people may decide to walk/cycle instead.   • Through traffic carrying freight on the A1 should be moved to the rail network. This would require national investment in the rail freight network.   • Possibly covers section (16).   • Pedestrians need to reclaim their rights to breathe and to walk safely. Cars should not be a priority since they are harmful to our environment and our health.   • This could help reduce pollution so I fully back this.   • Reducing the speed reduces carbon emissions. It will also indirectly make people think twice about using their cars in these areas. Enforcement needs to be strong, and proceeds could be used for climate change initiatives.   • This will improve safety and pollution and educate the driver as to the effect that transport has on the climate / carbon emissions   • Cost effective option to make neighbourhoods safer and more pleasant for active transport such as walking and cycling, which would reduce emissions. Co benefits to health, safety and community.   • Appears this recommendation is currently being implemented. Our council are doing a great job   • I agree that residential and recreational areas and certain workplaces (If allowed any traffic at all) should be more people friendly at the expense of vehicles.

Support
• A 20mph speed limit will definitely deter people from cutting through places therefore improving air quality and reduce noise however this traffic will have to go somewhere.   • Although I largely support this. The implementation of 20 mph zones should be looked at carefully as they do not necessarily reduce emissions and may in some areas increase pollution levels.   • Yes. People wouldn't go as fast and lose control.   • This would work well in urban areas if combined with an integrated transport system and safer provision for cycling and walking. In rural areas, 20-minute neighbourhoods are less feasible because of lower housing density, greater distances and spread-out facilities.   • All future planning should ensure residential areas are low-traffic - this should be fixed legislation that must be adhered to when planning new build housing. Making the whole region a 20 mile hour zone is slightly more problematic - while positive in theory, it doesn't actually address the issue of the cars being there in the first place and will also be difficult to enforce.   • I support this because as of now petrol produces carbon dioxide which leads to climate change

Neither support nor oppose

- 20 mile an hour limits are a good idea in principles but are often flouted by visitors and locals alike. Building bypasses and expanding dual carriage ways would be more beneficial.
- 20mph zones should only be applied where necessary for safety reasons. Going unnecessarily slow will cause more congestion.
- I support in principle but think it would be difficult and expensive
- Not sure I agree on this one, surely driving at 20 mph or less creates more pollution and drivers' frustrations.
- This may not be a very popular proposal and may only serve to criminalise car users
- Greater use of 20mph zones may emerge anyhow.
- I believe that there needs to be a more radical approach to reduce car use generally. e.g., limits on care ownership, car sharing schemes
- I can see the benefits of the 20 mph zones but I feel like it may add to more congestion on the roads eventually.
- A worthy concept but a huge need to reorganise infrastructure for existing communities. However, I support 24b.
- I can see the benefits of the 20 mph zones but I feel like it may add to more congestion on the roads eventually

Oppose

- Whilst 20mph neighbourhoods would have obvious benefits for the community, I am unclear how it would reduce emissions and help with climate change.
- This may have the opposite effect of congested traffic.
- Loss of business would be huge.
- other more complex problems to solve but trial projects would be enlightening for future development. Making cars travel at 20mph will increase not decrease emissions.

Strongly oppose

- I'm critical of this a) as far as I know no one legally can drive quickly in these kinds of places anyway, B) it's not clear how less through traffic decreases crime.
- Negative impact slower moving = longer journeys and more emissions.
- This will only create congestion and more pollution.
- Unfortunately, although a 20mph limit would help with safety issues, I don't believe, in terms of climate change, it would discourage car use.
- While I do agree with discouraging through traffic - I strongly disagree that the two options above are the best way to achieve this. While this recommendation may reduce local pollution, I do not think that this addresses the stated objective.
- Waste of money not everyone wants to walk

27) Introduce a **congestion charge** for private cars entering the city centre, with an increased charge for prestige cars, and taking into account car engine/car size rather than emission levels alone to avoid just targeting people with older vehicles. In the interest of fairness for people who can't use public transport such as blue badge holders should be exempt from the above.

Number of votes
Rank: 27th Percentage support: 50%

Strongly support 9	Support 15	Neither support nor oppose 11	Oppose 4	Strongly oppose 9

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

Strongly support

- An easy way to discourage private cars in the city centre which has been tried successfully in other areas.
- This would be a positive step to reduce pollution and volume of traffic in City centres. Alternative through routes would need to be available.
- This will discourage car use and move people onto alternative transport forms. The public will respond to this favourably in time
- More money for council in fight against climate change
- We need to target large SUVs with very polluting engines that pose a danger to other road users and create large volumes of emissions because the expense of owning one suggests the owners have the wealth to pay the congestion charge (which could then fund public transport) or replace their car with an electric model. The system must use numberplate recognition to avoid congestion at toll booths.
- Tax those who can afford it
- If congestion charges reduce private vehicle use in city centres and encourage people to use public transport, this can only be a positive thing!

