



## **WOKINGHAM BOROUGH COUNCIL**

A Meeting of the **COUNCIL** will be held in the Council Chamber - Civic Offices, Shute End, Wokingham RG40 1BN on **THURSDAY 22 SEPTEMBER 2022 AT 7.30 PM**



Susan Parsonage  
Chief Executive

Published on 13 September 2022

**Note:** Members of the public are welcome to attend the meeting or participate in the meeting virtually, in line with the Council's Constitution. If you wish to participate either in person or virtually via Microsoft Teams please contact Democratic Services. The meeting can also be watched live using the following link: <https://youtu.be/NES8bA47uE4>

This meeting will be filmed for inclusion on the Council's website.

Please note that other people may film, record, tweet or blog from this meeting. The use of these images or recordings is not under the Council's control.

<b>Our Vision</b>
<b><i>A great place to live, learn, work and grow and a great place to do business</i></b>
<b>Enriching Lives</b>
<ul style="list-style-type: none"> <li>• Champion excellent education and enable our children and young people to achieve their full potential, regardless of their background.</li> <li>• Support our residents to lead happy, healthy lives and provide access to good leisure facilities to enable healthy choices for everyone.</li> <li>• Engage and empower our communities through arts and culture and create a sense of identity for the Borough which people feel part of.</li> <li>• Support growth in our local economy and help to build business.</li> </ul>
<b>Providing Safe and Strong Communities</b>
<ul style="list-style-type: none"> <li>• Protect and safeguard our children, young and vulnerable people.</li> <li>• Offer quality care and support, at the right time, to reduce the need for long term care.</li> <li>• Nurture our communities: enabling them to thrive and families to flourish.</li> <li>• Ensure our Borough and communities remain safe for all.</li> </ul>
<b>Enjoying a Clean and Green Borough</b>
<ul style="list-style-type: none"> <li>• Play as full a role as possible to achieve a carbon neutral Borough, sustainable for the future.</li> <li>• Protect our Borough, keep it clean and enhance our green areas for people to enjoy.</li> <li>• Reduce our waste, promote re-use, increase recycling and improve biodiversity.</li> <li>• Connect our parks and open spaces with green cycleways.</li> </ul>
<b>Delivering the Right Homes in the Right Places</b>
<ul style="list-style-type: none"> <li>• Offer quality, affordable, sustainable homes fit for the future.</li> <li>• Ensure the right infrastructure is in place, early, to support and enable our Borough to grow.</li> <li>• Protect our unique places and preserve our natural environment.</li> <li>• Help with your housing needs and support people, where it is needed most, to live independently in their own homes.</li> </ul>
<b>Keeping the Borough Moving</b>
<ul style="list-style-type: none"> <li>• Maintain and improve our roads, footpaths and cycleways.</li> <li>• Tackle traffic congestion and minimise delays and disruptions.</li> <li>• Enable safe and sustainable travel around the Borough with good transport infrastructure.</li> <li>• Promote healthy alternative travel options and support our partners in offering affordable, accessible public transport with good transport links.</li> </ul>
<b>Changing the Way We Work for You</b>
<ul style="list-style-type: none"> <li>• Be relentlessly customer focussed.</li> <li>• Work with our partners to provide efficient, effective, joined up services which are focussed around our customers.</li> <li>• Communicate better with customers, owning issues, updating on progress and responding appropriately as well as promoting what is happening in our Borough.</li> <li>• Drive innovative, digital ways of working that will connect our communities, businesses and customers to our services in a way that suits their needs.</li> </ul>
<b>Be the Best We Can Be</b>
<ul style="list-style-type: none"> <li>• Be an organisation that values and invests in all our colleagues and is seen as an employer of choice.</li> <li>• Embed a culture that supports ambition, promotes empowerment and develops new ways of working.</li> <li>• Use our governance and scrutiny structures to support a learning and continuous improvement approach to the way we do business.</li> <li>• Be a commercial council that is innovative, whilst being inclusive, in its approach with a clear focus on being financially resilient.</li> <li>• Maximise opportunities to secure funding and investment for the Borough.</li> <li>• Establish a renewed vision for the Borough with clear aspirations.</li> </ul>

To: The Members of Wokingham Borough Council

ITEM NO.	WARD	SUBJECT	PAGE NO.
40.		<b>APOLOGIES</b> To receive any apologies for absence	
41.	None Specific	<b>MINUTES OF PREVIOUS MEETING</b> To confirm the Minutes of the Meeting held on 21 July 2022.	11 - 32
42.		<b>DECLARATIONS OF INTEREST</b> To receive any declarations of interest	
43.		<b>MAYOR'S ANNOUNCEMENTS</b> Following the sad passing of our monarch, Her Majesty, Queen Elizabeth II, the Mayor will be inviting the Council to pay tribute to the Queen.	
44.		<b>PUBLIC QUESTION TIME</b> To answer any public questions  A period of 30 minutes will be allowed for members of the public to ask questions submitted under notice.  The Council welcomes questions from members of the public about the work of the Council  Subject to meeting certain timescales, questions can relate to general issues concerned with the work of the Council or an item which is on the Agenda for this meeting. For full details of the procedure for submitting questions please contact the Democratic Services Section on the numbers given below or go to <a href="http://www.wokingham.gov.uk/publicquestions">www.wokingham.gov.uk/publicquestions</a>	
44.1	None Specific	Tony Johnson has asked the Leader of the Council the following question:  <b>Question</b> In Wokingham Borough Council's Constitution of 21st July 2022, the " <b>Timing and Order of Business</b> " for Annual Council and Full Council both say "Except as provided by Rule 4.2.2.1, the order of business at the Annual Meeting will be:" - before going on to define the order for the respective meeting.  As Rule 4.2.2.1 is itself the " <b>Timing and Order of Business</b> " for Full Council, should that reference	

really be to Rule 4.2.2.2 "**Change to Order of Business**" and has this reference been incorrect as far back as Wokingham Borough Council's Constitution of November 2015?

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|------|---------------|--|
| 44.2 | None Specific | <p>Alan Davis has asked the Executive Member for Active Travel, Transport and Highways the following question:</p> <p><b>Question</b></p> <p>In implementing its current policies and processes for road maintenance, which result in priority given to roads with high traffic density, how does the Council actively manage the risk of injury to pedestrians and other road users (including consequent compensation claims) in poorly maintained roads with low traffic density, like South Close?</p> |
| 45.  |               | <p><b>PETITIONS</b></p> <p>To receive any petitions which Members or members of the public wish to present.</p>  |
| 46.  | None Specific | <p><b>PRESENTATION BY THE CHIEF FIRE OFFICER, WAYNE BOWCOCK, ROYAL BERKSHIRE FIRE AND RESCUE SERVICE</b></p> <p>To receive a presentation from Wayne Bowcock, Chief Fire Officer, Royal Berkshire Fire and Rescue Service.</p> <p>The presentation is expected to be approximately 20 minutes in duration after which there will be an opportunity for Member questions of no more than 10 minutes in duration</p>   |
| 47.  | None Specific | <p><b>TREASURY MANAGEMENT OUTTURN REPORT 2021-22</b></p> <p>To receive the Treasury Management Outturn Report 2021-22.</p>   |

**RECOMMENDATION:** That Council note:

- 1) that the Treasury Management Mid-Year report was considered and agreed by the Audit Committee at their meeting on Wednesday 27 July 2022; The Audit Committee approved recommendation 1) (“that all approved indicators set out in the treasury management strategy have been adhered to”) but wanted it noted that in fact the indicator for % of internal borrowing to CFR (29%) had not been met, with the outturn indicator at 44%. It was agreed this was in fact a positive reflecting a

reduction in required external borrowing (reprofiling of the capital programme) and increase in cashflow of grants received.

- 2) that all approved indicators set out in the Treasury Management Strategy have been adhered to;
- 3) the contents of "Table A", as set out in the report, which shows the net benefit per council tax band D equivalent, from the income generated less the financing costs on all borrowing to date equates to £22.25 per band D for 2021/22. This credit provides income to the Council to invest in its priority services.
- 4) as at the end of March 2022, the total external general fund debt was £196m, which reduces to £72m after taking into account cash balances (net indebtedness).
- 5) the Council's realisable asset value of approximately £443m, of which its commercial assets are estimated at approximately £249m.

48.	None Specific	<b>CLIMATE EMERGENCY ACTION PLAN ANNUAL PROGRESS REPORT 2022 JULY</b> To consider the Climate Emergency Action Plan Annual Progress Report 2022 July.	45 - 178
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**RECOMMENDATION:** That Council notes

- 1) The progress made in the Climate Emergency Action Plan (CEAP) third progress report;
- 2) The updates made from previous reports to demonstrate the expected trajectory that we calculate existing projects will deliver;
- 3) That a more ambitious approach will be required going forward to enable WBC to play as full a role as possible in achieving a net-zero carbon borough by 2030;
- 4) That this remains a live document and will continue to be updated as more details become available to support decision making.

49.	None Specific	<b>SINGLE USE PLASTICS AND FOOD WASTE</b> To receive a report regarding Single Use Plastics and Food Waste.	179 - 184
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**RECOMMENDATION:** That Council notes:

- a) The reasons for the call-in request by the seven Councillors made on 20 July;
- b) The withdrawal of the original officer decision that ceased the provision of single use plastics for food waste caddies; and
- c) The key decision report that will be considered by Executive at its meeting of the 29 September 2022.

**50.**

**MEMBER QUESTION TIME**

To answer any member questions

A period of 30 minutes will be allowed for Members to ask questions submitted under Notice

Any questions not dealt with within the allotted time will be dealt with in a written reply

50.1      Barkham

Michael Firmager has asked the Executive Member for Climate Emergency and Resident Services the following question:

**Question**

When he was Executive Member for Climate Emergency Councillor Murray following my introduction was working to provide Freely Fruity with land at the Barkham Solar Farm site to use as a permanent base for their fruit tree and vegetable growing charity. What will the new Executive Member do to ensure that Councillor Murray's commitment to this amazing charity is delivered on?

50.2      None Specific

Gary Cowan has asked the Leader of the Council the following question:

**Question**

Can Wokingham Borough Council use a confidentiality clause or 'gagging clause' if an elected councillor is the whistleblower and if so can they legally stop the elected councillor from making a protected disclosure even if the Council's own constitution suggests it can?

50.3      None Specific

Laura Blumenthal has asked the Executive Member for Housing the following question:

**Question**

When Councillor John Kaiser held the housing

portfolio, he was exploring with officers to increase the percentage of social and affordable housing to 50% on all new sites. He was working towards including this as a policy amendment to the emerging Local Plan. This was to reflect the shortage of affordable homes in the Borough. Please can you share if you agree that this is a good idea to help tackle the housing crisis for those on lower income and will you be supporting this target yourself?

50.4      None Specific

Graham Howe has asked the Executive Member for Children's Services the following question:

**Question**

In 2019 the Conservative administration started the Solar on Schools project. The economic rationale is that schools typically spend 84% of their budget on labour costs, 5% on standing costs and as at 2019, 5% on energy leaving only 6% for discretionary educational spend. By installing solar on schools the installations to date have shown savings which reduce energy to 3% of budget, therefore increase discretionary educational spend from 6% to 8%. Thanks to President Putin the world has changed. We must address ourselves to those things we can do something about. It is obvious the tripling in energy prices and no cap for schools, puts all schools into deficit. The council can do something about this by catalysing the solar on schools programme by adding batteries and monitoring systems to make greater utility energy savings.

On the premise of addressing our energies to things we can do something about, will the Lead Member for Children's Services make sure the current Solar on Schools programme is accelerated to a full programme on all our 66 schools for the benefit of our 22,000 children, with immediate effect and inform Ward members of the scheduling progress within their wards?

50.5      None Specific

Shahid Younis has asked the Executive Member for Finance the following question:

**Question:**

With inflation rocketing, will the administration commit to freezing or below inflation rent rises for the Council's social housing tenants?

50.6      None Specific      Stuart Munro has asked the Leader of the Council the following question:

**Question:**

At a recent meeting of the overview and scrutiny management committee you stated that the town centre regeneration programme did not make money and therefore did not benefit the whole Borough. Can you please clarify this as this statement is very clearly incorrect?

50.7      None Specific      Keith Baker has asked the Executive Member for Climate Emergency and Resident Services, the following question:

**Question:**

In January, this Council unanimously passed the Anti Abuse Charter. The Motion said progress updates would go to the relevant Overview and Scrutiny panel twice a year. When will it go to Overview and Scrutiny?

50.8      Arborfield      Jackie Rance has asked the Leader of the Council the following question:

**Question:**

At the elections of 2022, the Leader of the Council campaigned vigorously against housing at Halls Farm, and the electorate believed him. Please could Mr. Jones assure everyone that there will indeed be no development ever at Halls Farm?

50.9      Finchampstead South      Peter Harper has asked the Executive Member for Active Travel, Transport and Highways the following question:

**Question:**

Since the last consultation with the people of Finchampstead, the plans for the changes to California Crossroads have been changed and hence the results of that consultation are no longer valid.

Considering the length of time that has passed since the last consultation, will the Executive Member for Highways commit to carrying out a consultation on the proposed changes to the junction at California Crossroads?

51.

**MINUTES OF COMMITTEE MEETINGS AND WARD MATTERS**

A period of 20 minutes will be allowed for Members to ask questions in relation to the latest circulated volume of Minutes of Meetings and Ward Matters



52.

**STATEMENTS BY THE LEADER OF THE COUNCIL, EXECUTIVE MEMBERS, AND DEPUTY EXECUTIVE MEMBERS**

To receive any statements by the Leader of the Council, Executive Members, and Deputy Executive Members.

In accordance with Procedure Rule 4.2.23 the total time allocated to this item shall not exceed 20 minutes, and no Member shall speak for more than 5 minutes

53.

**STATEMENT FROM COUNCIL OWNED COMPANIES**

To receive any statements from Directors of Council Owned Companies.

In accordance with Procedure Rule 4.2.24 the total time allocated to this item shall not exceed 10 minutes, and no Director, except with the consent of Council, shall speak for more than 3 minutes.

54.

**MOTIONS**

To consider any motions

In accordance with Procedure Rule 4.2.11.2 a maximum period of 30 minutes will be allowed for each Motion to be moved, seconded and debated, including dealing with any amendments. At the expiry of the 30-minute period debate will cease immediately, the mover of the Motion or amendment will have the right of reply before the Motion or amendment is put to the vote

54.1      None Specific

**Motion 486 submitted by Norman Jorgensen**

‘Wokingham Borough Council congratulates the England Lionesses on their incredible achievement of becoming European Champions. Many of these women were not offered the opportunity as children to play football at school and the only reason for their success was they were prepared and able to travel great distances to pursue their dream. Wokingham Borough Council believes all children should be offered the opportunity at school to play football and calls on all primary schools in Wokingham Borough to ensure that football is offered to every child who wishes to play.’

- 54.2 Wescott **Motion 487 submitted by Charles Margetts**  
'Residents who live of William Heelas Way in Wokingham have raised significant concerns with me about the speed of traffic outside Floreat Montague Park Primary School. The link road between London Road and the future Southern Relief Road has a 30mph speed limit and traffic levels which will only get busier when the Southern Relief Road opens. Wokingham Borough Council believes it is of vital importance that young children can travel to school on foot or by bicycle in complete safety. To ensure children can walk and cycle safely to school Wokingham Borough Council will change the speed limit outside all primary schools to 20 mph.'
- 54.3 None Specific **Motion 488 submitted by Laura Blumenthal**  
'At present, a Member taking parental leave in accordance with the policy could find themselves in breach of s85(1), Local Government Act 1972 ("if a member of a Local Authority fails, throughout a period of six consecutive months from the date of their last attendance, to attend any meeting of the Authority they will, unless the failure was due to some good reason approved by the Authority before the expiry of that period, cease to be a member of the Authority").  
It is therefore proposed that this Council agrees the following Motion with the intention of introducing a Parental Leave Policy for Members in due course.  
  
It is recommended that this Council resolves that:  
  
The Inclusion Cross-Party Working Group be commissioned to draft a Parental Leave Policy for Members for approval by Council at the earliest opportunity.'

#### **CONTACT OFFICER**

**Priya Patel**  
**Tel**  
**Email**  
**Postal Address**

Head of Democratic and Electoral Services  
07902 402031  
priya.patel@wokingham.gov.uk  
Civic Offices, Shute End, Wokingham, RG40 1BN

**MINUTES OF A MEETING OF  
THE COUNCIL  
HELD ON THURSDAY, 21 JULY 2022 FROM 7.30 PM TO 9.45 PM**

**Members Present**

Councillors: Caroline Smith (Mayor), Beth Rowland (Deputy Mayor), Sam Akhtar, Parry Batth, Rachel Bishop-Firth, Laura Blumenthal, Chris Bowring, Shirley Boyt, Prue Bray, Anne Chadwick, Stephen Conway, David Cornish, Gary Cowan, Andy Croy, Phil Cunnington, Peter Dennis, Lindsay Ferris, Michael Firmager, Paul Fishwick, Jim Frewin, Maria Gee, John Halsall, David Hare, Peter Harper, Graham Howe, Chris Johnson, Clive Jones, Norman Jorgensen, Pauline Jorgensen, Sarah Kerr, Abdul Loyes, Tahir Maher, Morag Malvern, Charles Margetts, Rebecca Margetts, Adrian Mather, Andrew Mickleburgh, Gregor Murray, Alistair Neal, Jackie Rance, Ian Shenton, Imogen Shepherd-DuBey, Rachelle Shepherd-DuBey, Mike Smith, Wayne Smith, Bill Soane, Alison Swaddle and Shahid Younis

**Members In Attendance Virtually**

Councillors: Rachel Burgess.

**24. Apologies**

An apology for absence was submitted from Stuart Munro.

Rachel Burgess joined the meeting via Microsoft Teams.

**25. Minutes of Previous Meeting**

The Minutes of the annual meeting of the Council held on 19 May 2022 were confirmed as a correct record and signed by the Mayor, subject to the final sentence of paragraph 4 of Minute 1 (Statement by Councillor John Halsall) being amended to read:

“All development to date has taken place under the Core Strategy, **authored** by Gary”.

The Minutes of the Extraordinary Meeting of the Council held on 22 June 2022 were confirmed as a correct record and signed by the Mayor.

**26. Declarations of Interest**

The following Members made a general personal declaration of interest in relation to items on the Agenda:

- Prue Bray as a Director of Berry Brook Homes and WBC Holdings Ltd.
- Stephen Conway as a Director of Loddon Homes and WBC Holdings Ltd.
- David Hare as a Director of Optalis Ltd.
- Clive Jones as a Director of Loddon Homes and WBC Holdings Ltd.

**27. Mayor's Announcements**

The Mayor informed Members of a number of events attended, including the Pride event and the welcome picnic for newcomers to the Borough, both held on Elms

Field. The Mayor thanked all the organisations and volunteers who provided support and advice to residents across the Borough. The Mayor also reminded Members that the new Carnival Hub was due to open on Monday 25 July. The Mayor looked forward to seeing Members at the opening event.

**28. Public Question Time**

There were no public questions.

**29. Petitions**

No petitions were received.

**30. Presentation by the Thames Valley Police and Crime Commissioner and the Chief Constable**

The Council received presentations from the Thames Valley Police and Crime Commissioner, Mathew Barber, and the Chief Constable of Thames Valley Police, John Campbell. Local Policing Commander for Bracknell and Wokingham, Superintendent Helen Kenny, gave details of local data, trends and initiatives.

The presentations covered the following points:

- Strong Local Policing – recruiting more police officers, supporting neighbourhood policing and focussing on the crimes that matter most to the public.
- Fighting serious and organised crime – cracking down on county lines gangs and organised crime groups to protect children from abuse and exploitation.
- Fighting fraud and cyber-crime – investing in the technology and resources the police need to protect residents online.
- Improving the criminal justice system – supporting victims of crime, bringing more criminals to justice and reducing reoffending.
- Tackling illegal encampments – ensuring a fair but firm response to illegal encampments and reducing the effect on communities.
- Wokingham Borough initiatives – Operation Outbreak (tackling knife crime through targeted enforcement and engagement; car cruises (a partnership approach)).

Following the presentation, Members asked the questions set out below:

**1. Question from Alistair Neal**

Talking to residents in Earley there is a lot of concern, and fear, about the targeted burglary of gold jewellery. Can you give any reassurance to residents that this crime is decreasing, and that tackling it is a priority for Thames Valley Police?

**Answer**

The slides show an almost 40% reduction in burglary over the last year or so. This was an aspect of Covid with more people working at home, etc. There have not been

any targeted burglaries of gold jewellery in Wokingham of late. The last one was in May. That said, when they do occur they cause concern because the victims feel targeted. There was particular concern in Woodley so our Priority Crime Team held a meeting to discuss those concerns with Woodley and Earley residents. Councillors and business leaders attended. As part of that meeting we shared information on crime levels and recent convictions. More importantly, we talked about better communication channels that we can use to locally to spread information and crime prevention advice.

Locally, we have made a commitment that the Priority Crime Team, which consists of a Detective Inspector, a Detective Sargeant and a Detective Constable, will continue to investigate the more complex burglaries such as these. They often span across different police areas and different police forces, so it is really important that we have the right resources and the skilled detectives to investigate this type of offence. Following protracted investigations by this team this year one burglar was convicted of seven family gold burglaries in the Wokingham area. He has been sentenced to four and a half years in prison. I hope that gives some reassurance locally.

## **2. Question from Rachel Bishop Firth**

Sir Mo Farrah's revelation that he was illegally trafficked to the UK as a child has made us all more aware of this problem. Rightly, the UK authorities have confirmed that no action will be taken against him as a victim of this abuse. I am concerned about people in this area who may be found to have been brought to the UK to work illegally. We know that this has happened in Wokingham in the recent past and I have reported and asked for welfare checks on individuals where I've had concerns myself. Where someone from outside the UK is found to be working illegally in the Wokingham area, what steps do we take to assess whether they are a victim of trafficking, and where needed to protect them and safeguard their rights?

### **Answer**

In the round, modern slavery and human trafficking have become much more prominent in terms of everyone's awareness over recent times. Certainly, Sir Mo Farah's revelations will only support that awareness. In simple terms, we have to have it reported to us in the first place. Our police officers are trained to identify hidden harm and the potential for modern slavery and trafficking. Also, seeing these people as victims rather than people who have automatically come into the country illegally. Other agencies have an important role in this. The Council and other blue light services will be meeting people all the time. Our organised crime teams are targeting organised modern slavery. In investigations we have a combination of enforcement, protection and prevention. That strategy is part of any senior police commander's tactics. In terms of any issues locally, there have been one or two cases which were referred through the national referral mechanism and safeguarded locally, but there aren't any significant local themes or trends to comment on.

## **3. Question from Andy Croy**

Thames Valley Police (TVP) has recently relaunched Community Speedwatch in its area. Many volunteers, including councillors, have spent many hours monitoring

speeds and recording the speeds of driver driving over the speed threshold. These drivers are then sent a letter by TVP reminding them of the correct speed limit. One of the purported outcomes of the scheme is that excessive or repeat speeders may face follow up action from local policing teams. How many of these follow up actions have occurred relating to drivers in:

- each of the policing areas that cover part of Wokingham Borough?
- Berkshire?
- the TVP area?

And are you happy with this level of response from local policing teams, and if you are not happy, what steps will you be taking to increase local policing responsiveness?

#### **Answer**

You have asked for details about numbers and I don't have that information for you tonight. We will make sure that we capture that information. This is a question about Community Speedwatch which has been relaunched and driven by the Commissioner – local communities doing high visibility enforcement and prevention activities which are really welcome for villages and towns which are subject to rat runs and speeding issues. As a force we issued over 180,000 tickets last year so it is something that we take very seriously – speeding enforcement. Obviously, we can't be everywhere at all times. You have heard of some of the issues that policing deals with. We have touched on some of those this evening. The ability to be everywhere to enforce traffic and excess speed can sometimes be limited unless we have consistent patterns of behaviour. So, Community Speedwatch is really welcome and is a great example of the police and communities working together.

In relation to your question, where we have repeat offenders, what are the outcomes and evidence of that feeding into the system for us to take action – I haven't got that to hand at the moment but can get it to you outside the meeting. Locally, across the Bracknell and Wokingham area, we have 17 certified groups and nine active groups. Of those nine, seven are in Wokingham. The nine active groups have generated 1,973 speeding awareness letters. Out of that number, only 13 (0.06%) have reached the three incident in six months cohort which allows us to take additional action. That additional action is carried out by the Roads Policing Team not by the local police area. Details of the 13 cases have only come through recently so we cannot attribute them to particular parishes or schemes within Wokingham. Our contact for Community Speedwatch is willing to get these figures for us so we can pass them on. With that low number of repeat offenders one might argue that the local Community Speedwatch is particularly successful which is encouraging. I would be grateful for any local feedback.

Due to time constraints, it was agreed that the following Member questions would be answered in writing:

#### **4. Question from Jim Frewin**

What plans are in place to improve the public confidence in local policing over the next 12 months?

**5. Question from John Kaiser**

There seems to be confusion among residents as to who is responsible for setting speed limits on the Borough's roads, can you please confirm whose responsibility it is to set limits and if the responsibility lays with the Council that the TVP will enforce the limits set by the Council?

**6. Question from Rachelle Shepherd-DuBey**

What is being done to make women and girls safe?

**7. Question from Prue Bray**

What can you do to better protect victims of harassment, stalking and domestic abuse from further harm after the point at which they report what has happened to them to the police?

**8. Question from Clive Jones**

Many residents feel that there are not enough policemen and women deployed on our streets in Wokingham Borough. Cuts that have been forced on Thames Valley over the last 6-7 years will have made it more difficult for you to have many officers on our streets. Do you see this situation changing in the coming years and can we expect to see a significant increase in officers on more of our streets in Wokingham Borough?

**9. Question from Imogen Shepherd-DuBey**

In Wokingham we get a lot of problems after midnight where there are late licences Friday – Sunday. This can be as simple as broken glass and loud behaviour, but often vandalism and we have had several more serious stabbings. These problems are usually when people leave a venue and sometimes, we get other noise and problems, usually near the residential areas. What can we do to get a presence located in the Town in the late evening and early hours, when we need the police to be present to control this anti-social behaviour?

**10. Question from Sarah Kerr**

The conviction rates for sexual violence and rape are very poor both locally and nationally. How will you be making improvements at the Thames Valley level so that victims can have more confidence in the system and thus be more likely to come forward and report?

**11. Question from Paul Fishwick**

What action will the Police take against vehicles parking on the footway where there are no waiting restrictions?

**12. Question from Gregor Murray**

According to Cifas, the latest Telephone-operated Crime Survey for England and Wales, figures reveal there were almost 5.1 million fraud offences in the year ending September 2021, a rise of 36% on pre-pandemic levels and represents almost half of all crime captured by the survey. Affluent and ageing communities, such as ours, are particularly targeted by this type of crimes. What is being done to both combat and prevent Cyber Fraud, Identity Theft, SME Business Fraud and Financial Fraud against the elderly and vulnerable in our community?

### **13. Question from Laura Blumenthal**

We've recently had the report in the news about over 1000 girls in Telford being raped and sexually abused over decades, with it not being taken seriously by the authorities, including the police, for fear over being labelled racist as the perpetrators were mainly Pakistani Muslim men. Many of the children were victim blamed and some were murdered. Please can you assure us that this would not happen to the vulnerable children in our Borough?

**RESOLVED** That:

- 1) Matthew Barber, John Campbell and Helen Kenny be thanked for attending the meeting to give the presentations and answer Member questions;
- 2) the presentation slides be circulated to Members;
- 3) written answers be provided for the Member questions which could not be put at the meeting due to time constraints.

### **31. Annual Pay Policy Statement 2022-23**

Council considered a report, set out at Agenda pages 49 to 60, which gave details of the Pay Policy Statement for 2022/23.

The report stated that, under Sections 38 to 43 of the Localism Act 2011, the Council was required to approve and publish a Pay Policy Statement each year. The Pay Policy Statement enabled residents to understand the Council's pay policy for senior staff and how it related to the salaries of the lowest paid staff. This provided transparency and enabled residents to assess whether salaries represented value for money.

It was proposed by Rachel Bishop-Firth and seconded by Pauline Jorgensen that the Annual Pay Policy Statement, 2022/23, as recommended by the Personnel Board, be approved.

**RESOLVED:** That the Annual Pay Policy Statement for 2022/23, as recommended by the Personnel Board, be approved.

### **32. Audit Committee Annual Report 2021-22**

Council considered the Annual Report of the Audit Committee, set out at Agenda pages 61 to 64.



Maria Gee, current Vice-Chair of the Audit Committee, introduced the report which gave details of the remit of the Committee and the issues it had covered during 2021/22, including internal and external audit, risk management, statement of accounts, corporate governance, treasury management and the Council's corporate complaints process.

The report stated that, in September 2021, the Audit Committee undertook a self-assessment against CIPFA's best practice guidance. The Committee found substantial levels of compliance against best practice but found five areas for further development, including the appointment of an independent member of the Committee.

It was proposed by Maria Gee and seconded by Peter Harper that the Audit Committee Annual Report, 2021/22 be noted.

**RESOLVED:** That the Audit Committee Annual Report, 2021/22 be noted.

### **33. Standards Committee Annual Report 201-22**

Council considered the 2021/22 Annual Report from the Standards Committee, set out at Agenda pages 65 to 72.

Morag Malvern, current Chair of the Standards Committee introduced the report which reminded Members of the role of the Committee in promoting and maintaining the highest standards of conduct (the Nolan Principles) by elected Members representing the Borough, Town and Parish Councils.

The report gave details of the number and range of issues covered during the year and the steps taken by the Committee to provide training and support for Members across the Borough. During the year, the Committee considered and recommended adoption of the updated Model Code of Conduct produced by the Local Government Association. The Model Code was subsequently adopted by the Council with some local variations.

It was proposed by Morag Malvern and seconded by Graham Howe that the Standards Committee Annual Report for 2021/22 be noted.

**RESOLVED:** That the Standards Committee Annual Report, 2021/22 be noted.

### **34. Wokingham Borough Wellbeing Board Annual Report 2021-22**

Council considered the Wokingham Borough Wellbeing Board Annual Report for 2021/22, set out at Agenda pages 73 to 108.

David Hare, current Chair of the Wokingham Borough Wellbeing Board introduced the report which gave details of the role of the Board in bringing together health, social care and community partners to work on reducing health inequalities locally and improve the overall health and wellbeing of the Borough's residents.

The report gave details of the priorities established by the Board and the specific achievements delivered over the past year in areas such as children in care, community safety, domestic abuse, mental health, long Covid, physical activity and

the Wokingham Integrated Partnership.

It was proposed by David Hare and seconded by Charles Margetts that the Wokingham Borough Wellbeing Board Annual Report, 2021/22 be noted.

**RESOLVED:** That the Wokingham Borough Wellbeing Board Annual Report, 2021/22 be noted.

### **35. Changes to the Constitution**

Council considered a report, set out on Agenda pages 109 to 112, which proposed changes to the Constitution, considered and recommended by the Constitution Review Working Group.

It was proposed by Imogen Shepherd-Dubey and seconded by Prue Bray, that the recommendations set out within the report be approved.

Upon being put to the vote, it was:

**RESOLVED** That:

- 1) additional wording be added Chapter 4.2, as set out in paragraph 1 of the report;
- 2) paragraph 4.4.11 (Rules of Debate Audit Committee), paragraph 8.4.8 (Rules of debate Licensing and Appeals Committee) and paragraph 9.1.9 Rules of procedure (Standards Committee) be removed and subsequent sections renumbered, as set out in paragraph 1 of the report;
- 3) additional wording be added to Rule 4.4.19, as set out in paragraph 2 of the report.

### **36. Additional Council Meeting**

Council considered a proposal to establish an additional Council meeting in October in order to enable the transaction of more Council business.

It was proposed by Clive Jones and seconded by Stephen Conway that the timetable of meetings be amended to schedule an additional Council meeting on Thursday 20 October at 7.30pm.

Upon being put to the vote it was:

**RESOLVED** That the timetable of meetings be amended to schedule an additional Council meeting on Thursday 20 October 2022 at 7.30pm.

### **37. Member Question Time**

In accordance with the agreed procedure the Mayor invited Members to submit questions to the appropriate Members

#### **37.1 Michael Firmager asked the Executive Member for Planning and Local Plan the following question:**

Given that coalition Members have criticised the lack of development in Hurst, Twyford and the Northern Parishes, will the Executive Member for Planning explain how many houses the Council plans to build there?

**Answer**

As many people will be aware, the emerging Local Plan will set the strategy for managing development, including areas of land for future development, new infrastructure and areas of protected green space. The last administration approved the Revised Growth Strategy Consultation last year. The consultation proposed several areas of land for new housing across Wokingham Borough, including land in the northern parishes of Charvil, Hurst, Ruscombe, Sonning, and Twyford. The proposed areas of land across these parishes would together deliver around 460 new homes. Sites with existing planning permission and other minor developments would be in addition to this.

The comments received in response to the consultation are being reviewed and analysed. These will be carefully considered alongside technical information before we decide how to move forward. Clearly it would be wrong of me to pre-determine the Local Plan process and so I cannot comment on future decisions. It should be noted, however, that large parts of the northern parishes form part of the Metropolitan Green Belt surrounding London. Any changes to Green Belt boundaries through the preparation of the Local Plan would need to demonstrate 'exceptional circumstances' to necessitate a change, as set out in national planning policy.

**Supplementary Question**

The Executive Member mentions the Local Plan Update. My understanding is that the Local Plan Update needs to be in place next year. Are you on track?

**Supplementary Answer**

We are working to meet our obligations as well as we can. We had just under 3,000 submissions following the last Local Plan Update consultation and the officers have only just completed assessing them. Once we have gone through that we will be dealing with those particular issues.

**37.2 Phil Cunnington asked the Executive Member for Health and Wellbeing the following question:**

Does the coalition support the principle of a dementia care home in Toutley?

**Answer**

I would just remind you that we are a Partnership not coalition but yes, the partnership, supports the need for a new Dementia care home as a key priority. Proposals are going to Executive for approval on the 28th of July to take this forward and outline planning permission was granted at planning committee on the 13th of July, so this is all progressing well.

**Supplementary Question**

With the movement of people, potentially from Suffolk Lodge, to any new facility, does that mean that the principle is to retain Suffolk Lodge in order to give additional

dementia care resources in the area?

**Supplementary Answer**

As I think you know, Suffolk Lodge is an old home which is much loved but not appropriate for people who are in care at the moment. So we will move people from Suffolk Lodge to the new home. But it will take time. People being moved from one care home to another can shorten their lives and so on. We will be understanding of this and will, therefore, not move them all in one day, but spread out over several months.

**37.3 Charles Margetts asked the Executive Member for Planning and Local Plan the following question:**

Can the lead Member for Planning let me know what discussions are underway over the possible development of Rooks Nest Farm?

**Answer**

Rooks Nest was one of the proposed allocations for housing included in the Revised Growth Strategy Consultation approved by the last administration. As you will be aware, the land is owned by the council. The new administration has asked officers to look at options for the future use of the land, as alternatives to the consultation proposals for housing.

**Supplementary Question**

I welcome that, as someone who was never in favour of the proposal in the first place. You mentioned that you were planning to ask officers to look for alternatives to the housing scheme. I noted a post on Facebook by Councillor Cornish the other day which said much the same thing, where he was actually asking for responses. I wonder if you would extend that consultation to the general public and the wider population rather than just a select Facebook group.

**Supplementary Answer**

I personally have nothing to do with Facebook, so I don't know what you are talking about. We are setting up the cross-party working group that was in operation in 2020 and 2021. I have already written to the leaders of the groups and the independents. I have had responses back and the plan is to set up the working group in the very near future, hopefully by the end of July. We will then be going through the various sites across the whole Borough.

**37.4 Laura Blumenthal asked the Executive Member for Housing the following question:**

I met with residents of Grovelands Avenue in Winnersh who are concerned about how the Council's temporary accommodation there will impact on them. The new site is currently being built and their number one request is that there should be no access from the site to the road west of it. The main access is north of the site. Please can you guarantee that their request will be delivered?

**Answer**

Thank you for question regarding Grovelands Park and the new improved modular

temporary accommodation currently being installed. These homes will add to the Council owned and leased portfolio of temporary accommodation to house the homeless in the Borough. The Borough has seen an increase in placing homeless families outside the Borough which has a detrimental impact on those with jobs and children, we hope these new, good quality and well insulated temporary homes will reduce the need to placing households outside the Borough.

I can confirm pedestrian access into plot 48 Grovelands will continue via the west of the site when the new modular homes are ready for use, this was shown on the plans for which planning consent was given to the project on the 10<sup>th</sup> February 2021. This means access will be from the west. Others living in the modular homes on plots 39-47 will access their homes through the north of the site.

The housing team will ensure the site is well managed and maintained to minimise the impact on others living on the Grovelands site.

### **Supplementary Question**

Is it possible for the Council to give residents a named contact so, if they have any concerns or questions, they know who to go to? They have told me that, at present, they feel that there is no one they can speak to.

### **Supplementary Answer**

That person is me. A Council officer they can speak to is Simon Price.

## **38. Minutes of Committee Meetings and Ward Matters**

### **38.1 Chris Bowring asked the Executive Member for Planning and Local Plan the following question:**

The Pinewood Centre, in my ward of Wokingham Without, is a much valued facility. I received an assurance from your predecessor, Wayne Smith, last February that WBC would not be building any housing on that site which it owns. Can you reaffirm that commitment?

### **Answer**

I have raised the issue of the Pinewood Centre with officers at WBC and we are going through the due process of the Local Plan.

### **38.2 Rachel Bishop-Firth asked the Executive Member for Active Travel, Transport and Highways the following question:**

I would like to ask a ward question about the Tan House railway crossing. Some years ago the level crossing was replaced by a steep temporary structure. This means that to get over the two railway lines people have to navigate both a steep temporary bridge and a second crumbling concrete bridge. The Emmbrook Councillors have been campaigning for a number of years for this to be replaced by an accessible bridge. We are glad to hear that Network Rail are looking to replace this dual bridge structure with a bridge over both railway lines. At present, however, the plan is to replace with a bridge with steps. This means that the crossing still won't be usable by anyone with a pram or wheelchair and it cannot be part of our cycling

network. What steps are we taking to ask Network Rail to replace this bridge with one that can be used by young parents, cyclists and those who need a wheelchair?

**Answer**

I was alerted by officers about the Tan House bridges earlier this month because Network Rail are planning to replace the two bridges – the concrete bridge and the temporary structure, by the end of March 2024. However, only with steps which is absolutely no use whatsoever to us. On 11<sup>th</sup> July I wrote to John Halsall, not Councillor John Halsall, but John Halsall the Managing Director of Network Rail, Southern Region. In my letter I stated that I wanted to contact him at the earliest opportunity to raise our concerns about the apparent lack of priority given to the needs of the mobility impaired and our Active Travel agenda with regard to that project.

To install steps on a bridge in that particular location is a huge missed opportunity for the next 50 years. I also copied in some key people, one of them being Grant Shapps (Secretary of State for Transport), Sir John Redwood (Wokingham MP), Chris Boardman (Active Travel Guru) and Peter Duggan (Department of Transport). I received a response on Monday from John Halsall, Regional Director Network Rail. It was rather disappointing as they appear to be avoiding DDA compliance and the active travel requirements. So, the question to Network Rail is quite simple. We are trying to get them to deliver the right bridge that will be in place at that location for 50+ years. They must take account of the mobility impaired and the emerging LCWIP.

**38.3 Abdul Loyes asked the Executive Member for Active Travel, Transport and Highways the following question:**

The path in Sandford Park Woodley, running along its south east end, is very uneven, caused by two raised drain covers and at least two large tree roots. It is impossible for pushchairs and wheelchairs and is a trip hazard. Could the Executive Member confirm when it will be made safe and usable for all residents?

**Answer**

I will look into that for you. If you could email me the location that would be most useful.

**38.4 Charles Margetts asked the Executive Member for Children's Services the following question:**

I received an email two nights ago from a parent Governor of Bohunt School, who lives in my ward, expressing concern that the announcement made in March that WBC was going to deliver a 6<sup>th</sup> form, extra Year 7 places and SEND provision at Bohunt School, by September 2023, is not going to be met because of slow progress. I am not expecting Councillor Bray to answer that as she has not had sight of the question and that is not fair. But, what I would ask is: Could she reassure me of the Council's commitment to proceed with this scheme? Also, would she provide a monthly or regular update to local Members on progress as it advances. Finally, as a Member for Finchampstead, I am keen to support this process and if she wishes to involve local Members, I would be happy to play a constructive part.

**Answer**

As it happens, we had a meeting about this very subject this afternoon. I told the Council officers and representatives of Bohunt School that we will continue to make progress and that I will be keeping local Members informed on a regular basis. I will also extend that courtesy to Graham Howe as my opposite number. So, you can expect an update in the next few days.

**38.5 Phil Cunnington asked the Executive Member for Active Travel, Transport and Highways the following question:**

There is a small car park on Ashridge Road, opposite the entrance to Keephatch School, surrounded by small local shops. There is a Sainsburys Local next door. Unfortunately, almost without exception at school run times and at other times during the day, large vehicles, often pick-ups or 4 by 4s, mount the kerb and park either side of the entrance on the actual pavements. I wonder if there is any way that we can consider some cost-effective way of providing some non-human bollards to protect the pavements and provide safety for parents and children walking on that very busy route to and from both Keephatch and All Saints schools.

**Answer**

I will look into that and get back to you.

**38.6 Laura Blumenthal asked the Executive Member for Active Travel, Transport and Highways the following question:**

The Council's current cycling consultation proposes removing parking spaces opposite Howth Drive. Please can you guarantee that these parking spaces will not be removed if Reading Borough Council does not give permission for parking spaces to be built on the grass verges behind the houses?

**Answer**

I have received an email from Reading Borough Council. They have said that we can use Port Close for parking.

**38.7 Pauline Jorgensen asked the Executive Member for Environment, Sport and Leisure the following question:**

A local resident who lives near the Laurel Park car park has been locking the gates for the car park at the request of Earley Town Council for many years. I believe that Earley Town Council is now handing the car park back to the Borough Council. The resident has been doing this for a long time to prevent anti-social behaviour. I wonder if WBC would recognise the fact that the resident no longer wishes to perform that activity and would do something about it and, if so, what you intend to do?

**Answer**

If you can email the details to me I will certainly have a look at the situation.

**38.8 Shahid Younis asked the Executive Member for Active Travel, Transport and Highways the following question:**

The current cycling consultation proposes the removal of bay parking spaces between Bulmershe Leisure Centre and Church Road. The bay parking is often packed and overflowing on the weekends. Please can you share any analysis that has been done on the parking needs and where you propose all these cars will park in the future?

**Answer**

There is some background data behind this. I don't have that available here so I will get back to you on that.

**39. Statements by the Leader of the Council and Executive Members**

**Clive Jones – Leader of the Council and Business and Economic Development**

I and my colleagues were absolutely delighted to take over responsibility for running the administration of the Borough Council at the Annual Council on 19<sup>th</sup> May. We have formed the Wokingham Borough Partnership with Labour and Independent colleagues. We are working together in a spirit of cooperation that, I have to say, is working very well at the moment.

