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To:- All Committee Members

CLIMATE EMERGENCY OVERVIEW AND SCRUTINY COMMITTEE - TUESDAY, 14TH MARCH, 2023

I am now able to enclose, for consideration at the next Tuesday, 14th March, 2023 meeting of the Climate Emergency Overview and Scrutiny Committee, the following reports that were marked as 'to follow' on the agenda sent out recently.

Agenda No Item

16 **Carbon Savings from Waste Collection Proposals (Pages 3 - 4)**

To consider an update on the carbon savings linked to proposed changes to the waste collection service.

17 **Barkham Solar Farm Update (Pages 5 - 10)**

To consider an update on the Barkham Solar Farm Project.

18 **Solar Farms Delivery Within the CEAP (Pages 11 - 14)**

To consider an update on the delivery of solar farms within the Climate Emergency Action Plan (in addition to the Barkham Solar Farm).

19 **Climate Emergency Deliberative Process (Pages 15 - 76)**

To consider progress relating to the deliberative process linked to the Climate Emergency Action Plan.

Yours sincerely

A handwritten signature in black ink, appearing to read "Susan Parsonage". The signature is written in a cursive style with a long, sweeping tail that extends downwards and to the right.

Susan Parsonage
Chief Executive

AWC – Carbon savings

- The carbon savings were calculated using a methodology approved by the Waste Resources Action Programme (WRAP)
- The carbon modelling quantifies the greenhouse gas emissions across the collection and disposal process relative to the baseline service.
- Negative values indicate that there is a carbon saving compared to the ^ωbaseline.

Item	Difference From Baseline Position (tonnes CO2e)
Dry Recycling	-1750
Residual Waste	-888
Organic Recycling	-193
Contamination	91
Transport	325
Total	-2,415

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Agenda Item 17

TITLE	Barkham Solar Farm – Update
FOR CONSIDERATION BY	Climate and Emergency Overview and Scrutiny Committee on 14 th March
WARD	Barkham
DIRECTOR	Deputy Chief Executive - Graham Ebers
LEAD MEMBER(S)	Executive Member, Climate Emergency and Resident Services – Sarah Kerr; and Executive Member, Finance – Imogen Sheperd-DuBey.

OUTCOME / BENEFITS TO THE COMMUNITY

The delivery of the Barkham Solar Farm is identified as a key priority of the Council's Climate Emergency Action Plan.

The project will also generate a considerable net income for the Council over 25 years which will be introduced into the Council's annual budget using an equalisation reserve.

RECOMMENDATION

The Committee is requested to note the up-date on progress on the delivery of the Barkham Solar Farm.

SUMMARY OF REPORT

The financial business case for the Barkham Solar Farm was presented to and supported by the Overview and Scrutiny Management Committee on 5th October 2022 and remains valid.

This report provides an up-date to the Committee regarding the appointment of the contractor for the development, together with a forward programme of milestones for the successful delivery of the project.

Background

The delivery of the Barkham Solar Farm is identified as a key priority of the Council's Climate Emergency Action Plan.

The financial business case for the Barkham Solar Farm was presented for review to Overview and Scrutiny Management Committee on 5th October 2022, alongside a general update on the delivery programme for the solar farm. The forecasted Capital Costs of the project at that time, together with the General Fund Income and Expenditure forecast, were commercially sensitive and were thus presented in Part 2 of the report. In summary, the forecasts identify a net income (after capital financing costs) over the 25 year life of the development of £67.16m (£2.69m per annum on average). This was set against an initial capital expenditure of £26.85m for the delivery of the project.

The latest forecasted returns compare extremely favourably against the forecasted returns of £480k per annum on average that were identified when Executive/Council initially approved the business case in 2021. The return also significantly exceeds the Executive/Council (2021) agreed threshold of £200k per annum that permits delegation of decisions around the final extent and configuration of the solar farm to the Deputy Chief Executive (in conjunction with the Lead Member).

Following presentation of the business case, the Overview and Scrutiny Management Committee resolved that they were supportive of the Barkham Solar Farm project in principle and believed that it should proceed in a timely manner.

The financial business case reported into Overview and Scrutiny Management Committee in October 2022 is the latest business case for the project. The business case will however be continually kept under review throughout the project, in light of changing costs and values, to ensure that financially the Barkham Solar Farm will deliver value for money to the Council. A cross-party Project Board has been established to ensure that the project delivers to the programme and budget set by Executive and delivers within the identified financial parameters. In line with the Executive decision taken in June 2022, the financial business case will be further reported into Executive later this year once a final contract price for the construction has been confirmed.

Appointment of Contractor

In January 2023 the Council appointed Bouygues Energies and Services (E&S) as the main contractor for the delivery of the solar farm, following a competitive tendering process undertaken via a nationally approved framework. Expressions of interest were received from 7 companies via the framework and Invitations to Tender (ITTs) were issued in November 2022. Two formal applications were received and evaluated.

Bouygues E&S has a proven track record of delivering large scale solar farms, having designed and built three such facilities (over 20MWp) in the last three years. Their tender returns also evidenced that they take their obligations in relation to identifying, preventing and reporting modern slavery and human trafficking very seriously together with a zero-tolerance to human rights abuse; all important considerations for the Council given concerns within the industry around forced labour and slavery in supply chains.

Bouygues E&S has initially been appointed on Pre-construction Services Agreement (PCSA) contract for surveys and design works only. This stage of work will last circa six months. As part of this process Employer Requirements (ERs) will be formulated into agreed Contractor's Proposals (CPs) and signed off by both parties. Bouygues E&S will then send each of the packages of works out to subcontractors to price to arrive at the proposed contract sum, using an open book tendering process to ensure 'best value' for the Council. Recommendation for award of the main JCT Design & Build Contract 2016 for the Stage 2 construction will follow.

Subject to successful completion of the PCSA, it is intended that the stage 2 construction contract will be directly awarded to the same contractor – i.e. Bouygues E&S. The Main Contract construction works can then commence on site.

Following completion of the solar farm, Bouygues E&S will be responsible for the operations and maintenance of the solar farm during a two-year Defects Liability Period – starting at time of connection to the grid. Following the initial two years of operation, the Council will then need to procure a separate contract for the ongoing operations and maintenance of the solar farm.

Key Project Milestones

COMPLETED	
WBC Declaration of Climate Emergency	Jul 2019
Climate Emergency Action Plan Published – inclusive of renewable energy generation as a key priority	Jan 2020
Executive/Council approval of financial business case	Jul/Sept 2021
Planning permission approved	Jan 2021
SSEN Grid connection offer received/accepted	Apr 2022
Special Council Executive Committee approval of Procurement Strategy for contractor	Jun 2022
Appointment of contractor on PCSA	Jan 2023
FORWARD PROGRAMME	
Executive Reporting – up-dated business case inclusive of construction contract sum	Summer 2023
Construction – appointment of contractor for main construction contract	Summer 2023
Discharge of pre-commencement planning conditions	Summer/ Autumn 2023
Construction – Start on Site	Autumn 2023
Decision regarding what to do with the electricity <ul style="list-style-type: none"> - Whether to retail the energy or 'sleeve'/use it for WBC's own purposes - Business case to date has assumed retailing. However, the Council will need to be guided by the best 'payback' opportunity. 	Winter 2023/24
Construction – Completion (including commissioning)	Summer 2024
Connection to the Grid (see note below)	Summer 2024 – Summer 2026

Grid Connection

The delivery of the project and the commencement of operation of the solar farm (and the revenue to the Council thereafter) is subject to the scheme connecting into grid. At this time a grid connection offer has been received from SSEN and accepted by WBC; with a drop dead connection date of Summer 2026. This is the latest date by which SSEN are contractually obliged to provide the connection. Now that Bouygues E&S have been appointed, engagement with SSEN is on-going with a view to building on existing working relationships and working proactively with SSEN as far as practicable to bring that date forward to better align to the council's delivery aspirations.

One of the recommendations from the Overview & Scrutiny Committee in October 2022 was that the Council should lobby the Government and Energy companies in relation to charges for grid connection, in order to ensure that charges are realistic and viable for Councils and other affected organisations. We will use our experiences of negotiating with SSEN re the connection at Barkham to inform our on-going lobbying messages.

Freely Fruity

The council are currently working with a local charity – Freely Fruity – to provide an area on the site for orchard planting. Both parties have entered a Tenancy at Will and the charity has undertaken some initial fencing; with a view to commencing planting towards the end of March.

FINANCIAL IMPLICATIONS OF THE RECOMMENDATION

The Council faces severe funding pressures, particularly in the face of the Covid-19 crisis. It is, therefore, imperative that Council resources are focussed on the vulnerable and its highest priorities.

	How much will it Cost/ (Save)	Is there sufficient funding – if not quantify the Shortfall	Revenue or Capital?
Current Financial Year (Year 1)	£2.1m	Yes	Capital
Next Financial Year (Year 2)	£14.4m	Yes	Capital
Following Financial Year (Year 3)	£9.9m	Yes	Capital

Other financial information relevant to the Recommendation/Decision

The net income from the Solar Farm will be introduced into the Council's annual budget using an equalisation reserve. The equalisation reserve will hold all the revenue costs and income for the project across its life cycle, smoothing the impact on the General Fund; of net costs in the early years, and significant net profits in later years. An "average" annual net income will be transferred from the reserve into the General Fund each year, allowing the Council to manage its overall revenue position in a consistent way and reflecting the overall financial benefit to the Council evenly across the full term of the project.

The MTFP currently identifies an equalised net surplus, after capital financing costs, of circa £1m per annum from the Barkham Solar Farm. Based on the financial forecasts, the scheme would deliver (and exceed) the current MTFP expectations.

Cross-Council Implications

The net income from the Solar Farm will be introduced into the Council's annual budget using an equalisation reserve.

Public Sector Equality Duty

An Equality Impact Assessment has been undertaken. The Initial Impact Assessment did not identify any potentially negative impacts upon persons with protected characteristics.

Climate Emergency – The Council has declared a Climate Emergency and is committed to playing as full a role as possible – leading by example as well as by exhortation – in achieving a carbon neutral Wokingham borough by 2030

Generation of renewable energy through investment in solar farms is identified as a key priority under the Climate Emergency Action Plan (CEAP). Barkham Solar Farm is specifically identified therein – target 12.1. In addition, the project includes significant tree planting (CEAP target 18), provision/improvements to public rights of way, and presents significant opportunities for bio-diversity net gain.

List of Background Papers

None

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Agenda Item 18

TITLE	Solar Farms delivery within WBC Climate Emergency Action Plan
FOR CONSIDERATION BY	Climate and Emergency Overview and Scrutiny Committee on 14 th March
WARD	All
DIRECTOR	Graham Ebers – Director, Corporate Services and Simon Dale – Interim Director, Place & Growth
LEAD MEMBER(S)	Cllr Sarah Kerr – Executive Member for Climate Emergency and Residents Services Cllr Clive Jones – Leader of the Council and Executive Member for Business and Economic Development Cllr Imogen Shepherd-DuBey – Executive Member for Finance

OUTCOME / BENEFITS TO THE COMMUNITY

The delivery of solar farms is a key priority of the Council's Climate Emergency Action Plan. The renewable energy generated through our solar farms will reduce our dependency from fossil fuels, limit energy-led carbon emissions and air pollution, and have positive implications on the quality of life of our residents. The income generated through the solar farms will support the Council to deliver residents services.

RECOMMENDATION

That the Committee notes the rationale behind reducing the solar farm projects from five to two in the third CEAP progress report, approved by Council in September 2022, and the carbon implications of this decision.

SUMMARY OF REPORT

The Climate Emergency Action Plan third progress report, approved by Council in September 2022, includes a commitment to deliver two *solar farms* by 2030. This represents a change from the initial draft of the Climate Emergency Action Plan, approved by Council in January 2020, which included a commitment to deliver *five solar farms in five years*.

The Committee has requested to understand the rationale behind the change from “five” to “two” solar farms. This report explains this decision and clarifies the carbon implications of it.

Background

The initial version of the Climate Emergency Action Plan, approved by Council in January 2020, six months after declaring a climate emergency, included the following commitment: “the council plans to develop five largescale solar PV farms throughout the

Borough over the next five years". The estimated costing was £3.5M in 2020/21, £6.5M in 2021/22 and £8M in 2022/23. It is recognised that the initial CEAP included aspirational targets and aimed at building a vision for the Borough for 2030. Subsequent financial and feasibility studies led to amendments to the targets, to ensure the projects were practically deliverable and based around DESNZ (formerly BEIS) data calculations.

In July 2020, six months after the publication of the first CEAP, the Climate Emergency Action Plan first progress report was approved by Council. Feasibility and financial considerations led to the reduction of the solar farm project from five to four proposed solar farms. The estimated carbon savings were 20,448 tCO₂e. The cost of one farm, now the Barkham solar farm, was £18m.

The Climate Emergency Action Plan second progress report approved by Council in July 2021 included four proposed solar farms. The estimated carbon savings were 23,306 tCO₂e and the cost of the Barkham solar farm was £21m.

The Climate Emergency Action Plan third progress report approved by Council in September 2022 includes two proposed solar farms. The estimated carbon savings are 14,058 tCO₂e and the combined cost is £50m.

In the latest progress report, WBC has reduced the CEAP solar farm projects from four to two. This has been a result of financial considerations, to ensure budgetary prudence, and was informed by the latest information on costs and finance coming out of the planning and feasibility work for the Barkham solar farm. The decision was also motivated by the need to ensure the CEAP included a number of solar farms that was deliverable by 2030, as this is the timeframe covered by the plan. As mentioned below, the CEAP is a predictive tool as well as a working document. Targets may be amended in each progress report, subject to feasibility work and discussion.

This has also meant a change in the estimated carbon savings from these projects by 2030, based on the MWh produced from the farms, which has also been affected by numerous other factors such as Distribution Network Operator connections. Hence the total estimated savings have been reduced by 6,390 tCO₂e from the initial 2020 plan, which is incorporated into the latest CEAP.

The timing and deliverability of solar farms is also influenced by the availability of sites in WBC ownership and also connections into the grid. Informed by our experience for Barkham Solar Farm, where we have negotiated the first full grid application, even with complete will and determination by all parties involved we are still at the behest of SSEN in terms of the timing of grid connections for solar farms. SSEN are currently working to a four-year minimum standard for grid connections.

The expected capital costs associated with the delivery of the solar farms has increased since the original CEAP in 2020. Since early 2020 the construction industry has experienced significant turmoil and uncertainty due to the effects of the pandemic, the war in Ukraine, the cost-of-living crisis and significantly increasing inflation, all which have contributed to rising costs. These could not have been foreseen when the original budget figures were included in the CEAP. Current cost estimates for the solar farms are informed by real-time cost information we have received through the procurement process for the Barkham solar farm and confirmation of the grid connection fee at Barkham.

Next steps

The Climate Emergency Action Plan is a predictive tool, which enables us to assess the direction of our work to decarbonise the Council and the Borough and is updated with the most available information at that date. It remains a working document, and so targets may be amended in each iteration to the latest information, subject to discussions and agreement of all relevant parties.

The CEAP only includes projects that are planned to be delivered by 2030. We do reserve the right to carry out renewable energy farms where budgets are agreed, and suitable financial payback is achievable. Initial feasibility work is currently being undertaken on two sites within WBC ownership within the Borough to identify the location(s) of the next renewable energy farms. This work is being informed by lessons learned through our experiences of the early feasibility, design and planning work undertaken at Barkham solar farm. Officers expect to report on this feasibility work later this year and a decision to proceed or not will be taken by Members through the correct governance processes. A decision to proceed would trigger the preparation and submission of a planning application, the process of securing vacant possession of the site, early negotiations re grid connections and completion of the financial business case to inform a bid to the Medium-Term Financial Plan to secure the necessary capital funding.

In this regard, as we complete feasibility, we will include this in the next CEAP progress report, which is planned to be submitted to Council in September 2023.