Support

- I would support this in the future once the public transport infrastructure has been improved, otherwise it would be very unfair to penalise those who can't reach Newcastle easily from rural areas. I would also expect the revenue to go directly to climate change initiatives/cycle lanes/transport etc
- A congestion charge would only be introduced in Newcastle as this is the only city in the region. It would not be very effective at dealing with emissions in the rest of the North of Tyne. It would not be fair on low-income drivers.
- As long as the money from this goes back into green projects.
- This would no doubt make people think twice about driving into the city centre.
- I agree with this although I would be concerned that businesses might suffer. Consideration would need to be given to delivery drivers/taxi drivers and those individuals who need to drive out from the city centre on business. Low tariffs should be considered for those using electric vehicles,
- Could potentially work but it could cause more traffic and congestion around city centres instead of in the centre itself. Would this be fair to issue on taxis for those who are unable to drive due to disabilities (if they don't drive or have a blue badge)?
- Has been found to be effective. Possibly not very fair: those with lower incomes, often key workers, pay a higher proportion of their income and can lack public transport at the right time if working shifts. Could work as part of an overall integrated transport plan with plenty of alternatives.
- I support this because it will reduce the chances of climate change.
- fair to issue on taxis for those who are unable to drive due to disabilities (if they don't drive or have a blue badge)?

Neither support nor oppose

- Already done by Car Tax duty. We need to improve public transport and remove all but non-exempt users from city centres. Blue badge and electric delivery vehicles only.
- not qualified to comment.
- Some people have no choice but to drive into the city centre.
- Not a priority that is appropriate to our situation.
- I am not against a congestion charge, but it is dependent on the exact area involved. Will enough planning and thought be given to where the traffic excluded ends up. There is little benefit if the city centre is clear but other areas are much worse due to increased traffic.
- his system works in London, but North Tyne is not London. I think it could kill high streets that are not already dead.
- This, I see as a problem area as the vehicles that emit most pollutants are the older ones. The prestige car concept is divisive.
- Although I do support this, I don't think a congestion charge is the answer. If we address other options in this section, I believe it would be more beneficial.
- Very sceptical about the effectiveness of this given Newcastle's inner city motorway but it may be effective in pushing city workers onto public transport if larger carparks were provided at Metro stations. It may be effective combined with other measures, without that it is just another stealth tax

Oppose

- I support congestion charges for vehicles entering the city centre, but I think these should be based solely on emissions. Tradesmen and taxi-drivers should be exempt. The public transport system should be adapted to facilitate disabled people.
- I don't think it is fair that people should be attacked for owning a certain type of vehicle or classic car for example I have a blue badge but drive a Land Rover Defender why should I be penalised for this.
- A congestion charge was recently scrapped by Newcastle City Council. Furthermore, any charge should not be leveraged at 'prestige cars' rather cars based on their emissions for fairness.
- agree particularly with underlined section. care must be taken that other countries are not plundered for raw materials.

Strongly oppose

- Prestige car driver will just pay the increased charge. This solution will affect those who don't have the financial capacity to pay the charges and discriminates again drivers who have families with young children, for whom public transport is often not suitable practically or financially.
- I don't like cars in the city centre as much as the next person, but this implies that there is going to be some method of tracking who has what car and when they drive into the city centre. This will presumably require a great deal of infrastructure and effort, but I feel like we are dealing with the symptoms rather than the root of the problem, cars themselves.
- We need to encourage electric vehicles.
- As with the previous point, I don't believe charges will discourage car use. Improvements to public transport, and shared use of 'green' cars is a better option.
- I disagree with any punitive measures as a method of changing behaviours. This is unfair to people who currently have no realistic alternative for commuting into the city centre.
- More money for the fat cat's pockets.
- Persecution yet again the poorest will be hit hardest.

28) Finance. To meaningfully address the climate emergency will require a large investment of money. The three local authorities should hold a referendum on raising the council tax to pay for climate change action. (To reduce costs this could take place at the same time as local elections. This may enable the public to see who prospective candidates that are not committed to climate action, encourage more people to vote in local elections and lead to a region wide conversation on climate change). The cost of not acting should be considered as well as the cost of taking action.

