



WOKINGHAM BOROUGH COUNCIL

A Meeting of the **OVERVIEW AND SCRUTINY
MANAGEMENT COMMITTEE** will be held in David Hicks 1
- Civic Offices, Shute End, Wokingham RG40 1BN on
THURSDAY 7 JULY 2022 AT 7.00 PM

Susan Parsonage
Chief Executive
Published on 29 June 2022

Note: Non-Committee Members and 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 viewed live by using the following link: <https://youtu.be/ZhSe86nl-FM>

The role of Overview and Scrutiny is to provide independent "critical friend" challenge and to work with the Council's Executive and other public service providers for the benefit of the public. The Committee considers submissions from a range of sources and reaches conclusions based on the weight of evidence – not on party political grounds.

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WOKINGHAM BOROUGH COUNCIL

Our Vision

A great place to live, learn, work and grow and a great place to do business

Enriching Lives

- Champion outstanding education and enable our children and young people to achieve their full potential, regardless of their background.
- Support our residents to lead happy, healthy lives and provide access to good leisure facilities to complement an active lifestyle.
- Engage and involve our communities through arts and culture and create a sense of identity which people feel part of.
- Support growth in our local economy and help to build business.

Safe, Strong, Communities

- Protect and safeguard our children, young and vulnerable people.
- Offer quality care and support, at the right time, to prevent the need for long term care.
- Nurture communities and help them to thrive.
- Ensure our borough and communities remain safe for all.

A Clean and Green Borough

- Do all we can to become carbon neutral and sustainable for the future.
- Protect our borough, keep it clean and enhance our green areas.
- Reduce our waste, improve biodiversity and increase recycling.
- Connect our parks and open spaces with green cycleways.

Right Homes, Right Places

- Offer quality, affordable, sustainable homes fit for the future.
- Build our fair share of housing with the right infrastructure to support and enable our borough to grow.
- Protect our unique places and preserve our natural environment.
- Help with your housing needs and support people to live independently in their own homes.

Keeping the Borough Moving

- Maintain and improve our roads, footpaths and cycleways.
- Tackle traffic congestion, minimise delays and disruptions.
- Enable safe and sustainable travel around the borough with good transport infrastructure.
- Promote healthy alternative travel options and support our partners to offer affordable, accessible public transport with good network links.

Changing the Way We Work for You

- Be relentlessly customer focussed.
- Work with our partners to provide efficient, effective, joined up services which are focussed around you.
- Communicate better with you, owning issues, updating on progress and responding appropriately as well as promoting what is happening in our Borough.
- Drive innovative digital ways of working that will connect our communities, businesses and customers to our services in a way that suits their needs.

MEMBERSHIP OF THE OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE

Councillors

Jim Frewin (Chairman)	Andrew Mickleburgh (Vice-Chairman)	David Cornish
Andy Croy	Peter Dennis	Graham Howe
Norman Jorgensen	Adrian Mather	Stuart Munro
Gregor Murray	Alison Swaddle	

Substitutes

Shirley Boyt	Gary Cowan	Michael Firmager
Chris Johnson	Pauline Jorgensen	Morag Malvern
Charles Margetts	Alistair Neal	Beth Rowland
Rachelle Shepherd-DuBey	Wayne Smith	Bill Soane

ITEM NO.	WARD	SUBJECT	PAGE NO.
14.		APOLOGIES To receive any apologies for absence.	
15.		MINUTES OF PREVIOUS MEETING To confirm the Minutes of the Meeting held on 13 June 2022.	5 - 12
16.		DECLARATIONS OF INTEREST To receive any declarations of interest.	
17.		PUBLIC QUESTION TIME 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 this Committee. Subject to meeting certain timescales, questions can relate to general issues concerned with the work of the Committee 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 www.wokingham.gov.uk/publicquestions	
18.		MEMBER QUESTION TIME To answer any Member questions.	
19.	None Specific	LEADER OF THE COUNCIL AND CHIEF EXECUTIVE To consider a presentation from the Leader and Chief Executive on future challenges and priorities for the Council.	

20.	None Specific	CLIMATE EMERGENCY ACTION PLAN ANNUAL PROGRESS REPORT 2022 To consider the annual progress report on the Council's Climate Emergency Action Plan.	13 - 172
21.	None Specific	CLIMATE EMERGENCY OVERVIEW AND SCRUTINY COMMITTEE To consider a request to establish a Climate Emergency Overview and Scrutiny Committee.	173 - 178
22.	None Specific	WORK PROGRAMME 2022-23 To consider priorities for inclusion in the Committee's work programme for 2022-23.	179 - 184
23.	None Specific	COMMITTEE WORK PROGRAMMES To consider the latest work programmes for the Overview and Scrutiny Committees.	185 - 194
24.	None Specific	EXECUTIVE FORWARD PROGRAMME To consider the latest published version of the Executive Forward Programme.	195 - 200
25.	None Specific	ACTION TRACKER REPORT To consider the latest Action Tracker Report.	201 - 202

Any other items which the Chairman decides are urgent

A Supplementary Agenda will be issued by the Chief Executive if there are any other items to consider under this heading.

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MINUTES OF A MEETING OF THE OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE HELD ON 13 JUNE 2022 FROM 7.00 PM TO 8.45 PM

Committee Members Present

Councillors: Jim Frewin (Chairman), Andrew Mickleburgh (Vice-Chairman), David Cornish, Andy Croy, Peter Dennis, Graham Howe, Norman Jorgensen, Adrian Mather, Stuart Munro and Alison Swaddle

Other Councillors Present

Councillors: Bill Soane

Officers Present

Neil Carr, Democratic and Electoral Services Specialist
Graham Ebers, Deputy Chief Executive and Director, Resources & Assets
Emily Higson, Head of Insight, Strategy & Inclusion
Steve Moore, Director, Place & Growth
Will Roper, Customer Insight Analyst and Performance Manager
Sally Watkins, Assistant Director, Digital & Change
Callum Wernham, Democratic & Electoral Services Specialist

1. ELECTION OF CHAIRMAN

The Committee elected a Chairman for the 2022/23 Municipal Year.

RESOLVED: That Jim Frewin be elected Chairman of the Committee for the 2022/23 Municipal Year.

Note: Following a request for a recorded vote, the voting was as follows:

For: David Cornish, Andy Croy, Peter Dennis, Jim Frewin, Graham Howe, Norman Jorgensen, Adrian Mather, Andrew Mickleburgh, Stuart Munro, Bill Soane and Alison Swaddle.

Against: None.

Abstentions: None.

Jim Frewin thanked Members for their support and made some initial comments on the role of Overview and Scrutiny in holding decision makers to account, shaping policy and driving service improvements, resulting in better outcomes and value for money for residents.

2. APPOINTMENT OF VICE-CHAIRMAN

The Committee appointed a Vice-Chairman for the 2022/23 Municipal Year.

RESOLVED: That Andrew Mickleburgh be elected Vice-Chairman of the Committee for the 2022/23 Municipal Year.

Note: Following a request for a recorded vote, the voting was as follows:

For: David Cornish, Andy Croy, Peter Dennis, Jim Frewin, Graham Howe, Norman Jorgensen, Adrian Mather, Andrew Mickleburgh, Stuart Munro, Bill Soane and Alison Swaddle.

Against: None.

Abstentions: None.

3. APOLOGIES

An apology for absence was submitted from Gregor Murray.

Bill Soane attended as a substitute.

4. MINUTES OF PREVIOUS MEETING

The Minutes of the meeting of the Committee held on 17 March 2022 were confirmed as a correct record and signed by the Chairman.

Andrew Mickleburgh raised the following points:

Minute 48 – Quarter 3 21/22 Performance Report – could the follow-up information requested by the Committee be circulated, in future, to all Overview and Scrutiny Members. It was confirmed that this suggestion would be implemented.

Minute 49 – Change – was the proposed Member training on the Business Change service being arranged. It was confirmed that arrangements were in hand.

Minute 53 – Council Motions – was action being taken to set out Council Motions on the WBC website. It was confirmed that work was ongoing to improve the Council's website. Details of Council Motions would be included on the updated website.

5. DECLARATIONS OF INTEREST

There were no declarations of interest.

6. PUBLIC QUESTION TIME

There were no public questions.

7. MEMBER QUESTION TIME

There were no Member questions.

8. QUARTER 4 2021/22 PERFORMANCE REPORT

The Committee considered a report, set out at Agenda pages 17 to 56, which gave details of performance against key performance indicators (KPIs) for the fourth quarter of 2021/22 (January to March) and a summary of overall performance in 2021/22.

Graham Ebers (Deputy Chief Executive & Director, Resources and Assets), Steve Moore (Director, Place & Growth), Sally Watkins (Assistant Director, Digital & Change), Emily Higson (Head of Insight, Strategy & Inclusion) and Will Roper (Customer Insight Analyst & Performance Manager) attended the meeting to present the report and answer Member questions.

The report stated that performance in Quarter 4 had been consistent against the previous quarter, showing consistent performance in the face of significant challenges to delivery

from rising costs, increased staff sickness relating to the Omicron variant of Covid-19 and the response to the crisis in Ukraine.

Annual performance for 2021/22 indicated that 67% of KPIs (27) had reached the annual target (Green). Seven KPIs narrowly missed the target (Amber) whilst six KPIs were reported as missing the target (Red). The following KPIs were rated as Red for the year 2021/22:

AS1 – Social work assessments allocated to commence within seven days of the requests (counted at the point of allocation).

AS7 – Proportion of people receiving long-term care who were subject to a review in the last 12 months.

CS2 – Percentage of initial Child Protection Conferences within 15 working days of the decision to hold them.

PG2 – Percentage of households for whom homelessness had been prevented.

PG3 – Percentage of households who have secured accommodation, available to them, for the next six months.

RA3 – Usage of Wokingham Borough leisure centres.

Appended to the report was an overview of progress made in each of the Council's departments together with a detailed breakdown of performance against each of the KPIs. Also appended to the report was a breakdown of the KPIs reported to the Children's Services Overview and Scrutiny Committee, the Health Overview and Scrutiny Committee and the Corporate Parenting Board.

During the ensuing discussion Members raised the following points:

The report indicated that, for Quarter 4, four of the seven Red KPIs related to Adult Social Care. It was confirmed that the service was performing to a high standard and was using "stretching" targets to drive improvement. The stretch targets were, by their nature, harder to achieve and performance should be seen in this light.

It was suggested that the Health Overview and Scrutiny Committee (HOSC) consider the suite of KPIs relating to Health and Social Care, in discussion with the Executive Member and Director, in order to determine if the current KPIs were driving service improvement. It was also suggested that HOSC consider issues relating to the increased complexity of cases and the impact on risk and service delivery.

Jim Frewin suggested that Members consider suggestions for new and/or amended KPIs at a future meeting. In the meantime, Jim would hold discussions with officers about ways to improve the reporting of the KPIs.

In relation to specific KPIs:

PG6 – Number of affordable dwellings completed – how many completion would be carried forwards into 2022/23? It was confirmed that there had been significant slippage

due to labour and materials shortages. The target for 2021/22 of 201 affordable home completions was missed by 12 completions.

PG21 – Percentage of waste recycled from the kerbside – what work was ongoing to drive up the percentage of waste recycled? It was confirmed that a number of campaigns had been carried out and the new Waste Strategy was currently being developed.

PG12 – number of fly-tipping incidents – what progress was being made through the preventative measures referenced in the report. It was confirmed that progress was being monitored via the cross-party Member working group. More details of the issues considered and progress monitored by the working group would be circulated to the Committee. Members were reminded that, even though recycling figures were improving, the Borough still generated large amounts of waste. The waste hierarchy described the process of reduce-reuse-recycle-recover-dispose. This approach should drive the Council's operations and strategic direction.

RA1 – Completion to time and budget of the regeneration project for the Carnival Pool – was the Carnival Hub on schedule for the proposed opening in summer 2022? It was confirmed that there had been a delay in the fitting out of the new library due to delays in the delivery of furniture. However, the rest of the complex was due to open on schedule.

RESOLVED That:

- 1) Graham Ebers, Steve Moore, Sally Watkins, Emily Higson and Will Roper be thanked for attending the meeting to answer Member questions;
- 2) the additional information requested by Members be circulated to all Scrutiny Members for information;
- 3) the Health Overview and Scrutiny Committee be requested to give further consideration to the points raised about the suitability of current KPIs and the impact of increasing case complexity on risk and service delivery;
- 4) Members note that the emerging Waste Strategy was due to be considered at the July meeting of the Committee.

9. SCRUTINY IMPROVEMENT REVIEW

The Committee considered a report, set out on Agenda pages 57 to 68, which gave details of the upcoming Scrutiny Improvement Review.

The report stated that the Council underwent a Local Government Association (LGA) Corporate Peer Challenge in 2021. As part of the peer challenge process the Council asked the LGA team to advise on how to make the Overview and Scrutiny function more meaningful and effective. The LGA team observed that Overview and Scrutiny at WBC was often the scene of lively debate and was seen as a political arena rather than creating "good policy" and positive challenge. The team suggested that all Members involved in Scrutiny should understand the terms of reference of each "Scrutiny Board" and recognise what "good scrutiny" looks like.

Following the LGA peer review, the Chief Executive commissioned the Centre for Governance and Scrutiny (CfGS) to carry out a Scrutiny Improvement Review (SIR). The SIR included the following elements:

- A review of documentation and Overview and Scrutiny reports;
- On-site interviews (scheduled for 20/21 June 2022) and observation of Overview and Scrutiny meetings;
- A study of Scrutiny's role and integration in the Council;
- Joint development of an improvement action plan with follow up work as necessary.

The report gave details of the SIR process and provided guidance on what the CfGS considered that "Good" looked like in the context of Overview and Scrutiny. This included areas such as:

- Culture – the relationships, communication and behaviours underpinning the operation of the Overview and Scrutiny process – the Council's corporate approach, organisational commitment and the status of Scrutiny;
- Member engagement – are Members motivated and engaged? How do they participate, take responsibility and self-manage their role?
- Member skills and application – are skills up-to-date and can Members participate fully or are there development gaps?
- Information – how information is prepared, shared and accessed and used to support the Scrutiny function.
- Impact – ways to ensure that Scrutiny is effective, that it makes a positive difference in the effectiveness of the Council and to local residents;
- Focus – how prioritisation, timeliness and relevance of the work programme and agendas lead to value-adding and productivity;
- Structure – formats used by Scrutiny to carry out its work and how effective these formats are.

It was confirmed that a number of Overview and Scrutiny Chairmen and Committee members would be invited to hold discussions with representatives from the Centre for Governance and Scrutiny as part of their two day visit to the Council on 20/21 June 2022.

Appended to the report was the Council's Executive-Overview and Scrutiny Protocol which had been agreed in 2019. The Protocol sought to clarify the relationship between the Executive and the Overview and Scrutiny Committees in order to ensure smooth conduct of Overview and Scrutiny business and effective two-way communication.

In the ensuing discussion, Members made the following points:

Could the Executive-Overview and Scrutiny Protocol be circulated to all Overview and Scrutiny Members for information. It was confirmed that a copy of the Protocol would be circulated as requested.

Members would welcome a regular update on changes to national legislation which may impact on the Council and provide ideas for Scrutiny topics. It was confirmed that a regular item could be included on the Committee's work programme.

RESOLVED That:

- 1) the update on the upcoming Scrutiny Improvement Review be noted;

- 2) the Executive-Overview and Scrutiny Protocol be circulated to all Overview and Scrutiny Members for information.
- 3) the Committee's work programme include a regular update on changes to national legislation.

10. WORK PROGRAMME 2022-23

The Committee considered a report, set out at Agenda pages 69 to 74, which gave details of the development of the Committee's work programme for 2022/23.

The report stated that effective work programming was a Member-led process aimed at shortlisting and prioritising issues of community concern together with issues arising out of the Community Vision and Corporate Delivery Plan and major policy or service changes. It aimed to:

- reflect local needs and concerns;
- prioritise topics for scrutiny which have the most impact or benefit;
- involve local residents and stakeholders;
- be flexible enough to respond to new or urgent issues.

Each year the Committee approved initial work programmes for itself and the Council's three Overview and Scrutiny Committees. Recent discussions had indicated the need for work programming to be more robust and for improved monitoring during the year. As this was the Committee's first meeting in the 2022/23 Municipal Year, the long list of work programme items was attached for consideration and prioritisation.

The report also provided details of the proposed Scrutiny Member training programme for 2022/23. Proposed issues for inclusion in the training programme included:

- Chairing and Leading Scrutiny (to include wider chairing skills);
- Budget Scrutiny;
- Scrutiny of Children's Services;
- Scrutiny of Health and Adult Social Care.

In the ensuing discussion, Members made the following points:

The initial 2022/23 induction/refresher Overview and Scrutiny training session had been held on 7 June 2022 and was positively received by Members.

It was suggested that additional Scrutiny training sessions be delivered on Equalities and Inclusion and Climate Emergency. It was confirmed that Scrutiny training sessions were open to all Members.

Jim Frewin suggested that each Member review the long list of potential Scrutiny items (Annex A) and submit a shortlist of three priorities to Democratic Services. These suggestions could then be considered at the July meeting with a view to developing a more streamlined work programme.

It was suggested that the Leader and Chief Executive be invited to attend the July meeting of the Committee to discuss challenges and priorities for the year ahead.

Members noted the importance of close coordination between the Management Committee and the Community and Corporate Overview and Scrutiny in order to avoid

duplication of effort. It was noted that Community and Corporate had requested that it scrutinise the Local Plan Update, the Local Cycling and Walking Infrastructure Plan (LCWIP) and the emerging Bus Strategy/Bus Improvement Enhanced Partnership.

RESOLVED That:

- 1) The proposals set out in the report for developing the Overview and Scrutiny work programmes be endorsed;
- 2) Members notify Democratic Services of their top three work programme priorities – for discussion at the July meeting of the Committee;
- 3) the Leader of the Council and Chief Executive be invited to attend the July meeting of the Committee, rather than the September Committee (currently in the forward programme);
- 4) the proposed Member Scrutiny training programme be expanded to include sessions on Equalities and Inclusion and Climate Emergency;
- 5) the Community and Corporate Overview and Scrutiny Committee scrutinise the Local Plan Update, the Local Cycling and Walking Infrastructure Plan (LCWIP) and the emerging Bus Strategy/Bus Improvement Enhanced Partnership.
- 6) the Committee’s work programme include an item, for the September 2022 meeting, on the impact on the Borough of refugees/asylum seekers (including the use of the Moat House hotel).

11. COMMITTEE WORK PROGRAMMES

The Committee considered its work programme for upcoming meetings and that of the other Overview and Scrutiny Committees, as set out on Agenda pages 75 to 86.

RESOLVED: That the work programmes be noted.

12. EXECUTIVE FORWARD PROGRAMME

The Committee considered a copy of the Executive Forward Programme as set out on Agenda pages 87 to 92.

RESOLVED: That The Executive Forward Programme be noted.

13. ACTION TRACKER REPORT

The Committee considered the Action Tracker report for the meeting held on 17 March 2022.

RESOLVED That:

- 1) the Action Tracker report be noted;
- 2) the Committee’s Action Tracker report include a summary of earlier actions which had not yet been resolved;
- 3) each of the Overview and Scrutiny Committees develop a similar Action Tracker report.

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TITLE	2022 CEAP Progress Report & Task and Finish Group Recommendations
FOR CONSIDERATION	Overview & Scrutiny Management Committee on 7 th July 2022
WARD	Non-Specific;
LEAD OFFICER	Director, Corporate Services and Deputy Chief Executive - Graham Ebers
LEAD MEMBER	Executive Member, Climate Emergency and Resident Services - Sarah Kerr

PURPOSE OF REPORT (INC STRATEGIC OUTCOMES)

This report provides an Officer response to the 25 Recommendations which were set out in The Climate Emergency Task & Finish Group Report and Recommendations, June 2021. Also attached is a draft of the annual update of the Climate Emergency Action plan (CEAP), which incorporates these recommendations where possible, to provide an opportunity for member input of how this has been done and any further recommendations, before presenting to Full Council.

RECOMMENDATIONS

1. That the Committee considers the Officer responses contained within this report and how they impact the action plan.
2. That the Committee considers the draft CEAP annual report and provides comments and suggestions.

EXECUTIVE SUMMARY

- A Scrutiny Task and Finish Group was set up to make recommendations for improving the CEAP.
- In 2020 the Group stated that this was a bold and ambitious document which required further work to confirm the deliverability of key priorities.
- A number of areas were identified, including: aligning new policies and strategies to the CEAP commitments, working collaboratively with multiple stakeholders, ensuring renewable initiatives should fully consider the impact on biodiversity and the important role of behaviour change in delivering the CEAP.
- The CEAP should be underpinned by the Community Vision for the Borough in 2030 and beyond and must be underpinned by SMART (Smart, Measurable, Achievable, Realistic, Timed) targets and robust external validation.
- 25 recommendations were made to strengthen the Action Plan, making it more robust, transparent and evidence based.
- Overall, the recommendations were accepted by Officers, subject to a few cases where Officers have explained their reasoning.
- Those recommendations have now been in place since June 2021, being incorporated into the full CEAP where it relates to, with delivery being monitored on an annual basis.
- The full draft CEAP is attached, to demonstrate where these have been incorporated, and to outline the latest updates on actions for similar scrutiny and further recommendations.

BACKGROUND

Following the climate emergency declaration made in July 2019, the CEAP was adopted, identifying the key priority areas for CO₂ emission reductions, including transport, homes, businesses, and waste. It also includes smart carbon targets and projections to 2030, based on the included actions.

It highlights the size of the challenge and recognises that at this point in time the actions are not sufficient to deliver the level of carbon reductions necessary to meet the Borough's 2030 target. However, it is a living document and planning tool that will incorporate new ideas to help achieve a net carbon neutral Wokingham Borough by 2030.

To provide deeper analysis of the Action Plan, the Overview and Scrutiny Management Committee established the Climate Emergency Task and Finish Group. The primary objective of the group was to produce recommendations for improving the plan where possible. The initial findings were that the CEAP was a bold, ambitious document, in line with national best practice, underpinned by a significant, dedicated budget and a clear governance structure. However, considering the enormous scope of the Action Plan, a number of areas were identified requiring further work and clarification. It was felt these would help strengthen the document and enable the engagement of residents and key stakeholders across the Borough. More work was also required to clarify the impact of specific schemes and ensure that they were supported by SMART targets.

The group concluded that the Council's progress compares favourably with other local authorities, including some of the UK's largest cities. The Council's approach of developing a dedicated in-house team, supported by Officer working groups was also a positive. The Group has since continuously reviewed the Action Plan, with a focus on the specific targets, considering a range of national briefings and reports with reliable and robust data, and received evidence from several internal and external individuals.

As a result, the latest report submitted to the Overview and Scrutiny Management Committee (OSMC) in June 2021 included 25 recommendations. The majority of these have been accepted by Officers, subject to a few cases where Officers have explained their reasoning. These have therefore been incorporated into the CEAP where appropriate, as outlined in more detail in appendix A.

What happens next?

The below actions are currently being explored and implemented into the wider action plan as agreed. Their delivery is monitored annually by the OSMC, who analyse performance and communicate any further recommendations through a scheduled meeting. The latest version of the draft CEAP is attached for this purpose, to provide opportunity for further recommendations to be submitted based on the changes made.

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 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 and a further 190 planned. This means 1,099 tCO₂e 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), while staffing issues at consultants have contributed.
- Engagement has been limited in terms of involvement / participation from community on actions in general. For example, low turnout in workshops, webinars and for specific actions such as community energy scheme, which is supposed to be community led. 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

Recommendations are subject to financial approval. The council will consider carrying out due diligence and take into account the cost of recommendations to ensure their financial sustainability

FINANCIAL IMPLICATIONS OF THE RECOMMENDATION

The recommendation listed below are wide ranging and covered many areas of the authority and in doing so impacting on a wide range of budgets. The implementation of many of the schemes listed below will come at a higher cost than would have been the case to deliver these without the CEAT requirements. The council therefore needs to accept that in implementing these proposal additional funding may need to be found.

The exact budget requirement will be identified and delt with as each proposal is developed.

	How much will it Cost/ (Save)	Is there sufficient funding – if not quantify the Shortfall	Revenue or Capital?
Current Financial Year (Year 1)	£0	More funding may be required to support additional resource to deliver some of these recommendations as proposals are developed	Revenue

Next Financial Year (Year 2)	£0	More funding may be required to support additional resource to deliver some of these recommendations as proposals are developed	Revenue
Following Financial Year (Year 3)	£0	More funding may be required to support additional resource to deliver some of these recommendations as proposals are developed	Revenue

Other Financial Information

More funding may be required to support additional resource to deliver some of these recommendations as proposals are developed. Where possible this 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. The majority of these costs are already incorporated where possible to calculate into the full CEAP report and so are captured in the related cover report.

Stakeholder Considerations and Consultation

Stakeholder consultation will continue through the Climate Emergency Advisory Board.

Public Sector Equality Duty

This report relates to adoption processes which in themselves have no particular equalities implications. Due regard to Public Sector Equality Duty and equalities assessments are considered in the context of each scheme.

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*

This decision has a significant on the Council’s carbon neutral objective, by determining the actions to be taken to achieve this goal.

Contact Rhian Hayes	Service Place and Growth
Telephone 07769 956463	Email rhian.hayes@wokingham.gov.uk

Appendix A: Actions taken following recommendations.

Transport

<p>The Low Emission Transport Strategy is being completed and its alignment and similarity with the CEAP targets, methodology and actions will be considered.</p>
<p>The environmental impacts from the LPU, of which the majority of these roads comprise, aims to minimise environmental impacts wherever possible, relative to the increase in population.</p>
<p>The Local Transport Plan (LTP4) is in development and emerging guidance from DfT suggests that it will need to be centred around Carbon emissions.</p> <p>Borough wide LCWIP Study assessments for primary routes have now been completed with the consultant. Public consultation on LCWIP routes and infrastructure ideas are expected in June/July 2022.</p> <p>We are currently considering a trial Cargo-bike scheme where businesses can make deliveries more sustainably; this will help contribute to a last mile delivery strategy.</p>
<p>The council already has a target of 50% EV adoption which incorporates national expectations.</p> <p>We will be carrying out communication campaigns as part of this action, under action 7.6 as mentioned.</p> <p>The council is collaborating with local authorities to ensure EV infrastructure is effective across the region.</p> <p>The EV strategy is underway but was delayed due to staff changes/illness at consultants and crossover with the transport plan. This will consider the likelihood of meeting the CEAP target and propose further actions to help us get there.</p>
<p>The initial BSIP has been completed and reflects these elements. It has also been submitted for the government funding required to deliver on these requirements. However, at this stage this application has been unsuccessful, though further rounds of funding are anticipated in future.</p>
<p>As previously, schemes continue to be assessed against LTN1/20 and the local plan aims to mitigate environmental impacts wherever possible.</p> <p>The addition of multiple walking and cycle routes, along with the LCWIP, also contributes towards increased active transport accessibility.</p>
<p>The local plan aims to incorporate commercial and residential chargepoints as requirements wherever possible, and will be supported by the EV Strategy which will identify optimal locations for chargepoints, alongside vital details on costs, running and overcoming barriers to adoption.</p> <p>A funding application will be re-submitted to the On-Street Residential Chargepoint Scheme following amendments due to changing criteria for the funding.</p>
<p>The PPP has been awarded a £259k grant to deliver various projects focusing on improving air quality across the 3 authority areas, including more monitoring.</p> <p>As part of this 5 Smart Living Pillars have now been installed in Twyford as a pilot to improve air quality, which is being monitored for potential wider implementation.</p> <p>This is alongside many further AQ updates in these areas documented more in the CEAP.</p>

Homes

<p>SPDs are to be produced to support the Local Plan Update, which is currently still under development.</p> <p>A SPD will follow the Local Plan Update and provide additional detail and guidance for achieving net zero development.</p>
<p>This communication will happen as part of wider engagement with developers on CEAP aspects, following confirmation of local planning policies (including above requirements).</p>
<p>Additional funding options are explored on an ongoing basis as new government schemes are announced, with many relating to specific actions.</p> <p>We are also working with partners such as banks etc to bring together the various current schemes available to support homeowners.</p>
<p>As part of multiple retrofit actions underway, each recognises and analyses the challenges and barriers presented, identifying opportunities to overcome them through the action.</p>

This includes over 1500 households getting assistance so far from help to heat, the councils locally set ECOFlex scheme. Meanwhile, advice is being provided to residents where possible on improving energy efficiency, connecting them with services such as the Green homes and Sustainable homes grants
Among multiple retrofit projects underway alongside organisations, a pilot project has been completed in Riseley that raised an SAP D house to SAP B and is being monitored to assess wider opportunities. This also helps demonstrate viability to wider residents. Furthermore expansive pilot schemes will be reliant on significant additional funding becoming available, due to the scale required to achieve wider efficiency savings. Basic condition surveys are underway to assess stock and EPC ratings.
The council agrees to use council housing companies and council (HRA) housing stock to showcase high standards of energy efficiency in any future development. This action is ongoing, with examples such as Gorse Ride regeneration project doing a presentation to Finchampstead Parish Council to demonstrate this on 31 st May 2022

Renewable Energy

This continues to be the case, with work underway with finance to ensure the income generated from these projects savings is recycled into CEAP actions, including additional staff support.
This is currently underway as part of the LPU, including recommendations from the advisory board and the community energy scheme. A number of partners have also been contacted to discuss further opportunities around PV installation.
Campaigns are ongoing to residents across all key aspects of the CEAP, including many targeted specifically at energy efficiency improvements.
Biodiversity considerations have been included into all major renewable projects as part of the standard equality assessment process.

Behaviour Change

The actions within the behaviour change section are being applied to cover all key areas where possible, feeding back into the relevant actions to deliver this.
Information on relevant technologies is included within the ongoing wider communications to residents.
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. New actions identified from the process will be evaluated internally and by the committee prior to implementation.

Other Priorities

A coaching feasibility study is underway to deliver training to all members and senior staff, alongside wider training for all staff and the below embedding elements.
An assessment tool which assists staff in identifying the potential impacts of projects and how they can potentially mitigate these, to align with the CEAP, is currently under development.
This is included in the above tool.
The existing trajectories used within the CEAP are the most accurate possible, given the data available and the scope of emissions included. The CO ₂ savings from this work remain the same, though it is recognised to be an ambitious target, but one vitally important in reaching net zero overall. The remaining changes to a reduction in private car use relates to overall reduced mileage from reducing the need to travel and increases in active transport too, not only public transport. Public Transport remains a challenge following Covid.



July 2022

Wokingham Borough Council Climate Emergency Action Plan

Third Progress Report

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Foreword

The climate emergency we are currently facing is not just of our own making, it 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^[3] 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. Therefore, these risks apply to all residents of the Borough.