We have been happy to share the Chairs of the Overview and Scrutiny Committees with other parties, something never done before on this Council, though done at a lot of other councils. I am pleased that Independent Councillor Jim Frewin is the Chair of the Overview and Scrutiny Management Committee. We suggested Conservative Councillor Alison Swaddle as the Chair of the Health Overview and Scrutiny Committee but the Leader of the Opposition turned this down. She also turned down having a Conservative Vice-Chair of the Management Committee. A contrast to this has been the willingness of the Borough's three Conservative MPs who have actively engaged with us to present plans to the Secretary of State for Levelling Up, Housing and Communities to try to get housing numbers down in Wokingham. We also had a commitment from Michael Gove, the Secretary of State, to meet with us. This, of course, was before he was sacked by Boris Johnson. We hope that Michael Gove's successor, Greg Clark, will come to Wokingham – we have asked him to visit us.

The MPs have met with us in person and both Theresa May and James Sunderland have agreed to work together to lobby the Government in order to get some clarity around the Government's proposals for reforming Adult Social Care. At the moment, the proposals will create serious financial instability in many Councils across the south of England. There needs to be some clarity about how the massive increase in costs for Adult Social Care will be funded. It cannot be left to local councils to fund the reforms.

Currently, there is Government funding for free school meals during school holidays for children who would normally receive them during term time. There is no guarantee that this funding will be extended after this year's summer holidays. We are all aware that there is a serious cost of living crisis which is hitting us all. The administration and our colleagues are committed to helping the most vulnerable in



our community, wherever we can. I can confirm that the Council will support free school meals during the school holidays from the end of the summer holiday through to May 2023. This confirmation will be a great support and comfort for the families receiving free school meals. This support will help them to budget and prioritise their spending at a time when they are being hit from all directions – increases in fuel costs up to £2 per litre; massive increases in in gas and electricity prices; increases in National Insurance; huge increases in food prices. Generally, everything is going up in shops with inflation at 10%, much of this caused by devaluation of the £ by 20% since Brexit. Hopefully, there will be further Government support for free school meals during school holidays but if there isn't, we will do what we can to help. This confirmation will help many of the 2,000 families in the Borough who rely on free school meals.

### **Paul Fishwick – Executive Members for Active Travel, Highways and Transport**

I wish to highlight that, at an Executive Member Decision held on 13 July, I approved with Councillor Imogen-Shepherd- Dubey, a decision to modify the contract terms to allow the 128 and 129 bus service, serving Winnersh, Hurst, Twyford, Sonning and Woodley to Wokingham and Reading, plus other services affecting Wokingham town, to continue to operate. This will allow the Council time to go out to tender. However, the funding for these services was not budgeted for by the previous administration and £82,440 of S106 funding will be required to fund these services to 31 March 2023.

I have also written to the Local Policing Commander (on 24 June) in relation to the lack of mobile speed enforcement across the Borough, which hasn't taken place for over three years. Our experience over the past three years has been that Thames Valley Police are reluctant to prioritise speed limit enforcement activity through anything other than Community Speedwatch. Whilst we and many of our communities are supportive of this scheme, we do feel that it is important that the efforts of residents are backed up by a reasonable level of police enforcement activity.

### **Rachel Bishop-Firth – Executive Member for Equalities, Inclusion and Fighting Poverty**

I am delighted that Clive Jones was able to confirm support for those families most affected by the cost of living crisis. We hope that by committing to support those who rely on benefits-related free school meals during the school holidays we will take a weight off the minds of the Wokingham parents who are facing the biggest challenges from the current cost of living crisis.

Distribution of the Household Support Fund is well under way in support of our voluntary sector partners. Over 1,000 households have applied so far and this means that we have reached about 80% of the free school meals pupils already. A high number of those contacting our partners have taken advantage of offers of additional support. So, for example, 76% of those approaching First Days have asked for further support.

We are aware that some of those using vouchers to access cash have had

problems. This is because several, mainly smaller, providers with Paypoint terminals, do not have enough cash on site to make payments. The Council and our Hardship Alliance partners are working proactively to find solutions. This includes contacting people who have requested cash vouchers to see if they would like to switch to food vouchers instead and signposting residents towards pay points that can support the amount of cash needed. We want to assure residents that we are doing everything we can to get this much needed support to them. We are now encouraging more people to come forward for support if they need it. We appreciate the support of Members in the Chamber tonight in getting the message out to residents in your wards, particularly pensioners and those families that are just about managing. I will share the leaflet in order to support that.

We would like to thank the officers for arranging the fantastic welcome event for new arrivals in the Borough last Saturday, which the Mayor referred to earlier and the voluntary/community sector organisations which came along to support it.

Finally, the Residents Equality Forum is working hard to ensure that voices from all parts of our community are heard as we become a more inclusive Borough.

#### **40. Statement from Council Owned Companies**

##### **Clive Jones – Director of Loddon Homes and WBC Holdings Ltd.**

There have been a number of changes to the Boards of WBC Holdings, Loddon Homes, Berry Brook Homes and Optalis. Conservative nominated Directors have been replaced with Lib Dems. I would like to thank all those Directors who have served in recent years.

There have been meetings of the Boards of Loddon Homes and WBC Holdings. The first Board meeting of Loddon Homes was very productive. The Non-Executive Directors made several comments about the changes in Directors over the past few years, mainly when there had been changes in the Conservative Group leadership. We will be working closely with them in the coming months to agree a strategy for the coming years and we will be going back to having more regular reports from Council-owned companies.

#### **41. Motions**

##### **41.1 Motion 480 submitted by Rachel Burgess**

The Council considered the following Motion, proposed by Shirley Boyt (due to Rachel Burgess being unable to attend the meeting in person) and seconded by Rachel Bishop-Firth.

Wokingham Borough Council must continually review the support offered to families facing financial crisis to ensure a robust safety net is in place for those in need.

Prior to the Covid-19 pandemic there were already too many families in Wokingham struggling to make ends meet, and now many more families have been thrown into crisis, without the ability to pay their rent, heat their homes or feed their children. The

Local Welfare Provision Scheme exists to provide immediate financial support to households facing an emergency situation.

However the number of people helped by this scheme in Wokingham Borough has fallen by 76% since 2016-17, with just 21 people helped in 2020-21. In 2019-20 just £3,000 was spent providing support through this scheme. Over the three years to 2020-21 only 23% of the allocated budget was actually spent, on average.

Wokingham Borough Council will:

- Review the effectiveness of Wokingham's Local Welfare Provision Scheme;
- Consult with residents and the voluntary sector to ascertain how those who need crisis assistance can be better supported;
- Ensure residents in need of support can easily access the scheme and work to remove barriers to application;
- Ensure effective signposting of the scheme in conjunction with the voluntary sector;
- Ensure frontline staff are trained so that they are fully aware of the scheme and are able to advise residents on how to apply;
- Consider prioritising the delivery of cash-first support, which is more empowering and respectful to those on lower incomes;
- Aim to provide support within 24-48 hours of a successful application;
- Consider relaxing the qualifying criteria and disclosure requirements for the scheme, ensuring that residents' dignity is respected throughout.

Shirley Boyt stated that the number of people assisted by the Local Welfare Provision Scheme (LWPS) had fallen by 89% since 2017. The scheme only helped 10 people in 2021/22, yet there were a growing number of families in the Borough facing poverty. The cost of living crisis was adding to that number of families on a daily basis. The potential of the LWPS was not being realised. The scheme needed to be reviewed and embedded within the Tackling Poverty Strategy. Feedback indicated that many residents were not aware of the scheme or did not know how to access it. An effective LWPS could provide an effective safety net for residents in the longer term

Upon being put to the vote, it was:

**RESOLVED** That:

Wokingham Borough Council must continually review the support offered to families facing financial crisis to ensure a robust safety net is in place for those in need.

Prior to the Covid-19 pandemic there were already too many families in Wokingham struggling to make ends meet, and now many more families have been thrown into crisis, without the ability to pay their rent, heat their homes or feed their children. The Local Welfare Provision Scheme exists to provide immediate financial support to households facing an emergency situation.

However the number of people helped by this scheme in Wokingham Borough has fallen by 76% since 2016-17, with just 21 people helped in 2020-21. In 2019-20 just

£3,000 was spent providing support through this scheme. Over the three years to 2020-21 only 23% of the allocated budget was actually spent, on average.

Wokingham Borough Council will:

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- Ensure residents in need of support can easily access the scheme and work to remove barriers to application;
- Ensure effective signposting of the scheme in conjunction with the voluntary sector;
- Ensure frontline staff are trained so that they are fully aware of the scheme and are able to advise residents on how to apply;
- Consider prioritising the delivery of cash-first support, which is more empowering and respectful to those on lower incomes;
- Aim to provide support within 24-48 hours of a successful application;
- Consider relaxing the qualifying criteria and disclosure requirements for the scheme, ensuring that residents' dignity is respected throughout.

#### **41.2 Motion 482 submitted by Adrian Mather**

Council considered the following Motion, submitted by Adrian Mather and seconded by Andrew Mickleburgh:

There needs to be a fundamental change in how we generate and consume energy in all aspects of our lives. Both electricity generation and distribution are undergoing rapid evolution, in both shape and scale.

The distribution grid, must now cope with power flows in both directions. In scale, electrification of heat and transport will require a quadrupling of electricity capacity. Local, community-based energy schemes can make a significant contribution to addressing both issues and encourage a sense of local empowerment to tackle climate change.

Community schemes encourage local generation and storage to match local demand thus relieving pressure on the grid. Local schemes would be given new impetus and be able to contribute more renewable energy if local people could buy their electricity directly from local suppliers. But the disproportionate cost of meeting regulatory approvals makes it impossible to be a local energy supplier at a local scale and so, under the current system, this local energy gets sold back to the central grid.

The Local Electricity Bill is a private members' bill with cross-party support that was introduced unopposed in June 2020. If this Bill was passed in Parliament it would give the energy regulator, Ofgem, a duty to create a Right to Local Supply. This would enable local community energy groups to achieve their vision of supplying generated energy back to the local area, help us as a Council to meet our carbon reduction aspirations for the Borough, and also bring multiple benefits to the local community. It is supported by many stakeholders, local authorities, and town councils and currently has the backing of 208 MPs.

Council Agrees to:

Resolve to support the Bill.

- Authorise the Leader to contact our MPs to discuss their support for the Bill and how they can enable its passage into law;
- Authorise the Chief Executive to write to the Minister of State for Business Energy and Industrial Strategy, supporting the aims of the Bill and asking for these aims to be taken into account in the forthcoming Energy White Paper.

Adrian Mather stated that passing the Local Electricity Bill would enable community energy groups to provide energy for the local community. This would bring multiple benefits and support the Council's carbon reduction aims.

Gregor Murray stated that, whilst he supported the aims of the Motions, he would be voting against it as it duplicated the work he had delivered in his Executive Member role.

Sarah Kerr stated that, whilst noting the earlier work on this subject, the Motion had been submitted following procedural advice. The passing of the Motion by Council would strengthen the actions that could be taken. Moreover, as the Council had a new administration, it was sensible for the new leader to reinforce the earlier contact with the Government.

Upon being put to the vote, it was:

**RESOLVED** That:

There needs to be a fundamental change in how we generate and consume energy in all aspects of our lives. Both electricity generation and distribution are undergoing rapid evolution, in both shape and scale.

The distribution grid, must now cope with power flows in both directions. In scale, electrification of heat and transport will require a quadrupling of electricity capacity. Local, community-based energy schemes can make a significant contribution to addressing both issues and encourage a sense of local empowerment to tackle climate change.

Community schemes encourage local generation and storage to match local demand thus relieving pressure on the grid. Local schemes would be given new impetus and be able to contribute more renewable energy if local people could buy their electricity directly from local suppliers. But the disproportionate cost of meeting regulatory approvals makes it impossible to be a local energy supplier at a local scale and so, under the current system, this local energy gets sold back to the central grid.

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would enable local community energy groups to achieve their vision of supplying generated energy back to the local area, help us as a Council to meet our carbon reduction aspirations for the Borough, and also bring multiple benefits to the local community. It is supported by many stakeholders, local authorities, and town councils and currently has the backing of 208 MPs.

Council Agrees to:

Resolve to support the Bill.

- Authorise the Leader to contact our MPs to discuss their support for the Bill and how they can enable its passage into law;
- Authorise the Chief Executive to write to the Minister of State for Business Energy and Industrial Strategy, supporting the aims of the Bill and asking for these aims to be taken into account in the forthcoming Energy White Paper.

#### **41.3 Motion 483 submitted by Sarah Kerr**

Sarah Kerr stated that, under Rule 4.2.13.9, she wished to withdraw the Motion.

Upon being put to the vote it was:

**RESOLVED:** That Motion 483 be withdrawn.

#### **41.4 Motion 484 submitted by Charles Margetts**

Council considered the following Motion proposed by Charles Margetts and seconded by Paul Fishwick.

Wokingham Borough Council believes in promoting alternatives to car travel wherever possible. The Council notes the successes of previous administrations in creating sustainable and active travel alternatives, such as greenways and footpaths, as well as working with bus companies to provide bus services across the Borough.

The rail service between Earley to London Waterloo, including Winnersh, Winnersh Triangle and Wokingham, is ridiculously slow. The journey usually takes one hour and ten minutes to cover a distance of 36 miles to London. Some years ago, a scheme was proposed for trains on this line to not stop at intermediate stations between Twickenham and Waterloo, reducing journey times down by 15 minutes.

This Council calls on South Western Railway to implement measures to speed up journey times and make their service more competitive.

It was proposed by Charles Margetts and seconded by Paul Fishwick, that the Motion be amended as follows:

Wokingham Borough Council believes in promoting alternatives to car travel wherever possible. ~~The Council notes the successes of previous administrations in creating sustainable and active travel alternatives, such as greenways and footpaths,~~

~~as well as working with bus companies to provide bus services across the Borough.~~  
**The Council has supported sustainable transport in the past and will continue to do so in future.**

The rail service between from Earley to London Waterloo, including Winnersh, Winnersh Triangle and Wokingham, is ridiculously slow. The journey usually takes one hour and ten minutes to cover a distance of 36 miles to London. Some years ago, a scheme was proposed for trains on this line to not stop at intermediate stations between Twickenham and Waterloo, reducing journey times down by 15 minutes.

This Council calls on South Western Railway to implement measures to ~~speed up~~ **improve** journey times **from the Wokingham Borough stations to London Waterloo** and ~~to make their these~~ **these** services more competitive.

Charles Margetts stated that the current journey time from Wokingham to London Waterloo was 1 hour 11 minutes. In 1975 the same journey took 45 minutes on the fast train. It was important to speed up the journey time for a number of reasons. A quicker journey would reduce the number of travellers currently driving to other stations to catch a quicker train. It would open the potential for significant economic benefits to the area. It would encourage more visitors to our leisure and retail facilities. Most importantly, it would reduce pollution from excess car journeys as passengers tried to find quicker routes.

Upon being put to the vote, the proposed amendments were approved.

Council then voted on the substantive Motion.

Upon being put to the vote, it was

**RESOLVED** That:

Wokingham Borough Council believes in promoting alternatives to car travel wherever possible. The Council has supported sustainable transport in the past and will continue to do so in future.

The rail service between from Earley to London Waterloo, including Winnersh, Winnersh Triangle and Wokingham, is ridiculously slow. The journey usually takes one hour and ten minutes to cover a distance of 36 miles to London. Some years ago, a scheme was proposed for trains on this line to not stop at intermediate stations between Twickenham and Waterloo, reducing journey times down by 15 minutes.

This Council calls on South Western Railway to implement measures to improve journey times from the Wokingham Borough stations to London Waterloo and to make these services more competitive.

#### **41.5 Motion 485 submitted by Gary Cowan**

Council considered the following Motion, proposed by Gary Cowan and seconded by David Cornish.

Wokingham Borough Council:

- is concerned about the number of cases reported to the RSPCA each year, regarding pets given as prizes via fairgrounds, social media and other channels in England - and notes the issue predominantly concerns goldfish
- is concerned for the welfare of those animals that are being given as prizes
- recognises that many cases of pets being as prizes may go unreported each year
- supports a move to ban the giving of live animals as prizes, in any form, on Wokingham Borough Council land.

The Council agrees to:

- ban outright the giving of live animals as prizes in any form, on Wokingham Borough Council land.
- write to the UK Government, urging an outright ban on the giving of live animals as prizes on both public and private land.

Gary Cowan stated that the Motion was self-explanatory. Giving animals as prizes was abhorrent and not acceptable in the 21<sup>st</sup> century.

Upon being put to the vote, it was:

**RESOLVED** That:

Wokingham Borough Council:

- is concerned about the number of cases reported to the RSPCA each year, regarding pets given as prizes via fairgrounds, social media and other channels in England - and notes the issue predominantly concerns goldfish
- is concerned for the welfare of those animals that are being given as prizes
- recognises that many cases of pets being as prizes may go unreported each year
- supports a move to ban the giving of live animals as prizes, in any form, on Wokingham Borough Council land.

The Council agrees to:

- ban outright the giving of live animals as prizes in any form, on Wokingham Borough Council land.
- write to the UK Government, urging an outright ban on the giving of live animals as prizes on both public and private land.



<b>TITLE</b>	<b>Treasury Management Outturn Report 2021-22</b>
<b>FOR CONSIDERATION BY</b>	Council on 22 September 2022
<b>WARD</b>	None Specific
<b>LEAD OFFICER</b>	Deputy Chief Executive - Graham Ebers

## **OUTCOME / BENEFITS TO THE COMMUNITY**

To demonstrate that the Council's treasury function has effectively managed the Council's debt and cash balances to support the funding of the delivery of the Council's key priorities.

## **RECOMMENDATION**

Council is recommended to note;

- 1) that the Treasury Management Mid-Year report was considered and agreed by the Audit Committee at their meeting on Wednesday 27 July 2022; The audit committee approved recommendation 1) ("that all approved indicators set out in the treasury management strategy have been adhered to") but wanted it noted that in fact the indicator for % of internal borrowing to CFR (29%) had not been met, with the outturn indicator at 44%. It was agreed this was in fact a positive reflecting a reduction in required external borrowing (reprofiling of the capital programme) and increase in cashflow of grants received.
- 2) that all approved indicators set out in the Treasury Management Strategy have been adhered to;
- 3) the contents of "Table A", as set out in the report, which shows the net benefit per council tax band D equivalent, from the income generated less the financing costs on all borrowing to date equates to £22.25 per band D for 2021/22. This credit provides income to the Council to invest in its priority services.
- 4) as at the end of March 2022, the total external general fund debt was £196m, which reduces to £72m after taking into account cash balances (net indebtedness).
- 5) the Council's realisable asset value of approximately £443m, of which its commercial assets are estimated at approximately £249m.

## **SUMMARY OF REPORT**

This Council is required by regulations issued under the Local Government Act 2003 to produce an annual treasury management review of activities and the actual prudential and treasury indicators for 2021/22. This report meets the requirements of both the CIPFA Code of Practice on Treasury Management, (the Code), and the CIPFA Prudential Code for Capital Finance in Local Authorities, (the Prudential Code).

During 2021/22, the minimum treasury reporting requirements were that the full Council should receive the following reports:

- an annual treasury strategy in advance of the year (Council 18/02/2021)
- a mid-year, treasury update report (Council 20/01/2022)
- an annual review following the end of the year, (this report)

This report provides a summary of the Treasury Management operations during the financial year of 2021/22. It is presented for the purpose of monitoring and review, in accordance with Council's treasury management practices. The Council adhered to all agreed prudential indicators. This includes ensuring the necessary liquidity to deliver on the day-to-day operations of the Council. There are two aspects of treasury performance: debt management which relates to the Council's borrowing and cash investment which relates to the investment of cash balances.

Key highlights to note are;

- All approved indicators set out in the Treasury Management Strategy have been adhered to.
- The annual benefit from the income generated less the financing costs on all borrowing to date equates to £22.25 per council tax band D property for 2021/22. This benefit is reinvested into supporting Council wide services. This is a reduction from the position projected in the mid year report due to additional minimum revenue provision (MRP) paid on Wokingham Town Centre. Furthermore, there were reductions in income contributions from loans to subsidiaries and commercial investments. Another impact from a reduction in these investments is a reduced level of borrowing and a lower capital financing requirement (CFR). This can also reduce the borrowing risk of the Council.
- Net indebtedness after cash balances is £72m at end of March 2022.
- The average interest rate of external borrowing is 1.52%.

A detailed breakdown of the Council's performance in these areas is summarised below.

### **Prudential Indicators Debt and Investment**

During the 2021/22 financial year, the Council have adhered to all of its prudential indicators and is also on target to meet these for the full year position.

Highlights to note are;

- Authorised and operational boundary levels were kept within the limits set out in the treasury management strategy. This is because the capital financing requirement (CFR) was lower than expected due to re-profiling of capital expenditure to later financial years.
- General fund external borrowing was significantly lower than expected as a result of the reprofiling of spend. Furthermore, due to strong cash balances of the Council, a greater amount of capital expenditure could be supported through internal borrowing. The percentage of internal borrowing to CFR is 44%. This has increased from the mid year position due to working capital and reserve balances offsetting the need for external borrowing in the short to medium term. A balance this high is not uncommon in local authorities that have strong cash balances. Holding high external debt at the same as holding high cash balances can result in additional interest costs payable. The ratio of external and internal borrowing is kept under review as part of the treasury management monitoring.

- Ratio of net financing costs were minus 0.46% which means that all capital financing costs (debt repayment and interest) are fully covered by income generated from treasury investments and housing, local economy and regeneration assets. As a consequence, there is a surplus available to the council taxpayer after funding all capital financing costs.

The table summarises the prudential indicators, comparing the limits set in the strategy and the forecast position at outturn (31 March 2022).

Prudential indicators:	Strategy	Mid-Year	Outturn
	£m	£m	£m
<u>Limits</u>			
Authorised limit (Note – CFR * 120%)	£729m	£641m	£562m
Operational Boundary (Note – CFR *110%)	£677m	£588m	£515m
<u>Performance Indicators</u>			
Capital financing requirement – General Fund (GF)	£529m	£456m	£388m
Capital financing requirement – HRA	£84m	£79m	£80m
Gross external borrowing – GF	£358m	£266m	£196m
Gross external borrowing – HRA	£69m	£68m	£67m
% of internal borrowing to CFR (GF + HRA)	29%	38%	44%
Ratio of net financing costs to net revenue stream – GF	1.00%	-1.03%	-0.46%
Ratio of net financing costs to net revenue stream – HRA	16.52%	14.96%	17.09%
<u>Prudence</u>			
Maturity structure of borrowing	See table in report under heading “Maturity structure of borrowing”		

### Council's Net Indebtedness

Net indebtedness represents the underlying debt position the Council holds. The table below shows how this is calculated and includes three key areas in reference to debt;

- Capital financing requirement (CFR) - A technical calculation of historic capital expenditure less that already paid for, required to arrive at the annual level of debt repayment.

- External debt – this is the actual amount borrowed with third parties. The difference between CFR and external debt is referred to as internal borrowing.
- Net indebtedness – this is external debt less treasury (i.e. liquid) investment balances. It is important that these are considered together as treasury investments could be used to repay external debt.

It is important to consider investment balances when looking at debt levels. One of the roles of the treasury management function is to manage the net treasury position. This allows a greater understanding of treasury risks resulting from holding debt and investment portfolios at the same time and as such net indebtedness brings this both together and helps address this.

	Strategy £m	Mid-Year £m	Outturn £m
General fund – capital financing requirement	£529m	£456m	£388m
<u>Less</u> internal funded borrowing	(£171m)	(£190m)	(£192m)
External debt total	£358m	£266m	£196m
<u>Less</u> cash investment balances	(£93m)	(£89m)	(£124m)
<b>Net Indebtedness Total</b>	<b>£265m</b>	<b>£177m</b>	<b>£72m</b>

As at 31st March 2022, total external borrowing for the general fund was £196m and treasury investments were £124m resulting in net indebtedness of £72m. The HRA borrowing is excluded from this calculation as it is a ringfenced account with external borrowing funded from housing tenants.

As set out in the treasury management strategy, net indebtedness was estimated to be £265m for 2021/22. The mid-year net indebtedness position was forecast at £177m. This has reduced further with the outturn of £72m. This is driven largely by savings and reprofiling in the capital programme, moving expenditure back to later years. Further information on the capital outturn position can be found in the public reports for June 2022 Executive (available on the Councils website).

Cash investment balances at the end of the financial year are £124m, which is better than the estimate of £93m set out in the strategy. The Council saw an increase in cash balances as at the end of March '22 from areas such as revenue grants and developer contributions.

The movements in the Council's external debt through 2021/22, are shown in table below.

	Opening @ 01/04/2021	New Borrowing	Repayments of Borrowing	Closing @ 31/03/2022
	£m	£m	£m	£m
General Fund	£458m	£99m	(£361m)	£196m
Housing Revenue Account	£71m	£0m	(£4m)	£67m
<b>Total</b>	<b>£529m</b>	<b>£99m</b>	<b>(£365m)</b>	<b>£263m</b>

The Council saw a large amount of external debt repaid during 2021/22. As highlighted in the mid year report, a large amount of this repayment was expected however the amount in the table above is higher than the mid year report due to, when short term debt was repaid, no new debt was taken on.

### Cost of Financing Debt

The table below shows the gross financing costs of servicing the external debt. Gross financing costs reflect the annual interest costs payable and an amount for Minimum Revenue Provision (MRP). To understand the true cost of this, it is important to take into account the income from treasury investments, contributions from 'invest to save' schemes, income from investment / commercial properties which all contribute to reducing the annual cost of this financing. Furthermore, for completeness and transparency the table has been extended to show additional income the Council receives from our assets which contributes towards the funding of key services the Council provide. This is the income over and above the amount used to contribute towards the financing costs of the borrowing.

Taking these factors into account, for the general fund the net annual benefit from the income generated less the financing costs on all borrowing to date equates to £22.25 per council tax band D property for 2021/22 as set out below.

**TABLE A**

	Mid-Year £,000	Outturn £,000
General Fund – Financing Cost (Interest and MRP debt repayment)	£8,593	£8,827
<u>Less</u> contributions towards financing costs from following areas:		
- Treasury investments	(£1,333)	(£1,616)
- Invest to save schemes	(£1,163)	(£849)
- Housing, Local Economy and Regeneration	(£7,462)	(£6,977)
	(£9,958)	(£9,442)
Net Annual Financing Cost	(£1,365)	(£615)

Include additional income over and above the contributions shown above:		
- Commercial investments	(£1,319)	(£1,016)
<b>Net Annual <u>Benefit</u> to the taxpayer</b>	<b>(£2,684)</b>	<b>(£1,631)</b>
Net Annual Benefit £,000	(£2,684)	(£1,631)
Divide by Council Tax Base (no. of band D equivalent properties)	73,297	73,297
<b>Benefit per band D property - £</b>	<b>£36.62</b>	<b>£22.25</b>

### Asset Value

Whilst it is important to understand the net borrowing for the Council, it is also essential to consider the asset value that this borrowing generates as part of the Council's capital programme. Using the value of assets from our draft annual accounts, the estimated asset value for the Council is c£1 billion at 31st March 2022. Realisable asset value is based on annual accounts valuation and any individual disposal would seek to maximise the receipt to the Council at the time of sale.

With regards to accounting for revaluation losses, the Council follows the statutory accounting requirements under the CIPFA code of practice on local authority accounting which requires any revaluation losses to be charged to the revaluation reserve, if previous revaluation gains are held. Any excess revaluation losses above previous gains are then charged to the comprehensive income and expenditure account. Under the statutory accounting requirements, these charges are reversed out and charged to the capital adjustment account. This ensures any transactions associated with the capital accounting framework, other than interest and MRP are not charged to the general fund and do not impact on the local taxpayer. For this reason, any revaluation losses (and gains) are therefore not shown in the table A above.

	£m	£m
Asset Value as per balance sheet 31 March 2022*		1,010
<u>Less:</u>		
Highways & Transport assets	302	
Schools' assets	254	
Other non-realisable assets	10	
		567
Value of realisable assets		443

Of which are;			
Operational Assets		194	
Commercial Assets		249	
- Wokingham Town Centre	116		
- Community Investment Group	77		
- Housing Companies	56		

\* Note – the asset value as per the balance sheet is an estimated balance based on latest financial accounts however does not include any asset revaluations for 2021/22 as these valuations were not available at the time of the report.

## Asset Ratio

Taking the value of realisable assets and dividing by the external debt or net indebtedness gives a good indication of the debt cover our assets provide.

- Asset cover\* to External Debt – 2.24:1
- Realisable Non Current Assets cover to Net Indebtedness – 3.43:1

\*Asset cover = value of realisable assets plus cash investment balances.

## Investment of Cash Balances

Cash flow balances vary significantly throughout the year due to differences in timing of income (council tax, developer contributions, grants, etc.) and timing of expenditure (running costs - revenue, and investment in assets and services – capital). During times when the council holds cash balances, investments will be made based on security, liquidity, and yield (in this order). Due to the uncertainty around Covid-19, whilst the council have been fortunate with the cashflow support from central government (e.g. grants paid earlier than planned) over the past year, more investments were made on a short term and secure basis across. This has ensured the liquidity is available to meet Covid-19 pressures however has meant returns on investments are lower due to the duration of the investment and lower risk counterparties (e.g. lending to other local authorities).

The table below shows the Council's investments by type, including performance and year-end balance.

	Average Invested	Interest Received	Average rate of return	31 <sup>st</sup> March 2022 Balance
	£m	£m	%	£m
Housing, Local Economy & Regeneration	£119.9m	£2.8m	2.34%	£115.6m
Treasury Investments				
- Fund Managers	£0.7m	£0.01m	0.23%	£0.7m
- Local Authorities	£28.4m	£0.01m	0.06%	£27.4m
- Money Markets	£236.3m	£0.8m	0.33%	£95.0m

Total	£385.3m	£3.62m	0.95%	£238.7m
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## Peak Debt and Capital Financing Requirement (CFR)

As highlighted previously, the Council continue to invest significant amounts into the capital programme generating assets such as roads, schools, housing, regeneration properties and many more. The graph below sets out the expected repayment of this debt as well as the asset value generated.

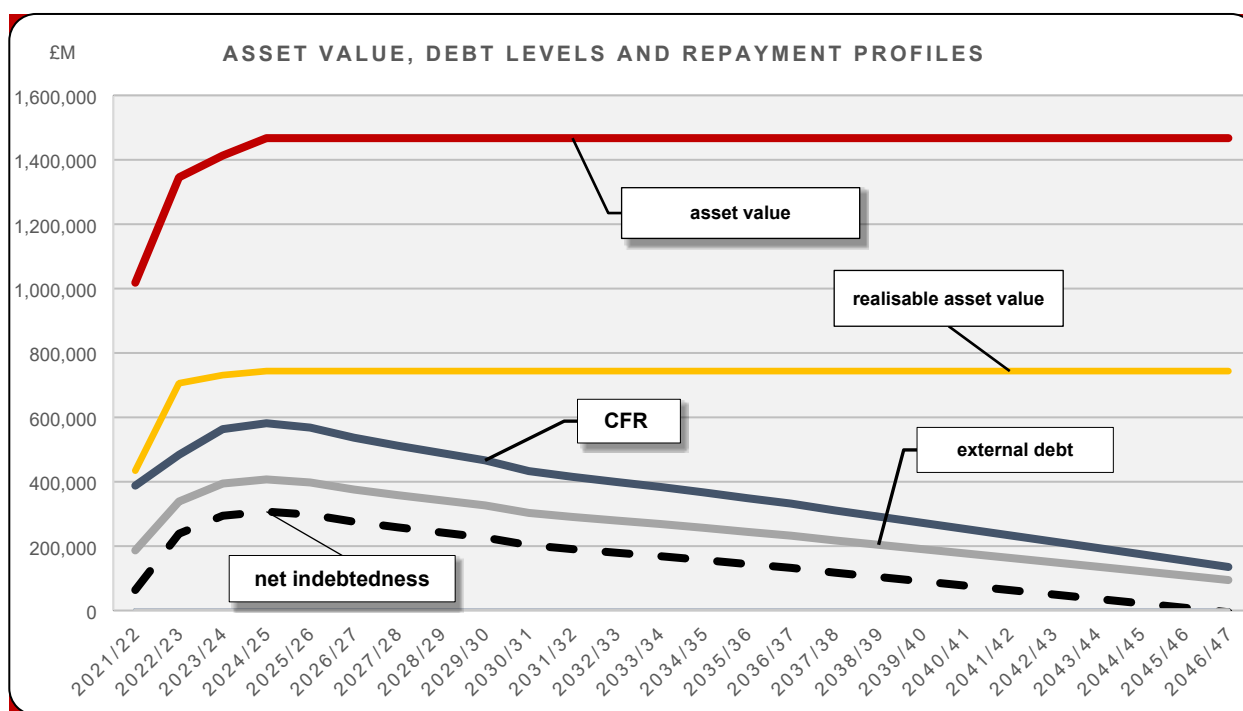
The graph includes three key lines in reference to debt;

- Capital financing requirement (CFR) - A technical calculation of historic capital expenditure less that already paid for, required to arrive at the annual level of debt repayment.
- External debt – this is the actual amount borrowed with third parties. The difference between CFR and external debt is referred to as internal borrowing.
- Net indebtedness – this is external debt less treasury (i.e. liquid) investment balances. It is important that these are considered together as treasury investments could be used to repay external debt.

The Council are expecting debt to rise over the next three years in line with the capital programme and then it is expected to reduce over time as income is generated from these projects and cost savings are realised.

CFR and external debt will reduce as borrowings are repaid through income and will reach a point in time when debt is fully repaid, and the ongoing income will be transferred to benefit the general fund.

The graph is based on general fund only and excludes HRA as this is ringfenced. The original CFR levels before commercialisation, forward funding and regeneration projects were approximately £100m.





After the first three years, the expectation is that the CFR, external debt and net indebtedness will start to reduce as repayments of borrowing start to increase, capital receipts and developer funding are received.

Following recent changes to the treasury management code of practice, local authorities will be required to produce a liability benchmark graph which measures the Council's future liabilities in relation to loans and capital expenditure repayment. This new requirement is similar to the graph above which the Council have been monitoring for a number of years. The new liability benchmark will focus on existing loan debt outstanding, the CFR, net loans requirement (net indebtedness) and gross loans requirement. The Council will present the liability benchmark as part of the treasury management strategy for 2023/24.

The asset value used in the graph above are calculated using the total asset value from the Council's balance sheet, and an estimate of capital expenditure over the next three years. This is a prudent approach to asset value as it would be expected that asset value would also increase over time.

### Capital Financing Requirement

An important part of the treasury management strategy is to highlight the level of borrowing need. This is known as the capital financing requirement (CFR) and is an accounting concept which monitors how much capital expenditure has been incurred but not yet paid for.

A major source of funding for the Council's capital programme is borrowing. This is described in two forms, supported borrowing and general fund borrowing. A significant part of the Council's capital programme is either self-financing or makes a surplus where the income generated is greater than the cost of financing and therefore is available to fund other council services. These are referred to as "supported borrowing". General fund borrowing is funded through existing base budget and supports general investment to maintain Council assets and continue to provide services to customers and residents.

A summary of the general fund CFR position at the end of March 2022 is shown below. This has been split into supported borrowing and general fund borrowing.

<b>2021/22</b>	<b>Supported Borrowing</b>	<b>General Fund Borrowing</b>	<b>Total</b>
	£m	£m	£m
Opening balance	269	101	370
Expenditure in year	40	4	44
Repayments in year	(22)	(4)	(26)
<b>Closing balance</b>	<b>287</b>	<b>101</b>	<b>388</b>

It is important to note that the CFR balance does not reflect the level of debt the Council holds. Where the Council hold surplus balances such as reserves, unspent grants and working capital, this avoids the need to borrow externally saving on interest costs. This is known as internal borrowing. Furthermore, it is important to take into account any treasury investment balances when looking at external debt to understand a more accurate debt figure.

The housing revenue account also has a CFR which is ringfenced and repaid through tenants rental income. The CFR for the HRA as at 31<sup>st</sup> March 2022 was £80m.

### **Maturity Structure of Borrowing**

The Council will aim to match the maturity structure of borrowing with the expected profile of when income will come in to repay borrowing. This helps ensure the Council will not hold borrowing for longer than needed.

The table below shows the current maturity structure of borrowing as at 31 March 2022.

	<b>31 March 2022</b>
<b>External Borrowing (GF + HRA)</b>	<b>£m</b>
Less than 1 year	122
Between 1 and 2 years	19
Between 2 and 5 years	13
Between 5 and 10 years	26
Between 10 and 15 years	39
Between 15 and 20 years	0
Between 20 and 25 years	1
Between 25 and 30 years	3
More than 30 years	40
<b>Total</b>	<b>263</b>

Note: Less than a year borrowing will be replaced with a mixture of new external debt and internal borrowing. The treasury service through the use of its cashflow constantly review its debt and will endeavour to get the best rates available while looking at the long and short term picture of anticipated receipts and payments. The Council will also work with our treasury management external advisors to support us in making the most informed decisions with regards to future borrowing.

## 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 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)	See other financial information	Yes	Revenue
Next Financial Year (Year 2)	To be confirmed	Yes	Revenue
Following Financial Year (Year 3)	To be confirmed	Yes	Revenue

### Other financial information relevant to the Recommendation/Decision

- net benefit per council taxpayer, from the income generated less the financing costs on all borrowing to date equates to £22.25. This income is used by the Council to continue to provide priority services for the borough residents.
- total external general fund debt is £196m and the Council's net indebtedness after cash balances is £72m.
- the Council's realisable asset value of £443m, of which its commercial assets is estimated at £249m.

### Cross-Council Implications

None

### Public Sector Equality Duty

N/A – this paper is reporting past financial information

***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***

N/A

### Reasons for considering the report in Part 2

N/A

### List of Background Papers

None

<b>Contact</b> Mark Thompson	<b>Service</b> Business Services
<b>Telephone No</b> Tel: 0118 974 6555	<b>Email</b> mark.thompson@wokingham.gov.uk

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<b>TITLE</b>	<b>Climate Emergency Action Plan Annual Progress Report 2022 September</b>
<b>FOR CONSIDERATION BY</b>	Council on 22 <sup>nd</sup> September 2022
<b>WARD</b>	Non-Specific;
<b>LEAD OFFICER</b>	Deputy Chief Executive - Graham Ebers

## **OUTCOME / BENEFITS TO THE COMMUNITY**

The Climate Emergency Action Plan (CEAP) Third Progress Report outlines the progress made on the actions that were approved in July 2020 towards the target to playing as full a role as possible in achieving a net zero carbon Wokingham Borough by 2030. The setting of targets within the plan will support further action to place Wokingham at the forefront of addressing climate change, whilst improving the quality of life for all residents.

## **RECOMMENDATION**

This is being presented by officers on behalf of members and includes significant changes following member input, with the recommendation that the Council notes:

- 1) The progress made in the Climate Emergency Action Plan (CEAP) third progress report.
- 2) The updates made from previous reports to demonstrate the expected trajectory that we calculate existing projects will deliver.
- 3) That a more ambitious approach will be required going forward to enable WBC to play as full a role as possible in achieving a net-zero carbon borough by 2030.
- 4) That this remains a live document and will continue to be updated as more details become available to support decision making.

## **SUMMARY OF REPORT**

- Summarises the Borough's current carbon profile and the councils performance for the last year.
- Demonstrates the current situation around reaching net zero and how more support is needed.
- Details the benefits of becoming net zero and WBC's scope of influence towards such.
- Outlines related policies released this year which may impact the actions/trajectories.
- Presents updated summaries for each section explaining the purpose and format of the sections targets, along with outlining key achievements, upcoming actions, challenges, and overall carbon savings.
- Contains full details of actions and their associated outcomes, milestones and the latest status update for each, alongside updated anticipated costs and expected carbon savings wherever possible.
- Includes definitions and inventories as appendices to explain the information more clearly for all.
- Involves a separate methodology document to outline carbon savings calculations.

Most of the actions to be delivered over the first few years set in motion the groundwork and foundations for new strategies and policies that will influence our way of life locally over the medium and long term. The biggest gains (in terms of carbon savings) are expected to come towards the end of the decade after most of the actions have come to fruition.

Wokingham Borough's carbon footprint is 557 ktCO<sub>2</sub>e (BEIS 2019), with a remaining shortfall of 264.27 ktCO<sub>2</sub>e after all the actions in the plan are implemented. This action plan is a working document and planning tool that allows us to understand where we are heading and to implement new actions accordingly. Hence, it is expected that this plan will change significantly over time as many of the actions will develop. The updated progress report will in future iterations return to being published in July each year, enabling this continuous assessment of performance against the 2030 target.

## **Background**

Following the climate emergency declaration made in July 2019 the CEAP was adopted, identifying the key priority areas for CO<sub>2</sub> emission reductions, including transport, renewable energy, retrofitting, carbon sequestration and waste among others. It also includes projections of the boroughs emissions

to 2030, based on the included actions and SCATTER BAU trajectory to outline the scale of the challenge. It recognises that at this point in time the actions in the plan are not sufficient deliver the level of carbon reductions necessary to meet the Borough's 2030 target and outlines that significantly more support is needed from government and more emphasis on partnership working. However, it is a living document and planning tool that will incorporate new ideas to deliver maximum savings, stretching targets where possible.

## **What happens next?**

Where possible under these changes, the council will continue to pursue the actions listed in the plan, firstly identifying the strategies required to do so, then outlining a proposal approach, before fully delivering on each target, meanwhile monitoring progress for each on an annual basis at the minimum. However, in many areas this will require significantly increased support from the government.

## **Areas for celebration:**

- Recycling has definitely seen an increase, from 50 to 54% and total tonnage, increasing by approximately 3000, particularly in terms of food and garden waste, with these two aspects alone rising to over 16500 tonnes following new incentives and targeted campaigns.
- Multiple council assets have undergone retrofitting to net zero standards including Dinton Activity Centre, Woodley Library, Carnival hub and 75 London Road.
- Carbon sequestration projects have now begun in earnest, with over 15,000 trees planted in a number of areas, including schools and residents gardens.
- Renewable energy installations continue to rise, with significant progress at Barkham Ride solar farm and numerous new installations at schools and other

council sites contributing to the generation of 42,572.84 MWh (Megawatt hours) renewable electricity in the last recorded year (2020).

- Over 1500 households so far are now getting assistance from help to heat, the councils locally set ECOFlex scheme.
- Development of the EV Infrastructure to support the transition continue to perform strongly, with 176 active sockets installed, with a further 190 planned. This means 1,099 tCO<sub>2</sub>e savings have been identified.
- Homeworking and other travel reductions continuing throughout, and post, covid have delivered significant carbon savings in the borough and are now more established to remain long term.