FINANCIAL IMPLICATIONS OF THE RECOMMENDATION

The Council faces severe funding pressures, particularly in the face of the Covid-19 crisis. It is, therefore, imperative that Council resources are focussed on the vulnerable and its highest priorities.

	How much will it Cost/ (Save)	Is there sufficient funding – if not quantify the Shortfall	Revenue or Capital?
Current Financial Year (Year 1)	To be confirmed following feasibility work on the next solar farm(s), including preparation of the financial business case.		Capital
Next Financial Year (Year 2)			
Following Financial Year (Year 3)			

Other financial information relevant to the Recommendation/Decision

The solar farms will be subject to location, site specific and grid capacity requirements. All these factors will affect the cost of the project and will not be known until proper feasibility assessments are completed. Therefore, the real cost and carbon savings for each solar farm can only be confirmed once the necessary studies are finished.

The approved business case for the Barkham solar farm demonstrates the principles of how the business case for the next solar farm(s) is likely to work.

Cross-Council Implications

The delivery and operation of a solar farm involves a number of teams across the Council. The income generated by the solar farm will be returned to the General Fund to use for delivering services.

Public Sector Equality Duty

The CEAP, which identifies solar farm delivery, has been subject to Equalities Impact Assessment. Equalities Impact Assessment will be undertaken on any specific solar farm proposals as part of the feasibility assessments.

Climate Emergency – The Council has declared a Climate Emergency and is committed to playing as full a role as possible – leading by example as well as by exhortation – in achieving a carbon neutral Wokingham borough by 2030

Generation of renewable energy through investment in solar farms is identified as a key priority under the Climate Emergency Action Plan (CEAP).

List of Background Papers

None

Contact: Sabrina Chiaretti	Service: Place and Growth
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TITLE	Climate Emergency – Deliberative Process Update
FOR CONSIDERATION BY	Climate Emergency Overview and Scrutiny Committee
WARD	(All Wards);
LEAD OFFICER	Service Manager, Climate Emergency – Sabrina Chiaretti
LEAD MEMBER	Executive Member for Climate Emergency and Residents Services – Cllr Sarah Kerr

OUTCOME / BENEFITS TO THE COMMUNITY

Climate change affects every member of our community, particularly the most vulnerable people. Tackling the climate emergency and reducing the Council's and Borough's carbon emissions will have positive impacts on the environment, and on the health and quality of life of our residents.

RECOMMENDATION

That the Committee notes and comments on the progresses made against the Community Deliberative Process that was run in 2022 and the steps required to complete this programme of work.

SUMMARY OF REPORT

Background

This paper presents an update on the Community Deliberative Process conducted in 2022, where the community was invited to discuss ideas for a net zero borough, the barriers to the achievement of this, and the solutions to address them.

In October 2021, a motion was passed that proposed the Council hosted a Community Deliberative Process for climate change. The aim of the process was to engage our Community in building a vision for what Wokingham would be like if carbon neutrality was reached.

Two pieces of work have been carried out since then:

1. A number of deliberative peer group sessions, conducted between March and April 2022
2. A residents' e-panel (online survey) conducted in September 2022

An additional phase of work is needed to complete this process. This paper discusses the results of the peer group sessions and the residents' e-panel, and the next steps required to complete this process and define a net zero vision for the borough.

Analysis

A. Peer group sessions

A series of peer group deliberative discussions was carried out across four weeks in March and April 2022. The sessions were facilitated by not-for-profit organisation “The Consultation Institute”. 60 self-selecting participants were involved, with representatives from the following groups: clerks of parish councils, council officers, pupils from both primary and secondary schools, residents, teachers and voluntary/community-sector groups.

During the sessions, the participants were prompted to address two questions:

1. How life in a net zero Wokingham Borough will be different in terms of our homes, travel, work, leisure time and the way we source food, goods and services?
2. How Wokingham Borough Council can engage the community on issues around consumption emissions, and what measures can be introduced to target and increase awareness of these emissions amongst residents?

The process encouraged participants to become immersed in the climate issue, taking into account existing projects, policies and barriers, and propose solutions to address barriers to the net zero transition.

Two key outputs were produced:

1. A report, where participants highlighted what a net zero borough would look like.
2. A list of 21 possibility statements with suggestions on barriers and solutions to a net zero borough. These covered four main themes: Energy & Homes, Travel, Waste & Recycling, Behaviour change & Consumption emissions.

These 21 possibility statements formed the basis for the residents’ e-panel.

B. Residents’ e-panel

The next step of the Community Deliberative Process was a residents’ e-panel (online survey), aimed at engaging the community more widely to understand the barriers to solutions suggested by the peer group sessions. This was conducted through the Wokingham Borough Engage platform and was live for five weeks in late August and September 2022. The survey was aimed at current and prospective residents and commuters. The survey was split into the same four themes highlighted above: Energy & Homes, Travel, Waste & Recycling, Behaviour change & Consumption emissions. 140 survey responses were collected. The survey provided further insights into the motivations and barriers that our community faces when making daily decisions which impact their carbon footprint.

Next steps

The results of the peer group sessions and residents e-panel have been useful in finding out the motivations and the barriers that residents face when making sustainable decisions. We have discovered which issues our residents care about and where they are willing to

make change and take action. There is now a need to combine the findings from the peer group sessions and residents e-panel and form a vision for a net zero borough.

The newly appointed Engagement Officer within the Climate Emergency team will be responsible for combining the results of the various elements of work of the Community Deliberative Process and sharing them with relevant stakeholders. The information gathered from the sessions and e-panel will be shared with relevant teams within the Council, including Transport, Energy, Planning, Procurement, to ensure collaboration in the drafting of future policies and programmes, including the next CEAP progress report. The findings will also be circulated amongst our community using a series of visuals, designed in a format that summarises information in an engaging, user-friendly and visually attractive way. The visuals will be used to maximise engagement around our net zero priorities.

To ensure the findings are captured properly within the fourth CEAP progress report, it is proposed that the report is submitted to Executive in September 2022, rather than July 2022. The extra time is key to enable the Climate Emergency Team to incorporate the findings from the Deliberative Process within the report, and for the Committee to review the report, and have any comments incorporated in it.

FINANCIAL IMPLICATIONS OF THE RECOMMENDATION

The Council faces unprecedented financial pressures as a result of; the longer term impact of the COVID-19 crisis, Brexit, the war in Ukraine and the general economic climate of rising prices and the increasing cost of debt. It is therefore imperative that Council resources are optimised and are focused on the vulnerable and on its highest priorities.

	How much will it Cost/ (Save)	Is there sufficient funding – if not quantify the Shortfall	Revenue or Capital?
Current Financial Year (Year 1)	Not applicable	Not applicable	Not applicable
Next Financial Year (Year 2)	£13,000	Yes	Revenue
Following Financial Year (Year 3)	Not applicable	Not applicable	Not applicable

Other financial information relevant to the Recommendation/Decision

The total funding allocated to the Deliberative Process Update was £46,000 as per the paper submitted to Executive in October 2021 titled “Community Deliberative Process for the Climate Emergency Proposal”. £13,000 remains allocated to this element of work.

Cross-Council Implications

Through the peer group sessions and residents’ e-panel, the Council has received several suggestions to transition our energy, transport and other emission sources to net zero. The suggestions will be incorporated into the next CEAP progress report, and discussed with the relevant departments to ensure they are reflected in their work programmes.

Public Sector Equality Duty

Yes, Public Sector Equality Duty has been considered. The CEAP and the paper “Community Deliberative Process for the Climate Emergency” have been subject to an Equality Impact Assessment. Climate changes affects every member of our community, particularly the most vulnerable people. The suggestions proposed through the peer group sessions and residents’ e-panel and the resulting vision for a net zero borough will take into account EDI themes and we will ensure that Equality, Diversity and Inclusion is taken into account when including those recommendations in existing plans and policies.

Climate Emergency – *This Council has declared a climate emergency and is committed to playing as full a role as possible – leading by example as well as by exhortation – in achieving a carbon neutral Wokingham Borough by 2030*

The Community Deliberative Process is a key element of the Council’s Climate Emergency Action Plan. It has been an opportunity to find out more about the issues that our residents care about, and investigate solutions to address those, including a vision for a net zero borough. We will

List of background papers
<ol style="list-style-type: none"> 1. Appendix A - Peer Group Summary Report.pdf 2. Appendix B - Dream Stage Outputs.pdf 3. Appendix C - residents e-panel outcomes.pdf

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**WOKINGHAM
BOROUGH COUNCIL**

**LET'S TALK CLIMATE
DELIBERATIVE PEER GROUPS**

**DELIBERATIVE ENGAGEMENT
SUMMARY OUTCOMES REPORT**

June 2022

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1 INTRODUCTION

This summary report presents an overview of the outcomes of a community deliberative process on climate change to assist Wokingham Borough Council refresh its response to the climate change emergency. The more detailed aims were to engage more widely with all community stakeholders and gain further insights into the motivations and barriers faced on the ground when making daily decisions which impact carbon footprints.

The exercise involved over 60 self-selecting members of the Wokingham community from various groups, businesses, clerks of parish councils, council officers, pupils from both primary and secondary schools, residents, teachers and voluntary/community-sector groups

The events took place across four weeks in March/April 2022 and were conducted via a series of peer-group deliberative discussions following the principles of Appreciative Inquiry. In total nine groups attended three sequential sessions:

1. Discover.
2. Dream.
3. Design.

1.1 Objectives

The objectives for the climate emergency community deliberative events were to:

- Empower residents, businesses, local organisations, schools, and stakeholders to be part of the Borough's net-zero carbon 2030 vision.
- Support and improve the council's response to the climate emergency by engaging the community and encouraging greater participation in the actions.
- Develop a greater understanding of the community's priorities in tackling the climate emergency that will inform decision making.
- Identify the key drivers and motivations for each audience so that our actions can be tailored to deliver improvements in these areas and encourage behavioural change.
- Generate recommendations for actions to achieve net zero carbon.
- Create a network of climate champions who will share learning and best practice.

1.2 Methodology

The methodology employed an Appreciative Inquiry approach. Participants were self-selecting, all volunteered to be part of the exercise in response to a request from the Council for participants.

The 66 participants were divided into cohorts/groups as follows:

- Council officers (1 group)
- Representatives from local businesses (1 group)
- Parish and town clerks (1 group)
- Teachers (a mix of primary and secondary) (1 group)

- Residents (2 groups)
- Voluntary / community sector representatives (1 group)
- Secondary school learners (1 group)
- Primary school learners (accompanied by their parents) (1 group)

The process encouraged participants to become immersed in the issues, taking into account existing proposals and barriers, and to consider how proposals might be enabled. In particular, the aim of the process was to provide participants the opportunity to consider the potential for behaviour change in the borough around two key questions:

1. “How life in Wokingham Borough will be different in terms of our homes, travel, work, leisure time and the way we source food, goods and services?”
2. “How Wokingham Borough Council can engage the community on issues around consumption emissions, and what measures can be introduced aimed at increasing awareness of these emissions amongst residents?”

These questions were considered under the following headings:

- **Energy and homes:** reduce energy consumption by adopting better behaviours, improving our homes, and adopting green technologies.
- **Transport:** travel less, reduce dependency on private vehicles, modal shift to public transport, walking and cycling more, and transitioning to electric vehicles.
- **Waste:** reduce the amount of waste generated and improve our recycling behaviours.
- **Food:** understand the impact of food choices, consume local, seasonal produce.

The deliberations took place in three two-hour discussion groups. Some of these were conducted face-to-face, others via Zoom. Details of the three AI stages undertaken are shown below.

- **Discover:** a presentation of existing challenges and some solutions, allowing participants to understand the overall context of the borough’s Climate Emergency Plan and to foster understanding of the council’s ability to act.

This was largely an information-giving phase; participants were shown video presentations by the council and local people setting out the situation (and some thoughts) on:

- “How our individual actions influence emissions;”
- “How does the energy we use at home cause CO₂ emissions?;”
- “Our transport carbon footprint;” and
- “How much do we recycle in Wokingham?.”

Participants were asked to discuss these and consider questions they might raise around these issues, sending in their subsequent thoughts via a dedicated SLIDO website.

- **Dream:** structured to allow participants free rein to suggest possible solutions – and their enablers – and to identify a common and shared view on the strengths to address climate change within the borough).

Groups for this phase were encouraged to set their imaginations free and to consider a future Wokingham where everything (in terms of combating climate change) was as it should be. They were asked to consider:

- What made it possible?
- What are you doing differently?
- What do you see others doing differently?
- How does it feel?.

Each of these questions were considered under the main headings:

- Transport,
- Energy/homes,
- Waste/recycling
- Food.

The groups were also asked to consider enablers to the changes they proposed.

The output of these (along with further comments provided on SLIDO) went into providing the stimulus questions for the next phase.

Participants were also introduced to the online ‘ideation’ platform Viima and asked to leave their ideas for the future.

- **Design:** Participants were asked to bring together their thoughts from the previous two sessions, to critique the Council’s plan – and suggest improvements – and to work together to identify outline ‘possibility statements.’

The participants were provided, in advance, with a summary version of the Council’s *Let’s Talk Climate* document (and a link to the full document) – *Climate Emergency Action Plan*.

They were asked to bear in mind the information in **Discover** and their suggestions in **Dream**.

Participants were again asked to add any thoughts they had after the session onto the SLIDO website.

1.2.1 Facilitation and reporting

All of the sessions were independently facilitated by tCI Associates, and notes were taken from all sessions (online sessions were recorded to provide additional detail).

The output from the Design phase (plus the SLIDO notes) forms the basis of the findings in the section below. A code-frame was constructed, and all thoughts/suggestions/comments

(both from the live sessions and from the subsequent online contributions) were grouped under the code headings to provide a combined analysis.

Given the small size of some of the groups, we do not attribute comments to particular groups, as the risk of identifying individuals would be too high.

1.3 The Participants (Recruitment and Demographics)

Participation in the deliberative peer group stage of Let's Talk Climate was a self-selection process controlled and run by Wokingham Borough Council which operated as follows:

- Anyone who lives, works or studies in the borough were able to sign-up through the Wokingham Engage website.
- The sign-up survey was available for 6 weeks from 6th January to 18th February 2022.
- The sign-up survey was advertised through council communication channels, primarily the monthly climate emergency newsletter as well as Education News, which is a weekly newsletter for schools in the borough.

The initial invitation to participants to be part of the peer groups was based on responses to a question asking how urgent the resident believed it was that climate change was tackled. It is important to state that not all who were invited took part, and those that did were largely motivated to comment on environmental issues, which is reflected in the outcomes of the deliberative events.

Of those who did attend the sessions and who responded to the question on their views of the urgency of climate change:

- 84% believed that tackling climate change is very urgent;
- 5% believed it was somewhat urgent;
- 3% believed it was not very urgent;
- 3% believed it was not urgent at all; and
- The remainder (5%) were not sure.

These outcomes should therefore be read with this in mind and the recognition that the group input forms part of the wider dialogue with citizens in Wokingham which will provide a representative view on these initial thoughts.

1.3.1 Incentives

- Participants of the two residents' groups and two young people's groups were incentivised to attend all three sessions with a £50 voucher.
- Participants of the community/voluntary sector groups and the teachers were incentivised to attend all 3 sessions with a £50 donation.
- The remaining groups did not receive an incentive.
- Free parking was offered to all participants for the sessions as well as the option to compensate for any costs incurred as a result of attending the sessions.

1.3.2 Demographic Information

Demographic information was provided by 56% of participants (58). Of that 56% who provided information:

Gender:

- 38% identified as female; and
- 62% identified as male.

Age:

- 8% were aged 75-84
- 16% were aged 65-74
- 16% were aged 55-64
- 13.5% were aged 45-54
- 13.5% were aged 35-44

- 3% were aged 25-34
- 3% were aged 10-14
- The remainder preferred not to say.