Despite these warning, we continue to head for a dramatic temperature rise of 3-5°C this century^[1], 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^[2], meaning our horizon for meaningful 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. Effectively, the IPCC report said that the world had just 12 years to get a grip of the problem or face irreparable damage.

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. In April 2021, the government announced a new climate change commitment which will set the UK on course to cut carbon emissions by 78% by 2035. Today, over 300 District, County, Unitary & Metropolitan Councils have declared a Climate Emergency accounting for 74% of authorities in the UK^[4].

The COVID-19 pandemic global lockdowns temporarily reduced emissions and pollution, though carbon dioxide levels are still at record high – and rising. In 2019, carbon dioxide levels reached 148 per cent of pre-industrial levels. In 2020, this upward trend has continued despite the pandemic, making the next decade critically important. As we overcome the pandemic, there is an opportunity to reshape the world economy, transforming it into a mechanism for a sustainable future.

Over the last year, the UK Government has introduced more ambitious strategies to support the decarbonisation targets, more details of which can be found in the below changing landscape section.

However, the scale of the challenge remains colossal, and everyone needs to play a role in tackling climate change, bringing together businesses, organisations and the public is vital to reach the climate change goals.

The cost of climate change action is outweighed by the significant benefits which will result: reducing pollution, generating fuel savings, enhancing biodiversity, and support economic growth. Reaching net-zero will create jobs and trade, but that transition to a green economy requires a workforce with the right skills, providing us with the opportunity to develop new talent.

^[1] State of the Planet speech, United Nations Secretary General Antonio Guterres. December 2020

^[2] [World Meteorological Organisation](#)

^[3] [Facts about the Climate Emergency, UN Environment Programme](#)

^[4] <https://www.climateemergency.uk/blog/list-of-councils/>

Introduction

In response to the rising concern over the urgent need for action, in July 2019, Wokingham Borough Council 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 Wokingham Borough by 2030. Subsequently, in January 2020, the council published its first Climate Emergency Action Plan (CEAP), establishing the eight key priority areas to focus on for reducing CO₂.

In July 2020, an annual report was presented to Council which detailed targets and actions that needed to be undertaken to reach the 2030 net-zero carbon target. In order to quantify the magnitude of the challenge and the level of commitment needed, we used trajectories and best estimates to quantify the carbon savings generated by the delivery of the actions and achieving the proposed targets. A short fall of 67.18 ktCO₂e was identified, which provides a clear picture for the scale of the approach that is needed.

This CEAP Third Progress Report 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 annual climate emergency progress report will be published each year in July.

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. 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 two or three years (2020-2023), medium term actions are designed to take several years to reach fulfilment (2024 to 2028), and longer-term actions will take many years to come to fruition (2028 to 2030).

The climate emergency affects us all, but we are acutely aware that the impacts of climate change can be more severe and felt more keenly 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. Wokingham Borough Council is committed to tackling inequality and promoting inclusion. We are clear that the benefits of climate change mitigation go far beyond carbon dioxide emission savings. They include improved health outcomes, economic growth, and improved energy efficiency; all issues which are vitally important to our communities. As such, the targets in this plan are underpinned by our commitments set out in the council's Equality Plan 2021-25 and our (draft) Tackling Poverty Strategy 2021-26. The co-benefits of the actions in this plan are explained below each target which explain the added benefits from the action, above and beyond the direct benefits of a more stable climate.

This plan is aligned with our Corporate Delivery Plan and is an important part of the work we are doing to deliver our Community Vision for Wokingham. We know that we cannot achieve these targets alone. It is together, with the support of our residents, communities, local businesses, and towns and parish council, that we will achieve the targets in this plan. We will listen to and learn from our residents, ensuring that 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 and promote inclusion, we conduct Equality Impact Assessments on all significant projects. These enable us to identify impacts on different groups of people at all stages of planning and delivery and enable us to take action to enrich the lives of every member of our community.

We need to be agile to a dynamic landscape and anticipate that new actions and initiatives will be introduced into this plan over the coming years, which will enable us to close the shortfall identified. Targets and actions within this plan will change and develop over time. Therefore, the Council has committed to continually revisit targets, 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.

Furthermore, the council recognises the importance of the United Nations' Sustainable Development Goals (SDGs) and aligned the key areas of action within the Climate Emergency Action Plan 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 tackling climate change.

To ensure we are on track to reach these goals and that each project is working effectively, 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, yellow indicates currently being slightly delayed or being depending on delivery of previous milestones, red indicates being delayed or cancelled and grey means it has not yet been started.

23 The Changing Landscape

The last twelve months have been volatile and the Covid-19 pandemic has continued to affect us all, with the impact being felt far and wide locally. Wokingham Borough Council has continued to financially support the community, including businesses, the care and voluntary sectors. Despite the impact of the pandemic is still being felt, Wokingham Borough Council remains a good place financially but still faces future uncertainty in terms of government funding and proposed adult social care reforms.

In the past six years the council has worked to reduce costs to be more efficient in offsetting inflation 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. Tackling the climate emergency remains key for the council as we work to ensure two of our strategic priorities: a clean and green borough and safe and strong communities.

Nationally, the pandemic has sped up innovation in working practices and it has created greater focus on technology and the financial systems that underpin society. We have been compelled to adopt new behaviours, which have influenced the way we see the future and what is possible. A summary of these events and how they affect the climate emergency response is outlined below:

COP26

The United Nation's Conference of Parties hosted its 26th Annual meeting (COP26) in Glasgow in November 2021. There were two headline outcomes from COP26. Firstly, the signing of the Glasgow Climate Pact, a "series of decisions and resolutions that build on the Paris accord", setting out what needs to be done to tackle climate change. However, it doesn't stipulate what each country must do and is not legally binding. Secondly, the Paris Rulebook was agreed which gives the guidelines on how the Paris Agreement is delivered. A focus of COP26 was to secure agreement between all the Paris signatories on how they would set out their nationally determined contributions (NDCs) to reduce emissions.

Coronavirus - COVID 19 Global Pandemic

The COVID-19 pandemic caused global social and economic disruption, dramatic loss to human life worldwide, unprecedented challenges to public health, food systems and the world of work in addition to the largest global recession since the Great Depression, according to the International Monetary Fund (IMF). Reductions in global carbon dioxide emissions were a positive unintended consequence of periods of lockdowns, as governments across the world restricted our ability to travel and social and economic activities were discouraged across the world. Maintaining some of these behaviours locally poses challenges and opportunities as we transition to net zero. However, one thing that is certain is that more large-scale actions are essential to avoid the worst impacts of climate change.

In Wokingham borough, Covid has also caused an increase in the number of local people struggling with income and in some cases, at risk of

homelessness. 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.

IPCC Mitigation Report 2022

This detailed, analytical report 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.

UK Climate Risk Assessment 2022

This 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, as we must be prepared for changes from a global rise of up to 4 degrees. Even under low warming scenarios the UK will likely be subject to significant risks and associated impacts and costs, with this report identifying a wide range of potential costly impacts of climate change.

These include impacts on health and productivity, affecting many of our households, 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, such as early warning systems, climate smart agriculture and climate resilient infrastructure. A full resilience strategy has also been consulted on which will cover the expected responses and is expected soon.

Environment Bill

The Environment Bill has now been passed through Parliament and has become law as the Environment Act (2021). The Act will introduce a new independent regulator: the Office for Environmental Protection (OEP) which

will take over regulatory functions formerly performed by the European Commission. The Act also allows for 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. This act aims to bring about urgent and meaningful action to combat the environmental and climate crises we are facing and acts as a key vehicle for delivering the vision set out in the 25 Year Environment Plan.

Transport decarbonisation strategy

With transport remaining the highest emitting sector in across the nation, this strategy directly targets not just reducing emissions, but decarbonising the entire transport process away from fossil fuel use, towards more sustainable alternatives such as electricity and hydrogen. This is being done by encouraging and supporting new opportunities and technologies, across a range of areas including domestic and commercial, public transport, aviation and freight. This involves significant new upcoming policies such as bans on diesel/petrol cars and HGVs after 2030/40 respectively, utilising £2bn in funding to do so.

The key theme is a message that the approach for the future is about doing things in a more efficient way and accelerating our existing plans around active and sustainable travel, and encouraging a shift to zero emission vehicles. Behaviour change is a key theme running throughout and is more about how this will be implemented and encouraged. It prioritises moving away from transport planning based on predicting future demand to provide capacity ('predict and provide'), towards planning that sets an outcome communities want to achieve and provides the transport solutions to deliver those outcomes (sometimes referred to as 'vision and validate'). This theory is likely to apply across more than just transport, particularly for climate emergency projects.

Hydrogen Strategy

This examines the potential for hydrogen to provide energy, not just as for vehicles, but as a renewable energy source, capable of providing 5GW of low carbon hydrogen production capacity by 2030 for use across the

economy. This will require a drastic change in many areas, with a rapid ramp up of production and use of hydrogen over the coming decade needed. Therefore, this strategy examines how this will be accomplished, by again encouraging and supporting the new technology and opportunities in this sector, with £240 million in funding for government co-investment in production capacity through the Net Zero Hydrogen Fund, as part of a wider £1bn fund to accelerate commercialisation of low-carbon technologies and systems for net zero. This includes pilot schemes such as a hydrogen village, along with the implementations of a UK Low Carbon Hydrogen Standard. It also acknowledges the beneficial role hydrogen can play as a storage mechanism for excess renewable energy generation, helping to cover the traditional shortcomings in reliability from these other methods such as wind/solar.

Net Zero Strategy

This overarching document encompasses all of the above strategies towards achieving net zero by 2050, along with all carbon budgets on the way. It outlines the next steps we will take to cut our emissions, seize green economic opportunities, and leverage further private investment into net zero, beyond the £26 billion of government capital investment already mobilised for the green industrial revolution. It targets doing so in a sustainable way that still supports growth and all the new jobs promised in the Ten Point Plan by improving the effectiveness and therefore viability of low carbon alternatives, to make them more competitive. This will ultimately set an example so others can follow.

Heat and Buildings Strategy

The Government also published the Heat and Buildings Strategy on 19 October. This strategy sets out the actions they will be taking to reduce emissions from buildings in the near term and provides a clear long-term framework to enable industry to invest and deliver the transition to low-carbon heating. The Strategy also states that £800 million of additional funding has been granted to the Social Housing Decarbonisation Fund (SHDF) over 2022/23 to 2024/25.

Key announcements included: new grants of £5,000 will be available from April next year to encourage homeowners to install more efficient, low carbon heating systems – through a new £450 million 3-year Boiler Upgrade Scheme; an ‘ambition’ to phase-out the installation of natural gas boilers beyond 2035; plans for a strategic decision on the role of hydrogen in heating by 2026. Accompanying consultations were announced on market-based mechanisms for incentivizing low carbon heat; phasing out the installation of new fossil fuel heating in domestic properties off the gas grid; and on phasing out the installation of fossil fuel heating systems in businesses and public buildings off the gas grid.

Air Quality Framework

This command paper sets out how the UK government and devolved governments propose to work together on policies that aim to reduce harmful emissions and concentrations of air pollutants that can damage human health and the environment. Again, following departure from the EU and its common standards, this aims to replicate and replace this process, continuing to monitor and report on emissions in order to control transboundary pollution and align responsibility for reduction measures.

EV Infrastructure Strategy

This outlines the governments approach towards delivering the essential EV infrastructure to support the 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. It estimates approximately 10 million EVs on the road by 2030, with 300,000 chargepoints available. Over 600 chargers are being installed each month, supported by the grants still being delivered in this area.

Department for Education’s (DfE) Sustainability and Climate Change Strategy

Published in April 2022, this Policy paper acknowledges the vital role education plays in helping to tackle climate change and creating a better, greener world for future generations. The strategy's vision is for the UK to be the world-leading education sector in sustainability and climate change by 2030 and aims to support the delivery of the UK government's 25 Year Environment Plan and Net Zero Strategy. The strategy sets out 4 aims to achieve this in England:

- Excellence in education and skills for a changing world
- Reducing direct and indirect emissions from education and care buildings, driving innovation to meet legislative targets and providing opportunities for children and young people to engage practically in the transition to net zero.
- Adapting our education and care buildings and system to increase resilience against the effects of climate change.
- A better environment for future generations: enhancing biodiversity, improving air quality and increasing access to, and connection with, nature in and around education and care settings.

The strategy also sets out how local authorities will need to consider environmental sustainability, carbon reduction and energy efficiency to develop solutions for projects that are in line with government targets and objectives, regardless of their chosen delivery route when planning the use of basic need funding allocations. We have uplifted basic need grant-funding rates to support local authorities in delivering school capital projects to help all new school buildings delivered by DfE (not already contracted) to be net zero in operation.

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 Task and Finish Group focused on scrutinising the emerging targets and key performance indicators underpinning the Action Plan. The Group has made 25 recommendations to the Council on

ways to help to strengthen the Action Plan, making it more robust, transparent and evidence based.

The Council used this extensive 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](#).

Current Emissions Profile

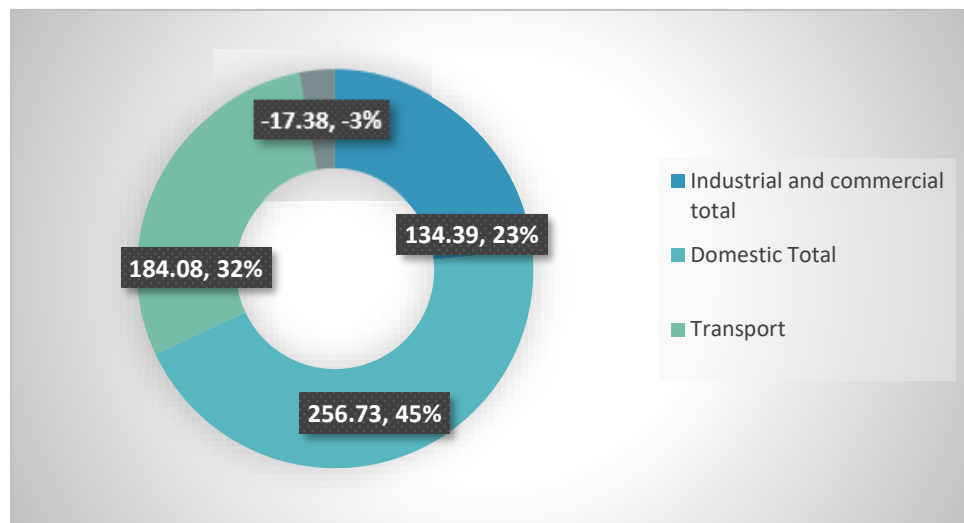


Figure 1. Wokingham Borough Carbon Footprint 2019 (ktCO₂)

Wokingham Borough's carbon footprint is **557 ktCO₂**, as seen in Figure 1. This is based on government data and reported two years in arrears (BEIS 2019)¹. 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 ktCO₂ (45%). Of these, 59 ktCO₂ account for domestic electricity, 186.9 ktCO₂ for domestic gas usage and 10.8 ktCO₂ for usage of other fuels.

Transport emissions contribute to 184.08 ktCO₂ (32%). A roads account 76.7 ktCO₂, minor roads 97.7 ktCO₂, other transport modes 9.7 ktCO₂. This figure excludes sectors that are completely beyond the council's scope of influence. For example, the emissions from major transport links (M4) (156 ktCO₂) as well as diesel rail transport (12.4 ktCO₂), 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 ktCO₂ (23%) per year as follows: electricity 74.5 ktCO₂, gas 39.9 ktCO₂, large industrial installations 0.01 ktCO₂, agriculture 4.1 ktCO₂, and other fuels 15.8 ktCO₂.

Carbon sequestration in the Borough accounts for 17.4 ktCO₂ (-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 the emissions from the food we eat, products we buy, our travel outside the borough, etc. Measuring these emissions is particularly complex as they are often a combination of scope 1 and 2 emissions in other locations. These emissions are out of the scope of the Borough's carbon

¹ UK local authority and regional carbon dioxide emissions national statistics: 2005-2017

footprint. However, the council will support behavioural change through the actions in this plan.

Carbon Trajectory for Wokingham

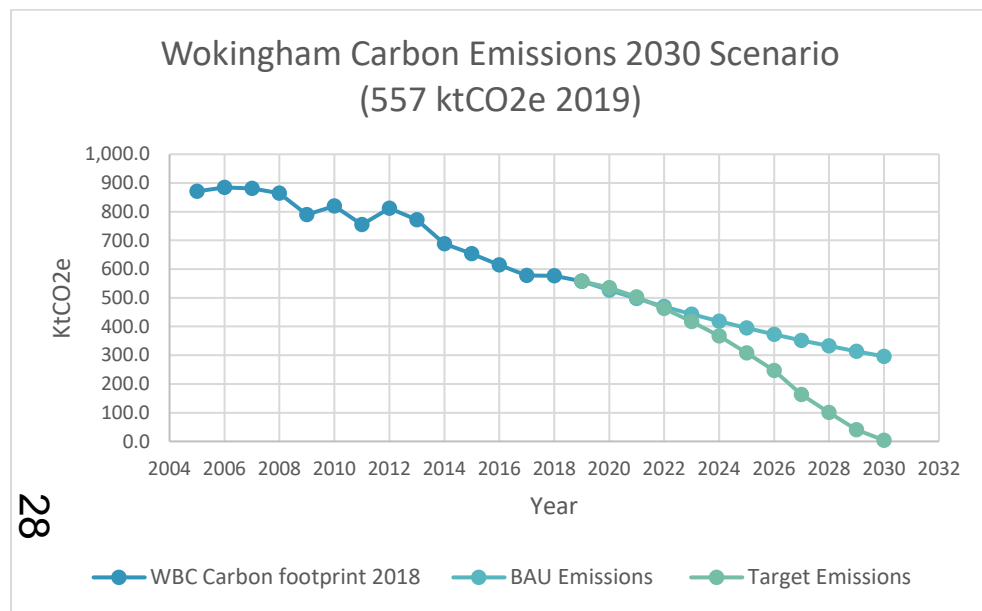


Figure 2. Projection of current rate reduction of carbon dioxide emissions to 2030 in Wokingham Borough

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, resulting in a higher proportion of renewable energy feeding into the electricity supply, and technological advances leading to greater energy efficiency.

Assuming that there is minimal action beyond current, national policy and nationally led decarbonisation of the electricity grid and transport through electric vehicles, the estimated carbon emissions by 2030 will be

approximately **291.16ktCO₂**. This figure excludes the carbon sequestration levels for the Borough that could potentially increase by -16.71ktCO₂, providing a predicted carbon footprint of **274.45 ktCO₂**.

The projected 2030 carbon emissions have been calculated following an extrapolation of the data provided by BEIS. The method used was an extension of the behaviour of the CO₂ emissions recorded from 2007 up to 2017 for Wokingham Borough (data is published two years on arrears).

The overall picture is needed to help us understand the extent of the response required, however, this is classified as experimental statistics because of inherent uncertainties in the estimation of CO₂ emissions. We used available tools to local authorities such as the Tyndall report and the Scatter Tool to build scenarios that help to understand the uncertainties and key elements that will affect emissions in the future. The methodology is subject to ongoing review and refinement.

The Committee on Climate Change (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 emissions².

The latest government policies introduce new commitments which may influence the BAU scenario should they be successfully implemented, for example, the increase of renewable energy generation from offshore windfarms. The trajectory of carbon emissions will be reviewed once full details over expected savings are made available.

² Local Authorities and the sixth carbon budget. Climate Change Committee. December 2020

Targets and Estimated Carbon Savings

This action plan establishes targets to achieve carbon dioxide reductions in the identified priority areas. These focus on tackling emissions from transport, energy usage, generating renewable energy, planting more trees and other green foliage, encourage more recycling and encouraging behavioural change. Because we are working ten years in advance, these targets are best estimates with the information we currently have.

The carbon savings outlined by each target represent the cumulative annual savings, towards net zero. Some of these targets will not directly represent carbon savings but are essential to the delivery of the other targets; these are identified as 'Neutral' in the carbon saving column.

TR	Transport	tCO ₂ e
20	Deliver a greenway network of over 37 Km across the Borough by 2030 with the ambition to deliver 60 Km by 2036	Included in T4
2	Double public transport use by 2030 from 2019 baseline	3,879.86
3	20% reduction in total distance travelled in private vehicles per individual per year by 2030.	27,246.8
4	The use of all cars, vans and motorbikes as a mode of transport decreases from 74% (current national/borough average) total miles to 56% in 2030	24,522.2
5	Leading by example - Reduce by 70% CO ₂ emissions produced by council related travel by 2030	892.21
6	Continue research and innovation programmes for the reduction of CO ₂	27,246.8
EV	Electric Vehicles	tCO ₂ e
7	50% Electric Vehicles (EVs) registered in the Borough by 2030.	46,020

8	Council's car fleet becomes entirely ultra-low emission by 2028.	45.39
AQ	Air Quality	tCO ₂ e
10	Reduce NO ₂ concentration by 50% against 2019 baseline in the three AQ management areas by 2025	Neutral
11	Educate the public on how they can actively improve air quality whilst reducing carbon emissions	Neutral
Estimated Total Carbon Savings		125,973.4

RE	Renewable Energy Generation in Council's owned assets	tCO ₂ e
12	Increase the generation of renewable energy through investment in solar farms to power the equivalent of 25,000 homes within the Borough by 2030.	25,560
13	Increased renewable energy generation to generate equivalent to 1550 kWh per household in 2030	27,333.46
Estimated Total Carbon Savings		52,893.46

RT	Retrofitting existing and council development	tCO ₂ e
14	By 2028 All council buildings to be retrofitted to carbon neutral standards	17,090.2
16	By 2029 all local schools to be retrofitted	5,034.08
RH	Retrofitting Households	tCO ₂ e
17	By 2030, 20% of all houses in the borough to be retrofitted	25,690
Estimated Total Carbon Savings		47,814.23

CS	Carbon Sequestration	tCO ₂ e
18	Plant 250,000 trees throughout the Borough by 2025	3,100
19	Carbon sequestration by design - improving carbon sequestration rates in future land management decisions	702

20	Transition to low intensity (high carbon sequestration) land management	1,329
21	Implement a programme of carbon sequestration opportunities	Included in total
	Estimated Total Carbon Savings	5,131

These savings are generated from carbon dioxide removal.

SY	Schools and Young People	tCO ₂ e
22	Encourage and support school children in the Borough to take an active role in reducing carbon emissions	153.06
23	Celebrate schools' achievements in climate emergency initiatives and inspire the future generations	0.34
	Estimated Total Carbon Savings	153.4

Estimated CO₂ savings from engagement targets with schools have been reduced on the 2020 estimates by 79%. This is to be in line with the consumption-based UK carbon footprint which states that only 21% of all greenhouse gas emissions are from direct sources and therefore within our scope of influence, as defined above. This also ensures less risk of double counting savings from other sections, whilst recognising that behaviour change encouraged through engagement within schools and elsewhere, may result in an accelerated shift reach other targets within this plan.

WR	Waste & Recycling	tCO ₂ e
24	Recover 80% recycling in the form of wet paper by October 2021	5,188.67
25	Achieve 70% recycling target by 2030	45,270.5
26	Zero waste going to landfill by 2050	8,939.74
	Estimated Total Carbon Savings	59,398.91

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.

ND	New Development	tCO ₂ e
27	Towards the end of 2023, major residential development to be designed and built to achieve carbon neutrality	Neutral
28	From 2023, major non-residential development to be designed and built to the BREEAM excellent standard	Neutral
29	Establish a spatial strategy and design framework which promotes active and sustainable travel, sustainable design and construction and enables biodiversity gain	Neutral
30	Support low carbon and renewable energy generation	Neutral
31	From 2023, all new residential and non-residential buildings to be designed and built to be EV ready	Neutral
32	From 2021 100% council new development is built to carbon neutral standards	Neutral
	Estimated Total Carbon Savings	Neutral

It is imperative that new homes in the council must be built to be low-carbon, energy and water efficient and climate resilient. Building new homes to net-zero carbon standards will not generate carbon savings: however, it will stop new carbon dioxide emissions being generated. New development targets are therefore preventative targets.

	Procurement	tCO ₂ e
33	By 2022, achieve sustainable procurement practice throughout the Council as part of Corporate Procurement Strategy	Neutral
34	By 2023, the Council will consider social value in all its procurement cycles	Neutral
	Estimated Total Carbon Savings	Neutral

It is essential that the council procurement and decision-making policies and procedures establish requirements for a low-carbon economy. Addressing the carbon emissions from our decision-making process and the supplier chain would contribute to the reduction of carbon emissions embedded in the council operations, as this will stop new carbon dioxide from being generated. Procurement targets are therefore preventative targets.

C&E	Engagement and Behavioural Change	tCO ₂ e
35	Raise awareness in the community about the climate emergency agenda	Neutral
	Estimated Total Carbon Savings	Neutral

Engagement and behavioural change targets support the delivery of the climate emergency action plan. There is great need for significant changes to our consumption and behaviour patterns. Through active engagement programmes we plan to encourage our residents to be part of this change; their buy-in to this plan is crucial in achieving a net-zero Borough by 2030.

Remaining Shortfall:

With total savings of 231.96 ktCO₂e is predicted that when all the actions in the plan have been implemented, the Borough will still fall short of its carbon zero target by 2030 by **59.2 ktCO₂e**. We anticipate that new actions and initiatives will be introduced over the coming years, which will enable us to close the shortfall identified.

Considerations for the Delivery of the Action Plan:

As more information becomes available, we will continually update the targets and actions within this action plan. In a rapidly changing landscape, this plan has the potential to be affected by major global, national and local events. There is an appreciation that the council must be agile in how it responds to the climate emergency in order to fulfil its ambition of zero carbon Borough by 2030.

This action plan is a predictive tool that allows us to understand generally, where we are heading and to implement new actions accordingly. Without this tool, we would not have a clear path on what the scale of the approach should be.

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.

Wokingham Borough Council Control and Influence:

While Wokingham Borough Council has already established a strong track record for delivery on actions to address climate change, the Council's influence is varied and complex across the different activities that occur within their own operations and the Borough, having powers or influence over roughly a third of emissions in their local areas.

The Council's statutory powers and responsibilities are important levers to reduce emissions in the Borough. But these powers are limited when considering how to reach net zero across buildings, transport, and industry, meaning that partnership and collaboration – and the Council's role as an influencer and convenor – will be vital for the successful delivery of this plan.

More than half of the emissions cuts needed rely on people and businesses taking up low-carbon solutions - decisions that are made at a local and individual level. Many of these decisions depend on having supporting infrastructure and systems in place.

Consumption Based Emissions:

These are emissions 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. Research suggests that imports from abroad could represent a further 45% of GHG emissions, relative to the UK

produced emissions totals. We - the community - need to recognise the damage we cause through the goods and services we consume.

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.

Challenges & Opportunities:

Local governments across the country have seen a very significant impact on finances as a result of additional costs and lost income throughout the COVID-19 pandemic. Therefore, there is a risk that, despite our commitment to climate goals, projects may be delayed in favour of delivering core statutory duties in this period. Local authorities require sufficient funding to increase their skills and capacity to deliver the project pipeline for Net Zero.

Nevertheless, there is an opportunity to ensure that all of our investments – to enable an inclusive economy, support thriving communities and deliver more affordable housing – will deliver environmental co-benefits and support the transition to a net-zero carbon Borough. The Council itself seeks 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.

Council Emissions 2021/22

Within this wider borough target, the council aims to lead the way on helping deliver carbon neutrality, by improving its own operations, to become a net zero carbon organisation by 2030. This applies primarily 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.

To measure progress to become carbon neutral the council will calculate its gross emissions through the Local Authority GHG Accounting Tool³, which applies standard emissions factors to usage figures and is designed specifically for authorities. Within this tool the following scopes for emissions are defined for businesses/councils:

Emissions Summary:

Scope	Emissions Type	Emissions (tCO ₂ e)	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	

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

³ <https://localpartnerships.org.uk/greenhouse-gas-accounting-tool/>

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, waste production and working from home.

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.

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 ktCO₂e, 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 tCO₂e 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 ₂ 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 tCO₂e across all scopes. By excluding streetlighting, which the council has lower direct influence over, this figure would fall to 9,640.24 tCO₂e.

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 tCO₂e of these emissions would be negated in this respect. Therefore, the remaining total council emissions would be 7,658.29 tCO₂e, 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 tCO₂e per year. This accounting tool does not include a section for these figures as this is accounted as a borough wide target.

Climate Emergency Action Plan

Transport

Annual Carbon Savings: 56,355.24 tCO₂e

Being one of the key sectors which contributes towards emissions in the borough, transport targets remain a priority for the council, with significant progress being made in a number of areas. These targets all work together to support and encourage residents to minimise car usage, instead prioritising sustainable and active methods wherever possible. However, the scale of these projects require significant external funding to implement, with a number of bids submitted for such this year alone. Meanwhile, negative covid influences still remain around public transport.

Estimated total savings of at least 41,762.26 tCO₂e were achieved within the borough this year due to home-working and travel restrictions.

Key Achievements:

These milestones have been completed in the action plan this year:

- Innovation Valley Rewards app scheme launched.
- £2.95m grant received from DfT for the continuation of Woodley to Reading Active Travel Route.
- Coppid Beech park and ride works complete, to open once demand increases.
- Over 1500 children received bikeability training.
- Great progress made in the delivery of our greenways and PRoW.
- Continued delivery of EV – more than doubling our publicly available chargepoints to 176.

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.

Our Partners:

For each target, the council has engaged with partners to ensure these are incorporated into existing plans and maximising their potential for success. Towns & parish councils, local bus companies, residents, schools, local businesses and consultants/subcontractors are key for the delivery of this plan.

Behavioural change is vital to producing the carbon savings associated with the actions listed below. Engagement with the stakeholders listed above will be key to the uptake in use of new and improved infrastructure such as greenways and bus services to reduce reliance on private vehicles and encourage a modal shift in the way we travel around the borough.

Future Opportunities:

Transport is undergoing a major change in the way it is planned with central government focussing on active travel; in 2022 we expect new guidance to help develop our emerging Local Transport Plan which is anticipated to be driven by carbon emissions. In addition, the council is currently completing a Low Emissions Transport Strategy which is based on our transport model; this is expected to give us a more accurate reflection of current emissions and will help us to refine the plan and review our actions accordingly.

New Actions: Previous Action 2.9 removed as this achieves the same as 2.3.