#### **Areas for development:**

- Some strategies have been delayed, such as the EV strategy, the Low Emission Transport Strategy (LETS) and Local Plan Update (LPU), with staffing issues at consultants contributing.
- While there are a good number of subscribers to newsletters, there seems to be less response to act on projects, meaning a focus is needed to shift residents and business towards action. A full engagement strategy and review of comms is underway to address these aspects.
- The love to ride programme has declined so is now under review.
- Procurement elements of the plan remain not started due to staffing shortages, meaning those projects requiring procurement of goods and services have been unable to contribute towards these targets at this stage.
- The Bus Service Improvement Plan (BSIP), greenways and some other grant funding bids have been unsuccessful, meaning delays to these actions as the amount required is substantial and can only be covered by such grants. In response, new approaches are being considered and new bids will be submitted to secure this funding.

#### **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 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)	£35,572,000	Yes in budget	Capital
Next Financial Year (Year 2)	£34,545,000	Yes – subject to approval at Council	Capital
Following Financial Year (Year 3)	£4,986,000	Yes – subject to approval at Council	Capital

<b>Other financial information relevant to the Recommendation/Decision</b>
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These estimated costs are sourced from the existing medium term financial plan. It is the total for all of the projects included in such which relate to, or are directly included in, the CEAP, with major projects detailed below:

<b>Project</b>	<b>Total Cost (£000s)</b>
Gorse Ride Regeneration Project	9,688
Community Investment (Social Housing Decarbonisation)	33,333
Work place re-imagined	2,722
Carnival Pool Area Redevelopment (including library & leisure fit out)	1,841
Wokingham Borough Cycle Network	3,000
Local Cycling and Walking Infrastructure Plans	2,400
Public Rights of Way Network	2,210
A327 Cycleway	750
Bus Stop Infrastructure Works to Support North Arborfield SDL Bus Strategy	60
Renewable Energy Infrastructure projects (e.g. solar farms)	8,000
Solar Farms (Barkham)	2,000
Energy Reduction Projects	5,500
Electric Vehicle Charge Points	3,000
Supplementary Estimate - Carbon Capture Planting Trees	271
Waste Schemes - Recycling	267
Food Waste Collection	60

They are therefore all financed by the relevant team and have gone through separate approval processes, so should not be affected by budget constraints. However, additional elements may be included once feasibility assessments are completed for additional carbon saving projects or if additional projects are added by members.

Where possible finance will be sourced from relevant government grants and schemes, but for smaller local actions such as engagement in particular, this will require council funding. However, many of these actions will act to save the council money in the long run, for example from retrofitting assets and utilising EVs.

**Cross-Council Implications** (how does this decision impact on other Council services, including properties and priorities?)

The Climate Emergency Action Plan is a council-wide project that requires all council services, investments and delivery projects to review and prioritise reducing carbon dioxide emissions where possible.

#### **Public Sector Equality Duty**

Equalities assessment has been completed. Appendix C.

#### **Reasons for considering the report in Part 2**

NA

#### **List of Background Papers**

Appendix A. WBC 2022 September Progress Report

Appendix B. WBC 2022 Carbon Accounting Methodology and Assumptions



Appendix C. WBC 2022 September Progress Report EqIA
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<b>Contact</b> Rhian Hayes	<b>Service</b> Place and Growth
<b>Telephone</b> 07769 956463	<b>Email</b> rhian.hayes@wokingham.gov.uk

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September 2022

# Wokingham Borough Council Climate Emergency Action Plan

## Third Progress Report

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## Foreword

The climate emergency we are currently facing is the effect of all human created emissions throughout history. Today, we are at 1.2 degrees of warming and already witnessing an unprecedented increase in the frequency and magnitude of extreme weather events from droughts, heatwaves, flooding, winter storms, hurricanes, and wildfires<sup>[3]</sup> across the globe. These risks have direct and indirect impacts on everyone, as shown by the recent economic impacts of the pandemic and conflicts, as a result of disruption to the global economy.

Despite these warnings, we continue to head for a dramatic temperature rise of 3-5°C this century<sup>[1]</sup>, threatening humanity and the world's natural ecosystems if nothing is done. The signs of an acceleration in warming are clear, 2020 was the hottest year on record so far, bookending the hottest decade worldwide<sup>[2]</sup>, meaning our horizon for action is shrinking.

Our future response must exceed the totality of our collective emissions. In October 2018, the Intergovernmental Panel on Climate Change (IPCC) report set out the dire consequences if humanity fails to limit warming to 1.5°C – on our health, economy and our lives. In response to this, The UK adopted The Paris Agreement in November 2016, and has committed to reduce greenhouse gas emissions by 100% by 2050.

Over the last year, the UK Government has introduced more ambitious strategies to support the decarbonisation targets. While these strategies are an important step towards reaching net zero, they are aimed at the 2050 goal and considered by many, including the recent Climate Change Committee (CCC) [report](#), to be insufficient to reach these targets. It is therefore recognised that the current government actions are not enough to reach our own ambitious goal, with more support needed in order to expand and implement these actions successfully. However, the scale of the challenge remains colossal, and everyone needs to play a role, so bringing together businesses, organisations and the public is vital.

As such, continually communicating the potential solutions residents and businesses can take continues to be a priority whilst we do what we can to remove any barriers, with future material being clearer, more accessible, and more inspirational, connecting to the deeper more personal issues such as co-benefits and costs, explaining the vital returns on investment from actions taken, while still always listening to feedback.

Indeed, the cost of climate change action is outweighed by the additional significant co-benefits which will result, beyond just reducing emissions. These are outlined against each action in the relevant table but include:

- Significantly improving air quality and the associated public health benefits through reducing the risk of respiratory diseases and irritation, particularly impacting the vulnerable population. This section has its own specific [air quality action plan](#) outside the CEAP.
- Generating direct cost savings from less fuel/electricity use.
- Enhancing biodiversity, green spaces and nature-based adaptation such as increased flood defences from absorption.
- Supporting economic growth by creating jobs and trade in the new green industries.
- Improved public health (physical and mental), less strain on the NHS and reduced crime by people travelling more actively

It is important to note that the (CCC) report does not recommend that local authorities are set binding carbon budgets due to the range of factors affecting local emissions that are beyond their direct control. However, it does recommend that local authorities consider Net Zero action plans for their own emissions and that they work in partnership to reduce area wide emissions. Despite this, the UK government still has not given much needed statutory powers to local government when it comes to tackling climate change.

<sup>[1]</sup> State of the Planet speech, United Nations Secretary General Antonio Guterres. December 2020

<sup>[2]</sup> [World Meteorological Organisation](#)

<sup>[3]</sup> [Facts about the Climate Emergency, UN Environment Programme](#)

## Introduction

In response, in July 2019, Wokingham Borough Council (WBC) members unanimously declared a climate emergency. The declaration set out the commitment to play as full a role as possible, leading by example as well as by exhortation, in achieving a carbon neutral borough by 2030. Subsequently, the council published its first Climate Emergency Action Plan (CEAP), establishing the eight key priority areas to focus on mitigating CO<sub>2</sub> emissions. This plan has since been separated into two slightly different sections, initially focused on the emissions of the borough as a whole, with the council emissions separated out below for clarity.

This progress report is the latest iteration and now details more precisely the real actions and associated savings the council realistically plans to achieve by 2030, based on what is possible in current circumstances. It outlines the current stage of each of the major actions within the plan, alongside the associated carbon savings, where possible. The report summarises the Borough's plans for the years ahead and demonstrates the benefits of becoming net zero.

The biggest gains are expected to come towards the end of the decade after most of the actions have come to fruition. Short term actions can be achieved within a few years (2023-2024), medium term actions are designed to take several years to reach fulfilment (2025 to 2028), and longer-term actions will take many years to come to fruition (2028 to 2030).

In total the actions below will save a total of 214.72 ktCO<sub>2</sub>e, meaning a shortfall of 264.27 ktCO<sub>2</sub>e remains. This demonstrates the scale of the issue and outlines the importance of a whole society approach as well as wider government support, as without the statutory powers and funding required, the major actions required to reach net zero are not currently achievable.

The climate emergency affects us all, but we are acutely aware that not only does climate change impact nations who emit very few emissions

disproportionately with devastating consequences, the impacts of climate change can be more severe for some groups of people. Research shows that those most at risk include people with respiratory health conditions, children, older adults, and people in poverty. WBC is committed to tackling inequality and promoting inclusion.

We will listen to and learn from our residents, ensuring we empower everyone to take action to ensure a just transition to a more sustainable future. To ensure that we are taking every opportunity through this plan to tackle inequality, we conduct Equality Impact Assessments on all significant projects. These enable us to identify and act on impacts on different groups of people at all stages of planning and delivery.

We recognise the need to be agile to a dynamic landscape, meaning actions within this plan will continually be revisited to tweak, adjust or even entirely re-evaluate them in line with actual progress, new policies, and global events that might affect the climate emergency agenda. Indeed, the direct effects climate change is likely to have on the local environment means that adaptation to minimise these risks, such as flooding or biodiversity loss, has been incorporated into actions wherever possible, alongside in individual project assessments, though it is recognised that more significant action is needed here, with a full climate adaptation plan underway.

Furthermore, the council recognises the importance of the United Nations' Sustainable Development Goals (SDGs) and aligned the key areas to the SDG framework. In doing so, the council hopes to ensure that its actions contribute to global level action and lead to a socially just response.

To ensure we are on track to reach these goals, they will each be closely monitored, with a RAG rating system in place to provide clarity. Here each target has been assigned a colour based on the standard RAG system, where green represents being on track to being achieved, orange indicates currently being slightly delayed, red indicates being delayed or cancelled and grey means it has not yet been started.

## The Changing Landscape

WBC has established a strong track record for delivery on actions to address climate change, but the Council's influence is varied and complex across the different activities that occur within their own operations and the Borough.

While WBC has some influence over emissions in the local area, these are often limited. This means partnership and collaboration – and the Council's role as an influencer and convenor – will be vital to achieving success, given that the majority of the emissions cuts needed rely on individual people and businesses taking up low-carbon solutions. With many of these decisions depending on having supporting infrastructure and systems in place, this is another key area the council are aiming to support change. However, the last year has been volatile and the below key factors and government strategies will continue to impact the outcomes of our actions.

**Covid-19** has continued to affect us all, particularly in terms of increased costs, the strain on services and on many of the below actions, both positively and negatively. The council recognises the importance of maximising the benefits from aspects of the pandemic such as home working and better technology, while addressing concerns over public transport, to utilise this as an opportunity for positive changes.

**Inflation** in the past six years has meant the council has worked to reduce costs to be more efficient, but the authority continues to face a number of ongoing challenges and it has to focus on investing in its priorities, which offer value for money and improve services for residents. There has also been a rise in temporary accommodation and as a result, the council chose to prioritise investment in social housing in its 2022-23 budget.

**The COP26** Glasgow Climate Pact set out what needs to be done globally to tackle climate change. However, it doesn't stipulate what each country must do and is not legally binding.

**The IPCC Mitigation Report 2022** again highlights the importance of keeping the global temperature rise to below 1.5°C, outlining the devastating impacts missing this target would have on global ecosystems, markets, and human settlements. It then discusses an updated view on what can be done now, to avoid this disaster, including: slashing coal usage and subsidies, removing CO2 from the atmosphere directly through technology and storage, curbing demand from transport, accommodation and diets.

**The UK Climate Risk Assessment 2022** report assesses the future risks of climate change to the UK and emphasises the importance of incorporating adaptation into existing long-term plans and mitigation efforts. These include impacts on health and productivity, businesses and public services, deterioration in soil health and agricultural productivity, water availability and thereby our alternative energy supply. However, it also demonstrates that there are a range of options for improving resilience which represent good value for money.

**The Environment Bill** defines a number of new measures to protect biodiversity and the environment more widely. This includes centrally prescribed lists of materials that local authorities must collect for recycling, extended producer responsibility for packaging and a deposit return scheme for drinks containers. It also includes key measures on air quality, with local authorities receiving new powers, including the ability to declare an Air Quality Management Area (AQMA) and establish plans to reduce public exposure to air pollution which exceeds air quality targets.

**The Transport Decarbonisation Strategy** targets more sustainable options such as electricity and hydrogen, outlining that the future approach is about doing the same things but in a more efficient way. It prioritises moving away from transport planning based on predicting future demand to provide capacity, towards planning that sets an outcome communities want to achieve and provides the transport solutions to deliver those outcomes.

**The Hydrogen Strategy** examines the potential to provide energy, not just for vehicles, but as a renewable energy source. This will require a drastic change, encouraged by supporting new technology and opportunities in this sector. It also acknowledges the beneficial role hydrogen can play as a storage mechanism for excess renewable energy, helping to cover the traditional shortcomings in reliability from other renewable methods.

**The Net Zero Strategy** encompasses all of the above strategies and carbon budgets, outlining the next steps to cut our emissions, seize green economic opportunities, and leverage further private investment into net zero. It targets doing so in a sustainable way that still supports growth by improving the effectiveness and therefore viability of low carbon options.

**The Heat and Buildings Strategy** sets out the actions the central government will be taking to reduce emissions from buildings in the near term and provides a long-term framework to enable industry to invest and deliver the transition to low-carbon heating, but focuses primarily on hydrogen. Unfortunately, despite the ambition, there remains no statutory powers or funding for local councils as part of this.

**The EV Infrastructure Strategy** outlines the government's approach towards delivering the essential infrastructure to support the EV transition, along with the anticipated barriers and engagement elements, all supported by models for understanding the anticipated demand. The aim is to remove all these perceived and real barriers by developing the supporting network and encouraging chargepoint operators to expand their provision early, in order to deliver ahead of demand and so inspire future confidence in EV adoption.

**The Department for Education's (DfE) Sustainability and Climate Change Strategy** acknowledges the vital role education plays in helping to tackle climate change and creating a better, greener world for future generations. The strategy also sets out how local authorities will need to consider environmental sustainability, carbon reduction and energy efficiency to develop solutions for projects.

## Overview and Scrutiny

### Task & Finish Group for Climate Emergency

In order to scrutinise the Action Plan, the Overview and Scrutiny Management Committee established the Task and Finish Group at its meeting in February 2020. The Group has made 25 recommendations to help making it more robust, transparent and evidence based.

The Council used this input as the basis for further work, focused in particular on our approach to enable the engagement of residents and key stakeholders across the Borough, as well as to clarify the impact of specific schemes and ensure that they were supported by SMART targets. The Council published response to the Scrutiny Review to set out our underlying thinking about our current vision and strategy, outline what we intend to do and explain how the group's recommendations further our vision.

The Overview and Scrutiny Management Committee: Climate Emergency Task and Finish Group Report and Recommendations paper (September 2020) can be found [here](#). The Council Commentary and Response to Recommendations (October 2020) can be found [here](#).

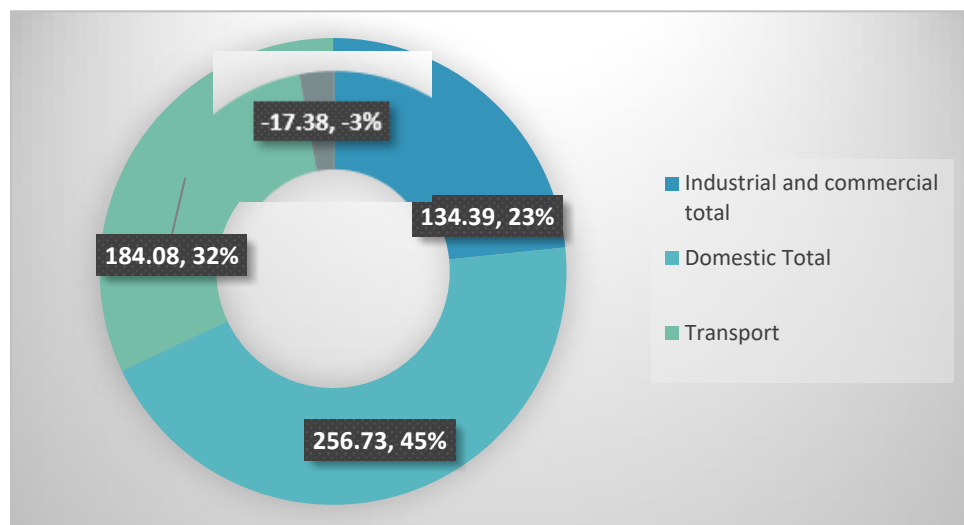
### Auditing and Reporting

The council is constantly seeking to ensure the accuracy and quality of the information in the action plan, and that our response to climate change is as robust as it can be. To this end, an internal audit is currently underway, meanwhile this plan and future actions are externally and independently reviewed by the [council climate scorecards](#).

The council has also recently been highly commended by the MJ awards and are now reporting externally through CDP, an internationally accepted process used by many large cities and companies. The latest report on this can be found (here). This process also links to the UK100 scheme, which the council is in the process of joining in order to further pursue changes on a national not just local level.



## Current Emissions



**Figure 1.** Wokingham Borough Carbon Footprint 2019 (ktCO<sub>2</sub>)

Wokingham Borough's carbon footprint is **557 ktCO<sub>2</sub>**, as seen in Figure 1. This is based on government data and reported two years in arrears (BEIS 2019)<sup>1</sup>. This is comprised of emissions from: transport (32%), the industrial and commercial sector (23%), and the domestic sector (45%).

**Residential Buildings** emissions are the greatest single contributor to Wokingham's carbon footprint accounting for 256.7 ktCO<sub>2</sub> (45%). Of these, 59 ktCO<sub>2</sub> account for domestic electricity, 186.9 ktCO<sub>2</sub> for domestic gas usage and 10.8 ktCO<sub>2</sub> for usage of other fuels.

**Transport** emissions contribute to 184.08 ktCO<sub>2</sub> (32%). A roads account 76.7 ktCO<sub>2</sub>, minor roads 97.7 ktCO<sub>2</sub>, other transport modes 9.7 ktCO<sub>2</sub>. This figure excludes sectors that are completely beyond the council's scope of influence. For example, the emissions from major transport links (M4) (156 ktCO<sub>2</sub>) as well as diesel rail transport (12.4 ktCO<sub>2</sub>), which are managed by Highways England and national rail companies, respectively.

**Industrial and commercial** emissions from energy and fuel use in industrial and commercial buildings contributes to 134.4 ktCO<sub>2</sub> (23%) per year as follows: electricity 74.5 ktCO<sub>2</sub>, gas 39.9 ktCO<sub>2</sub>, large industrial installations 0.01 ktCO<sub>2</sub>, agriculture 4.1 ktCO<sub>2</sub>, and other fuels 15.8 ktCO<sub>2</sub>.

**Carbon sequestration** in the Borough accounts for 17.4 ktCO<sub>2</sub> (-3%) of savings a year through forestry and natural land use (LULUCF).

### How we measure carbon emissions:

The Greenhouse Gas Protocol provides a global standardised framework to measure and manage emissions. To distinguish between emissions occurring inside and outside the borough's boundary resulting from activities within Wokingham, emissions are divided into three categories: scope 1, 2 and 3.

**Scope 1:** Emissions associated with combustion of fuels directly by a consumer. Within Wokingham this mainly refers to gas use for heating, cooking and hot water, and petrol/diesel used by vehicles whilst they are on the Borough's roads.

**Scope 2:** Energy which is purchased from elsewhere but used by a consumer. Within Wokingham this means the electricity used in the borough. The emissions are created at power stations located outside of Wokingham, but the electricity is used within the borough supplied via the electricity grid.

**Scope 3:** Emissions resulting from the behaviour and activity of a consumer but occurring from sources outside of their control. Within Wokingham these are generally consumption-based emissions, which are out of the scope of the Borough's carbon footprint. However, the council will support behavioural change through the actions in this plan.

<sup>1</sup> UK local authority and regional carbon dioxide emissions national statistics: 2005-2017

## Future Emissions

The trajectory of carbon emissions for Wokingham Borough has been steadily decreasing since 2012. This is partly due to Central Government targets to increase the renewable energy infrastructure nationally and technological advances leading to greater energy efficiency. However, further significant direct action is needed in key areas such as transport and retrofitting in order to continue the reduction. This will rely primarily on actions directly from the council, requiring support from central government through policy changes and funding.

Current business as usual (BAU) projections from SCATTER (see appendix 1), follow a methodology based on numerous government strategies and incorporated targets and using 2019 BEIS data, estimate a 14% reduction by 2030. This has changed from previous iterations methods as it is now based on a more bottom-up approach, to focus more on the direct actions and impacts we can have as a council beyond national policy impacts. There are numerous approaches possible for this process as all are based on estimations, with both the current and previous approaches utilised by other councils successfully.

This represents a 78 ktCO<sub>2</sub>e saving, while actions in the plan are estimated to save 214.72 ktCO<sub>2</sub>e, meaning a shortfall of 264.27 ktCO<sub>2</sub>e remains. This demonstrates the scale of the issue and outlines the importance of wider government support, as without the statutory powers and funding required, the major actions required to reach net zero are not currently achievable.

### Consumption Based Emissions:

Those that extend beyond the Borough's boundary, whereby demand (and supply) of goods and services will be driving emissions in supply chains around the world. The CCC is set to broaden its reporting to include all of the UK's emissions from 2033, including those caused internationally by the country in the production and transportation of goods and services.

## Targets and Estimated Carbon Savings Summary

This action plan establishes targets to achieve carbon dioxide reductions in the below nine identified priority areas. Due to emissions coming from all sources, many of these actions will rely on each other and cannot be done in isolation, meaning the majority of projects are running simultaneously.

Targets are best estimates with the information we currently have, though the methodology is subject to ongoing refinement. For simplicity, the savings figures here are rounded down to the nearest whole number, though more precise measurements can be found in the methodology. Where possible, targets are aligned with government ones in terms of measurements, though stretched to be more ambitious than the 2050 goal.

The below table is a summary, with more detail on each specific target in the below full plan. The carbon savings outlined by each target represent the cumulative annual savings, towards net zero, ie they will contribute that amount of savings against the total emissions from the borough in 2030. Some of these targets will not directly represent carbon savings but are essential to the delivery of other targets; these are identified as 'Neutral'. We recognise more is needed and are continually adding new actions to this plan, with a number of emerging target areas outlined in individual sections.

Not all carbon savings for all the projects listed in this plan have been calculated, as some of the information needed for this calculation is not yet available. As projects develop, we will be able to give more information on carbon savings per individual actions. Estimated costs are provided for projects where feasibility studies have been completed and will be updated when possible for remaining work. Importantly, the council will aim to benefit from sustainable and low carbon revenue streams and there will be new opportunities to work with the Government and private sector on pilot projects, crowdfunding, grants and loans or joint projects.

	Section	Savings
	<b>Transport</b>	
1	50% Reduction in ICE private car mileage	
1.1	33% From EVs Registered	<b>44,957</b>
1.2	5% From Reduced travel	<b>6,812</b>
1.3	2% From Public Transport	<b>2,725</b>
1.4	10% From Active Transport	<b>13,623</b>
2	22% Reduction in Road Freight	
2.1	Freight Management Policy	<b>23,241</b>
2.2	Cargo Bikes	<b>Included</b>
	Subtotal	<b>91,358</b>
	<b>Renewable Energy Generation</b>	
6.1	Renewable energy generation via Solar farms	<b>14,058</b>
3.2	Renewable energy generation by households	<b>27,333</b>
	Subtotal	<b>41,391</b>
	<b>Retrofitting</b>	
4.1	PassiveHaus Scheme	<b>935</b>
4.2	Council Housing Retrofitted	<b>9,542</b>
4.3	Schools Retrofitted	<b>5,034</b>
4.4	Housing retrofitted	<b>55,490</b>
	Subtotal	<b>71,001</b>
	<b>Carbon Sequestration</b>	
5.1	Woodlands, Hedgerows and Orchards	<b>2,329</b>
5.2	Improve sequestration in land management	<b>2,031</b>
5.3	Implement carbon sequestration opportunities	<b>Included</b>
	Subtotal	<b>4,360</b>

	Section	Savings
	<b>Schools</b>	
6.1	Promote CE awareness and involvement in schools	<b>Neutral</b>
6.2	Celebrate schools' achievements in climate emergency	<b>Neutral</b>
	<b>Waste &amp; Recycling (Out of Scope)</b>	
7.1	Achieve 70% recycling target	<b>45,271</b>
7.2	3% of total waste going to landfill	<b>8,046</b>
	Subtotal	<b>53,316</b>
	<b>New Development</b>	
8.1	Residential development to achieve carbon neutrality	<b>Neutral</b>
8.2	Non-residential to meet BREEAM excellent standard	<b>Neutral</b>
8.3	Establish a spatial strategy around sustainability	<b>Neutral</b>
8.4	Support low carbon and renewable energy generation	<b>Neutral</b>
8.5	New buildings designed and built to be EV ready	<b>Neutral</b>
8.6	Council new development to carbon neutral standards	<b>Neutral</b>
	Subtotal	<b>Neutral</b>
	<b>Procurement</b>	
9.1	Achieve sustainable procurement practices	<b>Neutral</b>
9.2	Include social value	<b>Neutral</b>
	Subtotal	<b>Neutral</b>
	<b>Engagement</b>	
10	Raise awareness about climate emergency	<b>Neutral</b>
	Subtotal	<b>Neutral</b>
	<b>Council Specific Actions</b>	
11.1	Reduce council travel related emissions by 70%	<b>Included</b>
11.2	Council fleet all EVs	<b>Included</b>
11.3	Council buildings retrofitted	<b>6,612</b>
	Subtotal	<b>6,612</b>

## Transport

### Annual Carbon Savings: 91,358 tCO<sub>2</sub>e

Being one of the key contributors towards our emissions, and with higher-than-average car ownership in the borough, transport savings remains a priority area, as it is where the most quick savings can be achieved. Targets here are based around the vital overall goal of reducing ICE (internal combustion engine) mileage, both for private and commercial purposes. They are therefore split under these 2 primary areas, with the sub targets all contributing towards the main goals by a percentage (eg contributing 10% of the 50% total reduction).

Key areas include encouraging and supporting residents and businesses to transition to sustainable and active methods wherever possible, alongside reducing mileage by car sharing and so eliminating the additional journey. Active transport targets are currently ahead of the target estimation, though public transport and travel reductions are currently behind, meaning more actions or expansion of the current ones in these sections will be required for future iterations of the plan, to meet this overall goal.

Indeed, negative covid influences still remain around public transport, meaning the impact here is very limited. More focus is also recognised to be required around train usage, with work underway to include targets on this area in future iterations, hence are not included in current figures.

Moreover, the scale of these projects require significant external funding to implement, with a number of bids submitted for such this year alone.

However, these targets do not exist in isolation, with many reliant on others to reach their full potential and hence all projects are being progressed simultaneously. For example, active travel increases will require supporting infrastructure. Working with partners will be key to this, such as bus and rail companies or EV infrastructure providers, to maximise the benefits for all parties.

### Key Achievements this year:

- Estimated total savings of at least 41,762.26 tCO<sub>2</sub>e were achieved within the borough this year due to home-working and covid travel restrictions.
- Innovation Valley Rewards app scheme launched.
- £2.95m DfT grant for the Woodley to Reading Active Travel Route.
- 176 active sockets installed, with a further 190 planned.
- Feasibility study for on street and council owned car parks completed.

### Consumption Emissions:

- The only element of consumption within this sector would come from the initial purchase of a vehicle, which does not fall within our scope. Fuel is accounted for directly within scope 1 emissions.

### Action Changes:

- Previous Action 2.9 on low carbon engine buses has been removed as this is the same as action 1.3.3 here.
- Previous Action 1 on greenways has been removed as this is focused primarily around connecting SDLs not CO<sub>2</sub> savings.
- New action 2.2 – New business grant support for cargo bikes.
- Previous Action 6 on congestion has been removed as this will now focus on infrastructure improvements.
- Council specific actions moved to relevant section at the end of the plan.

### SDGs:



TR	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
T1	<b>50% Reduction in ICE private car mileage</b>				<b>68,117 tCO<sub>2</sub>e</b>	<b>TBC</b>	
1.1	<b>33% From EV Registration</b>				<b>44,957 tCO<sub>2</sub>e</b>	<b>TBC</b>	
61  1.1.1	<p><b>To develop an EV strategy for Wokingham Borough.</b></p> <p>Improved air quality, reduce NOx, PM10s, PM25, cheaper to maintain and run, better driving experience. Also supports more constant energy usage for overall lower emissions from production.</p> <p>Despite covid and traditional car sales declining in the pandemic, EV sales have risen across the board.</p>	<p>Borough wide strategy to specify the infrastructure for EV charging point to encourage the uptake of EVs.</p> <p>Map the existing EV chargers across the Borough and on council property.</p> <p>Obtain a baseline on current electric vehicle market, current ownership, forecast growth and charging infrastructure technologically.</p> <p>Develop and agree policy for EV charge point provision, which will maximise uptake of EV.</p> <p>Assess the potential for an integrated network of EV charge points. This would include encouraging the installation of EV charging points at motorway service</p>	<ol style="list-style-type: none"> <li>1. Carry out initial assessment of the EV requirements for the Borough.</li> <li>2. Instruct consultant on requirements baseline and create a brief to commission expert work.</li> <li>3. Create a business case for funding.</li> <li>4. Establish policy, processes and protocol for responding to requests for charge points and how they can be operated and maintained.</li> <li>5. Agreeing partnerships, income streams and service providers to ensure best uptake.</li> <li>6. Produce EV strategy report and present to senior leadership teams for approval.</li> </ol>	EV Strategy formation currently underway. Draft report to be complete August 2022.	Included in total	Short term  Costs TBC	

		areas and at large fuel retailers.					
1.1.2	<p><b>Provide a uniform method of accessing public and private charge points</b></p> <p>Able to monitor power usage to ensure reliability. Opportunity for communication with users.</p>	<p>Set up the back office so that EV chargers are accessible and easy to use to encourage more people to use them. Provide accurate standardised public information on how to locate, use and pay for chargers in the Borough.</p>	<ol style="list-style-type: none"> <li>1. Investigate the types of back office payment systems used by the industry and assess the best option to be implemented at WBC.</li> <li>2. Harmonised EV related contracts such as electricity, maintenance, service and back office.</li> <li>3. Develop software for council to use when designing new projects and need this information.</li> </ol>	<p>Action completed. Documents available which provide this information (EV Charger selection guide and Highways Annex E). Access requires contacting the EV team for permission and a quick guide. This is needed rather than a public standalone document as it is updated regularly. Being standardised to VENDelectric.</p>	Included in total	<p>Short term</p> <p>Nil</p>	
1.1.3	<p><b>Review the residential charge point infrastructure for those who have communal parking facilities such as flatted developments.</b></p> <p>Opportunity for communication with non-EV users.</p>	<p>Currently, 27% residential buildings (approximately 12,000 households) do not have off-street parking and therefore direct access to safely charging an EV vehicle. This represents a barrier for these occupants to own an EV and so reduces the uptake of EVs in the Borough.</p>	<ol style="list-style-type: none"> <li>1. Implement a pilot of EV charging points in selected location, aim at installing 19 new charging points for residents with communal parking facilities.</li> <li>2. Based on the experience gained during stage 1, the council will seek to extend charging point facilities across the Borough.</li> </ol>	<p>A geospatial analysis was conducted to identify any existing and future demand for on-street charging. The analysis included residents requests, the results of our <a href="#">EV survey</a> that was conducted last year (24/03/2021 - 30/04/2021) and information about the proportion of streets with flats and terraced houses (which therefore lack off-street parking). A funding application is due to be re-submitted to the</p>	72 tCO <sub>2</sub> e	<p>Long term</p> <p>Costs TBC</p>	

63				<p>On-Street Residential Chargepoint Scheme following a change in the fund criteria.</p> <p>A pilot project has been completed at three council-owned car parks within the Borough. A new technology that combines park and charge payments is currently being tested in Carnival Pool, Dinton and Shute End. If successful, this will be expanded at other potential sites.</p>			
	<p><b>1.1.4</b></p> <p><b>Ensure that all EV charging points installed in the Borough are 'smart ready' to balance the electricity load demands on the grid.</b></p> <p>Able to monitor power usage to ensure reliability.</p>	<p>Ensure that charge points are smart ready by setting requirements prohibiting installation of charge points unless they meet certain load management specifications. Establish the parameters for the management of available energy in an area through methods like dynamic load balancing or local storage systems.</p> <p>This will ensure reliability of power supply in the system. Maintaining confidence in the network and increasing</p>	<ol style="list-style-type: none"> <li>1. Identification of dynamic load balancing or local storage systems that could be implemented in WBC.</li> <li>2. Engage with service providers about generic support for WBC EV chargers through standards such as OCCP.</li> <li>3. Analysis on current EV provisions and process in place.</li> <li>4. Assessing the potential implementation of fast charging at a premium</li> </ol>	<p>Action completed. Some sites have limited capacity so load balancing for multiple charging sessions are planned to be implemented.</p>	Included in total	<p>Medium term</p> <p>Nil</p>	



		the uptake of EVs. Overall carbon savings cannot be achieved without this.	rate to assist load balancing.				
64	<p><b>1.1.5</b></p> <p><b>Support local businesses, including commercial property owners, to transition their commercial fleets to EV. Also to encourage employees to switch to EV for private use.</b></p> <p>Improved air quality, reduce NOx, PM10s, PM25, cheaper to maintain and run, better driving experience. Also supports more constant energy usage for overall lower emissions from production.</p>	<p>Consult with local businesses to understand needs, including taxi fleets, to develop the required charging infrastructure to support the uptake of EVs. Support the transition of 20% vehicles used for commercial purposes to ultra-low or electric. This includes applying for grants and funding for purchase and installation cost, etc. Guide and advice local businesses about the benefits of transitioning to EVs.</p>	<ol style="list-style-type: none"> <li>1. Engage local business with Workplace Charging Scheme.</li> <li>2. Provide information on salary sacrifice schemes to support employees to transition to EV</li> <li>3. Assess opportunities to support the development of plug-in taxi programs within the Borough, considering the requirements for charge points.</li> <li>4. Promote the benefits of EVs and electric transport overall through the climate conversation series and newsletters.</li> </ol>	<p>Awaiting full confirmation from EV Strategy.</p> <p>Following council adoption of a Liftshare scheme, this commuting assessment process is hoped to be made available to local businesses at a discounted rate, starting with Thames Valley Pilot as above.</p> <p>A few businesses have also been contacted specifically following low carbon workspace grants and the benefits and viability of EVs highlighted.</p>	1,834 tCO <sub>2</sub> e	<p>Medium term</p> <p>Nil</p>	
	<p><b>1.1.6</b></p> <p><b>Promote uptake of EVs with our residents through engagement</b></p> <p>Improved air quality, reduce NOx, PM10s, PM25, cheaper to maintain and run,</p>	<p>Support and educate our residents about the benefits of transitioning to EVs. Make available information that will support residents in taking the decision to transition to EVs, including government schemes that will support residents in the</p>	<ol style="list-style-type: none"> <li>1. Deliver a sustained campaign to inspire residents to 'Go Ultra Low' and transition to EVs.</li> </ol>	Not started	Included in total	<p>Medium term</p> <p>Nil</p>	



	<p>better driving experience. Also supports more constant energy usage for overall lower emissions from production.</p>	<p>installation of EV charging points.</p> <p>60% of residential buildings have parking facilities.</p>					
<p>65</p> <p>1.1.7</p>	<p><b>Coordinate the installation of EV charging points into both council buildings and private or commercially owned land, in line with the EV network plan approved in the strategy.</b></p> <p>Improved air quality, reduce NOx, PM10s, PM25, cheaper to maintain and run, better driving experience. Also supports more constant energy usage for overall lower emissions from production.</p>	<p>EV network plan will have standardised EV charging point requirements to make charging easy to access.</p> <p>To support this ensure all council-owned assets comply with the standard. This includes locations such as libraries, leisure centres, parks, etc.</p> <p>Investigate the requirements to install EV charge points to commercial property such as business parks, shopping centres, etc.</p>	<ol style="list-style-type: none"> <li>1. Explore potential locations for charging points.</li> <li>2. Align the EVs installation requirements to the building retrofitting programs.</li> <li>3. Potential pilot with flow-bird where they can pay for parking and charging at the same time. Requires integration into ticketing machine infrastructure with single operator rather than different back offices.</li> <li>4. Targets for charger installation will be included in the EV Strategy</li> </ol>	<p>EV standards from highways design guide is being used. Feasibility study on additional car parks underway. Ongoing process of exploring new options for charging point. Checklist developed to help project managers identify needs and types of chargers based on needs of users and other restrictions.</p> <p>230 active sockets installed, with a further 190 planned. This means 1,099 tCO<sub>2</sub>e savings have been identified.</p>	Included in total	Medium term Costs TBC	
1.2	<b>5% From Reduced Travel (Removing Journeys)</b>				<b>6,811 tCO<sub>2</sub>e</b>	<b>TBC</b>	

66	<p><b>1.2.1</b></p> <p><b>Engage businesses to promote home and remote working when possible.</b></p> <p>People are more likely to stay around their home areas in general, shopping locally etc, following Covid.</p> <p>Increased time freedom due to lack of commute also increases adoption of active/sustainable transport methods.</p>	<p>Capitalise on the unintended consequences of the national lockdown by engaging with businesses to understand their working practices and encourage them to consider the new ways of working in their recovery plans to overall reduce the CO2 emissions caused by travel from workers of local businesses by 30% by 2022.</p>	<ol style="list-style-type: none"> <li>1. Engage businesses through a survey to assess their working practices during the national lockdown and encourage new ways of working as part of their recovery plans.</li> <li>2. Deliver a communications campaign to encourage local business to learn from COVID-19 unintended consequences.</li> </ol>	<p>Data collected from homeworking questions in wider COVID survey. To inform later comms encouraging greater home and remote working opportunities.</p>	<p>4,183 tCO<sub>2</sub>e</p>	<p>Short term</p> <p>Nil</p>	
	<p><b>1.2.2</b></p> <p><b>Promote Liftsharing schemes / opportunities through My Journey to help individuals and businesses develop bespoke travel policies.</b></p> <p>Opportunities for cost savings for users compared to personal car usage.</p>	<p>Reduce transport related CO2e emissions, reduce congestion, improved road safety and air quality by promoting Liftsharing, which helps companies assess staff travel patterns to promote car sharing. To achieve a 10% reduction in the number of single occupancy car trips to and from businesses by March 2022.</p>	<ol style="list-style-type: none"> <li>1. Produce and submit proposal Procurement process.</li> <li>2. Launch Liftshare scheme</li> <li>3. Map commuter trips across the Borough and provide access to live data on how many miles/CO2 can be saved by people lift sharing across the Borough and for each individual business.</li> </ol>	<p>Multiple liftshare providers have been consulted and procurement process to begin to deliver this. Following council adoption of a Liftshare scheme, this commuting assessment process is hoped to be made available to local businesses at a discounted rate. - Thames Valley Park 2 years Trial – could be funded by them – to be followed by other business parks (Winnersh)</p>	<p>1,394 tCO<sub>2</sub>e</p>	<p>Short term</p> <p>£30,000</p>	

			<ol style="list-style-type: none"> <li>Set up CO2 emissions targets for local businesses.</li> <li>Deliver a communications campaign to promote active and sustainable travel modes through competitions.</li> </ol>	This will deliver data on how and where people are travelling, which will support wider sustainable transport actions.			
1.3	<b>2% From Public Transport Increase</b>				<b>2,725 tCO<sub>2</sub>e</b>	<b>TBC</b>	
67 1.3.1	<p><b>Produce bus service improvement plan.</b></p> <p>Setting the policy framework for bus services to recover from Covid and for establishing longer-term growth.</p> <p>Allows access to funding - COVID-19 Bus Services Support Grant (CBSSG) or any new sources.</p>	<p>Gap analysis SWOT analysis, produce policies of what will need to be improved.</p> <p>Enhance partnership - vision, plan, setting the policy framework and establishing targets for bus passenger growth within the borough. The plan aims to boost passenger numbers to 3 million following a recent decline from 2.8 million before the covid-19 outbreak to 1.8 million, or roughly 65 per cent of pre-pandemic levels.</p>	<ol style="list-style-type: none"> <li>Engagement and consultation local bus operators, internal stakeholders.</li> <li>Engagement with consultants to produce reports.</li> <li>Converting these reports into combined strategy.</li> <li>Setting the policy framework for bus services to recover from Covid and for establishing longer-term growth.</li> <li>Publishing the bus service improvement plan.</li> </ol>	Complete – Published 31 <sup>st</sup> Oct	Included in total	Short term  £27,500	
1.3.2	<p><b>Establish an enhanced partnership with contractors.</b></p>	<p>Make a legally binding document with bus operators - define levels of service and provision of infrastructure in relation to the schemes</p>	<ol style="list-style-type: none"> <li>Have an Enhanced Partnership in Place by June 2022</li> </ol>	<p>Draft agreed for this and will begin ASAP following elections.</p> <p>To include variation clauses for: more frequent and more reliable bus services,</p>	Included in total	Short term  Costs TBC	

	Allows access to transformational funding.	Identifying key corridors and setting frequency of bus service - set up bus priority and how to improve journey times		better access in rural areas, more attractive fares for young people, better marketing and improving buses themselves.			
1.3.3	<b>Support electrification of local buses.</b>  Improved air quality along key urban routes and inspiration of possibilities.	Zero emission bus regional areas (ZEBRA) Route 21 - Lower Early - Reading University - Reading Town Centre  Depending on Reading buses having the required funding for fleet renewal Gov will fund 75% and LA need to fund the rest	1. Identification of the route/buses/ specifications 2. Applying and achieve funding for Zero emission bus regional areas (ZEBRA) Trunch 1. 2021 May 2021 Trunch 2. September 2021 3. This will be included in the BSIP	2 <sup>nd</sup> bid submitted as part of BSIP, particularly for urban routes including Lower Early as strong feasibility due to shorter route, but unsuccessful.  This will be revisited if suitable funding opportunity arises.	Included in total	Medium term  Included in £34m bid.	
1.3.4	<b>Improve the bus public transport network for Wokingham Town.</b>  This presents the opportunity to synchronise timetables.	Identifying the key transport needs for the public travelling between Wokingham and surrounding areas: Wokingham Town, Finchampstead, Winnersh, Twyford, and Woodley to decrease the number of people arriving in personal vehicles at public transport interchanges (rail stations & P&R sites) by 5% by March 2022.	1. Launch public consultation. 2. LCTS consultation 3. Re-tender the public transport contract to procure an improved contract 4. This will be included in the BSIP	Network review by end of Sept 2022, as requested by DfT, with contracts extended until this point.	Included in total	Short term  Costs TBC	
1.3.5	<b>Bus Stop Infrastructure Works to Support North</b>	Public Transport infrastructure enhancement includes more shelter from	1. Create a bus strategy for North Arborfield	The strategy has been published and an		Medium Term	