Ethnicity:

- 73% were 'white British'
- 13.5% were 'white other'
- the remainder preferred not to say

Religion:

- 22% were Christian,
- 3% were Jewish,
- 59.5% had no religion;
- the remainder preferred not to say.

Sexual Orientation:

- 73% were heterosexual; and
- the remainder preferred not to say.

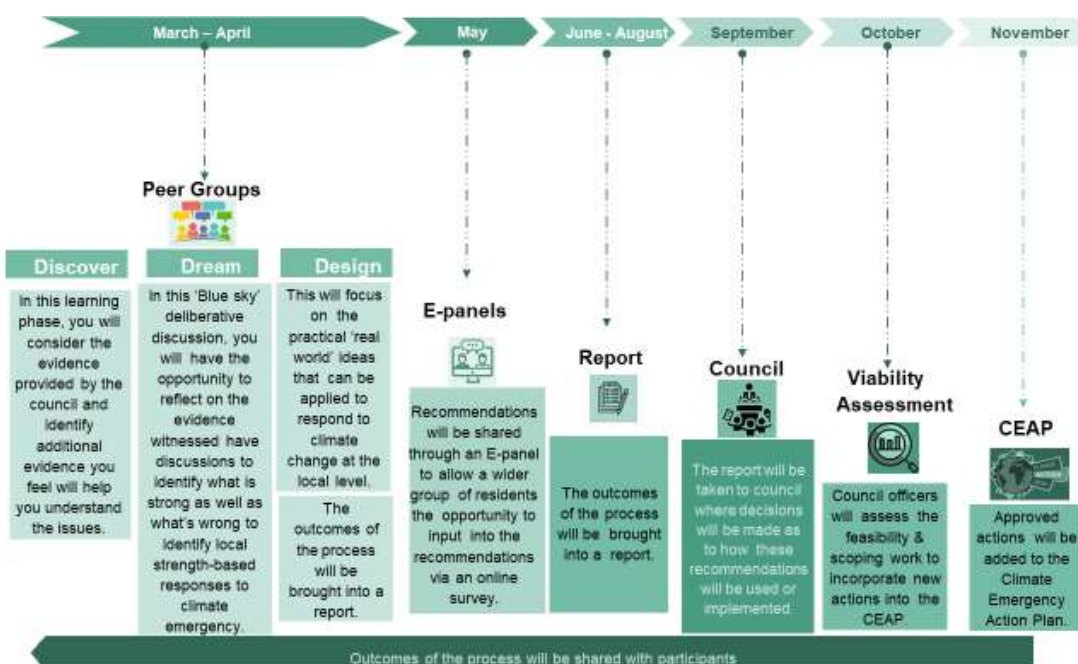
Disability:

- 16% of participants stated they had a disability, long-term illness or health condition;
- 70% did not; and
- the remainder preferred not to say.

1.4 Let's talk climate timeline

The stages reported in this document form part of a wider exercise to review and refresh Wokingham Borough Council's Climate Emergency Action Plan (CEAP).

This is shown in the diagram – produced by the council – below.



This diagram illustrates the following:

- The outcomes from these community deliberations will form the basis for initial discussion with the wider community in Wokingham based on the opinion of sample of local residents and businesses;
- The outcomes from these discussions will be then tested with a wider sample through the councils E-panel to obtain a view on the initial proposals¹;
- The outcomes will then be shared with the Council in the form of recommendations for consideration by councillors;
- Following decisions by council officers will then conduct feasibility and scoping work to inform the next iteration of the CEAP.

¹ We also recommend that this is tested with a wider population representative sample through a structured survey. The reason for this recommendation is that the E-panel discussions, while valuable and with a wider sample, will still be seeking opinion from those already engaged with the council.

2 FINDINGS: THE OUTCOMES OF THE DESIGN PHASE DISCUSSION

This section covers the final output of the process – the comments and discussions produced in the Design stage.

The outcomes are grouped under the discussion headings used in the sessions:

- Energy & Homes;
- How we travel;
- Waste & Recycling;
- Changing Behaviours; and
- Consumption Emissions.

For each of the discussion headings we present the combined discussions from the group as Possibility Statements in line with the principles of Appreciative Inquiry. These are outline statements that bridge the best of “what is” with the vision of “what might be” providing a collective summary of the groups’ ambitions for the future in Wokingham.

The overall purpose of these possibility statements is to provide the basis for wider discussion with the residents and businesses within Wokingham.

2.1 Energy & Homes

There was general support for ensuring the priority of all the measures proposed, it was suggested they should be related to the United Nations 17 *Sustainable Development Goals*². The possibility statements related to Energy and Homes are:

- Local power generation.
- Solar farms.
- Action to promote carbon reduction in residential and business properties.
- The Council adopting a role as a source of advice and advocacy.

The detail of each is set out below.

2.1.1 Possibility Statement One: Local Power Generation

Wokingham BC should use its planning powers to support the implementation of local power generation to give maximum benefit. This would require all new-build homes would incorporate the use of renewable energy (heat pumps, solar panels, wind turbines).

Sources of renewable energy should be provided close to any new developments or that community solar power should be made available.

The Council should consider deploying wind power, perhaps siting turbines near motorways where the noise would be less obvious, if and when this became available.

Power from biomass should be considered - although it was acknowledged that this was not a carbon-neutral energy source.

² [Take Action for the Sustainable Development Goals - United Nations Sustainable Development](#)

2.1.2 Possibility Statement Two: Solar Farms

The Council's proposals to build solar farms are generally supported, there should be additional consideration of:

- Recycling of solar power cells at the end of their life cycle to minimise further environmental impacts.
- Dual use sites - incorporating wind-power generation and/or growing some types of crops (an agrivoltaic approach.)
- Having storage of spare capacity generated by solar farms 'baked in' to their development.

2.1.3 Possibility Statement Three: Residential and Business Properties

The groups' collective ambition for Wokingham in relation to residential and business properties

- ***The Council should incorporate a properly funded retrofitting programme for existing properties*** (both domestic and commercial) into future climate emergency action, targeting the most vulnerable particularly. This could involve a review of the "Green Bank Project" to ensure 'support for 800 residents to reduce their energy usage' needed to be reviewed.
- ***New-build Council properties should be built to Passivhaus standards³*** with solar panel roofs and other active measures such as harvesting grey water for toilet flushes, etc.
- ***Incentivisation for action by private landlords is required.*** The Council should recognise landlords will have to spend money making their properties carbon neutral, without directly benefiting from this in financial terms. The main beneficiaries would be the tenants; therefore, incentives are required to promote positive action in the private rented sector.
- ***The Council should provide advice to businesses on energy efficiencies.*** Businesses needed to consider the changing face of the workplace in a post-pandemic world: how an increase in home-working impacts the use of offices and balance of energy costs/requirements. Small businesses need advice on how to manage their leases. The Council should provide a service to provide this advice to promote active carbon reduction in local small businesses.

³ Passivhaus is a tried & tested solution that gives us a range of proven approaches to deliver net-zero-ready new and existing buildings optimised for a decarbonised grid and augmented for occupant health and wellbeing. Passivhaus buildings provide a high level of occupant comfort using very little energy for heating and cooling. [What is Passivhaus? \(passivhaustrust.org.uk\)](https://www.passivhaustrust.org.uk)

2.1.4 Possibility Statement Four: Wokingham Borough Council as advocate, campaigner and source of advice

The groups' collective ambition is for Wokingham Borough Council to act as a:

- **Campaigner:** Many of the changes proposed needed support at a national level which calls for Wokingham Borough Council to adopt a role as a campaigner and advocate to national government to promote adoption of carbon reduction measures as policy.
- **Partner:** The Council should increase its partnership-working with the business/manufacturing sector for projects such as creating a long term heat pump conversion scheme that included low cost loans .
- **Communicator:** Building on the existing work around the Council's Net Zero ambitions an enhanced and comprehensive communications and engagement strategy to support Climate Emergency Action Plan will be put in place, including:
 - Consideration of what people could do in their homes.
 - Positive action to ensure all Council teams (e.g. social care; sports) are able to supply reliable and helpful information with a consistent message.
- **Advisor:** The Council will provide a reliable, trusted, high-capacity advice service on climate emergency for residents and businesses. This will be delivered by a well-resourced team which will comprise council officers and partners in the voluntary and community sector, with clear leadership provided by the Council. Advice will include:
 - The most effective upgrades for energy efficiency in private owned properties.
 - The effectiveness of air and ground source pumps.
 - Any financial support that may be available to support energy efficiency.
 - Signposting to reliable contractors.

This will address a perceive gap for those who view themselves as the 'squeezed middle' with no recourse to support, largely avoiding positive action to address climate change in their own home through fear of damaging their property.

2.2 How We Travel

Following a general commentary on the issues discussed related to 'how we travel' the possibility statements are:

- Active Transport (walking and cycling).
- Public Transport.
- Electric Vehicles.
- Current Car Use.
- Infrastructure/Planning.

The detail of each is set out below, following the general commentary.

2.2.1 General Comments

In the area of transport it is acknowledged that Wokingham cannot act alone:

- Funding for public transport and roads are tied to government funding and initiatives;
- Some of the areas around the development and introduction of electric vehicles depend on both the market and wider considerations.
- Cycle routes needed to take into consideration where they crossed administrative boundaries, and more collaboration between Authorities was needed.

In respect of the above, it was felt that Wokingham Council could have an advocacy role with Government.

- **Carrot and Stick:** There was a general feeling that a more joined-up approach to transport planning was needed with a mixture of:
 - Stick to **discourage** people from using private motor vehicles (making it less attractive to take a car to the shops or to school, for example, and introducing more traffic-calming measures and speed limits); and
 - Carrot to **encourage** Wokingham residents to use active travel by:
 - Improving safety and creating more ‘useful’ walking and cycling routes; and
 - Improving public transport, making it more useful, more regular, and more ‘joined up’ in terms of passengers changing buses.
- **Further public engagement:** the consensus among the groups was for the needed to better understand what residents actually wanted from their transport. There needed to be more engagement and ‘public ownership’ of the transport network.

These general statements inform the ‘how we travel’ possibility statements set out below.

2.2.2 Possibility Statement Five: Active transport (walking and cycling)

There will be enhance Council support for active transport, with the number of cycle lanes and opportunities to walk increased, preferably segregated from motor vehicles, and more pleasant/attractive in line with LTN1/20⁴.

- Cycle routes will be useful and planned around routes people travelled (e.g. for work). Walking and cycling access will be planned into all new housing developments by requirement.
- Pedestrians and cyclists will feel safe from cars, and safe at night; identifying dangerous roads as a priority and making them safer for cyclists and pedestrians.
- The promotion of active travel through cycling via a bike hire scheme (as in London).
- New roads should be designed to reduce car use in favour of active travel.

⁴ Local Transport Note (LTN) 1/20, July 2020 [Cycle Infrastructure Design \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

- The Greenway Project/Network will be better explained and will be developed as a method of recreational activity to reduce carbon emissions by promoting active travel in a safe environment.

2.2.3 Possibility Statement Six: Public transport

Public transport will become the first choice for residents of Wokingham when they travel. To achieve this there will be:

- More regular and affordable public transport in the borough.
- Public transport will be a clean, comfortable and pleasant experience.
- Bus routes will be more 'joined-up' ensuring connectivity for all in the borough through integrated timetabling.
- No part of the borough will be inaccessible by public transport (lack of access to public transport is, in the groups' view, pushing people into driving their personal car as the default.)
- Buses will be smaller and covering a wider range of routes in the borough. Public transport size to numbers use ratios will be appropriate, two people on a big bus doesn't make sense.

To underpin this direct incentives are suggested including reduced fares or gifts for young people (free toy every bus ride) to encourage early adoption of public transport.

2.2.4 Possibility Statement Seven: Electric Vehicles

It was acknowledged that the adoption of electric vehicles was often a personal choice; however to encourage uptake and promote reduction in carbon emissions the Council will:

- Give the charging infrastructure consideration as an important incentive to the adoption of electric vehicles.
- Work with distribution network operators and charging suppliers to produce an on-street car charging/carpark plan.
- Investigate the feasibility of providing 'swap-out' batteries. This would be a system whereby batteries for electric vehicles could be easily changed (with ready-charged batteries available in the same way as fuel at garages); this would mitigate the need for lengthy charging, and for many charging points.

2.2.5 Possibility Statement Eight: Current car use

The Council will support action to reduce the use of petrol/diesel vehicles by:

- Actively promoting and supporting the introduction of car hire schemes, car sharing and car clubs, which reduce ownership in favour of use of shared resources as a first step to reducing car use in the borough.
- This is, perhaps, a step on the way to autonomous electric cars that could be summoned with an app.

2.2.6 Possibility Statement Nine: Infrastructure/planning

The consensus from the groups was that the use of planning powers and direction of infrastructure development by the Council will be pivotal in reducing car use. This could be achieved through:

- **Car free design:** parts of Wokingham should be made free of cars. One proposal was to make the town centre traffic free (re-routing cars onto the Peach Street bypass). Another suggestion was to close some roads to cars at certain times, leaving them free for cyclists and pedestrians.
- **Reducing ‘pavement parking’:** the Council will be more attentive to cars parking on pavements, car-parking spaces should be reduced, and a resident parking permit scheme be introduced.
- **Make Travel by Car to School The Least Preferred Option:**
 - ‘Key’ routes to schools could be formulated based upon understanding of where children are going and supporting active travel measures put in place.
 - Creating ‘no idling’ zones around schools.
 - Banning parking near schools, or restricting car access to schools to keep the air clean around the school.
- **Twenty Minute Neighbourhoods:** the Council will actively promote the concept that neighbourhoods should be compact, such that all needs are met by a 10-minute walk each way from (and to) a starting point. This would involve creating work hubs and hot desks in offices and thus changing commuting behaviour, as well as addressing the Local Development Plan to ensure local amenities are utilised fully so people have less need to drive.

2.3 Waste and Recycling

Following a narrative discussion of the general points raised by groups in relation to waste and recycling the possibility statements generated through discussions are:

- Information, communication and engagement.
- Incentives and penalties.
- Waste collection/siting of recycling facilities.
- Materials.
- Food waste and incineration.
- Reuse and the circular economy.
- Partnership working (waste and recycling.)

2.3.1 General comments

This was a popular topic, and all groups felt that more could be done to expand CEAP in this area. Recycling needed to be made easier for people.

In general, groups felt that information around recycling needed to be clearer, less confusing, and easier to access, and that more in the way of incentivisation (and penalty)

could be achieved. There was still too much waste going to landfill, and this needed to be addressed.

2.3.2 Possibility Statement Ten: information/communication/engagement

The Council will build upon the lessons learned from messaging resulting from the Covid-19 Pandemic. This will include:

- More bite sized messages – such as videos related to the CEAP themes.
- Acknowledging that some problems (e.g. labelling) lie at the national level, but the Council will take steps to actively provide more information and education.
- Working with school children around food waste - educating, as well as encouraging them to eat everything such as:
 - Making lunchbreaks long enough for them to eat everything.
 - Encouraging them to take only what they can eat.

2.3.3 Possibility Statement Eleven: Incentives and Penalties

There was general agreement among the groups that incentives needed to be offered for people to recycle, with some penalties suggested. In this respect the Council will:

- Provide easier access to recycling facilities.
- Consider reductions in Council Tax for households that produced less landfill waste, this might be expanded to look at the waste produced per resident.
- The Council will work with businesses to encourage them to take more responsibility for the waste they produced, with measures including:
 - Fines/taxes for excess waste to be considered.
 - Developing a corporate social responsibility plan in conjunction with local businesses.
 - Consideration of an incentive-based approach might be to reduce business rates for those businesses that reduced their packaging/waste.