SDGS:



TR	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
T1	Target 1. Deliver a greenway network of over 37 Km across the Borough by 2030 with the ambition to deliver 60 Km by 2036				Included in T4	£7.5m	
37.1	<p>Deliver a comprehensive and connected network of greenway routes to encourage active and sustainable transport modes.</p> <p>This network supports many of the later actions in enabling more people to switch away from cars, so the majority of savings are directly counted there, while also improving air quality and access to key areas</p>	<p>Greenways are a strategic network of traffic free, multi-user routes that will connect the Strategic Development Locations to the existing heritage green and blue infrastructure, communities and places of interest, employment or recreational value.</p> <p>Create a coherent network system of well signposted greenways that enable an increased take up of sustainable transport modes and becoming more active, towards a reduction of car usage.</p> <p>Overall, the network (SDLs) will provide 33.5 km of new and enhanced routes by 2030 and a total of 60 km by 2036.</p>	<ol style="list-style-type: none"> 1. Review and Improve ROW Improvement plan 2. Route A – Shinfield to Aborfield Cross 3. Route B - Arborfield SDL - Barkham - Wokingham - 7.6 km 4. Route D - Arborfield SDL – Barkham – South Wokingham SDL - Wokingham - 7 Km 5. Route E - River Loddon – Arborfield - 2.1 Km 6. "Route F- Arborfield – Arborfield SDL - 4.0 Km" 7. Route I - Arborfield SDL - Finchampstead - California Country Park - 1.9km 8. Route J - Arborfield SDL – Blackwater Valley - 2.9 Km 9. Route K - Arborfield Cross - 2.5 Km 	<p>ROW Improvement plan Published in April 2020. 83 separate actions included in the plan which will be delivered in phases.</p> <p>Full details of individual route updates provided at: https://www.wokingham.gov.uk/major-developments/greenways-programme/</p> <p>Bid submitted from Levelling up fund but unsuccessful. Feedback will inform later bids.</p>	<p>This is Included in Target 4 but contributes 17.99 tCO₂e towards such.</p>	<p>Long term</p> <p>(Routes A,B,D Short term)</p> <p>Full Costs TBC</p> <p>£570,000 for Route B</p> <p>£40,000 for Route I</p>	

1.2 38		<p>The River Loddon Long Distance Path (LLDP) will link between many of the Greenway Routes, particularly the greenways connecting to the Arborfield and the South of the M4 SDL. It aims to link the Thames Valley Path in the north of the Borough in Wargrave to the Blackwater Valley Path in the South of the Borough in Swallowfield.</p>	<ol style="list-style-type: none"> 1. LLDP Section A - Blackwater Valley Path, Swallowfield to A327 Reading Road - 6.8 Km 2. LLDP Section B - A327 Reading Road to Showcase Cinema, Winnersh - 8.42 Km 3. LLDP Section C - Showcase Cinema, Winnersh to Waggon & Horses Pub, Twyford - 6.55 Km 4. LLDP Section D - Waggon & Horses Pub, Twyford to River Thames - 8.84 Km 	<p>Section A – Initial discussions with landowners for this section are underway prior to feasibility designs being developed.</p>	Included in total	Medium term	Full Costs TBC	£612,000 for Section C	
		<p>Overall, the LLDP network will provide 30.6km of new traffic free paths to encourage residents to become more active and utilise sustainable travel solutions, that ultimately will reduce the amount of private vehicles on the roads.</p>		<p>Section B – Positive initial discussions with landowners. Feasibility design to be started. An alternate route option for M4 section has been chosen to utilise the existing cycleway along Lower Earley Way.</p> <p>Section C - The route confirmation is 90% complete. Work has begun on the early design stages of the route.</p> <p>Section D- In early design stages of the route which includes exploring the option for a new bridge crossing the River Loddon.</p>					
T2	Target 2. Double public transport use by 2030 from 2019 baseline							3,879.86 tCO ₂ e	TBC

39	2.1	<p>Produce bus service improvement plan.</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.</p> <p>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"> 1. Engagement and consultation local bus operators, internal stakeholders. 2. Engagement with consultants to produce reports. 3. Converting these reports into combined strategy. 4. Setting the policy framework for bus services to recover from Covid and for establishing longer-term growth. 5. Publishing the bus service improvement plan. 	<p>Complete – Published 31st Oct</p>	<p>Included in total</p>	<p>Short term</p> <p>£27,500</p>	
	2.2	<p>Establish an enhanced partnership with contractors.</p> <p>Allows access to transformational funding.</p>	<p>Make a legally binding document with bus operators - define levels of service and provision of infrastructure in relation to the schemes</p> <p>Identifying key corridors and setting frequency of bus service - set up bus priority and how to improve journey times</p>	<ol style="list-style-type: none"> 1. Have an Enhanced Partnership in Place by June 2022 	<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, better access in rural areas, more attractive fares for young people, better marketing and improving buses themselves.</p>	<p>Included in total</p>	<p>Short term</p> <p>Costs TBC</p>	
	2.3	<p>Support electrification of local buses.</p> <p>Improved air quality along key urban routes</p>	<p>Zero emission bus regional areas (ZEBRA)</p> <p>Route 21 - Lower Early - Reading University - Reading Town Centre</p>	<ol style="list-style-type: none"> 1. Identification of the route/buses/ specifications 2. Applying and achieve funding for Zero emission 	<p>2nd bid submitted as part of BSIP, particularly for urban routes including Lower Early as strong</p>	<p>Medium term</p>		

	and inspiration of possibilities.	Depending on Reading buses having the required funding for fleet renewal Gov will fund 75% and LA need to fund the rest	bus regional areas (ZEBRA) Trunch 1. 2021 May 2021 Trunch 2. September 2021 3. This will be included in the BSIP	feasibility due to shorter route, but unsuccessful. This will be revisited if suitable funding opportunity arises.	Included in total	Included in £34m bid.	
2.4 40	Improve the bus public transport network for Wokingham Town. 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	
2.5	Bus Stop Infrastructure Works to Support North Arborfield SDL Bus Strategy. This will connect people to jobs, study and local services, allowing people who are old, young, disabled and isolated to commute	Public Transport infrastructure enhancement includes more shelter from poor weather, more seating capacity and real time information displays to encourage more residents to use the bus network.	1. Create a bus strategy for North Arborfield 2. Develop and agree an implementation plan 3. Start works on site.	The strategy has been published and an implementation plan agreed. 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.	Included in total	Medium Term £54,000	

	and helping reduce traffic jams.						
2.6	<p>Increase peak-hour bus transport for Lower Earley.</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.</p> <p>5% decrease in the number of people arriving in single occupancy vehicles at public transport interchanges (rail stations & P&R sites) by March 2022.</p>	<ol style="list-style-type: none"> 1. Review contract with Reading buses 2. Identify capacity requirements 3. Bid for funding 4. Deliver increased capacity in the short term 5. Re-assess requirements post covid and home-working 	<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>	
41	<p>Implement the South of M4 bus strategy.</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>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"> 1. Launch public consultation to understand demand for travel 2. Deliver increased frequency of services 3. Review capacity requirements under covid changes. 4. This will be included in the BSIP 	<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 this project towards shared goals.</p>	Included in total	<p>Short term</p> <p>£480,000</p>	

2.8	<p>Investigate demand services opportunities and on-demand flexi-routes.</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"> 1. Twyford is being considered under the rural mobility fund bid as a pilot area. 2. Investigate ARRIVA Click success. 3. Submit bid for extra funding in this area 4. This will be included in the BSIP as a longer-term aspiration for improvement to rural transport and early morning / late evening transport. 	<p>A bid has been submitted to DfT as part of BSIP but unsuccessful.</p> <p>Under consultation to explore DRT further.</p>	<p>Included in total</p>	<p>Short term</p> <p>Included in £34m bid.</p>	
42 2.9*	<p>Deliver the Winnersh Triangle Parkway parking project and infrastructure enhancement at Coppid Beech.</p> <p>Improvement costs offset somewhat by revenue.</p>	<p>Creation of more parking spaces at Winnersh parkway station and Coppid beech to encourage uptake of public transport for part of the journey, leading to a 10% increase in the number of residents using a train or park & ride at least once a week by March 2026.</p>	<ol style="list-style-type: none"> 1. Design schemes 2. Planning permission 3. Choose contractor 4. Start on site work 	<p>Winnersh project continuing onsite.</p> <p>Coppid Beech park and ride works complete, to reopen once demand increases.</p>	<p>153.34 tCO₂e</p>	<p>Medium Term</p> <p>£5.8m</p>	
2.10	<p>Home to school transport project.</p> <p>Potential to deliver costs savings and</p>	<p>Re-optimising the routes and capacity for school buses by re-tendering the contracts.</p>	<ol style="list-style-type: none"> 1. Calculate the optimal route plans 2. Calculate the estimated carbon savings 3. Re-tender contracts 	<p>Completed - The school bus contracts have been re-tendered with the switch happening on the</p>	<p>2.55 tCO₂e</p>	<p>Short term</p> <p>Nil</p>	

	reduce wait/travel times for users.	Also re-optimising the wider taxi collection scheme to minibuses and sharing more.	<ol style="list-style-type: none"> Collate the details on the current taxi scheme Identify opportunities for sharing or minibus routes Modify plans as needed to ensure 100% coverage Monitor progress to identify savings 	06/09/21, with ongoing monitoring.			
T3	Target 3. 20% reduction in total distance travelled in private vehicles per individual per year by 2030.				27,246.8 tCO₂e	TBC	
43 3.1	<p>Engage businesses to promote home and remote working when possible.</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>	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.	<ol style="list-style-type: none"> 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. Deliver a communications campaign to encourage local business to learn from COVID-19 unintended consequences. 	Data collected from homeworking questions in wider COVID survey. To inform later comms encouraging greater home and remote working opportunities.	4,200 tCO ₂ e (Included in total) <i>Luke Faulkner</i>	Short term Nil	
3.2	Promote Liftsharing schemes / opportunities through My Journey to help individuals and businesses develop bespoke travel policies.	Reduce transport related CO ₂ e emissions, reduce congestion, improved road safety and air quality by promoting Liftsharing, which helps companies assess staff travel patterns to promote car	<ol style="list-style-type: none"> Produce and submit proposal Procurement process. Launch Liftshare scheme Map commuter trips across the Borough and provide access to live 	Multiple liftshare providers have been consulted and procurement process to begin to deliver this. Following council adoption of a Liftshare	13,623.4 tCO ₂ e (Included in total)	Short term £30,000	

	Opportunities for cost savings for users compared to personal car usage.	sharing. To achieve a 10% reduction in the number of single occupancy car trips to and from businesses by March 2022.	<p>data on how many miles/CO2 can be saved by people lift sharing across the Borough and for each individual business.</p> <p>4. Set up CO2 emissions targets for local businesses.</p> <p>5. Deliver a communications campaign to promote active and sustainable travel modes through competitions.</p>	<p>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>This will deliver data on how and where people are travelling, which will support wider sustainable transport actions.</p>			
T4	Target 4. (Modal shift) The use of all cars, vans and motorbikes as a mode of transport decreases from 74% (current national/borough average) total miles to 56% in 2030				24,522.2 tCO₂e	TBC	
4.1	<p>To provide more primary school children with the opportunity to develop practical skills and an understanding of how to cycle safely.</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</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.</p> <p>Achieve a 5% reduction in the number of children being driven to Wokingham Borough schools by March 2023.</p>	<p>1. Compile and deliver an annual events programme for Bikeability courses.</p> <p>2. Monitor impact of programme on take up of cycling to school.</p>	<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>	353.89 tCO ₂ e (Included in total)	<p>Short term</p> <p>£122,512 + £83,332 for 2022/23</p>	

	of active transport methods. People have embraced local green spaces.						
45 4.2	<p>Encourage and support local schools to join Modeshift Awards scheme for active and sustainable travel.</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>Increased time freedom due to lack of commute also increases adoption of active transport methods.</p>	<p>Create a culture of active travel amongst school children, having a direct impact on air quality, carbon savings and helps improve 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>	<ol style="list-style-type: none"> 10 schools targeted within the Wokingham Town, Finchampstead and Twyford areas (AQMA), to achieve Modeshift STARS accreditation at bronze, silver, gold or platinum level, as appropriate for the school, supported by active travel officers. 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>Ongoing work with schools via certification and competitions.</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</p>	137.7 tCO ₂ e (Included in total)	Medium Term £190,101	

				Week campaign with 32 signed up.			
4.3	<p>Roll out the Healthy School Streets programme.</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. Leading to a 10% reduction in the number of children being driven to school by March 2026.</p>	<ol style="list-style-type: none"> 1. Design how the scheme will work. 2. Assess potential schools and create tender opportunity. 3. Select a school to pilot scheme. 4. Review the results of the pilot. 5. Role out scheme more widely. 	<p>Process for suitable pilot site under assessment.</p>	<p>Included in total</p>	<p>Long term</p> <p>£10,000</p>	
4.4	<p>Increase the uptake of cycling from local business by promoting the Love to Ride programme.</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>	<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.</p>	<ol style="list-style-type: none"> 1. Ride anywhere week campaign - 23 - 27 March 2020 2. Run 4 campaigns per year to promote cycling to work 3. Work in partnership with local businesses to promote active travel breakfast 	<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>	<p>1,240 tCO₂e</p> <p>(Included in total)</p>	<p>Medium term</p> <p>£50,000</p>	

47 4.5	<p>Develop the Local Cycling and Walking Infrastructure Plan (LCWIP) to be Borough wide and implement 50% LCWIP by 2030.</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>	<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"> 1. Completion of LCWIP studies across the borough from 2021 to 2025. 2. Implementation of measures from the reports ongoing to 2030. 	<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 complete and redesign of some sections underway in response. A 3rd 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</p>	<p>12,447.8 tCO2e</p> <p>(Included in total)</p>	<p>Long term</p> <p>£38m (£5m for report)</p>	

				Place and Winnersh Relief Road Roundabouts are under development.			
4.6	<p>Deliver engagement and cycle training events across the Borough.</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>	<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% increase in residents regularly cycling for leisure and utility by March 2022.</p> <p>Engage residents with active travel schemes by providing discounts for bikes & accessories.</p>	<ol style="list-style-type: none"> 1. Deliver events for Montague Park and a new one in Shinfield as planned in the Events Programme 2020 – 2021. 2. Deliver Wokingham Bikeathon as planned in the Events Programme. 3. Deliver Bike Hub community events for Woodley, FBC, Montague Park and Shinfield as planned in the Events Programme 2020 – 2021. 	<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>Road safety shows run every year in primary schools.</p>	212.59 tCO ₂ e (Included in total)	Short term	£7,000
4.7	<p>Adult cycle training.</p> <p>Health benefits from exercise and increased time freedom due to lack of commute also increases adoption of active transport</p>	<p>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.</p>	<ol style="list-style-type: none"> 1. Deliver SHINE rides events as planned in the Events Programme 2020 - 2021 	<p>Began end of April 2022 and going out to businesses as well as over 60s.</p>	1633.71 tCO ₂ e	Short term	£1,500

	methods. People have embraced local green spaces.				(Included in total)		
4.8 49	<p>Completion of the Cross Berkshire Cycle Route – NCN 422.</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>	<p>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 cycle by connecting people with key destinations.</p>	<p>1. Completion of route across Wokingham with a combination of shared use and on-carriageway cycle lanes on the A329.</p>	<p>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.</p>	Included in total	Short term £1m	
4.9	<p>South Wokingham Railway Crossings (Foot and cycle).</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>	<p>Improved walking and cycling infrastructure will encourage residents to mode shift.</p>	<p>1. Feasibility study on Carnival pool crossing with Network Rail.</p>	<p>Feasibility study on Carnival pool crossing with Network Rail – Engaged WSP to design replacement bridges</p>	Included in total	Short term Costs TBC	

4.10	<p>Promote active and sustainable travel modes amongst new residents in new developments.</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>	<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.</p> <p>Aiming to achieve 25% of new residents travelling sustainably on a daily basis across the Strategic Development Locations each year by 2026.</p>	<ol style="list-style-type: none"> 1. Welcome pack for Deer Leap Park and Orchard Rise in the Spencerswood, Arborfield and Wokingham areas. 	<p>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.</p>	<p>Included in total</p>	<p>Medium term</p> <p>£3,000</p>	
4.11	<p>Provide personalised travel planning to new residents.</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>	<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.</p>	<ol style="list-style-type: none"> 1. Personalise travel planning to new residents in Shinfield development. 	<p>Planning underway for two rounds of PTP in financial year 2022/23.</p>	<p>Included in total</p>	<p>Medium term</p> <p>£50,000</p>	

4.12	<p>Develop a domestic and industrial freight management policy alongside LTP4.</p> <p>Reduces operational costs for firms and storage energy usage as more efficient supply chain.</p>	<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 road, leading to a 22% decrease in distance travelled by road freight.</p> <p>The framework will support decision making on the traffic distribution, based on air quality, carbon emissions and energy savings.</p>	<ol style="list-style-type: none"> 1. Data gathering and assessment. 2. Creating an accurate baseline. 3. Develop route hierarchy. 4. Incorporate the first draft freight management policy into LTP. 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. 	Not Started	<p>23,240.9 tCO₂e</p> <p>(Included in total)</p>	<p>Short term</p> <p>Costs TBC</p>	
T5	Target 5. Leading by example - Reduce by 70% CO₂e emissions produced by council related travel by 2030				892.21 tCO₂e	TBC	
5.1	<p>Deliver a strategy to reduce miles produced by council staff work related travel.</p> <p>Sets example so other actions more likely to be followed</p>	<p>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.</p>	<ol style="list-style-type: none"> 1. Carry out assessment for car clubs and produce a strategy 2. Analyse saving from Mileage paid to staff vs cost paid to provider 	<p>Feasibility study underway with Energy Savings Trust (EST) to assess council fleet vehicles and grey miles.</p>	<p>78.31 tCO₂e</p> <p>(Included in total)</p>	<p>Medium term</p> <p>Costs TBC</p> <p>Nil from strategy itself</p>	

5.2	<p>Promote homeworking and remote working practices amongst council staff.</p> <p>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.</p>	<p>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.</p>	<ol style="list-style-type: none"> 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. 2. Deliver a staff survey to assess working from home preferences amongst council staff. 	<p>Managers have discussed the need for and preferences of home or flexible working patterns with staff, completing the required surveys.</p> <p>Only those staff required will be coming into the office at this stage.</p> <p>The workplace reimaged survey is complete and will likely support this further.</p>	405.42 tCO ₂ e	<p>Short term</p> <p>Nil</p>		
5.3	<p>Incentivise council staff to mode shift to active and sustainable transport or EVs.</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>Investigate incentives that can be given to council staff 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>	<ol style="list-style-type: none"> 1. Carry out an assessment of viability of salary sacrifice schemes that could be offered to council employees for sustainable transport or EVs. 2. Assess alternative transport options for council staff. 3. Communicate these options and advice to relevant staff on how to reduce their commuting emissions. 	<p>Assessment of salary sacrifice schemes underway as part of 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 ₂ e	<p>Medium term</p> <p>£10,000</p>		
T6	Target 6. Continue research and innovation programmes for the reduction of CO2 and NO					27,246.8 tCO ₂ e	TBC	

6.1	<p>Continue to research and use innovative techniques to manage traffic and encourage uptake of sustainable modes and ultra-low emission options.</p> <p>Benefits air quality, safety and congestion with reduced costs for all.</p>	<p>Research will continue and opportunities will be taken where appropriate. An arbitrary estimate of a 10% reduction in CO2 is assumed.</p>	<ol style="list-style-type: none"> 1. Research on opportunities to be included within the low carbon transport strategy. 	<p>Low Carbon Transport Strategy completed. Already working to reduce power in traffic signals and signs as part of congestion management.</p>	13,623.4 tCO ₂ e	<p>Medium term</p> <p>Costs TBC</p>
53 6.2	<p>Mobility as a service (MaaS) and future proofing the network.</p> <p>Benefits air quality, safety and congestion with reduced costs for all.</p>	<p>MaaS is part of ITS strategic objective.</p> <p>Contribute to reducing the need to own a car and link up the public transport and active mode options to make it easier to travel sustainably, resulting in a further reduction of private motor vehicle ownership by 10%. Linked to air quality in that can support traffic reduction in response to air quality spikes.</p>	<ol style="list-style-type: none"> 1. Data gathering and assessment. 2. Develop ITS Strategy. 3. Deliver behaviour change. 	<p>Intelligent transport systems strategy underway. Installing technology across 140 locations borough wide. 85% complete and will be 100% soon.</p>	13,623.4 tCO ₂ e	<p>Short term</p> <p>Costs TBC</p>
6.3	<p>Deliver a variety of smart mobility projects.</p> <p>Benefits air quality, safety and congestion</p>	<p>Deliver a combination of operational and information technologies that assess growing traffic peak demand while attaining environmental and user-experience data. This will deliver smarter and more</p>	<ol style="list-style-type: none"> 1. Data gathering and assessment 2. Develop ITS Strategy. 3. Gather C2 Cloud traffic data and put it in an open form to be utilise internally. 	<p>Intelligent transport systems strategy underway. Installing CCTV and traffic signal technology across 140 locations borough wide.</p>		<p>Short term</p> <p>Costs TBC</p>

	with reduced costs for all.	sustainable transport mobility combining different modes and options (public transport, car sharing, car rental services, taxis and a bicycle system). Linked to air quality in that can support traffic reduction in response to air quality spikes.	4. Investigate key locations to be included in the pilot. Special focus on Park & Ride sites and key gateways to the Borough.	85% complete and will be 100% soon.	Included in total	
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*Previous Action 2.9 removed as this achieves the same as 2.3 anyway, as ultra-low emissions equates to electric beyond Euro6 specification.

<p style="text-align: center;">Electric Vehicles</p> <p>54 Annual Carbon Savings: 46,020 tCO₂e</p> <p>It is equally important to transition as many vehicles away from fossil fuel use as possible. To support this process, the council has begun measures towards improving accessibility, providing guidance and funding advice, assisting businesses and developing the necessary infrastructure to provide a reliable network and convenient in order to encourage the uptake of electric vehicles within the borough. However, this is a considerable undertaking and will require significant analysis, communication and commitment towards the overall long-term goal.</p> <p>ULEV ownership in the borough rose by 321 over the last year of available data, representing 442.91 tCO₂e of savings.</p> <p>Key Achievements:</p>	<p>Consumption Emissions: As above in transport, there are no associated consumption emissions within scope here.</p> <p>Our Partners: For each target, the council has engaged with partners to ensure these are incorporated into existing plans and maximising their potential for success. Towns & parish councils, energy suppliers, residents, car parks, local businesses and consultants/subcontractors are key for the delivery of this plan.</p> <p>Behavioural change is vital to encouraging the uptake in EVs and thereby reducing carbon emissions. To bring this about, stakeholder engagement will be key to the uptake in use of new and improved infrastructure such as improved access to charging points. Co-benefits such as cleaner air will be effectively communicated to both businesses and residents.</p> <p>Future Opportunities:</p>
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<p>These milestones have been completed in the action plan this year:</p> <ul style="list-style-type: none"> • EV Strategy formation currently underway, Draft report to be complete June 2022. • 176 active sockets installed, with a further 190 planned. • Feasibility study for on street and council owned car parks site has been completed and a bid will be submitted to OZEV for funding in 2022/23.. • Feasibility study underway with EST for council transition to EV, along with a reduction in grey mileage. 	<p>A variety of new government led policies are hoped to improve the future effectiveness and likelihoods of these actions, including the ban on vehicles being brought forward, the environment bill, and the sixth carbon budget report, including developments in EV infrastructure and hydrogen power. Therefore, as each of these develops, they will influence the below actions and scope of such. This is a live document, meaning as these developments are introduced they will be incorporated and actions adapted, assessing throughout what opportunities are available to maximise the potential benefits, such as standardising electric vehicle charging across boroughs and the ORCS expanded charging schemes.</p> <p>New Actions: Target 8.3 – New business grant support for cargo bikes.</p>
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SDGS:



REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
T7	Target 7. 50% EVs registered in the Borough by 2030				46,020 tCO ₂ e	TBC	

<p>7.1</p> <p>56</p>	<p>To develop an EV strategy for Wokingham Borough.</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 areas and at large fuel retailers.</p>	<ol style="list-style-type: none"> 1. Carry out initial assessment of the EV requirements for the Borough. 2. Instruct consultant on requirements baseline and create a brief to commission expert work. 3. Create a business case for funding. 4. Establish policy, processes and protocol for responding to requests for charge points and how they can be operated and maintained. 5. Agreeing partnerships, income streams and service providers to ensure best uptake. 6. Produce EV strategy report and present to senior leadership teams for approval. 	<p>EV Strategy formation currently underway. Draft report to be complete June 2022.</p>	<p>Included in total</p>	<p>Short term</p> <p>Costs TBC</p>	
<p>7.2</p>	<p>Provide a uniform method of accessing public and private charge points</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</p>	<ol style="list-style-type: none"> 1. Investigate the types of back office payment systems used by the industry and assess the 	<p>Action completed. Documents available which provide this information (EV Charger selection guide and</p>	<p>Included in total</p>	<p>Short term</p> <p>Nil</p>	

	Able to monitor power usage to ensure reliability. Opportunity for communication with users.	information on how to locate, use and pay for chargers in the Borough.	<p>best option to be implemented at WBC.</p> <ol style="list-style-type: none"> 2. Harmonised EV related contracts such as electricity, maintenance, service and back office. 3. Develop software for council to use when designing new projects and need this information. 	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.			
57 7.3	<p>Review the residential charge point infrastructure for those who have communal parking facilities such as flatted developments.</p> <p>Opportunity for communication with non-EV users.</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.	<ol style="list-style-type: none"> 1. Implement a pilot of EV charging points in selected location, aim at installing 19 new charging points for residents with communal parking facilities. 2. Based on the experience gained during stage 1, the council will seek to extend charging point facilities across the Borough. 	<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 EV survey 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).</p> <p>A funding application is due to be re-submitted to the On-Street Residential Chargepoint Scheme</p>	72.02 tCO ₂ e	Long term Costs TBC	

				<p>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>			
58 7.4	<p>Ensure that all EV charging points installed in the Borough are 'smart ready' to balance the electricity load demands on the grid.</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 the uptake of EVs. Overall carbon</p>	<ol style="list-style-type: none"> 1. Identification of dynamic load balancing or local storage systems that could be implemented in WBC. 2. Engage with service providers about generic support for WBC EV chargers through standards such as OCCP. 3. Analysis on current EV provisions and process in place. 4. Assessing the potential implementation of fast charging at a premium rate to assist load balancing. 	<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>	

		savings cannot be achieved without this.					
7.5	<p>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.</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"> 1. Engage local business with Workplace Charging Scheme. 2. Provide information on salary sacrifice schemes to support employees to transition to EV 3. Assess opportunities to support the development of plug-in taxi programs within the Borough, considering the requirements for charge points. 4. Promote the benefits of EVs and electric transport overall through the climate conversation series and newsletters. 	<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>	1,834.6 tCO ₂ e	<p>Medium term</p> <p>Nil</p>	
7.6	<p>Promote uptake of EVs with our residents through engagement</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</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 installation of EV charging points.</p>	<ol style="list-style-type: none"> 1. Deliver a sustained campaign to inspire residents to 'Go Ultra Low' and transition to EVs. 	<p>Not started</p>	Included in total	<p>Medium term</p> <p>Nil</p>	

	lower emissions from production.	60% of residential buildings have parking facilities.					
7.7	<p>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.</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"> 1. Explore potential locations for charging points. 2. Align the EVs installation requirements to the building retrofitting programs. 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. 4. Targets for charger installation will be included in the EV Strategy 	<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 tCO₂e savings have been identified.</p>	Included in total	<p>Medium term</p> <p>Costs TBC</p>	
T8	Target 8. Council's car fleet becomes entirely ultra-low emission by 2028				TBC	TBC	
8.1	<p>Ensuring 100% of the car fleet operated by the council is ultra-low emission by 2028</p> <p>Helps set the example by leading the way. Opportunity for</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>	<ol style="list-style-type: none"> 1. Deliver the programme to transition WBC owned vehicles to be ultra-low vehicles by 2028. 2. Review lease contracts and establish a programme for transitioning leased vehicles to EV when engaging in new contracts. 	<p>Feasibility study underway with Energy Savings Trust (EST) to assess council fleet vehicles and grey miles.</p>	45.39 tCO ₂ e (This is included in target 5 savings total)	<p>Medium term</p> <p>Costs TBC</p>	

	communication with non-EV private users.		<ol style="list-style-type: none"> 3. Embed requirements for EV's or Low Emission vehicles in WBC Fleet Guidelines Policy and WBC Vehicle Procurement Guidelines. 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. 				
61	<p>Establish contractual policies that promote the use of EV or ultra-low emissions vehicles as the council's preferable vehicles, including on education and social care services.</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>	<ol style="list-style-type: none"> 1. Include in procurement policies considerations for EV/ultra-low emission vehicles as a standard. 2. All buyers/commissioners to apply contractual policies when subcontracting services 3. Review the contracts with our transport providers and establish requirements to transition to ultra-low emissions vehicles 4. Optimise HTST routes to reduce mileage 	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.	Included in total	Long term Costs TBC	

8.3	<p>Support the transition of business vans to cargo bikes.</p> <p>Improved air quality, reduce NOx, PM10s, PM25, cheaper to maintain and run. Also helps set the example by leading the way. Opportunity for communication with non-EV private users.</p>	<p>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.</p>	<ol style="list-style-type: none"> 1. Feasibility study to understand viability. 2. Secure funding from the capability fund. 3. Set up the business grant. 4. Monitor applications and results. 	<p>Feasibility study complete and funding secured. Setting up process underway.</p>	<p>TBC</p>	<p>Short term £20,000</p>	
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*Action 7.8. Note, this action has been removed as it was explored and the decision made not to take it forward. Full details are included in the methodology.

Air Quality

Annual Carbon Savings: Carbon savings for air quality targets are neutral as they overlap with transport targets.

Wokingham Borough Council's efforts over the last year have focused on tackling the levels of air pollutants, particularly in the Air Quality Management Areas (AQMAs) in the borough. Mitigations to tackle all pollutants including Particulate Matter 2.5 (PM_{2.5}) and Nitrogen oxides (NOx) align with measures to reduce carbon emissions in the borough such as by reducing idling, congestion and increasing awareness through education, to name a few.

Key Achievements:

These milestones have been completed in the action plan this year:

63

- Wokingham awarded grant for £185,000 to continue air quality project in schools to October 2023.
- The Public Protection Partnership (PPP) confirmed that diffusion tube sites of NO₂ levels in Wokingham borough have shown a decreasing trend since the 2016.
- Wokingham borough specific Innovation Valley Rewards app challenges relating to air quality awareness and anti-idling campaigns such as Clean Air Day.
- New projects underway by PPP monitoring PM_{2.5} at schools.
- The PPP have procured a behaviour change specialist to identify the best ways to reduce idling behaviour and improve air quality in the borough.