	<p><b>Arborfield SDL Bus Strategy.</b></p> <p>This will connect people to jobs, study and local services, allowing people who are old, young, disabled and isolated to commute and helping reduce traffic jams.</p>	<p>poor weather, more seating capacity and real time information displays to encourage more residents to use the bus network.</p>	<ol style="list-style-type: none"> <li>2. Develop and agree an implementation plan</li> <li>3. Start works on site.</li> </ol>	<p>implementation plan agreed.</p> <p>This has been assessed as part of an ongoing Enhanced Partnership agreement process, with new bus stops added and routes amended as part of wider works.</p>	Included in total	£54,000	
69	<p><b>1.3.6 Increase peak-hour bus transport for Lower Earley.</b></p> <p>This will connect people to jobs, study and local services, allowing people who are old, young, disabled and isolated to commute and helping reduce traffic jams.</p>	<p>Increase the capacity of bus transport between Lower Earley and Reading as surveys suggest morning services are at capacity and leaving passengers at stops. 5% decrease in the number of people arriving in single occupancy vehicles at public transport interchanges (rail stations &amp; P&amp;R sites) by March 2022.</p>	<ol style="list-style-type: none"> <li>1. Review contract with Reading buses</li> <li>2. Identify capacity requirements</li> <li>3. Bid for funding</li> <li>4. Deliver increased capacity in the short term</li> <li>5. Re-assess requirements post covid and home-working</li> </ol>	<p>Additional capacity has been delivered on a short-term basis - Achieved with extra vehicles thanks to DfE funds during covid.</p> <p>Currently the route is still operating with capacity, so there is not a case for increasing the resource, though it is being monitored regularly.</p>	Included in total	<p>Short term</p> <p>Nil</p>	
	<p><b>1.3.7 Implement the South of M4 bus strategy.</b></p> <p>This will connect people to jobs, study and local services, allowing people who are old, young,</p>	<p>Increasing the frequency of the Leopard Bus services, serving the South of M4 SDL to increase the number of residents using this by 5%.</p>	<ol style="list-style-type: none"> <li>1. Launch public consultation to understand demand for travel</li> <li>2. Deliver increased frequency of services</li> </ol>	<p>Completed. This will be reviewed as part of an ongoing Enhanced Partnership agreement process for new pattern of service, dependent on the joint review with Reading Borough - collaborating on</p>	Included in total	<p>Short term</p> <p>£480,000</p>	

	disabled and isolated to commute and helping reduce traffic jams.		3. Review capacity requirements under covid changes. This will be included in the BSIP	this project towards shared goals.			
1.3.8 70	<p><b>Investigate demand services opportunities and on-demand flexi-routes.</b></p> <p>This will connect people to jobs, study and local services, allowing people who are old, young, disabled and isolated to commute and helping reduce traffic jams.</p>	<p>Improve access to rural areas by implementing an uber style public transport service for people living in remote locations where a full service would be unviable but still help reduce car usage. Leading to a 5% increase in the number of trips from our public transport interchanges by bus and rail by March 2022.</p>	<ol style="list-style-type: none"> <li>1. Twyford is being considered under the rural mobility fund bid as a pilot area.</li> <li>2. Investigate ARRIVA Click success.</li> <li>3. Submit bid for extra funding in this area</li> <li>4. This will be included in the BSIP as a longer-term aspiration for improvement to rural transport and early morning / late evening transport.</li> </ol>	<p>A bid has been submitted to DfT as part of BSIP but unsuccessful.</p> <p>Under consultation to explore DRT further.</p>	Included in total	<p>Short term</p> <p>Included in £34m bid.</p>	
1.3.9	<p><b>Home to school transport project.</b></p> <p>Potential to deliver costs savings and reduce wait/travel times for users.</p>	<p>Re-optimising the routes and capacity for school buses by re-tendering the contracts.</p> <p>Also re-optimising the wider taxi collection scheme to minibuses and sharing more.</p>	<ol style="list-style-type: none"> <li>1. Calculate the optimal route plans</li> <li>2. Calculate the estimated carbon savings</li> <li>3. Re-tender contracts</li> <li>4. Collate the details on the current taxi scheme</li> <li>5. Identify opportunities for sharing or minibus routes</li> <li>6. Modify plans as needed to ensure 100% coverage</li> </ol>	<p>Completed - The school bus contracts have been re-tendered with the switch happening on the 06/09/21, with ongoing monitoring.</p>	2.55 tCO <sub>2</sub> e	<p>Short term</p> <p>Nil</p>	

			7. Monitor progress to identify savings				
1.4	10% From Active Transport Increase				13,623 tCO <sub>2</sub> e	TBC	
71 1.4.1	<p><b>To provide more primary school children with the opportunity to develop practical skills and an understanding of how to cycle safely.</b></p> <p>Will be more likely to choose cycling over cars as adults, health benefits from exercise. Increased time freedom due to lack of commute also increases adoption of active transport methods. People have embraced local green spaces.</p>	<p>Offer bikeability training up to level 3 to more primary school children in Wokingham Borough to improve cycling skills amongst children and improve air quality by substituting cycling for car journeys. Achieve a 5% reduction in the number of children being driven to Wokingham Borough schools by March 2023.</p>	<ol style="list-style-type: none"> <li>1. Compile and deliver an annual events programme for Bikeability courses.</li> <li>2. Monitor impact of programme on take up of cycling to school.</li> </ol>	<p>Courses still underway. Project fully funded with a total of 2,373 children trained to date.</p> <p>Larger Bikeability grant obtained for 2022- 2023 to enable us to train up to 1,800 children on Bikeability courses.</p> <p>372 children completing Learn to Ride courses, with 273 successfully riding after 1-2 sessions.</p>	<p>353 tCO<sub>2</sub>e</p> <p>(Included in total)</p>	<p>Short term</p> <p>£122,512 + £83,332 for 2022/23</p>	
1.4.2	<p><b>Encourage and support local schools to join Modeshift Awards scheme for</b></p>	<p>Create a culture of active travel amongst school children, having a direct impact on air quality, carbon savings and helps improve</p>	<ol style="list-style-type: none"> <li>1. 10 schools targeted within the Wokingham Town, Finchampstead and Twyford areas (AQMA), to achieve</li> </ol>	<p>Ongoing work with schools via certification and competitions.</p>	<p>137 tCO<sub>2</sub>e</p>	<p>Medium Term</p> <p>£190,101</p>	

72	<p><b>active and sustainable travel.</b></p> <p>Will be more likely to choose active transport over cars as adults, health benefits from exercise. People have embraced local green spaces. Increased time freedom due to lack of commute also increases adoption of active transport methods.</p>	<p>student health and concentration levels.</p> <p>Leading to a 10% reduction in the number of children being driven to school by March 2026.</p>	<p>Modeshift STARs accreditation at bronze, silver, gold or platinum level, as appropriate for the school, supported by active travel officers.</p> <p>2. Promote the following campaigns in schools in the AQMA area: a car free day, an anti-idling campaign, national clean air day campaign, and Beat the Street.</p>	<p>Two more schools accredited, with another two submissions. 12 schools actively engaged with, and an additional 10 schools with air quality focus and monitoring equipment. Evendons School achieved platinum level, one of only 8 schools in the country and winning regional school travel awards.</p> <p>21 schools signed up to the Big Walk and Wheel, with Wescott and Windmill schools scoring in the top 50 schools nationwide. Upcoming similar Walk to School Week campaign with 32 signed up.</p>	(Included in total)		
	<p><b>1.4.3 Roll out the Healthy School Streets programme.</b></p> <p>Will be more likely to choose active transport over cars as adults, health benefits from exercise. People have embraced local green spaces.</p>	<p>Trial programme at school streets to tackle congestion, road safety and air quality by restricting motor traffic at the school gates for a short period of time, generally at drop-off and pick-up times. This will make it more difficult to drive to the school for the school run, resulting in a reduction in students being driven to school.</p>	<p>1. Design how the scheme will work.</p> <p>2. Assess potential schools and create tender opportunity.</p> <p>3. Select a school to pilot scheme.</p> <p>4. Review the results of the pilot.</p> <p>5. Role out scheme more widely.</p>	<p>Process for suitable pilot site under assessment.</p>	Included in total	Long term £10,000	



		Leading to a 10% reduction in the number of children being driven to school by March 2026.					
1.4.4	<p><b>Increase the uptake of cycling from local business by promoting the Love to Ride programme.</b></p> <p>Health benefits from exercise and increased time freedom due to lack of commute also increases adoption of active transport methods. People have embraced local green spaces.</p>	Encourages people to choose cycling as their main mode for essential travel and as a fun, enjoyable form of daily exercise. Aiming to reduce the CO2 emissions from employees of local businesses travelling to work by 10% by 2025.	<ol style="list-style-type: none"> <li>1. Ride anywhere week campaign - 23 - 27 March 2020</li> <li>2. Run 4 campaigns per year to promote cycling to work</li> <li>3. Work in partnership with local businesses to promote active travel breakfast</li> </ol>	<p>Full audit of Love to Ride underway.</p> <p>Aiming for 100 active companies and 2-3000 participants per campaign, including push for WBC employees.</p>	1,240 tCO <sub>2</sub> e  (Included in total)	Medium term  £50,000	
1.4.5	<p><b>Develop the Local Cycling and Walking Infrastructure Plan (LCWIP) to be Borough wide and implement 50% LCWIP by 2030.</b></p> <p>Health benefits from exercise and increased time freedom due to lack</p>	<p>Create a comprehensive network of walking/cycling routes across the Borough which are joined up, based on evidence and data from the LCWIP process.</p> <p>Aiming to increase cycling modal share by 4% and walking modal share by 5%.</p>	<ol style="list-style-type: none"> <li>1. Completion of LCWIP studies across the borough from 2021 to 2025.</li> <li>2. Implementation of measures from the reports ongoing to 2030.</li> </ol>	<p>Borough wide LCWIP Study assessments for primary routes completed with consultant.</p> <p>Public consultation on LCWIP routes and infrastructure ideas is expected in July 2022.</p> <p>Consultation for Woodley / Reading Active Travel Route</p>	12,447 tCO <sub>2</sub> e  (Included in total)	Long term  £38m (£5m for report)	

74	<p>of commute also increases adoption of active transport methods. People have embraced local green spaces.</p>			<p>complete and redesign of some sections underway in response. A 3<sup>rd</sup> public consultation on the revised design proposals will be undertaken in Summer 2022.</p> <p>£2.95m grant received from DfT for the continuation of Woodley / Reading Active Travel Route.</p> <p>Design proposals for the A329 Reading Road cycle scheme between Aspen Place and Winnersh Relief Road Roundabouts are under development.</p>			
1.4.6	<p><b>Deliver engagement and cycle training events across the Borough.</b></p> <p>Health benefits from exercise and increased time freedom due to lack of commute also increases adoption of active transport methods. People have</p>	<p>Deliver cycling training events at bike hubs, Dr Bike checks, puncture repair classes, smoothie bike, cycling skills and bike obstacle course, cycle maintenance courses, Breeze rides for beginner ladies, Bike Bonanza and Bikeability training levels 1-3. This increases confidence, road safety awareness and skill level on bikes to achieve a 2%</p>	<ol style="list-style-type: none"> <li>1. Deliver events for Montague Park and a new one in Shinfield as planned in the Events Programme 2020 – 2021.</li> <li>2. Deliver Wokingham Bikeathon as planned in the Events Programme.</li> <li>3. Deliver Bike Hub community events for Woodley, FBC, Montague Park and Shinfield as</li> </ol>	<p>Events ongoing dependent on covid regulations.</p> <p>Bike Bonanza held in April 2022 with partners and delivering training.</p> <p>Annual Wokingham Bikeathon and E-bike event with WTC June 2022</p> <p>Bike Hub events to go ahead as planned.</p>	<p>212 tCO<sub>2</sub>e (Included in total)</p>	<p>Short term</p> <p>£7,000</p>	

	embraced local green spaces.	increase in residents regularly cycling for leisure and utility by March 2022.  Engage residents with active travel schemes by providing discounts for bikes & accessories.	planned in the Events Programme 2020 – 2021.	Road safety shows run every year in primary schools.			
1.4.7 75	<b>Adult cycle training.</b>  Health benefits from exercise and increased time freedom due to lack of commute also increases adoption of active transport methods. People have embraced local green spaces.	Shine over 60s cycling program, focus on encouraging outdoor cycling for people over 60 for travel, leading to a 3% reduction in car use by residents over 60.	1. Deliver SHINE rides events as planned in the Events Programme 2020 - 2021	Began end of April 2022 and going out to businesses as well as over 60s.	1,633 tCO <sub>2</sub> e  (Included in total)	Short term  £1,500	
1.4.8	<b>Completion of the Cross Berkshire Cycle Route – NCN 422.</b>  Health benefits from exercise and increased time freedom due to lack of commute also increases adoption of active transport methods. People have	Creation of a new national cycle route between Newbury and Windsor (approx. 30 miles), including a section within Reading, Wokingham Borough, West Berkshire, Bracknell Forest and Windsor & Maidenhead, and it is included within the Thames Valley Berkshire Local Growth Deal. This will encourage more residents to	1. Completion of route across Wokingham with a combination of shared use and on-carriageway cycle lanes on the A329.	Completed. Note that this route was constructed to previous design standards and in the longer term will need to be upgraded to align with LTN 1/20.	Included in total	Short term  £1m	

	embraced local green spaces.	cycle by connecting people with key destinations.					
76	<p><b>1.4.9 South Wokingham Railway Crossings (Foot and cycle).</b></p> <p>Health benefits from exercise and increased time freedom due to lack of commute also increases adoption of active transport methods. People have embraced local green spaces.</p>	Improved walking and cycling infrastructure will encourage residents to mode shift.	1. Feasibility study on Carnival pool crossing with Network Rail.	Feasibility study on Carnival pool crossing with Network Rail – Engaged WSP to design replacement bridges	Included in total	Short term Costs TBC	
	<p><b>1.4.10 Promote active and sustainable travel modes amongst new residents in new developments.</b></p> <p>Health benefits from exercise and increased time freedom due to lack of commute also increases adoption of active transport methods. People have</p>	Inform new residents of alternatives to single occupancy car use, promoting the wider benefits of active and sustainable travel, while providing a local context. Welcome packs are provided with offers for sustainable travel, like bus taster tickets and cycle shop discounts, as well as localised cycle, bus maps and SANG walks.	1. Welcome pack for Deer Leap Park and Orchard Rise in the Spencerswood, Arborfield and Wokingham areas.	Dear Leap Park and Orchard rise welcome packs delivered and sites now complete. Packs also delivered to the numerous developers in Shinfield Arborfield and Wokingham areas and ongoing.	Included in total	Medium term £3,000	

	embraced local green spaces.	Aiming to achieve 25% of new residents travelling sustainably on a daily basis across the Strategic Development Locations each year by 2026.					
1.4.11 77	<p><b>Provide personalised travel planning to new residents.</b></p> <p>Health benefits from exercise and increased time freedom due to lack of commute also increases adoption of active transport methods. People have embraced local green spaces.</p>	All residents in new developments are offered transport advice about alternative modes of travel, including free testing ticket and tailored travel packages. Aiming to achieve 25% of new residents travelling sustainably on a daily basis across the Strategic Development Locations each year by 2026.	1. Personalise travel planning to new residents in Shinfield development.	Planning underway for two rounds of PTP in financial year 2022/23.	Included in total	Medium term £50,000	
2	<b>Reduced Road Freight</b>				<b>23,241 tCO<sub>2</sub>e</b>	<b>TBC</b>	
2.1	<p><b>Develop a domestic and industrial freight management policy alongside LTP4.</b></p> <p>Reduces operational costs for firms and storage energy usage</p>	To develop a borough wide traffic distribution hierarchy to understand traffic capacity, and traffic carrying routes. Improving operational logistics could reduce the number of 'empty runs' and consequently the number of trucks on the	<ol style="list-style-type: none"> <li>1. Data gathering and assessment.</li> <li>2. Creating an accurate baseline.</li> <li>3. Develop route hierarchy.</li> <li>4. Incorporate the first draft freight management policy into LTP.</li> </ol>	Not Started		Short term Costs TBC	

	as more efficient supply chain.	road, leading to a 22% decrease in distance travelled by road freight.  The framework will support decision making on the traffic distribution, based on air quality, carbon emissions and energy savings.	5. Carry out a study to assess transport movements in Twyford in particular routes. Specifically for lorries and heavy-duty vehicles. This will be delivered through freight management work.		23,241 tCO <sub>2</sub> e		
2.2 78	<b>Support the transition of business vans to cargo bikes.</b>  Improved air quality, cheaper to maintain. Sets the example by leading the way. Opportunity for communication with non-EV private users.	Establishing a short-term business grant fund for businesses to apply for funds to switch their large vans to smaller petrol or EV cargo bikes.	1. Feasibility study to understand viability. 2. Secure funding from the capability fund. 3. Set up the business grant. 4. Monitor applications and results.	Feasibility study complete and funding secured. Setting up process underway.	Included in total	Short term £20,000	

## Renewable Energy Generation

### Annual Carbon Savings: 41,391 tCO<sub>2</sub>e

Emissions from fossil fuel burning to supply electricity remains a significant contributor to the borough's emissions, as the majority is provided via the national grid and hence emissions are calculated based on the current composition of energy providers which feed in to this. Therefore, by generating our own renewable energy through large schemes such as solar farms, this can be fed back into the grid and reduce the overall requirement and composition of fossil fuel provision.

Hence, this is how the carbon savings are calculated, by identifying how much the MWh the renewable generation in our borough will reduce the need for such alternatives in the national grid system. This is the simplest approach in terms of legislative purposes and provides significant benefits in terms of economic opportunities and more green employment and skills opportunities in the local labour market.

Over the last year, Wokingham Borough Council has established the complex supporting planning and procurement necessary to deliver the significant projects that will increase the generation of renewable energy across the Borough. Currently the timeline of planning indicates approximately 55,000 MWh of capacity from solar farms alone will be installed by 2030 across 2-3 sites, though further such sites are still planned to go ahead post 2030. For the delivery of the first solar farm, the council has worked closely with SSE, DBO, the farmers, specialist consultants and the local community.

Smaller schemes installed directly by households, businesses and in some cases, whole communities, can also contribute to these savings more directly, supplying the power used by the property owners and hence reducing the overall demand on power from the fossil fuel dominated grid. Calculations for savings remain similar though, based on replacing electricity generation from burning fossil fuels with a no carbon alternative.

Renewable energy though relates to all forms not just solar, with this included in existing support schemes and further targets in future iterations to address these sections more directly. This includes the continued installation of renewable energy systems in public buildings.

### Key Achievements this year:

- The generation of 42,572.84 MWh renewable electricity in the last recorded year (2020), saved the borough 10,881.62 tCO<sub>2</sub>e.
- Key milestones in progressing Barkham Solar Farm have been achieved including planning being granted, grid application submitted and public consultation complete.
- Partnered with Reading and Energy4All to assess viability of a number of potential buildings, under the community energy fund.

### Consumption Emissions:

- Total life cycle GHG emissions from solar PV systems are similar to other renewables and nuclear energy, and much lower than coal. Therefore none applying to households.

### Action Changes:

- Council specific actions moved to relevant section at the end of the plan.

### SDGS:



REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
3.1	<b>Increase the generation of renewable energy through investment in solar farms to generate 55,000 MWh</b>				<b>14,058 tCO<sub>2</sub>e</b>	<b>£50M</b>	
3.1.1	<p><b>Deliver the installation of a solar farm in Barkham with the capacity to generate in excess of 29 MWp of energy.</b></p> <p>Planning status of the land would remain unchanged with it reverting back to farmland after the solar farm reaches the end of its lifespan. Generation of green energy locally. 15,000 new trees on the farmland will be planted. New route for walkers, cyclists and horse-riders are being considered.</p>	<p>Installation of a large-scale solar farm on council owned land will allow the council to offset its carbon emissions from electricity and gas usage and possibly 'retail' any excess.</p> <p>Large scale solar farm installed in Barkham with the potential of generating 29 MWp output achieving 28,563,000 kWh's per annum by 2023.</p> <p>Potential to supply 8,000 homes.</p>	<ol style="list-style-type: none"> <li>1. Asset review board to the potential sites - consultant briefing for review of master planning of specific sites - With WSP for land planning now.</li> <li>2. Options appraisal - commission specifications of the project to procurement team</li> <li>3. Site tenant notice - one year notice</li> <li>4. Initial procurements process - identify the contractor - framework and due diligence process - 6 months</li> <li>5. Planning application - full application submission</li> <li>6. Consultation with local residents.</li> <li>7. Project delivery - Construction of solar farm - Project management</li> <li>8. Start operation.</li> </ol>	<p>Potential sites reviewed. Options appraisal completed. Site tenants provided notice. Procurement process underway and planning application completed. Grid application submitted – expected circa £6m.</p> <p>Consultation processes with local residents is complete. Start operation expected by December 2023.</p>	7,412 tCO <sub>2</sub> e	<p>Short term</p> <p>£25M</p>	



REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
81 3.1.2	<p><b>Deliver the installation of a solar farm in Site 2 with the capacity to generate in excess of 26 MWh of energy. This will be reviewed case by case depending on surveys and other considerations.</b></p> <p>Generation of green energy locally and direct way to reduce carbon emissions. Surplus power is feed to the mains grid thereby distributing clean energy locally. Planning status of the land would remain unchanged with it reverting back to farmland after the solar farm reaches the end of its lifespan.</p>	<p>Installation of a large scale solar farm on council owned land will allow the council to offset its carbon emissions from electricity and gas usage and possibly 'retail' any excess.</p> <p>Installation of solar farm in Site 2 with the potential of generating 20+ MWh generation by 2025. Potential to feed 5,000 homes.</p>	<ol style="list-style-type: none"> <li>1. Asset review board to the potential sites - consultant briefing for review of master planning of specific sites</li> <li>2. Options appraisal - commission specifications of the project to procurement team</li> <li>3. Site tenant notice - one year notice</li> <li>4. Initial procurements process - identify the contractor - framework and due diligence process - 6 months</li> <li>5. Planning application - full application submission</li> <li>6. Consultation processes with local residents</li> <li>7. Project delivery - Construction of solar farm - Project management</li> <li>8. Start operation.</li> </ol>	Consultation process underway following desktop analysis.	6,646 tCO <sub>2</sub> e	Medium term  £25M	

REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
3.2	<b>Support the generation of renewable energy in the Borough to generate the equivalent of approx. 1550 kWh per household</b>				<b>27,333 tCO<sub>2</sub>e</b>	<b>TBC</b>	
3.2.1	<p><b>Set up a Community Energy Fund for Wokingham (WEC)</b></p> <p>Enable residents and the community to become investors in renewable energy installations. Facilitate access to external funding to cover the cost of renewable energy installations across the Borough. Projects can be wholly owned by the community. Support the creation of new green jobs in the area. Help to increase the premium of renewable energy technologies by increasing uptake.</p>	<p>A Community Energy Fund will help accelerate the uptake of renewable energy generation within the Borough. It will allow the council to engage with the community in the journey to net-zero carbon. The WCEF funds renewable energy installations through local shares from the community, enabling individuals and local organisations to support and benefit from the scheme.</p> <p>The scheme aims to generate an average of 27,000 kWh/year of renewable energy from the installation of small-scale PV systems funded through this scheme.</p>	<ol style="list-style-type: none"> <li>1. The scheme was approved by the council in January 2021.</li> <li>2. WBC will partner with Wokingham Energy Community (WEC) and will put forward potential buildings that could be considered for the scheme. These will include schools without solar PV, Young and Community Centres, etc.</li> <li>3. Next steps with key stakeholders to set up the shares value and future delivery of the scheme</li> <li>4. An annual report will be provided by WEC and Energy4all one year after it has been launched</li> </ol>	<p>The scheme was approved by the council in January 2021.</p> <p>Partnered with Reading and Energy4All to assess viability of a number of potential buildings.</p> <p>Community led initiative being loosely supported by council officers.</p> <p>The scheme will be fully launched by summer 2023.</p>	7 tCO <sub>2</sub> e	<p>Short term</p> <p>Nil</p>	

REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
3.2.2 ∞	<p><b>Support residents and local businesses to reduce their energy usage and carbon emissions and increase the uptake of green energy.</b></p> <p>Wider uptake of green energy will reduce the green premiums and allow more people to access cheaper green energy tariffs</p>	<p>Develop a comprehensive service to residents and local businesses, offering green energy provision, as well as energy efficiency measures, consultancy, and advice</p> <p>Provide a scheme which allows for Public and businesses to 'buy' Green electricity / Gas through WBC (referral).</p>	<ol style="list-style-type: none"> <li>1. Feasibility assessment for the council to commence a 'Green label' energy procurement initiative for council properties.</li> <li>2. Development of the scheme, initial conversations with potential partners.</li> <li>3. Scheme approval by Executive and launched.</li> <li>4. Provide advice to residents on energy efficiency measures.</li> </ol>	<p>2. Development of scheme to make green electricity available for public to directly buy not started.</p> <p>4. Providing advice to residents where possible on switching to green suppliers and improving energy efficiency, connecting them with services such as the Green homes and Sustainable homes grants. Also directly responding to residents enquiries, often raised from discussion with other services.</p>	9,585 tCO <sub>2</sub> e	<p>Long term</p> <p>Costs TBC</p>	
3.2.3	<p><b>Support the delivery of smart grid technologies.</b></p> <p>Digital infrastructure</p>	<p>A modernise energy service through smart grid technologies and digital infrastructure will provide more accurate information about</p>	<ol style="list-style-type: none"> <li>1. Work in collaboration with ADEPT, UoR and the LEP to deliver initial research on test different control strategies / interventions.</li> </ol>	Not Started	Included in total	<p>Medium term</p> <p>Nil</p>	

REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
	enable consumers to access innovative solutions such as smart tariffs. These tariffs reward consumers financially for using less electricity at peak times of demand or using more when overall demand is low and there is surplus generation available.	<p>energy consumption and costs, so consumers can easily understand how to save money on their bills.</p> <p>The project aims to monitor the benefits of energy management trials, implemented by Smarter Grid Solutions, and to advise on future upscaling potential.</p>					

## Retrofitting Domestic and Commercial

### Annual Carbon Savings: 71,001 tCO<sub>2</sub>e

While energy supply elements are primarily targeted above, reducing the demand for such is also vital in minimising overall emissions. The government also recognise this as a key area to address, so targets are aligned to such where possible, now being measured primarily via the EPC ratings of all properties. This still represents energy reduction as higher scores represents greater energy efficiency, hence are calculated as such.

Key measures include encouraging awareness of the potential energy saving measures available to domestic and commercial property owners, looking to support them throughout the process of identifying opportunities and installing them. By doing so, significant savings can be achieved in both energy bills and carbon emissions, particularly for buildings with currently low energy efficiency ratings.

Indeed, while current targets are primarily focused on domestic aspects, the council are keen to work with local businesses to also improve commercial properties, to deliver similar benefits here. This is again in line with government aspirations directly on this aspect, with new targets to outline such to be in future iterations once clarified by officials. However, this may already be included within target 3.2 above and so new actions will be incorporated the correct section when clear.

This work will involve working with many partners, such as alongside the Energy Company Obligation (ECO) and Green Homes Grant schemes.

Council owned properties are of course included in this aim, with social housing included in this section, though offices and leisure centres etc are in the council section at the end of the plan as this relates directly to council energy use, as defined by the GHG accounting tool.

Alternative fuels and direct emissions from 'industry' are recognised to not be addressed directly through these measurements, hence they will be analysed more over the coming year to identify new targets for these specific sections.

### Key Achievements this year:

- Retrofitting works so far have cumulatively contributed towards savings of 741.89 tCO<sub>2</sub>e.
- Feasibility assessment on Woodley Library pilot completed.
- Street lighting efficiency has contributed savings of 163 tCO<sub>2</sub>e.
- Over 1500 households getting assistance so far from help to heat.
- Pilot Project Completed in Riseley, raising a house from SAP D to B

### Consumption Emissions:

- Total life cycle GHG emissions from solar PV systems are similar to other renewables and nuclear energy, and much lower than coal. Therefore, none applying to households.

### Action Changes:

- Action 4.4.3 Added to incorporate the support of housing associations into the retrofitting process.
- Previous Action 32.2, the Gorse Ride regeneration project, has been separated into its own action 4.1.1
- Council specific actions moved to relevant section at the end of the plan.

### SDGs:



REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
4.1	<b>Implement a Passivhaus housing scheme for 255 council homes</b>				935 tCO <sub>2</sub> e	TBC	
4.1.1	<b>Gorse Ride Regeneration Project</b>  A chance for Wokingham Borough Council to take the lead and set an exemplar approach.  Provide residents with more efficient, warmer homes, with cheaper running costs.	New council homes will follow the passivhaus housing scheme as in action To develop a council led pilot Passivhaus housing scheme by 2021.  Regeneration of urban improvement schemes. There are around 255 homes in Gorse Ride state regeneration project.	<ol style="list-style-type: none"> <li>1. Assess and identify a suitable site for PassiveHaus scheme to be applied, based on optimal savings.</li> <li>2. Contact developers and discuss requirements/design ideas, along with required consultants.</li> <li>3. Apply measures.</li> <li>4. Monitor performance and feedback from users</li> </ol>	Design options at Gorse ride under assessment. It has houses designed to the first the first stage of PassiveHaus. There will be no gas to the domestic houses on the side.	935 tCO <sub>2</sub> e	Medium term  Costs TBC	
4.2	<b>Improve energy performance of council housing stock.</b>				9,542 tCO <sub>2</sub> e	TBC	
4.2.1	<b>Improve energy performance of council housing stock.</b>  Improving the energy efficiency of our homes will mean households can significantly reduce demand and save money on their bills, reducing fuel poverty rates.	There are around 2,600 council owned housing units. We want to improve energy performance of council housing and incrementally reduce the use of domestic gas and replace it with cleaner technologies.  This will contribute to a	<ol style="list-style-type: none"> <li>1. Survey the whole stock to develop and energy benchmark.</li> <li>2. Carry out assessment to Public Energy Supplier funding that could be used to improve the energy profile of council housing.</li> <li>3. Carry out an assessment to ECO (Energy Company Obligation) scheme and potential funding.</li> <li>4. Pilot energy improvement work to a property increasing it from SAP D to B.</li> </ol>	Basic condition surveys are underway to assess stock and EPC ratings.  ECO scheme assessment completed.  Pilot Project Completed in Riseley,	9,542 tCO <sub>2</sub> e	Medium Term  Costs TBC	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
87		reduction in energy bills and fuel poverty rates.  Improve energy efficiency of council owned houses to EPC band C.	5. Carry out independent EPC ratings for each property. Establish and deliver a retrofitting programme for council housing based on EPC baseline and available budgets.	raising a house from SAP D to B.  Also completed a council owned housing project for Care Leavers that achieved SAP A rating.  Focus Group Council Housing Stock to be established.			
4.3	<b>By 2029 all local schools to be retrofitted</b>				<b>5,034 tCO<sub>2</sub>e</b>	<b>TBC</b>	
4.3.1	<b>Upgrade various energy measures in the schools to improve their energy performance.</b>  Improving the energy efficiency of our schools will significantly reduce demand and save money on their bills. Support more jobs in the green and sustainability industries	Schools retrofitting programme will be based on initial assessment. Works will typically include: LED lighting, Insulation measures, controls upgrades, heating upgrades / replacements and Renewable Energy Generation technologies. Priority given to energy 'payback' calculations of	1. Carry out energy audits to all schools to identify possible energy reduction projects. 2. Establish and deliver the schools retrofitting programme which will be based on carbon 'paybacks'.	Stock Condition survey reports underway, to feed into Energy Management Plan. Collecting EPC certificates and run energy audits to support this.  Projects Ongoing in advance of the above, where realistic ROI can be achieved.	5,034 tCO <sub>2</sub> e	Medium term  TBC	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
	Emerging of new supply chains for building efficiency will reduce the cost of the green technologies such as heat pumps, batteries, solar panels, etc.	less than five years against energy spend.		Measures achieving 98.71 tCO <sub>2</sub> e of savings per year already implemented.			
4.4	<b>75% of Homes to be EPC C rating or above</b>				<b>55,490 tCO<sub>2</sub>e</b>	<b>TBC</b>	
∞ 4.4.1	<p><b>Develop and deliver schemes to support retrofitting of homes - ECO (Energy Company Obligation) offering.</b></p> <p>Improving the energy efficiency of our homes will mean households can significantly reduce demand and save money on their bills, reducing fuel poverty rates.</p>	<p>Support residents to reduce their energy usage and carbon emissions and increase the uptake of green energy technologies. This scheme will include energy efficiency measures.</p> <p>More residents will be able to improve the energy efficiency of their properties and switch from gas to electricity</p>	<ol style="list-style-type: none"> <li>1. Set up the scheme. Identify the type of measures that can be implemented</li> <li>2. Identification of suppliers that will help deliver the scheme</li> <li>3. Scheme approval by Executive</li> <li>4. Launch the scheme – identify and contact the residents that can benefit from the scheme</li> <li>5. Continue advertising and implementation.</li> </ol>	<p>The scheme is now active and will continue to advertise and implement improvements, likely until the end of 2025.</p> <p>Over 1500 households getting assistance so far from help to heat, the councils locally set ECOFlex scheme.</p>	25,690 tCO <sub>2</sub> e	<p>Medium – long term</p> <p>£750,000</p>	



REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
4.4.2	<p><b>Develop and deliver schemes to support retrofitting of homes - Green Homes Grant.</b></p> <p>Improving the energy efficiency of our homes will mean households can significantly reduce demand and save money on their bills, reducing fuel poverty rates.</p>	<p>Support residents to reduce their energy usage and carbon emissions and increase the uptake of green energy technologies. This scheme will include energy efficiency measures.</p> <p>More residents will be able to improve the energy efficiency of their properties and switch from gas to electricity</p>	<ol style="list-style-type: none"> <li>1. Deliver Green Homes Grant LAD 1</li> <li>2. Green Homes Grant LAD 2</li> <li>3. Continue application for upcoming grants</li> </ol>	Completed referral process stage of the scheme, progressing to installation of measures stage.	Included in total	<p>Medium term</p> <p>Nil</p>	
4.4.3	<p><b>Engage with House Associations to support retrofitting of homes.</b></p> <p>More residents will be able to improve the energy efficiency of their properties and switch from gas to electricity. By improving the energy efficiency of our homes will mean households can significantly reduce</p>	<p>Contact social housing associations to demonstrate and discuss the opportunities around retrofitting homes, towards greater energy efficiency.</p> <p>This will enable more residents to reduce their energy usage and associated costs.</p>	<ol style="list-style-type: none"> <li>1. Discuss opportunities for collaboration with housing associations/landlord on social housing improvements.</li> <li>2. Direct towards SHDF scheme.</li> <li>3. Support delivery of measures.</li> <li>4. Monitor and provide advice.</li> </ol>	<p>Initial conversation with RPs delivered in October 2021.</p> <p>Delayed due to insufficient capacity.</p>	Included in total	<p>Long term</p> <p>Costs TBC</p>	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
	demand and save money on their bills, reducing fuel poverty						
46 4.4	<p><b>Support residents and local businesses to reduce their energy usage and carbon emissions by retrofitting their properties - Green Bank and home decarbonisation Scheme</b></p> <p>More residents will be able to improve the energy efficiency of their properties and switch from gas to electricity. By improving the energy efficiency of our homes will mean households can significantly reduce demand and save money on their bills, reducing fuel poverty.</p>	<p>The Green Bank Scheme will provide loans to assist householders in their net zero carbon ambitions. This will include energy efficiency measures on the fabric of the building and replacing appliances with low carbon versions. Householders will pay this back against a loan re-payment (plus interest) over a period of time (7, 10 and 15 years).</p> <p>The home decarbonisation service will provide advice to help residents make informed decisions about their home.</p>	<p>1. Identify partners and set up the scheme</p>	<p>Green Bank Focus Group set up and running. Currently assessing different partners and schemes.</p> <p>Home decarbonisation service under development.</p>	Included in total	<p>Medium term</p> <p>Costs TBC</p>	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
4.4.5	<b>Smart City Cluster pilot project</b>  May identify wider opportunities for energy savings elsewhere.	The project focus on energy savings from 'small' devices using a 'smart' plug. This project will help to inform on technologies that will help reduce energy consumption.	<ol style="list-style-type: none"> <li>1. Contact Measurable Energy regarding pilot under new funding.</li> <li>2. Trial office locations where the impacts across numerous devices can be tested and monitored. They are looking for a minimum energy saving of 5% along with associated cost savings.</li> </ol>	This project was explored but has been significantly delayed due to covid.	Included in total	Long term  Nil	
91  4.4.6	<b>Street lighting project</b>  Benefits wildlife with less light pollution.  Reduces running and maintenance issues/costs.  Greater monitoring ability to detect and respond to issues.	A major street lighting LED Upgrade Scheme took place over the last few years. This has significantly reduced energy consumption and equipped the streetlights with remote control/monitoring.	<ol style="list-style-type: none"> <li>1. Part-night lighting: Apply "part-night" timing to highway street lights, where they switch off between 0:30 and 5:30.</li> <li>2. The council will explore how this scheme could be extended to other roads</li> <li>3. Dimming: All of the new LED lights are dimmable and in the majority of locations we currently dim them to 80% power at 10pm and 60% power at midnight. The council will explore the possibility to further fine-tune these dimming levels.</li> <li>4. With the DfT reducing requirements for lighting</li> </ol>	Further updates following the LED Upgrade Project are currently being made, with the few remaining sites where the street/sign lighting is to be upgraded (e.g. Market Place) to be complete in the next few years. Approximately 2,000 lights now follow part night timing.  Ongoing programme of upgrades of traffic signals to LED and more energy efficient control. Fine tuning	Included in total	Medium – long term  Costs TBC	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
			<p>signs and traffic bollards these will be included where possible.</p> <p>5. The expected new infrastructure and housing projects lighting requirements, along with new traffic signals across the borough will be minimised where possible, but some increase is anticipated from such.</p>	<p>lighting would require individual design for each road so will be a gradual process.</p> <p>Compared to 2019/20 figures this represents savings of 163 tCO<sub>2</sub>e.</p>			

## Carbon Sequestration

### Annual Carbon Savings: 4,360 tCO<sub>2</sub>e

It is acknowledged that some emission sources will be nearly impossible to eliminate, hence some offsetting will be required, though this is done as a final response, with minimisation being prioritised. However, these projects are not only focused on carbon and offer considerable benefits to biodiversity and public health. Indeed, nature-based solutions are an expanding area which will look to be included more in future through the upcoming adaptation plan.

Key measures here revolve around land management, aiming to increase both the area utilised for sequestration and biodiversity through more trees and allotments etc, alongside maintaining or improving the quality of these areas, through better soil/grassland management etc. Hence, through this approach trees are planted towards overall objectives through optimal schemes, be it as part of hedgerows, orchards or full woodlands.

Indeed, the last year has focused on groundwork to ensure the long-term sustainability of this project, considering the essential maintenance and selection of the trees for each location. This will be supported by a Tree Strategy, which will help meet statutory biodiversity obligations, while maximising the wide range of benefits that trees and woods can deliver.

The council plans also include projects to manage grassland, rewild land, protect and enhance wetland habitats, promote native planting and target woodland creation, as well as retention and maintenance of existing trees.

However, agricultural emissions remain a noticeable element of the boroughs overall profile, so alongside these goal, future iterations of the plan will incorporate targets to minimise these where possible by working alongside land owners to improve the efficiency of operations in regard to emissions, with minimal economic impact.

Wokingham Borough Council's partnership with the Woodland Trust will ensure we receive the advice and support needed to ensure that we will be able to maximise the wide range of benefits that trees and woods can deliver.

### Key Achievements this year:

- Alongside hedgerows and management, the 15,400 trees planted since October have contributed towards offsetting an estimated 2,310 tCO<sub>2</sub>e.
- Community orchards planted at Winnersh Meadows, Woosehill Meadows and Dinton Country Park, in collaboration with Freely Fruity.
- 1,800 new trees confirmed for residents under Garden Forest Scheme – available for collection in autumn.
- Engaging with private landowners and town/parish councils who can register interest for scheme.

### Consumption Emissions:

- These emissions are minimal due to planting UK and Ireland sourced and grown native trees.

### Action Changes:

- Previous action 21.2 removed as this was investigated but the benefits to carbon savings and AQ would be minimal at the viable scale.

### SDGS:



REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
5.1	<b>Cover 170 hectares with new trees in the form of woodlands, hedgerows and orchards</b>				<b>2,329 tCO<sub>2</sub>e</b>	<b>£2.215m</b>	
94 5.1.1	<p><b>Create a new forest that will increase the number of trees in the Borough to improve carbon capture and biodiversity net gain.</b></p> <p>New community orchards for local food production.</p> <p>Improve our local air quality.</p> <p>Safeguard local biodiversity.</p> <p>Improve water management.</p> <p>Provide space for leisure, recreation and education.</p>	<p>Large-scale (greater than 5ha) woodland planting on council owned land on high carbon capture potential sites (e.g. arable land, improved grassland).</p> <p>Current woodland cover estimated at 2576 ha of Wokingham Borough (14.3%). Planting 250 ha more woodland (and associated green infrastructure) would get the Borough woodland land cover close to 15%.</p>	<ol style="list-style-type: none"> <li>1. Initial feasibility study, project plan and business case development.</li> <li>2. Identify council owned land that is suitable for a major tree planting scheme.</li> <li>3. Review our estate portfolio for agricultural land / improved grassland, which has the potential to be converted to woodland.</li> <li>4. Engage forestry specialist contractor to advice on feasibility, constraints, and process. Prepare consultant brief.</li> <li>5. Preparing plans and consulting public.</li> <li>6. EIA Screening / Planning.</li> <li>7. Grant and other scheme applications.</li> <li>8. Ordering and planting trees (with protection).</li> <li>9. Installation of other site infrastructure.</li> <li>10. Produce forest management plan.</li> <li>11. Handover to site manager (phased) - Ongoing management</li> </ol>	<p>Green Infrastructure Special Project Manager is now in post.</p> <p>15,400 trees planted since October, following project plan.</p>	Included in total	<p>Medium term</p> <p>£705,500</p>	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
95 5.1.2	<b>Deliver small-scale woodland planting on council estate in existing parks and opens spaces sites.</b>	Identify potential programme to invest in small-scale woodland planting on council estate in existing parks and opens spaces sites. This small-scale planting can be deployed with shorter time scales than larger afforestation schemes.	1. Assessment of council estate portfolio to identify areas in existing public open space that has potential to be converted to woodland. 2. Carried out an internal review of constraints, costing, and scheduling. Preferably looking to target small low risk areas.	Work to assess the council estate portfolio to identify areas in existing public open space that has potential to be converted to woodland is ongoing.	Included in total	Medium term  £618,000	
	New community orchards for local food production.  Improve our local air quality.  Safeguard local biodiversity.  Improve water management.  Provide space for leisure, recreation and education.	Estimate 5 to 10 ha of land available (circa 8,000 to 16,000 trees if planted as woodland).  Potential for the sites to be planted as Community Orchards for local food production and BAP targets. Converting from improved grassland to traditional orchard with wildflower rich ground flora has the potential to still sequester circa 6 tonnes of CO2e equivalent a year.	3. Preparing plans. 4. Implement public consultation on identified sites. 5. Grant and other scheme applications. 6. Ordering and planting trees (with protection). 7. Ongoing management - Produce/review woodland management plan. 8. Promote tree planting campaigns to engage with residents, schools and local businesses (e.g. National Tree Week).	Community orchard planted at Woosehill and Winnersh Meadows (182), in collaboration with Freely Fruity, along with 29 fruit trees and thousands planted as hedgerows at Dinton Country Park, alongside various schemes. Breakdown on sites available on Wokingham engage.			