2.3.4 Possibility Statement Twelve: Waste collection/siting of recycling facilities

- The Council will make recycling facilities (for material other than everyday waste) more accessible and more numerous. Recycling facilities will be sited closer (with more of them) to residential areas. Driving a long way to a recycling centre was seen to be both a disincentive, and to add to carbon emissions: people should be able to walk to recycling centres.
- Kerbside collections will be increased and expanded.
- Voluntary organisations will be involved in waste collection/litter-picking.
- The Council should set up its own, Council-staffed recycling plant. Allowing some separation to take place at home (general recycling vs general rubbish), with the majority of recycling material separated out at the plant, thus providing a much more

efficient separation process. The Council will look at other authorities (e.g. Surrey) that have adopted this model.

2.3.5 Possibility Statement Thirteen: Materials

The Council will consider expansion of the list of materials that are recycled from Wokingham residences, in particular, soft plastic and glass were mentioned.

2.3.6 Possibility Statement Fourteen: Food waste and incineration

The Council will provide more clarity on the fate of food waste, as this itself produced greenhouse gases. In this context, incineration was mentioned, and it was hoped that a reduction in waste going to landfill simply didn't mean that more of it was being incinerated.

2.3.7 Possibility Statement Fifteen: Reuse and the circular economy

The Council will provide more emphasis on education around and promotion of the re-use and repair of items. The popularity of programmes such as The Repair Shop aids in the promotion of this agenda, as does the 'Buy Nothing' movement and the 'Too Good to Waste' scheme. Positive action by the Council will include:

- Encouraging the idea of a circular economy ("reduce; reuse; recycle") along with zero-waste initiatives, such as the need to re-use clothes.
- Promoting shops that encouraged people to bring their own containers.
- Supporting the establishment of 'repair café/repair centres/shops (where items could be brought in to be mended).
- Promoting and supporting apprenticeships in repair.

The Council should start the initiative, encouraging volunteer clearing houses, community gardens and recycling/repair facilities.

In terms of water reuse, the Council will encourage the use of grey water, including:

- surface run-off should be collected, and
- the use of water butts should be promoted.

2.3.8 Possibility Statement Sixteen: Partnership working (waste and recycling)

Wokingham cannot undertake these measures in isolation, and will work in partnership with businesses, central government (over large-scale projects) and other Authorities where necessary. This will include:

- Recycling of soft plastics and glass – providing more information on where this could happen, or a partnership with local supermarkets to collect these.
- Working with the Council's own supply chain, setting requirements for carbon and waste reduction targets on local suppliers. This will include careful handling of any data used to measure progress against any targets to ensure like-with-like comparison between suppliers.
- Use and share best practice with other Local Authorities and enter into partnerships.

2.4 Changing Behaviours and Consumption Emissions

Following the narrative commentary on the general points, comments and observations made by the groups the possibility statements related to changing behaviours and consumption emissions were:

- Information and metrics.
- Starting early.
- Incentives and penalties.
- Setting an example.
- Partnership working.

These are discussed in turn below.

2.4.1 General comments

All groups acknowledged that behaviour change was needed, and that this went beyond simple Council action. Residents were important stakeholders as well as school children and businesses, and it was important to involve everyone in discussions – especially those most affected.

Several groups mentioned that this was a ‘hot topic’ these days and that there was more on the television and in other media to encourage those watching and reading to adopt new attitudes.

2.4.2 Possibility Statement Seventeen: Information and metrics

The Council will establish a ‘Climate Dashboard’ as an online resource updated regularly.

- The importance of regularly updated metrics is recognised and the need to feed back the borough’s overall progress to achieving net zero will provide a positive reinforcement for action.
- Publicising the climate emergency agenda and the achievements made around it were important, not only for reasons of transparency, but to encourage improvement.

2.4.3 Possibility Statement Eighteen: Start early

The Council recognises the importance of awareness and education related to climate change through schools and through any other opportunities. This includes:

- Recognising school-age children as a valuable resource in educating their parents/carers
- Consideration of developing an App. that earned or lost ‘points’ for activities that might be supplied to young people.
- Young people will be able to work with the Council’s Climate Emergency Team.

Notwithstanding this, the importance of working with all age groups was emphasised, and ways to help elderly people participate should be considered.

2.4.4 Possibility Statement Nineteen: Incentives and penalties

These have been mentioned in the earlier sections, but the general principle of incentives (to encourage carbon neutrality) and penalties (for not doing so) was raised generally.

2.4.5 Possibility Statement Twenty: Setting an example

The Council as one of the largest employers in the borough will set a good example through its own behaviours and the behaviours of its staff.

- Ensuring that the principles of combatting climate change should be applied consistently to all policies in an integrated approach; establish corporate principles for internal and external operations undertaken by the council” One example of this might be for the Council to make the catering in all schools meat-free (or even all-plant-based).
- The Green Team operation will be pursued more vigorously including:
 - Making sure that the team, who are all volunteers, are closely integrated with the climate emergency team, who are paid post holders, to ensure ‘green’ thinking continues to be embedded at the heart of individual council departments;
 - Working with community leaders; and
 - Forming the nucleus of an ongoing Council ‘think tank’ on the climate emergency.
- The Council will appoint ‘ambassadors’ or ‘champions’ to help communicate important messages.

2.4.6 Possibility Statement Twenty-One: Partnership working

Partnership working was seen to be essential in changing behaviours. The Council will:

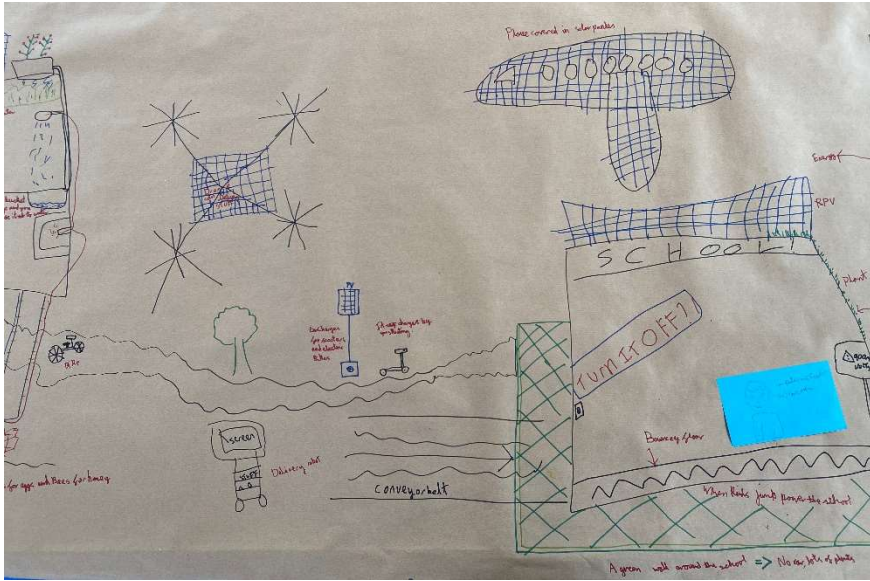
- Work with local charities;
- Promoting those concerned with re-use and recycling;
- Actively explore working with the voluntary-sector hub on climate change; and
- Work with the ‘Take the Jump’ campaign, which provides useful support for those wishing to change their lives in response to the climate emergency.

3 ANNEXE ONE: PRIMARY AGE PUPIL DESIGN STATEMENTS

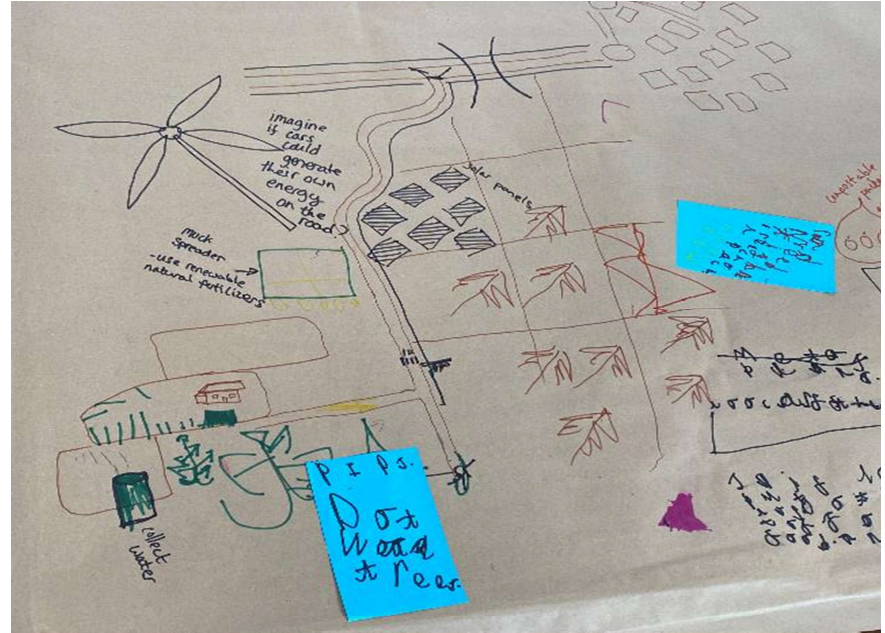
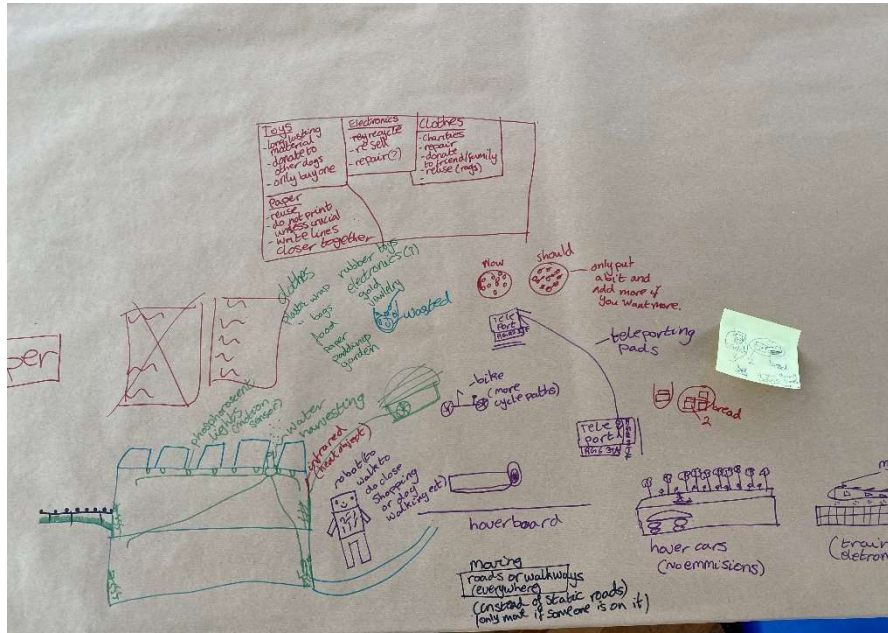
Shown on this and the following page are some examples of the creative expression of thoughts and ideas from primary age pupils when asked to design their ideal environment for living in Wokingham. There was no limit to their imagination which included very practical suggestions on the circular economy to the proposals of teleportation pads throughout the borough combined with moving pavements to reduce car traffic and associated emissions.

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**WOKINGHAM
BOROUGH COUNCIL**

**LET'S TALK CLIMATE CHANGE
DELIBERATIVE PEER GROUPS**

**'DREAM' STAGE
OUTCOMES REPORT**

4 April 2022

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1 INTRODUCTION

This brief report sets out the pooled outcomes of the second of three rounds of deliberative peer discussion group conducted as part of the Let's Talk Climate series. The conversations are sponsored by Wokingham Borough Council and facilitated by a team from the Consultation Institute (tCI.)

The conversation is broken down into three stages broadly following the 4D Appreciative Inquiry model, with this forming the so-called Dream discussion in which participants consider 'what might be' without constraint, as shown in the diagram below.



Figure 1: Let's Talk Climate Peer Groups

In total there are nine groups with differing stakeholder groups within the borough involved in the conversation:

- Businesses
- Clerks
- Council officers
- Primary school age pupils
- Residents (x2)
- Secondary school age pupils
- Teachers
- Voluntary and community sector organisations

1.1 Framing the Conversations

The deliberative discussions were initially focussed around the individual and group responses to the question:

“What would it be like if the responses to climate change in Wokingham were organised around the best experiences you identified last time we met?”

To help frame discussions the following 'scene setting' propositions were presented to the groups:

Imagine it is 20 years from now and Wokingham sets the standard for local responses to climate change and implementing climate resilience:

- How does it **feel**?
- What are we **doing differently** that enabled us to win that award?
- **What's it like to live** in the borough?
- **What if** our positive experiences were the everyday norm?
- **How would we know** this was the case?
- How would the **outside world** know?

2 THE DREAM FOR WOKINGHAM IN 2042

2.1 Overall

- Everyone will be energy conscious.
- We are likely to have to change the way we live.
- Healthier Community:
 - Walking/cycling
 - Move away from meat
 - Fitter population, therefore, less impact on the NHS
- Resurgence in repair/repurpose rather than getting a new purchase/useful still. Make it hard to get rid of. Men in sheds. – Furniture shops – Borough make it easier to do the right thing.
- Community spirit – pandemic reinforced importance of face to face contact.
- Not just one factor to change
- Dream World, but unlikely.
 - More cycling and walking.
 - Less cars
 - Greenspace reserved.
 - No school runs by car.
 - No litter
- Call up transport to go where I want to go. Transport only used when you need it. (Don't own a car)
- Legislation on packaging to feature little or no plastics.
- Slower pace. More neighbourly.
 - Effective on lifestyles, Health?
 - Shorter working week and flexibility – time to grow more veg.
 - A lot fitter because we are more active.
 - Mental Health improves – Wokingham anxiety.
- More people working near where they live or from home.
- Everyone is living a sustainable life.
- Interconnected society (integrated)
- I never use my car because the trolley bus comes every 7 minutes and it's free to use.
- Trains to Reading and Guildford are now free of charge so I have stopped using my car almost completely.
- The heat pump the council installed for me now means I use no fossil fuels.
- My granddaughter now feels safe riding her back to school since the road is now physically divided for bikes.
- The wind turbine that is built on every new housing development has lowered electricity costs for all residents.
- Feels cleaner, healthier. Good air quality and more exercise.
- Circular society standard everywhere.
 - Teaching cooking, gardening, repairing, re-use/re-purpose from birth to old age.
 - Local community gardens, repair cafes, exchanges (car boot sales)

- We have time to mend things.
- Somewhere to get 'stuff' fixed 'repair shop'
- Repair not replace (circular economy)
- Linked green spaces with orchards, woodland copses, meadows, water.
- We live in a more pleasant community where it's a pleasure to walk around. We are sustainable; everything is recyclable.
- It's easier to re-use and re-cycle.
- We have taken action to ensure that everyone is protected irrespective of circumstances.
- Wokingham full of small buses- going everywhere.
 - Current town centre car parks are rewilded
- Minimal waste maximum recycling.
- Free public transportation
- Good can share facilities.
- More community awareness
- Quiet and peaceful
- Better foot and cycle paths
- Shops in abundance locally
- Quieter, cleaner, healthier – Borough/Country/Planet
- More community awareness, mindfulness.
- Free public transportation that is regular, convenient reliable and everywhere.
- Dedicated, physically separated cycle and pedestrian paths.
- Built in longevity in all consumer appliances/tech.
- Connected community – homes interconnected for all power (SP, wind shared across in a community 'battery' – balancing high/low users. All homes to contribute into 'pool' through solar panels etc.
- No foodbanks, less poverty – share facilities/excess goods.
- Greener – drainage improved.
 - Get away from gutter pot drainage
- Building a sense of community.

2.2 Transport

- Make easier – transition to a non-car society – cycling, walking , public transport.
- Public transport is key to change in Borough – transport built around car.
- Camberley – Reading still easier to drive and pay for parking.
- Car clubs everywhere – reducing car ownership – (co wheels) or car share on key routes where people meet and fill up cars to common destinations–
 - In 20 years driverless cars but where do they park.
- New roads built with cycle lanes. Make it safe – flip the priority
- Improved access for cycling/walking- reflect changing. Priority vulnerable road users.
- Bring in Copenhagen style cycle lanes.
- More cycling. Better cycle infrastructure to include e-bikes, e-scooters, etc. safe for children.
- Travel in a more sustainable way.