Consumption Emissions:

These are out of scope carbon emissions relating to the air quality agenda that must be taken into consideration. This includes out of borough road, rail and air travel as well as the purchases we make, including food miles.

Our Partners:

The PPP has been a key partner for the delivery of these projects. We have worked very closely with local schools in particularly in the AQMAs and collaborated with our towns and parish council's, residents, and local businesses.

Behaviour change will be very important to encourage the necessary mode shift towards active travel in order to improve air quality by working with partners listed above and particularly schools. There is currently a great opportunity at this time to maintain some of these shifts in travel behaviours.

Future Opportunities:

Nationally, the Environment Bill includes key measures on air quality. The Secretary of State will be required to periodically review the national Air Quality Strategy for England, the government will need to set 2 new targets to reduce annual levels of PM_{2.5}, local authorities will have new powers, including to declare an Air Quality Management Area (AQMA) and establish plans to reduce public exposure to air pollution which exceeds air quality targets.

New Actions: There are no new actions for this section of the CEAP.

SDGs:



REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
T10	Target 10. Reduce NO2 concentration by 50% against 2019 baseline in the three AQ management areas by 2025				Neutral	TBC	
10.1	<p>Continue air quality monitoring for NO2 concentration in air quality management areas.</p> <p>Public health benefits through reducing the risk of respiratory diseases and irritation, particularly impacting the vulnerable population.</p>	<p>There are 47 locations across the Borough. The Public Protection Partnership (PPP) set up a target to reduce Nitrogen Dioxide emissions from transport in Wokingham Town Centre and Twyford Crossroads.</p> <p>Monitoring which is overseen by Defra has shown a reduction of NO2 levels in Wokingham Town Centre, Twyford Crossroads and the 60m either side of the M4 throughout the whole of the Borough over the last 6 years to 2018.</p> <p>Monitoring allows us to assess the levels of pollution so we can increase the effort to reduce pollutants in the most affected areas</p>	<p>Continue implementing pollution prevention and control inspections required at Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995). The Air Quality Annual Status Report is published annually and provides an update of the monitoring results for the LAQM.</p> <p>The PPP has been awarded a £259k grant to deliver various projects focusing on improving air quality across the 3 authority areas including more monitoring.</p> <p>Monitoring at Peach Street and Twyford Crossroads in 2020 has seen average monthly year on year falls in NO2 of 40% and 28%</p>	<p>The 2021 Annual Status Report was accepted by DEFRA and included the following feedback: The Council has included discussion and review of its AQMAs and monitoring strategy, which is well-informed due to its extensive monitoring network, with additional diffusion tubes added to provide further monitoring, and demonstrates the Council's proactive and dedicated approach to improving air quality. Overall, the report is very detailed, thorough and satisfies the criteria of relevant standards, and the report is an example of best practice. The Council should continue their excellent work.</p> <p>The diffusion tube sites of NO2 levels in Wokingham borough have shown a decreasing trend since the 2016. No diffusion tube sites located within Wokingham exceeded the Annual Mean Objective.</p> <p>The continuous monitoring unit in Peach Street Wokingham, within the Wokingham AQMA, recorded an Annual Mean NO2 level of 22.3µg/m3, which meets the Annual Mean NO2</p>	Neutral	Ongoing Costs TBC	

REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
65			respectively and would expect to see similar falls in CO2 emissions	<p>Objective (40µg/m3) was not exceeded. The continuous monitoring also met the 1 hour NO2 objective. Within the Twyford AQMA the continuous monitoring recorded an Annual Mean NO2 level of 22.1µg/m3, which also met the objective.</p> <p>There were no exceedances of the Annual Mean NO2 Objective from the monitoring sites within the M4 AQMA. No diffusion tube results were recorded above 60µg/m3 which indicated no exceedances of the 1 hour NO2 objective. No extensions or amendments to the AQMAs are required nor any new AQMAs to be declared.</p> <p>Wokingham awarded grant for £185k to employ an Air Quality Active Travel Officer working in schools in a similar way to 2021/22. This will take the project to October 2023. The funding includes a capital portion which is specifically for green roofed bike shelters for school and in public areas around the AQMAs.</p>			

REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
10.2	<p>Reduce congestion in the borough.</p> <p>Public health benefits through reducing the risk of respiratory diseases and irritation, particularly impacting the vulnerable population. Use intelligent traffic systems to allow the traffic signals at Twyford crossroads to respond to reduce air pollutants concentration and therefore CO2e emissions.</p>	<p>Result in reduced congestion and resulting emissions through improving traffic flow in the most traffic heavy areas. If successful, this technology could become more widely used at other junctions in the Borough.</p>	<ol style="list-style-type: none"> 1. Prepare Intelligent traffic signals (ITS) strategy for Twyford Crossroads which is a priority location for ITS. Cameras in AQ detectors to be installed on Twyford Crossroads 2. Develop preliminary design Easthampstead Road 3. London Road Corridor identify as an adaptive traffic management corridor: Install traffic signals upgrades, CCTV cameras, and software improvements. 4. Produce a parking management study at Twyford to identify opportunities to reduce unnecessary travel into Twyford when possible. 5. Traffic reassignment scheme to be delivered. 	<p>Intelligent transport systems strategy underway. Installing CCTV and traffic signal technology across 140 locations borough wide. 85% complete and will be 100% soon.</p> <p>Wokingham Borough Council has been awarded £250,000 for smart traffic lights and crossings across the area. The Department for Transport gave the grant to support the use of new technology to cut congestion across the area, as well as reducing journey times and emissions.</p> <p>Steady progress being made on the implementation of STRATOS equipment and CCTV at signal sites. Due to complete this year.</p> <p>Proposed installation of AQ detection at key transport sites this year (2022), following calibration of the STRATOS equipment.</p>	Neutral	<p>Short Term</p> <p>Costs TBC</p>	

REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
67 10.3			6. Speed Management programme to be delivered.				
	<p>Implementation of air quality mitigation projects.</p> <p>Public health benefits through reducing the risk of respiratory diseases and irritation, particularly impacting the vulnerable population.</p> <p>Increased awareness of the air quality issue through various mitigation projects.</p>	<p>Using the data from the air quality monitoring work above, air quality hot spots have been identified in the Borough.</p> <p>Reduce NO2 emissions from transport in Wokingham Town Centre and Twyford Crossroads</p>	<p>Public health benefits through reducing the risk of respiratory diseases and irritation, particularly impacting the vulnerable population.</p> <p>Increased awareness of the air quality issue through various mitigation projects.</p>	<p>The PPP has been awarded a £259k grant to deliver various projects focusing on improving air quality across the 3 authority areas including more monitoring. Since the funding award, an Air Quality Officer has been successfully recruited to post, a supplier for PM_{2.5} monitoring and analysis at schools has been procured, and a behaviour change specialist has been contracted.</p> <p>As part of the project an anti-idling bumper sticker has been produced following a schools competition where students were asked to submit their designs. 4 Wokingham schools submitted a combined 287 entries into the competition.</p> <p>PM_{2.5} monitoring equipment will be installed at 14 Wokingham schools throughout the remainder of the 21/22 academic year and in the beginning of the 22/23 academic year. Data captured during the 3 month installations will be used to consider</p>	Neutral	<p>Medium term</p> <p>Costs TBC</p>	

REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
88				<p>any potential mitigation options to reduce exposure at schools.</p> <p>Applied for further funding to monitor PM2.5 levels at 4 different sites across the PPP area. This bid was unsuccessful.</p> <p>5 Smart Living Pillars have now been installed in Twyford on WBC lamp columns by the David Brownlow Charitable Foundation as a pilot to improve air quality (the first pillar was installed November 2019 with the others installed in Summer 2020). It is unlikely that air quality improvements would be detectable as other factors/measures are likely to have had a greater impact and the visual impact to Twyford centre in raising awareness is likely to be far greater.</p> <p>Assessment of measures to be implemented in Twyford and extend into surrounding areas. Review undertaken by WBC Air Quality Working Group with decision made to focus on the key actions to improve air quality most efficiently in the hotspots for pollutants. Intervention method to be implemented and linked with</p>			

REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
				improvements in traffic signalling.			
T11	Target 11. Educate public on how they can actively improve air quality whilst reducing carbon emissions				Neutral	TBC	
69 11.1	<p>Engage the public with air quality matters by providing information through campaigns and activities.</p> <p>Public health benefits through reducing the risk of respiratory diseases and irritation, particularly impacting the vulnerable population.</p> <p>Increased awareness of the air quality issue through various mitigation projects.</p>	<p>Working with schools to increase awareness of air quality issues through running a competition to produce signs, stickers and leaflets to be distributed across the Borough with focus on hotspots.</p> <p>Reduce air pollutants concentration and consequently CO₂e emissions.</p>	<ol style="list-style-type: none"> 1. Run communications campaigns that include subjects such as Myths & facts of idling and home air quality to increase awareness of the impact of poor air quality on health. 2. Run a schools air quality competition, to engage children, parents and local residents with air quality issues related to idling. 3. Continue to promote active travel initiatives across 10 schools in & around AQMA areas including 6 with mobile diffuser units to monitor air quality. 	<p>Air quality issues are promoted to residents via monthly MyJourney Newsletters and on social media. The Eco Travel Officer Wokingham Twitter and Facebook accounts posts twice a week during term time and once a week during school holidays.</p> <p>PPP Banners from the schools' air quality competition have been distributed to primary schools in the borough.</p> <p>PPP "Bumper Sticker!" was completed in October / November to engage children in anti-idling & air quality issues.</p> <p>10 primary schools in the borough have been given diffusion tubes for measuring air quality (NO₂) alongside virtual lesson plans to raise awareness of air pollution. Assemblies and engagement on ModeShift STARS work with these schools will be ongoing until October 2023.</p>	Neutral	<p>Short term</p> <p>Costs TBC</p>	

REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
				<p>Innovation Valley Rewards app promoted to the 10 air quality schools and used to promoted to key schools near to AQMA and target campaigns such as anti-idling survey and walk to school week campaign (primary schools only).</p> <p>NO2 Handheld monitoring workshops have been rolled out to 5 AQ schools.</p> <p>All Year 6 pupils as AQ schools have received PPP windscreen sticker for Anti-idling</p>			
70 11.2	<p>Reduce idling.</p> <p>Public health benefits through reducing the risk of respiratory diseases and irritation, particularly impacting the vulnerable population.</p> <p>Increased awareness of the air quality issue</p>	<p>Improve signage around key spots such as schools, taxi spots, stations.</p> <p>Engage children with idling issues.</p> <p>Raise public awareness about the relationship between improving air quality and CO2 emissions.</p>	<ol style="list-style-type: none"> 1. Introduce an 'emissions and idling policy' in the Borough. 2. Produce initial comms plan to roll out non-idling plan. Identify audience, communication channels and periodicity. 3. Select and procure standard no-vehicle idling plates. 4. Implementing No-Vehicle-Idling zones, 	<p>Key locations have been identified and mapped. Signage will be implemented in approximately 12 locations across the borough.</p> <p>No-idling plates are drafted. Proof is awaiting sign-off.</p> <p>'Light touch' enforcement training is taking place with parking enforcement officers to reduce idling.</p>	Neutral	<p>Short term</p> <p>Costs TBC</p>	

REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
71	through various mitigation projects.		<p>around as many schools in the Borough as possible, by the end of 2022, and in other identified areas such as taxi ranks, GP surgeries, and close to level crossings. Signage has been approved and locations for the zones are being confirmed.</p> <p>5. Anticipate a 25% reduction in emissions from commercial vehicles.</p>				

Renewable Energy Generation

Annual Carbon Savings: 52,893.46 tCO₂e

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. Our targets to increase generation of renewable energy through investing in solar farms and to support the generation of renewable energy in the Borough remain. The council is also continuing the installation of renewable energy systems in public buildings.

The generation of 42,572.84 MWh renewable electricity in the last recorded year (2020), saved the borough 10,881.62 tCO₂e.

Key Achievements:

These milestones have been completed in the action plan this year:

- Barkham Ride - Procurement underway and planning application completed.
- Grid application submitted – expected circa £6m.
- Consultation processes with local residents is complete.
- Consultation underway for more sites, following desktop analysis.
- Partnered with Reading and Energy4All to assess viability of a number of potential buildings, under the community energy fund.
- Working in partnership with Social Energy on a pilot project at Grovelands park, with solar and battery installation in progress.

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.

Our Partners:

The delivery of the projects listed in our action plan will not be possible without the support and collaboration of the towns and parish council's, residents, local businesses, suppliers, the national grid, public energy suppliers. For the delivery of the first solar farm, the council has worked closely with SSE, DBO, the farmers, specialist consultants and the local community.

In order to achieve the actions below, engagement will be key to encourage behaviour change needed to achieve the goals below. Raising awareness about the benefits of renewable energy generation bring to both the environment, and what that means in tangible terms as well as co-benefits such as more green employment and skills opportunities in the local labour market.

Future Opportunities:

The Government energy white paper, and new commitments identified in the 10 Point Plan for a Green Industrial Revolution will bring new opportunities and stronger targets to promote renewable energy generation. As this is a recent policy, and still under development, we will closely track its progress.

For example, part of this 10 point plan includes quadrupling wind power production to 40GW by 2030, sufficient to power all current homes and 4x the current capacity.

New Actions: There are no new actions for this section of the CEAP.

SDGS:



REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
T12	Target 12. Increase the generation of renewable energy through investment in solar farms to power the equivalent of 25,000 homes within the Borough by 2030.				25,560 tCO₂e	£21M	
73 12.1	<p>Deliver the installation of a solar farm in Barkham with the capacity to generate in excess of 29 MWp of energy.</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"> Asset review board to the potential sites - consultant briefing for review of master planning of specific sites - With WSP for land planning now. Options appraisal - commission specifications of the project to procurement team Site tenant notice - one year notice Initial procurements process - identify the contractor - framework and due diligence process - 6 months Planning application - full application submission Consultation with local residents. Project delivery - Construction of solar farm - Project management Start operation. 	<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>	7,970 tCO ₂ e	Short term £21M	

REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
12.2 74	<p>Deliver the installation of a solar farm in Site 2 with the capacity to generate in excess of 20 MWh of energy. This will be reviewed case by case depending on surveys and other considerations.</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"> 1. Asset review board to the potential sites - consultant briefing for review of master planning of specific sites 2. Options appraisal - commission specifications of the project to procurement team 3. Site tenant notice - one year notice 4. Initial procurements process - identify the contractor - framework and due diligence process - 6 months 5. Planning application - full application submission 6. Consultation processes with local residents 7. Project delivery - Construction of solar farm - Project management 8. Start operation. 	Consultation process underway following desktop analysis.	5,112 tCO ₂ e	<p>Medium term</p> <p>Costs TBC</p>	

REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
123 5	<p>Deliver the installation of a solar farm in Site 3 with the capacity to generate in excess of 20 MWh of energy. This will be reviewed case by case depending on surveys and other considerations.</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 3 with the potential of generating 20+ MWh by 2027.</p>	<ol style="list-style-type: none"> 1. Asset review board to the potential sites - consultant briefing for review of master planning of specific sites 2. Options appraisal - commission specifications of the project to procurement team 3. Site tenant notice - one year notice 4. Initial procurements process - identify the contractor - framework and due diligence process - 6 months 5. Planning application - full application submission 6. Consultation processes with residents 7. Project delivery - Construction of solar farm - Project management 8. Start operation. 	Consultation process underway following desktop analysis.	5,112 tCO ₂ e	<p>Medium term</p> <p>Costs TBC</p>	

REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
124 9	<p>Deliver the installation of a solar farm in Site 4 with the capacity to generate in excess of 20 MWh of energy. This will be reviewed case by case depending on surveys and other considerations.</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 would 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 4 with the potential of generating 20+ MWh by 2030.</p>	<ol style="list-style-type: none"> 1. Asset review board to the potential sites - consultant briefing for review of master planning of specific sites 2. Options appraisal - commission specifications of the project to procurement team 3. Site tenant notice - one year notice 4. Initial procurements process - identify the contractor - framework and due diligence process - 6 months 5. Planning application - full application submission 6. Consultation processes with residents 7. Project delivery - Construction of solar farm - Project management 8. Start operation 	<p>Consultation process underway following desktop analysis.</p>	<p>5,112 tCO₂e</p>	<p>Medium term</p> <p>Costs TBC</p>	

REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
T13	Target 13. Support the generation of renewable energy in the Borough to generate the equivalent of approx. 1550 kWh per household in 2030				27,333.46 tCO₂e	TBC	
77 13.1	<p>Set up a Community Energy Fund for Wokingham (WEC)</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"> 1. The scheme was approved by the council in January 2021. 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. 3. Next steps with key stakeholders to set up the shares value and future delivery of the scheme 4. An annual report will be provided by WEC and Energy4all one year after it has been launched 	<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>	6.9 tCO ₂ e	<p>Short term</p> <p>Nil</p>	

REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
13.2	<p>Support residents and local businesses to reduce their energy usage and carbon emissions and increase the uptake of green energy.</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"> 1. Feasibility assessment for the council to commence a 'Green label' energy procurement initiative for council properties. 2. Development of the scheme, initial conversations with potential partners. 3. Scheme approval by Executive and launched. 4. Provide advice to residents on energy efficiency measures. 	<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 ₂ e	<p>Long term</p> <p>Costs TBC</p>	
13.3	<p>Support the delivery of smart grid technologies.</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"> 1. Work in collaboration with ADEPT, UoR and the LEP to deliver initial research on test different control strategies / interventions. 	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.	energy consumption and costs, so consumers can easily understand how to save money on their bills. The project aims to monitor the benefits of energy management trials, implemented by Smarter Grid Solutions, and to advise on future upscaling potential.					

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Retrofitting Domestic and Commercial

Annual Carbon Savings: 47,092.38 tCO₂e

Being another large contributor to borough wide emissions, considerable work is underway to support the installation of energy saving measures at domestic, commercial and council properties. By doing so, significant savings can be achieved in both energy bills and carbon emissions, particularly for buildings with currently low energy efficiency ratings, including low-income or vulnerable households. To address this, the council is supporting the delivery of the Energy Company Obligation (ECO) and Green Homes Grant schemes, alongside council building and school retrofitting, among many other measures noted below.

Retrofitting works so far have cumulatively contributed towards savings of 741.89 tCO₂e.

Key Achievements:

These milestones have been completed in the action plan this year:

- Energy Management Plan in development.
- Feasibility assessment on Woodley Library pilot completed.
- Compared to 2019/20 figures street lighting efficiency improvements have contributed savings of 163 tCO₂e.
- Completed referral stage of the Green Homes Grant scheme.
- 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.

Our Partners:

The delivery of the projects listed in our action plan will not be possible without partnering with Parish & Town Councils, Residents, schools, subcontractors.

Behaviour change will also be vital in supporting residents and businesses to retrofit their properties and Wokingham Borough Council will work to raise awareness on how to make the best and most efficient choices and how to go about this through effective communication with stakeholders.

Future Opportunities:

The Government energy white paper, and new commitments identified in the 10 actions plan for green recovery will bring new opportunities and stronger targets to promote renewable energy generation. However, as this is recent policy and still under development, it will be closely monitored to support and strengthen our own targets.

New Actions: Target 16.3 Added to incorporate the support of housing associations into the retrofitting process.

Action 14.2 has been added, which is the Passivhaus Gorse Ride regeneration project from 32.2

SDGs:



REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
T14	Target 14. By 2030 All council buildings, excluding schools, will be retrofitted to carbon neutral standards				17,090.2 tCO₂e	TBC	
14.1 81	<p>Improve energy performance of council owned buildings to carbon neutral standards.</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"> 1. Establish baseline energy performance for each council-owned asset. 2. Three year assessment, average kilowatt value (FY from 2017-20) 3. Develop Energy Management Plan 4. Identify energy performance improvement requirements to all corporate sites and recorded in the Corporate Assets Carbon Reduction Database. 5. Programme for asset retrofit set up 6. Feasibility assessment on Woodley Library as a pilot project. 7. Establish guidelines of energy improvements that can be used for all corporate assets. 8. Deliver the retrofitting programme. 	<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>	6,612.30 tCO ₂ e	<p>Medium term</p> <p>£13.5M (£4.5M per year)</p>	
14.2 *	<p>Gorse Ride Regeneration Project</p> <p>A chance for Wokingham Borough Council to take the lead and set an exemplar approach.</p>	<p>New council homes will follow the passivhaus housing scheme as in action</p> <p>To develop a council led pilot Passivhaus housing scheme by 2021.</p>	<ol style="list-style-type: none"> 1. Assess and identify a suitable site for PassiveHaus scheme to be applied, based on optimal savings. 2. Contact developers and discuss requirements/design ideas, along with required consultants. 3. Apply measures. 4. Monitor performance and feedback from users 	<p>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</p>	935.85 tCO ₂ e	<p>Medium term</p> <p>Costs TBC</p>	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
	Provide residents with more efficient, warmer homes, with cheaper running costs.	Regeneration of urban improvement schemes. There are around 255 homes in Gorse Ride state regeneration project.		domestic houses on the side.			
T15	Improve energy performance of council housing stock.				9,542 tCO₂e	TBC	
82 15.1	Improve energy performance of council housing stock. 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 reduction in energy bills and fuel poverty rates. Improve energy efficiency of council	<ol style="list-style-type: none"> 1. Survey the whole stock to develop and energy benchmark. 2. Carry out assessment to Public Energy Supplier funding that could be used to improve the energy profile of council housing. 3. Carry out an assessment to ECO (Energy Company Obligation) scheme and potential funding. 4. Pilot energy improvement work to a property increasing it from SAP D to B. 5. Carry out independent EPC ratings for each property. <p>Establish and deliver a retrofitting programme for council housing based on EPC baseline and available budgets.</p>	<p>Basic condition surveys are underway to assess stock and EPC ratings.</p> <p>ECO scheme assessment completed.</p> <p>Pilot Project Completed in Riseley, raising a house from SAP D to B.</p> <p>Also completed a council owned housing project for Care Leavers that achieved SAP A rating.</p>	9,542 tCO ₂ e	<p>Medium Term</p> <p>Costs TBC</p>	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
		owned houses to EPC band C.		Focus Group Council Housing Stock to be established.			
T16	By 2029 all local schools to be retrofitted				5,034.08 tCO₂e	Included in £13.5M	
83 16.1	<p>Upgrade various energy measures in the schools to improve their energy performance.</p> <p>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</p> <p>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>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 less than five years against energy spend.</p>	<ol style="list-style-type: none"> 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'. 	<p>Stock Condition survey reports underway, to feed into Energy Management Plan. Collecting EPC certificates and run energy audits to support this.</p> <p>Projects Ongoing in advance of the above, where realistic ROI can be achieved.</p> <p>Measures achieving 98.71 tCO₂e of savings per year already implemented.</p>	5,034.08 tCO ₂ e	<p>Medium term</p> <p>Included in above £13.5M</p>	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
T17	By 2030, 20% of all houses in the borough to be retrofitted				25,690 tCO₂e	£750,000	
17.1	<p>Develop and deliver schemes to support retrofitting of homes - ECO (Energy Company Obligation) offering.</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"> 1. Set up the scheme. Identify the type of measures that can be implemented 2. Identification of suppliers that will help deliver the scheme 3. Scheme approval by Executive 4. Launch the scheme – identify and contact the residents that can benefit from the scheme 5. Continue advertising and implementation. 	<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 ₂ e	<p>Medium – long term</p> <p>£750,000</p>	
17.2	<p>Develop and deliver schemes to support retrofitting of homes - Green Homes Grant.</p> <p>Improving the energy efficiency of our homes will mean households can significantly reduce demand and save</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>	<ol style="list-style-type: none"> 1. Deliver Green Homes Grant LAD 1 2. Green Homes Grant LAD 2 3. Continue application for upcoming grants 	<p>Completed referral process stage of the scheme, progressing to installation of measures stage.</p>	Included in total	<p>Medium term</p> <p>Nil</p>	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
	money on their bills, reducing fuel poverty rates.	More residents will be able to improve the energy efficiency of their properties and switch from gas to electricity					
85 17.3	<p>Engage with House Associations to support retrofitting of homes.</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>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"> 1. Discuss opportunities for collaboration with housing associations/landlord on social housing improvements. 2. Direct towards SHDF scheme. 3. Support delivery of measures. 4. Monitor and provide advice. 	<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>	
17.4	<p>Support residents and local businesses to reduce their energy usage and carbon emissions by</p>	<p>The Green Bank Scheme will provide loans to assist householders in their net zero carbon</p>	<ol style="list-style-type: none"> 1. Identify partners and set up the scheme 	<p>Green Bank Focus Group set up and running.</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
98	<p>retrofitting their properties - Green Bank Scheme</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>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>		Currently assessing different partners and schemes.			
17.5	<p>Smart City Cluster pilot project</p> <p>May identify wider opportunities for energy savings elsewhere.</p>	<p>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.</p>	<ol style="list-style-type: none"> 1. Contact Measurable Energy regarding pilot under new funding. 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. 	<p>This project was explored but significantly delayed due to covid.</p>	Included in total	<p>Long term</p> <p>Nil</p>	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
8-17.6	<p>Street lighting project</p> <p>Benefits wildlife with less light pollution.</p> <p>Reduces running and maintenance issues/costs.</p> <p>Greater monitoring ability to detect and respond to issues.</p>	<p>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.</p>	<ol style="list-style-type: none"> 1. Part-night lighting: Apply “part-night” timing to highway street lights, where they switch off between 0:30 and 5:30. 2. The council will explore how this scheme could be extended to other roads 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. 4. With the DfT reducing requirements for lighting signs and traffic bollards these will be included where possible. 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>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.</p> <p>Ongoing programme of upgrades of traffic signals to LED and more energy efficient control. Fine tuning 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 tCO₂e.</p>	<p>Included in total</p>	<p>Medium – long term</p> <p>Costs TBC</p>	

*Action 14.2 has been added, which is the passivhaus Gorse Ride regeneration project from 32.2

Carbon Sequestration

Annual Carbon Savings: 5,131 tCO₂e

Over the last year we have focused on doing the groundwork that will ensure the long-term sustainability of this project as it is essential to consider the maintenance of the trees in the long-term, as well as making sure we choose the right tree for the right location, promote native tree planting and well targeted woodland creation, as well as retention of trees.

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 for health, amenity, climate change and water management. The council plans also include projects to manage grassland, rewild land, and protect and enhance wetland habitats. Alongside hedgerows and management, the 15,400 trees planted since October have contributed towards offsetting an estimated 2,310 tCO₂e.

Key Achievements:

These milestones have been completed in the action plan this year:

- 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.

Our Partners:

The delivery of tree planting and other carbon sequestration projects will not be possible without the support and collaboration of the towns and parish council's. 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.

Behaviour change remains important through the solutions to the climate and ecological emergencies which are recognised as intertwined. Residents have appreciated their green spaces across the borough throughout the pandemic more than ever before and stewardship over those spaces is accepted as vital.

Future Opportunities:

The Climate and Ecological Emergency (CEE) Bill will accelerate change and provide positive outcomes for the local authority climate emergency agenda. Further resources and funds are to be allocated if the Bill is passed into law. Point 9 of the Government's Ten Point Plan for a Green Industrial Revolution focuses on protecting our natural environment where the government committed to protect 30% of UK land by 2030 by designating new national parks and AONBs, initiate recovery projects as well as plant 30,000 hectares of trees and rewild the countryside to the measure of 30,000 football pitches. Upcoming policies include the England Tree Strategy and Nature Strategy.

New Actions: 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
T18	Plant 250,000 trees throughout the Borough by 2025				3,100 tCO₂e	£2.215m	
68 18.1	<p>Create a new forest that will increase the number of trees in the Borough to improve carbon capture and biodiversity net gain.</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"> 1. Initial feasibility study, project plan and business case development. 2. Identify council owned land that is suitable for a major tree planting scheme. 3. Review our estate portfolio for agricultural land / improved grassland, which has the potential to be converted to woodland. 4. Engage forestry specialist contractor to advice on feasibility, constraints, and process. Prepare consultant brief. 5. Preparing plans and consulting public. 6. EIA Screening / Planning. 7. Grant and other scheme applications. 8. Ordering and planting trees (with protection). 9. Installation of other site infrastructure. 10. Produce forest management plan. 11. Handover to site manager (phased) - Ongoing management 	<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
06 18.2	Deliver small-scale woodland planting on council estate in existing parks and opens spaces sites.	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.	<ol style="list-style-type: none"> 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. 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). 	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.	Estimate 5 to 10 ha of land available (circa 8,000 to 16,000 trees if planted as woodland).		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.			
	Improve our local air quality.	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.					
	Safeguard local biodiversity.						
	Improve water management.						
	Provide space for leisure, recreation and education.						