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
96	<b>5.1.3</b>  <b>Support woodland and hedgerow creation on private sites.</b>  Improve our local air quality. Safeguard local biodiversity.	Set up a grant scheme for local private landowners to apply for funding to create new woodland and hedge roads on privately owned sites.	1. Produce Wokingham Borough Tree strategy to establish guidance for the delivery of the scheme. 2. Set up the scheme. Define the thresholds, suitability assessment and grants or plants. 3. Call for sites - Scheme promotion and engagement with local landowners Selection for piloting with a beacon site. 4. Tranche 1 - Planting plan design and approval, establishing contract negotiation, payment mechanism, compliance checking and other grant and carbon trading scheme support. 5. Review of tranche 1 take-up and feasibility assessment for tranches 2 & 3.	Engaging with private landowners and town/parish councils who can register interest for scheme via Wokingham engage.	Included in total	Medium term  £705,500	
	<b>5.1.4</b>  <b>Make Wokingham a Garden Forest by promoting and encouraging residents to plant new trees.</b>  Improve our local air quality.	Establish general process and guidance that could allow residents and local businesses who want to plant and maintained their own trees either with our permission on our land, or to help them have a successful tree on their own land.	1. Produce Wokingham Borough Tree strategy to establish guidance for the delivery of the scheme. 2. Design the scheme; include considerations on types of trees, maturity. 3. Provide the mechanism to select the right tree for the right place.	Working with the T&L team to develop Native Tree Palette which will help provide guidance on which trees are suitable for each landscape character.	Included in total	Medium term  £160,000	



REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
97	<p>Safeguard local biodiversity.</p> <p>Improve water management.</p> <p>Supports leisure, recreation and education.</p>	<p>A community of garden tree owners - scheme will be required to engage the community and ensure the legacy of the tree planting, securing that trees will be looked after.</p> <p>These schemes will seek to deliver 6,000 trees</p> <p>Estimate that a scheme with approximate 10% of householder take up rate has the potential to deliver 6,000 to 7,000 trees planted. Recommend that that the scheme should be budgeted to have a 10,000 tree ceiling.</p>	<p>4. Establish the delivery mechanism.</p> <p>5. Launch the scheme and engage with residents and local businesses. Provide guidelines on the types of trees to be planted, the pathway for application of new trees and the benefits from the tree (carbon savings, biodiversity gain, etc.).</p> <p>6. Implementation of the scheme. System to take and register the orders - place tree orders and delivery. Record keeping.</p> <p>7. Legacy - is there ongoing support offered. Long-term recording of benefits Opt-out (local offsetting)</p> <p>8. Annual review and monitoring of the scheme.</p>	<p>1800 new trees confirmed for residents under Garden Forest Scheme – available for collection in autumn.</p> <p>This will be re-run following significant interest.</p>			
5.2	<b>Carbon sequestration by design - improving carbon sequestration rates in future land management decisions.</b>				<b>2,031 tCO<sub>2</sub>e</b>	<b>TBC</b>	
5.2.1	<p><b>Develop the Wokingham Borough Tree Strategy to support long-term creation and retention of woodland and trees.</b></p> <p>Improve our local air quality.</p>	<p>Developing a tree strategy for the Borough which will help define:</p> <ul style="list-style-type: none"> <li>• Appropriate species (and adaptation to climate change);</li> <li>• Good management practice;</li> </ul>	<p>1. Identification of requirements for Tree Strategy.</p> <p>2. Development of Feasibility study brief (including land appropriation and/or acquisition).</p> <p>3. Develop and builds upon existing studies.</p>	<p>Value Engagement Survey published on Wokingham engage in Nov 2021 – results reviewed into report for O+S in</p>	660 tCO <sub>2</sub> e	<p>Short term</p> <p>Included within the projected cost for Target 17</p>	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
	Safeguard local biodiversity. Improve water management. Supports leisure, recreation and education.	<ul style="list-style-type: none"> <li>Facilitating ongoing recruitment to veteran tree population;</li> <li>Appropriate places for woodland creation; and access.</li> <li>Improving the retention rate of trees - The longer trees are standing the longer carbon is locked up.</li> <li>Encouraging planting of woodland on private land.</li> </ul>	<ol style="list-style-type: none"> <li>Identify land available and type of habitat.</li> <li>Verify likely carbon sequestration.</li> <li>Confirm more detailed cost estimates.</li> <li>Allows milestone point for decision to continue with full funding.</li> </ol>	<p>Jan 2022, leading to below.</p> <p>Draft tree strategy underway with consultant, for public consultation in October 2022.</p>			
86  5.2.2	<p><b>Include in the Local Plan Update policy for carbon sequestration potential. Subject to inspection, the local plan update will include:</b></p> <ul style="list-style-type: none"> <li><b>Green Infrastructure Policy</b></li> <li><b>Tree Policy</b></li> <li><b>Flood Policy</b></li> <li><b>Biodiversity Policy</b></li> <li><b>Design Policy.</b></li> </ul> <p>Avoid / reduce the loss of established habitat.</p>	<p>Policies written to avoid loss of established habitat will help retain carbon stores.</p> <p>Policies written to seek multifunctional design of green and blue infrastructure will build in carbon sinks to new development.</p> <p>Policies written to retain and enhance biodiversity (particularly botanic diversity) will aid carbon sequestration in soils.</p>	<ol style="list-style-type: none"> <li>Require a review of ability to enhance carbon sequestration rates for all new policies and design guides to be published alongside.</li> <li>Independent assessment - design policy approach to maximise carbon sequestration.</li> </ol>	Not Started	42 tCO <sub>2</sub> e	<p>Medium term</p> <p>£10,000</p>	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
	Retain and enhance biodiversity.	Design guide to green and blue infrastructure will encourage inclusion of low intensity (maintenance) habitat for carbon sequestration.					
66  5.2.3	<p><b>Develop the Local Nature Recovery Strategy to provide complementary funding source to aid land use change (LULUCF being a carbon sink)</b></p> <p>Biodiversity net gain unit capacity raises the value of land.</p> <p>Avoid / reduce the loss of established habitat.</p> <p>Retain and enhance biodiversity.</p>	<p>Developing a Local Nature Recovery Strategy that covers the Borough will provide a 5% uplift on the number of biodiversity net gain units that can be generated in areas identified as part of a local nature recovery network. The ability of soil to sequester carbon correlates positively with biodiversity.</p> <p>Additional biodiversity net gain unit capacity raises the value of land (for making improvements for biodiversity), and will leverage funding for habitat improvement that will lead to soil restoration and carbon sequestration.</p>	<ol style="list-style-type: none"> <li>1. Develop the Local Nature Recovery Strategy through the Berkshire Local Nature Partnership.</li> <li>2. Initial analysis of 30% target area - mapping exercise.</li> <li>3. Develop Berkshire wide habitat inventory to update LULUCF.</li> <li>4. Consultation exercise with stakeholders.</li> <li>5. Revising the Local Nature Cover Strategy and taking it through the local authority adoption process.</li> </ol>	<p>Not Started</p> <p>Awaiting government regulations.</p>	Included in total	<p>Medium term</p> <p>£40,000</p>	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
		On assumption that average of 2.5 units per ha (not including current woodland area) can be generated at £15,000 per unit, the 5% uplift on a LNRS (over and above the national strategy area) would generate value on the biodiversity potential of £5,276,250					
100  5.2.4	<p><b>Develop a Natural Flood Management partnership and scheme.</b></p> <p>Reduce risk of floods and improve water management.</p>	<p>The creation of wetland habitat as part of a programme of restoration of natural flood management processes has potential to sequester carbon and reduce soil degradation.</p> <p>The partnership work and scheme would place through agreements with Environment Agency, water companies, and other Loddon Catchment Partnership partners.</p>	<ol style="list-style-type: none"> <li>1. Initial mapping exercise to identify locations that will provide wetland habitat and could be forward into the scheme.</li> <li>2. Consultation exercise with stakeholders.</li> <li>3. Revising the Strategy and taking it through the local authority adoption process.</li> </ol>	<p>Across the borough there has been a significant reduction in flood risk from surface and groundwater.</p> <p>Working closely with environment agency to reduce fluvial flood risk in the borough.</p> <p>All new developments come with drainage responsibility so measures incorporated.</p>	Included in total	Long term Costs TBC	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
101	<b>5.2.5</b> <b>Work to transition Grassland Management to less frequent cutting scheme allowing wildflowers to bloom and set seed.</b>  Less maintenance than traditional mowing schedules can save money. Significantly increasing local wildlife density and diversity.  Support learning for the wider community and provide opportunities to get involved in environmental projects.	<p>Considerations to the BLUE heart campaign style management of grassland moving away from improved grassland habitat under an intensive cut cycle and allowing rewilding of highway verge and other areas increasing</p> <p>Currently approximately 125ha of Environmental Localities greenspace is improved or semi-improved grassland.</p>	<ol style="list-style-type: none"> <li>1. Pilot the principle of cut and collect to highways verge to improve biodiversity and soil restoration in selected areas. Run a 5% conversation pilot for highways verge and rural highways verge</li> <li>2. Target of 12.5ha of wildflower grassland creation across Environmental Localities sites.</li> <li>3. Working with ecosystem services team to manage land in more sustainable manner.</li> </ol>	<p>PROW first cuts have started across the borough.</p> <p>Nature reserve public access cuts have started on access paths.</p>	642 tCO <sub>2</sub> e	<p>Medium term</p> <p>£130,000</p>	
	<b>5.2.6</b> <b>Work to transition Grassland Management to support the Restoring Biological Processes.</b>  Less maintenance than traditional mowing	<p>Natural greenspace grassland will perform better at carbon sequestration where:</p> <p>a) soil compaction from machinery is kept to a minimum, and</p> <p>b) structural diversity is</p>	<ol style="list-style-type: none"> <li>1. A feasibility study for applying a Legacy Gracing approach will set out the steps towards reducing our reliance on machine cutting and restoring soils.</li> </ol>	<p>Meadow management has started on some of our sites regards to conservation grazing while other will only be grazed</p>	642 tCO <sub>2</sub> e	<p>Medium term</p> <p>Costs TBC</p>	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
	schedules can save money. Significantly increasing local wildlife density and diversity.	encouraged by 'conservation' grazing (instead of uniform cutting). With the additional natural greenspaces being taken on alongside development the scale to justify an internally owned and managed conservation-grazing herd may be reached.		after a hay cut in August.			
102  5.2.7	<b>Implement Citizen Science Engagement for Hedgerow Restoration.</b>  Improve our local air quality. Safeguard local biodiversity. Improve water management.	There is approximately 1534 km of (mapped) hedgerow in Wokingham Borough. Of this, approximately 963km (63%) is within the countryside (as defined by settlement hierarchy). Of this, approximately 397km (26%) are associated with the adopted highway. Hedgerows are a good target for restoration work to increase the number of standing mature trees storing carbon. At a 50m spacing 400km of hedgerow would be equate to 8,000 open growing trees.	<ol style="list-style-type: none"> <li>1. TVERC product development to take PTES hedgerow survey data and project in an interpreted way to inform hedgerow management for land managers.</li> <li>2. Tool can be used by Trees &amp; Landscape officers for enforcement of the Hedgerow Regulations.</li> <li>3. To inform a planting and restoration plan (as a part of the tree strategy), a citizen science condition assessment programme would greatly enhance the targeted planting of trees in suitable locations.</li> </ol>	Delayed due to staffing issues at TVERC, which the product is reliant on.	45 tCO <sub>2</sub> e	Medium term  £15,000	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
5.3	<b>Implement a programme of carbon sequestration opportunities</b>				<b>Included in total</b>	<b>Nil</b>	
103	<b>Engage the community with Community Garden Schemes.</b>  Promote production of fresh, local, seasonal produce. The social contact offered by gardening in an allotment environment helps to combat the lack of social capital embodied by loneliness. Gardening can prevent and alleviate mental ill-health and offer physical benefits. Improve local air quality.	Allow new allotment site due to be opened in 2020 as part of the South Wokingham Strategic Development Location (SDL)  Carbon savings for these schemes are detrimental, however engaging residents with allotments and community garden schemes contributes to behavioural change	1. Work with UoR in assessing the 'Life Cycle Sustainability Analysis (LCSA) of Urban Food Production – the Case of Allotment Gardens and identify future opportunities for engagement 2. Explore the opportunity to plant hazel trees on sites for future purposes, including the local provision of hazel beanpoles, to reduce consumption emissions.	Not Started	Included in total	Short term  Nil	

## Schools & Young People

### Annual Carbon Savings: Accounted for throughout the plan

WBC recognises the next generation will be a significant factor in ensuring the success and continuity of this plan due to the extended timescales of the associated impacts and solutions. Therefore, schools, teachers and young people themselves will be key partners for delivery of the actions set out below. Moreover, making the voices of young people heard should also encourage intergenerational learning meaning sustainable behaviour change is encouraged in their parents and families.

Key measures focus around engagement, awareness raising and education, passing across the same lessons we are currently trying to convey to wider residents and businesses, but in a more appropriate format. Doing so from an early age will ensure the environment is an automatic consideration throughout their future lives, with behaviours and routines already being entrenched which will support this.

With climate issues being a big focus globally and still growing, it is also vital children learn around it and how it impacts everything, as this will help deliver the skills they require to succeed in the upcoming green economy.

Due to this being future savings and around embedding behaviours beyond the 2030 plan these actions below are listed as neutral. However, carbon saving associated with the tree planting, retrofitting and active travel work with schools is accounted for in the relevant sections.

Due to Covid-19 related restrictions in visiting schools over the last two years there has been less physical engagement with schools than planned. Despite this, the council has continued to build up contacts with schools and gain more experience of delivering these targets virtually which will be implemented in the updated action plan below.

There are various environmentally focused initiatives, award schemes and accreditations which schools can work towards and many schools in the borough have achieved some of these awards. The council's aim is to make it as simple as possible to identify which scheme will work for them and what their pupils want to achieve and support schools in their journey to becoming more sustainable or even net zero carbon and how this can tie in with the curriculum at all levels.

### Key Achievements this year:

- Let's Talk Climate sessions run with primary and secondary school children specifically.
- Second annual Youth Climate Conference delivered in Nov 2021.
- 12 schools actively engaged with ModeShift STARS

### Consumption Emissions:

- The engagement targets below are to reduce overall carbon footprints of our residents which includes all 3 scopes of emissions. Further details of estimations are explained in the methodology.

### Action Changes:

- No direct action changes in this section.

### SDGs:





REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
6.1	<b>Encourage and support school children in the Borough to take an active role in reducing carbon emissions</b>				<b>Neutral</b>	<b>TBC</b>	
6.1.1	<p><b>Deliver annual climate emergency assemblies at local schools.</b></p> <p>Engagement from pupils should also reduce out of scope emissions in their carbon footprints, such as from food choices.</p>	<p>Introduce discussions about Climate Emergency amongst children and young adults via an annual climate emergency assembly for all secondary school students.</p>	<p>1. Plan and deliver climate emergency assemblies with all secondary schools.</p>	<p>This project remains on hold. Climate Emergency Assemblies were delivered to all year groups in 3 Secondary Schools in the borough in the 2019/20 academic year, to a total of approximately 3,357 pupils before lockdown restrictions came into place.</p> <p>Assemblies have been carried out by the MyJourney team about active travel and by the Air Quality Active Travel Officer about air quality over the 2021/22 academic year.</p>	Neutral	<p>Short term and ongoing</p> <p>Nil</p>	
105							
6.1.2	<p><b>Create climate committees in schools.</b></p> <p>Will be able to raise awareness around the connectedness of the climate emergency into all affected topics such as biodiversity.</p> <p>Engagement from pupils should also reduce out of scope emissions in their</p>	<p>Provide an opportunity for students, teachers, parents and the local community to work together to support the delivery of climate related projects.</p> <p>Increase engagement with climate emergency issues and ownership of actions to reduce carbon dioxide emissions.</p> <p>One per school starting</p>	<p>1. Produce information pack for how to set up a school council.</p> <p>2. Provide contacts within Wokingham Borough Council to help/attend when needed.</p>	<p>The Youth Council was set up in the summer of 2021. This is a borough wide initiative and serving a wide range of council areas.</p> <p>The climate emergency is one of the 10 Youth Council priorities. The first session of the council focused on Climate Emergency on 20th September 2021. The Climate Emergency and Waste teams attended and presented at this meeting.</p>	Neutral	<p>Medium term</p> <p>Nil</p>	

REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
	carbon footprints, such as from food choices.	with secondary schools initially.	3. Aim to set first committees up with particularly engaged schools in 2021, or 2022 depending on the schools capacity post covid-19.	The Youth Council has also set up its own a Climate Change Sub-Committee which was promoted by the council with a sign-up sheet at the Youth Climate Conference in November. This is open to all students of secondary schools and the group continue to meet.		Short term and ongoing  Nil	
106  6.1.3	<b>Deliver the Youth Climate Conference.</b>  Learning opportunity around how energy use impacts our carbon footprints.	Increased awareness, engagement and understanding of climate emergency issues amongst children and young adults attending. Youth Climate Conference is aimed at sixth form (16+) students from across the Borough.	1. Deliver an annual Youth Climate Conference for secondary school students of the borough's schools to keep the conversation going with young people.  2. Aim to repeat this event virtually one a platform which allows for improved engagement.	A Youth Climate Conference was delivered as a series of videos in October 2020 and received a total of 5,600+ views across all social media platforms.  The second Youth Climate Conference was delivered on 24th November 2021 on Teams. There were 3 external speakers covering water scarcity and biodiversity and conscious consumption and 3 council officers discussing the councils work with schools to help with sustainability. The recording of the event can be found on the councils YouTube channel.	Neutral	Short term and annual  £2,000	

REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
6.1.4 107	<b>Encourage schools to include climate emergency issues in lesson time.</b>  Behaviour change promoted in specific areas as demanded by the accreditation aimed for.	Commitment from schools to include climate change in lesson time, for all children in at least one subject i.e. science, geography, philosophy, PSHE.  Increased knowledge amongst children and young adults on climate emergency issues.	<ol style="list-style-type: none"> <li>1. Create a series of climate emergency lesson plans for Key Stages 1-3 initially.</li> <li>2. An initial climate emergency lesson plan has been drafted for testing in secondary schools.</li> <li>3. Create a pledge with criteria for all schools to sign; to be presented at the Secondary Federation.</li> <li>4. Create campaign to engage across schools and the public to lobby for commitment from all schools. Use different communication channels (e.g. local news, social media, etc.)</li> <li>5. Gain commitment from all schools and follow up to see how they are fulfilling the promise, with positive press coverage.</li> </ol>	<p>The council is working with teachers in the borough to investigate how this can be best achieved as in the different levels of education as well as gauging interest from schools and identifying gaps in climate education.</p> <p>Sustainability and climate change topics in lesson time will be a topic of discussion between local educators at the Teacher's Climate Summit which is due to be held in July 2022.</p>	Neutral	Medium term  Nil	
6.1.5	<b>Encourage schools to adopt sustainable property and operational management practices that reduce carbon</b>	Develop a sustained campaign to encourage schools to focus on environmental issues to promote behavioural change.	<ol style="list-style-type: none"> <li>1. Work with schools to encourage retrofitting and raise awareness about energy ratings, usage and consumption.</li> </ol>	Gas AMR installation has been completed in the majority of schools in the borough. This produces an accurate consumption information. Feedback is then given to	Neutral	See Target 15.1	

REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
	<b>emissions and support the environment.</b>  Learning opportunity to tie in the various services the council can provide into the climate emergency.	Better informed children and school staff on sustainability practices.		schools to address unusually energy spikes.			
			2. Work with schools to identify the school's carbon footprint including consumption emissions where possible, such as from food choices.	This service has yet to be promoted formally but will be part of an offer launch via the new climate emergency webpage.	Neutral	Short term Nil	
108  6.1.6	<b>Encourage Wokingham Borough schools to become net zero carbon and embrace sustainability.</b>  Comradery amongst a local network of schools, students and teachers to share lessons learned through both failure and success and accelerate the path to carbon neutral.	Create positive partnerships with schools to make the best use of already existing schemes such as the Eco Schools Scheme, UN Climate Accreditation for school staff, etc.  All schools to achieve Eco Schools programme by December 2025.	1. Get all schools to sign up to bronze level of eco schools by December 2021 2. Set up an incentive for all local schools to become green flag level by December 2025	Eco Schools has been invited to attend the Teacher's Climate Summit being held in July 2022 to encourage schools to take part.	Neutral	Short term Nil	
		Support schools to assess their carbon emissions and sustainability status.  Each school to have a sustainability and carbon emissions baseline to help schools to take better informed actions in the	3. Produce an online resource on the Council's offering to schools. 4. Assessment of sustainability initiatives implemented at schools to identify what they already do and how we can support them to become net-zero carbon.	Ongoing and will be launched with the new climate emergency webpage.  The assessment mapping exercise has taken place and is regularly monitored and updated.	Neutral	Short term Nil	

REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
109		journey to become net-zero carbon.	5. Energy performance assessment for each school.	<p>In addition to progress under Target 15.1 The Energy team are developing a rolling programme for Display Energy Certificates in the borough's schools including identifying unusual energy usage and Scheduling retrofit work to address these.</p> <p>There are an additional 13 retrofit projects soon to be carried out at schools including LED lighting, loft/pipe insulation and air source heat pump installations at oil fuelled sites.</p>	Neutral	See Target 15.1	
		Learn from best practices amongst local schools. Create an active network of support within and among schools.	<p>6. Draw up a step-by-step toolkit for schools to exemplify best practice in the borough, including financial cost.</p> <p>7. Create our own federation/platform for sustainability within schools with sustainability leads at schools.</p> <p>8. Look into ways where we can use internal school communications systems to nudge users.</p>	<p>Research is ongoing to bring together a comprehensive toolkit to help schools to decarbonise their operations. When ready, this will be available on the website. This will be a topic of discussion at the Teacher's Climate Summit in July 2022.</p> <p>Looking into setting up teacher forum/network as an outcome of the Teacher's Climate Summit.</p>	Neutral	Short term Nil	

REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
				Internal communication pathways in school are utilised where possible.			
6.1.7 110	<p><b>Support schools to implement carbon sequestration projects.</b></p> <p>Focus on wildlife, biodiversity and connection to where food comes from as co-benefits to absorbing carbon we produce from the atmosphere via planting.</p>	<p>Connect schools to voluntary sector and the community in projects such as planting in care homes, working with local allotments and farms.</p> <p>Increased engagement with carbon sequestration projects among children and young adults.</p>	<ol style="list-style-type: none"> <li>1. Planting trees and plants to create a small-scale young forest in school grounds or council owned land.</li> <li>2. Promote tree planting campaigns in schools grounds as part of education in climate change issues.</li> <li>3. Make more allotment plots available to people on council owned ground to encourage young people to grow their own food.</li> </ol>	<p>17 schools had trees planted within their school grounds last season (Oct 21-Mar 22). These consisted of hedgerows, small woodland and fruit tree planting. Officers are engaging with schools to encourage more to participate in the tree planting project during the next planting season. This scheme will be promoted to schools at the Teacher's Climate Summit.</p> <p>Freely Fruity, a charity helping the local community to plant more fruit trees, will be attending the Teacher's Climate Summit to promote fruit trees on schools' grounds.</p>	Neutral	<p>Medium Term</p> <p>Nil</p>	
6.1.8	<p><b>Waste reduction.</b></p> <p>These suggestions may be passed on to the parents and wider family.</p>	<p>Run competition between schools to promote recycling, reduce waste and increase children's awareness about the impact of waste and reduce recycling contamination.</p>	<ol style="list-style-type: none"> <li>1. Set up the competition guidelines and trial competition in a specific school.</li> </ol>	<p>Research has been carried out into Re3's ability to provide educational content for schools. They can offer lesson plans including activities, site tours for students aged 18+ and can deliver some</p>	<p>51.93 tCO<sub>2</sub>e</p> <p>(Out of scope)</p>	<p>Short term</p> <p>Costs TBC</p>	

REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
	It will have a long term benefit by embedding the ideas early.  Supports vulnerable groups with food donations.	Schools connected to Food Waste Hero volunteers and local businesses, to share surplus food (and other goods) rather than produce waste to increase children's awareness about the value of food and goods and reduce waste.	2. Investigate Freecycle for food schemes, to reduce food from schools go to waste and gets used, either for food banks or homeless shelters	education for this age group in schools. The next steps will be to draw attention to and offer these activities up to schools.			
6.2	<b>Celebrate schools achievements in climate emergency initiatives and inspire the future generations.</b>				<b>Neutral</b>	<b>TBC</b>	
111 6.2.1	<b>Launch sustainability awards for schools.</b>  Raise awareness of achievements and inspire the wider borough to engage with the climate emergency agenda.	Create an awards scheme to recognise and celebrate the efforts and achievements of local schools and their engagement with the climate emergency agenda.  Engage children with climate emergency initiatives.	1. Establish the criteria for all schools to participate. 2. Promote the school awards.	This project is on hold, however the achievements of schools around issues of sustainability are celebrated where possible through council communications.	Included in total	Short term  Costs TBC	
6.2.2	<b>Nurture creativity and resourcefulness amongst children and young adults.</b>  Raise awareness of achievements and inspire the wider borough to engage	Create a culture of innovation and enterprise thinking on climate emergency solutions  Help develop resourcefulness and creativity that is connected to climate change.	1. Roll out the Dragons Den climate competition across all schools.	The pilot was successfully completed at one secondary school in the 2019/20 academic year.  This project now on hold due to limited resources.	Neutral	Short term  Costs TBC	

REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
	with the climate emergency agenda.						
6.2.3  112	<p><b>Implement a behavioural change programme within schools that would support the adoption of new behaviours, particularly within sustainability and climate change.</b></p> <p>Raise awareness of achievements and inspire the wider borough to engage with the climate emergency agenda.</p>	Initial pilot in three schools will result in engaging 200 children who are encouraged and rewarded for taking daily sustainable actions.	<ol style="list-style-type: none"> <li>1. Identify and propose schools that should be part of the pilot.</li> <li>2. Set up focus groups with children to drive the platform design. Potential to use eco committees within schools.</li> <li>3. Write a Business Case that includes timelines, activities and carbon savings to obtain funding for the scheme implementation.</li> </ol>	The council undertook an internal 'Market Engagement' event in October 2021 where council officers had the opportunity to assess various 'behaviour change' platforms, tools and organisations on the market. Several of these were focused on schools, mostly related to transport. The next step will be to identify a gap which can be addressed through a platform.	Neutral	<p>Short term</p> <p>Costs TBC</p>	



## Waste and Recycling

### Annual Carbon Savings: 53,316 tCO<sub>2</sub>e (Out of scope)

To reach total net zero, along with minimising wider environmental impacts such as plastic pollution, it is vital to also minimise the amount of waste produced, following the waste hierarchy. This reduction is the primary goal of the waste strategy, alongside ensuring all recyclables are sorted correctly wherever possible. Hence, alongside the upcoming strategy targets around this aspect will also be included in future iterations.

Key measures here include engaging with residents to encourage behaviour changes around this minimisation and increase in recycling rate, along with providing the supporting infrastructure to do so.

The majority waste which is not recycled is currently incinerated, to generate energy as this is a marginally more sustainable alternative to landfill. However, it is certainly not the aim and is used as another last resort. It is also recognised that some outlying/unusual materials such as asbestos will never be fully recyclable or used for incineration, so 100% cannot be realistically achieved, however we can get very close and have moved this target forward to reflect our ambition here.

Waste generation & recycling related carbon emissions are not included in the BEIS datasets and are out of scopes 1 and 2. Hence, the savings are not included in the overall totals, but demonstrate the potential savings from such measures and their continued importance overall.

### Key Achievements this year:

- Overall, this year's total waste decreased to 71,624 tonnes, with the recycling rate rising to 54%. This totalled 38,852 tonnes of the overall amount, meaning 15,620.45 tonnes of CO<sub>2</sub> savings and 221.13 kgCO<sub>2</sub>e per household, a huge achievement. This is thanks to the below actions.
- Several successful campaigns and communications have been run.
- 14 champions developed, to identify and respond to issues quickly.
- Low participation food waste areas identified and targeted with straw pool observations and surveys to identify barriers.
- Engagement underway with developers to improve their provision of communal dwellings waste and recycling materials.

### Consumption Emissions:

- Per household an average of 0.55 tonnes of waste is being reused/recycled, against 0.46 tonnes of residual waste, with the majority going towards EfW (only 0.05tonnes to landfill). Within this household figure, it is estimated that for consumption emissions: 194.75 tCO<sub>2</sub>e arises from residual waste and 11.7 tCO<sub>2</sub>e arises from all the recyclables combined.

### Action Changes:

- Action 7.3.2 has been added, aiming to improve the awareness of recycling and its benefits within school children.
- Previous action 26 on contamination has been removed as it was explored and the decision made not to take it forward.
- Previous action 28 on incorporating carbon based savings targets has been removed from the table as it has been incorporated into the carbon savings column and methodology.

### SDGS:



REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
7.1	<b>Achieve 70% recycling target</b>				<b>45,271 tCO<sub>2</sub>e</b>	<b>TBC</b>	
7.1.1	<p><b>Implement a new waste and recycling collection system with improved facilities.</b></p> <p>Improved system in general facilitating this across all materials. Includes permanent solution to keeping paper and cardboard dry.</p>	<p>Following consultation, a full Waste Strategy will be devised and implemented which will focus on waste minimisation, a high recycling rate, improved quality of recycling and reduced collection/disposal costs and reduced carbon emissions. It will deliver an improved system in general, facilitating this across all materials.</p>	<ol style="list-style-type: none"> <li>1. Prepare consultants briefing, Options appraisal in early 2021, Market research and Decision making by end of 2021.</li> <li>2. Devise and adopt the communications plan by 2022</li> <li>3. Development of the Waste Strategy throughout 2022.</li> <li>4. Communication with residents pre-delivery.</li> <li>5. Delivery of new waste collection methods by March 2026 (three month).</li> <li>6. Ongoing communication with residents post delivery.</li> <li>7. Assess impact of the new initiative on the property stock.</li> <li>8. The council operations are included in this target.</li> </ol>	<p>New waste strategy process approved, to be complete by 2023, with a cross-party working group established to deliver this. Options including associated costs to be presented to members at next cross party working group.</p> <p>1<sup>st</sup> stage of consultations complete.</p> <p>Separating food waste and other initiatives at re3 WR Centres, such as rigid plastics.</p> <p>Council wise cardboard and cans are being recycled, along with separate food waste bins provided.</p>	Included in total	<p>Medium term</p> <p>Costs TBC</p>	
7.1.2	<b>Improve residents' engagement with waste</b>	Weekly customer email to	<ol style="list-style-type: none"> <li>1. Weekly email to prompt residents on presenting their waste / recycling.</li> </ol>	A number of successful campaigns and	7,395 tCO <sub>2</sub> e	Short term	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
115	<p><b>and recycling initiatives via partner Green Redeem.</b></p> <p>Increased communication with residents. Increase in gardening and allotment interest may lead to greater garden waste recycling, food waste and composting opportunities.</p> <p>Going forward people have started to give more to charity shops and find ways to re-use/sell unwanted items rather than disposing of them, while also being more selective of waste on the whole, so as to not overload general waste when limited disposal is available.</p>	<p>subscribers and monthly targeted campaigns to coincide with council's services and initiatives to increase the level of participation in recycling and improve the accuracy of recycling materials. Alongside greater awareness amongst residents about environmental issues.</p>	<ol style="list-style-type: none"> <li>2. Waste reduction campaign by GreenRedeem.</li> <li>3. Climate Change Emergency campaigns.</li> <li>4. Promote and prompt residents to renew Garden Waste.</li> <li>5. Promote online bulky waste collection service.</li> </ol>	<p>communications have been run in this area and continue to do so.</p> <p>Residents reminded via email and in other communication to renew their service. 11% of annual recycling amount now coming from this service.</p> <p>Planned food waste comms campaign to celebrate what has been done so far, making more of a social norm.</p> <p>Campaigns in May focusing on zero waste, community gardens, littering, repair cafes and soft plastics.</p> <p>Significant increase in users in March</p>		<p>£252,480</p> <p>(£31,560 per annum)</p>	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
7.1.3 16	<p><b>Target low participation areas to increase food waste tonnage to increase participation above 70%.</b></p> <p>Low participation areas likely low in all aspects so identification can allow for focus and communication on all recycling.</p> <p>Likely will lead to greater food security/reduced inequality due to more donations of excess.</p> <p>Also greater health as residents able to purchase cheaper veg and items in general under shop excess schemes.</p> <p>Opportunity for communication in delivery.</p>	<p>Improve uptake in food waste recycling to increase food waste tonnage, hence reducing loss of recyclable material.</p>	<ol style="list-style-type: none"> <li>1. Veolia to identify areas where FW recycling requires improvement (completed).</li> <li>2. Veolia to give tonnage reports from vehicles rounds to help identify progress and localities requiring improvements. Subject to having the capacity and RBs sign off to this request.</li> <li>3. JA to take straw poll of FW food waste participation to ensure meets 50% figure being used.</li> <li>4. Ticker system use to be investigated to identify in more detail areas requiring support with FW.</li> <li>5. Letters to be sent out to Residents in low participation areas.</li> <li>6. Build up a network of recycling champions made up of residents (10 per quarter). Residents raising concerns or complaints about the service will be targeted as they have demonstrated a concern and care about recycling issues in their area.</li> <li>7. Increase FW &amp; Recycling signage in communal bin stores - Create Signage to promote food waste recycling as well as general recycling. Assess 10/15 sites per quarter through site visits and contact with</li> </ol>	<p>List of 6 target areas and specific roads identified by Veolia as the worst performing on food waste. Also using ACORN map to identify areas of deprivation to ensure this process is representative, while communal areas are included. The same areas will see multiple visits over a month to ensure repeat quality data. Straw polls have been undertaken in key areas, with mixed results in areas varying with income levels.</p> <p>Letters sent out to those with low participation rates.</p> <p>14 champions in total, to identify and respond to issues quickly. Some reports from these already which have</p>	36,805 tCO <sub>2</sub> e	<p>Short term</p> <p>Costs TBC</p>	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
			<p>champions and increase signage accordingly.</p> <p>8. Food waste directed from blue bags to food caddys to save funds against financial plan.</p>	<p>been investigated and addressed.</p> <p>More red bins added to stores for communal areas.</p>			
117 7.1.4	<p><b>Increase &amp; improve facilities for glass recycling.</b></p> <p>Supports wider glass usage in goods, meaning less plastic.</p> <p>Kerbside collections also means less travel for residents.</p>	<p>Increase capture rate of glass from general waste through introduction of 50 new specific recycling sites and kerbside collections at sheltered accommodation, making it more convenient for residents and reducing loss of recyclable material.</p>	<ol style="list-style-type: none"> <li>1. Identify potential new specific and sheltered sites by communicating with parishes &amp; town councils and other private businesses &amp; partners such as FCC.</li> <li>2. Install bottle banks once approved and communicate this with site management and residents.</li> <li>3. Providing kerbside glass collection at sheltered accommodation.</li> </ol>	<p>Glass expected to move to kerbside collection following environment bill.</p>	1,070 tCO <sub>2</sub> e	<p>Medium term</p> <p>Costs TBC</p>	
7.1.5	<p><b>Proactive approach to partner with housing developers to deliver waste management facilities in new developments.</b></p>	<p>Provide good waste and recycling facilities and communicate the system to new residents in new</p>	<ol style="list-style-type: none"> <li>1. Contact Developers to ensure they have access to the guidance document for providing waste &amp; recycling facilities for single and communal dwellings.</li> </ol>	<p>All developers in WBC database have been sent the 'W&amp;R Guidance for Developers' document.</p>	Neutral as applies to future	<p>Long term</p> <p>Costs TBC</p>	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
118	<p>Opportunity to induce better recycling habits amongst new residents. Home working means more domestic waste so this needs to be accounted for in planning.</p> <p>May lead to requests for upgrades for existing homes.</p> <p>Designing this optimally from the start will save time and costs on collections.</p>	developments. Leading to greater recycling rates and quality.	2. Establish relationships with sales offices as well as site managers & directors of communal dwellings to further establish that the proper W&R materials are in place and appropriate for new residents moving in.	<p>Open Dialogue with Bewley Homes sales office for Equestrian Walk, along with First Port and Burford Court to improve their provision of communal dwellings waste and recycling materials for Jasmin Square and regarding resident engagement in FW &amp; Recycling efforts.</p> <p>Contact to improve provision with managing agents and developers continues to take place, Metropolitan Thames Valley Housing, Sage Housing, Trinity Estates and many others.</p>	developments		
7.2	<b>3% of total waste going to landfill</b>				<b>8,046 tCO<sub>2</sub>e</b>	<b>TBC</b>	
7.2.1	<b>Identify, establish &amp; deliver necessary measures to achieve zero waste to landfill from domestic properties.</b>	Reuse, recycle and recover 100% of WBC waste from domestic properties by	1. Comprehensive communications campaign on "Reuse" and "Appropriate Recycling" including website, social media, GreenRedeem and target campaigns to divert as	Ongoing campaigns and actions are significantly contributing towards a reduction in waste to landfill.	8,046 tCO <sub>2</sub> e	Long term Costs TBC	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
119	<p>More land available for other uses such as renewable energy.</p> <p>Going forward people have started to give more to charity shops and find ways to re-use/sell unwanted items rather than disposing of them, while also being more selective of waste on the whole, so as to not overload general waste when limited disposal is available.</p>	<p>moving waste up the waste hierarchy and increasing potential savings from landfill diversion.</p>	<p>much recycles from waste as possible.</p> <ol style="list-style-type: none"> <li>2. Tagging contamination recycling and leave uncollected.</li> <li>3. Identify alternate markets for hard to recycle items.</li> </ol>	<p>Consultation regarding enforcement is ongoing. We receive less contamination through the use of bags, and once more settled after covid disruption will be progressed further via tagging.</p> <p>Combustion has been identified as one potential avenue of energy generation to minimise existing fossil fuel use. 22770 tonnes of borough waste going to EfW (so only 6% to landfill), provided 12.68 gWh this year.</p>			

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
7.2.2	<p><b>Engage school children in recycling via Green Team &amp; Youth Council. Improve awareness of recycling and its benefits in school children.</b></p> <p>These suggestions may be passed on to the parents and wider family.</p> <p>It will have a long-term benefit by embedding the ideas early.</p>	<p>Deliver events and material to support schools in increasing awareness and knowledge of waste and recycling, as part of a wider climate emergency programme towards this demographic.</p>	<ol style="list-style-type: none"> <li>1. Speak about the circular economy at the Youth Council climate change themed event &amp; link it to the borough's waste &amp; recycling practices, introducing the circular economy. Include an activity for participants (September).</li> <li>2. Develop activities for primary school aged children. A Wokingham waste &amp; recycling themed board game designed as an activity for teachers to use in-between curriculum topics with the aim activity to gamify waste and recycling (for primary school aged children).</li> </ol>	<ol style="list-style-type: none"> <li>1. Completed – Foundry contacted after this asking for follow up discussion.</li> <li>2. Not Started</li> </ol>	Included in total	<p>Short term</p> <p>Nil</p>	
120							



## New Development

### Annual Carbon Savings: Neutral as applies to future development.

With increasing need for new homes, including from government requirements, it is essential this service is provided, alongside supporting infrastructure, businesses and council requirements. However, it is vital not to repeat past mistakes, in order to minimise the overall long-term cost of reaching net zero (with retrofit much more expensive retroactively).

Therefore, by using this information, combined with industry knowledge, government policy and proper planning, guidelines and requirements are being established within actions in this section, to ensure high standards are met across all aspects of new development construction which minimise the aforementioned demand side from new homes. These are therefore preventative targets, with neutral savings against the 2030 goal.

Key challenges in this area will be convincing developers to be ambitious and push these targets, as much can be achieved in this area with their support, due to the lack of government policy and regulation in this area. Therefore engagement and cooperation with numerous parties is vital here, including Development Management and Delivery, Building Control, Developers, Housing Associations and the highways authority, as well as consulting with the local community and stakeholders.

The majority of these actions are currently included within, or revolve around the local plan update, which has been progressed significantly with consultants. This will provide the framework to support additional actions.

The council responded to a consultation on the Future Home Standards to ensure the ability for Local Plans to set higher energy performance standards for all new homes. The government has set out plans to radically improve the energy performance of new homes, including low carbon heating and being zero carbon ready by 2025. These homes are expected to produce 75-80% lower carbon emissions compared to current levels. Existing homes will also be subject to higher standards, making homes warmer and reducing bills.

### Key Achievements this year:

- Ruscombe draft neighbourhood plan consultation complete and will proceed to next stage of examination.
- £84m in funding collected from developers – see below.
- Local Plan – Revised Growth Strategy Consultation complete and analysis of main issues underway and will inform future stages.
- Carnival Hub measures implemented to improve efficiency.

### Consumption Emissions:

- The construction industry is very material focused and thus, has a high level of consumption emissions associated, though these emissions are out of scope.