- Better public transport.
- More joined up cycling routes – fewer cars, safer routes, segregated cycling routes.
- Rural areas where it's safe to walk down or run down.
- No parking on pavement
- Scooters as part of the mix.
- Fewer large gas guzzling status symbol cars – we will see a negative public perception of huge cars.
- Road closures/partial closures to enable this where required.
- Make cycling the easiest option.
- Move away from 'car is King' mentality.
- Wide spread electric charging points.
- Smaller buses more frequent.
- We've got effective free public transport system including buses with bike rack.
- people walking/cycling as the default
- More walking/cycling – need to see stuff reported- this is why it's worth it because we did this and this happened.
- Change mindset that is safer to drive children to school. Reading? has banned parking in immediate school area. (School travel contributes massively to carbon emissions.)
- Breaking down 'this is cars'; you're not coming here.
- Electric scooters
- Electric pods (futuristic); having the app for cars but having your own pod
- if people don't use the bus and trains then it doesn't save energy so electric scooters and cars may be better as people like to go on their own or have electric cars
- could have more bus stops so that there are more accessible/or buses electric
- ensuring train stations/trains/bus stops/buses are accessible for everybody
- reducing travelling:
 - limit flying/find alternative
- carpooling/car sharing
- community car hire
- community scooters/bikes for hire
- cycling is not only transport it's exercise good for you
- more rental bikes for the public
- more public transport
- reduce/remove cars around public places i.e. towns in schools
- A maglev system like a bullet train replacing/running along the roads. Transport pods running on this system take the place of cars – it seems people like to travel alone rather than on buses, so have a system that allows them to do this but in a greener way. Pods are good for lower density areas – in higher density areas the buses and trains are fuller, so maybe use these. The system could run under the road surface/tarmac, so that a road could be mixed use. It would need planning with the Council and co-operation with companies.
- More access to bikes/on-foot. Increase cycle paths and footpaths and give priority to walkers/cyclists or walking/cycling routes rather than roads

- Car-free zones in cities (although this means that the other streets around them get congested)
- Electric vehicles/cars – instal more charging stations, and offer grants for electric cars
- Flying cars? Or flying suits?
- There's a guy in Wokingham commutes using a one-wheeler electric bike like a Segway.
- International travelators – rather than ships/planes
- Shops on the high street grow some of their food on-site, so it doesn't have to be transported.
- We have made walking and cycling to primary school the norm to build habits for the future.
- Reduce driving to school. Supported by infrastructure to get there. Rather travelling to schools they are recognised as assets delivering social capital in communities.
- Small electric buses, more frequent schedule.
- Electric trains
- Electric taxis
- Rent a car by the hour.
- Free or very cheap integrated public transport with cycle racks powered by hydrogen or electricity.
- Hydrogen to be the fuel of choice in cars etc, generated by green methods like solar.
- Reduced personal car use – healthier, pollution, active travel, faster journeys, noise pollution.
- Less traffic, more cycling/cycle renters, quieter, cleaner fresh air.
- Environmental travel (and other) choices are attractive and affordable for all; and convenient; and timey; and responsible.
- To get here 2 hrs 8 min or twenty mins in car is flipped on its head through WBC investment in public transport.
- We deliver on the promise for electric buses.
- We invest in solar powered transport (planes – charging stations for e-scooters)

2.3 Energy/Homes

- as energy costs are going through the roof then that could be used to encourage arrogant people to be more sustainable – good selling point
- air source heat pumps – do they break as often as gas boilers (it's expensive to fix boilers) if they don't then this could encourage people to use them
- Will solar farms take away from green space – would it not be better if they were on top of buildings and are solar panels recyclable
- how do you measure carbon footprint – smart meters – how can we get these?
- Turning off appliances at night
- only turn a dishwasher on when it's full
- reduce ordering online which will reduce waste and energy costs
- wind turbines locally

- more solar panels on schools
- adopt highest standards equals less emissions
- prevent heat escaping from houses/but also in summer keeping them cool
- make each self-sufficient decentralisation
- greater focus on functionality also design, but the functionality goes first
- no new houses with gas boiler
- every house to have small meters
- double/triple glazing
- LED lighting
- Retrofitting insulation in all existing housing stock
- solar panels
- Every block of house should have a renewable energy generation source nearby
- Solar panels don't work forever and can't be recycled: wind turbines are better
- Recycling has improved – more things can be recycled these days , and random stuff can be turned into something else
- New forms of power: energy from cold?
- Hydroelectric power is good.
- Using pedal cycles in the gym to power, but on a larger scale. Draw power from all sorts of everyday movement – opening doors, walking on roads, or electric bikes that charge a battery when you're pedalling
- We've accepted nuclear as part of the solution – but we don't all like it.
- Hydrogen not accepted by all – Hydrogen or electric .
- Higher density, lower carbon housing – high rise living (quality)
- We worked with companies that are able to generate green electricity directly – not traders – without making false claims about net zero carbon.
- Housing – tall houses & flats with more environmental efficiency, less external walls per unit, less footprint, less travel distance to shops and schools.
- Solar farms to be long term effective and directly benefit the local community.
- Reduce reliance on gas heating- renewables.
- Home insulation – warmer, lower heating bills.
- We build new types of buildings shared power and heat.
- All new houses with solar roof.
- Rural communities with own community energy generation.
- Every roof retrofitted as solar generation not taking agricultural land.
- Easy to install rainwater to flush water – WBC? Role to make.
- We have made easy to retrofit existing housing stock.
- We have no fossil fuel generation through an approach that takes no fossil fuel in its production.
- Alternative power solutions to be implemented now!
- More renewable energy.
- Street lights aren't on all night and we accept it – area based i.e. towns. trade off with community safety/ street lighting make us feel safer, particularly women (perverse incentive encourage driving for safety.)

- We invest in renewables at home and rainwater harvesting including technology such as bio phosphorescence and infra-red heat .

2.4 Sustainable public spaces/places

- Schools will be energy self-sufficient. Lead by example.
- Multi storey Primary schools in 20yr time – flexible less footprints.
- Schools to be self-sufficient at least in energy and this to feature in the curriculum as they are the adults of the future.
- No solar farm on agricultural land – to allow us to move to food security. **OR** We have livestock on solar farms.
- Agroforestry in public parks to grow a resilient system- wildflowers. Get food from. Copes with warming/ contribution to food, security. Public exemplary to encourage resident behaviour change.
- Less concrete and tarmac – particularly in public spaces. Recognise the challenge of ‘foot traffic’ verses ‘re-wilding’.

2.5 Food

- WBC fresh food incentives.
- More allotments – addressing food insecurity – multi generational.
- food banks – food shops should give food that is almost out of date to food banks
- 1 kg of beef equals 6 kg of pollution can this be reduced? Genetic engineering food? Moral conflict
- allotments are there enough? Are there any locally?
- Provide advice on substitutes for meat – it’s not necessary to eat meat every day (everyone can do their part)
- sustainable gardening supporting biodiversity
 - Garden butts to save water
- You can’t force people to be vegan. Is it the processing that produces the waste?
- A long time ago people stopped eating beef because of mad cow disease (BSE), and there was a lot less pollution because people were scared of getting the disease. Maybe use this – don’t stop altogether but limit the amount.
- There should be less waste by making people pre-order food – especially meat. A third of the food we buy is wasted, and pre-ordering or some sort of rationing would help with this
- At food banks they have a good idea of how much food people need, so use this to provide more advice on buying and using food.
- Tropical fruit (even cocoa beans for chocolate) is a very energy-wasteful thing to be eating, as there’s lots of shipping involved.
- There should be more sustainable ways of making/growing things, using more natural sources of growing food and more intelligent use of space
- Perhaps simulate another climate – grow plants on roofs (including greenhouses on roofs)
- Thames Water use sheep to maintain their land – can this not be exploited/expanded?
- Limited amount of ordering online.

- Use laptops and charging adaptors sensibly.
- (Discussion on ‘trickle charging’ – phones etc. still continue to draw a small amount of current when plugged in, even when they become fully charged)
- Perhaps have an automatic ‘pop out’ when an appliance is fully charged
- Open air fruit and veg markets
- Eating less meat/ reduce not cut out. Focus on low carbon meat – not beef. But recognise personal choice.
- We become self-sufficient – growing our own crops and livestock at home

2.6 Waste

- We’ve cracked food waste problems locally – but we’re still very worried about National/International -supported by farmer to consumer – viz the failure of wonky fruit in supermarkets.
- recycling followed the waste hierarchy: reduce, reuse, recycle:
 - prevent waste in the first place
 - focus on increasing the percentage of recycling and reducing landfill to zero
- educate people make the system easy: composting food waste for example; establish a borough wide competition for those people composting the most. Use people that people are comfortable with (peer education)
- reduce waste by thinking while shopping; only buy what you need
- There are a lot of recycling plants around here. A lot is recycled but a lot of waste still goes to landfill - especially garden waste; can we use grass to generate power?
- If something can possibly still work, try to repair it rather than replace it
- Burn waste to create heat energy to drive turbines; plant trees to absorb the CO2
- (In answer to a stimulus question about waste by the side of roads): can there not be a built-in bin in a car that would deal with waste (implication: somehow recycle it)
- Re-use cups and packages, encourage shops that require people to bring their own containers.
- A short discussion about Amazon packaging and how wasteful it often is – big boxes for small contents
 - Amazon were experimenting with drone deliveries – these would be electric powered and would have less packaging – it wouldn’t need to be in a box, as it would be programmed to arrive at a very specific point
 - “One of the reasons why Amazon boxes were so big and kept getting bigger is that people wanted a grander unboxing experience. There was an article (during lockdown) that said people were ordering more online because they couldn’t go out, and it was a bit boring, so they made the boxes bigger and put more packaging in to make their lives a bit more exciting”
- Apple, though, are now making smaller boxes – with only the new things in, so charging leads etc. aren’t included, as people will already have them.
- Returning packaging, boxes is a very good idea (e.g. returning supermarket delivery bags)
- Improved kerbside, recycling, landfill.

- Reduce waste- refillable stores, less landfill, less litter.
- It's not our jobs to recycle anymore we put it into one bin and professional supported by laws on manufacturing.
- Manufactures have to justify their packaging.
- Standardisation on waste recycling.
- Any commercial establishment are licensed on basis of waste/recycling ratios.
- Local authority – all commercial premises are 'taxed' for recycling.
- We have a household waste policy that doesn't encourage 'fly tipping'
- People don't need to go to the tip anyway!
 - We don't pay more in collecting fly tipping than we gain from charging for waste disposal.
- We have no incinerator
- Less packaging
- More local produce.
- Making the choice that cycling is easier than driving.
- Re-use is easier than going to the tip
- More people subscribe to 'buy nothing' sites and share/reuse/upcycle.
- We reuse and recycle at central points and eat less food (waste less)

2.7 Education/Behaviour Change

- start with small steps, but tangible step. Message is single actions multiplied brings big impact
- Takes time – shopping bags.
- Seatbelt analogue - forming habits – requires investment.
- Need targets to deal with – something specific.
 - Bite size chunks.
 - Measurable to see
 - Not easy/not everything will work.
- Addressing learned behaviour – not just in school but reinforcing at home.
- Breaking it down into small pieces and doing it. – after enough people do it, it makes people improve.
- Feels normal - changes happen and we are adopting.
- People recognising that it's not going to make a lot of difference 'but it does' – not happening in Wokingham.
- Starting early to introduce good practice in Primary school (without using scare tactics)
- Practical positive changes made consistently and measurable.
- Overcoming public resistance to the changes e.g. reducing grass cutting – looks lazy – increased rubbish.
- Children now – responsible adults in 20 years – think about sustainability now. My bit for the planet.
- Change parent perceptions – safer to drive/quicker/cheaper. Employer flexibility – recognise challenge of work.
- Being able to communicate climate change comment suggestions 'upward' from staff in any organisation

2.8 Planning Issues

- Strategic developments built around walking. Cycling (cars secondary)
- Design utilities into new developments so pre-ducted.
- Build community infrastructure before we build houses.
- Joined up thinking/integrated planning – enough infrastructures for what we currently have before we build new.
- Recognising that infrastructure is a community – with everything around. In twenty years' time we've built communities that have walkable facilities e.g. schools.
- No new build in Wokingham to prevent us building into an environmental corner – change mindset to avoid huge carbon. Fewer buildings.
- Less tarmac and cemented over front gardens – WBC takes an active role.
- Assets and infrastructure go in at the same time – with properly connected public transport before people move in – ready made community.
- New centres of communities which recognise the value of existing local community assets e.g., use local village halls as co-working space.
- More mixed commercial and residential – no dormitory towns. Council has a role in local plan.
- Shops and schools closer to community – requires investment – build in developers contracts – business rates? – lobbying national Govt.
- Build new 'centre's' first to build behaviour.
- We incorporate protection to ensure buildings, renewables and crops are resilient to withstand extreme weather events

2.9 Joined Up Thinking and Lobbying

- We recognise partners have active intelligence that adds value – not just tick box partnerships.
- We 'Town Twinned' with environmentally friendly others – city/town network.
- Money
- Joined up approach/integrated. Transport, building, energy, education, including cycle parking.
- All partner public/utilities work together to plan the works to minimise environment damage.
- Borough takes a Leadership role to ensure work does not impact on environment.
- Borough lobbied Central govt.
- We lobbied govt (WBC) supported by public.
- We didn't do it by ourselves – only so much we can do at a local – National legislation – international policy.
- Sense of urgency joined up thinking and working.
- Wokingham played big role – 10–15-year population growth will provide an opportunity.
- More active intervention by WBC.
- We have moved from short term political gain – long term results.

- Enabled by legislation from central govt to make effective climate change interventions.
- Avoid short term fixes (put a plaster on it!)
- Get away from short term actions based on – political cycle – annual budgets for work.
- We will consider carbon footprint of cargo from boats – role played by council as lobbyist on environmental issues.
- Embracing innovations in technology – to reduce (took a pandemic) shift in working – office space don't have enough desks for people who work there.
 - Reduce number of desks and increase meeting room space.

2.10 Reporting Progress

- We will understand the true energy costs of energy used.
- Borough develop a tool that shows residents how much they've saved and how much it will cost you to carry on.
- Smart meter in car to show cost of journey.
- Recycling – revenue balance. How much will this save; as an individual. As an organisation.
- Borough role to provide the message about why turns the message into money – could power ½ of Borough's street light for a year.
- Moved beyond feel good into actual benefit measurable goals and benefits.
- Doing not thinking: WBC currently saying CEP is highly regarded but tree planting is behind schedule by MASSIVE margins.
 - Publishing progress/not secretive.
 - Compare to elsewhere.
- We can see the carbon footprint of an item including whole supply chain and packaging – price in carbon – local cheaper lower carbon cost.
- Monitor and measure.

2.11 Gaining consensus for action

- Public and professional engagement to get a mandate for action.
- We've engaged experts to provide expert/knowledgeable position.
- We've engaged the public to identify their priorities.
- We talked to the people who used active travel to design the dedicated infrastructure.

2.12 Carbon Sequestration

- planting trees: better quality; shelter for animals; food from the walls
- More trees/ improved air quality

2.13 The opposing view

- Wokingham 'Dream' (or nightmare?)
 - No Solar Farm
 - Not to 'nudge' people but to engage them honestly.

- Not to do anything without public mandate.
- 'Leave the kids alone'
- Dream – Public mandate Council has acknowledged climate change is outside their remit- and stop virtual signalling and concentrate on more mundane things public care about.
- Climate change doesn't exist on its own – social factors- climate migrants – demonstrate the people issues, links. Involve schools – farms in schools.
- Challenge – more environmentally friendly options are more expensive.