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
18.3	<p>Support woodland and hedgerow creation on private sites.</p> <p>Improve our local air quality. Safeguard local biodiversity.</p>	<p>Set up a grant scheme for local private landowners to apply for funding to create new woodland and hedge roads on privately owned sites.</p>	<ol style="list-style-type: none"> 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. 	<p>Engaging with private landowners and town/parish councils who can register interest for scheme via Wokingham engage.</p>	<p>Included in total</p>	<p>Medium term</p> <p>£705,500</p>	
18.4	<p>Make Wokingham a Garden Forest by promoting and encouraging residents to plant new trees.</p> <p>Improve our local air quality.</p>	<p>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. A community of garden tree owners - scheme will be</p>	<ol style="list-style-type: none"> 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. 4. Establish the delivery mechanism. 5. Launch the scheme and engage with residents and local businesses. 	<p>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.</p>	<p>Included in total</p>	<p>Medium term</p> <p>£160,000</p>	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
92	<p>Safeguard local biodiversity.</p> <p>Improve water management.</p> <p>Supports leisure, recreation and education.</p>	<p>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>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>			
T19	Carbon sequestration by design - improving carbon sequestration rates in future land management decisions.				702 tCO₂e	TBC	
19.1	<p>Develop the Wokingham Borough Tree Strategy to support long-term creation and retention of woodland and trees.</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"> • Appropriate species (and adaptation to climate change); • Good management practice; • Facilitating ongoing recruitment to veteran tree population; 	<ol style="list-style-type: none"> 1. Identification of requirements for Tree Strategy. 2. Development of Feasibility study brief (including land appropriation and/or acquisition). 3. Develop and builds upon existing studies. 4. Identify land available and type of habitat. 5. Verify likely carbon sequestration. 6. Confirm more detailed cost estimates. 	<p>Value Engagement Survey published on Wokingham engage in Nov 2021 – results reviewed into report for O+S in Jan 2022, leading to below.</p> <p>Draft tree strategy underway with</p>	660 tCO ₂ 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"> • Appropriate places for woodland creation; and access. • Improving the retention rate of trees - The longer trees are standing the longer carbon is locked up. • Encouraging planting of woodland on private land. 	7. Allows milestone point for decision to continue with full funding.	consultant, for public consultation in October 2022.			
93 19.2	<p>Include in the Local Plan Update policy for carbon sequestration potential. Subject to inspection, the local plan update will include:</p> <p>Green Infrastructure Policy</p> <p>Tree Policy</p> <p>Flood Policy</p> <p>Biodiversity Policy</p> <p>Design Policy.</p> <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> <p>Design guide to green and blue infrastructure will encourage inclusion of low intensity (maintenance) habitat for carbon sequestration.</p>	<ol style="list-style-type: none"> 1. Require a review of ability to enhance carbon sequestration rates for all new policies and design guides to be published alongside. 2. Independent assessment - design policy approach to maximise carbon sequestration. 	Not Started	42 tCO ₂ 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.						
94 19.3	<p>Develop the Local Nature Recovery Strategy to provide complementary funding source to aid land use change (LULUCF being a carbon sink)</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> <p>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</p>	<ol style="list-style-type: none"> 1. Develop the Local Nature Recovery Strategy through the Berkshire Local Nature Partnership. 2. Initial analysis of 30% target area - mapping exercise. 3. Develop Berkshire wide habitat inventory to update LULUCF. 4. Consultation exercise with stakeholders. 5. Revising the Local Nature Cover Strategy and taking it through the local authority adoption process. 	<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
		strategy area) would generate value on the biodiversity potential of £5,276,250					
20.4	<p>Develop a Natural Flood Management partnership and scheme.</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"> 1. Initial mapping exercise to identify locations that will provide wetland habitat and could be forward into the scheme. 2. Consultation exercise with stakeholders. 3. Revising the Strategy and taking it through the local authority adoption process. 	<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	
T20	Transition to low intensity (high carbon sequestration) land management.				1,329 tCO₂e	TBC	
20.1	Work to transition Grassland Management to less frequent cutting scheme allowing	Considerations to the BLUE heart campaign style management of grassland moving away from improved grassland habitat under an intensive cut cycle and	<ol style="list-style-type: none"> 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 	<p>PROW first cuts have started across the borough.</p> <p>Nature reserve public access cuts</p>	642 tCO ₂ e	Medium term £130,000	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
96	<p>wildflowers to bloom and set seed.</p> <p>Less maintenance than traditional mowing schedules can save money. Significantly increasing local wildlife density and diversity.</p> <p>Support learning for the wider community and provide opportunities to get involved in environmental projects.</p>	<p>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"> 2. Target of 12.5ha of wildflower grassland creation across Environmental Localities sites. 3. Working with ecosystem services team to manage land in more sustainable manner. 	have started on access paths.			
20.2	<p>Work to transition Grassland Management to support the Restoring Biological Processes.</p> <p>Less maintenance than traditional</p>	<p>Natural greenspace grassland will perform better at carbon sequestration where:</p> <ol style="list-style-type: none"> a) soil compaction from machinery is kept to a minimum, and b) structural diversity is encouraged by 'conservation' grazing (instead of uniform cutting). 	<ol style="list-style-type: none"> 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. 	Meadow management has started on some of our sites regards to conservation grazing while other will only be grazed after a hay cut in August.	642 tCO ₂ e	<p>Medium term</p> <p>Costs TBC</p>	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
	mowing schedules can save money. Significantly increasing local wildlife density and diversity.	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.					
97 20.3	Implement Citizen Science Engagement for Hedgerow Restoration. 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"> 1. TVERC product development to take PTES hedgerow survey data and project in an interpreted way to inform hedgerow management for land managers. 2. Tool can be used by Trees & Landscape officers for enforcement of the Hedgerow Regulations. 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. 	Delayed due to staffing issues at TVERC, which the product is reliant on.	45 tCO ₂ e	Medium term £15,000	
T21	Implement a programme of carbon sequestration opportunities				Included in total	Nil	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
21.1	<p>Engage the community with Community Garden Schemes.</p> <p>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.</p>	<p>Allow new allotment site due to be opened in 2020 as part of the South Wokingham Strategic Development Location (SDL)</p> <p>Carbon savings for these schemes are detrimental, however engaging residents with allotments and community garden schemes contributes to behavioural change</p>	<ol style="list-style-type: none"> 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	

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

Schools & Young People

Annual Carbon Savings: Accounted for throughout the plan

Due to Covid-19 related restrictions in visiting schools over the last two years there has led to 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.

Many of the projects listed below are around engagement, awareness raising and education which are difficult to attach a carbon saving to. However, carbon saving associated with the tree planting, retrofitting and active travel work with schools is accounted for in the relevant sections.

Key Achievements:

These milestones have been completed in the action plan this year:

- Let's Talk Climate sessions with primary and secondary school children specifically, run in an adapted manner to suit the audience.
- Retrofitting measures achieving 98.71 tCO₂e of savings per year have already been implemented.
- Second annual Youth Climate Conference delivered in Nov 2021.
- 12 schools actively engaged with ModeShift STARS
- An additional 10 schools engaged with air quality focus and monitoring equipment.
- Tree planting took place at 17 schools in the last season (October 2021 – March 2022)

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.

Our Partners:

Wokingham Borough Council is keen to engage with as many schools and young people in the borough as possible in order to tackle the climate emergency as the council recognises the next generation are the driving force being this international movement. Schools, teachers and young people themselves will be the council's key partners for delivery of the actions set out below.

Behaviour change is a key aim of this section of the climate emergency action plan and should raise awareness and allow both children, young people to continue to drive this agenda. Making the voices of young people heard should also encourage intergenerational learning meaning sustainable behaviour change is encouraged from their parents and families.

Future Opportunities:

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.

New Actions: There are no new actions in this section of the CEAP.

SDGS:



REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
T22	Encourage and support school children in the Borough to take an active role in reducing carbon emissions				TBC	TBC	
22.1 100	<p>Deliver annual climate emergency assemblies at local schools.</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>	<ol style="list-style-type: none"> Plan and deliver climate emergency assemblies with all secondary schools. 	<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>	
22.2	<p>Create climate committees in schools.</p> <p>Will be able to raise awareness around the connectedness of the climate emergency into all affected topics such as biodiversity.</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</p>	<ol style="list-style-type: none"> Produce information pack for how to set up a school council. Provide contacts within Wokingham Borough Council to help/attend when needed. 	<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</p>	Neutral	<p>Medium term</p> <p>Nil</p>	

REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
101	Engagement from pupils should also reduce out of scope emissions in their carbon footprints, such as from food choices.	<p>reduce carbon dioxide emissions.</p> <p>One per school starting with secondary schools initially.</p>	<p>3. Aim to set first committees up with particularly engaged schools in 2021, or 2022 depending on the schools capacity post covid-19.</p>	<p>Emergency on 20th September 2021. The Climate Emergency and Waste teams attended and presented at this meeting.</p> <p>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.</p>		<p>Short term and ongoing</p> <p>Nil</p>	
	<p>Deliver the Youth Climate Conference.</p> <p>Learning opportunity around how energy use impacts our carbon footprints.</p>	<p>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.</p>	<p>1. Deliver an annual Youth Climate Conference for secondary school students of the borough's schools to keep the conversation going with young people.</p> <p>2. Aim to repeat this event virtually one a platform which allows for improved engagement.</p>	<p>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.</p> <p>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</p>	Neutral	<p>Short term and annual</p> <p>£2,000</p>	

REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
				recording of the event can be found on the councils YouTube channel.			
2024	<p>Encourage schools to include climate emergency issues in lesson time.</p> <p>Behaviour change promoted in specific areas as demanded by the accreditation aimed for.</p>	<p>Commitment from schools to include climate change in lesson time, for all children in at least one subject i.e. science, geography, philosophy, PSHE.</p> <p>Increased knowledge amongst children and young adults on climate emergency issues.</p>	<ol style="list-style-type: none"> 1. Create a series of climate emergency lesson plans for Key Stages 1-3 initially. 2. An initial climate emergency lesson plan has been drafted for testing in secondary schools. 3. Create a pledge with criteria for all schools to sign; to be presented at the Secondary Federation. 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.) 5. Gain commitment from all schools and follow up to see how they are fulfilling the promise, with positive press coverage. 	<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	<p>Medium term</p> <p>Nil</p>	
22.5	<p>Encourage schools to adopt sustainable property and operational</p>	<p>Develop a sustained campaign to encourage schools to focus on environmental issues to</p>	<ol style="list-style-type: none"> 1. Work with schools to encourage retrofitting and raise awareness about 	<p>Gas AMR installation has been completed in the majority of schools in the borough. This produces an accurate</p>	<p>See Target 15.1</p>	<p>See Target 15.1</p>	

REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
	management practices that reduce carbon emissions and support the environment. Learning opportunity to tie in the various services the council can provide into the climate emergency.	promote behavioural change. Better informed children and school staff on sustainability practices.	energy ratings, usage and consumption.	consumption information. Feedback is then given to 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	
103 22.6	Encourage Wokingham Borough schools to become net zero carbon and embrace sustainability. Comradery amongst a local network of schools, students and teachers to share lessons learned	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.	TBC	Short term Nil	

REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
104	through both failure and success and accelerate the path to carbon neutral.	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 journey to become net-zero carbon.	3. Produce an online resource on the Council's offering to schools.	Ongoing and will be launched with the new climate emergency webpage.	Included in total	Short term Nil	
			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.	The assessment mapping exercise has taken place and is regularly monitored and updated.			
		5. Energy performance assessment for each school.	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. 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.	See Target 15.1	See Target 15.1		
	Learn from best practices amongst local schools.	6. Draw up a step-by-step toolkit for schools to exemplify best practice in	Research is ongoing to bring together a comprehensive toolkit to help schools to decarbonise their operations.	Included in total	Short term Nil		

REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
		Create an active network of support within and among schools.	<p>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>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> <p>Internal communication pathways in school are utilised where possible.</p>			
105	<p>Support schools to implement carbon sequestration projects.</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>	<p>1. Planting trees and plants to create a small-scale young forest in school grounds or council owned land.</p> <p>2. Promote tree planting campaigns in schools grounds as part of education in climate change issues.</p> <p>3. Make more allotment plots available to people on council owned ground to encourage young people to grow their own food.</p>	<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</p>	Included in target 17.1	<p>Medium Term</p> <p>Nil</p>	

REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
				attending the Teacher's Climate Summit to promote fruit trees on schools' grounds.			
22.8	Waste reduction. These suggestions may be passed on to the parents and wider family.	Run competition between schools to promote recycling, reduce waste and increase children's awareness about the impact of waste and reduce recycling contamination.	1. Set up the competition guidelines and trial competition in a specific school.	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 education for this age group in schools. The next steps will be to draw attention to and offer these activities up to schools.	51.93 tCO ₂ e (Out of scope)	Short term Costs TBC	
	106	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.				
T23	Celebrate schools achievements in climate emergency initiatives and inspire the future generations.				TBC	TBC	
23.1	Launch sustainability awards for schools. 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	

REF	Action / Co - Benefits	Description / Outcomes	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
23.2	<p>Nurture creativity and resourcefulness amongst children and young adults.</p> <p>Raise awareness of achievements and inspire the wider borough to engage with the climate emergency agenda.</p>	<p>Create a culture of innovation and enterprise thinking on climate emergency solutions</p> <p>Help develop resourcefulness and creativity that is connected to climate change.</p>	<ol style="list-style-type: none"> 1. Roll out the Dragons Den climate competition across all schools. 	<p>The pilot was successfully completed at one secondary school in the 2019/20 academic year.</p> <p>This project now on hold due to limited resources.</p>	0.34 tCO ₂ e	<p>Short term</p> <p>Costs TBC</p>	
107 23.3	<p>Implement a behavioural change programme within schools that would support the adoption of new behaviours, particularly within sustainability and climate change.</p> <p>Raise awareness of achievements and inspire the wider borough to engage with the climate emergency agenda.</p>	<p>Initial pilot in three schools will result in engaging 200 children who are encouraged and rewarded for taking daily sustainable actions.</p>	<ol style="list-style-type: none"> 1. Identify and propose schools that should be part of the pilot. 2. Set up focus groups with children to drive the platform design. Potential to use eco committees within schools. 3. Write a Business Case that includes timelines, activities and carbon savings to obtain funding for the scheme implementation. 	<p>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.</p> <p>The next step will be to identify a gap which can be addressed through a platform.</p>	TBC	<p>Short term</p> <p>Costs TBC</p>	

Waste and Recycling

Annual Carbon Savings: 59,398.91 tCO₂e (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. This reduction is the primary goal of the waste strategy, alongside ensuring all recyclables are sorted correctly wherever possible.

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 CO₂ savings and 221.13 kgCO₂e per household, a huge achievement. This is thanks to the below actions.

Key Achievements:

These milestones have been completed in the action plan this year:

- Waste Strategy approved and cross-party working group formed.
- Conducted surveys to identify sites to target for food waste.
- A number of successful campaigns and communications have been run in this area and continue to do so, including comms on food waste over Halloween and festive period.
- 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.
- Conversation with multiple developers to improve their provision of communal dwellings waste and recycling materials, along with engagement in initiatives.

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 tCO₂e arises from residual waste and 11.7 tCO₂e arises from all the recyclables combined.

Our Partners:

Here the main partners for each have been the Town and Parish Councils, Veolia (waste collection), re3 (Waste disposal). We are also working closely with our schools, residents and businesses.

Behaviour change is of great importance to firstly reduce the amount residents and businesses throw away and secondly to encourage to recycle more. There are a number of different ways to engage and communicate with residents to encourage this shift in behaviour which the council is exploring.

Future Opportunities:

A variety of government led policies will impact on the future effectiveness and likelihoods of these actions, including, the environment bill, the white paper and the sixth carbon budget which includes a section specifically regarding waste. Therefore, as each of these develops, they will influence the below actions and scope of such. This is a live document, meaning as these developments are introduced, they will be incorporated and actions adapted, assessing throughout what opportunities are available to maximise the potential benefits, such as energy from waste.

New Actions: Target 26 has been added, aiming to improve the awareness of recycling and its benefits within school children.

SDGS:



REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
T24	Eliminate loss of MDR recyclable material in the form of wet paper.				5,188.67 tCO₂e	TBC	
109 24.1	<p>Increase awareness amongst residents to keep paper and card dry.</p> <p>Improved awareness about overall recycling quality and increased communication with residents.</p> <p>Residents more likely to participate as not handling soggy waste. Covid communication about keeping waste clean and dry in order to prevent covid transmission to workers etc., will also indirectly benefit.</p>	<p>Reaching a high level of awareness amongst residents about the implications of wet recyclables and impact on recycling rate through regular (weekly) campaigns to prevent loss of recyclable material.</p>	<ol style="list-style-type: none"> 1. Delivering collection bags to all residents to use for MDR waste instead of black boxes. 2. Repeated communication delivered on this subject. 3. Eliminate wet paper rejections. 	<p>This has now been completed, with bags distributed and no collections being rejected for wet waste. Black boxes have been repurposed.</p> <p>Comms sent out to celebrate this and to confirm future plans.</p>	5188.67 tCO ₂ e	<p>Short term</p> <p>£288k</p>	
T25	Achieve 70% recycling target by 2030.				45,270.5 tCO₂e	TBC	
25.1	Implement a new waste and recycling collection	Following consultation, a full	<ol style="list-style-type: none"> 1. Prepare consultants briefing, Options appraisal in early 2021, Market 	New waste strategy process approved, to			

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
110	<p>system with improved facilities.</p> <p>Improved system in general facilitating this across all materials. Includes permanent solution to keeping paper and cardboard dry.</p>	<p>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>	<p>research and Decision making by end of 2021.</p> <ol style="list-style-type: none"> 2. Devise and adopt the communications plan by 2022 3. Development of the Waste Strategy throughout 2022. 4. Communication with residents pre-delivery. 5. Delivery of new waste collection methods by March 2026 (three month). 6. Ongoing communication with residents post delivery. 7. Assess impact of the new initiative on the property stock. 8. The council operations are included in this target. 	<p>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>1st 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>	
25.2	<p>Improve residents' engagement with waste and recycling initiatives via partner Green Redeem.</p>	<p>Weekly customer email to subscribers and monthly targeted campaigns to coincide with</p>	<ol style="list-style-type: none"> 1. Weekly email to prompt residents on presenting their waste / recycling. 2. Waste reduction campaign by GreenRedeem. 3. Climate Change Emergency campaigns. 	<p>A number of successful campaigns and communications have been run in this area and continue to do so.</p>	7,395.10 tCO ₂ e	<p>Short term</p> <p>£252,480</p>	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
111	<p>Increased communication with residents.</p> <p>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>council's services and initiatives to increase the level of participation in recycling and improve the accuracy of recycling materials.</p> <p>Alongside greater awareness amongst residents about environmental issues.</p>	<ol style="list-style-type: none"> Promote and prompt residents to renew Garden Waste. Promote online bulky waste collection service. 	<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>		(£31,560 per annum)	
25.3	<p>Target low participation areas to increase food waste tonnage to increase participation above 70%.</p>	<p>Improve uptake in food waste recycling to increase food waste tonnage, hence reducing</p>	<ol style="list-style-type: none"> Veolia to identify areas where FW recycling requires improvement (completed). Veolia to give tonnage reports from vehicles rounds to help identify progress and localities requiring improvements. Subject to having the 	<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</p>	36,805.2 tCO ₂ e	<p>Short term</p> <p>Costs TBC</p>	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
112	<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>	loss of recyclable material.	<p>capacity and RBs sign off to this request.</p> <ol style="list-style-type: none"> JA to take straw poll of FW food waste participation to ensure meets 50% figure being used. Ticker system use to be investigated to identify in more detail areas requiring support with FW. Letters to be sent out to Residents in low participation areas. 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. Increase FW & 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 champions and increase signage accordingly. Food waste directed from blue bags to food caddys to save funds against financial plan. 	<p>depravation 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 been investigated and addressed.</p> <p>More red bins added to stores for communal areas.</p>			
25.4	Increase & improve facilities for glass recycling.	Increase capture rate of glass from	<ol style="list-style-type: none"> Identify potential new specific and sheltered sites by communicating 	Glass expected to move to kerbside collection		Medium term	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
113	<p>Supports wider glass usage in goods, meaning less plastic.</p> <p>Kerbside collections also means less travel for residents.</p>	<p>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>	<p>with parishes & town councils and other private businesses & partners such as FCC.</p> <ol style="list-style-type: none"> 2. Install bottle banks once approved and communicate this with site management and residents. 3. Providing kerbside glass collection at sheltered accommodation. 	<p>following environment bill.</p>	<p>1,070.25 tCO₂e</p>	<p>Costs TBC</p>	
25.5	<p>Proactive approach to partner with housing developers to deliver waste management facilities in new developments.</p> <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>Provide good waste and recycling facilities and communicate the system to new residents in new developments. Leading to greater recycling rates and quality.</p>	<ol style="list-style-type: none"> 1. Contact Developers to ensure they have access to the guidance document for providing waste & recycling facilities for single and communal dwellings. 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>All developers in WBC database have been sent the 'W&R Guidance for Developers' document.</p> <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</p>	<p>Neutral as applies to future developments</p>	<p>Long term</p> <p>Costs TBC</p>	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
	<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>			<p>Jasmin Square and regarding resident engagement in FW & 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>			
T26	Target 26. Zero waste going to landfill by 2050.				8,939.75 tCO₂e	TBC	
26.1	<p>Identify, establish & deliver necessary measures to achieve zero waste to landfill from domestic properties.</p> <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</p>	<p>Reuse, recycle and recover 100% of WBC waste from domestic properties by moving waste up the waste hierarchy and increasing potential savings from landfill diversion.</p>	<ol style="list-style-type: none"> 1. Comprehensive communications campaign on "Reuse" and "Appropriate Recycling" including website, social media, GreenRedeem and target campaigns to divert as much recycles from waste as possible. 2. Tagging contamination recycling and leave uncollected. 3. Identify alternate markets for hard to recycle items. 	<p>Ongoing campaigns and actions are significantly contributing towards a reduction in waste to landfill.</p> <p>Consultation regarding enforcement is ongoing. We receive less contamination through the use of bags, and once more settled after covid disruption will be</p>	8,939.75 tCO ₂ e	<p>Long term</p> <p>Costs TBC</p>	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
115	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>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>			
	<p>Engage school children in recycling via Green Team & Youth Council. Improve awareness of recycling and its benefits in school children.</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"> 1. Speak about the circular economy at the Youth Council climate change themed event & link it to the borough's waste & recycling practices, introducing the circular economy. Include an activity for participants (September). 2. Develop activities for primary school aged children. A Wokingham waste & 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). 	<ol style="list-style-type: none"> 1. Completed – Foundry contacted after this asking for follow up discussion. 2. Not Started 	Included in total	<p>Short term</p> <p>Nil</p>	

*The previous action 26 on contamination has been removed as it was explored and the decision made not to take it forward.

** The 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.

New Development

Annual Carbon Savings: Neutral as applies to future development, hence no yearly saving figures either.

With a rising population and 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 aspects like retrofit much more expensive retroactively). Therefore, by using this information, combined with industry knowledge, government policy and proper planning, guidelines and requirements can be established to ensure high standards are met across all aspects of new development construction.

Key Achievements:

These milestones have been completed in the action plan 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 assessment complete and measures implemented to improve efficiency.
- Carnival apartments reassessed and expected to be net zero, primarily through PV generation.
- Design options at Gorse ride under assessment.

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.

Our Partners:

The following partners are vital to completing the action listed in the action plan below: Development Management and Delivery, Planning Policy, Building Control, Developers, Housing Associations and the highways authority as well as consulting with the local community and stakeholders.

Although much of the targets and goals involved in this section of the action plan are focused on infrastructure and planning, behaviour change remains important for residents to understand the value of these new innovations and interventions in the development sector. The council will continue to communicate about these new technologies and explain their importance.

Future Opportunities:

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, with low carbon heating and be zero carbon ready by 2025. These homes are expected to produce 75-80% lower carbon emissions compared to current levels. To ensure industry is ready to meet the new standards by 2025, new homes will be expected to produce 31% lower carbon emissions from 2021. Existing homes will also be subject to higher standards, making homes warmer and reducing bills.

New Actions: Action 28.2 has been incorporated into 27.2 as both will be covered by the supplementary planning document.

SDGS:



REF	Action / Co - Benefits	Description / Outcome	Milestone	Current Status	Carbon Savings	Timescale / Total Cost	RAG
T27	Towards the end of 2023, major residential development to be designed and built to achieve carbon neutrality.				Neutral	TBC	
117	Require major residential development to achieve carbon neutrality.	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.	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.	This is being incorporated into the local plan update.	Neutral	Short term	
27.1	A chance for Wokingham Borough Council to take the lead and set an exemplar approach. Cheaper future operational costs for residents.	Where there is robust evidence that this cannot be achieved on site, the council proposes to accept appropriate carbon offset financial contributions.	2. Consult on draft policy as part of the Draft Local Plan. 3. Publish draft policy as part of the Pre-Submission Local Plan. 4. Policy included within adopted 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.			

REF	Action / Co - Benefits	Description / Outcome	Milestone	Current Status	Carbon Savings	Timescale / Total Cost	RAG
27.2	<p>Provide guidance to support major residential and non-residential development to achieve carbon neutrality.</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 formally adopted, following the local plan.</p>	<ol style="list-style-type: none"> 1. Consult on draft Supplementary Planning Document. 2. Adopt Supplementary Planning Document. 	<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>	
T28	From 2023, major non-residential development to be designed and built to achieve the BREEAM excellent standard.				Neutral	Nil	
118 28.1	<p>Require major non-residential development to achieve BREEAM excellent standard.</p> <p>Clarity and consistency using internationally recognised standard.</p>	<p>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.</p>	<ol style="list-style-type: none"> 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. 2. Consult on draft policy as part of the Draft Local Plan (complete). 3. Publish draft policy as part of the Pre-Submission Local Plan. 4. Policy included within adopted Local Plan. 	<p>This is being incorporated into the local plan.</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</p>	Neutral	<p>Short term</p> <p>Nil</p>	

REF	Action / Co - Benefits	Description / Outcome	Milestone	Current Status	Carbon Savings	Timescale / Total Cost	RAG
				received will inform future stages.			
T29	Establish a spatial strategy and design framework which promotes active and sustainable travel, sustainable design and construction and enables biodiversity gain.				Neutral	Nil	
119 29.1	<p>Minimise unnecessary travel from new development, better house design for working from home and better integrated IT capability.</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 also increases adoption of active transport methods.</p>	<p>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. Buildings, services and infrastructure need to be able to respond to new working patterns and needs.</p>	<ol style="list-style-type: none"> 1. Consult on draft policy as part of the Draft Local Plan. 2. Publish draft policy as part of the Pre-Submission Local Plan. 3. Policy included within adopted Local Plan. 	<p>This is incorporated into the local plan.</p> <p>Local Plan Revised Growth Strategy Consultation complete and analysis of main issues currently being undertaken and will inform future stages.</p>	Neutral	<p>Short term</p> <p>Nil</p>	
29.2	<p>Require development, including the public realm, to be accessible to all and prioritise walking, cycling and other</p>	<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,</p>	<ol style="list-style-type: none"> 1. Consult on draft policy as part of the Draft Local Plan. 2. Publish draft policy as part of the Pre-Submission Local Plan. 	<p>This is incorporated into the local plan.</p> <p>Draft Local Plan Consultation and</p>	Neutral	<p>Short term</p> <p>Nil</p>	

REF	Action / Co - Benefits	Description / Outcome	Milestone	Current Status	Carbon Savings	Timescale / Total Cost	RAG
120	<p>sustainable modes of transport.</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 also increases adoption of active transport methods.</p>	<p>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.</p>	<p>3. Policy included within adopted Local Plan.</p>	<p>analysis of main issues relating to policy wording complete. Representations received will inform future stages.</p>			
	<p>Require allocations for major development to secure smart and sustainable approaches that champion climate change resilience and adaptation.</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</p>	<p>1. Consult on draft policy as part of the Draft Local Plan.</p> <p>2. Publish draft policy as part of the Pre-Submission Local Plan.</p> <p>3. Policy included within adopted Local Plan.</p>	<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>	<p>Neutral</p>	<p>Short term</p> <p>Nil</p>	

REF	Action / Co - Benefits	Description / Outcome	Milestone	Current Status	Carbon Savings	Timescale / Total Cost	RAG
121		appropriate tree and other planting.					
29.4	<p>Provide positive policy framework for retrofitting existing buildings.</p> <p>Limitations in the role of planning policy and decision making to influence existing buildings, but highlighting a permissive approach will assist in raising the profile of retrofit.</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 efficiency will assist in reducing emissions.	<ol style="list-style-type: none"> 1. Consult on draft policy as part of the Draft Local Plan. 2. Publish draft policy as part of the Pre-Submission Local Plan. 3. Policy included within adopted Local Plan. 	<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	Short term Nil	
T30	Support low carbon and renewable energy generation.				Neutral	Nil	

REF	Action / Co - Benefits	Description / Outcome	Milestone	Current Status	Carbon Savings	Timescale / Total Cost	RAG
30.1	<p>Provide positive policy supporting low carbon and renewable energy generation.</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"> 1. Consult on draft policy as part of the Draft Local Plan. 2. Publish draft policy as part of the Pre-Submission Local Plan. 3. Policy included within adopted Local Plan. 	<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>	
30.2	From 2023, all new residential and non-residential buildings to be designed and built to be EV ready.				Neutral	Nil	
31.1	<p>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.</p> <p>Improved air quality, reduce NOx, PM10s, PM25, cheaper to maintain and run, better</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> <p>Establish the requirement for EV charging point infrastructure for new dwellings in the Borough where appropriate.</p>	<ol style="list-style-type: none"> 1. Consult on draft policy as part of the Draft Local Plan. 2. Publish draft policy as part of the Pre-Submission Local Plan. 3. Policy included within adopted Local Plan. 4. Developers to be informed of policy and requirements shall be listed in planning application 5. New developers to ensure that there is sufficient power serving new developments. 	<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
	<p>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>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>6. 100% new buildings are EV ready from 2022</p>				
T32	From 2021 100% of council new development is built to carbon neutral standards				Neutral	TBC	
123	All new council properties non-residential will be built to the highest efficiency standards from 2021.	<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>1. Initial assessment to all new council development to assess stage of development and possible interventions to committed buildings</p>	<p>Dinton Activity Centre construction complete to become boroughs first net zero building.</p>	Neutral	<p>Medium term</p> <p>Nil</p>	
32.1	All new council homes will be built to the highest efficiency standards by 2024.	<p>The new development has been placed with a consultant to look at carbon neutrality and associated build costs.</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>Carnival hub assessment complete and measures implemented to improve efficiency. Carnival apartments reassessed and expected to be net zero, primarily through PV generation.</p>			
	<p>A chance for Wokingham Borough Council to take the lead and set an exemplar approach.</p>	<p>Net zero carbon standards to be considered for all new developments. Move away from 'gas provision' to cleaner technology for new build properties when possible.</p>	<p>3. Contact providers. 4. Agree program of works. 5. Implement viable measures.</p>				

REF	Action / Co - Benefits	Description / Outcome	Milestone	Current Status	Carbon Savings	Timescale / Total Cost	RAG
124	Provide more efficient, warmer buildings, with cheaper running costs.		6. Monitor performance to inform future, further and wider work.	Peach place Three and Old boys school schemes currently on hold – grant received for latter to implement efficiency measures once work resumes. 75 London Road housing scheme work completed with carbon saving measures implemented. Initial stages of planning underway for Toutley care home.			

*Action 28.2 has been incorporated into 27.2 as both will be covered by the supplementary planning document

**Previous Action 32.2 has been moved to 14.2 for Gorse Ride, with remaining future projects incorporated into 32.1

Procurement

Annual Carbon Savings: Neutral as applies to future procurement, hence no savings this year either.

Procurement drives carbon savings throughout the other sections of the plan. This section of the action plan focuses on how the council can utilise its influence to encourage suppliers to also reduce their emissions, by implementing policies which incorporate this as a requirement/criteria in the overall procurement selection process.

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. The majority of the actions are therefore listed as 'Neutral' for their carbon savings.

Key Achievements:

These milestones have been completed in the action plan 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 the PID Document and PM Sizing Tool.
- Temporary CE risk assessment tool applied to Exec Papers

Consumption Emissions:

All goods purchased and used by the council come with their own consumption emissions, though these are not currently reported as they would be outsourced scope 3 emissions. However, the council recognises the importance of sourcing products from more sustainable sources and the need to expand the lifetime of goods wherever possible.