### New Actions:

- Previous Action 28.2 has been incorporated into 8.1.2 as both will be covered by the supplementary planning document
- Previous Action 32.2 has been moved to 4.1 for Gorse Ride, with remaining future projects incorporated into 8.6.1

### SDGs:



REF	Action / Co - Benefits	Description / Outcome	Milestone	Current Status	Carbon Savings	Timescale / Total Cost	RAG
8.1	<b>Towards the end of 2023, major residential development to be designed and built to achieve carbon neutrality.</b>				<b>Neutral</b>	<b>TBC</b>	
8.1.1	<p><b>Require major residential development to achieve carbon neutrality.</b></p> <p>A chance for Wokingham Borough Council to take the lead and set an exemplar approach.</p> <p>Cheaper future operational costs for residents.</p>	<p>Policy within the new Local Plan will require residential developments of 10 or more dwellings to provide carbon neutral homes. A definition of what carbon neutral means in this context will be provided.</p> <p>Where there is robust evidence that this cannot be achieved on site, the council proposes to accept appropriate carbon offset financial contributions.</p>	<ol style="list-style-type: none"> <li>1. Prepare climate change evidence base in support of the Local Plan Update (LPU). This will be a key part of evidencing the requirements set out in the draft plan and will contribute towards the goals relating to new development in the CEAP.</li> <li>2. Consult on draft policy as part of the Draft Local Plan.</li> <li>3. Publish draft policy as part of the Pre-Submission Local Plan.</li> <li>4. Policy included within adopted Local Plan.</li> </ol>	<p>This is being incorporated into the local plan update.</p> <p>Climate change evidence currently being finalised. Evidence will inform improvements to Draft policy.</p> <p>Draft Local Plan Consultation and analysis of main issues relating to policy wording complete. Representations received will inform future stages.</p>	Neutral	<p>Short term</p> <p>Nil</p>	
8.1.2	<p><b>Provide guidance to support major residential and non-residential development to achieve carbon neutrality.</b></p> <p>Greater clarity to developers and homeowners.</p>	<p>A Supplementary Planning Document (SPD) will support the new Local Plan by providing additional detail on how development of all types is expected to demonstrate the achievement of the policy requirements, including carbon neutrality. The SPD will itself be subject to consultation and</p>	<ol style="list-style-type: none"> <li>1. Consult on draft Supplementary Planning Document.</li> <li>2. Adopt Supplementary Planning Document.</li> </ol>	<p>This is to follow on from, and provide additional detail to, the Local Plan Update.</p>	Neutral	<p>Medium term</p> <p>Nil</p>	

REF	Action / Co - Benefits	Description / Outcome	Milestone	Current Status	Carbon Savings	Timescale / Total Cost	RAG
		formally adopted, following the local plan.					
8.2	<b>From 2023, major non-residential development to be designed and built to achieve the BREEAM excellent standard.</b>				<b>Neutral</b>	<b>Nil</b>	
8.2.1 123	<b>Require major non-residential development to achieve BREEAM excellent standard.</b>  Clarity and consistency using internationally recognised standard.	BREEAM is an internationally recognised certification scheme. It provides a holistic set of criteria to support the delivery of energy efficient developments, which are resilient to the impacts, and mitigate the effects, of climate change. Development proposals will be expected to demonstrate how they have met this standard (or future equivalent) as a minimum.	<ol style="list-style-type: none"> <li>1. Prepare climate change evidence base in support of the Local Plan Update (LPU). This will be a key part of evidencing the requirements set out in the draft plan and will contribute towards the goals relating to new development in the CEAP.</li> <li>2. Consult on draft policy as part of the Draft Local Plan (complete).</li> <li>3. Publish draft policy as part of the Pre-Submission Local Plan.</li> <li>4. Policy included within adopted Local Plan.</li> </ol>	This is being incorporated into the local plan.  Climate change evidence currently being finalised. Evidence will inform improvements to Draft policy.  Draft Local Plan Consultation and analysis of main issues relating to policy wording complete. Representations received will inform future stages.	Neutral	Short term  Nil	
8.3	<b>Establish a spatial strategy and design framework which promotes active and sustainable travel, sustainable design and construction and enables biodiversity gain.</b>				<b>Neutral</b>	<b>Nil</b>	
8.3.1	<b>Minimise unnecessary travel from new development, better house design for working from home and better integrated IT capability.</b>	The new Local Plan will establish a spatial strategy which secures a pattern of development which allows for more people to live and work where journeys can be undertaken by walking, cycling and public transport.	<ol style="list-style-type: none"> <li>1. Consult on draft policy as part of the Draft Local Plan.</li> <li>2. Publish draft policy as part of the Pre-Submission Local Plan.</li> <li>3. Policy included within adopted Local Plan.</li> </ol>	This is incorporated into the local plan.  Local Plan Revised Growth Strategy Consultation complete and analysis	Neutral	Short term  Nil	

REF	Action / Co - Benefits	Description / Outcome	Milestone	Current Status	Carbon Savings	Timescale / Total Cost	RAG
	<p>Residents will be more likely to choose active transport over cars as adults, health benefits from exercise, rather than private car. People have embraced local green spaces.</p> <p>Increased time freedom due to lack of commute also increases adoption of active transport methods.</p>	Buildings, services and infrastructure need to be able to respond to new working patterns and needs.		of main issues currently being undertaken and will inform future stages.			
124  8.3.2	<p><b>Require development, including the public realm, to be accessible to all and prioritise walking, cycling and other sustainable modes of transport.</b></p> <p>Residents will be more likely to choose active transport over cars as adults, health benefits from exercise, rather than private car. People have embraced local green spaces.</p> <p>Increased time freedom due to lack of commute</p>	Development will be expected to include measures to make walking and cycling the mode of choice for shorter journeys, both within and through the site, including links to facilities, services, bus stops and train stations. They will be designed so that they are easily navigable for people of all ages and physical ability.	<ol style="list-style-type: none"> <li>1. Consult on draft policy as part of the Draft Local Plan.</li> <li>2. Publish draft policy as part of the Pre-Submission Local Plan.</li> <li>3. Policy included within adopted Local Plan.</li> </ol>	<p>This is incorporated into the local plan.</p> <p>Draft Local Plan Consultation and analysis of main issues relating to policy wording complete. Representations received will inform future stages.</p>	Neutral	<p>Short term</p> <p>Nil</p>	

REF	Action / Co - Benefits	Description / Outcome	Milestone	Current Status	Carbon Savings	Timescale / Total Cost	RAG
	also increases adoption of active transport methods.						
8.3.3 125	<p><b>Require allocations for major development to secure smart and sustainable approaches that champion climate change resilience and adaptation.</b></p> <p>Potential to provide exemplary new developments at scale which can facilitate wider green and energy infrastructure improvements</p>	<p>Buildings, services and infrastructure need to be able to respond to the impacts of climate change. Part of this ability relates to ensuring that new development is designed to adapt to more intense rainfall, the possibility of flooding, plus heat waves and droughts.</p> <p>The design of developments, including the use of materials, must consider matters such as shading, insulation and ventilation, surface water runoff and storage and the use of appropriate tree and other planting.</p>	<ol style="list-style-type: none"> <li>1. Consult on draft policy as part of the Draft Local Plan.</li> <li>2. Publish draft policy as part of the Pre-Submission Local Plan.</li> <li>3. Policy included within adopted Local Plan.</li> </ol>	<p>This is incorporated into the local plan.</p> <p>Draft Local Plan Consultation and analysis of main issues relating to policy wording complete. Representations received will inform future stages.</p>	Neutral	<p>Short term</p> <p>Nil</p>	
8.3.4	<p><b>Provide positive policy framework for retrofitting existing buildings.</b></p> <p>Limitations in the role of planning policy and decision making to influence existing buildings, but highlighting a permissive approach will</p>	<p>Existing domestic buildings contribute around 34% of carbon dioxide emissions from within Wokingham Borough, whilst existing non-domestic buildings contribute around 20%. A permissive policy approach to retrofitting the existing building stock with measures that enhance sustainability and energy</p>	<ol style="list-style-type: none"> <li>1. Consult on draft policy as part of the Draft Local Plan.</li> <li>2. Publish draft policy as part of the Pre-Submission Local Plan.</li> <li>3. Policy included within adopted Local Plan.</li> </ol>	<p>This is incorporated into the local plan.</p> <p>Draft Local Plan Consultation and analysis of main issues relating to policy wording complete. Representations received will inform future stages.</p>	Neutral	<p>Short term</p> <p>Nil</p>	

REF	Action / Co - Benefits	Description / Outcome	Milestone	Current Status	Carbon Savings	Timescale / Total Cost	RAG
	assist in raising the profile of retrofit.	efficiency will assist in reducing emissions.					
<b>8.4</b>	<b>Support low carbon and renewable energy generation.</b>				<b>Neutral</b>	<b>Nil</b>	
<b>8.4.1</b>	<p><b>Provide positive policy supporting low carbon and renewable energy generation.</b></p> <p>Greater clarity and assurance to local groups and businesses wishing to support renewable energy schemes in their areas.</p>	<p>Due to the benefits which low carbon and renewable energy generation bring to tackling climate change, development proposals for these will be supported unless there are unacceptable impacts that outweigh the benefits.</p> <p>An increase of renewable energy generation projects being developed across the Borough by local businesses and community energy groups.</p>	<ol style="list-style-type: none"> <li>1. Consult on draft policy as part of the Draft Local Plan.</li> <li>2. Publish draft policy as part of the Pre-Submission Local Plan.</li> <li>3. Policy included within adopted Local Plan.</li> </ol>	<p>This is incorporated into the local plan.</p> <p>Draft Local Plan Consultation and analysis of main issues relating to policy wording complete. Representations received will inform future stages.</p>	Neutral	<p>Short term</p> <p>Nil</p>	
<b>8.5</b>	<b>From 2023, all new residential and non-residential buildings to be designed and built to be EV ready.</b>				<b>Neutral</b>	<b>Nil</b>	
<b>8.5.1</b>	<p><b>Ensure new developments make adequate provision for EV. Make all new houses electric vehicle ready by establishing requirements for EV charging points in new dwellings as described in the EV strategy.</b></p>	<p>Electric and hybrid vehicle ownership is increasing, and likely to become more prevalent. Lack of charging infrastructure is a principal barrier to increased use of low-emissions vehicles. Therefore, all new developments will be expected to design in electric vehicle charging facilities from the outset.</p>	<ol style="list-style-type: none"> <li>1. Consult on draft policy as part of the Draft Local Plan.</li> <li>2. Publish draft policy as part of the Pre-Submission Local Plan.</li> <li>3. Policy included within adopted Local Plan.</li> <li>4. Developers to be informed of policy and requirements shall be listed in planning application</li> </ol>	<p>This is incorporated into the local plan.</p> <p>Draft Local Plan Consultation and analysis of main issues relating to policy wording complete. Representations received will inform future stages.</p>	Neutral	<p>Short term</p> <p>Nil</p>	

REF	Action / Co - Benefits	Description / Outcome	Milestone	Current Status	Carbon Savings	Timescale / Total Cost	RAG
127	<p>Improved air quality, reduce NOx, PM10s, PM25, cheaper to maintain and run, better driving experience. Also supports more constant energy usage for overall lower emissions from production.</p> <p>Despite covid and traditional car sales declining in the pandemic, EV sales have risen across the board.</p>	<p>Establish the requirement for EV charging point infrastructure for new dwellings in the Borough where appropriate. Make sure that new homes planning applications submitted from 2023 and where appropriate, have a charge point available. This will ensure there is no barrier for new homeowners or occupants of new dwellings to own or leased an electric vehicle. Developers will have to ensure there is sufficient power serving their developments.</p>	<p>5. New developers to ensure that there is sufficient power serving new developments.</p> <p>6. 100% new buildings are EV ready from 2022</p>				
8.6	<b>From 2021 100% of council new development is built to carbon neutral standards</b>				<b>Neutral</b>	<b>TBC</b>	
8.6.1	<p><b>All new council properties non-residential will be built to the highest efficiency standards from 2021.</b></p> <p><b>All new council homes will be built to the highest efficiency standards by 2024.</b></p> <p>A chance for Wokingham Borough Council to take the lead and set an exemplar approach.</p>	<p>Consult on all future council builds and engaged with developers to ensure that carbon neutrality is considered from the design stage and associated cost is identified.</p> <p>The new development has been placed with a consultant to look at carbon neutrality and associated build costs.</p> <p>Net zero carbon standards to be considered for all new developments. Move away from</p>	<p>1. Initial assessment to all new council development to assess stage of development and possible interventions to committed buildings</p> <p>2. Assessment of possible interventions to Dinton Activity Centre, Arborfield School, carnival hub leisure centre and apartments, 75 London road, Toutley care home, and Addington Scheme, among others.</p> <p>3. Contact providers.</p>	<p>Dinton Activity Centre construction complete to become boroughs first net zero building.</p> <p>Carnival hub assessment complete and measures implemented to improve efficiency. Carnival apartments reassessed and expected to be net zero, primarily</p>	Neutral	<p>Medium term</p> <p>Nil</p>	

REF	Action / Co - Benefits	Description / Outcome	Milestone	Current Status	Carbon Savings	Timescale / Total Cost	RAG
128	Provide more efficient, warmer buildings, with cheaper running costs.	'gas provision' to cleaner technology for new build properties when possible.	<ul style="list-style-type: none"> <li>4. Agree program of works.</li> <li>5. Implement viable measures.</li> <li>6. Monitor performance to inform future, further and wider work.</li> </ul>	<p>through PV generation.</p> <p>Peach place Three and Old boys school schemes currently on hold – grant received for latter to implement efficiency measures once work resumes.</p> <p>75 London Road housing scheme work completed with carbon saving measures implemented.</p> <p>Initial stages of planning underway for Toutley care home.</p>			



## Procurement

### Annual Carbon Savings: Neutral as applies to future procurement.

Within these external targets, the council recognises its ability to influence certain elements through its own procurement processes, utilising its scale, power and presence to establish requirements for a low-carbon economy.

This will be achieved by encouraging our chosen suppliers to improve their own sustainability measures, prioritising those who have done so where possible, through implementing policies which incorporate this as a requirement/criteria in overall decision making processes. Doing so will also set an example for others, demonstrating the viability of such actions and outlining our commitment to enacting them ourselves, and so also achieving the goals of the wider plan.

For example, with a number of significant contracts and strategies set to expire or be reviewed before the 2030 goal, these opportunities will be utilised to review and improve the sustainability elements of these services, by incorporating such into the official tender processes.

Engaging and negotiating with our large range of suppliers will be key to this goal, with many required due to the scale of our essential operations, whether through contracts to provide external services, supporting operations or supplying goods/services directly to council sites. All of these suppliers must be approved via strict official and documented procurement process, whether through an approved supplier network or tender application system.

It also covers training staff on this topic and other methods through which CE is being embedded into the governance and decision making within the council. This is primarily through an assessment tool which assists staff in identifying the potential impacts of projects and how they can potentially mitigate these.

Therefore, carbon savings here are neutral as they apply to future procurement or are captured in other existing actions. Also, with global aspects increasingly impacting worldwide supply chains, WBC recognises the significance of social value and will be prioritising it within these procurement targets.

### Key Achievements this year:

- Staff CE E-learning module to be uploaded to site.
- Procurement Strategy published, which will inform many other actions.
- CE has been embedded into existing project management tools.
- Temporary CE risk assessment tool applied to Exec Papers

### Consumption Emissions:

- This includes all goods purchased and used by the council which come with their own consumption emissions. These are not currently reported as they are scope 3 emissions, but we are moving towards measuring and reducing our scope 3 emissions as a business going forward.

### New Actions:

- The old actions 34.3 and 33.5 have been removed as identical to new action 9.2.3.

### SDGS:



REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
9.1	<b>By 2022, achieve sustainable procurement practice throughout the council as part of Corporate Procurement Strategy</b>				<b>Neutral</b>	<b>Nil</b>	
9.1.1	<p><b>Include a drafted approach to sustainable procurement within review of Procurement Strategy.</b></p> <p>Opportunity to identify cost savings from greater efficiency and minimal waste.</p>	<p>Goods contracts will consider whole-life costing including disposal.</p> <p>Service and works contracts will include carbon neutrality or reduction measures either directly or indirectly by their design.</p> <p>Procuring in line with business needs and climate emergency targets.</p>	<ol style="list-style-type: none"> <li>1. Draft update to procurement strategy.</li> <li>2. Seek consultation of strategy with SLT.</li> <li>3. Achieve sign off of strategy.</li> <li>4. Implementation and communication of strategy with CEM.</li> </ol>	<p>Strategy approved July 2021.</p> <p>Procurement board to be put in place.</p>	Neutral	<p>Short term</p> <p>Nil</p>	
130 9.1.2	<p><b>Develop a sustainable procurement culture and associated skills for green procurement.</b></p> <p>Will encourage consideration of wider objectives to be incorporated, such as planting trees or implementing cycle lanes simultaneously in projects.</p>	<p>Design of an e-learning module training people in green procurement techniques.</p>	<ol style="list-style-type: none"> <li>1. Complete E-learning design.</li> <li>2. All staff in council who procure to complete training on CE.</li> </ol>	<p>CE E-learning module to be uploaded to site.</p> <p>Coaching feasibility study underway.</p>	Neutral	<p>Medium Term</p> <p>Nil</p>	
9.1.3	<p><b>Assess suppliers on sustainable procurement standards.</b></p> <p>Encourages competition between suppliers, which may generate other</p>	<p>Evaluation of all suppliers to promote sustainability proportionate to contract and financial constraints.</p> <p>Use of the Standard SQ / inclusion of a pass/fail phase in all contract evaluations.</p>	<ol style="list-style-type: none"> <li>1. All buyers/ commissioners in the council to impose carbon targets on our suppliers including reporting back of carbon production.</li> <li>2. All buyers/ commissioners taking embedded carbon into account</li> </ol>	Not Started	Neutral	<p>Medium Term</p> <p>Nil</p>	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
	benefits in terms of efficiency and cost savings.  Has a knock on effect as this supplier will now be more competitive for wider contracts.		when purchasing goods and services.  3. Performance Team to name the top 20 carbon producers from our suppliers.				
13 9.1.4	<b>Implementation of sustainable procurement KPIs amongst suppliers.</b>  Will incorporate more stakeholders and viewpoints, allowing for wider objectives to be incorporated, such as planting trees or implementing cycle lanes simultaneously in projects.  Supports local residents and businesses, developing skills in these key areas.	Contracts have sustainability KPIs included where suitable to contracts scope and will be performing within the 'green' threshold (or equivalent) for these KPIs.	1. Consult with stakeholders, including local and national business during the development of council's sustainable procurement policy through a consultation event. 2. All buyers/commissioners embed carbon KPI targets into all suitable council contracts. 3. Provide clear and detailed instructions to suppliers on the council's sustainability requirements. 4. Investigate opportunities from big businesses to train SME and VCSE in bid writing, social value etc.	Not Started	Neutral	Medium term  Nil	
9.2	<b>By 2023, the council will consider social value, including carbon neutrality, in all its procurement cycles</b>				Neutral	Nil	
9.2.1	<b>Introducing a culture of carbon neutrality in all council procurement activities.</b>  Will incorporate more stakeholders and	For environmental social value, include carbon impact into the council's principal business activities, relevant to project's scope, risk and value:	1. All buyers/commissioners ensure that the corporate strategy themes of carbon neutrality is embedded in each procurement cycle.	Climate Risk Assessment tool for embedding under assessment. Already in place for project	Neutral	Short term  Nil	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
	viewpoints, allowing for wider objectives to be incorporated, such as planting trees or implementing cycle lanes simultaneously.  May also identify cost saving opportunities.	Business Needs Analysis and Case Approval. Contract and Specification Design. Bid Submission Evaluations. Contract and Supplier Management.		management sizing tool.  Temporary CE risk assessment tool applied to Exec Papers.			
9.2.2	<b>Adopt a WBC Social Value Policy</b>  Supports people and particularly vulnerable populations around the globe.	Generation of a WBC Social Value policy, linking to corporate procurement strategy.	1. Draft social value policy. 2. Consult with businesses and SLT 3. Implement communication of policy via CEM.	Not Started	Neutral	Medium term  Nil	
9.2.3	<b>Promote local skills and employment</b>  Supports local residents and businesses, reducing unemployment.  Develops local skills for long term careers.	Where appropriate, locally-based suppliers will be used for all direct award and quotation processes, leading to reduce carbon impact from logistics and travel where compliant.  Improve Skills for low carbon transition, including supporting those in traditional 'high carbon industries to retrain.	1. All buyers / commissioners to impose SME/local supply targets on suppliers including reporting back of SME/local supplier subcontracting and carbon reduction. 2. Performance Team name the top 20 suppliers supporting scheme.	Not Started	Neutral	Medium term  Nil	

## Engagement and Behaviour Change

### Annual Carbon Savings: Neutral as per below

WBC recognises it cannot reach the ambitious 2030 goal alone, with many of the above actions throughout the plan requiring support from our residents, businesses, schools and community organisations in shifting to more sustainable behaviours.

This section outlines some of these specific measures which will support this process, focusing on promoting and accelerating the shift by raising awareness of the existing situation and impacts, along with providing examples and opportunities for change.

Doing so will require working in partnership with all stakeholders, including businesses, community and voluntary organisations, schools and young people, Town and Parish councils, council colleagues and residents more generally to encourage the uptake of technologies, initiatives and schemes outlined in previous sections.

Hence, the actions here will feed into the carbon savings achieved elsewhere on this action plan, such as increased use of public transport, as well as reducing out of scope emissions from purchases of goods and services. The majority of the actions are therefore listed as 'Neutral' for their carbon savings against the 2030 target.

The government's Build Back Better strategy will enable more policy and mean more opportunities will become available for businesses at a local level, particularly in promoting the green sector. Both of these opportunities will be thoroughly built into the upcoming Climate Emergency Engagement & Behaviour Change Strategy. The intention is to develop and implement an engagement and behaviour change strategy that is specifically targeted towards tackling the climate emergency and will dictate the actions within this section of the plan going forward, once approved and published.

### Key Achievements this year:

- Lets Talk Climate sessions organised and run, with external facilitator.
- The climate emergency newsletter continues to be successful, with over 3,500 subscribers.
- Market engagement has been undertaken with multiple organisations to identify opportunities for optimal public engagement, with a pilot scheme under development.
- Green Team achieved a monthly internal newsletter article each month in 2021.

### Consumption Emissions:

- The engagement targets below are to reduce overall carbon footprints of our residents which includes all 3 scopes of emissions, including indirect or 'consumption' emissions which includes out of borough travel, goods and services purchased, food choices etc.

### New Actions:

- There are no new actions in this section of the CEAP.

### SDGs:



REF	Action / Co - Benefits	Description /Outcomes	Milestone	Progress	Carbon Savings	Timeline / Total Cost	RAG
10.1	<b>Raise awareness in the community about the climate emergency agenda</b>				<b>Neutral</b>	<b>TBC</b>	
13 10.1.1	<p><b>Implement a Wokingham Borough Council Climate Emergency Engagement &amp; Behaviour Change Strategy.</b></p> <p>Ensures that all voices are heard and accounted for.</p> <p>Develops relationships with numerous stakeholders.</p>	<p>Ensure there is a long-term plan for the delivery of sustained communication with all stakeholders in the borough needed to tackle the climate emergency, including residents, businesses, young people, council staff and the Town and Parish Councils.</p>	<ol style="list-style-type: none"> <li>Options appraisal to inform on different engagement methods.</li> <li>Complete a visioning project (Let's Talk Climate) to allow for residents, businesses, community organisations and young people to envisage how a net zero carbon borough will look in 2030.</li> <li>Investigate behaviour change barriers.</li> <li>Develop a programme available for residents to shift to more sustainable choices and be rewarded for forming these new habits.</li> <li>Draft the Climate Emergency Engagement &amp; Behaviour Change Strategy for approval at Council. This includes completion of an Equality Impact Assessment to measure the potential impacts on all members of the community.</li> <li>Consult with community-based organisations and town &amp; parish council's on the strategy.</li> <li>Support Town and Parish councils to share best practice and lessons learned to set out a</li> </ol>	<p>The community deliberative process on climate change is a wide community engagement process. The project is currently coming to the end of the first stage where key stakeholders came together in 'deliberative peer groups' to discuss key issues of local climate change impacts and potential solutions and form recommendations for the council to adopt into its CEAP. These groups were:</p> <ul style="list-style-type: none"> <li>Residents x2</li> <li>Businesses</li> <li>Community groups &amp; voluntary sector</li> <li>Teachers</li> <li>Primary School-aged children (plus a parent)</li> <li>Secondary school-aged children</li> <li>Town &amp; Parish council clerks</li> <li>Council Officers</li> </ul> <p>The next stage is an e-panel (similar to an online survey) to allow a wider group of residents</p>	Neutral	<p>Medium Term</p> <p>£46,000</p>	

			path to net zero carbon in their own operations, where possible.	can give feedback on these recommendations. The final report of the outcomes and recommendations from this are to go to council Autumn 2022.			
13 10.1.2	<p><b>Actively communicate the progress of the climate emergency initiatives delivered borough-wide.</b></p> <p><b>Provide and share information with residents on how to reduce their carbon emissions.</b></p> <p>Develops relationships with residents to be a trusted provider.</p>	<p>Develop a sustained campaign to provide information, advice, and signposting to promote behavioural change amongst residents to drive engagement with council initiatives.</p> <p>Encourage residents with opportunities to improve energy performance of homes and buildings, reduce carbon emissions from transport, adopt new behaviours.</p>	<ol style="list-style-type: none"> <li>1. Set up a resident climate emergency newsletter to promote the actions the council are taking and focus on how individual actions can make a big difference.</li> <li>2. Deliver a campaign to businesses on COP26.</li> <li>3. Ensure climate emergency messaging is intertwined with comms plans for projects sat within the climate emergency action plan across the council, such as transport, waste and development projects.</li> </ol>	<p>The climate emergency newsletter is now well underway, with multiple useful iterations produced and delivered, including a monthly spotlight to provide encouragement and demonstrate viability for others. As of April 2022, there are 4,675 subscribers to the newsletter.</p> <p>Articles are published regularly on the council website: <a href="https://news.wokingham.gov.uk/">https://news.wokingham.gov.uk/</a></p> <p>A number of articles on COP26 have been included in the business matters newsletter, with strong feedback, along with a summary update included in the upcoming business directory.</p> <p>This action plan itself is published annually with progress updates.</p>	Neutral	<p>Short term</p> <p>Nil</p>	
10.1.3	<p><b>Provide communication support to promote sustainable</b></p>	<p>Develop a sustained communications campaign to provide information, advice, and signposting to</p>	<ol style="list-style-type: none"> <li>1. Align engagement campaigns to the climate emergency programme designed for schools and deliver engagement campaigns to inspire children</li> </ol>	<p>The council promotes it's offering to schools relating to climate emergency through several channels including Education News (weekly newsletter) and the</p>	Neutral	<p>Short term</p> <p>Nil</p>	



136	<p><b>action taking place in schools.</b></p> <p>Develops relationships with numerous stakeholders.</p> <p>Long term benefits of children being more active on these issues, along with passing it across to parents.</p>	<p>promote behavioural change amongst schoolchildren and staff and giving more background to link the action to the climate emergency.</p> <p>Residents of the borough will gain a better understanding of why school children and staff are making sustainable changes and will be better informed of how this can be applied to their own lifestyle.</p>	<p>and school staff to adopt new behaviours.</p>	<p>My Journey and Air Quality Active Travel Officer social media pages.</p> <p>We will continue to work to build and strengthen relationships with schools around climate change issues.</p>			
	<p><b>10.1.4 Support changes in work practices and behavioural change amongst council staff.</b></p> <p>Healthier staff living more sustainable lifestyles.</p> <p>Reducing the council's own</p>	<p>Wokingham Borough Council staff to be better informed of their impact as an organisation and how to drive this impact down through projects and communications, providing information, advice &amp; signposting to promote behavioural change amongst council employees (e.g. active and sustainable</p>	<ol style="list-style-type: none"> <li>1. Deliver a sustained communications campaign through the council's Green Team to inspire staff to reduce their personal carbon footprints by making sustainable shifts in their daily routines.</li> <li>2. Investigate and promote the carbon footprint of Wokingham Borough Council as an organisation and workplace and how individual actions of staff contribute towards this.</li> <li>3. Communicate environmental benefits and carbon savings of</li> </ol>	<p>Internal comms articles continue on key issues, including a Together Again staff newsletter to encourage colleagues to maintain 'greener' habits formed during home working.</p> <p>Coaching feasibility study underway.</p>	Neutral	<p>Short term</p> <p>Nil</p>	



	carbon footprint as an organisation.	travel, increased plant based food).	the Workplace Reimagined project to ensure staff are fully informed. 4. Investigate a behaviour change platform for business use.				
137 10.1.5	<p><b>Support changes in work practices and behavioural change amongst local businesses.</b></p> <p>Develops relationships with numerous stakeholders and identifies the council to be a trusted provider.</p> <p>Potential for economic benefits from green recovery and build back better schemes.</p>	<p>Provide information, advice, signposting to promote sustainable behaviours amongst local businesses (e.g. remote working, retrofitting buildings, solar PV installation).</p> <p>Promote working from home practices to reduce the proportion of staff at corporate sites for more efficient use of the space.</p> <p>Ensure the climate emergency action plan is fully aligned with the Wokingham Borough Council's Economic Recovery Strategy and the government's plan for a Green Recovery, which focuses on enabling local business to Build Back Better.</p>	<p>1. Host events to stimulate the conversation around sustainability in business between the council and the business community.</p> <p>2. Ensure the conversation is kept going through regular climate emergency articles in the Business Matters newsletter.</p> <p>3. Engage with providers to gather information on what more can be done with businesses.</p> <p>4. Assessment of unintended consequences from the national lockdown (COVID-19) and the effects to energy consumption and site occupancy of corporate sites.</p> <p>5. Incorporate into the Climate Emergency Engagement &amp; Behaviour Change Strategy.</p> <p>6. Provide monthly spotlights for businesses to demonstrate real actions they can take from people in a similar position.</p>	<p>The CE newsletter is now well underway, with multiple useful iterations and delivered, including a monthly spotlight to provide encouragement and demonstrate viability for others. A number of articles on COP26 have been included in the business matters newsletter, with strong feedback, along with a summary update included in the upcoming business directory.</p> <p>Market engagement has been undertaken with multiple organisations to identify opportunities for optimal public engagement, with a pilot scheme under development.</p> <p>The council held its second Climate Conversations event successfully. A virtual webinar-style event with a discussion panel of local experts. The theme was 'Carbon Footprinting. Further conversations are pending once capacity is expanded.</p>	Neutral	<p>Short term</p> <p>Nil</p>	

## Current Council Emissions 2021/22

Within the wider borough target the council aims to lead the way on helping deliver neutrality, by improving its own operations, to become a net zero carbon organisation by carbon 2030. This currently applies to scope 1+2 emissions where the council has direct accountability and can have the most impact through solutions, though scope 3 elements are also taken into account where it is possible for the council to utilise its influence. Going forward, as a business we will begin measuring and targeting a reduction in scope 3 emissions.

Carbon savings from this section are therefore primarily already accounted for in the above actions and figures. The only exception is action 11.3, which is noted separately in the overall summary on page 9.

To measure progress to become carbon neutral the council calculates its gross emissions through the Local Authority GHG Accounting Tool<sup>2</sup>, which applies standard emissions factors to usage figures and is designed specifically for authorities. Hence, all targets which impact on these figures have been moved to this section, to outline how they are being addressed.

Within this tool the following scopes for emissions are defined for businesses/councils:

### Scope 1 and 2:

Direct emissions produced by sources which are owned or controlled by the council and include electricity use, burning oil or gas for heating, and fuel consumption from business travel or distribution. This therefore includes streetlighting for the council, though this is not a direct result of operations.

### Scope 3:

Indirect emissions produced by external factors but as a result of council operations and consumption. This includes elements such as staff commuting, contractors, waste production and working from home.

### Emissions Summary:

Scope	Emissions Type	Emissions (tCO2e)	Percentage of Total Emissions
Scope 1	Heating	5,668.51	50.7%
	Fugitive Emissions	0.00	0.0%
	Authority's Fleet	46.57	0.4%
Scope 2	Electricity	4,688.47	42.0%
Scope 3	Staff Business Travel	271.16	2.4%
	Outsourced Fleet	2.56	0.0%
	Transmission & Distribution Losses	414.75	3.7%
	Water	14.38	0.1%
	Material Use	0.00	0.0%
	Waste generated from own operations	68.25	0.6%
	Outsourced Scope 3	0.00	0.0%
Total Emissions		11,174.65	100%
Green Tariff Electricity		(-)3,516.35	
Final Emissions		7,658.29	

This is the first year (2021/22) which these figures have been fully accounted for. Due to some irregularities in figures available with the time lag in reporting, some of the months have been estimated based on previous years, to find the best annual estimate for this period.

<sup>2</sup> <https://localpartnerships.org.uk/greenhouse-gas-accounting-tool/>

By using this tool, it creates a summary table, shown below, which identifies the totals and percentages. This therefore highlights key areas of major emissions, so these can then be targeted with relevant actions. Currently the council emits approximately 7.6 ktCO<sub>2</sub>e, which represents only 1.36% of the boroughs total. From this summary it is clear that there are 3 main areas of emissions for the council: Energy, Transport and Waste.

A brief explanation on the sources of the emissions contributing to each of these areas is provided in the below analysis, along with the actions which have already been outlined regarding council operations specifically. These actions will help address nearly all of the council's carbon emissions and contribute to reducing emissions district wide by 2030. These actions are currently being run and monitored in the same manner as those in the CEAP.

→  
Covid disruption has had a significant impact on all of these areas, as explained below. Therefore, these figures are not fully representative of the council's usual emissions at this stage and are anticipated to change noticeably in future reports.

## Current Council Actions:

### Transport:

Due to Covid-19 and the resulting lockdowns, the vast majority of council staff have been working from home where possible, and will continue to do so for the foreseeable future, thanks to the continued positive results achieved and the results from the workplace reimaged survey confirming optimal working patterns. This has been an unexpected positive and means this aspect is well ahead of target, leading to a drastic drop in transport emissions for the council.

However, elements remain, primarily from the use of council owned or private vehicles for council work, representing a total of 271.16 tCO<sub>2</sub>e across all scopes. Staff commuting figures fall under outsourced scope 3. In response, as explained fully in the below table, the council is currently working to replace all of its own fleet with ultra-low emission vehicles by 2028, along with a number of actions to encourage staff to reduce their mileage and utilise EVs for business purposes and commuting where possible, to reduce emissions by 70%.

### Waste:

In 2021/22 the council produced approximately 190 tonnes of waste, of which 46 tonnes was recycled, as shown below. This waste is collected separately to domestic waste and includes those from council run public facilities such as libraries, leisure centres and community centres. Therefore, initiatives here not only focus on council staff, but improving responses from the public through making recycling more accessible and clear.

Type	Amount	tCO <sub>2</sub> e
Glass	2	0.04
Commercial Waste	144	67.25
DMR (Dry Recyclables)	44	0.93

Council targets for waste are aligned with the CEAP and therefore aims for a 70% recycling rate by 2030. This includes new practices already in place, such as the implementation of a zero single use plastics policy in staff areas, along with increased separation of food waste and dry recyclables.

### Buildings and Energy:

As the scope in this report now includes all council run sites, not just offices, this now represents by far the largest area of emissions, directly contributing 92.7% and 10,365.99 tCO<sub>2</sub>e across all scopes. By excluding

streetlighting, which the council has lower direct influence over, this figure would fall to 9,640.24 tCO<sub>2</sub>e.

For this calendar year these figures are also above usual levels due to covid disruption, as protocols on leaving windows open for circulation has led to increased heating and energy usage overall, meaning this is anticipated to fall once these procedures are removed. In response, as explained fully in the plan, the council is currently implementing a wide range of energy efficiency improvements at all owned properties, towards carbon neutral standards by 2028, which will also apply to new builds.

Meanwhile, the council is also working towards sourcing as much electricity as possible from green tariffs, with 75% of the current electricity purchased coming from these sources across the period. This means 3,516.35 tCO<sub>2</sub>e of these emissions would be negated in this respect. Therefore, the remaining total council emissions would be 7,658.29 tCO<sub>2</sub>e, as shown above.

This is supported by additional significant investment in renewable energy sources including the solar farm, along with renewable energy installations in council buildings when feasible, to ensure capacity is available.

#### **Engagement and Behavioural Change – Green Team:**

Overall, the council is committed to supporting changes in work practices and behavioural change amongst council staff, which covers not just the above key aspects, but all elements where possible.

To this end, the council also has an internal green team of officers from all across the council, who are interested in driving sustainable shifts in the council as a workplace. This group is in addition to the council's Climate Emergency team, volunteering their time to gather regularly and assess progress in this area, providing new ideas on potential improvements in sustainability for internal practices. These projects and ideas, which often

also help staff minimise their impact at home too, are included in regular internal communications.

Minor actions developed here are not included in the full plan for simplicity, but include clear signage around the offices to remind staff on printing, heating and lighting usage, waste etc, along with the removal of single use cups and improvement of internal procurement processes. Meanwhile, any ideas which are developed into larger ideas are discussed with the relevant teams and included in the full plan where viable. Therefore, new actions may continue to be added to this plan.

#### **Procurement:**

The council is committed to achieving sustainable procurement practice throughout our operations and, as part of Corporate Procurement Strategy, to consider social value in all its procurement cycles, with a number of actions to support this, as shown in the below tables.

#### **Carbon Sequestration:**

While minimising emissions is top priority to the council, following the energy hierarchy, carbon sequestration is an important element in contributing towards net zero, by increasing the amount of carbon absorbed and so effectively, taken away from the total amount emitted. The council has committed to plant 250,000 trees by 2025, which would sequester approximately 3,100 tCO<sub>2</sub>e per year. This accounting tool does not include a section for these figures as this is accounted as a borough wide target.

TR	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
11.1	<b>Leading by example - Reduce by 70% CO2e emissions produced by council related travel by 2030</b>				<b>892.21 tCO<sub>2</sub>e</b>	<b>TBC</b>	
11.1.1	<b>Deliver a strategy to reduce miles produced by council staff work related travel.</b>  Sets example so other actions more likely to be followed	To investigate the possibility to introduce EV Car clubs for council staff between Monday to Friday and with the option to open to the public during the weekends. Aiming to reduce grey fleet miles by 30% from transport related trips.	<ol style="list-style-type: none"> <li>1. Carry out assessment for car clubs and produce a strategy</li> <li>2. Analyse saving from Mileage paid to staff vs cost paid to provider</li> </ol>	Feasibility study underway with Energy Savings Trust (EST) to assess council fleet vehicles and grey miles.	78.31 tCO <sub>2</sub> e  (Included in total)	Medium term  Costs TBC  Nil from strategy itself	
11.1.2	<b>Promote homeworking and remote working practices amongst council staff.</b>  Lockdown has greatly sped up this process and meant that everyone is doing it so integrates more easily with any partners. Sets example so other actions more likely to be followed.	In addition to home working, expand remote working practices in other locations to reduce unnecessary travel and the need for central office accommodation. Aiming to reduce the CO2 emissions travelled from council staff to work by 40% by 2022.	<ol style="list-style-type: none"> <li>1. Capitalise on the unintended consequences of the national lockdown by reviewing working from home practices in the council and consider new ways of working in the recovery plan for the council.</li> <li>2. Deliver a staff survey to assess working from home preferences amongst council staff.</li> </ol>	Managers have discussed the need for and preferences of home or flexible working patterns with staff, completing the required surveys.  Only those staff required will be coming into the office at this stage.  The workplace reimagined survey is complete and will likely support this further.	405.42 tCO <sub>2</sub> e	Short term  Nil	
11.1.3	<b>Incentivise council staff to mode shift</b>	Investigate incentives that can be given to council staff	<ol style="list-style-type: none"> <li>1. Carry out an assessment of viability of salary</li> </ol>	Assessment of salary sacrifice schemes underway as part of		Medium term	

	<p><b>to active and sustainable transport or EVs.</b></p> <p>Increased time freedom due to lack of commute also increases adoption of active/sustainable transport methods. Sets example so other actions more likely to be followed.</p>	<p>to support their commute to work being more sustainable by implementing schemes that make such methods more accessible. Aiming to reduce the CO2 emissions from staff travelling to work by 10% by 2025.</p>	<p>sacrifice schemes that could be offered to council employees for sustainable transport or EVs.</p> <p>2. Assess alternative transport options for council staff.</p> <p>3. Communicate these options and advice to relevant staff on how to reduce their commuting emissions.</p>	<p>wider council transition to EV plan.</p> <p>Feasibility study underway for a Liftshare scheme to analyse employee commuting patterns and car-share or active/sustainable travel opportunities.</p>	304.06 tCO <sub>2</sub> e	£10,000	
11.2	Council's car fleet becomes entirely ultra-low emission by 2028				TBC	TBC	
142	<p><b>Ensuring 100% of the car fleet operated by the council is ultra-low emission by 2028</b></p> <p>Helps set the example by leading the way. Opportunity for communication with non-EV private users.</p>	<p>Leading the way by transitioning the 16 WBC owned and leased vehicles to EV or low carbon vehicles at the end of their leasing contract/life. Vehicles range from minibuses, cars and a tractor in Dinton Pastures.</p>	<p>1. Deliver the programme to transition WBC owned vehicles to be ultra-low vehicles by 2028.</p> <p>2. Review lease contracts and establish a programme for transitioning leased vehicles to EV when engaging in new contracts.</p> <p>3. Embed requirements for EV's or Low Emission vehicles in WBC Fleet Guidelines Policy and WBC Vehicle</p>	<p>Feasibility study underway with Energy Savings Trust (EST) to assess council fleet vehicles and grey miles.</p>	45.39 tCO <sub>2</sub> e (This is included in target 5 savings total)	Medium term  Costs TBC	

			<p>Procurement Guidelines.</p> <p>4. Update the Vehicle Procurement Application form to include the consideration of EV's or Low Emission vehicles as a standard with no sign off from the Board for any vehicle that does not meeting this requirement.</p>				
143	<p><b>All council run operations, including through partners, to utilise EV or ultra-low emissions vehicles.</b></p> <p>Improved air quality, reduce NOx, PM10s, PM25, cheaper to maintain and run, better driving experience. Also supports more constant energy usage for overall lower emissions from production.</p>	<p>Ensuring all our contractors use ultra-low or EV when possible will reduce emissions from contractors and suppliers vehicles working for and in partnership with the council. This includes Education and Social Care transport providers to encourage/specify transition to ultra-low vehicles for use on HTST transport.</p> <p>50% (which exceeds the statutory minimum of 35%) contract transport fleet will be hybrid or fully electric by 2028.</p>	<p>1. Include in procurement policies considerations for EV/ultra-low emission vehicles as a standard.</p> <p>2. All buyers/commissioners to apply contractual policies when subcontracting services</p> <p>3. Review the contracts with our transport providers and establish requirements to transition to ultra-low emissions vehicles</p> <p>4. Optimise HTST routes to reduce mileage</p>	<p>To be incorporated into EV strategy such that consideration must be made for climate issues, including EV, as part of the procurement process for projects.</p>	Included in total	<p>Long term</p> <p>Costs TBC</p>	



11.3	By 2030 All council CCS buildings will be retrofitted to carbon neutral standards					6,612 tCO <sub>2</sub> e	TBC	
11.3.1	<p><b>Improve energy performance of council owned buildings to carbon neutral standards.</b></p> <p>Reduce cost of energy bills. Support more jobs in the green and sustainability industries. Emerging of new supply chains for building efficiency will reduce the cost of the green technologies such as heath pumps, batteries, solar panels, etc.</p>	<p>Implement a wide range of energy efficiency projects at existing properties to improve energy efficiency. These include, installing LED lighting, Cavity Wall, loft insulation etc., all to make the property ‘consume’ less energy.</p> <p>Programme for retrofitting corporate assets based on energy performance baseline and energy improvement requirements.</p>	<ol style="list-style-type: none"> <li>1. Establish baseline energy performance for each council-owned asset.</li> <li>2. Three year assessment, average kilowatt value (FY from 2017-20)</li> <li>3. Develop Energy Management Plan</li> <li>4. Identify energy performance improvement requirements to all corporate sites and recorded in the Corporate Assets Carbon Reduction Database.</li> <li>5. Programme for asset retrofit set up</li> <li>6. Feasibility assessment on Woodley Library as a pilot project.</li> <li>7. Establish guidelines of energy improvements that can be used for all corporate assets.</li> <li>8. Deliver the retrofitting programme.</li> </ol>	<p>Baselines and three year assessment complete.</p> <p>Energy Management Plan in development.</p> <p>Feasibility assessment on Woodley Library as a pilot project completed.</p>	6,612 tCO <sub>2</sub> e	<p>Medium term</p> <p>£13.5M (£4.5M per year)</p>		



## Appendix 1. Data Sources

Table 5: Summary GHG inventory table of building emissions, as split by SCATTER

SUB-SECTOR	DIRECT tCO <sub>2</sub> e	INDIRECT tCO <sub>2</sub> e
Residential buildings	187,968.61	78,875.18
Commercial buildings & facilities	11,254.16	42,841.08
Institutional buildings & facilities	8,831.41	9,301.94
Industrial buildings & facilities	32,229.12	52,294.99
Agriculture	2,804.37	0.52
Fugitive emissions	23,738.05	-
On-road	305,851.95	IE
Rail	11,438.37	IE
Waterborne navigation	NO	IE
Aviation	NO	IE
Off-road	3,058.52	IE
Solid waste disposal	6,664.21	-
Biological treatment	NO	-
Incineration and open burning	NO	-
Wastewater	9,888.15	-
Industrial process	44,871.97	-
Industrial product use	0.00	-
Livestock	9,383.60	-
Land use	-15,861.55	-
Other AFOLU	NE	-
Electricity-only generation	NO	-
CHP generation	132.57	-
Heat/cold generation	NO	-
Local renewable generation	2.01	NO
Notation keys:		
NO - Not Occurring	IE - Integrated Elsewhere	NE - Not Estimated

Table 6: Summary GHG inventory table of building emissions, as split by BEIS

Wokingham Carbon footprint 557 KtCO <sub>2</sub> e	KtCO <sub>2</sub> e
Industry and Commercial Electricity	74.5
Industry and Commercial Gas	39.9
Large Industrial Installations	0.01
Industrial and Commercial Other Fuels	15.8
Agriculture	4.1
Domestic Electricity	59
Domestic Gas	186.9
Domestic 'Other Fuels'	10.8
Road Transport (A roads)	76.7
Road Transport (Minor roads)	97.7
Transport Other	9.7
LULUCF Net Emissions	-17.4

• BEIS data (right-hand table) and SCATTER data are compiled using different methodologies. The SCATTER model (Setting City Area Targets and Trajectories for Emissions Reductions) operates on 2018 data. BEIS data is from 2019. See page 52 for further notes on why the data differs between SCATTER & BEIS.