3 THE ENABLERS

- Money as an enabler of change.
- Advertisements and praising people are good – via creative advertising, regular media and social media.
- What about an app that gives you points every time you do something ‘good’. It might be payment, or it could just be points that can be exchanged. So, if you buy lentils instead of meat, you can get meat next time at a reduced price. Points can be deducted as well as added – a bit like rationing?
- It could be a default app on all phones – app would flash up with adverts. Maybe make it a bit like the Covid QR code, so you don’t have to have it, but if you don’t have it, there are things you can’t do.
- If the app is started in Wokingham, maybe it’ll spread as a fashion. Start it with the younger generation – introduce it to school kids (a bit like the walk-to-school scheme, for which you get badges).
- The app could be attached to recycling activities and be local.
- Competitive parents will join in to make their children ‘the best’
- Points may be incentive enough – although the system would need honesty.
- Assembly in schools could begin with what pupils could do over the next couple of days – setting objectives that can be monitored in classes
- The Council is already doing stuff, but it needs to co-operate with companies/businesses to make recycling plants ‘greener’ and more efficient. There needs to be much more done with gardening waste, for example.
- There should be some sort of rewards scheme.
- Rebuild sense of community
- Less Amazon
- ‘Boils down to’ in pandemic. Walk look after.
- Move away from short term political.
- Build into every Council development an Eco system is natural catita built into budgets.
- All public/utility authorities will align their infrastructure work to reduce environmental impact.
- Technology is enabler (drive less cars)
- Sense of safety too enable.
- Budgeting focuses on community building risks taken with budget.
- Education/consultation with Wokingham residents/ workers to shape detail. – everyone working together (District, Town, parish, VSCO, Business)
- Council led Programme in early Years setting across the Borough partners as well.
- Duty on Private schools to put in travel plan to mitigate impact of likelihood of travelling further – pay levy to mitigate (used 4 sustainable group in area.
- Admissions policy in Council to ensure transport is reduced.

- More support for forest schools and schools to do more outdoor activity supported by council budget. Recognise importance of rivers/waterways. Partner with water companies – water efficiency. Teach about local environment.
- More maintenance around ditches/irrigations aware of impact.
- Park building – community support to enable it. Resources available.
- Machinery infrastructure changed to support changes in habitat – support to make that transition.
- Supported by changes in staff needs – can they be used elsewhere.
- Council staff will all understand their own establishment
- Investment in comms and storytelling. To promote the green agenda meaningfully – innovation – internal/external champion. Pay attention to teams, chat.
- Persuaded everyone that climate change is important (council/media) carry politicians; carry people.
- Council started listening to citizens.
- National politicians/government taking it seriously – completely different system of politics.
- No party politics locally.
- Making changes to economic system.
- Changes and adoption of new technology.
- Govt and council really brave to make it affordable.
- All roof structures are solar.
- General persuasion behaviour change/nudge make it easy/affordable.
- It became trendy – influencers – doing what you're supposed to do!
- Enabled by a popular social movement.
- We moved away from being 'Draconian Green People' to mainstream benefit.
- Technology to re-use waste to improve outcomes.
- We made a decision on gas vs hydrogen or kick out gas (we took a calculated risk on cost of hydrogen)
- Our solution is a mix of solutions including being more efficient on the way we use energy.
- Small community solutions are part of the solution.
- People were helped about difficult decision – reliable advice. Full on commitment to impartial assessment.
- Polluter pays principal applied so the impact truly reflected in cost.
 - Amazon deliver next day because the road is free. Applies to private citizens as well.
- Local Communities are engaged and educated on environmental issues leading to a mindset change
- The cost of adopting 'green' technology is affordable for the general public
- Communication and Engagement is at the Heart of the Success
- Peer approval: everyone's engaged - on the same page, and you get deliverables out of that. We're improving and changing because our neighbours are doing it, our competitors are doing it, we're doing it

- We go beyond good intentions: I've lost count how many examples, whether its central government or council, where they start off with good intentions and some of it's just headline stuff.
- We are 'joined up': Central government, local government, other public services, private sector all work together. That's what needs to happen, you need that joined up effort for this vision that everybody wants to happen.
- We have integrated active travel and public transport
- Buying goods in refillable/recyclable containers is the norm
- We have meaningful data – related to the cost being environmentally 'unfriendly' and cost saving of being carbon neutral.
- We build on the benefits – twenty years ago there was no kerbside recycling
- We adopt innovation as the norm
- All businesses publish their environmental impact – independently audited

4 ACTION PLAN

- Get the community involved
- Advertise in the media/social media
- Council to appoint someone in charge of groups of people to work on projects
- Involve businesses/companies and create an app (perhaps involve students?)
- 'Brains Trust' of architects to plan new buildings
- Go into schools; engage parents
- Listen to the public
- Have options development and voting (plus open response)

Community Deliberative Process E-panel results

Introduction

This summary report presents an overview of the outcomes of the community deliberative process e-panel on climate change. The results of the deliberative peer process workshops carried out across four weeks in March/April 2022 have informed the focuses of the resident e-panel. The aim of the e-panel was to engage more widely the community and stakeholders to find further insights into the motivations and barriers faced when making daily decisions which impact our carbon footprint.

Survey Methodology

The resident e-panel was carried out by Wokingham Borough Council following the outputs of the Community Deliberative peer group sessions. The e-panel was live from the 26th August 2022 through to the 30th September 2022.

The resident e-panel was conducted via the Wokingham Borough Engage platform in the form of a survey. The survey was aimed at residents living in the Wokingham area but also included responses from participants who are planning to move to, or commute to Wokingham for work. Participants were self-selecting and a total of 140 survey responses was collected.

The survey was split into four core areas: Energy & Homes, Transport, Waste and Behaviour Change and consisted of a mix of multiple-choice, open-ended and closed-ended questions. This allowed for a mix of qualitative and quantitative data to be collated.

Survey participants

Of those participants who completed the survey, they rated their knowledge in the following areas. The outcomes of the survey should therefore be read with this in mind.

	I know a lot	I know a bit	I don't know much	Response total
Climate Change, its causes and consequences (globally and locally)	57.86% 81	42.14% 59	0% 0	140
Renewable energy and home energy efficiency	54.68% 76	43.17% 60	2.16% 3	139
Active & Sustainable travel	45.00% 63	50.71% 71	4.29% 6	140
Waste & recycling	55.71% 78	42.14% 59	2.14% 3	140

Demographic information was provided by 86% of participants. Of that 86% who provided information:

Gender:

- 51% identified as male
- 44% identified as Female
- 1% identified as Transgender
- 4% preferred not to say/other

Age:

- 1% were aged 21-29
- 13% were aged 30-39
- 18% were aged 40-49
- 22% were aged 50-59
- 45% were 60 or older

Ethnicity

- 83% identified as white: British
- 4% identified as white: other
- 2% identified as Mixed race
- 1% identified as Asian/British Asian: Chinese
- 1% identified as Asian/British Asian: Indian
- 1% identified as Black/British Black: Caribbean
- The rest preferred not to say or other

Religion

- 51% identified with no religion
- 34% identified with Christianity
- 2% identified with Judaism
- 1% identified with Hinduism
- The rest preferred not to say or other

Sexual Orientation

- 78% identified as Heterosexual/Straight
- 3% identified as Bisexual
- 1% identified as Lesbian
- The rest preferred not to say or other

Disability

- 70% responded no to disability or long-term illness
- 20% responded yes to disability or long-term illness
- 10% preferred not to say

Survey results

This section covers the final outputs of the process. The outcomes are grouped together under the following discussion headings:

- Energy & Homes
- Transport
- Waste & Recycling
- Behaviour Change

1. Energy & Homes

Main findings: cost is a major barrier preventing residents from installing retrofit measures in their home.

For this section of the survey, 55% of participants said that they know a lot about energy and homes, whilst 43% claimed they know a bit. This suggests that in general, participants felt fairly confident in areas concerning home energy and sustainability.

Most participants had good general knowledge of what energy saving measures there are for the home. For example, when asked the open-ended question of which energy saving measures they would expect for a new-build, the most popular answers were: ground-source heat pumps, good insulation, solar panels and EV charging points amongst many others (*see appendix D*).

In addition, based on the survey data, the majority of participants own their own home, with only 8% responding to the barriers faced in implementing energy saving measures to a rented home. The most popular answers were: it is not seen as a priority for the landlord and cost (*see appendix D*). This suggests that the major barrier faced for those in rented accommodation is resistance from landlord, suggesting incentive is needed for landlords to install energy saving measures in their properties.

When questioned on incorporating renewable energy into their homes, the majority of participants cited cost as a major barrier. However, 84% stated that a national grant scheme for installing energy efficiency improvement measures or solar panels would encourage them to consider increasing their homes energy efficiency, followed by a group buying solar scheme (38%).

Most participants have some energy saving measures in their home, the most popular being energy efficient windows (90%), insulation (87%) and a smart meter (64%). However, the uptake of some measures remain low with only 19% having solar panels, 15% an electric vehicle charging point, 2% an air-source heat pump and 1% a ground-source heat pump.

Another barrier participants cited as a reason for not installing energy efficient measures in the home was trust in suppliers/industry. 43% claimed this is a big barrier while 47% said this would require more thought.

2. Transport

Main findings: Safety, cost, accessibility and frequency are major barriers preventing residents choosing to walk, cycle or use public transport.

For this section of the survey, 45% felt that they know a lot about sustainable travel, whilst 51% felt they know a bit. This suggests that participants felt fairly informed on issues surrounding sustainable transport.

Walking and Cycling

When asked about which factors would encourage them to walk or cycle more, the most popular answers were:

1. Accessible/safe footpaths
2. Safer and more attractive cycle lanes
3. More cycle lanes

Following this, the factors which would discourage them to walk or cycle more were ranked as followed:

1. Safety i.e. lack of street lighting
2. Accessibility to footpaths and/or cycle lanes
3. Inconvenience

These results suggest that safety and accessibility are the biggest factors in discouraging residents from walking and cycling.

Public Transport

In addition, participants were asked what would encourage them to take the bus more often. The most popular answers were:

1. Increased frequency
2. More bus routes
3. Reduced fares

Following this, participants were asked what discourages them from taking the bus:

1. Frequency of buses in area
2. Buses do not go where they need
3. Fare prices

These results suggest that frequency, routes and fare prices are the biggest factors in discouraging residents from taking the bus.

Electric Vehicles

Participants were asked, when they next replace their car, which of the following will it be. The most popular answers were:

1. Fully electric plug-in
2. Petrol
3. Other (*see appendix D*)

Other responses included the unaffordability of a hybrid or electric vehicle or that they already own an electric or hybrid vehicle. These responses suggest that cost is a major barrier to individuals picking petrol/diesel vehicles instead of electric or hybrid.

This is further reinforced when participants were asked what would influence their decision to own an electric vehicle:

1. Cost of vehicle
2. Driving range
3. Lack of charging infrastructure

Whilst cost is a major barrier, these responses suggest that the practicalities of owning an electric vehicle are also a significant factor.

Pedestrianisation

Lastly, participants were asked if they would support a pedestrianised high street in the borough. 49% were in favour of full-time pedestrianisation, 26% did not support pedestrianisation whilst, 18% supported part-time pedestrianisation.

3. Waste & Recycling

Main findings: clearer information and mixed recycling would encourage residents to recycle more.

For this section of the survey, 56% of respondents felt that they know a lot about waste and recycling, whilst 42% felt that they know a bit. This suggests that in general, participants felt fairly informed on issues surrounding waste and recycling.

Participants were asked, what would encourage them to recycle more. In this multiple-choice question, 51% said that more information about where to recycle items that cannot be recycled from home would encourage them. This was closely followed by 50% asking for clearer information about what can be recycled. 42% asked for mixed recycling collections, followed by 41% asking for an increased number of recycling bins.

Participants were then asked if they would take part in the following community waste reduction schemes:

1. 61% responded community skips
2. 60% responded repair cafes
3. 46% responded community litter picks

This suggests that a high number of participants would like to play an active part in community schemes to help tackle the fight against climate change.

Following this, participants were asked if they would be interested in an educational workshop to learn new skills to repair items. 46% responded yes, 30% responded not sure whilst 24% said no. Again, this suggests that respondents are willing to take an active part in making a difference.

4. Behaviour Change

Main findings: Costs are a major barrier preventing residents from choosing a more sustainable lifestyle.

In this final section, participants were asked a number of questions around making sustainable changes.

Participants were asked if they would support penalties for activities which are counter-productive to tackling climate change i.e. increased parking charges and increased ULEZ (Ultra Low Emissions Zones). 60% of participants responded that they would not support penalties, whilst 27% responded that they would. This suggests that the majority of participants believe increasing penalties is not a suitable solution.

Lastly, participants were asked what type of incentives would encourage them to reduce their carbon footprint. Many respondents commented that they did not need incentive but instead need practical solutions and the removal of barriers to becoming more sustainable. Other respondents added that costs need to be reduced so that sustainable living can be more accessible. Following this, other answers included government grants and zero interest loans for home energy improvements.

Appendix A – e-panel survey responses

Introduction

Question 1: How informed are you about the following issues:

	I know a lot	I know a bit	I don't know much	Response total
Climate Change, its causes and consequences (globally and locally)	57.86% 81	42.14% 59	0% 0	140
Renewable energy and home energy efficiency	54.68% 76	43.17% 60	2.16% 3	139
Active & Sustainable travel	45.00% 63	50.71% 71	4.29% 6	140
Waste & recycling	55.71% 78	42.14% 59	2.14% 3	140
Your carbon footprint and how to reduce it	45.00% 63	48.57% 68	6.43% 9	140

Question 2: To what degree do you think the council should prioritise the following:

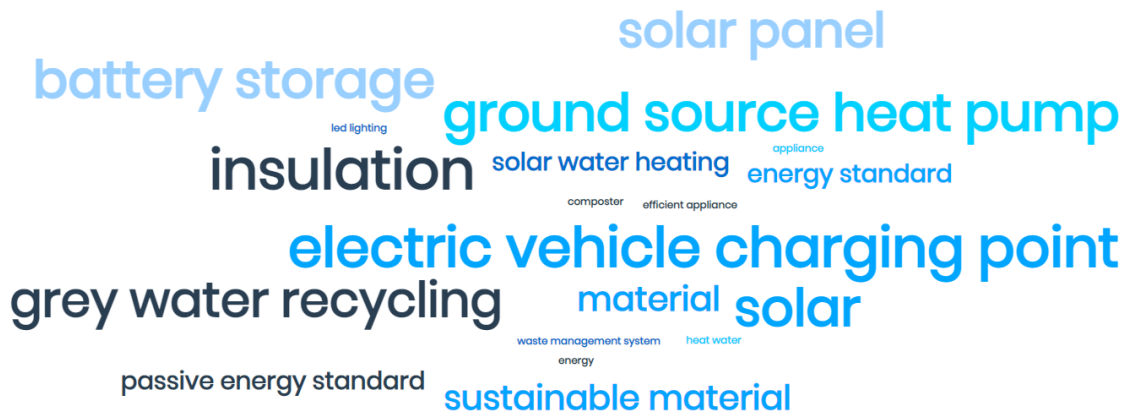
Total 140 responses

	Top priority	Somewhat important	Not a priority
Improve local renewable energy generation, including in new developments	65.71% 92	25.00% 35	9.29% 13
Make the most of solar farms by also using the land for livestock and making sure solar panels are recycled at the end of their life	47.86% 67	41.43% 58	10.71% 15
Include battery storage onsite for solar farms to store any excess energy generated	48.57% 68	41.43% 58	10.00% 14
Ensure residential properties are retrofitted with carbon saving measures such as solar panels and insulation, to reduce their carbon footprint	75.00% 105	17.14% 24	7.86% 11
Ensure clear communications with reliable advice on reducing energy use to businesses, the voluntary sector and residents to enable everyone to make changes	42.14% 59	47.86% 67	10.00% 14
Ensure safe, accessible walking and cycling routes are available across the borough to encourage active travel, and decrease driving	45.00% 63	32.86% 46	22.14% 31
Ensure clean, regular, and affordable public transport in the borough that suits the needs of residents	61.43% 86	31.43% 44	7.14% 10
Ensure that there are enough charging points for electric vehicles, both on-street and in car parks, and that these are in the right places	40.00% 56	45.71% 64	14.29% 20