Our Partners:

WBC works with a large range of suppliers as part of its 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.

Therefore, WBC will exert its considerable purchasing influence wherever possible to encourage suppliers to improve their own sustainability measures, prioritising those who have done so where possible.

Future Opportunities:

With a number of significant contracts and strategies set to expire or be reviewed before the 2030 goal, along with vehicles becoming outdated and with a series of new policies such as the petrol/diesel ban etc, these opportunities will be utilised to review and improve the sustainability elements of these services, by incorporating such into the official tender processes.

New Actions: The old actions 34.3 and 33.5 have been removed as identical to new action 34.3.

SDGS:



REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
T33	By 2022, achieve sustainable procurement practice throughout the council as part of Corporate Procurement Strategy				Neutral	Nil	
33.1	<p>Include a drafted approach to sustainable procurement within review of Procurement Strategy.</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"> 1. Draft update to procurement strategy. 2. Seek consultation of strategy with SLT. 3. Achieve sign off of strategy. 4. Implementation and communication of strategy with CEM. 	<p>Strategy approved July 2021.</p> <p>Procurement board to be put in place.</p>	Neutral	<p>Short term</p> <p>Nil</p>	
126 33.2	<p>Develop a sustainable procurement culture and associated skills for green procurement.</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"> 1. Complete E-learning design. 2. All staff in council who procure to complete training on CE. 	<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>	
33.3	<p>Assess suppliers on sustainable procurement standards.</p> <p>Encourages competition between suppliers, which</p>	<p>Evaluation of all suppliers to promote sustainability proportionate to contract and financial constraints.</p>	<ol style="list-style-type: none"> 1. All buyers/ commissioners in the council to impose carbon targets on our suppliers including reporting back of carbon production. 	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
	<p>may generate other benefits in terms of efficiency and cost savings.</p> <p>Has a knock on effect as this supplier will now be more competitive for wider contracts.</p>	Use of the Standard SQ / inclusion of a pass/fail phase in all contract evaluations.	<ol style="list-style-type: none"> All buyers/ commissioners taking embedded carbon into account when purchasing goods and services. Performance Team to name the top 20 carbon producers from our suppliers. 				
127 33.4	<p>Implementation of sustainable procurement KPIs amongst suppliers.</p> <p>Will incorporate more stakeholders and viewpoints, allowing for wider objectives to be incorporated, such as planting trees or implementing cycle lanes simultaneously in projects.</p> <p>Supports local residents and businesses, developing skills in these key areas.</p>	Contracts have sustainability KPIs included where suitable to contracts scope and will be performing within the 'green' threshold (or equivalent) for these KPIs.	<ol style="list-style-type: none"> Consult with stakeholders, including local and national business during the development of council's sustainable procurement policy through a consultation event. All buyers/commissioners embed carbon KPI targets into all suitable council contracts. Provide clear and detailed instructions to suppliers on the council's sustainability requirements. Investigate opportunities from big businesses to train SME and VCSE in bid writing, social value etc. 	Not Started	Neutral	<p>Medium term</p> <p>Nil</p>	
T34	By 2023, the council will consider social value, including carbon neutrality, in all its procurement cycles				Neutral	Nil	
34.1	Introducing a culture of carbon neutrality in all council procurement activities.	For environmental social value, include carbon impact into the council's principal business activities, relevant to project's scope, risk and value:	<ol style="list-style-type: none"> 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	Neutral	<p>Short term</p> <p>Nil</p>	

REF	Action / Co - Benefits	Description / Outcome	Milestones	Current Status	Carbon Savings	Timescale / Total Cost	RAG
	Will incorporate more stakeholders and 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.		for project management sizing tool. Temporary CE risk assessment tool applied to Exec Papers.			
34.2 128	Adopt a WBC Social Value Policy Supports people and particularly vulnerable populations around the globe.	Generation of a WBC Social Value policy, linking to corporate procurement strategy.	<ol style="list-style-type: none"> 1. Draft social value policy. 2. Consult with businesses and SLT 3. Implement communication of policy via CEM. 	Not Started	Neutral	Medium term Nil	
34.3	Promote local skills and employment 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.	<ol style="list-style-type: none"> 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, hence no savings this year either.

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.

Key Achievements:

These milestones have been completed in the action plan this year:

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- Lets Talk Climate sessions organised and run, with external facilitator.
- The climate emergency newsletter continues to be successful, directing readers to numerous online articles on these topics.
- 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.

Our Partners:

WBC is keen to engage with as many stakeholders as possible within the borough in order to drive sustainable behaviour change. This includes businesses, community and voluntary organisations, schools and young people, Town and Parish councils, council colleagues and residents more generally.

Working in partnership with all stakeholders is vital to tackling the climate emergency which is not possible alone. Behaviour change is vital to achieving many of the goals throughout this action plan which rely on uptake of technologies, initiatives and schemes by local residents and businesses in order to result in the associated CO₂ savings.

Future Opportunities:

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.

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
35	Raise awareness in the community about the climate emergency agenda				Neutral	TBC	
135.1	<p>Implement a Wokingham Borough Council Climate Emergency Engagement & Behaviour Change Strategy.</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"> Options appraisal to inform on different engagement methods. 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. Investigate behaviour change barriers. Develop a programme available for residents to shift to more sustainable choices and be rewarded for forming these new habits. Draft the Climate Emergency Engagement & 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. Consult with community-based organisations and town & parish council's on the strategy. Support Town and Parish councils to share best practice and lessons learned to set out a path to net zero carbon in their own operations, where possible. 	<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"> Residents x2 Businesses Community groups & voluntary sector Teachers Primary School-aged children (plus a parent) Secondary school-aged children Town & Parish council clerks Council Officers <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>	

				can give feedback on these recommendations. The final report of the outcomes and recommendations from the process to go to council Autumn 2022.			
131 35.2	<p>Actively communicate the progress of the climate emergency initiatives delivered borough-wide.</p> <p>Provide and share information with residents on how to reduce their carbon emissions.</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"> 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. 2. Deliver a campaign to businesses on COP26. 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. 	<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: https://news.wokingham.gov.uk/</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 on each target.</p>	Neutral	Short term Nil	
35.3	<p>Provide communication support to</p>	<p>Develop a sustained communications campaign to provide</p>	<ol style="list-style-type: none"> 1. Align engagement campaigns to the climate emergency programme designed for schools and deliver 	<p>The council promotes it's offering to schools relating to climate emergency through serval</p>	Neutral	Short term Nil	

132	<p>promote sustainable action taking place in schools.</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>information, advice, and signposting to 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>engagement campaigns to inspire children and school staff to adopt new behaviours.</p>	<p>channels including Education News (weekly newsletter) and the 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>			
35.4	<p>Support changes in work practices and behavioural change amongst council staff.</p> <p>Healthier staff living more</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 & signposting to promote behavioural change amongst</p>	<ol style="list-style-type: none"> 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. 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. 	<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>	

	<p>sustainable lifestyles.</p> <p>Reducing the council's own carbon footprint as an organisation.</p>	<p>council employees (e.g. active and sustainable travel, increased plant based food).</p>	<ol style="list-style-type: none"> 3. Communicate environmental benefits and carbon savings of the Workplace Reimagined project to ensure staff are fully informed. 4. Investigate a behaviour change platform for business use. 				
<p>133</p> <p>35.5</p>	<p>Support changes in work practices and behavioural change amongst local businesses.</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</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,</p>	<ol style="list-style-type: none"> 1. Host events to stimulate the conversation around sustainability in business between the council and the business community. 2. Ensure the conversation is kept going through regular climate emergency articles in the Business Matters newsletter. 3. Engage with providers to gather information on what more can be done with businesses. 4. Assessment of unintended consequences from the national lockdown (COVID-19) and the effects to energy consumption and site occupancy of corporate sites. 5. Incorporate into the Climate Emergency Engagement & Behaviour Change Strategy. 6. Provide monthly spotlights for businesses to demonstrate real actions they can take from people in a similar position. 	<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.</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>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</p>	Neutral	<p>Short term</p> <p>Nil</p>	

	better schemes.	which focuses on enabling local business to Build Back Better.		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.			
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Appendix 1. Data Sources

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

SUB-SECTOR	DIRECT tCO ₂ e	INDIRECT tCO ₂ 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 ₂ e	KtCO ₂ 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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Term	Definition
Carbon Baseline	The year against which target decreases in emissions are measured. ⁴
Carbon dioxide (CO₂)	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.
Carbon Budget	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.”
Carbon dioxide equivalent (CO₂e)	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 ₂ 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 tCO₂e
Carbon footprint	The amount of carbon emitted by an individual, organisation, geographical area or during the manufacture of a product in a given period of time.
Carbon neutral	A process where there is no net release of CO ₂ . For example, growing biomass takes CO ₂ 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.
Carbon offsetting	A way of compensating for emissions of CO ₂ by participating in, or funding, efforts to take CO ₂ out of the atmosphere. Offsetting often involves paying another party, somewhere else, to save emissions equivalent to those produced by your activity.
Carbon Sequestration	The process of storing carbon dioxide. This can happen naturally, as growing trees and plants turn CO ₂ into biomass (wood, leaves, and so on). It can also refer to the capture and storage of CO ₂ produced by industry.
Climate Change	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.
Climate Change Act (2008)	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 ⁵ . In 2019 this target was altered to achieve net zero emissions by 2050 ⁶ .

⁴ <https://www.bbc.co.uk/news/science-environment-11833685>

⁵ <https://www.theccc.org.uk/2014/03/04/the-climate-change-act-a-retrospective/>

⁶ <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.>

Climate Emergency	A situation in which urgent action is required to reduce or halt climate change and avoid potentially irreversible environmental damage resulting from it. ⁷
Climate Emergency Declaration	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.
The Committee on Climate Change (CCC)	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. ⁸
Decarbonise	To replace fossil fuels as fuel source with a fuel that is less harmful to the environment such as solar power. See Renewable energy.
Emission Trading Scheme (ETS)	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.
Fossil fuels	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.
Global warming	The steady rise in global average temperature in recent decades, which experts believe is largely caused by man-

⁷ <https://www.oxfordlearnersdictionaries.com/>

	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.
Grand-fathering	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.
Greenhouse gases (GHGs)	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).
The Inter-governmental Panel on Climate Change (IPCC)	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.
Kyoto Protocol	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

⁸ <https://www.theccc.org.uk/about/>

	countries agreed a second commitment period in 2013 that will run until 2020.
Land Use, Land-Use Change, and Forestry (LULUCF)	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 managing forests), or by reducing emissions (i.e. by curbing deforestation and the associated burning of wood).
Mitigation	Action that will reduce man-made climate change. This includes action to reduce greenhouse gas emissions or absorb greenhouse gases from the atmosphere.
Net zero carbon	A target to achieving net zero carbon dioxide emissions by balancing carbon emissions with carbon offsets and/or eliminating carbon emissions altogether.
Paris Agreement (2015)	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 ⁹ .
Per-capita emissions	The total amount of greenhouse gas emitted by a country per unit of population.
Renewable energy	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.
SCATTER	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.
Tyndall Centre	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 ¹⁰ .
The United Nations Framework Convention on Climate Change (UNFCCC)	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.

⁹ <https://unfccc.int/process-and-meetings/the-paris-agreement/what-is-the-paris-agreement>

¹⁰ <https://tyndall.ac.uk/about>






Appendix 3. Sustainable Development Goals

The 2030 United Nations Agenda for Sustainable Development¹¹, 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

140 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.	

¹¹ [Resolution adopted by the UN General Assembly on 25 September 2015.](#)

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 living 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

Carbon Emissions Trajectory

Carbon emissions trajectories for the future are best estimates as it is impossible to make exact predictions. They are therefore based on the best available data from past emissions figures¹ and government projections. While it is impossible to be exact, these figures provide the best, most accurate reference for carbon accounting going forward. As explained in full in the CEAP methodology, these figures are all based on scope 1 and 2 emissions, while national statistics cover all aspects, including what would fall under scope 3 for us as a borough, such as motorways, diesel rail, aviation, industrial shipping and consumer purchases, amongst others. Therefore, national BEIS figures and their projections² may be slightly different to the expectations listed here.

Specifically, the business as usual (BAU) projection is based on the BEIS data covering the period between 2012 and 2017, as this is the most relevant and consistent data to represent potential future outcomes. In this period there was an average decline of 5.6% per year, which is the figure which has been used for extrapolation for future years. With the UK government's pledge to become net zero by 2050, alongside the introduction of multiple new commitments during 2020 (as outlined in full in the CEAP) that will significantly impact the future carbon emissions trajectory, this estimate remains realistic.

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.

Meanwhile, the target emissions projection is based on experimental statistics because of inherent uncertainties in the estimation of CO₂ emissions. We used available tools to local authorities such as the Scatter Tool to build scenarios that help to understand the uncertainties and key elements that will affect emissions in the future. These scenarios demonstrate the level/type of changes which would be required in order to reach net zero, showing the estimated trajectories based on different parameters such as varying car use, electricity generation etc. Therefore, it has been calculated in reverse, finding out what level of reductions are needed to reach our 2030 goal, again being more front-loaded in terms of total reductions, to match government expectations. The differences here are then used to inform the targets, demonstrating their importance in reaching the overall 2030 goal.

¹ [2005 – 2019 UK Local & Regional CO₂ Emissions, BEIS June 2021](#)

² [Energy and Emissions Projections 2019](#), BEIS October 2020

Transport

Within this section, it is impossible to attribute the overall carbon savings directly to each action as many actions overlap or combine, therefore the total savings shown in the table may be different to the sum of the individual parts because of this. Each of these are best estimates based on the data available at this time. Target 7.9 has been removed after being explored and deemed unviable, however there were no carbon savings associated with this yet so there is no effect on the total.

Target 1. - Deliver a greenway network of over 37 Km across the Borough by 2030 with the ambition to deliver 60 Km by 2036

Action 1.1 - Deliver a comprehensive and connective network of greenway routes to encourage active and sustainable transport modes

- On average, people in the UK cycle 3.3 miles per trip cycled.³
- On average people cycling do so for 17 trips a year. The table below shows the breakdown of purpose of these 17 trips.⁴
- Assuming an 18% increase in those cycling once a month or more from the resulting improved greenways network (30,240 people) the carbon calculations can be seen below assuming there has been a switch from driving to cycling. This 18% increase is in line with the 18% modal shift away from cars and vans, and is supported as viable from the figures from bikeability and love to ride schemes, currently running at approximately 4000 trained users each year.
- The 11 trips made for utility (not for leisure) were each assumed to be the nationally average cycled mileage of 3.3 miles.
- This figure was then multiplied by the carbon emissions per mile of average petrol car (0.29103x3.3) accounting for 0.960399 KgCO₂e.⁴
- This figure was then multiplied by an 18% (30,240) increase in residents cycling in the borough due to the planned green ways network to result 29.03 tCO₂e saved per year respectively. This would occur at the completion of the network in 2036.
- By 2030 we are expecting 62% completion of the total 60km of greenways. Therefore we will expect to be saving 62% of the 29.03 tCO₂e expected in 2036. **This equate to 17.99 tCO₂e savings per annum.**
- This is therefore included within the Target 4 savings, but illustrated here to outline the benefit it contributes towards such.

Trips taken per person per year

Purpose	Bicycle
Commuting	6
Business	1
Education / escort education	1
Shopping	2
Personal business	1

³ Cycling UK Cycle Statistics

⁴ Department for Transport National Travel Survey (2018)

Leisure ⁵	6
Other including just walk	0
All purposes	17

Target 2. - Double public transport use by 2030 from 2019 baseline

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 gCO₂ per passenger per km, multiplying this by the average km per passenger per year (0.79) equates to 81 gCO₂ emissions per passenger per year.
- The average petrol car emits 180.8 gCO₂ per km. Multiplying this by the average km per bus passenger per year (0.79) equates to 142.9 gCO₂ 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 carbon emissions from a private vehicle (2,800,000 x 142.9 gCO₂), this equates to 400.01tCO₂ per year.
- Multiplying the emissions per bus passenger per year (81 gCO₂) by the number of bus passengers recorded for 2019 (2,800,000) equates to 226.8 tCO₂ per year.
- Therefore, the difference from switching from cars to bus for this many people would save (400.01-226.8)= **173.3 tCO₂e per annum.**

Double Train Usage

- Currently 18% of Wokingham Borough residents use the train once a week. This amounts to 29,700. A 100% increase, would therefore be an additional 29,700 residents.
- We are assuming residents are replacing a car journey with a train journey. The average distance driven in a car journey is 8.2miles according to Government statistics.
- An averaged sized petrol car emits 2.4kgCO₂ in one journey (8.2 x 0.29103). Multiply this by the number of residents calculate to 71.28tCO₂ avoided per week (2.4 x 29700).
- Multiplying this by 52 weeks equates to the annual emissions from this car travel (71.28 x 52) = **3706.56 tCO₂e per annum.**
- Next the emissions from the train travel were taken away from the potential car travel emissions.
- National rail trains emit 0.04kgCO₂ per passenger per km. For the purposes of this calculation an assumption has been made that the train journey would be the same distance as average journey driven, although in reality this is unlikely. (0.04 x 13.2km) This gives the sum of 0.54kgCO₂ per passenger.
- This figure has then been multiplied by the number of residents involved in the 100% target increase which equate to 16.04 tCO₂ ((0.54 x 29700)/1000).
- This was then multiplied by 52 to give annual emissions of 834.08 tCO₂ (16.04 x 52).

- Finally this figure was taken away from potential driving emissions to give potential annual carbon emission savings of 2872.48 tCO₂ (3706.56 – 834.08).
- However, emissions from national rail are out of scope when considering the borough's carbon footprint. So potential carbon savings are the initial figure of **3706.56 tCO₂ per annum**.
- These calculations assumes all the car journeys are undertaken within the borough.

The total savings in carbon emissions from doubling public transport use by 2030 will account to **3879.86 tCO₂e per annum** (173.3+3706.56).

Action 2.9 Part A - Deliver the Winnersh Triangle Parkway parking projects. This will increase the amount of parking capacity at Winnersh parkway station to achieve a 10% increase in the number of Wokingham Borough residents who use a train from Winnersh station at least once a week by March 2026.

- Currently 513,392 of Wokingham Borough residents use the station at Winnersh per year. This amounts to 9,873 people per week. A 10% increase, would therefore be a further 988 residents.
- We are assuming residents are replacing a car journey with a train journey. The average distance driven in a car journey is 8.2miles according to Government statistics.
- An averaged sized petrol car emits 2.4 kgCO₂e in one journey (as above). Multiply this by the number of residents calculate to 2.37 tCO₂e avoided per week (2.4 x 988).
- Multiplying this by 52 equates to the annual emissions from this car travel (2.37x52) **123.24 tCO₂e per annum**
- Next the emissions from the train travel were taken away from the potential car travel emissions.
- National rail trains emit 0.04kgCO₂e per passenger per km. For the purposes of this calculation an assumption has been made that the train journey would be the same distance as average journey driven, although in reality this is unlikely. (0.04 x 13.2km) This gives the sum of 0.54kgCO₂e per passenger.
- This figure has then been multiplied by the number of residents involved in the 10% target increase which equate to 0.53 tCO₂e ((0.54 x 988)/1000).
- This was then multiplied by 52 to give annual emissions of 27.6 tCO₂e (1.6 x 52).
- Finally this figure was taken away from potential driving emissions to give potential annual carbon emission savings of 94.9 tCO₂e (122.52 – 27.63).
- However, emissions from national rail are out of scope when considering the borough's carbon footprint. So potential carbon savings are the initial figure of **123.24 tCO₂e per annum**.
- These calculations assumes all the car journeys are undertaken within the borough.

Action 2.9 Part B - Deliver transport infrastructure enhancement in Coppid Beach, includes the creation of more parking spaces to achieve a 10% increase in the number of Wokingham Borough residents who use a park & ride at least once a week by March 2026.

- Coppid Beech Park & Ride (P&R) will run users out to Wokingham and Bracknell both an average of 2 miles (or 3.2km) journey.
- An average size petrol car will emit 0.29103KgCO₂ per mile.
- In 2019 8% of Wokingham Borough's residents used P&R at least once a week, this is 13,200 people (165,000 current total population).
- The targeted 10% increase of this is a further 1320 people using park and ride at least once a week.
- This is 135280 miles saved a year ((1320 x 2 miles)x 52 weeks), which would have emitted 40tCO₂e annually ((0.29103 x 135380)/1000).
- There are of course still emissions associated with the bus journey itself. An average local bus emits 0.33KgCO₂e on this journey (0.10391*3.2km).
- Based on the bus timetable for the Winnersh Triangle P&R were buses go on average 4 times an hour 6 days a week for 12 hours a day equating to 568 bus journeys running to and from the P&R emitting 9.8tCO₂e a year.
- Subtracting this figure from the earlier 40tCO₂e emission saving from shorter car journeys leaves us with an **30.1 tCO₂e per annum** from the creation of the Coppid Beech P&R by 2026 to be sustained into 2030.

Action 2.10 - 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 kgCO₂e
- New 8 routes cover 52042.83km per year
- Multiplied by the same emissions factors (including identical diesel route)
- This equates to 2562.83 kgCO₂e
- Therefore the change has resulted in 2551.38 kgCO₂e of savings, or **2.55 tCO₂e per annum**

Target 3 - 20% reduction in total distance travelled in private vehicles per individual per year by 2030

- This target aims to reduce demand by encouraging working from home, sharing journeys to work and to local amenities, and reducing the level of freight through better management of the network. National figures are used, as there are no local figures relating to journey length for business, local trips or freight within the borough.
- The average miles travelled by car in the South East region and Rural-Urban Classification for 2018/2019 were 4,741 per year for rural Town and Fringe. This is used as the latest BEIS data available is from 2019.
- There are 66,100 petrol cars registered in Wokingham as of December 2019. The average miles per year driven for these vehicles is approximately 313,380,100 (66,100 x 4741).
- Therefore a 20% reduction would save 62,676,020 (313,380,100 *0.2) miles

- The average petrol car emits 0.29103 kgCO₂e per mile.
- Therefore, a 20% reduction in total distance travel will result in savings of **18,240.60 tCO₂e per annum** (62,676,020 x 0.29103/1000)
- There are 33,900 diesel cars registered in Wokingham as of December 2019. The average miles per year driven for these vehicles is approximately 160,719,900 (33900 x 4741).
- Therefore a 20% reduction would save 32,143,980 (160,719,900 *0.2) miles
- The average diesel car emits 0.27901 kgCO₂e per mile. Therefore, a 20% reduction in total distance travel will result in savings of **8968.49 tCO₂e per annum** (32,143,980 * 0.27901/1000)
- There are 38,000 motorbikes registered in Wokingham as of December 2019.
- The average miles travelled by motorbike in the South East region and Rural-Urban Classification for 2017/2018 were 30 for rural Town and Fringe.
- The average miles per year driven for these vehicles is approximately 1,140,000 (38,000 x 30).
- Therefore a 20% reduction would save 228,000 (1,140,000 *0.2) miles
- The average motorbike emits 0.16559 kgCO₂e per mile. Therefore, a 20% reduction in total distance travel will result in savings of **37.75 tCO₂e per annum** (228,000* 0.16559/1000)

Total savings across all 3 of these vehicle types is therefore **27,246.84 tCO₂e per annum**.

Action 3.1 - Engage businesses to promote homeworking and remote working when possible to achieve 30% reductions of CO₂ 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.

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

- 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 0.29103KgCO₂ of emissions per mile by an average petrol car ((0.29103 x 14.4)/1,000) means that **4,200 tCO₂e could be saved per annum** if sustained.

Action 3.2 - 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.
- The average miles travelled by car in the South East region and Rural-Urban Classification for 2017/2018 were 4741 for rural Town and Fringe.
- There are 66,100 petrol cars registered in Wokingham as of December 2019. The average miles per year driven for these vehicles is approximately 313,380,100 (66,100*4741).
- The average petrol car emits 0.29103 kgCO₂e per mile. Therefore, the carbon emissions for the 66,100 vehicles in the Borough will account for 91,203.01 tCO₂e (313,380,100*0.29103/1000)
- A 10% reduction in total distance travel will result in **9,120.30 tCO₂e per annum** (91,203.01 *0.10).
- There are 33,900 diesel cars registered in Wokingham as of December 2019. The average miles per year driven for these vehicles is approximately 160,719,900 (33900 x 4741).
- Therefore a 10% reduction would save 16,071,990 (160,719,900 *0.1) miles
- This translates to carbon savings of **4,484.24 tCO₂e per annum** (16,071,990 *0.27901/1000).
- There are 38000 motorbikes registered in Wokingham as of December 2019.
- The average miles travelled by motorbike in the South East region and Rural-Urban Classification for 2017/2018 were 30 for rural Town and Fringe.
- The average miles per year driven for these vehicles is approximately 1,140,000 (38000 x 30).
- Therefore a 10% reduction would save 114,000 (1,140,000 *0.1) miles
- The average motorbike emits 0.16559 kgCO₂e per mile. Therefore, a 10% reduction in total distance travel will result in **18.87 tCO₂e per annum** savings (114,000 * 0.16559/1000)

Therefore total savings for this target are **13,623.41 tCO₂e per annum**

Target 4 The use of all cars, vans and motorbikes as a mode of transport decreases from 74% (current national/borough average) total miles to 56% in 2030

- There are 138000 cars, vans and motorbikes registered in the Borough. Assuming that the council target is to achieve a further 18% reduction from the current national average of 74%, the carbon savings will result in **24,522.16 tCO₂e per annum**.

	Petrol Car	Diesel Car	Motorcycle	Total
Average annual miles	4741	4741	30	
No vehicles	66,100	33,900	38,000	138,000
Total miles	313,380,100	160,719,900	1,140,000	475,240,000
18% saving	56,408,418	28,929,582	205,200	85,543,200
tCO₂e saved	16,416.54	8,071.64	33.98	24522.16

Action 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 school⁵. Multiplying these figures together means 6,400 miles are travelled per day to and from school by these children ((1.6 x 2000) x 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 x 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 x 0.29103KgCO₂e)/1000) to find that **353.89 tCO₂e emissions could be saved per academic year**

Action 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 x 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 x 190).
- Finally this figure is then multiplied by the emissions per mile produced from an average sized petrol car shows potential savings of **137.7tCO₂e per annum** ((473439.3 x 0.29103)/1000).

⁵https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/476635/travel-to-school.pdf

Action 4.3 - Role out the Healthy School Streets programme to help achieve a 10% reduction in the number of children being driven to school by March 2026.

- See the calculations for Action 4.2 as this will help towards achieving these **137.7tCO₂e** a year.

Action 4.4 - Increase the uptake of cycling from local business by promoting the Love to Ride programme to reduce the CO₂ emissions from a driven commute by 10%.

- 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 x 788).
- Multiplying this figure by the emissions per mile of an average petrol car shows that **1,240 tCO₂e per annum** can be saved a year from this amount of people shifting their annual commute to zero emission modes ((4,264,420 x 0.29103)/1,000).

Action 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*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*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 tCO₂e per annum** ((19,009,600 x 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*5)
- This would mean **6,915.45 tCO₂e** could be saved annually ((23,762,000 *0.29103)/1000)

Therefore the total savings from this action would be **12,447.81 tCO₂e per annum**

Action 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 (103000×0.38).
- 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 (3.3×2060), 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 tCO₂e 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 (183×2060) which would have otherwise been driven (assumption).
- These miles, if driven, would emit a total of **109.71 tCO₂e per annum** ($(376,980 \times 0.29103) / 1000$).

Therefore the total savings from this action would be **212.59 tCO₂e per annum**

Action 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 ($39,468 \times 4741$)
- A 3% reduction on this would represent a fall of 5,613,533.64 miles ($187,117,788 \times 0.03$)
- Emissions for this amount of mileage is **1,633.71 tCO₂e per annum** ($(5,613,533.64 \times 0.29103) / 1000$).

Action 4.12 – 22% decrease in road freight

- Currently 8,400 LGVs and 700 HGVs

- Average van mileage is 13,000 per year⁶
- At 0.41028kg per mile for average diesel vans
- Therefore $(0.41028 * 8400 * 13000 / 1000) = 4,4802.576 \text{ tCO}_2\text{e}$
- Average lorry mileage is 62,751 per year⁷
- At 1.38502kg per mile with average load
- Therefore $(1.38502 * 700 * 62,751 / 1000) = 60,837.97 \text{ tCO}_2\text{e}$
- In total then a reduction by 22% would save **23,240.92 tCO₂e per annum**
(60837.97+44802.576)*0.22)

Target 5. Leading by example – Reduce by 70% CO2 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 tCO₂e 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 5.1 - 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 $(896,957 * 0.3)$
- Therefore this reduction would save **78.31 tCO₂e per annum** $(269,087.1 \times 0.29103 / 1000)$.

Action 5.2 - Promote homeworking and remote working practices amongst council staff to reduce by 40% the CO2 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 tCO₂e each year $((3,482,615 * 0.29103) / 1000)$.

⁶

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/611304/annual-road-traffic-estimates-2016.pdf

⁷ <https://afdc.energy.gov/data/10309>

- A 40% reduction of this would therefore represent **405.42 tCO₂e per annum** of savings annually (1,013.54*0.4)

Action 5.3 - Incentivise council staff to mode shift to active and sustainable transport to reduce by 30% the CO₂ emissions from staff travelling to work by 2025.

- A 30% reduction would be as above but **304.06 tCO₂e per annum** of savings (1,013.54*0.3).

Target 6. Continue research and innovation programmes for the reduction of CO₂

Action 6.1 - Continue to research and use innovative techniques to manage traffic and encourage uptake of sustainable modes and ultra-low emission options.

Please see action 4 for the full calculations for the below table, with the only change being a switch to 10% rather than 18%.

	Petrol Car	Diesel Car	Motorcycle	Total
Average annual miles	4741	4741	30	
No vehicles	66,100	33,900	38,000	138,000
Total miles	313,380,100	160,719,900	1,140,000	475,240,000
10% saving	31,338,010	16,071,990	114,000	47,524,000
tCO₂e saved	9,120.30	4,484.25	18.87726	13,623.42

- This action would therefore result in **13,623.42 tCO₂e savings per annum**.
- This is in addition to below as it is achieved by improvements in engine efficiency and traffic solutions rather than a switch to active/sustainable methods.

Action 6.2 - Mobility as a service (MaaS) and future proofing the network.

- Following the same calculations as above, this action would achieve another 10% savings, resulting in another **13,623.42 tCO₂e savings per annum**.

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%.⁸

⁸ <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*0.31)
- Approximately 66% of this is petrol and 33% of this is diesel
- This relates to savings of 13,532.1 tCO₂e for diesel (146,971,000*0.33*0.27901/1000)
- And savings of 28,230.16 tCO₂e for petrol (146,971,000*0.66*0.29103/1000)
- Therefore, total savings of at least 41,762.26 tCO₂e 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.