### Data Sources – Frequently Asked Questions

#### What do the different emissions categories mean within the Scatter inventory?

Direct = GHG emissions from sources located within the Local Authority Boundary (also referred to as Scope 1). For example petrol, diesel or natural gas.

Indirect = GHG emissions occurring as a consequence of the use of grid-supplied electricity, heat, steam and/or cooling within the city boundary (also referred to as Scope 2).

Other = All other GHG emissions that occur outside the city boundary as a result of activities taking place within the city boundary (also referred to as Scope 3). This category is not complete and only shows sub-categories required for CDP / Global Covenant of Mayors reporting. Other Scope 3 emissions are however explored within Sections 2 and 3.

The BEIS Local Emissions Summary does not differentiate between direct/indirect/other (or the various 'scopes')

#### **What do the different sectors and subsectors represent within the SCATTER Inventory?**

- The Direct Emissions Summary and Subsector categories are aligned to the World Resource Institute's Global Protocol for Community-Scale Greenhouse Gas Emission Inventories ("GPC"), as accepted by CDP and the Global Covenant of Mayors.
- The BEIS Local Emissions Summary represents Local Authority level data published annually by the Department for Business Energy & Industrial Strategy (BEIS).
- Stationary energy includes emissions associated with industrial buildings and facilities (e.g. gas & electricity).
- IPPU specifically relates to emissions that arise from production of products within the following industries: Iron and steel, Non-ferrous

metals, Mineral products, Chemicals. These are derived from DUKES data (1.1-1.3 & 5.1).

- Waterborne Navigation and Aviation relate to trips that occur within the region. The figures are derived based on national data (Civil Aviation Authority & Department for Transport) and scaled to the City of Oxford region.

#### **Why does the BEIS summary differ from the SCATTER summary?**

- The BEIS summary represents CO2 only; SCATTER also includes emissions factors for other greenhouse gases such as Nitrous Oxide (N2O) and Methane (CH4). These are reported as a CO2 'equivalents (e)'.
- The BEIS summary does not provide scope split; SCATTER reports emissions by scope 1, 2, and 3 (i.e. direct, indirect or other categories).
- The BEIS summary categories are not directly consistent or mapped to the BEIS LA fuel data which is available as a separate data set. SCATTER uses published fuel data and applies current-year emissions factors, whereas the BEIS data calculations scale down national emissions in each transport area. Specifically with regard to road transport, BEIS data splits total emissions across road type; SCATTER uses fuel consumption for on-road transport per LA.
- Different treatment of 'rural' emissions i.e. Agriculture, Forestry and Other Land Use (AFOLU) and Land Use, Land Use Change & Forestry (LULUCF) categories are derived from different underlying data sets and have been explored further within section 3 of this report.

## Appendix 2. Glossary

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<b>Term</b>	<b>Definition</b>
<b>Carbon Baseline</b>	The year against which target decreases in emissions are measured. <sup>3</sup>
<b>Carbon dioxide (CO<sub>2</sub>)</b>	Carbon dioxide is a gas in the Earth's atmosphere. It occurs naturally and is also a by-product of human activities such as burning fossil fuels. It is the principal greenhouse gas produced by human activity.
<b>Carbon Budget</b>	A tolerable quantity of greenhouse gas emissions that can be emitted in total over a specified time. The budget needs to be in line with what is scientifically required to keep global warming and thus climate change "tolerable."
<b>Carbon dioxide equivalent (CO<sub>2</sub>e)</b>	Six greenhouse gases are limited by the Kyoto Protocol and each has a different global warming potential. The overall warming effect of this cocktail of gases is often expressed in terms of carbon dioxide equivalent - the amount of CO <sub>2</sub> that would cause the same amount of warming. For consistency in this climate emergency action plan, the figures on carbon dioxide emissions have been presented in tonnes tCO <sub>2</sub> e
<b>Carbon footprint</b>	The amount of carbon emitted by an individual, organisation, geographical area or during the manufacture of a product in a given period of time.
<b>Carbon neutral</b>	A process where there is no net release of CO <sub>2</sub> . For example, growing biomass takes CO <sub>2</sub> out of the atmosphere, while burning it releases the gas again. The process would be carbon neutral if the amount taken out and the amount

	released were identical. A company or country can also achieve carbon neutrality by means of carbon offsetting in limiting quantities not all together.
<b>Carbon offsetting</b>	A way of compensating for emissions of CO <sub>2</sub> by participating in, or funding, efforts to take CO <sub>2</sub> out of the atmosphere. Offsetting often involves paying another party, somewhere else, to save emissions equivalent to those produced by your activity.
<b>Carbon Sequestration</b>	The process of storing carbon dioxide. This can happen naturally, as growing trees and plants turn CO <sub>2</sub> into biomass (wood, leaves, and so on). It can also refer to the capture and storage of CO <sub>2</sub> produced by industry.
<b>Climate Change</b>	A pattern of change affecting global or regional climate, as measured by yardsticks such as average temperature and rainfall, or an alteration in frequency of extreme weather conditions. This variation may be caused by both natural processes and human activity. Global warming is one aspect of climate change.
<b>Climate Change Act (2008)</b>	At the core of the Act is the 2050 target to reduce UK greenhouse gas emissions by at least 80% relative to 1990, and the system of carbon budgets that provide five-year stepping stones to the 2050 target <sup>4</sup> . In 2019 this target was altered to achieve net zero emissions by 2050 <sup>5</sup> .
<b>Climate Emergency</b>	A situation in which urgent action is required to reduce or halt climate change and avoid potentially irreversible environmental damage resulting from it. <sup>6</sup>

<sup>4</sup> <https://www.theccc.org.uk/2014/03/04/the-climate-change-act-a-retrospective/>

<sup>5</sup> <https://commonslibrary.parliament.uk/insights/acting-on-climate-change-the-plan-for-net-zero-emissions-in-the-uk/#:~:text=Net%20zero%20is%20a%20statutory,emissions%20by%2080%25%20by%202050.>

<sup>6</sup> <https://www.oxfordlearnersdictionaries.com/>

<sup>3</sup> <https://www.bbc.co.uk/news/science-environment-11833685>

<b>Climate Emergency Declaration</b>	The recognition of the urgency of the Climate Emergency by organisations, businesses or government at any level, often resulting in setting a target date to become carbon neutral.
<b>The Committee on Climate Change (CCC)</b>	An independent, statutory body established under the Climate Change Act 2008 whose purpose is to advise the UK and devolved governments on emissions targets and to report to Parliament on progress made in reducing greenhouse gas emissions and preparing for and adapting to the impacts of climate change. <sup>7</sup>
<b>Decarbonise</b>	To replace fossil fuels as fuel source with a fuel that is less harmful to the environment such as solar power. See Renewable energy.
<b>Emission Trading Scheme (ETS)</b>	A scheme set up to allow the trading of emissions permits between business and/or countries as part of a cap and trade approach to limiting greenhouse gas emissions by businesses or countries buying or selling allowances to emit greenhouse gases via an exchange. The volume of allowances issued adds up to the limit, or cap, imposed by the authorities. The best-developed example is the EU's trading system, launched in 2005.
<b>Fossil fuels</b>	Natural resources, such as coal, oil and natural gas, containing hydrocarbons. These fuels are formed in the Earth over millions of years and produce carbon dioxide when burnt.
<b>Global warming</b>	The steady rise in global average temperature in recent decades, which experts believe is largely caused by man-made greenhouse gas emissions. The long-term trend continues upwards, even though the warmest year on record, according to the UK's Met Office, is 1998.

<sup>7</sup> <https://www.theccc.org.uk/about/>

<b>Grand-fathering</b>	A form of carbon budgeting which allocates a higher carbon budget to those organisations or regions, which emit at a higher levels. In other words, high emitting areas will be allowed to emit at higher levels than those with lower existing emissions.
<b>Greenhouse gases (GHGs)</b>	Natural and industrial gases that trap heat from the Earth and warm the surface. The Paris Agreement, following The Kyoto Protocol restricts emissions of six greenhouse gases: natural (carbon dioxide, nitrous oxide, and methane) and industrial (perfluorocarbons, hydrofluorocarbons, and sulphur hexafluoride).
<b>The Inter-governmental Panel on Climate Change (IPCC)</b>	A scientific body established by the United Nations Environment Programme and the World Meteorological Organization. It reviews and assesses the most recent scientific, technical, and socio-economic work relevant to climate change, but does not carry out its own research. The IPCC was honoured with the 2007 Nobel Peace Prize.
<b>Kyoto Protocol</b>	A protocol attached to the UN Framework Convention on Climate Change, which sets legally binding commitments on greenhouse gas emissions. Industrialised countries agreed to reduce their combined emissions to 5.2% below 1990 levels during the five-year period 2008-2012. It was agreed by governments at a 1997 UN conference in Kyoto, Japan, but did not legally come into force until 2005. A different set of countries agreed a second commitment period in 2013 that will run until 2020.
<b>Land Use, Land-Use Change, and</b>	Activities in this category provide a method of offsetting emissions, either by increasing the removal of greenhouse gases from the atmosphere (i.e. by planting trees or

<b>Forestry (LULUCF)</b>	managing forests), or by reducing emissions (i.e. by curbing deforestation and the associated burning of wood).
<b>Mitigation</b>	Action that will reduce man-made climate change. This includes action to reduce greenhouse gas emissions or absorb greenhouse gases from the atmosphere.
<b>Net zero carbon</b>	A target to achieving net zero carbon dioxide emissions by balancing carbon emissions with carbon offsets and/or eliminating carbon emissions altogether.
<b>Paris Agreement (2015)</b>	The Agreement's central aim is to strengthen the global response to the threat of climate change by 21 countries agreeing to keep the global temperature rise this century well below 2 degrees Celsius above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius <sup>8</sup> .
<b>Per-capita emissions</b>	The total amount of greenhouse gas emitted by a country per unit of population.
<b>Renewable energy</b>	Energy created from sources that can be replenished in a short period of time. The five renewable sources used most often are: biomass (such as wood and biogas), the movement of water, geothermal (heat from within the earth), wind, and solar.
<b>SCATTER</b>	Standing for Setting City Area Targets and Trajectories for Emissions Reductions, SCATTER is a local authority focussed emissions tool, built to help create low-carbon local authorities. SCATTER provides local authorities and city regions with the opportunity to standardise their greenhouse gas reporting and align to international frameworks, including

	the setting of targets in line with the Paris Climate Agreement.
<b>Tyndall Centre</b>	A partnership of universities bringing together researchers from the social and natural sciences and engineering to develop sustainable responses to climate change, working with leaders from the public and private sectors to promote informed decisions on mitigating and adapting to climate change <sup>9</sup> .
<b>The United Nations Framework Convention on Climate Change (UNFCCC)</b>	One of a series of international agreements on global environmental issues adopted at the 1992 Earth Summit in Rio de Janeiro. The UNFCCC aims to prevent "dangerous" human interference with the climate system. It entered into force on 21 March 1994 and has been ratified by 192 countries.

## Appendix 3. Sustainable Development Goals

<sup>8</sup> <https://unfccc.int/process-and-meetings/the-paris-agreement/what-is-the-paris-agreement>






<sup>9</sup> <https://tyndall.ac.uk/about>

The 2030 United Nations Agenda for Sustainable Development<sup>10</sup>, provides a shared blueprint for peace and prosperity for people and the planet, now and into the future. At its heart are 17 Sustainable Development Goals (SDGs), which act as an urgent call for action to all countries - developed and developing – to work as a global partnership. They recognize that ending poverty and deprivation must go hand-in-hand with strategies that improve health and education, reduce inequality, and spur economic growth – at the same time as tackling climate change and working to preserve our oceans and forests.

### Wokingham Borough Council and the Sustainable Development Goals












The Local Government Association (LGA) passed a motion in July 2019 declaring a climate emergency. At the same time offering a unified voice for local government to assist in delivering the UN's 17 Sustainable Development Goals (SDGs). In the table below each goal has been assigned an SDG number. For example, Good Health and Wellbeing is SDG3 and links back to the appropriate action in the Climate Emergency Action Plan demonstrating how Wokingham Borough are supporting the UN's 17 Sustainable Development Goals.

Wokingham Borough Council recognises that, as a local authority, we are in the best position to raise awareness and to influence in the delivery of the Sustainable Development Goals.

No poverty SDG1	Although Wokingham is an affluent borough, we will work hard to ensure the Climate Emergency action plan creates a sustainable, carbon neutral economy that will achieve economic justice as well as economic growth.	
Zero hunger SDG2	As a rural borough, sustainable agricultural practice is of high importance as well as promoting sustainable eating in the borough through the action plan which focuses on cutting down on meat consumption.	
Good health and wellbeing SDG3	We will be encouraging sustainable transport such as cycling and converting to electric vehicles through our action plan to ensure we maintain our high level of well-being across the borough	
Quality of education SDG4	The youthful population are a large part of our action plan to meet our 2030 net zero carbon target and we aim to promote sustainable lifestyles throughout our schools and ensure we hear the voices of our children.	
Gender equality SDG5	We hope the women and girls in the borough will take part to make the action plan the most effective in everyday situations like reducing waste and single use plastics.	
Clean water and sanitation SDG6	There is a strong focus on reducing water waste in the Borough which will comply with the sustainable management of water targets sat beneath this SDG.	

<sup>10</sup> [Resolution adopted by the UN General Assembly on 25 September 2015.](#)



15	Affordable and clean energy SDG7	We are determined to roll out sustainable energy generating methods through the implementation of solar panels, particularly in our SDLs, which are both clean and affordable in the long term.		Responsible consumption and production SDG12	The themes of this goal are woven throughout the action plan to promote and encourage a change in lifestyle of the residents in the borough starting with the council staff through the work of the Green Team.	
	Decent Work and economy growth SDG8	Wokingham Borough benefits from a below average unemployment rate and bringing more sustainable enterprises to the borough will only enhance our working population further.		Climate action SDG13	By working towards our 2030 net zero carbon borough target we have been able to put in place Officer groups and projects that reflect the targets under our action plan and enforce action to combat climate change.	
	Industry, innovation and infrastructure SDG9	A large section of our action plan is dedicated to ensuring our new developments are net zero carbon through sustainable infrastructure and that we promote sustainable leaving within these new communities.		Life below water SDG14	Protecting bodies of water is essential as they are facilities for residents to enjoy in green space for non-polluting recreational activities	
	Reduce inequalities SDG10	The UK suffers from vast disparities in wealth but this can also be seen on a local scale within the Borough. We aim to work the Climate Emergency action plan with economic development in mind to ensure we achieve economic equality throughout the borough.		Life on land SDG15	Protecting our greenspace as a rural borough is of huge significance and is reflected in the action plan, as we aim to preserve the land as a carbon sink or sustainably develop on land in a way that allows the whole borough to reap the sustainable rewards.	
	Sustainable cities and communities SDG11	Wokingham Borough is lucky to have an existent community that is resilient, inclusive and safe. We aim to build on this and strengthen this through the action plan to promote the same characteristics for the communities created in the new developments.		Peace, justice and strong institutions SDG16	As an influential institution in the borough, we take our role in combating climate change very seriously and will show our respect of our communities through public consultation and incorporating resident's ideas throughout.	
				Partnerships for the goals SDG17	Creating partnerships are an essential aspect of our action plan, especially one which is tackling such a global problem. Partnerships, especially with the businesses in the borough, will allow us to achieve more.	

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### Appendix 3. Climate Emergency Action Plan – Carbon Assessment Methodology and Assumptions

Where possible all data is gathered from official government figures, to the most local possible level. Unfortunately, with the limited availability of data in some areas or the complex, untethered nature of some of the actions, with how they interact and interlink with other actions, it is not possible to allocate specific savings to each one separately. These targets are therefore noted in the main plan as “Included in total” as they contribute towards the overall goal of that section. However, where possible to specifically identify savings underneath each major action, these are also defined below. Total savings from each overall action, reflecting those used in the summary tables in the main document, are highlighted in bold.

#### Carbon Emissions Trajectory

Carbon emissions trajectories are used to identify the expected outcomes from the combined actions of the council and all residents. These are best estimates as it is impossible to make exact predictions.

Current business as usual (BAU) projections from SCATTER, following a methodology based on numerous government strategies and incorporated targets and using 2019 BEIS data, estimate a 14% reduction by 2030. This has changed from previous iterations as it is now based on a more bottom-up approach, in order to minimise double counting by ensuring savings from government strategy do not overlap with those from council actions.

The government is continually reviewing policies and is likely to make additional changes, which will also be incorporated into our carbon accounting methodology and projections once they are realised. The carbon emissions BAU trajectory is expected to change year by year, as it will be impacted by new government policies, and national and global events (e.g. COVID-19 pandemic), therefore this should be used as a reference rather than an absolute figure.

For example, the proven effectiveness of working from for many companies during the pandemic in 2020 is expected to continue and provide a large decrease in emissions from commuting. However, this remains a live document which we review and will update as required, alongside BEIS updates which are released annually but backdated 2 years.

#### Transport

Targets here are based around the vital overall goal of reducing ICE (internal combustion engine) mileage, both for private and commercial purposes. They are therefore split under these 2 primary areas, with the sub targets all contributing towards the main goals by a percentage (eg contributing 10% of the 50% total reduction). Targets here are all inevitably slightly interlinked, but this methodology has been chosen to minimise double counting where possible. These are stretched targets which are aimed for in order to minimise emissions where possible, though there remains a deficit in some areas, such as reducing travel and train usage actions, where we recognise more action is needed to meet these figures.

Currently the total mileage covered by private ICE vehicles (excluding freight) is 475,240,000 miles. Therefore, a 50% reduction in this total mileage represents a saving of 237,620,000 miles, which is broken down against the total number of petrol/diesel cars and motorbikes in the borough, as each has a different level of emissions per mile travelled and average annual distance covered. By using these figures, the total savings for each vehicle type has been calculated and added together to get the total savings possible. In this way the estimate is more accurate than using an average savings per mile covered across each type. This is outlined more clearly in the below table:

Project	Current amount (per year)	Average usage (per year)	Current total figure	Target total figure	Total Reduction	Carbon Saving Units	Carbon Saving per unit	Total Carbon Saving (tCO <sub>2</sub> e)
50% Reduction in petrol private car mileage	66100	4741	31,338,0100	156,690,050	156,690,050	kg/Miles	0.29103	45,601.50
50% Reduction in diesel private car mileage	33900	4741	160,719,900	803,59,950	80,359,950	kg/Miles	0.27901	22,421.22
50% Reduction in private motorbike mileage	38000	30	1,140,000	570,000	570,000	kg/Miles	0.16559	94.3863
50% Reduction in ICE vehicle mileage	138000		475,240,000	237,620,000	237,620,000	kg/Miles		68,117.12

Within this total saving of 68,117.12 tCO<sub>2</sub>e, this total target is then split into a number of actions which will each contribute towards a percentage reduction of the initial total mileage.

#### Action 1.1: 33% Reduction From EV Registration

- 33% of total ICE mileage will be reduced by switching to electric vehicles instead.
- 33% of the total 68,117.12 is **44,957.29 tCO<sub>2</sub>e**
- Importantly, the initial total mileage figure excludes current EV mileage as this does not apply to ICE miles.
- This target has been arrived at following consultant analysis and expected EV registration numbers by 2030.

**Action 1.1.3** - Review the residential charge point infrastructure for those who have communal parking facilities such as flat developments through an initial pilot of 18 new charging point for residents generating associated carbon emission savings.

- The initial pilot will be accessible to approximately 27% of households equating to 12,000 households.
- Currently EVs account for 0.54% of the total vehicle ownership share in the borough.
- 94% of households in the borough own a car. This is 10,800 households in this pilot (12000 x 0.9).
- Currently 58.3 EVs would be owned in this cohort (10800 x 0.0054).
- There are currently around 20 charging locations around the borough. An increase of 18 new charge points results in a 90% increase.

- Therefore there is capacity for a 90% increase in the 58.3 EVs owned. This equates to 52.5 new EVs on the road in the borough.
- Driving an average annual mileage for a rural town or friend region this would save 247,480.2 miles a year driven by internal combustion engine cars ( $52.2 \times 4741$  miles).
- This mileage would emit 72.02 tCO<sub>2</sub>e per annum ( $((247,480.2 \times 0.29103)/1000)$ ).

**Action 1.1.5** - Support local businesses, including commercial property owners, to transition their commercial fleets to EV and encourage their employees to switch to EV for private use to achieve a 20% transition to EVs.

- In 2017 it was found that 40% of all vehicles in the UK can be considered as grey fleet. In Wokingham Borough that would mean that 40,000 cars are used predominantly for commuting and business travel ( $100,000 \times 0.4$ ).
- The target aims to support the transition of 20% of this fleet 8,000 cars to EV ( $40,000 \times 0.2$ ).
- Average commuting miles in the UK is 788 miles annually. Therefore this 20% travels 6,304,000 miles every year ( $8000 \times 788$ ).
- Assuming the majority of these cars are petrol the emissions produced from this travel is 1,834.6 tCO<sub>2</sub>e per annum ( $((6,304,000 \times 0.29103)/1000)$ ). This is the amount that could be saved by transitioning 20% of commuting vehicles to EVs.
- More information will be available at a later stage as we identify the number of taxis businesses operating in in the borough and the feasibility of these transitioning to EV.

## **Action 1.2: 5% Reduction From Reduced Travel**

- 5% of total ICE milage will be reduced by removing journeys from the road.
- For these targets this means removing entire car journeys as the user utilises car share opportunities instead.
- 5% of the total 68,117.12 is **6,811.71tCO<sub>2</sub>e**
- However, current actions currently reach 5,577.34, as detailed below, meaning there is a deficit of 1,234.36 to be addressed in upcoming iterations.

**Action 1.2.1:** Engage businesses to promote homeworking and remote working when possible to achieve 30% reductions of CO<sub>2</sub> emissions travelled from employees of local businesses by 2022

- There are a total of 60,800 Wokingham Borough residents employed in the following roles which are office based and therefore could sustain remote working behaviours which have been enforced through the COVID-19 lockdown measures in 2020.

	<b>Wokingham (Numbers)</b>
Managers, Directors And Senior Officials	12,600
Professional Occupations	27,100
Associate Professional & Technical	14,100
Administrative & Secretarial	7,000
<b>Total</b>	<b>60,800</b>

- Assuming 30% (18,240 people) of the office-based workforce can maintain remote working or active travel to and from work this could lead to huge annual reductions in local car travel and associated emissions.

- In England in 2018, the average person travelled 788 miles per year for commuting purposes by driving a car or van. 14.4 million miles are therefore travelled each year by 30% of this sector of the workforce (788 x 18,240).
- Multiplying this mileage by 0.29103KgCO<sub>2</sub> of emissions per mile by an average petrol car ((0.29103 x 14,400,000)/1,000) means that 4,183 tCO<sub>2</sub>e could be saved per annum if sustained.

**Action 1.2.2** - Promote the Liftshare scheme through My Journey to help individuals and businesses develop bespoke travel policies

- The target is to achieve a 10% reduction in the number of car/bike trips to and from businesses within the borough by March 2025 by implementing a lift share scheme.
- Using the above data in 3.1, but based on a 10% figure instead, total savings for this target are 1,394 tCO<sub>2</sub>e per annum

### **Action 1.3: 2% Reduction from Increased Public Transport Use**

- 2% of total ICE mileage will be reduced by switching to use buses or trains instead.
- 2% of the total 68,117.12 is **2,724.68 tCO<sub>2</sub>e**
- This figure is based on doubling bus and train usage numbers, as detailed below.
- However, as there are no actions around trains at this time, these savings have been temporarily removed, meaning actions currently reach 173.73 as detailed below, meaning there is a deficit of 2,550.95 to be addressed in upcoming iterations, primarily from trains.

#### **Action 1.3.1: Double Bus Usage**

- There were 2,800,000 bus passengers recorded for 2019 in Wokingham. The kilometres travel on local bus services accounted for 2,200,000 km/year. The average km per passenger per year is therefore 0.79 km.
- Buses emit 103.0 gCO<sub>2</sub> per passenger per km, multiplying this by the average km per passenger per year (0.79) equates to 81 gCO<sub>2</sub> emissions per passenger per year.
- The average petrol car emits 180.8 gCO<sub>2</sub> per km. Multiplying this by the average km per bus passenger per year (0.79) equates to 142.9 gCO<sub>2</sub> emissions per passenger per year.
- We are assuming residents are replacing a car journey with a bus journey for this action. Therefore, the new 2,800,000 bus passengers will have reduced their carbons emissions from a private vehicle (2,800,000 x 142.9 gCO<sub>2</sub>), this equates to 400.01tCO<sub>2</sub> per year.
- Multiplying the emissions per bus passenger per year (81 gCO<sub>2</sub>) by the number of bus passengers recorded for 2019 (2,800,000) equates to 226.8 tCO<sub>2</sub> per year.
- Therefore, the difference from switching from cars to bus for this many people would save (400.01-226.8)= 173.3 tCO<sub>2</sub>e per annum.

**Action 1.3.9** - Re-optimising the routes and capacity for school buses by re-tendering the contracts.

- Initial 14 routes covered 93750.49km per year
- Multiplied by the kg per km for euro6 buses (0.04) or 0.265 for one diesel route covering 6054.33
- This equates to 5114.22 kgCO<sub>2</sub>e
- New 8 routes cover 52042.83km per year
- Multiplied by the same emissions factors (including identical diesel route)
- This equates to 2562.83 kgCO<sub>2</sub>e
- Therefore the change has resulted in 2551.38 kgCO<sub>2</sub>e of savings, or 2.55 tCO<sub>2</sub>e per annum

#### Action 1.4: 10% Reduction From Increased Active Transport use

- 10% of total ICE mileage will be reduced by switching journeys for active transport methods such as walking and cycling.
- 10% of the total 68,117.12 is **13,623.42 tCO<sub>2</sub>e**
- However, current actions currently reach 16,163.4, as detailed below, meaning there is a surplus here of 2,539.97 which could cover some of the previous sections' deficits (in terms of carbon accounting towards the overall savings estimates by 2030).

**Action 1.4.1** - To provide more primary school children with the opportunity to develop practical skills and an understanding of how to cycle safely, leading to greater chance of adoption, both now and in the future.

- Currently there are approximately 2000 children trained across all levels of bikeability at the boroughs primary schools each year.
- On average, children travel 1.6 miles to primary school<sup>1</sup>. Multiplying these figures together means 6,400 miles are travelled per day to and from school by these children  $((1.6 \times 2000) \times 2)$ .
- There are 190 days in an academic year meaning this small group of children will be travelling 1,216,000 miles per year  $(6,400 \times 190)$ . If assuming these children will all transition from being driven to and from school to cycling to and from school:
- Multiply this figure by the carbon emissions produced per mile driven in an average sized petrol car  $((1,216,000 \times 0.29103\text{KgCO}_2\text{e})/1000)$  to find that 353.89 tCO<sub>2</sub>e emissions could be saved per academic year

**Action 1.4.2** - Encourage and support local schools to join Modeshift Awards scheme for active and sustainable travel to achieve a 10% reduction in the number of children being driven to school by March 2026.

- There are 21,757 children in the borough who attend a state primary or secondary school in the borough. 35.79% are driven to school equating to 7,786.8 pupils.
- A 10% reduction of those being driven is therefore 778.7 less pupils being driven to school.
- Children travel on average 3.2 miles a day to and from primary school in England. Multiplying this figure by the 10% reduction aimed for is 2491.8 miles travelled per day  $(778.7 \times 3.2)$ .
- This is then multiplied by 190 (school days) to calculate annual mileage by this cohort 473439.3 miles per academic year  $(2491.8 \times 190)$ .
- Finally this figure is then multiplied by the emissions per mile produced from an average sized petrol car shows potential savings of 137.7tCO<sub>2</sub>e per annum  $((473439.3 \times 0.29103)/1000)$ .

**Action 1.4.3** - Role out the Healthy School Streets programme to help achieve a further 10% reduction in the number of children being driven to school by March 2026.

- See the calculations for Action 1.4.2 as this follows an identical calculation.

**Action 1.4.4** - Increase the uptake of cycling from local business by promoting the Love to Ride programme to reduce the CO<sub>2</sub> emissions from a driven commute by 10%.

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<sup>1</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/476635/travel-to-school.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/476635/travel-to-school.pdf)

- There are 85,900 economically active residents in Wokingham Borough. We are assuming they all currently commute to work in this calculation.
- 63% of residents in Wokingham Borough usually drive to work, equating to 54,117 residents.
- A 10% reduction and shift to active transport for work would be 5,411.7 people who usually drive to work.
- The average annual mileage for commuting is 788 miles. Multiply these figures together equates to 4,264,420 miles a year ( $5411.7 \times 788$ ).
- Multiplying this figure by the emissions per mile of an average petrol car shows that 1,240 tCO<sub>2</sub>e per annum can be saved a year from this amount of people shifting their annual commute to zero emission modes ( $(4,264,420 \times 0.29103)/1,000$ ).

**Action 1.4.5** - Develop the Local Cycling and Walking Infrastructure Plan (LCWIP) to be borough wide and implement 50% LCWIP by 2030 to increase cycle modal share by 4% and increase walking modal share by 5%.

- The total annual mileage in the borough by all modes is 475,240,000.

### Cycling

- National Modal Share by distance travelled for cycling is 1%. This equates to 4,752,400 miles in Wokingham Borough ( $475,240,000 \times 0.01$ ).
- The target increase to 5% share would mean a rise to 23,762,000 miles being cycled rather than driven ( $475,240,000 \times 0.05$ )
- This is a difference of 19,009,600 miles ( $23,762,000 - 4,752,400$ )
- Multiplying this figure by the emissions per mile of an average sized petrol car means saving up to 5,532.36 tCO<sub>2</sub>e per annum ( $(19,009,600 \times 0.29103)/1,000$ )

### Walking

- National modal share by distance travelled for walking is 3%. This equates to 14,257,200 miles a year in Wokingham Borough.
- An increase to 8% of modal share would be a further 23,762,000 miles a year walked instead of driven ( $4,752,400 \times 5$ )
- This would mean 6,915.45 tCO<sub>2</sub>e could be saved annually ( $(23,762,000 \times 0.29103)/1000$ )
- Therefore the total savings from this action would be 12,447.81 tCO<sub>2</sub>e per annum

**Action 1.4.6** - Deliver engagement and cycle training events across the Borough to achieve a 2% increase in the number of Wokingham Borough residents regularly walking and cycling for leisure and utility by March 2022 (excluding over 60s).

### Cycle

- In 2019 it is thought that 38% of Wokingham Borough residents cycle at least once a week. We have clarified this target by using only the working age population of the borough 103,000 as children and over 60s are covered in other targets. 38% of this figure is 39,140 residents cycling at least once a week ( $103000 \times 0.38$ ).
- A 2% increase will be 2,060 more residents cycling regularly.
- The average length of a cycle ride in the UK is 3.3 miles. Therefore, weekly mileage from this 2,060 residents is 6,798 miles a week cycled ( $3.3 \times 2060$ ), assuming this is instead of driving.
- Multiplying this figure by the emissions per mile of an average petrol car and further multiplying this by 52 weeks in a year equates to annual emissions of these journeys if driven to be 102.88 tCO<sub>2</sub>e per annum ( $((6798 \times 0.29103) \times 52)/1000$ ).

### Walking

- 92% of Wokingham Borough residents walk at least once a week which is 94,760 people.
- A 2% increase is 2,060 residents.
- Annually, the average walking miles for people living in 'rural towns and fringe' regions is 183 miles or 3.5 miles per week.
- Therefore this 2% increase in residents walking will save 376,980 miles (183 x 2060) which would have otherwise been driven (assumption).
- These miles, if driven, would emit a total of 109.71 tCO<sub>2</sub>e per annum ((376,980 x 0.29103)/1000).
- Therefore the total savings from this action would be 212.59 tCO<sub>2</sub>e per annum

**Action 1.4.7** - More residents over 60 riding bikes for travel to achieve a 3% reduction in car use by residents over 60.

- 39,468 residents who are 60 or over according to the mid-2019 population estimates.
- Assuming an average annual mileage driven is 4741 miles. Total miles for this group is 187,117,788 a year (39,468 x 4741)
- A 3% reduction on this would represent a fall of 5,613,533.64 miles (187,117,788\*0.03)
- Emissions for this amount of mileage is 1,633.71 tCO<sub>2</sub>e per annum ((5,613,533.64 x 0.29103)/1000).

### Action 2: 22% decrease in road freight

- An Industrial Freight Management policy designed to reach this 22% reduction target would reduce Van and Lorry total mileage.
- This would save a total of **23,240.92 tCO<sub>2</sub>e**, as detailed in the table below.
- There is also a new target around cargo bikes, though savings for this have yet to be attributed.

Project	Current amount (per year)	Average usage (per year)	Current total figure	Target total figure	Total Reduction	Carbon Saving Units	Carbon Saving per unit	Total Carbon Saving (tCO <sub>2</sub> e)
22% reduction in Van mileage	8,400	13,000	109,200,000	85,176,000	24,024,000	kg/Miles	0.41028	9,856.56
22% reduction in Lorry mileage	700	62,751	43,925,700	34,262,046	9,663,654	kg/Miles	1.38502	13,384.35

### Savings this year

- Due to the significant impacts of covid on public transport, homeworking and travel restrictions, it is nearly impossible to base savings on these usual annual figures.
- However, according to government statistics, from the 16th of March 2020 when non-essential travel was stopped until the 12th of April 2021 when restrictions began to ease, car use dropped by an average 31%.<sup>2</sup>

<sup>2</sup> <https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic>

- Excluding motorcycles, which are not included in these findings, this new total would suggest that (146,971,000) miles less were driven as a result of the above ( $474,100,000 \times 0.31$ )
- Approximately 66% of this is petrol and 33% of this is diesel
- This relates to savings of 13,532.1 tCO<sub>2</sub>e for diesel ( $146,971,000 \times 0.33 \times 0.27901/1000$ )
- And savings of 28,230.16 tCO<sub>2</sub>e for petrol ( $146,971,000 \times 0.66 \times 0.29103/1000$ )
- Therefore, total savings of at least 41,762.26 tCO<sub>2</sub>e were achieved within the borough, demonstrating the significance of these measures were this to continue in future. This is just for cars so the actual figure will likely be greater.

## Renewable Energy Generation

Emissions from fossil fuel burning to supply electricity remains a significant contributor to the borough's emissions, as the majority is provided via the national grid and hence emissions are calculated based on the current composition of energy providers which feed in to this. Therefore, by generating our own renewable energy through large schemes such as solar farms, this can be fed back into the grid and reduce the overall requirement and composition of fossil fuel provision. Hence, this is the method used for calculating the savings possible, identifying how many tCO<sub>2</sub>e the renewable generation in our borough will reduce the need for such alternatives.

### Action 3.1. Increase the generation of renewable energy through investment in solar farms to generate 55,000 MWh per year

- The current trajectory for the solar farm estimates that 2 farms will generate approximately 55,000,000 KWh per annum of electricity by 2030.
- However, a further 2 farms are still planned to significantly increase this figure in future, but are not accounted here against the current 2030 target.
- Using the UK Government GHG Conversion Factors, 0.2556 kg CO<sub>2</sub>e is emitted for every KWh generated by the current grids composition (including fossil fuels)
- Hence, replacing these fossil fuel related emissions with 55,000,000 KWh generated from purely renewable sources, with 0 emissions, will save **14,058 tCO<sub>2</sub>e** ( $0.2556 \times 55,000,000 / 1000$ )
- Emissions here are associated with the generation of electricity at a power station and do not include transmission and distribution for simplicity, though this figure would be marginal.

### Action 3.2. Increased renewable energy generation to generate equivalent to 1550 kWh per household

- There are approximately 2,112 installations of renewable energy in Wokingham, which generates 41,155 MWh renewable electricity (BEIS Sept 2019). Of this, 2,106 are photovoltaics.
- The inventory data used for this exercise is the current reported generation per annum for Wokingham.
- Baseline data for small-scale photovoltaics generation as reported by SCATTER is currently 26,984.5 MWh. This data is not based on any detailed technical feasibility; rather the national generation is scaled by number of households, land area, etc.
- The projected pathway data provided by SCATTER, refers to the anticipated generation calculated in 2030. Total small-scale solar PV is calculated in TWh generated, based on defined rates of total installed capacity (GW). The TWh/GW capacity generation efficiencies from 2017 - 2030 are taken from the National Grid's Two Degrees scenario (2019) for large scale solar PV, but the year on year rates of change are applied to the domestic / small scale solar PV recorded.
- The estimated annual generation for the borough by 2030 is 106,938.43 MWh per annum.



- Carbon savings from the increase in small-scale renewable generation can be obtained using the UK Government GHG Conversion Factors for electricity generated 0.2556kgCO<sub>2</sub>e. This will account for **27,333.46 tCO<sub>2</sub>e per annum**.

Small-scale PV generation	MWh	KWh	kg CO <sub>2</sub> e	tCO <sub>2</sub> e
Baseline	26,984.53	26,984,530.85	6,897,246.086	
2030 pathway	106,938.43	106,938,426.76	27,333,461.88	27,333.46

**Action 3.2.1** Set up a Community Energy Fund for Wokingham, and through this generate an average of 27,000 kWh/year of renewable energy from the installation of small-scale PV systems funded through this scheme.

- From the below table, it is shown that this energy generation relates to an estimated carbon saving of 6.90 tCO<sub>2</sub>e per annum.

KWh	kg CO <sub>2</sub> e	tCO <sub>2</sub> e
27,000 per year	6,901.20	6.90

**Action 3.2.2** Support residents and local businesses to reduce their energy usage and carbon emissions and increase the uptake of renewable energy installations

- It is estimated that 15,000 households apply for funding for the installation of PV over the next ten years.
- Typical small-scale UK installations are around 15 to 25 square metres. A 3kWp system could comprise 15 panels taking up an area of 20 square meters and will generate roughly 2,500kWh per annum<sup>3</sup>
- Estimated carbon savings 9,585 tCO<sub>2</sub>e per annum.

	kWh/annum	kgCO <sub>2</sub> e	tCO <sub>2</sub> e
1 SCPV generates 2,5000	2,500	639	0.639
15,000 households	37,500,000	9,585,000	9,585

#### Savings this year:

- With the generation of 42,572.84 MWh renewable electricity in the last recorded year (2020), the borough saved 10,881.62 tCO<sub>2</sub>e against fossil fuel sources (42,572.84\*0.2556).

## Retrofitting Domestic and Commercial

### Action 4.1 Gorse Ride Regeneration Project

- The Gorse Ride development consists of the state regeneration of 255 houses which will be designed to net-zero carbon standards with no supply of domestic gas.
- There were approximately 70,000 households registered in the borough in 2019.
- It is assumed that the carbon footprint per house is 3.67 tCO<sub>2</sub>e (256.7/70,000\*1000).
- The 255 houses in this regeneration project will therefore provide savings of **935.85 tCO<sub>2</sub>e per annum** once completed (255 x 3.67).

<sup>3</sup> Renewable Energy Sources, Carbon Trust 2018

## Action 4.2 Improve energy performance of council housing stock

- There are approximately 2,600 council owned houses. Assuming these were retrofitted to carbon-neutral standards and domestic gas were to be removed.
- The Borough's carbon footprint for domestic gas is 186.9 ktCO<sub>2</sub>e and for domestic electricity is 59 ktCO<sub>2</sub>e, with 10.8 ktCO<sub>2</sub>e from other fuels (BEIS 2019), generating a total of 256.7 ktCO<sub>2</sub>e.
- As of 2019, there were approximately 70,000 houses registered in the Borough. It is assumed that the carbon footprint per house is 3.67 tCO<sub>2</sub>e (256.7/70,000\*1000).
- The 2,600 council owned houses will provide carbon savings of **9,542 tCO<sub>2</sub>e per annum** (2,600 x 3.67 tCO<sub>2</sub>e).

### Target 4.3. By 2029 all local schools will be retrofitted

Council Baseline (2018)	Electricity kWh	Electricity tCO <sub>2</sub> e	Gas kWh	Gas tCO <sub>2</sub> e
Schools	9,284,409.41	2,373.10	13,026,155	2,660.98
Total CO2 emissions schools				<b>5,034.08</b>

- Energy figures for schools for electricity are 9,284,409.4 kWh per annum and gas 13,026,155 kWh per annum as per 2018 baseline.
- Considerations for transmission and distribution factors have already been accounted for in the council estates and corporate portfolio carbon footprint.
- Therefore, electricity related emissions for schools are 2,373.10 tCO<sub>2</sub>e and gas related emissions are 2,660.98 tCO<sub>2</sub>e per annum.
- Therefore, total potential savings are **5,034.08 tCO<sub>2</sub>e per annum**.

### Target 4.4. 75% of Homes to be EPC C rating or above

- Government EPC figures show that there are currently 57,383 EPC certificates for the borough
- 27,485 of these are currently rated C or above, which is 47.89%
- Aligning this to the 70,000 homes figure from previous calculations, to account for homes missing certificates, this would relate to 33,600 homes.
- Reaching 75% of 70,000 would mean 52,500 homes at C rating or above.
- This is therefore an increase of 18,900 homes.
- As the majority of ratings below C are in the D category, this has been used to find the average savings from improvement.
- It is suggested that going from EPC rating D to C can reduce emissions by up to 80%.
- This would be savings of 2.936 tCO<sub>2</sub>e per house, (out of the total 3.67 from, above).
- 2.936\*18,900 is **55,490.4 tCO<sub>2</sub>e per annum**.