Help people that need to use cars do so more sustainably, such as through electric vehicle hire schemes, car sharing schemes and car clubs	22.86% 32	41.43% 58	35.71% 50
Educate residents of all ages on the importance of wasting less and recycling more	47.86% 67	40.00% 56	12.14% 17
Introduce incentives to increase recycling	33.57% 47	45.71% 64	20.71% 29
Increase what can be recycled from home	63.57% 89	30.71% 43	5.71% 8
Invest in a communications campaign to provide more information on what happens to food waste	14.29% 20	42.14% 59	43.57% 61
Facilitate community support to share, reuse and repair items so they are not thrown away	36.43% 51	46.43% 65	17.14% 24
Provide more information on where to recycle items which can't be recycled at home, such as plastic bags which can be recycled at many large supermarkets	33.57% 47	48.57% 68	17.86% 25
Provide more information and frequent updates on what the council is doing to tackle the climate emergency	24.29% 34	45.71% 64	30.00% 42
Work with young people through schools and community groups to raise awareness of climate emergency and gain inspiration and ideas	42.14% 59	41.43% 58	16.43% 23
Provide incentives for residents to reduce their carbon footprint and penalties for not making sustainable changes	30.71% 43	34.29% 48	35.00% 49

Energy & Homes

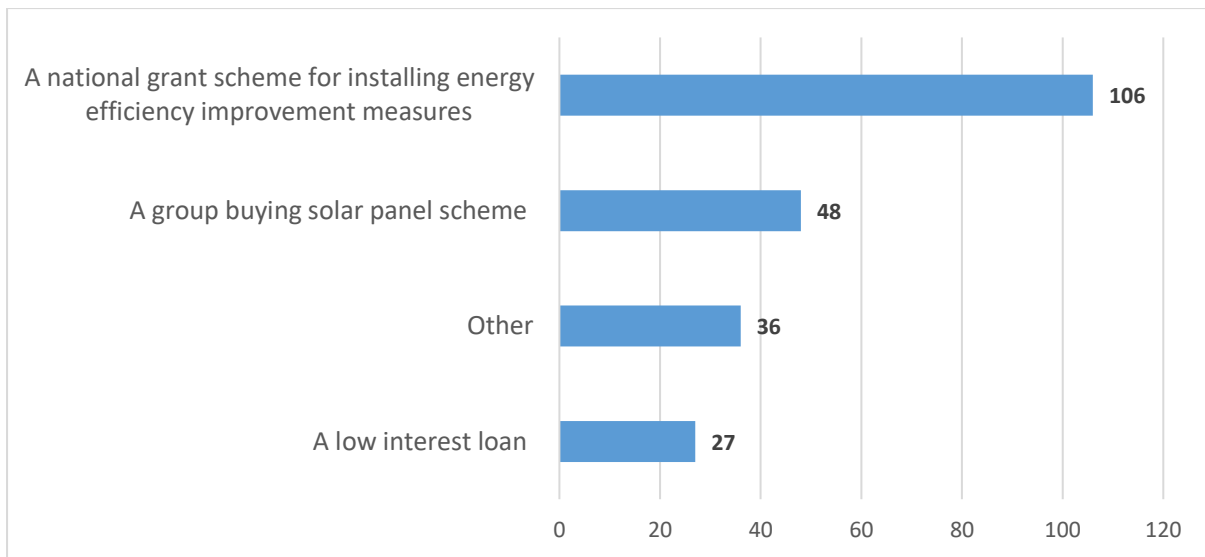
Question 3: Hypothetically, if you were to buy a new-build home, what sustainable energy measures would you expect there to be? *Examples include: solar panels; air-source heat pump; ground-source heat pump; electric vehicle charging point, and/or other energy saving measures*



Question 4: If you rent your property, please let us know what barriers you face in implementing energy efficiency measures in your home.

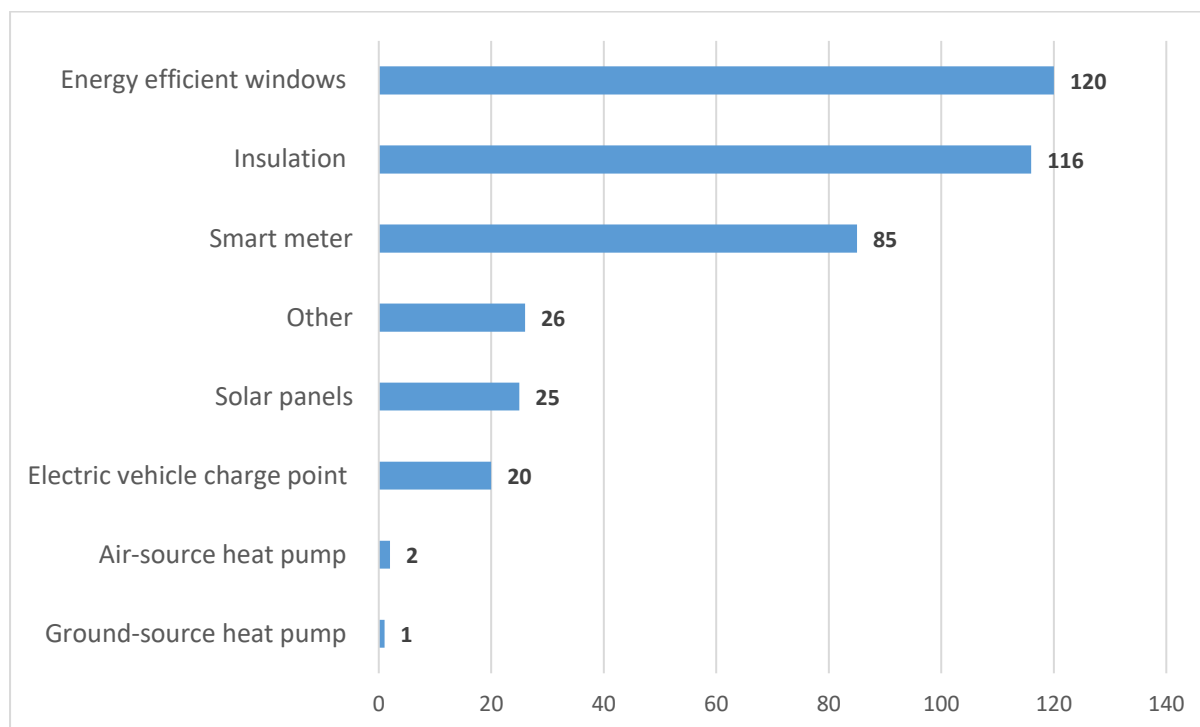
Top answers: Not a priority for Landlord and cost

Question 5: Would any of the following encourage you to increase the energy efficiency of your home or incorporate renewable energy generation into your home?



Total: 126

Question 6: Does your home have any of the following energy saving measures?



Total: 133

Question 7: Thinking about installing carbon saving measures in your home, how much would the following impact your decision?

	This is a big barrier	I'd need to give this thought more	This isn't an issue	Response total
Cost of installation and/or upkeep	62.50% 85	28.68% 39	8.82% 12	136
Trust in suppliers/industry	43.38% 59	47.06% 64	9.56% 13	136
Confidence in information available	31.62% 43	40.44% 55	27.94% 38	136
Other home repairs/maintenance required	16.30% 22	51.11% 69	32.59% 44	135
Disruption of installation	13.97% 19	39.71% 54	46.32% 63	136
Appearance	11.03% 15	33.09% 45	55.88% 76	136

Transport

Question 8: To what extent would the following factors encourage you to walk or cycle more?

1 being the most significant factor and 5 being the least.

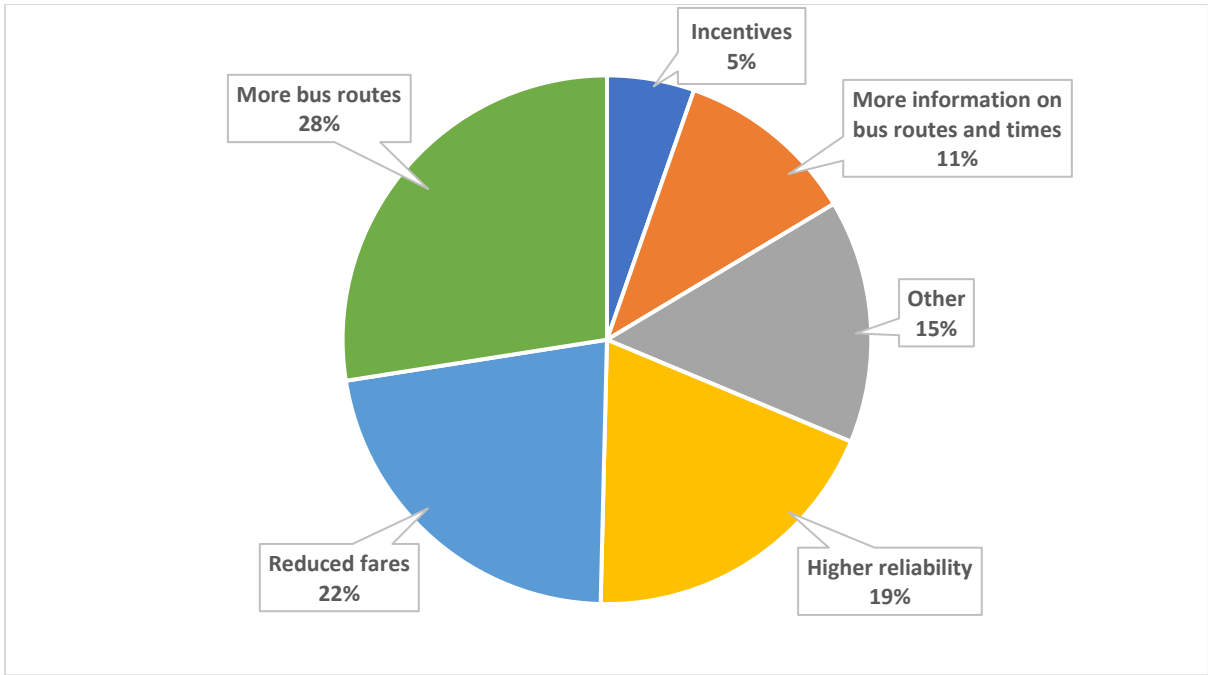
	Total Score	Overall rank
Accessible/safe footpaths	489	1
Safer and more attractive cycle lanes	475	2
More cycle lanes	425	3
Incentives	295	4
Bike hire scheme	206	5

Question 9: To what extent would the following factors discourage you from walking or cycling more?

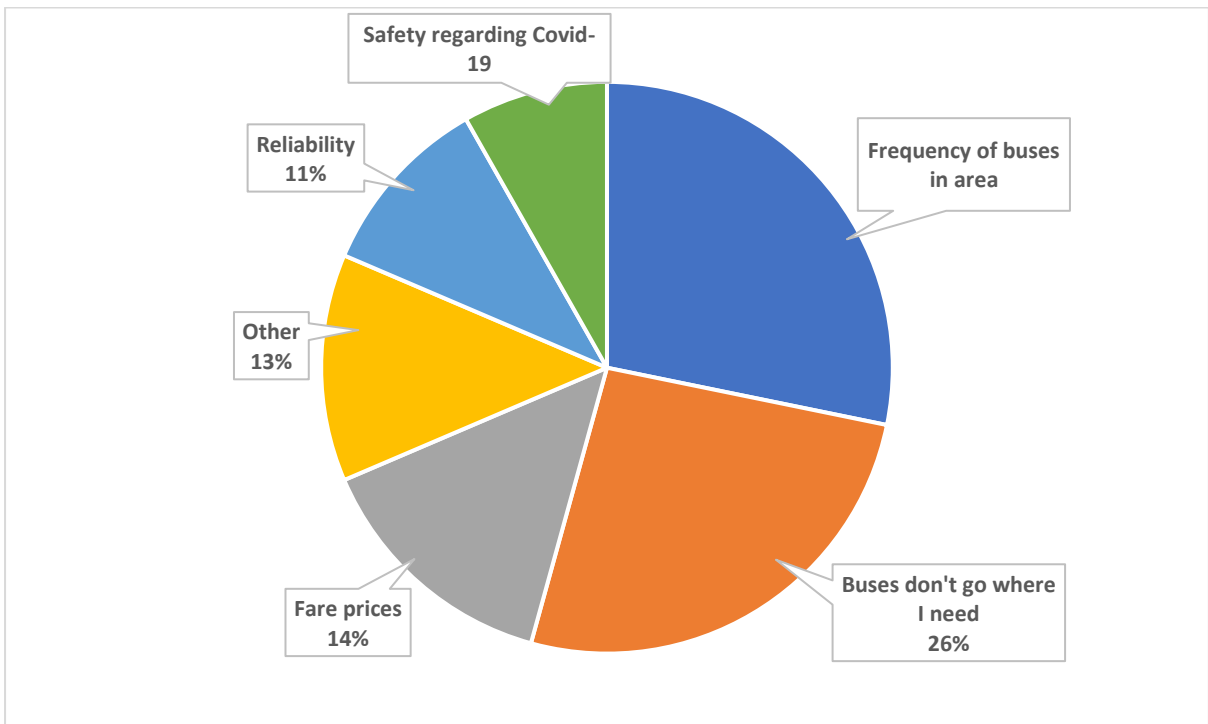
1 being the most significant factor and 5 being the least.

	Total Score	Overall rank
Safety i.e. lack of street lighting, other road users	720	1
Accessibility to footpaths and/or cycle lanes	631	2
Inconvenience	510	3
Weather reasons	492	4
Lack of equipment	443	5
Lack of bike storage	372	6
Health reasons	360	7

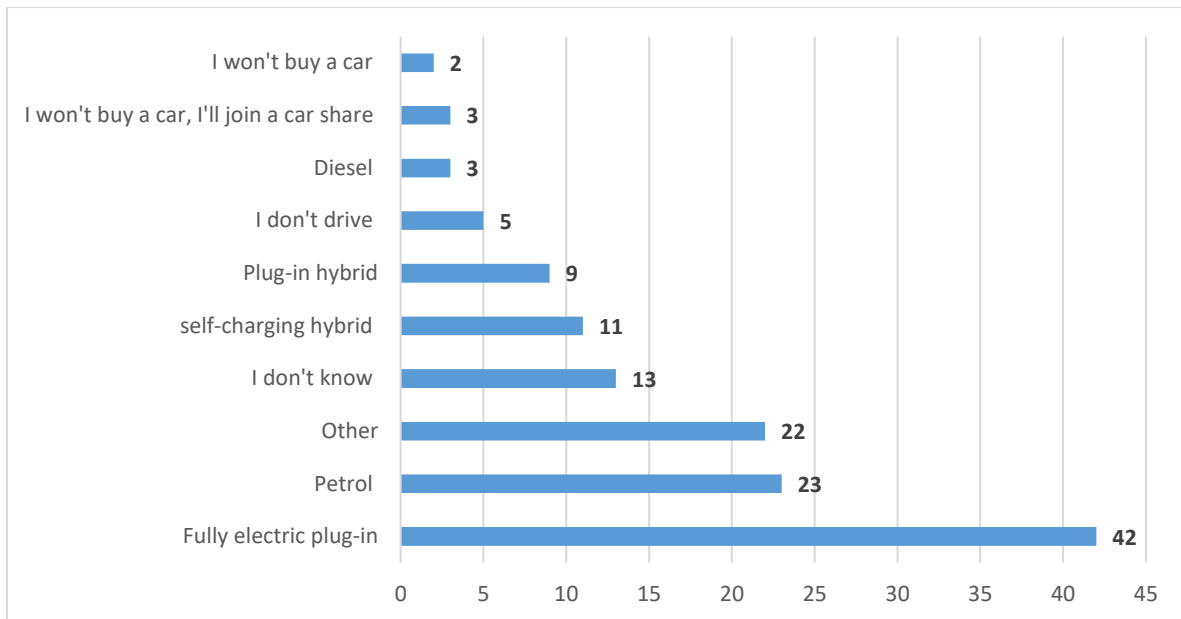
Question 10: What would encourage you to take the bus (including park & ride) more often?