Electric Vehicles

Target 7 - 50% Electric Vehicles (EVs) registered in the Borough by 2030.

There 148,300 vehicles register in Wokingham at the end of 2019. Of these, 808 are ultra-low or electric vehicles.

Wokingham registered vehicles	Q3 2019	%
ULEVs [1]	808	0.54
Cars [2]	100,000	
Diesel cars	33,900	22.86
Petrol cars	66,100	44.57
Motorcycles [2]	38,000	25.62
Light Good vehicles (LGVs) [2]	8,400	
Diesel LGVs	8,000	5.39
Petrol LGVs	400	0.27
Heavy Good Vehicles (HGVs) [2]	700	0.47
Buses & coaches [2]	300	0.20
Other [2]	900	0.61
	148,300	

- The government predictions estimate that by 2030 there will be a national average uptake of EVs by 25%.
- A battery electric vehicle carbon emissions accounts to 0g CO₂ per kilometre.
- Carbon emissions by transport account for 184.08 ktCO₂e; these are projected to decrease to 138.06 ktCO₂e by 2030 following the 25% decrease from government predictions on transport electrification.
- A further 25% of EV uptake will therefore result in an additional **46,020 tCO₂e per annum** reduction by 2030 (184.08*0.25*1000)
- It is projected that by implementing a Borough wide EV strategy, adding charge points in strategic locations, giving residents the opportunity to charge easily, reduce range anxiety for EV users, the uptake to electric vehicle is accelerated by a further 25%.
- The 50% switch to EV refers to personal transport (cars and motorcycles) and light vans only, as electrification of larger goods vehicles is not currently mainstream, however as technology develops this can be reviewed.

- Therefore, the total annual saving for switching to 50% EV's will be 91,250 tCO₂e reduction by 2030.

Action 7.3 - 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 x 4741 miles).
- This mileage would emit **72.02 tCO₂e per annum** ((247,480.2 x 0.29103)/1000).

Action 7.5 - 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 x 0.4).
- The target aims to support the transition of 20% of this fleet 8,000 cars to EV (40,000 x 0.2).
- Average commuting miles in the UK is 788 miles annually. Therefore this 20% travels 6,304,000 miles every year (8000 x 788).
- Assuming the majority of these cars are petrol the emissions produced from this travel is **1,834.6 tCO₂e per annum** ((6,304,000 x 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.

Target 8. 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 tCO₂e per annum**, following the GHG Accounting tool emission factors where this is used (this includes energy for the EV's).

Savings this year

- Between 2020 Q4 and 2021 Q3 (Latest available data) the number of ultra low emission vehicles in the borough rose by 321
- This represents carbon savings of 442.91 tCO₂e by taking petrol cars off the road (321*4741*0.29103/1000)

Renewable Energy Generation in Council's owned assets

Target 12. Increase the generation of renewable energy through investment in solar farms to power the equivalent of 25,000 homes within the Borough by 2030.

- Renewable electricity for Wokingham as 2019 accounted for 41,155 MWh **per annum** (BEIS Latest).
- Emissions associated with the generation of electricity at a power station. Electricity generation factors do not include transmission and distribution.
- The overall objective for the council is to generate 40,000,000 KWh per annum of electricity by 2026 and have an aspiration to generate 100,000,000 KWh per annum (for possible excess commercial retail) within the Borough by 2030.
- Based on a 4000 kWh per annum average usage / per average domestic property. Therefore, 40,000,000 MWh of electricity generation has the potential to feed

10,000 homes, and 100,000 MWh of electricity generation has the potential to feed 25,000 homes.

- Using the UK Government GHG Conversion Factors for electricity generated 0.2556, 100,000 MWhs of electricity have a potential to produce carbon savings of **25,560 tCO₂e per annum**.

Year	Target	Unit	No. residential properties electricity equivalent	kg CO ₂ e	tCO ₂ e
2023	20,000,000	KWh	5,000	5,112,000	5,112
2026	40,000,000	kWh	10,000	10,224,000	10,224
2030	100,000,000	kWh	25,000	25,560,000	25,560

- It is estimated that each solar farm installed will have the capacity to generate in excess of 20 MWh of energy, this depending on land size availability. Estimated carbon savings for a solar farm under this conditions account for 5,112 tCO₂e and potential to feed 5,000 homes.

Target 13. Increased renewable energy generation to generate equivalent to 1550 kWh per household in 2030

- 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 obtain using the UK Government GHG Conversion Factors for electricity generated 0.2556kgCO₂e. This will account for **27,333.46 tCO₂e per annum**.

Small-scale PV generation	MWh	KWh	kg CO ₂ e	tCO ₂ 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 13.1 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 related to an estimated carbon saving of **6.90 tCO₂e per annum**.

KWh	kg CO ₂ e	tCO ₂ e
27,000 per year	6,901.20	6.90

Action 13.2 Support residents and local businesses to reduce their energy usage and carbon emissions and increase the uptake of renewable energy installations through the green bank scheme

- It is estimated that 15,000 households apply for funding for the installation of PV through the Green Bank scheme 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 annum⁹
- Estimated carbon savings **9,585 tCO₂e per annum**.

	kWh/annum	kgCO ₂ e	tCO ₂ 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 tCO₂e against fossil fuel sources (42,572.84*0.2556).

Retrofitting Council and Commercial Property

Target 14. By 2028 All council 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 tCO₂e per annum.
- An additional 3,259 tCO₂e 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 tCO₂e per annum (2018 baseline year).
- The total carbon dioxide emissions council estates / corporate property portfolio excluding schools for 2018 baseline are **6,612.30 tCO₂e**.

⁹ Renewable Energy Sources, Carbon Trust 2018

Council Baseline (2018)	Electricity kWh	Electricity tCO ₂ e	Gas kWh	Gas tCO ₂ 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				6,612.30

Action 14.2 Gorse Ride Regeneration Project

- The Gorse Ride development consists of the state regeneration of 255 houses which will be design to net-zero carbon standards with no supply of domestic gas.
- Following the calculations in action 16, the average emissions per house is 3.67 tCO₂e per annum
- The 255 houses in this regeneration project will therefore provide savings of **935.85 tCO₂e per annum** once completed (255 x 3.80).

Action 15 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 ktCO₂e and for domestic electricity is 59 ktCO₂e, with 10.8 ktCO₂e from other fuels (BEIS 2019), generating a total of 256.7 ktCO₂e.
- 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 tCO₂e (256.7/70,000*1000).
- The 2,600 council owned houses will provide carbon savings of **9,542 tCO₂e per annum** (2,600 x 3.67 tCO₂e).

Target 16. By 2029 all local schools will be retrofitted

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

- 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 tCO₂e and gas related emissions are 2,660.98 tCO₂e per annum.
- Therefore, total potential savings are **5,034.08 tCO₂e per annum**.

Target 17. By 2030, 20% of households to be retrofitted to deep retrofit standard as defined by Scatter

- There were approximately 70,000 households registered in the borough in 2019.
- It is assumed that the carbon footprint per house is 3.67 tCO₂e (256.7/70,000*1000).
- The current Government ambition is to achieve a 10% reduction in energy used for heating in existing homes by 2030¹⁰. If applying this scenario, by 2030, 7,000 houses should have been retrofitted to carbon neutral standards.
- The council ambition is to encourage residents to retrofit their homes by a further 10%, achieving 20% of the households registered in the Borough to be retrofitted to carbon neutral standards.
- Therefore, potential savings from this additional 10% represent **25,690 tCO₂e per annum** (7,000*3.67)

Households	Existing homes	tCO ₂ e
Government ambition 10%	7,000	25,690
Council ambition 10%	7,000	25,690
20% Households	13,057	51,380

Carbon Sequestration

Target 18. Plant 250,000 trees throughout the Borough by 2025

The target to plant 250,000 in the Borough is projected to result in a habitat change that will capture an additional **3,100 tCO₂e per annum**. The number of trees is expected to require approximately 250 hectares of land, as this is a good density for biodiversity and planting for high forest.

- This has a carbon sequestration potential of 7.83 tonnes of CO₂e equivalent per hectare in first year of planting, 13.7 tonnes thereafter.
- With some of this 250 hectares to be things like access roads, glades, rides for biodiversity etc, this means a total of 226.27 hectares will be converted.
- Therefore $226.27 * 13.7 = \mathbf{3,100 \text{ tCO}_2\text{e per annum}}$

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. It is estimated that the cumulative carbon savings by year 2030 will be 16,916 tCO₂e. We do not have figures for the estimated carbon savings for each individual action here.

Target 19. Carbon sequestration by design - improving carbon sequestration rates in future land management decisions

- 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 tCO₂e per ha sequestration rate) and half the green infrastructure is

¹⁰ UK housing fit for the future? Committee on Climate Change 2019.

delivered by 2030, the policy and strategy focus will cause 460 tCO₂e 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 tCO₂e per year.
- Total estimated carbon sequestration **660 tCO₂e per year**.

Action 19.1 Develop the Wokingham Borough Tree Strategy to support long-term creation and retention of woodland and trees.

- 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 19.2 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 tCO₂e per year**.

Action 19.3 Develop the Local Nature Recovery Strategy to provide complementary funding source to aid land use change (LULUCF being a carbon sink)

- On assumption that 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 19.4 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 tCO₂e 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 tCO₂e per hectare, natural flood management measures that prevent degradation might prevent **0.25 tCO₂e** per hectare being released into the atmosphere.

Target 20. Transition to low intensity (high carbon sequestration) land management

Action 20.1 Work to transition Grassland Management to less frequent cutting scheme allowing wildflowers to bloom and set seed

- A goal of **642 tCO₂e per annum** would be targeted to be met in the period 2025 to 2030.

Action 20.2 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 tCO₂e 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 CO₂e per year for 100% conversion. 5% pilot is estimated to have the potential to sequester 20 tonnes of CO₂e per year.
- Therefore, a total of **642 tCO₂e per annum** would be sequestered.

Action 20.3 Implement Citizen Science Engagement for Hedgerow Restoration

- One mature oak tree is estimated to be 10.5 tCO₂e. 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 tCO₂e captured over the next 70 years.
- 300 extra open growing oak trees (or equivalent) are planted by 2025 with a pro rata tCO₂e sequestration rate of **45 tCO₂e 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 tCO₂e (15,400*0.15)
- If one young tree saves approximately 1/100 of a mature one, this is 0.15 tCO₂e.
- 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.

Schools and Young People

Carbon savings in this section are primarily defined in the report as neutral as they primarily contribute back into other areas within the plan, however there are some estimates provided here which reflect on the individual targets, based on some available data.

The carbon savings associated with the targets below have been reduced from last year's estimates by 79% in line with the consumption-based UK carbon footprint which informs us that only 21% of all greenhouse gas emissions are from direct sources and therefore within our scope of influence.

We have made the decision to lower these predicted savings also to ensure that there is less risk of double counting of carbon savings whilst realising that possible behaviour change as

a result of engagement means and accelerated the shift to more sustainable behaviours and therefore drives carbon emissions down further by 2030.

Target 22 - Encourage and support school children in the Borough to take an active role in reducing carbon emissions

- A study at San Jose State University found that a 9-hour university course on climate change taught over two semesters reduced the annual carbon footprint of each student by an average of 2.86 tCO₂e.
- This figure has been used to calculate the impacts of 1 hour of discussion and education about the climate emergency in the schools in Wokingham Borough.
- Therefore, the average annual carbon saving attached to 1 hour of targeted learning is $(2.89/9) 0.318$ tCO₂e.
- This will be reduced by 50% to 0.159 tCO₂e to allow for lower levels of education and engagement as well as the fact that younger students have less power over purchasing decisions etc. and therefore over their entire carbon footprint.
- Please note that these are all assumptions based on students putting learning into physical action to reduce their carbon emissions and as children, students are less able to make these changes but may encourage their parents/guardians to make changes.

Action 22.1 - Deliver annual climate emergency assemblies at local schools with the aim for every year group in each secondary school to receive an assembly annually.

- Assemblies are around 20 minutes, meaning the sessions of learning will have at least two thirds less impact than a full hour of learning the aforementioned study these assumptions are based on. The carbon reduction impact of one assembly per student is therefore 53 KgCO₂e $((0.159/3) \times 1000)$.
- There is an average of 161 pupils in a year group meaning the impact of one assembly to a year group is 8.5 tCO₂e $((53 \times 161)/1000)$.
- With 5 year groups in each of the 11 secondary schools across the borough there are 55 assemblies to deliver each year with the potential carbons savings of 469.3 tCO₂e (8.5×55) .
- As the San Jose study saw a decrease in students total carbon footprint, this includes out of scope consumption emissions such a purchase and food choices. The UK's carbon footprint is 21% direct and 79% indirect (consumption) emissions. Therefore, we can only claim for 21% of this figure as savings towards our total carbon footprint. Total savings are **98.5 tCO₂e per annum** (469.3×0.21) .

Action 22.2 - Create climate committees in schools to increase engagement with climate emergency issues and ownership of actions to reduce carbon dioxide emissions.

- One committee of teachers/parents etc per school starting with the 11 secondary schools in the borough.
- Full, voluntary engagement for one hour of training per year for approximately 15 members will save 0.318 tCO₂e, as above.

- This amount will then account for any trickle down of various campaigns and activities around the school. Per committee this will be 4.77 tCO₂e (0.318 x 15).
- One committee in each of the borough secondary schools therefore has the potential to save 52.47 tCO₂e per cohort (4.77 x 11)
- As the San Jose study saw a decrease in students total carbon footprint, this includes out of scope consumption emissions such as purchase and food choices. The UK's carbon footprint is 21% direct and 79% indirect (consumption) emissions. Therefore, we can only claim for 21% of this figure as savings towards our borough's carbon footprint. Total savings are **11.01 tCO₂e per annum**(52.47 x 0.21).

Action 22.3 - Deliver the Youth Climate Conference to increase awareness and understanding of climate emergency issues amongst children and young adults attending

- The Youth Climate Conference will occur annually with a duration of 2 hours and maximum capacity of 80 students.
- Two hours of learning per pupil has the potential carbon saving impact of 0.318 tCO₂e (0.156 x 2).
- For full attendance at the Conference that has the potential carbon saving impact of 25.44 tCO₂e annually, providing full engagement and that the cohort changes year on year to maximise audience and reach (0.318 x 80).
- As explained above, we can only claim for 21% of this figure as direct carbon emission savings towards reducing our borough's carbon footprint. Total savings are therefore **5.3 tCO₂e per annum** (25.44 x 0.21).

Action 22.4 - Encourage schools to include climate emergency issues in teaching time to be cover in at least one subject.

- One hour of climate emergency subject matter addressed to an average sized class of 30 pupils could result in emission reduction of 4.68tCO₂ annually (0.156 x 30).
- If this is carried out across the whole of an averaged sized secondary school within the borough of 1130 pupils the saving could be up to **176.3 tCO₂** (0.56 x 1130).
- As explained above, we can only claim for 21% of this figure as direct carbon emission savings towards reducing our borough's carbon footprint. Total savings are **37 tCO₂e per annum** (176.3 x 0.21).

Action 22.7 - Support schools to implement carbon sequestration projects.

- Assuming schools have space and ambition to plant 30 trees on their grounds (the size of a copse or short hedge as recommended by the Woodland Trust). 30 saplings planted sequesters approximately 1.8 tons of CO₂ over 10 years of growth so 0.18 tons on average per year over that decade of initial growth.
- There are 70 non-independent schools in Wokingham borough. With the initial target for 10% of these schools to plant 30 trees, that would mean average savings of **1.26 tCO₂e per annum** (0.18 x 7).

Action 22.8 - Waste reduction: Investigate Freecycle for food schemes, to reduce food from schools going to waste and instead utilise it, either for food banks or homeless shelters.

- 605.59 KgCO₂e is emitted per tonne of food waste going to landfill.
- Schools produced a total of 85,755 kg of food waste across 2021/22. This is therefore 85.75 tonnes (85,755/1000)
- Therefore, by eliminating this it would save **51.93 tCO₂e per annum** (85.75*605.59/1000)
- However, as with all waste savings, this is currently out of scope.

Target 23 - Celebrate schools achievements in climate emergency initiatives and inspire the future generations

Action 23.2 - Nurture creativity and resourcefulness amongst children and young adults through the roll out of the Dragons Den Climate Competition out across all secondary schools in the borough.

- Groups taking part in the competition can be up to 5 pupils. They are likely to have full engagement if taking part as participation is optional.
- Therefore, across an estimated 2 hour period, resulting overall potential savings could be up to 1.59 tCO₂e (0.318 x 5). This is a big impact for a small group of pupils and will include the associated carbon savings of the winning mitigation for the school.
- As explained above, we can only claim for 21% of this figure as direct carbon emission savings towards reducing our borough's carbon footprint. Total savings are **0.34 tCO₂e per annum** (1.59 x 0.21).

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.

As mentioned in the full report, target 25 about implementing an re3 contamination policy to reduce contamination has been removed from the current plan as it is currently being reviewed as part of the wider waste strategy, while target 28 has been removed as it has been incorporated into the table and this methodology document in the form of carbon savings. As this is scope 3 emissions these removals have no effect on the total savings.

Target 24 - Eliminate loss of MDR recyclable material in the form of wet paper

- 1,041.84 KgCO₂e is emitted per tonne of paper or board going to landfill.
- 21.32 KgCO₂e is emitted per tonne of paper or board being recycled.
- Total deductions of specifically wet paper/board was (Kerbside and HWRC Recycling)= 3327.92+1.31 = 3329.23
- 583 KgCO₂e is emitted per tonne of raw material produced.
- $(583+1041.84-21.32) \times 3329.23 = 5188.67 \text{ tCO}_2\text{e savings per annum.}$

Target 25 - Achieve 70% recycling target by 2030.

Action 25.2 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 KgCO₂e is emitted per tonne of food waste going to landfill.
- 21.32 KgCO₂e is emitted per tonne of food waste being recycled.
- As this is garden waste there is no raw material to substitute for.
- $13,247.61 \times (578.99-21.32)/1000 = 7387.79 \text{ tCO}_2\text{e saving per year}$
- 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:
 - $(0.22) \times 0.1 \times 330 = 7.31 \text{ tCO}_2\text{e saving per year}$
 - $7.31+7387.79 = \text{A total of } 7,395.10 \text{ tCO}_2\text{e savings per annum.}$

Action 25.3 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 day¹¹, which is a total of 715.4kg per year
- For 70,000 households this is 50,078 tonnes $(715.4 \times 70,000/1,000)$

¹¹ <https://www.theecoexperts.co.uk/home-hub/food-waste-facts-and-statistics#:~:text=Average%20food%20waste%20per%20household,kg%20of%20food%20per%20day.>

- 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 KgCO₂e is emitted per tonne of food waste going to landfill.
- 21.32 KgCO₂e is emitted per tonne of food waste being recycled.
- 680 KGCO₂e is emitted per tonne of raw material produced on average in Europe.
- $(680+626.91-21.32)*(35,054.6 -6,425.57)/1000 = \mathbf{36,805.19 \text{ tCO}_2\text{e savings per annum.}}$

Action 25.4 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 year¹², 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 KgCO₂e is emitted per tonne of glass going to landfill.
- 21.32 KgCO₂e is emitted per tonne of glass being recycled.
- 670 KGCO₂e is emitted per tonne of raw material produced.
- $(670+8.96-21.32)*(5,537 -3,909.58)/1000 = \mathbf{1,070.25 \text{ tCO}_2\text{e savings per annum.}}$

Target 26 - Zero waste going to landfill by 2050

Assuming 30% remaining waste, if this is used for combustion to produce energy rather than recycling then nothing goes to landfill. Savings here arise from the prevention of landfill and related emissions and not having to burn fossil fuels.

- The remaining 30% would all be used for combustion
- Remaining amount is $0.3*71624 = 21487.2$ tonnes
- 21.32 KgCO₂e is emitted per tonne from combustion
- 437.37 emitted if going to landfill as residual waste
- Nothing saved from production here.
- $21487.2*(437.37-21.32)= \mathbf{8,939.75 \text{ tCO}_2\text{e savings per annum.}}$

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 $(8590.51*0.8)$
- 1,041.84 KgCO₂e is emitted per tonne of paper or board going to landfill.

¹² <https://www.recyclingbins.co.uk/recycling-facts/>

- 21.32 KgCO₂e is emitted per tonne of paper or board being recycled.
- 583 KGCO₂e is emitted per tonne of raw material produced.
- $(583+1,041.84-21.32) * (6,872.41/1000) = 11,020.05$ tCO₂e saved this year.

For aluminium:

- Current amount is 429.52 tonnes (8590.51*0.05)
- 8.93 KgCO₂e is emitted per tonne of aluminium going to landfill.
- 21.32 KgCO₂e is emitted per tonne of aluminium being recycled.
- 1,570 KGCO₂e is emitted per tonne of raw material produced.
- $(1,570+8.93-21.32) * (429.52/1000) = 669.02$ tCO₂e saved this year.

For plastic:

- Current amount is 1288.58 tonnes (8590.51*0.15)
- 8.93 KgCO₂e is emitted per tonne of plastic going to landfill.
- 21.32 KgCO₂e is emitted per tonne of plastic being recycled.
- 6,000 KGCO₂e is emitted per tonne of raw material produced.
- $(6,000+8.93-21.32) * (1,288.58/1000) = 7,715.51$ tCO₂e saved this year.

For glass:

- Current amount is 3909.58 tonnes
- 8.93 KgCO₂e is emitted per tonne of glass going to landfill.
- 21.32 KgCO₂e is emitted per tonne of glass being recycled.
- 670 KGCO₂e is emitted per tonne of raw material produced.
- $(3909.58/1000) * (670+8.93-21.32) = 2,570.98$ tCO₂e saved this year.

For Food Waste:

- Current amount is 6425.47 tonnes
- 626.91 KgCO₂e is emitted per tonne of food waste going to landfill.
- 21.32 KgCO₂e is emitted per tonne of food waste being recycled.
- 680 KGCO₂e is emitted per tonne of raw material produced on average in Europe.
- $(680+626.91-21.32) * (6425.47/1000) = 8,260.52$ tCO₂e saved this year

For Green Waste:

- Current amount is 13247.61 tonnes
- 578.99 KgCO₂e is emitted per tonne of green waste going to landfill.
- 21.32 KgCO₂e is emitted per tonne of green waste being recycled.
- As this is garden waste there is no raw material to substitute for.
- $(13247.61 /1000) * (578.99-21.32)= 7,387.79$ tCO₂e saved this year

For Wood:

- Current amount is 3021.99 tonnes
- 828.07 KgCO₂e is emitted per tonne of wood going to landfill.
- 21.32 KgCO₂e is emitted per tonne of wood being recycled.
- 0 KGCO₂e is emitted per tonne of raw material produced due to sequestration in growing trees via sustainable practices.
- $(3021.99 / 1000) * (828.07 - 21.32) = 2,437.99$ tCO₂e saved this year

For Scrap metal:

- Current amount is 944.1 tonnes
- 8.934 KgCO₂e is emitted per tonne of scrap metal going to landfill.
- 21.32 KgCO₂e is emitted per tonne of scrap metal being recycled.
- 1,900 KGCO₂e is emitted per tonne of raw material produced (steel used).
- $(944.1 / 1000) * (8.934 + 1900 - 21.32) = 1,783$ tCO₂e saved this year

For Others:

- Current amount is 2797.6 tonnes
- 423.37 KgCO₂e is emitted per tonne of other waste going to landfill.
- 21.32 KgCO₂e is emitted per tonne of wood being recycled.
- 1,622.57 KGCO₂e is emitted per tonne of raw material produced (average of others as no official figures available).
- $(2797.6 / 1000) * (423.37 + 1622.57 - 21.32) = 5,664.08$ tCO₂e saved this year

Therefore a total of 47,908.54 tCO₂e saved this year, which is 0.67 tCO₂e 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 tCO₂e arises from residual waste and 11.7 tCO₂e 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: $0.46 * 423.37 = 194.75$
- MDR: $0.55 * 0.22 * 21.32 = 2.58$
- Glass: $0.55 * 0.1 * 21.32 = 1.17$

- Wood: $0.55 * 0.08 * 21.32 = 0.94$
- Scrap Metal: $0.55 * 0.02 * 21.32 = 0.23$
- Food Waste: $0.55 * 0.17 * 21.32 = 1.99$
- Green Waste: $0.55 * 0.34 * 21.32 = 3.97$
- Other: $0.55 * 0.07 * 21.32 = 0.82$

Savings without life-cycle emissions:

- 38852 tonnes were recycled this year.
- If this amount had gone to landfill it would have produced $(423.37 * 38852) / 1000 = 16448.77$ tonnes
- By recycling this was reduced to $(21.32 * 38852) / 1000 = 828.32$ tonnes
- Therefore there has been a saving of $(16448.77 - 828.32) = 15620.45$ tCO₂e

Energy from waste:

- 22770 tonnes of waste going to EfW
- National average of 557kWh/t generated per tonne of waste input in 2020¹
- This generates 12.68 gWh this year.

New Development

Target 32. From 2021, 100% council new development is built to carbon neutral standards

Action 32.1 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.

TITLE	Climate Emergency Overview and Scrutiny Committee
FOR CONSIDERATION BY	Overview and Scrutiny Management Committee on 7 July 2022
WARD	None Specific
DIRECTOR	Graham Ebers, Deputy Chief Executive and Director, Resources and Assets

<p>OUTCOME / BENEFITS TO THE COMMUNITY</p> <p>An enhanced Overview and Scrutiny function which gives greater focus to the Scrutiny of the Council's Climate Emergency Action Plan, which is a key issue for the Borough and a priority in the Council Plan 2020/24</p>
<p>RECOMMENDATION</p> <p>The Committee is requested to consider recommending to Council that:</p> <ol style="list-style-type: none"> 1) a Climate Emergency Overview and Scrutiny Committee be established; 2) the proposed terms of reference for the Climate Emergency Overview and Scrutiny Committee (Annex A) be approved, subject to Member comments; 3) the composition of the Climate Emergency Overview and Scrutiny Committee be five Wokingham Borough Partnership Members and four Conservative Members, plus substitute Members (five/four) as advised by the Group Leaders; 4) the Chair and Vice-Chair of the Committee be elected at the first meeting.
<p>SUMMARY OF REPORT</p> <p>The Council declared a Climate Emergency in 2019. This is an issue of high importance for the Borough and its residents. In order to scrutinise the Council's Climate Emergency Action Plan, the Committee established the Climate Emergency Task and Finish Group which produced two reports (2020 and 2021).</p> <p>A Member request has been received to establish a Climate Emergency Overview and Scrutiny Committee. Under the Council's Constitution the Overview and Scrutiny Management Committee is able to recommend changes to the Overview and Scrutiny structure to full Council.</p> <p>The report sets out the background and proposed terms of reference for a new Climate Emergency Overview and Scrutiny Committee, for Members to consider.</p>

Background

The Overview and Scrutiny Management Committee's terms of reference enable it to propose amendments to the composition of and terms of reference of Overview and Scrutiny Committees to the Council on the basis of political proportionality (Paragraph 6.1.4 of the Council's Constitution).

Council declared a Climate Emergency in July 2019. The Council is committed to playing as full a role as possible in reducing Borough's carbon footprint to be net carbon zero by 2030. The Council's Climate Emergency Action Plan aims to:

- Reduce carbon dioxide emissions from transport;
- Reduce carbon dioxide emissions from domestic and business properties;
- Generate more renewable energy in the Borough (e.g. the Barkham solar farm);
- Create a Local Plan that specifies net zero construction and infrastructure;
- Increase levels of carbon sequestration in the Borough through greening the environment;
- Engage with young people and support sustainable schools;
- Reduce the amount of waste sent to landfill;
- Encourage behaviour change amongst residents and businesses.

An update on the Climate Emergency Action Plan is submitted to the Management Committee each year before consideration by full Council. The 2022 update report is included in this Agenda.

In its 2020 report, the Climate Emergency Task and Finish Group recognised the Council's ambitious response to the Climate Emergency through its Action Plan. The Task and Finish Group also highlighted a number of areas where the Action Plan should be strengthened with the use of SMART targets which were open to external validation. The Group's 2021 report followed a similar theme. In spite of the significant focus on responding to the Covid-19 pandemic the Council was able to make progress on priorities such as the first solar farm, active travel and engagement with local schools. However, the Task and Finish Group emphasised the enormous challenge facing the Borough and the Government. A major area of concern was the lack of a coherent national strategy setting out how local authorities fitted into the delivery of Net Zero and, crucially, how the significant changes required would be funded.

The concerns expressed by the Task and Finish Group are reiterated by the recent progress report from the independent Climate Change Committee (CCC). The CCC report (June 2022) states:

"The transition to Net Zero will bring a range of benefits and opportunities, but the Government needs to make it easy for everyone to contribute. We are yet to see a public engagement strategy from the Government, three years since Net Zero was placed in legislation. The Treasury has not set out how the full range of costs and benefits of the

transition will be shared fairly. It remains unclear how central, devolved and local government will operate coherently towards the Net Zero goal”.

For information, the Climate Emergency Task and Finish Group adopted the following terms of reference which may be useful in considering the terms of reference for the proposed Overview and Scrutiny Committee (Annex A):

WBC Climate Emergency Task and Finish Group - Terms of Reference

1. To scrutinise the Council’s Climate Emergency Action Plan.
2. To scrutinise emerging targets and key performance indicators underpinning the Action Plan.
3. To assess the level of carbon reduction to be delivered by the Action Plan in light of the Council’s 2030 target.
4. To consider any other priorities which could be considered for inclusion in the Action Plan.
5. To review Climate Emergency actions taken by other local authorities and the private sector.
6. To interview expert witnesses in the public, private and academic sectors.
7. To develop key lines of enquiry to provide a framework for the Group’s work.
8. To issue a Call for Evidence via social media to invite residents, community groups and Town and Parish Councils to submit evidence to the Group.
9. To produce a final report to the Overview and Scrutiny Management Committee and the Executive, with recommendations for improvement relating to the Council’s Climate Emergency Action Plan.

FINANCIAL IMPLICATIONS OF THE RECOMMENDATION

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

	How much will it Cost/ (Save)	Is there sufficient funding – if not quantify the Shortfall	Revenue or Capital?
Current Financial Year (Year 1)	£2.5k	Yes	Revenue
Next Financial Year (Year 2)	£2.5k	Yes	Revenue
Following Financial Year (Year 3)	£2.5k	Yes	Revenue

Other financial information relevant to the Recommendation/Decision

The role of Overview and Scrutiny Chair attracts a Special Responsibility Allowance of £2.5k per annum.