Number of votes

Rank:28th   Percentage support: 42%

Strongly support 11	Support 8	Neither support nor oppose 7	Oppose 9	Strongly oppose 10

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

Strongly support
- Excellent idea   - Local authorities should, however, be precise in how much they would be raising the tax rate by.   - I don't see how finance would come into the equation when the earth is at risk, what is more important?   - This could have great value in stimulating public debate and commitment.   - This will at least concentrate the minds of the general public to the climate change emergency   - Sadly, this issue is political and certain groups think funds can be made available by borrowing more debt for our grandchildren to pay. We, the group mostly responsible for this mess must pay.
Support
- Before this assembly I would have been horrified at this idea and having to find more money for already high council tax bills. But having seen all the evidence now, I see what an emergency this is and how not acting will cause more expense in the future.   - I strongly believe greater investment is needed but I don't think raising council tax will be supported. Central government must be lobbied.   - I support this in principle.   - I partly agree with this. Although I don't think the financial burden of dealing with the climate issue should be placed primarily at the hands of the British public. Central gov needs to invest in climate action first and foremost, and they have the money to do so should they wish too.   - I agree if we can pay a little more to keep environmental damage reduced then it is for a good cause.   - This will also act as a measure of the commitment of local people in actually being prepared to address climate change.   - I support this because it will give people a chance to understand.   - Any increase should be off set by discounting the tax rate for energy efficiency improvements on the property. EPC rate. Ring fence any "climate levy" so people know they are paying for the reduction of emissions.
Neither support nor oppose
- I think if you increase the council tax that it would discourage many people from helping our climate crisis. Funds could instead be raised from reducing funding to other departments.   - The intervention should come from central Government. I would also prefer to see residents incentivised rather than taxed without clear means as to how funds raised will be invested.   - Tricky one! As burden will also fall on people who could be struggling already. Ideally funded more by industry   - I would be more supportive of this if the extra funds raised where to be ring-fenced for climate change measures and not just added to the budget of the local authorities.

- I see the benefits of this but as a low-income household I see the downfall of this more than the benefits. Living costs are already so high and a lot of us don't have more money to put out not to receive discounts/savings in the future.

- Referendums are probably not the best way to bring people together to act on the climate emergency.
- Needs to be new money from central government.
- A disaster for people on low incomes, pushing them further into poverty. I could only agree if this were for those in the highest 2 or 3 bands only.
- An investment is needed either from government or the council but not by raising the council tax. This would immediately dissuade voters from voting for that particular policy. Instead, the money could come from efficiently reallocating money that is wasted elsewhere, such as excessive military spending, failed projects such as Test and Trace, cutting money from MP's expenses and allowances.
- The principle is good but needs a different tax system. Council tax isn't fair (just one example: people in London pay on average less than people in the north east), many households are in council tax debt, and increases would place a disproportionate burden on the less well off.
- I understand funding is needed but raising taxes at this specific time after the pandemic could be problematic. We still have to contend with the fallout and to raise more taxes would not seem ethically right as of yet. other funding sources however should be investigated and sourced.
- While in theory this is a good idea, I believe it will actually have the opposite effect of what we are trying to achieve, raising council tax may only cause negative feeling and while it may be necessary in the future the local authority needs to 1st of all engage with the general public to help them understand the urgency surrounding climate change, starting this awareness off with a council tax rise may only nurture mistrust. It also seems unfair to lower-income households. Could this money not come from raising taxes for the north-east's biggest businesses?
- I see the benefits of this but as a low income household I see the downfall of this more than the benefits. living costs are already so high and a lot of us don't have more money to put out not to receive discounts/savings in the future.
- This is a very dangerous idea as defeat could set back progress on educating the public. Given the malign role of the media defeat is likely. Local authorities should just use powers they do have to raise council tax.

- Unfortunately, council tax is one of the primary causes of debt in this country and its ever increasing cost is crippling too many households, thus going against the fairness principle. Funding should come primarily from private investment and be supported via tax reform / government via subsidies.
- The north-east of England is the poorest region in the UK and to raise taxes in our region will simply perpetuate artificial scarcity. I would however support lobbying central government for this funding.
- We pay enormous amounts of tax which is fritted away, take track and trace which cost 37 billion but has proved useless.
- Do not agree that it should be passed on to council tax payers. It should be raised by taxing people who enter the Authority from outside the region as they are contributing to the carbon footprint. This could be raised by a tax on overnight accommodation as now done in Europe.
- This proposal is likely to generate widespread antipathy to all measures to mitigate climate change. These could be partly funded by transferring funding from London which currently gets over 3 times as much spending per capita on public transport as the NE.