Question 11: What discourages you from taking the bus (including park & ride)?



Question 12: When you next replace your car, which of the following is it most likely to be?



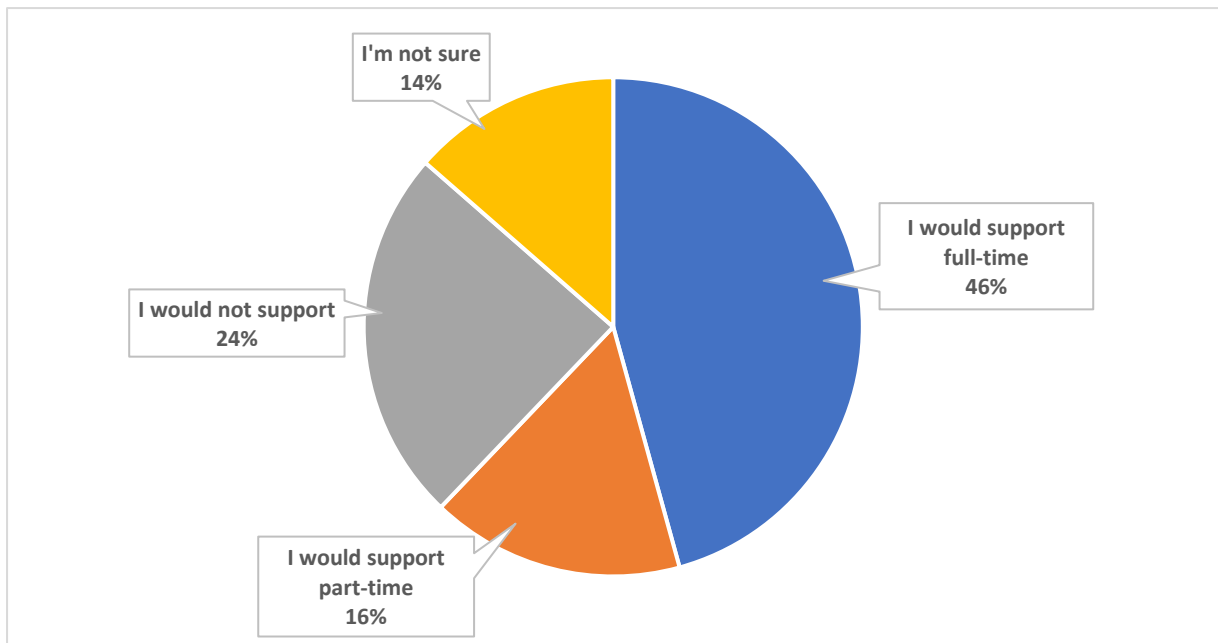
Other answers: Many participants commented on how unaffordable electric and hybrid cars are, they already have an electric or hybrid car or will use a motorcycle/bike/taxi or bus.

Question 13: Please rank what would most influence your decision to own an electric vehicle?

1 being most important, 6 being least

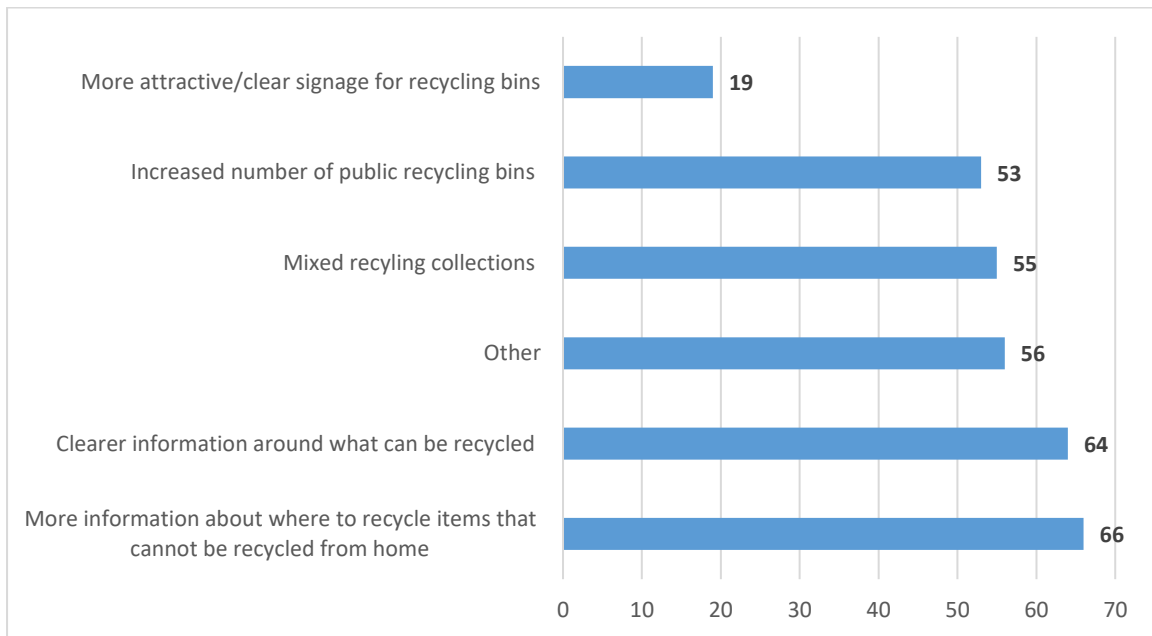
	Total Score	Overall rank
Cost of vehicle	664	1
Driving range	489	2
Lack of charging infrastructure on journeys	461	3
Lack of charging infrastructure at home	354	4
Having access to accessible charging i.e. weight of cable, free of kerbs	354	5
Lack of charging infrastructure at destination i.e. supermarkets	282	6

Question 14: Would you support a pedestrianised high street in the borough? The peer groups have suggested pedestrianising high streets in the borough. What do you think of this idea?

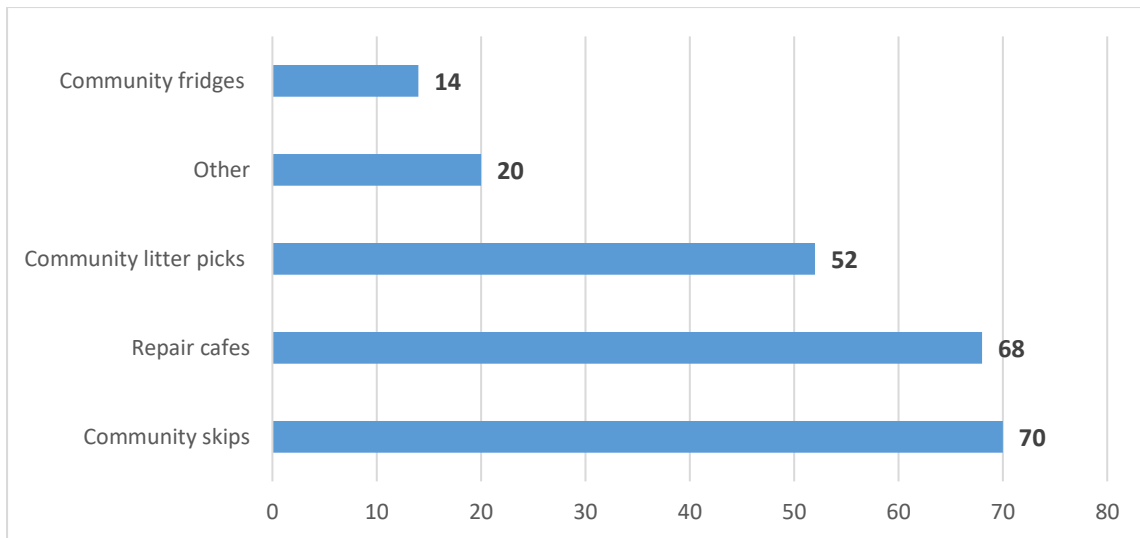


Waste & Recycling

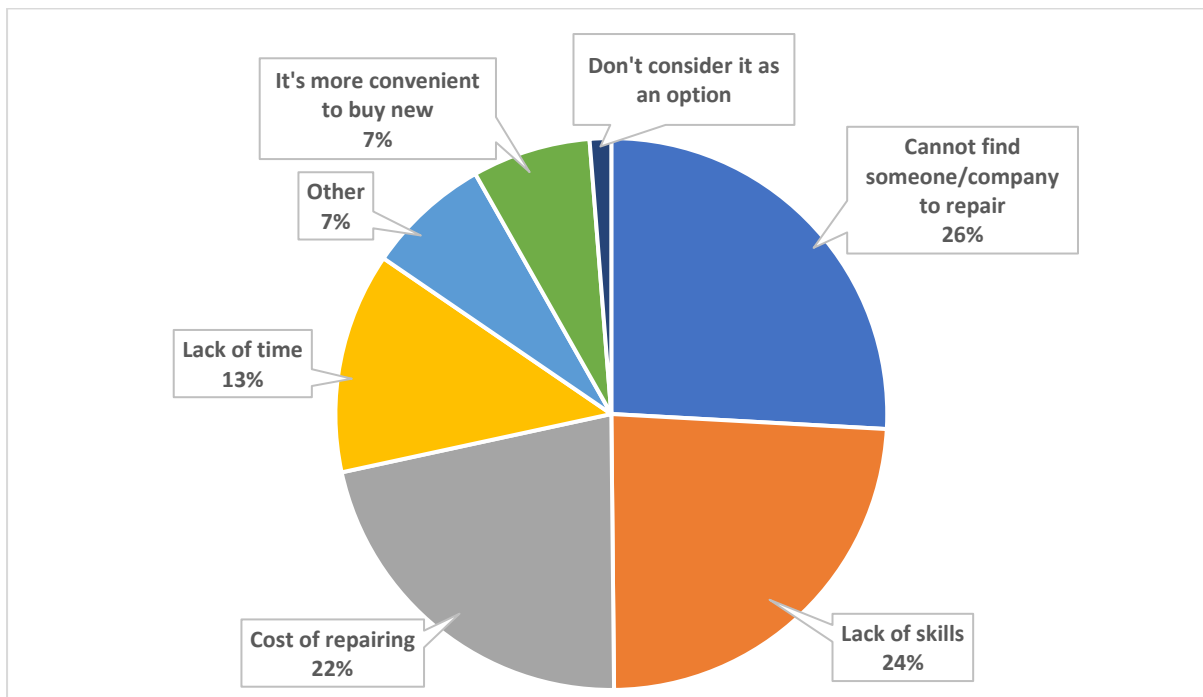
Question 15: What would encourage you to recycle more?



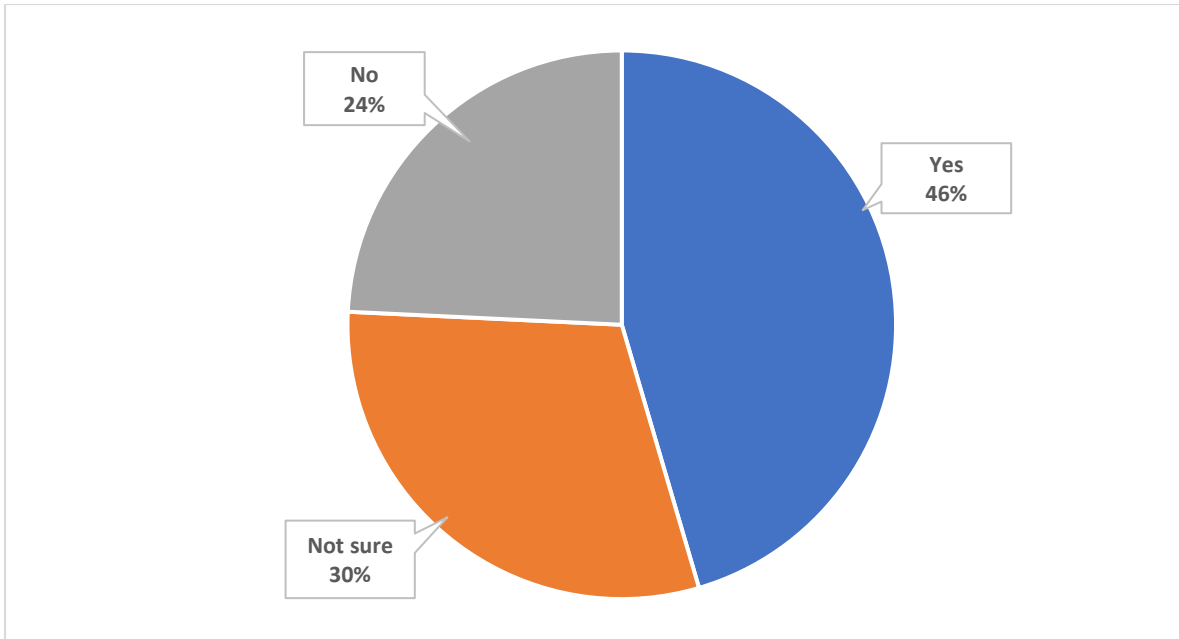
Question 16: Would you take part in any of these community waste reduction schemes?



Question 17: What would stop you from repairing items instead of buying new ones?



Question 18: Would you be interested in an educational workshop or course to learn new skills to repair items?

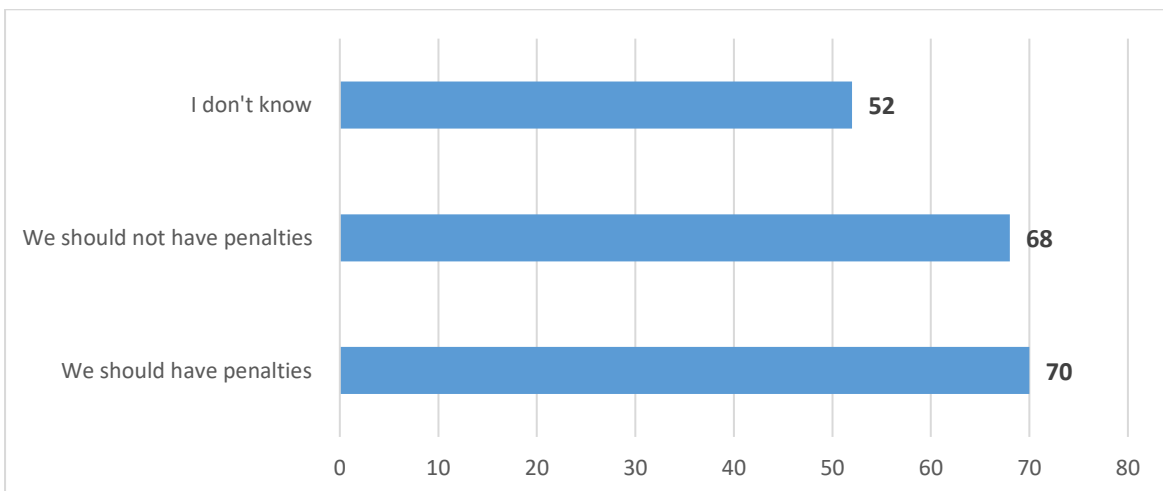


Behaviour Change

Question 19: What type of incentives would encourage you to reduce your carbon footprint?

Answers included: removal of barriers, practical solutions, reduced costs to make sustainable living more accessible, government grants and/or zero interest loans for home energy improvements.

Question 20: The peer groups have suggested penalties for activities, such as fines; increased parking charges; lowered kerbside waste collection (not including recycling); and/or increased ultra-low emissions zones, that were counter-productive to tackling the climate emergency. Which of these statements do you agree with?



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