## Carbon Sequestration

### Action 5.1 Cover 170 hectares with new trees in the form of woodlands, hedgerows and orchards

- This has a carbon sequestration potential of 7.83 tonnes of CO<sub>2</sub>e equivalent per hectare in first year of planting, 13.7 tonnes thereafter within the research average.
- Therefore 170\*13.7 = **2,329 tCO<sub>2</sub>e per annum**

This is the estimated yearly saving, 2 years after project completion. Trees planted for the project will be UK and Ireland Sourced and grown. This will help with reducing the risk of pests and disease as well as reducing the carbon emissions related to transporting trees from overseas.

## **Action 5.2 Carbon sequestration by design - improving carbon sequestration rates in future land management decisions**

### **Action 5.2.1 Develop the Wokingham Borough Tree Strategy to support long-term creation and retention of woodland and trees.**

- Allocated sites within current iteration of the LPU sum to 460ha. On the basis that approximately a quarter of this is nudged towards being green infrastructure with a high carbon sequestration rate (mix of woodland and species rich grassland with roughly 8 tCO<sub>2</sub>e per ha sequestration rate) and half the green infrastructure is delivered by 2030, the policy and strategy focus will cause 460 tCO<sub>2</sub>e benefit by 2030.
- Alongside this, if the Local Nature Recover Strategy and Natural Flood Management approach can tilt the balance that an additional 20ha of land use change (at a similar sequestration rate to green infrastructure above) is supplied to the BNG and environmental services markets by 2030 then this will lead to another 160 tCO<sub>2</sub>e per year.
- Total estimated carbon sequestration **660 tCO<sub>2</sub>e per year**.
- Improving the retention rate of trees and encouraging planting of woodland on private land - The longer trees are standing the longer carbon is locked up.

### **Action 5.2.2 Include in the Local Plan Update policy for carbon sequestration potential.**

- Assuming roughly 70ha of green infrastructure created in the LPU cycle. A nudge of 10% cover from high intensity maintenance grassland to low intensity species rich, brought about by good design guiding, could sequester a further **42 tCO<sub>2</sub>e per year**.

### **Action 5.2.3 Develop the Local Nature Recovery Strategy to provide complementary funding source to aid land use change (LULUCF being a carbon sink)**

- On assumption that an average of 2.5 units per ha (not including current woodland area) can be generated @ £15,000 per unit, the 5% uplift on a LNRS (over and above the national strategy area) would generate value on the biodiversity potential of £5,276,250

### **Action 5.2.4 Develop a Natural Flood Management partnership and scheme**

- Within Natural England's Research Report 43, the change of use from arable land to wetland has examples of carbon sequestration rates of circa 8 to 17 tCO<sub>2</sub>e per hectare per year.
- Working from figures in the report, on the basis that soil carbon loss under agriculture might be at a rate of 0.6% per year and carbon stocks for this habitat average 43 tCO<sub>2</sub>e per hectare, natural flood management measures that prevent degradation might prevent 0.25 tCO<sub>2</sub>e per hectare being released into the atmosphere.

### **Action 5.2.5 Work to transition Grassland Management to less frequent cutting scheme allowing wildflowers to bloom and set seed**

- A goal of **642 tCO<sub>2</sub>e per annum** would be targeted to be met in the period 2025 to 2030, similar to the below calculations.

### Action 5.2.6 Work to transition Grassland Management to support the Restoring Biological Processes

- Converting 1/3 of the approx. 125ha of improved grassland within Environmental Localities portfolio to species rich grassland on a once a year cut could sequester an additional 242 tCO<sub>2</sub>e per year (33% of 125 x 5.87, for conversion rate of improved to pollen and nectar mix from NERR043).
- Converting rural highways verge to cut and collect, estimate of 4 tonnes per hectare would equate to 400 tonnes CO<sub>2</sub>e per year for 100% conversion. 5% pilot is estimated to have the potential to sequester 20 tonnes of CO<sub>2</sub>e per year.
- Therefore, a total of **642 tCO<sub>2</sub>e per annum** would be sequestered.

### Action 5.2.7 Implement Citizen Science Engagement for Hedgerow Restoration

- One mature oak tree is estimated to be 10.5 tCO<sub>2</sub>e. If hedgerow restoration can be encouraged through use of a streamlined assessment and interpretation tool and this nudges to increase the % of hedgerow with oak standards up by just 1% in the borough, this will equate to (approximately) an additional 3,200 tCO<sub>2</sub>e captured over the next 70 years.
- 300 extra open growing oak trees (or equivalent are planted by 2025 with a pro rata tCO<sub>2</sub>e sequestration rate of **45 tCO<sub>2</sub>e per annum**.

#### Savings this year:

- Alongside hedgerows and grassland management, the 15,400 trees planted since October have contributed towards offsetting at least an estimated 2,310 tCO<sub>2</sub>e (15,400\*0.15)
- If one young tree saves approximately 1/100 of a mature one, this is 0.15 tCO<sub>2</sub>e.
- This is an estimation as it is impossible to exactly calculate, but with the additional measures such as hedgerows etc this is a more accurate figure.

## Waste & Recycling

The figures used here are calculated based on the premise that preventing the loss of recyclable material means less goes to landfill sites and less is produced, removing the emissions from these processes.

While there are still some emissions from the process of recycling the material itself, these are considerably lower and have been accounted for in the calculations as shown below. All figures are rounded to 2 decimal places for simplicity within this document, although more precise numbers were used to calculate totals, which is why there are some marginal discrepancies.

All figures are based on government figures on GHG reporting where available, or from strong online secondary data where required, with the references outlined in the appendix. While the recycling processes themselves may occur outside the borough, it is the decisions and actions of residents within the borough which allow such actions to happen, therefore meaning they fall into our scope. These savings are calculated to show the potential annual savings per year, therefore acting against the overall emissions and eventually contributing towards the net zero goal. Each of these has been done for the current year due to the considerable changes in actions and results from covid meaning these are the most accurate available.

## Action 7.1 - Achieve 70% recycling target.

### Action 7.1.2 Improve residents' engagement with waste and recycling initiatives via partner Green Redeem

- By renewing garden waste we therefore expect a similar amount of green waste to be collected and recycled.
- Current amount is 13,247.61 tonnes
- 578.99 KgCO<sub>2</sub>e is emitted per tonne of food waste going to landfill.
- 21.32 KgCO<sub>2</sub>e is emitted per tonne of food waste being recycled.
- As this is garden waste there is no raw material to substitute for.
- $13,247.61 * (578.99 - 21.32) / 1000 = 7387.79$  tCO<sub>2</sub>e saving per year
- An average of 825 people engaged per post on social media in the baseline year, which is 330 households (825/2.5 average people per household)
- If this many people were to follow the advice and subsequently increase their recycling amount and quality by 10% it would lead to:
  - $(0.22) * 0.1 * 330 = 7.31$  tCO<sub>2</sub>e saving per year
  - $7.31 + 7387.79 =$  A total of **7,395.10 tCO<sub>2</sub>e savings per annum.**

### Action 7.1.3 Target low participation areas to increase food waste tonnage to increase participation above 70%

- Current amount is 6,425.57 tonnes
- Estimated that the average household throws away 1.96kg of food per day<sup>4</sup>, which is a total of 715.4kg per year
- For 70,000 households this is 50,078 tonnes (715.4\*70,000/1,000)
- If 70% of households can recycle all of this waste (or 70% in total for all households), this would therefore send 35,054.6 tonnes to be recycled rather than landfill (50,0078/2)
- 626.91 KgCO<sub>2</sub>e is emitted per tonne of food waste going to landfill.
- 21.32 KgCO<sub>2</sub>e is emitted per tonne of food waste being recycled.
- 680 KGCO<sub>2</sub>e is emitted per tonne of raw material produced on average in Europe.
- $(680 + 626.91 - 21.32) * (35,054.6 - 6,425.57) / 1000 =$  **36,805.19 tCO<sub>2</sub>e savings per annum.**

### Action 7.1.4 Increase & improve facilities for glass recycling

- Current amount is 3,614.38+295.20 = 3,909.58
- The average UK household uses 500 glass bottles and jars every year<sup>5</sup>, which equates to 113kg of glass (8oz per glass bottle)
- Again aiming for 70% of households to recycle all of this (or 70% in total for all households) would mean 5,537 tonnes of glass (113\*70,000\*0.7)/1000
- 8.93 KgCO<sub>2</sub>e is emitted per tonne of glass going to landfill.
- 21.32 KgCO<sub>2</sub>e is emitted per tonne of glass being recycled.
- 670 KGCO<sub>2</sub>e is emitted per tonne of raw material produced.
- $(670 + 8.96 - 21.32) * (5,537 - 3,909.58) / 1000 =$  **1,070.25 tCO<sub>2</sub>e savings per annum.**

<sup>4</sup> <https://www.theecoexperts.co.uk/home-hub/food-waste-facts-and-statistics#:~:text=Average%20food%20waste%20per%20household,kg%20of%20food%20per%20day.>

<sup>5</sup> <https://www.recyclingbins.co.uk/recycling-facts/>

### Action 7.2.1 – 3% of total waste going to landfill by 2030

Assuming 27% of the remaining waste (After 70% goes to recycling) is used for combustion to produce energy rather than recycling then savings here arise from the prevention of landfill and related emissions and not having to burn fossil fuels.

- The remaining 27% would all be used for combustion
- Remaining amount is  $0.27 \times 71624 = 21487.2$  tonnes
- 21.32 KgCO<sub>2</sub>e is emitted per tonne from combustion
- 437.37 emitted if going to landfill as residual waste
- Nothing saved from production here.
- $21487.2 \times (437.37 - 21.32) = 8,939.75$  tCO<sub>2</sub>e savings per annum.

#### Savings this year:

- While it is again impossible to be exact, the main areas (over 500tonnes per year) have been identified below and estimates used based on average figures. For the overall MDR figures a split of 80% cardboard, 5% aluminium and 15% plastic has been used based on the UK average figures. These figures contain life-cycle emission savings which are not included in the current scope so are not used in the summary detail.

For cardboard:

- Current amount is 6,872.41 tonnes ( $8590.51 \times 0.8$ )
- 1,041.84 KgCO<sub>2</sub>e is emitted per tonne of paper or board going to landfill.
- 21.32 KgCO<sub>2</sub>e is emitted per tonne of paper or board being recycled.
- 583 KGCO<sub>2</sub>e is emitted per tonne of raw material produced.
- $(583 + 1041.84 - 21.32) \times (6,872.41 / 1000) = 11,020.05$  tCO<sub>2</sub>e saved this year.

For aluminium:

- Current amount is 429.52 tonnes ( $8590.51 \times 0.05$ )
- 8.93 KgCO<sub>2</sub>e is emitted per tonne of aluminium going to landfill.
- 21.32 KgCO<sub>2</sub>e is emitted per tonne of aluminium being recycled.
- 1,570 KGCO<sub>2</sub>e is emitted per tonne of raw material produced.
- $(1,570 + 8.93 - 21.32) \times (429.52 / 1000) = 669.02$  tCO<sub>2</sub>e saved this year.

For plastic:

- Current amount is 1288.58 tonnes ( $8590.51 \times 0.15$ )
- 8.93 KgCO<sub>2</sub>e is emitted per tonne of plastic going to landfill.
- 21.32 KgCO<sub>2</sub>e is emitted per tonne of plastic being recycled.
- 6,000 KGCO<sub>2</sub>e is emitted per tonne of raw material produced.
- $(6,000 + 8.93 - 21.32) \times (1,288.58 / 1000) = 7,715.51$  tCO<sub>2</sub>e saved this year.

For glass:

- Current amount is 3909.58 tonnes
- 8.93 KgCO<sub>2</sub>e is emitted per tonne of glass going to landfill.
- 21.32 KgCO<sub>2</sub>e is emitted per tonne of glass being recycled.

- 670 KGCO<sub>2</sub>e is emitted per tonne of raw material produced.
- $(3909.58/1000) * (670+8.93-21.32) = 2,570.98$  tCO<sub>2</sub>e saved this year.

For Food Waste:

- Current amount is 6425.47 tonnes
- 626.91 KgCO<sub>2</sub>e is emitted per tonne of food waste going to landfill.
- 21.32 KgCO<sub>2</sub>e is emitted per tonne of food waste being recycled.
- 680 KGCO<sub>2</sub>e is emitted per tonne of raw material produced on average in Europe.
- $(680+626.91-21.32) * (6425.47/1000) = 8,260.52$  tCO<sub>2</sub>e saved this year

For Green Waste:

- Current amount is 13247.61 tonnes
- 578.99 KgCO<sub>2</sub>e is emitted per tonne of green waste going to landfill.
- 21.32 KgCO<sub>2</sub>e is emitted per tonne of green waste being recycled.
- As this is garden waste there is no raw material to substitute for.
- $(13247.61 / 1000) * (578.99-21.32) = 7,387.79$  tCO<sub>2</sub>e saved this year

For Wood:

- Current amount is 3021.99 tonnes
- 828.07 KgCO<sub>2</sub>e is emitted per tonne of wood going to landfill.
- 21.32 KgCO<sub>2</sub>e is emitted per tonne of wood being recycled.
- 0 KGCO<sub>2</sub>e is emitted per tonne of raw material produced due to sequestration in growing trees via sustainable practices.
- $(3021.99 / 1000) * (828.07-21.32) = 2,437.99$  tCO<sub>2</sub>e saved this year

For Scrap metal:

- Current amount is 944.1 tonnes
- 8.934 KgCO<sub>2</sub>e is emitted per tonne of scrap metal going to landfill.
- 21.32 KgCO<sub>2</sub>e is emitted per tonne of scrap metal being recycled.
- 1,900 KGCO<sub>2</sub>e is emitted per tonne of raw material produced (steel used).
- $(944.1/1000) * (8.934+1900-21.32) = 1,783$  tCO<sub>2</sub>e saved this year

For Others:

- Current amount is 2797.6 tonnes
- 423.37 KgCO<sub>2</sub>e is emitted per tonne of other waste going to landfill.
- 21.32 KgCO<sub>2</sub>e is emitted per tonne of wood being recycled.
- 1,622.57 KGCO<sub>2</sub>e is emitted per tonne of raw material produced (average of others as no official figures available).
- $(2797.6/1000) * (423.37+1622.57-21.32) = 5,664.08$  tCO<sub>2</sub>e saved this year

Therefore a total of 47,908.54 tCO<sub>2</sub>e saved this year, which is 0.67 tCO<sub>2</sub>e per household (47,908.54/70,000)

## Consumption emissions

Given the total amount of recycled waste is 38,852, this means per household an average of 0.55 tonnes of waste is being reused/recycled ( $38,852/70,000$ ), against 0.46 tonnes of residual waste, with the majority going towards EfW (only 0.05 tonnes to landfill).

While it is impossible to calculate exactly which materials these will relate to, some of the more significant elements can be estimated to demonstrate the separate consumption emissions being produced from the disposal of each material. Therefore, within this household figure, it is estimated that 194.75 tCO<sub>2</sub>e arises from residual waste and 11.7 tCO<sub>2</sub>e arises from all the recyclables combined.

Figures for consumption emissions assuming the same composition of waste – 46% residual waste, 54% recyclables. The latter is then broken down into: 22% MDR, 10% glass, 8% wood, 2% scrap metal, 17% food waste, 34% green waste, 7% other.

- Residual:  $0.46 \times 423.37 = 194.75$
- MDR:  $0.55 \times 0.22 \times 21.32 = 2.58$
- Glass:  $0.55 \times 0.1 \times 21.32 = 1.17$
- Wood:  $0.55 \times 0.08 \times 21.32 = 0.94$
- Scrap Metal:  $0.55 \times 0.02 \times 21.32 = 0.23$
- Food Waste:  $0.55 \times 0.17 \times 21.32 = 1.99$
- Green Waste:  $0.55 \times 0.34 \times 21.32 = 3.97$
- Other:  $0.55 \times 0.07 \times 21.32 = 0.82$

### Savings without life-cycle emissions:

- 38852 tonnes were recycled this year.
- If this amount had gone to landfill it would have produced  $(423.37 \times 38852)/1000 = 16448.77$  tonnes
- By recycling this was reduced to  $(21.32 \times 38852)/1000 = 828.32$  tonnes
- Therefore there has been a saving of  $(16448.77 - 828.32) = 15620.45$  tCO<sub>2</sub>e

### Energy from waste:

- 22770 tonnes of waste going to EfW
- National average of 557kWh/t generated per tonne of waste input in 2020<sup>1</sup>
- This generates 12.68 gWh this year.

## New Development

### Action 8.6 From 2021, 100% council new development is built to carbon neutral standards

#### Action 8.6.1 All new council properties will be built to the highest efficiency standards from 2021

It is imperative that both new homes and non-residential in the council must be built to be low-carbon, energy and water efficient and climate resilient. Getting the design of the new homes right from the outset is vastly cheaper than forcing retrofit later. Government projections suggest that from 2025 at the latest, no new homes should be connected to the gas grid. They should instead be heated through low carbon sources, have ultra-high levels of energy efficiency alongside appropriate ventilation and, where possible, be timber-framed. Building new homes to net-zero carbon standards would not generate carbon savings, however, it will prevent any additional emissions.



## Engagement and Behavioural Change

This section of the action plan focuses on promoting and accelerating the shift to more sustainable behaviours amongst our residents, businesses, schools and community organisations and will feed into the carbon savings achieved elsewhere on this action plan, such as increased use of public transport, as well as reducing out of scope emissions from purchases of goods and services. The majority of the actions are therefore listed as 'Neutral' for their carbon savings.

## Council Emissions

### Action 11.1. Reduce by 70% CO<sub>2</sub> emissions produced by council related travel by 2030

- A staff travel survey carried out in 2020 to WBC staff in 2020 showed that approximately 3,482,615 miles are driven to WBC workplaces annually (pre-covid).
- In addition, Council staff travelled an estimated 896,957 miles for council work this year.
- Therefore, total staff mileage is 4,379,572 per year.
- A 70% reduction in this total would be 3,065,700.4 less miles ( $4,379,572 \times 0.7$ )
- This would therefore save **892.21 tCO<sub>2</sub>e per annum** ( $3,065,700.4 \times 0.29103/1000$ ).
- Council EV adoption targets 8 and 7.5 also contribute towards the overall 70% reduction, with the specific 8.1 action's savings included in this total.

#### Action 11.1.1 - Deliver a strategy to reduce grey fleet miles from work related trips by 30%

- Grey Fleet is a term used to describe the business miles travelled by an employee in their own vehicle. This 'fleet' of employee-owned cars is deemed 'grey' as the vehicles in use are in somewhat of a grey area of responsibility for the employer.
- Council staff travelled 896,957 miles for council work this year.
- 30% of this is 269,087.1 miles ( $896,957 \times 0.3$ )
- Therefore this reduction would save 78.31 tCO<sub>2</sub>e per annum ( $269,087.1 \times 0.29103/1000$ ).

#### Action 11.1.2 - Promote homeworking and remote working practices amongst council staff to reduce by 40% the CO<sub>2</sub> emissions travelled from council staff to work by 2022.

- A staff travel survey carried out in 2020 to WBC staff in 2020 showed that approximately 3,482,615 miles are driven to WBC workplaces annually (pre-covid)
- These journeys cause the emission of approximately 1,013.54 tCO<sub>2</sub>e each year ( $(3,482,615 \times 0.29103)/1000$ ).
- A 40% reduction of this would therefore represent 405.42 tCO<sub>2</sub>e per annum of savings annually ( $1,013.54 \times 0.4$ )

#### Action 11.1.3 - Incentivise council staff to mode shift to active and sustainable transport to reduce by 30% the CO<sub>2</sub> emissions from staff travelling to work by 2025.

- A 30% reduction would be as above but 304.06 tCO<sub>2</sub>e per annum of savings ( $1,013.54 \times 0.3$ ).

### Action 11.2.1 Council's car fleet becomes entirely ultra-low emission by 2028.

- The council has currently 19 vehicles, of which 16 are owned and 3 are leased, as shown below:

### Owned

Hyundai 1800 2.5 CRDi 5 dr MPV	5000
Ford Connect 210 LWB 1.6 95ps Van	12000
Ford Ranger Pick-Up (54 reg.)	7000
Rodeo Denver Max D/C Pick-Up (2009)	7000
Ranger XL 4x4 TDCI	10000
Landini Agricultural Tractor	7675
Peugeot Expert Professional	7675
EV Van	7675
Ford Tourneo Connect 8-Seat Minibus	2400
Ford Transit Connect Van	7675
Vauxhall Vivaro 9 seat Minibus (2012)	7675
Ford Transit Tourneo 9-Seat Minibus (2009)	7675
Ford Transit 17-Seat Minibus	7675
Ford Tourneo Connect Trend 8-Seat Van	7675
Ford Transit 17-Seat Minibus	7675
Nissan E-NV200 Panel Van (Electric)	7675

### Leased

Vauxhall Vivaro Combi	7675
Ford Transit Connect 1.8	7675
Citroen Berlingo Van 1.6	7675

- For vehicles with currently unknown mileage and average of known mileage was used = 7675. Please note the true value may be significantly lower.
- Total annual emissions are therefore **45.39 tCO<sub>2</sub>e per annum**, following the GHG Accounting tool emission factors where this is used (this includes energy for the EV's).

### Action 11.3 By 2030 All council CCS buildings to be retrofitted to carbon neutral standards

- The council estates / corporate property portfolio (CCS contract) energy usage figures are for electricity 5,855,473.6 kWh per annum and for gas 9,088,705 kWh per annum as per 2018 baseline. This data does not include energy figures for schools, as these are been addressed in target 15. Therefore, electricity related emissions for the council estate are 1,496.66 tCO<sub>2</sub>e per annum.
- An additional 3,259 tCO<sub>2</sub>e per annum to the total carbon emissions for the council estate have been added to equate for transmission and distribution factors.
- Gas emissions for the council estate accounts for 4,058 tCO<sub>2</sub>e per annum (2018 baseline year).
- The total carbon dioxide emissions council estates / corporate property portfolio excluding schools for 2018 baseline are **6,612.30 tCO<sub>2</sub>e**.

Council Baseline (2018)		Electricity kWh	Electricity tCO <sub>2</sub> e	Gas kWh	Gas tCO <sub>2</sub> e
Council Property		5,855,473.60	1,496.66	9,088,705	1,856.64
Transmission and distribution factors			3,259.00		
Total CO2 emissions					<b>6,612.30</b>

### **Equality Impact Assessment (EqIA) form: Progress Report**

If an officer is undertaking a project, policy change or service change, then an initial impact assessment must be completed and attached alongside the Project initiation document.

#### **EqIA Titular information:**

Date:	09/08/2022
Service:	Place Commissioning
Project, policy or service EQIA relates to:	The Climate Emergency Action Plan (CEAP) Third Progress Report
Completed by:	Andrew Collins
Has the EQIA been discussed at services team meeting:	No
Signed off by:	Rhian Hayes
Sign off date:	27/06/2022

#### **1. Policy, Project or service information:**

This section should be used to identify the main purpose of the project, policy or service change, the method of delivery, including who key stakeholders are, main beneficiaries and any associated aims.

#### **What is the purpose of the project, policy change or service change , its expected outcomes and how does it relate to your services corporate plan:**

This Climate Emergency Action Plan Progress Report outlines progress made on the actions that were approved in July 2020 towards the target to become a net-zero carbon borough by 2030, including updated estimated costs and carbon saving against individual targets, supported by a thorough methodology. The report summarises the Borough's carbon footprint, the plans for the years ahead and identifies the benefits of becoming net-zero carbon, towards delivering as much carbon savings as possible within the borough by 2030.

This is being presented by officers on behalf of members and includes significant changes following member input, to now demonstrate the current expected trajectory that existing projects will deliver. Council officers will continue to support these key projects, and offer impartial professional advice throughout, regarding the best opportunities and what is achievable, towards the overall goals outlined.

However a more ambitious approach would be required to enable WBC to play as full a role as possible in achieving the net-zero carbon borough by 2030, as per the declaration and commitment laid out in 2019. This remains a live document and will continue to be updated over the coming year as more details become available to support decision making and methodologies for figures.

The Climate Emergency Action Plan Progress Report comprises:

- Summarises the Borough's current carbon profile and the council's performance for the last year.
- Demonstrates the current situation around reaching net zero and how more support is needed.
- Details the benefits of becoming net zero and WBC's scope of influence towards such.
- Outlines related policies released this year which may impact the actions/trajectories.
- Presents updated summaries for each section explaining the purpose and format of the sections targets, along with outlining key achievements, upcoming actions, challenges, and overall carbon savings.
- Contains full details of actions and their associated outcomes, milestones and the latest status update for each, alongside updated anticipated costs and expected carbon savings wherever possible.
- Includes definitions and inventories as appendices to explain the information more clearly for all.
- Involves a separate methodology document to outline carbon savings calculations.

**Outline how you are delivering your project, policy change or service change. What governance arrangements are in place, which internal stakeholders (Service managers, Assistant Directors, Members etc) have/will be consulted and informed about the project or changes:**

The Wokingham Borough Council Climate Team lead on the implementation and update of the CEAP, with cooperation from multiple departments across the council in delivering the actions. This **Climate Emergency Officers Group** meets monthly and is attended by officers from across all of the departments in the council. By consulting with these officers, the current progress toward each goal was identified, alongside any new projects within the targets or barriers/delays to existing plans, while **working subgroups** have been set up to work on key priorities to support delivery.

Additional elements have also been added with extra information to provide a greater level of detail, such as the carbon savings and co benefits as suggested by the scrutiny committee, while through thorough research and using official government statistics, the related methodology has been updated to be more accurate and again in greater detail. This **Task and Finish Group** is made up of members to scrutinise the Council's Climate Emergency Action Plan, emerging targets and key performance indicators underpinning the Action Plan. On an ongoing basis they are assessing the level of carbon reduction to be delivered by the Action Plan in light of the Council's 2030 target and produce a report to the Overview and Scrutiny Management Committee and the Executive each year, with guidance for improvement relating to the Action Plan.

To support the project there is also a **Climate Emergency Advisory Group**, made up of representatives from industry, academia and charities who meet quarterly to explore what new ideas and cutting edge technology can bring to reducing carbon dioxide emissions in the borough. The board acts as a 'critical friend', to provide a level of scrutiny and understanding that balances the needs of the response against the cost, effort and regulatory processes.

Finally, a **Climate Emergency Investment Board** has been established to assess each action in the CEAP in terms of carbon saved, income generated and costs to decide which actions will be invested in by the council. This annual Climate Emergency Progress report will be public and includes updated estimated costs and carbon saving against individual targets where possible, to demonstrate to all stakeholders the benefits of reaching net zero.

#### **Outline who are the main beneficiaries of the Project, policy change or service change?**

The main beneficiaries of the project are all of the residents and businesses of Wokingham Borough. By delivering this progress report it demonstrates to residents our commitment to follow up on declaring a climate emergency and achieve the included targets, while improving our transparency in detailing how we realistically plan to do so. Moreover, the analysis process within this progress report identifies any potential areas of weakness which need to be addressed, meaning they can be acted upon and increase the likelihood of achieving the net zero target which will result in positive environmental changes that will improve the quality of life of all our residents and help to avoid the impacts of climate change.

#### **Outline any associated aims attached to the project, policy change or service change:**

The progress report is designed to communicate the current progress toward each target, alongside any new projects within the targets or barriers/delays to existing plans, demonstrating to residents our commitment to follow up on declaring a climate emergency and achieving the included targets, while improving our transparency in detailing how we realistically plan to do so.

The overall aims of the project remain the same though:

#### **The Council's Key Priorities for Reducing Carbon Dioxide Emissions to Net Zero by 2030**

The analysis above has helped the council to identify eight key priority areas (below) to focus on for reducing carbon dioxide emissions. The action plan, which has been populated with ideas from local residents, Town and Parish councils, council officers, and local businesses, is not exclusively limited to these areas.

### 1. Reduce Carbon Dioxide Emissions from Transport

The council will seek to reduce carbon dioxide emissions from transport by using technology to help improve traffic flows, reducing congestion by optimising the use of the existing road network and increasing the number of EV charging points across the borough. The council aims to encourage residents to take up more sustainable transport options such as walking, cycling, and bus and train travel.

### 2. Generate more Renewable Energy

The council plans to develop five largescale solar PV farms throughout the Borough over the next five years. This will not only increase the production of renewable energy, but has the potential to generate an income, which will then be reinvested into delivering other carbon reduction projects.

### 3. Reduce Carbon Dioxide Emissions from Domestic and Commercial Property

There are around 70,000 dwellings in the Borough, of which an estimated 85% use fossil-fuel based natural gas. The council aims to convert these towards low-carbon forms of energy and retrofit homes to be more efficient and sustainable. The council will implement the necessary measures to improve the current energy usage of its own corporate properties and aims to become net zero carbon by 2030.

### 4. Increase the Levels of Carbon Sequestration the Borough Through Greening the Environment

The council will plant 250,000 new trees over the next five years. As well as increasing the capacity for carbon offsetting, afforestation will allow for a biodiversity net gain, an approach to development that increases levels of biodiversity at a greater rate.

### 5. Engage with Young People and Support Sustainable Schools

The council will launch a sustainable schools programme. The programme aims to promote behavioural change amongst young people by engaging with schools to work with children to encourage the adoption of new 'climate-friendly' behaviours that will influence their families and communities.

### 6. Reduce Waste

The council aims to achieve zero waste to landfill and 70% recycling by 2030. This will be achieved through encouraging people in the borough to change their behaviour, such as the introduction of food waste collection which has been a great success borough-wide. There remains great scope for future improvement with opportunities available regarding glass recycling and increasing the range of plastics that can be recycled.

### 7. Create a Local Plan that Specifies Net Zero Construction and Infrastructure

All major residential and commercial developments will be expected to deliver high sustainable construction standards. Policies to enable this will be embedded in the upcoming Local Plan Update (LPU). Major developments will embrace innovative sustainable design solutions for energy efficiency and low carbon energy generation and use.

#### 8. Achieve sustainable procurement practices

Within these external targets, the council recognises its ability to influence certain elements through its own procurement processes, utilising its scale, power and presence to establish requirements for a low-carbon economy.

#### 9. Encouraging Behaviour Change

As a community leader, the council will set an example and set high standards in becoming net zero carbon. This includes its own estate but also its policies, service delivery and investment decisions. The Council will communicate and engage with all of its residents, businesses, schools, Town and Parish Councils, charities, the University of Reading, Thames Valley Berkshire Local Enterprise Partnership, the Greater South East Energy Hub and other local authorities to work together to initiate education programmes and encourage behaviour change

#### 10. Lead by example and Reducing Council Emissions specifically

Within the wider borough target the council aims to lead the way on helping deliver neutrality, by improving its own operations, to become a net zero carbon organisation by carbon 2030.

## 2. Protected characteristics:

There are 9 protected characteristics as defined by the legislation:

- Race
- Gender
- Disability
- Gender re-assignment
- Age
- Religious belief
- Sexual orientation
- Pregnancy/Maternity
- Marriage and civil partnership:

*To find out more about the protected groups, please consult the EQIA guidance.*

### 3. Initial Impact review:

In the table below, please indicate whether your project, Policy change or service change will have a positive or negative impact on one of the protected characteristics. To assess the level of impact, please assign each group a Positive, No, Low or High impact score:

*For information on how to define No, low or high impact, please consult the EQIA guidance document.*

If your project is to have a positive impact on one of the protected groups, please outline this in the table below.

*For details on what constitutes a positive impact, please consult the EQIA guidance.*

Protected characteristics	Impact score	Please detail what impact will be felt by the protected group:
Race:	No/Neutral	All of the residents and businesses of Wokingham Borough will be equally and positively impacted by delivering this progress report as it demonstrates to residents our commitment to follow up on declaring a climate emergency and achieve the included targets, while improving our transparency in detailing how we realistically plan to do so. Moreover, the analysis process within this progress report identifies any potential areas of weakness which need to be addressed, meaning they can be acted upon and increase the likelihood of achieving the net zero target which will result in positive environmental changes that will improve the quality of life of all our residents and help to avoid the impacts of climate change.
Gender:	No/Neutral	All of the residents and businesses of Wokingham Borough will be equally and positively impacted by delivering this progress report as it demonstrates to residents our commitment to follow up on declaring a climate emergency and achieve the included targets, while improving our transparency in detailing how we realistically plan to do so. Moreover, the analysis process within this progress report identifies any potential areas of weakness which need to be addressed, meaning they can be acted upon and increase the likelihood of achieving the net zero target which will result in positive environmental changes that will improve the quality of life of all our residents and help to avoid the impacts of climate change.
Disabilities:	No/Neutral	All of the residents and businesses of Wokingham Borough will be equally and positively impacted by delivering this progress report as it demonstrates to residents our commitment to follow up on declaring a climate emergency and achieve the included targets, while improving our transparency in detailing how we realistically plan to do so. Moreover, the analysis process within this progress report identifies any potential areas of weakness which need to be addressed, meaning they can be acted upon and increase the likelihood of achieving the net zero target which will result in positive environmental changes that will improve the quality of life of all our residents and help to avoid the impacts of climate change.
Age:	No/Neutral	All of the residents and businesses of Wokingham Borough will be equally and positively impacted by delivering this progress report as it demonstrates to residents our commitment to follow up on declaring a climate emergency and achieve the included targets, while improving our transparency in detailing how we realistically plan to do so. Moreover, the analysis



		process within this progress report identifies any potential areas of weakness which need to be addressed, meaning they can be acted upon and increase the likelihood of achieving the net zero target which will result in positive environmental changes that will improve the quality of life of all our residents and help to avoid the impacts of climate change.
Sexual orientation:	No/Neutral	All of the residents and businesses of Wokingham Borough will be equally and positively impacted by delivering this progress report as it demonstrates to residents our commitment to follow up on declaring a climate emergency and achieve the included targets, while improving our transparency in detailing how we realistically plan to do so. Moreover, the analysis process within this progress report identifies any potential areas of weakness which need to be addressed, meaning they can be acted upon and increase the likelihood of achieving the net zero target which will result in positive environmental changes that will improve the quality of life of all our residents and help to avoid the impacts of climate change.
Religion/belief:	No/Neutral	All of the residents and businesses of Wokingham Borough will be equally and positively impacted by delivering this progress report as it demonstrates to residents our commitment to follow up on declaring a climate emergency and achieve the included targets, while improving our transparency in detailing how we realistically plan to do so. Moreover, the analysis process within this progress report identifies any potential areas of weakness which need to be addressed, meaning they can be acted upon and increase the likelihood of achieving the net zero target which will result in positive environmental changes that will improve the quality of life of all our residents and help to avoid the impacts of climate change.
Gender re-assignment:	No/Neutral	All of the residents and businesses of Wokingham Borough will be equally and positively impacted by delivering this progress report as it demonstrates to residents our commitment to follow up on declaring a climate emergency and achieve the included targets, while improving our transparency in detailing how we realistically plan to do so. Moreover, the analysis process within this progress report identifies any potential areas of weakness which need to be addressed, meaning they can be acted upon and increase the likelihood of achieving the net zero target which will result in positive environmental changes that will improve the quality of life of all our residents and help to avoid the impacts of climate change.
Pregnancy and Maternity:	No/Neutral	All of the residents and businesses of Wokingham Borough will be equally and positively impacted by delivering this progress report as it demonstrates to residents our commitment to follow up on declaring a climate emergency and achieve the included targets, while improving our transparency in detailing how we realistically plan to do so. Moreover, the analysis process within this progress report identifies any potential areas of weakness which need to be addressed, meaning they can be acted upon and increase the likelihood of achieving the net zero target which will result in positive environmental changes that will improve the quality of life of all our residents and help to avoid the impacts of climate change.
Marriage and civil partnership:	No/Neutral	All of the residents and businesses of Wokingham Borough will be equally and positively impacted by delivering this progress report as it demonstrates to residents our commitment to follow up on declaring a climate emergency and achieve the included targets, while improving our transparency in detailing how we realistically plan to do so. Moreover, the analysis process within this progress report identifies any potential areas of weakness which need to be addressed, meaning they can be acted upon and increase the likelihood of achieving the net zero target which will result in positive environmental changes that will improve the quality of life of all our residents and help to avoid the impacts of climate change.

Based on your findings from your initial impact assessment, you must complete a full impact assessment for any groups you have identified as having a low of high negative impact. If No impact, or a positive impact has been identified, you do not need to complete a full assessment. However, you must report on this initial assessment and it must receive formal approval from the Assistant Director responsible for the project, policy or service change.

Initial impact assessment approved by....

Rhian Hayes

Date: 09/08/2022

<b>TITLE</b>	<b>Single Use Plastics and Food Waste</b>
<b>FOR CONSIDERATION BY</b>	Council on 22 September 2022
<b>WARD</b>	None Specific;
<b>LEAD OFFICER</b>	Deputy Chief Executive - Graham Ebers Monitoring Officer – Andrew Moulton

**OUTCOME / BENEFITS TO THE COMMUNITY**

The call-in has resulted in the decision to be made by Executive as a Key Decision. This will be made in a public meeting in accordance with the Council's standard procedures.

**RECOMMENDATION**

- 1) That Council notes:
  - a) The reasons for the call-in request by the seven Councillors made on 20 July;
  - b) The withdrawal of the original officer decision that ceased the provision of single use plastics for food waste caddies; and
  - c) The key decision report that will be considered by Executive at its meeting of the 29 September 2022.

**SUMMARY OF REPORT**

To note the reason for the call-in and decision to reconsider the decision by Executive on the 29 September 2022

## Background

A decision by officers was made to no longer provide single use plastic food caddy liners to residents. This decision is described as non-key and was made to meet the Council's financial challenge (as no budgetary provision has been made for this service) and the Council's initiative to eliminate the use of single use plastics

On 20 July, seven members of the Council requested a call in under rule 5.4.14 of the Constitution. They consider the recent decision should have been a Key Decision as defined. The members are requesting the decision is call-in as they believe that the decision does not comply with rule 5.4.11 of the Constitution (including requirements for notice and publication in the Forward Programme). A copy of the call in is attached.

Under rule 5.4.14, a report must be submitted to full Council to consider whether the decision is key or not.

## Analysis of Issues

The constitution provides under para 5.1.9.3 that it is for the lead officer to determine whether a decision is key or not.

The lead officer decided it was not. The 7 members of the Council believe it is a Key Decision and that full Council should make the decision.

Key decisions made by Executive decision, an IMED or an officer, must be made in accordance with part 5.4 which requires prior advertisement (on the Forward Plan) and record keeping of the decision and the reasoning. The key decisions are listed in part 1.4.4 of the Constitution. They are quite broad in wording used in the drafting.

It is arguable whether it is significant to the service or function that it relates (para 1.4.4 a)). However, the impact also needs to be considered against its effect on communities living in an area comprising two or more wards (para 1.4.4 b). It is arguable whether it has a significant effect. Each of the categories of Key Decisions must be considered in isolation and this change will only be a Key Decision if it qualifies under 1 or more of the categories of 1.4.4 a to g.

Although officers who made the decision, believe the decision is not key, the 7 members do raise legitimate points. It is however considered unclear.

Bearing in mind the purpose of the key decision protocol (to promote openness and transparency in decision making) and the fact it isn't clear, has led to the officer's withdrawing the original decision. This means it will not be transacted unless a new decision is made.

This means there is no longer a decision for Council to consider at this meeting.

A Key Decision report will be considered by Executive at its meeting of the 29 September 2022 into the single use plastics and food waste/caddy liners.

## 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 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)	£0		
Next Financial Year (Year 2)	£0		
Following Financial Year (Year 3)	£0		

### Other financial information relevant to the Recommendation/Decision

None

**Cross-Council Implications** (how does this decision impact on other Council services, including properties and priorities?)

None

### Public Sector Equality Duty

There are no PSED requirements to consider at this point.

**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 decision to use single use plastics has an impact on the Climate Emergency but this decision will be made by Executive on 29 September 2022.

### Reasons for considering the report in Part 2

N/A

### List of Background Papers

Call in 21 July 2022

**Contact** Sean O'Connor

**Telephone No** Tel: 07824546852

**Service** Governance

**Email** sean.oconnor@wokingham.gov.uk

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We the undersigned members of Wokingham Borough Council would like to call in the decision made by the Lib Dem/Labour coalition Executive to cease the provision of free food caddy liners to residents in 2023/24 as we believe that this will damage the rate of food recycling and put at risk the savings generated by food recycling.

The rules clearly define the decision as a Key Decision as follows:

- 1) The savings identified as £120K in the press release issued on 13/7/22 are material to the service under rule 1.4.4.a).
- 2) The additional saving attributed to an increase in food waste recycling in the Medium Term Financial Plan for 2022/23 is £350k. We believe this decision will damage the ability to deliver this. Rule 1.4.4. a) is relevant.
- 3) The decision affects every resident in the Borough across all wards (rule 1.4.4.b)). It puts additional stress on residents to find alternative methods of collecting food waste. This will inevitably have a knock-on effect on the volume of food waste collected as residents stop recycling food and simply put it into their blue bags therefore it is subject to call in under rule 5.1.9.5.b).
- 4) The decision is clearly a change of policy from that of the previous Conservative administration, which provided food caddy liners free for several years, including for 2022/3. Therefore it is a key decision under rule 5.1.9.5.a). There have been no savings identified by the previous administration in the MTFP related to the removal of food caddy liners.
- 5) As a Key Decision this is subject to suitable advance public notice as outlined under rule 1.4.4.2.

The previous policy agreed by Executive on 25th January 2018 states clearly on page 189 and in Appendix 2 on page 194 that free liners will be provided.

In particular page 194 of the report confirms the policy of free provision of caddy liners:

***Q 4. Will we have to pay for the recycling boxes, caddies or bags.***

A. No. Everything you need to recycle your food waste under this scheme will be provided free of charge. The bags that will be provided are biodegradable to go into food recycling waste and so we would ask people do not use other types of bag.

### **Reason for call in**

We believe that the above rules clearly define this as a Key Decision and therefore the way this decision has been made breaks rule 5.4.11. regarding the procedure for Key Decisions as it was not placed on the Forward Programme and publicised at least 28 days before the publication of the decision.

Under Rule 5.4.14. the following 5 councillors would like to trigger the requirement for the Executive to submit a report to the Council as defined in the rule.

*“The Committee may require the Executive to submit a report to the Council within such reasonable time as the Committee specifies. The power to require a report rests with the Committee, but is also delegated to the Proper Officer, who shall require such a report on behalf of the Committee when so requested by the Chairman or any five members of the Council. Alternatively the requirement may be raised by a resolution passed at a meeting of the Overview and Scrutiny Management Committee.”*

Thank you

Signed by:  
Pauline Jorgensen  
Jacqueline Rance  
Norman Jorgensen  
Alison Swaddle  
Keith Baker  
Philip Cunninton  
Gregor Murray