- Any action needs to be funded within existing budget or via commercial partnerships where possible.
- The public would not back it the climate alarmists would preach their propaganda to a public that are at best ill informed
- This will adversely financially affect people on low and fixed incomes. They would be contributing a higher percentage of their disposable income than more affluent people. Households already contribute by the levy on energy bills. The expenditure of this money needs to be more effectively targeted
- It's too late to combine with local elections in May and I'm sorry to be negative but the population will not vote for a rise in council tax, particularly after the financial strains of the pandemic so it is not a good use of time or resources.
- Money needed to address climate change should come from central government, not from local people.

29) We see an important role for **co-housing schemes** – where each household has a self-contained private home as well as a shared community space and facilities. More co-housing schemes should be explored and developed in the area. Information and advice should be available for communities that are interested in exploring the set up/development of their own co-housing scheme.

Number of votes
Rank: 29th   Percentage support: 44%

Strongly support 6	Support 14	Neither support nor oppose 15	Oppose 7	Strongly oppose 3

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

Strongly support
• Relates closely to recommendation 17, much impressed with Helen Jarvis ideas on moving from individual homes examples in York, Sheffield, Leeds deserve study.
• A modern incentive which should be explored, and the benefits measured.
• Model villages should be created on a 2050 ideal. Low carbon, energy producing, ground source heat or pellet boiler serving multiple properties. With fast bus connection to main city. All local services within walking distance and cycle priority over vehicles.

Support
• This is very innovative and a big change in mindset to our housing traditions, but we need to start exploring this in order for more people to become aware and interested. NoT could identify sites for this and lead the way in co-housing developments.
• I do think cohousing is not for everyone, especially if self-organised. It will not be fair or quick to organise and build this type of housing and has limited appeal. However local councils could build mixed housing that runs along the principles of this model.
• A good idea in itself, I can see this as appropriate to both younger families and older couples.
• There will be huge social benefits from this as well as saving energy.
• I would wish these schemes to be highly desirable places to live and attainable to all rather than a necessity for those on low incomes.
• A great idea but a difficult idea to benefit a large area of the population. A bit niche.
• I think co-housing schemes would be good for younger people, I'm not so sure those with families would be in favour.
• I am enthusiastic about this type of housing, especially about the sharing of services. I do think that this type of living could be seen as quite 'alternative' and therefore builders/planners and prospective residents would need to have an understanding and information about the pros and cons of these schemes.
• These have a part to play in the development of housing but may not appeal to the everybody, which may limited their effect. However, all options should be utilised in providing energy efficient housing.
• An excellent idea but not a quick solution: so far schemes have been small and very slow to get going. Councils could help by identifying/buying sites, giving legal and financial advice and guiding the planning process. Subsidies might also be needed to ensure affordability.
• More allotment garden sites should be made available-there are always long waiting lists so obviously people want more of this community facility.
• I support this because it reduces climate change.
• Examples of co-housing in York, Sheffield, Leeds could be explored. Large scale as well as small scale needs to be promoted.

Neither support nor oppose

- At present this is going to difficult to implement having lived on a steading in the past it is remarkable how people fall out over trivial things.
- I think this would make only a marginal difference to CO2 emissions. We would reduce these more effectively by enforcing building standards, planning decisions and legal requirements on private landlords. Building flats and terraced houses instead of detached houses would also reduce CO2 emissions.
- I do not consider there an important role for co-housing schemes in tackling climate change. There was not sufficient information available during the workshops to confirm this type of housing was achievable in the NTCA.
- Although I could support this, I am not sure how fair this would be. Would this be something all members of the community could do, or would it require people to invest from savings that some people may not have?
- Too many variables.
- Great idea but putting it into practice is on another level.
- Doesn't impact me, so I am neither for nor against it.
- This is a nice idea, but most people will want a self-contained home with all facilities within their space. Shared heating system would be the exception if financially attractive. Schemes should be encouraged where small groups of individuals get together to develop schemes.
- I can see the benefits, but other than student housing, people working seasonally etc it will not work.
- This depends on the tenant, how much they are willing to pay in rent e.g. Undergrad student would agree to live like this
- In the current climate, people value privacy and to have shared services could be deemed to violate that. I do however believe this would appeal to some members of the community; I just feel there are other more important actions we could take first
- While I believe co-housing schemes are a fantastic idea, I'm not sure how receptive many people would be to the idea in the North East, therefore it
- would be more beneficial to invest money into retro-fitting existing housing and making sure new builds are built to the highest standard. I definitely believe this idea is worth being explored further though, perhaps through trial schemes?
- I can see the benefits, but other than student housing, people working seasonally etc it will not work.