Cross-Council Implications

The Climate Emergency Action Plan impacts across the Council's operations. It is included as a key risk in the Corporate Risk Register.

Public Sector Equality Duty

Due regard has been given to Council's Public Sector Equality Duty. The proposed Overview and Scrutiny Committee will scrutinise the impact of the Climate Emergency Action Plan on residents across the Borough, including residents with protected characteristics as defined under the Equality Act 2010. The aim is to achieve better/fairer outcomes and increased value for money for all residents.

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

The proposed Overview and Scrutiny Committee will support this aim by providing "critical friend" challenge and support for the delivery of the Climate Emergency Action Plan.

List of Background Papers

WBC Climate Emergency Task & Finish Group reports (2020 and 2021)
Climate Change Committee annual Progress Report – June 2022

Contact Neil Carr	Service Resources and Assets
Telephone No 0118 974 6000	Email neil.carr@wokingham.gov.uk
Date 28 June 2022	Version No. 1

Climate Emergency Overview and Scrutiny Committee – Draft Terms of Reference

1. Role of the Committee

The role of the Climate Emergency Overview and Scrutiny Committee will be to scrutinise, review and assist with policy development relating to:

- a) the Council's commitment to play as full a role as possible to reduce the Borough's carbon footprint to be Net Zero by 2030;
- b) implementation of the Council's Climate Emergency Action Plan, including the annual progress report to Council;
- c) progress against recommendations, agreed by the Executive, from the Climate Emergency Task and Finish Group and the Overview and Scrutiny Committee itself;
- d) examples of Climate Emergency "best practice" from other local authorities and public/private sector organisations.

2. Terms of Reference

In carrying out its role the Climate Emergency Overview and Scrutiny Committee will:

- a) review and/or scrutinise the decisions made or actions taken in connection with the discharge of any of the Council's functions under its remit;
- b) monitor and review performance indicators related to Council services within the remit of the Committee and question the relevant Executive Member/s and senior Officers thereon, reporting to the Overview and Scrutiny Management Committee where necessary;
- c) review those areas, within the remit of the Committee, included in the Climate Emergency Action Plan, Council Plan and other Plans and Policies where targets are not being met or progress is slow;
- d) conduct scrutiny reviews or projects of a service specific nature or within the remit of the Committee, including those which are cross-cutting or corporate-wide, as may be allocated by the Overview and Scrutiny Management Committee from the corporately agreed work programme, including the preparation of reports and recommendations for consideration by the Executive;
- e) at the request of the Overview and Scrutiny Management Committee, undertake Policy Development and Review functions as set out in Rule 6.1.3;

- f) at the request of the Overview and Scrutiny Management Committee, investigate matters of concern referred to it by the Executive, Council or Council Committees;
- g) at the request of the Overview and Scrutiny Management Committee, investigate matters of concern referred to it by Non-Executive Members of the Council, Corporate Leadership Team, members of the public, or external organisations, including the consideration of requests made as a “Councillor Call for Action” as defined in Section 119 of the Local Government and Public Involvement in Health Act 2007 and the Localism Act 2011;
- h) at the request of the Overview and Scrutiny Management Committee, review Executive decisions within the remit of the Committee which have been “called-in”;
- i) constitute and appoint to Task and Finish Groups as necessary.

TITLE	Work Programme 2022-23
FOR CONSIDERATION BY	Overview and Scrutiny Management Committee on 7 July 2022
WARD	None Specific
DIRECTOR	Graham Ebers, Deputy Chief Executive

OUTCOME / BENEFITS TO THE COMMUNITY

Effective Overview and Scrutiny helps to improve services, holds decision makers to account and engages with local communities. In so doing it helps to demonstrate that the Council and other public service providers are open and transparent and are delivering high quality, value for money services. A key element of effective Scrutiny is the establishment of a clear, focussed work programme.

RECOMMENDATION

The Committee is requested to:

- 1) consider the Member “top 3” priorities set out in the report and review its draft work programme for 2022/23 (Annex A);
- 2) allocate items to upcoming meetings of the Committee in 2022/23;
- 3) note that the work programme is a “living document” with additional items and priorities to be considered during the year;
- 4) consider the establishment of a Task and Finish Group for 2022/23.

SUMMARY OF REPORT

Effective work programming is a Member-led process aimed at shortlisting and prioritising issues of community concern together with issues arising out of the Community Vision and Corporate Delivery Plan and major policy or service changes. It aims to:

- reflect local needs and concerns;
- prioritise topics for scrutiny which have the most impact or benefit;
- involve local residents and stakeholders;
- be flexible enough to respond to new or urgent issues.

Each year the Committee approves initial work programmes for itself and the Council's Overview and Scrutiny Committees. At its meeting on 13 June 2022 Members were requested to highlight their top 3 work programme priorities for further discussion at the July 2022 meeting.

The report highlights Member priorities and recommends that these items are used to populate the work programme for the remaining meetings in 2022/23.

Background

An effective Overview and Scrutiny function is underpinned by robust work programming. Effective work programming lays the foundations for targeted scrutiny of issues of local importance. It helps to ensure that Overview and Scrutiny adds value and makes a difference.

At its meeting on 13 June 2022 the Committee agreed the list of items to be included in its work programme for 2022/23 (Annex A). From the list of items in Annex A Members were requested to highlight their “top 3” priorities for consideration at the July meeting. The priority items highlighted by Members, to date, were:

- The emerging Waste Strategy – 2 votes.
- Discussions with the Leader of the Council and the Chief Executive – 2 votes.
- Impact of increasing levels of homelessness across the Borough, the cost of living crisis and the Anti-Poverty Strategy.
- The Council’s Continuous Improvement Programme.
- Progress against Motions agreed by Council.
- Emissions and Air Quality.
- Adoption of estate infrastructure following new housing development – including litter clearance.

Some Members also highlighted the Local Plan Update and Five Year Land Supply. It should be noted that, at the previous meeting, it was confirmed that the Community and Corporate Overview and Scrutiny would scrutinise the Local Plan Update (with associated issues).

The Committee is requested to prioritise the list of Member priorities and the longer list of items (Annex A) and allocate items to the following meetings:

- 8 September 2022 – items already earmarked: Q1 2022/23 Performance Management report; Waste Strategy; Report and Recommendations from the Scrutiny Improvement Review; Impact on the Borough of refugees/asylum seekers.
- 5 October 2022
- 16 November 2022 – Review of Council Motions.
- 18 January 2023 – Consultation on the O&S work programmes for 2023/24.
- 22 February 2023
- 15 March 2023

The current, populated work programmes for each of the Overview and Scrutiny Committees are set out in the following Agenda item. The Committee is also requested

to give consideration to the establishment of a Task and Finish Group to provide detailed Scrutiny to one or more items on the work programme during 2022/23.

FINANCIAL IMPLICATIONS OF THE RECOMMENDATION

The Council faces severe funding pressures, particularly in the face of the Covid-19 crisis. It is, therefore, imperative that Council resources are focussed on the vulnerable and 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	NA	NA
Next Financial Year (Year 2)	0	NA	NA
Following Financial Year (Year 3)	0	NA	NA

Other financial information relevant to the Recommendation/Decision

None

Cross-Council Implications

Effective Overview and Scrutiny helps to drive service improvement, policy development and the achievement of value for money for the Borough's residents.

Public Sector Equality Duty

Due regard has been given to Council's Public Sector Equality Duty. The issues scrutinised during 2022/23 will raise the profile of Overview and Scrutiny for residents across the Borough, including residents with protected characteristics as defined under the Equality Act 2010. The aim is to achieve better/fairer outcomes and increased value for money for residents.

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

The Overview and Scrutiny Management Committee has acted as a "critical friend" to the Council's Climate Emergency activities through the work of the Climate Emergency Task & Finish Group. The Task & Finish Group submitted two detailed reports to the Executive (2020 & 2021) with a number of recommendations for improvement relating to the Climate Emergency Action Plan. The Management Committee is due to consider a request to establish a Climate Emergency Overview and Scrutiny Committee

List of Background Papers

Report to the June 2022 meeting

Contact Neil Carr	Service Resources and Assets
Telephone No 0118 974 6000	Email neil.carr@wokingham.gov.uk
Date 28 June 2022	Version No. 1.0

O&S Management Committee – Draft Work Programme Items 2022/23

1.	Development of the Overview and Scrutiny Work Programmes and coordination of the work of the Overview and Scrutiny Committees
2.	Discussions with the Leader and Chief Executive to identify future priorities and monitor performance against priorities and targets
3.	Scrutinising WBC's response to the Covid-19 pandemic – including the Council's Recovery Strategy, Green Recovery and the Anti-Poverty Strategy
4.	Scrutinising the underpinning priorities and KPIs for the Corporate Delivery Plan 2020/24 and the Quarterly Performance Management Reports
5.	Scrutinising the Council's Continuous Improvement Programme
6.	Scrutinising the Climate Emergency Action Plan and progress against the recommendations of the Climate Emergency Task & Finish Group – including Active Travel and the impact of the Covid-19 pandemic on public transport
7.	Scrutinising the Tree Strategy and Biodiversity Action Plan Update and progress against the Tree Protection and Biodiversity Task & Finish Group's recommendations
8.	Scrutinising progress on the Local Plan Update and development of the Council's Five Year Land Supply
9.	Scrutinising the Council's Economic Development Strategy and the impact of the Thames Valley Berkshire Local Enterprise Partnership
10.	Scrutinising the Council's Equality Plan and the Council's compliance with its statutory duties under the Equality Act 2010
11.	Scrutinising the increasing level of homelessness in the Borough and the impact of the cost of living crisis
12.	Scrutinising the emerging Waste Strategy – including public access to the waste and recycling centres post Covid-19
13.	Scrutinising the Council's policies and procedures relating to Unauthorised Traveller Encampments
14.	Scrutinising the Council's Customer Excellence Programme and the improvement plans for the WBC website
15.	Scrutinising the process for the adoption of estate infrastructure following new housing developments – including litter clearance
16.	Scrutinising progress against the Air Quality improvement targets agreed by the Council
17.	Scrutinising the Council's public complaints procedure to align it with best practice across the country

18.	Scrutinising the strategy aimed at lowering transport emissions in order to reduce the impact on health, climate change and the local environment
19.	Scrutinising the impact on the Borough and Council services from incoming refugees/asylum seekers, e.g. from Afghanistan and Ukraine
20.	Scrutinising progress against Motions agreed by full Council
21.	Approving the annual Overview and Scrutiny reports to Council
22.	Undertaking Call-In reviews of Executive decisions as necessary
23.	Appointing Task and Finish Groups as appropriate
24.	Reviewing the effectiveness of the Overview and Scrutiny function and the underpinning support and training provided for Officers and Members – considering the recommendations from the 2022 Scrutiny Improvement Review

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DRAFT WORK PROGRAMMES 2022/23

Please note that the Work Programme is a 'live' document and subject to change at short notice. The information in this Work Programme, including report titles is draft and is subject to approval by the Overview and Scrutiny Management Committee.

The Overview and Scrutiny Committees will consider their work programmes at the first meeting in the new Municipal Year.

OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE 2022/23 WORK PROGRAMME

DATE OF MEETING	ITEM	PURPOSE OF REPORT	REASON FOR CONSIDERATION	CONTACT OFFICER
186	Q1 Performance Management	To scrutinise KPI performance for the 1 st Quarter of 2022/23	Work Programme	Will Roper
	Waste Strategy	To scrutinise progress relating to the emerging Waste Strategy	Work Programme	Richard Bisset
	Impact of Refugees & Asylum Seekers	To consider the impact on the Borough of refugees and asylum seekers, including arrivals from Ukraine	Member Request	Steve Moore
	Scrutiny Improvement	To consider the report and recommendations from the Centre for Governance and Scrutiny	Committee Request	Neil Carr
	Executive Forward Programme	To consider the Executive Forward Programme and identify any issues for Scrutiny	Regular Update	Neil Carr
	O&S Work Programmes 22/23	To consider the work programmes for the four Overview and Scrutiny Committees	Work Programme	Neil Carr
	Action Tracker	To consider the regular Action Tracker report	Regular Update	Neil Carr

CHILDREN'S SERVICES OVERVIEW AND SCRUTINY COMMITTEE 2022/23 WORK PROGRAMME

DATE OF MEETING	ITEM	PURPOSE OF REPORT	REASON FOR CONSIDERATION	RESPONSIBLE OFFICER / CONTACT OFFICER
7 September 2022	SEND Innovation and Improvement Programme Update	To update on progress with delivery of the SEND Innovation and Improvement Programme. Stakeholders involved in the development of the strategy to be invited to attend.	Challenge item	Children's Services / Heather Tomlinson
	Update on Children's Strategy Delivery	To update on progress with delivery of the Children's Services Strategy.	Challenge item	Children's Services / DCS
	Report and Q&A with the Executive Member for Children's Services	To receive an update from the Executive Member for Children's Services.	Regular update	Councillor Prue Bray
	Schools Causing Concern – Part 2	To consider the working being undertaken to support schools causing concern in a part 2 session.	Standing Item	Children's Services / Heather Tomlinson
	CSO&S Forward Plan	To consider the forward plan of the Committee.	Standing item	Democratic Services/ Luciane Bowker

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DATE OF MEETING	ITEM	PURPOSE OF REPORT	REASON FOR CONSIDERATION	RESPONSIBLE OFFICER / CONTACT OFFICER
2 November 2022	Fostering Transformation update	Update on progress with Fostering transformation.	Challenge item	Children's Services/ Adam Davis
	Key Performance Indicators	To monitor the performance of the service.	Challenge item	Children's Services/ Helen Watson
	Anti-Poverty Strategy	To understand the impact of the cost of living crisis on children and young people in the borough and on Children's Services.	Challenge item	Children's Services / Helen Watson
	Schools Causing Concern – Part 2	To consider the working being undertaken to support schools causing concern in a part 2 session.	Standing item	Children's Services / Heather Tomlinson
	CSO&S Forward Plan	To consider the forward plan of the Committee.	Standing item	Democratic Services/ Luciane Bowker
DATE OF MEETING	ITEM	PURPOSE OF REPORT	REASON FOR CONSIDERATION	RESPONSIBLE OFFICER / CONTACT OFFICER
4 January 2023	Travel Assistance Policy Implementation	Update on outcomes from implementation of the Travel Assistance Policies (formerly Home to School Transport policies).	Challenge item	Children's Services / Heather Tomlinson
	Schools Causing Concern – Part 2	To consider the work being undertaken to support schools causing concern in a part 2 session.	Standing item	Children's Services / Heather Tomlinson

	CSO&S Forward Plan	To consider the forward plan of the Committee.	Standing item	Democratic Services/ Luciane Bowker
DATE OF MEETING	ITEM	PURPOSE OF REPORT	REASON FOR CONSIDERATION	RESPONSIBLE OFFICER / CONTACT OFFICER
22 March 2023	Key Performance Indicators	To monitor the performance of the service.	Challenge item	Children's Services / Helen Watson
	Schools Causing Concern – Part 2	To consider the work being undertaken to support schools causing concern in a part 2 session	Standing item	Children's Services/ Heather Tomlinson
	CSO&S Forward Plan	To consider the forward plan of the Committee	Standing item	Democratic Services/ Luciane Bowker

COMMUNITY AND CORPORATE OVERVIEW AND SCRUTINY COMMITTEE

DATE OF MEETING	ITEM	PURPOSE OF REPORT	REASON FOR CONSIDERATION	CONTACT OFFICER
4 July 2022	Community Safety Partnership Update	To receive the annual update on the Community Safety Partnership	Work programme	Narinder Brar
	Civil Parking Enforcement Update	To receive an update on civil parking enforcement	Work programme	Geoff Hislop/Martin Heath/Steve Moore
	LCWIP Progress Update	To receive a progress update on the development of an LCWIP for the Borough	Committee request	Andy Glencross
	Work Programme	To consider the work programme for the Committee for 2022-23	Standing Item	Democratic Services

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DATE OF MEETING	ITEM	PURPOSE OF REPORT	REASON FOR CONSIDERATION	CONTACT OFFICER
5 Sep 2022	Enforcement and Safety Service Update	To receive an update on the implementation of the in-house Enforcement and Safety Service	Work programme	Ed Shaylor
	Domestic Abuse Update	To receive an update on KPIs relating to the Domestic Abuse service and to receive an updated breakdown of instances of domestic abuse from within the Borough	Committee request	Narinder Brar
	Bus Strategy Update	To receive an update on the bus strategy	Work programme	Rebecca Brooks/Steve Moore
	Mid-Year Budgetary Position Update	To receive an update on the mid-year budgetary position	Work programme	Graham Ebers
	Work Programme	To consider the work programme for the Committee for 2022-23	Standing Item	Democratic Services

DATE OF MEETING	ITEM	PURPOSE OF REPORT	REASON FOR CONSIDERATION	CONTACT OFFICER
EXTRAORDINARY 19 September 2022	Local Plan Update	To receive a progress report on the Local Plan Update	Committee request	Ian Bellinger
	Work Programme	To consider the work programme for the Committee for 2022-23	Standing Item	Democratic Services

DATE OF MEETING	ITEM	PURPOSE OF REPORT	REASON FOR CONSIDERATION	CONTACT OFFICER
3 Oct 2022	MTFP	To receive a strategic overview of the draft MTFP	Work programme	Graham Ebers
	Homelessness Update	To receive an update on homelessness within the Borough	Committee request	Rhian Hayes
	Work Programme	To consider the work programme for the Committee for 2022-23	Standing Item	Democratic Services

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DATE OF MEETING	ITEM	PURPOSE OF REPORT	REASON FOR CONSIDERATION	CONTACT OFFICER
3 Nov 2022	MTFP	To receive proposed capital and revenue bids within the MTFP	Work programme	Graham Ebers
	Arts & Culture Strategy Update	To receive an update on the Arts & Culture Strategy, including how every effort is being made to include as many groups and communities as possible	Work programme	Rhian Hayes
	Work Programme	To consider the work programme for the Committee for 2022-23	Standing Item	Democratic Services

Task & Finish Group - To investigate the differences between Council managed social housing provision and preferred housing association managed homes. Members are concerned that there is a two-tier system, with good services offered by WBC managed homes compared to that offered by housing associations.

HEALTH OVERVIEW AND SCRUTINY COMMITTEE FORWARD PROGRAMME

DATE OF MEETING	ITEMS	PURPOSE OF REPORT	REASON FOR CONSIDERATION	RESPONSIBLE OFFICER / CONTACT OFFICER
19 July 2022	Health and Wellbeing Strategy Action Plan	To receive an update	To monitor progress	Public Health
	Adult Services KPIs	To understand the KPIs for Adult Social Care	To understand the KPIs for Adult Social Care	Adult Social Care
	Adult Social Care priorities	To understand priorities for the forthcoming year	To understand priorities for the forthcoming year	Adult Social Care
	Optalis	To receive a further briefing on potential changes to services in Wokingham		Matt Pope/David Birch
	Healthwatch update	Challenge item	Challenge item	Healthwatch Wokingham Borough

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Currently unscheduled topics:

- Mental Health Services Post Covid-19
- Update on Winter Access Fund – CCG
- 2022 – Update on ICS and implications for Wokingham Borough
- Autism Strategy
- Continence Service

WOKINGHAM BOROUGH COUNCIL EXECUTIVE FORWARD PROGRAMME

THIS DOCUMENT IS A “NOTICE” IN ACCORDANCE WITH
THE LOCAL AUTHORITIES (EXECUTIVE ARRANGEMENTS)(MEETINGS AND ACCESS TO INFORMATION)(ENGLAND)
REGULATIONS 2012

Executive Forward Programme - July to October 2022

Updated 28 June 2022

Ref No.	Subject for Decision	Decision to be taken by	List of Documents to be submitted to the Decision Maker for consideration and Background Documents	Contact Details (Director/ Author)	Responsible Lead Member	Statement as to whether the item is likely to be considered in private and if so the reasons why / Explanation for any deferment of item
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Executive Meeting - 28 July 2022

WBC1278	Toutley East Masterplan Purpose: To update the Executive on the delivery of the Toutley East Masterplan	Executive		Deputy Chief Executive - Graham Ebers/ Sarah Morgan	.Leader of the Council and Executive Member for Business and Economic Development- Clive Jones, Executive Member for Finance - Imogen Shepherd-DuBey	N/A Yes - it is likely that part of the report will be considered at a private meeting of the Executive. This is because it is likely that the report will contain information relating to the business or financial affairs of individuals.
WBC1277	New Dementia Care Home in the Toutley East Development Construction Consultant and Contract Purpose:	Executive		Deputy Chief Executive - Graham Ebers/ Piers Brunning	.Leader of the Council and Executive Member for Business and Economic	N/A Yes - it is likely that part of the report will be considered at a private meeting of the Executive. This is because it is

Agenda Item 24.

Ref No.	Subject for Decision	Decision to be taken by	List of Documents to be submitted to the Decision Maker for consideration and Background Documents	Contact Details (Director/ Author)	Responsible Lead Member	Statement as to whether the item is likely to be considered in private and if so the reasons why
	To approve the procurement business case for the construction consultancy services and building works for the delivery of a new dementia care home as part of the Toutley East Development.				Development- Clive Jones, Executive Member for Health, Wellbeing and Adult Services - David Hare	likely that the report will contain information relating to the business or financial affairs of individuals.
WBC1263	Twyford Library - Update Purpose: To present the revised financial assessment for the new library in Twyford	Executive		Director, Place and Growth - Steve Moore/ Mark Redfearn	Executive Member for Climate Emergency and Resident Services - Sarah Kerr	N/A
WBC1281 196	Council Owned Companies Update Purpose: To update the Executive on the changes to the Boards of the Council Owned Companies.	Executive		Deputy Chief Executive - Graham Ebers/ Emma Jane Brewerton	.Leader of the Council and Executive Member for Business and Economic Development- Clive Jones	N/A
WBC1282	Implementing the Leisure Strategy Purpose: Approval of 3G pitch site and S106 finance approval for physical activity enhancements at Forest School.	Executive		Deputy Chief Executive - Graham Ebers/ Beverley Thompson	Executive Member for Environment, Sport and Leisure - Ian Shenton	N/A
WBC1283	Education Management System Procurement Purpose: To procure an Education Management IT System.	Executive		Director, Children's Services - Helen Watson/ Rachel Oakley, Lynne Samuel, Valentina Velcheva	Executive Member for Children's Services - Prue Bray	N/A This is because it is likely that the report will contain information relating to the business or financial affairs of individuals.

Ref No.	Subject for Decision	Decision to be taken by	List of Documents to be submitted to the Decision Maker for consideration and Background Documents	Contact Details (Director/ Author)	Responsible Lead Member	Statement as to whether the item is likely to be considered in private and if so the reasons why
WBC1284	Capital Programme Review Purpose: Provide an update from the review of the 2022/23 capital programme	Executive		Deputy Chief Executive - Graham Ebers/ Mark Thompson	Executive Member for Finance - Imogen Shepherd-DuBey	N/A
WBC1285	Capital Monitoring 2022/23 - Quarter 1 Purpose: To consider the Capital Monitoring position at the end of Quarter 1.	Executive	Capital Monitoring 2022/23 - Quarter 1	Deputy Chief Executive - Graham Ebers/ Mark Thompson	Executive Member for Finance - Imogen Shepherd-DuBey	N/A
WBC1286 197	Revenue Monitoring 2022-23 Q1 Purpose: To consider the revenue budget position at the end of Quarter 1	Executive	Revenue Budget Monitoring Report FY 2022/23 - Quarter 1	Deputy Chief Executive - Graham Ebers/ Mark Thompson	Executive Member for Finance - Imogen Shepherd-DuBey	N/A

The Executive will not be holding a meeting in August therefore there are no items programmed for this month

Executive Meeting - 29 September 2022

WBC1273	Public Spaces Protection Order Purpose: To inform Executive about the results of public consultation in May and June 2022, and ask Executive to decide whether to implement a PSPO in the Borough to assist with dealing with anti-social vehicle use	Executive	A summary of responses to the consultation	Director, Place and Growth - Steve Moore/ Ed Shaylor	Executive Member for Environment, Sport and Leisure - Ian Shenton	N/A This report has been delayed from the July Executive in order that further consultation can be carried out.
WBC1287	Carnival Hub Public Realm Art Installation Purpose: Seek authority for the Council to enter into a loan with Arts4Wokingham for 'The Arc' art	Executive		Deputy Chief Executive - Graham Ebers/ Craig Hoggeth	.Leader of the Council and Executive Member for Business and Economic Development- Clive	N/A

Ref No.	Subject for Decision	Decision to be taken by	List of Documents to be submitted to the Decision Maker for consideration and Background Documents	Contact Details (Director/ Author)	Responsible Lead Member	Statement as to whether the item is likely to be considered in private and if so the reasons why
	installation to be located as part of the Carnival Hub public realm.				Jones	
Executive Meeting - 27 October 2022						

**EXECUTIVE FORWARD PROGRAMME
CHANGES MADE TO PREVIOUSLY PUBLISHED VERSIONS**

Ref No.	Subject for Decision	Decision to be taken by	Original Schedule Date	Contact Details (Director/ Author)	Responsible Lead Member	Explanatory notes
WBC1260 198	Enhanced Partnership To approve an Enhanced Partnership Agreement for Local Bus Services	Executive		Director, Place and Growth - Steve Moore/ Rebecca Brooks	Executive Member for Active Travel, Transport and Highways - Paul Fishwick	This item has been deferred from 31 March Executive. The Department for Transport has acknowledged the complexities involved in developing an Enhanced Partnership (EP) Agreement, especially in relation to the impact of the Omicron Covid-19 variant. Local Transport Authorities are now advised that a new date will be provided for the submission of a full EP following the announcement of indicative funding.
WBC1255	Children's Services Strategy and Delivery Plan To review the Children's Services Strategy and Delivery Plan	Executive		Director, Children's Services - Helen Watson/ Viki Elliot-King	Executive Member for Children's Services - Prue Bray	This report has been withdrawn as there is a need to reshape the Children's Services Strategic Plan in response to the recent Ofsted Focused visit (April 2022) and in view of the anticipated full Ofsted ILACs inspection to follow.

WBC1250	Winnersh Farm Access To seek Executive approval to enter into an option agreement with Taylor Wimpey in respect of the access across Council owned land to serve development site promoted as part of the LPU	Executive		Deputy Chief Executive - Graham Ebers/ Craig Hoggeth	.Leader of the Council and Executive Member for Business and Economic Development- Clive Jones	The report has been deferred from the March meeting for more information and further review. Date tbc
WBC1279	Toutley East: Delivering Residential Development To seek approval from Executive to develop a business case for the delivery model for the residential development at Toutley East.	Executive		Deputy Chief Executive - Graham Ebers/ Sarah Morgan	Deputy Leader of the Council and Executive Member for Housing - Stephen Conway	This decision has been incorporated into the Toutley East Masterplan report.

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Members of the Executive:-

Clive Jones	Leader of Council and Executive Member for Business and Economic Development
Stephen Conway	Deputy Leader of the Council and Executive Member for Housing.
Rachel Bishop-Firth	Equalities, Inclusion and Fighting Poverty
Paul Fishwick	Active Travel, Transport and Highways
Prue Bray	Children's Services
Lindsay Ferris	Planning and Local Plan
David Hare	Health & Wellbeing and Adult Services
Sarah Kerr	Climate Emergency and Resident Services
Ian Shenton	Environment, Sport and Leisure
Imogen Shepher-DuBey	Finance

Note:

Unless the matter has been listed as being likely to be discussed in private, copies of the reports associated with the above decisions will be available no earlier than five days before the meeting at the Council Offices, Shute End, Wokingham; on the Council's website; by contacting a member of the Democratic Services Team on 0118 974 6053 or by emailing democratic.services@wokingham.gov.uk

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Agenda Item 25.

Overview and Scrutiny Management Committee – Action Tracker 2022/23

O&S Management Committee – 17 March 2022		
Agenda Item	Action	Update
Minutes of Previous Meeting	<ul style="list-style-type: none"> • Agreed 	<ul style="list-style-type: none"> • Completed
Q3 21/22 Performance Report	<ul style="list-style-type: none"> • Additional information requested by Members to be circulated to the Committee 	<ul style="list-style-type: none"> • Completed
Business Change	<ul style="list-style-type: none"> • Arrange a Member training session on the service and its impact on the organisation 	<ul style="list-style-type: none"> • Ongoing
Tree Protection & Biodiversity Task & Finish Group	<ul style="list-style-type: none"> • Recommendations to be submitted to the Executive • Recommendations on Ecological Emergency to be submitted to Council 	<ul style="list-style-type: none"> • Ongoing - July • Ongoing - July
Overview and Scrutiny Work Programmes 2022/23	<ul style="list-style-type: none"> • Refer work programmes to each O&S Committee to allocate items to meetings • Any additional items to be considered at the June 2022 Management Committee 	<ul style="list-style-type: none"> • Completed • Completed
Council Motions	<ul style="list-style-type: none"> • Annual update report to November meeting of the Management Committee • Details of Motions plus progress to be set out on the WBC website • Stand-alone report on air pollution to be submitted to the Management Committee 	<ul style="list-style-type: none"> • Ongoing • Ongoing • Ongoing – in work programme

O&S Management Committee – 13 June 2022		
Agenda Item	Action	Update
Minutes of Previous Meeting	<ul style="list-style-type: none"> • Agreed • Performance follow-up data to be circulated to all O&S Members • Business Change training to be delivered • Council Motions – set out on WBC website – update to November meeting 	<ul style="list-style-type: none"> • Completed • Ongoing • Ongoing • Ongoing

Q4 2021/22 Performance Report	<ul style="list-style-type: none"> • Additional information requested by Members to be circulated to all O&S Members • HOSC recommended to consider suitability of KPIs and impact of increasing complexity 	<ul style="list-style-type: none"> • Ongoing • Ongoing
Scrutiny Improvement Review	<ul style="list-style-type: none"> • Executive-O&S Protocol to be circulated to all O&S Members • Committee to receive regular updates on changes to national legislation 	<ul style="list-style-type: none"> • Ongoing • Ongoing
Work Programme 2022-23	<ul style="list-style-type: none"> • Members to notify Democratic Services of top three work programme priorities • Leader and Chief Executive to be invited to attend the July meeting • Member training programme to include Equalities and Climate Emergency • Community and Corporate O&S to scrutinise Local Plan, LCWIP, Bus Strategy and Bus Improvement Enhanced Partnership • Work programme include item on Refugees and Asylum Seekers (September 2022) 	<ul style="list-style-type: none"> • Ongoing • Completed • Ongoing • Completed • Completed
Action Tracker Report	<ul style="list-style-type: none"> • Include historic items not yet completed • Each O&S Committee to develop its own Action Tracker 	<ul style="list-style-type: none"> • Ongoing • Ongoing