Oppose

- Co-housing schemes sound great in theory, but so did communism. Shared property and communal areas will more often than not be treated poorly by the residents and similar communities in the pasts have turned in slums. Shared community facilities can/have occurred without such a scheme.
- Strictly speaking, I support this as it would help many people combat loneliness. However, I suspect that this would take time to flesh out and develop and I'm not convinced that this is something we should focus so much energy on given we have limited time to take action.
- Do not think it works there are several examples of failure as no management structure in place.
- I don't think the majority think this is something that is practical I think this way of living is very particular and takes a certain type of person to do so.
- Private sector is able to support housing schemes. social housing not for profit companies already exist.
- I see this as a worrying move towards a commune-based society.
- This is a nice idea but practically very few people would choose to live in one. It would be better to invest in sharing schemes within existing communities such as for tools, skills, food and equipment.

Strongly oppose

- I think that this would only be palatable to a minority of the community and I am not convinced that this will contribute significantly to the stated objective.

- this type of accommodation has been tried before with shared facilities (kitchen for example). It doesn't work
- Co-housing doesn't work it's a nightmare.

30) Disincentivise **2nd and 3rd cars** in urban settings (with a proviso for people who need that such as company cars).				
Number of votes: **Rank: 30th Percentage support: 36%**				
Strongly support 7	Support 9	Neither support nor oppose 11	Oppose 8	Strongly oppose 9

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

Strongly support
• I agree particularly with underlined section. care must be taken that other countries are not plundered for raw materials.   • As stated in previous sections.   • people don't need two or three cars. They can survive with one.   • More cars on the road mean more carbon emissions and families should be encouraged to share when not at work.
Support
• I support this but it's unclear from the sentence above how we do this. I suggest we rationalise this by saying that people are dis-incentivised by the cheaper and more broadly available transport we plan in suggestion 22   • families often don't need 2nd/3rd cars, they buy them for convenience's sake. Perhaps a change in the way we think about car usage is needed in this country.   • Excessive consumption of fuel needs to be reduced.   • Multiple cars in one household should at least be charged more than households with one car. Other than people who work from their vehicles.   • I agree we need to disincentivise multiple car households but lots of people have an unnecessary company car so I do not support that proviso.   • Too many households are multicar owners, often in the older age group where it is not necessary.   • Multiple cars in one household should at least be charged more than households with one car. Other than people who work from their vehicles.
Neither support nor oppose
• I am not sure how this can be done practically or quickly.   • As more people become aware this should happen naturally.   • Presumably making car use in general less attractive will address this option.   • If other recommendations are implemented this will happen anyway.   • people need choices. Those choices need to be climate change friendly.   • Households should not have 2nd & 3rd cars unless required but not sure how this could be done.   • Good as part of an overall plan but needs more info. How would it be implemented and administered?   • Disincentivising would not be needed if congestion charges etc were effective.
Oppose
• This recommendation presupposes that a second car is petrol or diesel and is polluting. People should instead be incentivised to have 1st or 2nd cars that are non-polluting (electric/hydrogen etc). It would also be very hard to assess which families 'need' a 2nd car for work and family commitments.   • All cars should be disincentivised in all settings. Company cars should be strongly disincentivised except for tradesmen and public servants such as district nurses and carers. Companies should be encouraged to find other ways of working, e.g. over Zoom.   • I don't think this is practical.   • This cannot be enforced.

- Freedom of choice.
- So divisionist only the rich to have more than one car?

<table>
<tr><td>Strongly oppose</td></tr>
</table>

- Anyone should have the right to own as much property as he/she can afford, so long as this is not a limited life resource (such as food, water or shelter). The right to property is the cornerstone of western civilization; I will not support any legislation that limits that right on principle.
- Why are we penalising people who have two cars which is a necessity for their ability to work especially if they have two electric vehicles.
- Oppose, no matter how many cars you own you can only drive one at a time. Also what about classic car owners.
- You can only drive one car at once so what is the point of this?
- Company cars should be disallowed where personal car available. There should be a choice to have one car company or personal, not both.
- I disagree with any punitive measures as a method of changing behaviours. It would be better to incentivise alternative methods of transport where possible.
- People should be free to choose how many cars they have and not be dictated to by left wing local authorities
- Fiendishly complex to legislate and enforce – delete this recommendation!
- Unable to be implemented, as each member of a 5 car household only actually have one car each
- People will always buy the biggest car they can afford for their needs which may only be for a few days a year. The rest of the time they drive alone and should be incentivised to have a second car that is less polluting. Insurance and road tax should make this cheaper not penalise it.

The North of Tyne Citizens' Assembly on Climate Change Assembly 2021