

Appendix 1: 2023 progress update to the 2020 and 2021 Climate Emergency T&F Group recommendations – officers’ comments

T&F Group year	Recommendation	Officer Response (at the time of the 2020 or 2021 T&F Group)	2023 Progress Update
2020	1 That the Council work with schools, businesses and community stakeholders to develop a Vision for a Net Zero Borough, with indicators and milestones to demonstrate progress.	Agreed. The Council will work with the Climate Emergency Cross Party Working group to develop a Vision for what a carbon neutral borough will look like in 2030	The Council ran a deliberative process in 2022, this has informed a Vision for a Net Zero Borough, which will be included in the next (fourth) CEAP progress report, going to Council in September 2023. The result of the deliberative process were presented to the Climate Emergency O&S Committee in March 2023.
2020	2 That the annual progress report on the Climate Emergency Action Plan includes recognition of the levels of non-CO2 greenhouse gas emissions in the Borough and progress achieved in delivering reductions through the sequestration measures in place.	It is agreed that the CEAP should recognise the role of non-CO2 greenhouse gasses in climate change. However, the council’s climate emergency declaration was based on the Committee on Climate Change report and makes commitment to address CO2 emissions. Also, The Department of Business Energy and Industrial Strategy’s Local Authority emissions statistics do not at this time provide non-CO2 emissions data at the regional level. The BEIS data we receive automatically includes sequestration in the local authority footprints and offsets these against other sector carbon emissions. Opinions of whether CO2 reductions through sequestration should be offset against other greenhouse gasses rather than actually CO2 emissions are subjective Opinions vary and there is no universally accepted	Remains the same as the data is still not published for anything other than carbon at the local authority level.

		standard. Therefore, Officers do not agree that the carbon savings from sequestration actions should be used to off-set the impacts of other greenhouse gasses rather than the CO2 savings in the CEAP.	
2020	3. That implementation of the Climate Emergency Action Plan be monitored to ensure that actions are not detrimental to other environmental priorities such as improved air quality.	Agreed	Ongoing. The Climate Emergency Team meets all officers involved in the delivery of the CEAP every 6 weeks, during "monitoring groups" meetings. These were set up in early 2023, to monitor the implementation of the CEAP, including ensuring no detrimental damage from the delivery of its actions.
2020	4 That the Council's key decision reports include a section on Climate Emergency to ensure that the issue is mainstreamed into the decision making process. This must include a transparent, calculated carbon impact assessment of the proposal rather than a generic comment such as "in line with the Climate Emergency Action Plan".	Agreed. A methodology to provide carbon impact will be devised to support this recommendation.	An Impact Assessment Tool has been developed to enable this, alongside substantial guidance and support via training. It is currently being piloted across the organisations ahead of being submitted to Senior Management for approval and being rolled out across the Council.

2020	<p>5 That, as part of the 2021 progress report on the Action Plan, the Council commission an independent carbon accounting audit of the Action Plan's targets, methodology and underlying assumptions.</p>	<p>The officers feel that this recommendation should be subject to the resources available and that considerations to strengthen the internal team are considered as a core requirement to improve the council's own capability. The Action Plan published in July 2020 was presented with a detailed methodology paper to describe the approach to assess carbon emissions providing transparency on the data and methodology used. The council has also introduced a methodology to assess individual projects by its potential carbon savings. This will provide significantly more value to the council and members of the public as it gives more understanding on the effects of individual initiatives. By strengthening the internal team, the council can speed up the practise for embedding these processes into all its operations. Also, The Department of Business Energy and Industrial Strategy publishes annual CO2 emissions data which will calibrate carbon savings projected in the plan.</p>	<p>In early 2022, PWC conducted an audit of the Council's Climate Emergency Action Plan. PWC identified seven areas of improvement, and made a series of recommendations to facilitate and contribute to the success of the CEAP. The recommendations from the audit are in the process of being implemented. External reporting through independent organisations such as CDP and the climate scorecards demonstrate transparency and the high standard from the scores received.</p>
2020	<p>6 That the six monthly update of the Action Plan, in January 2021, address the gaps and errors in the current version.</p>	<p>The council committed to present an annual report on the progress of the climate emergency action plan in July each year. As the Action Plan is a living document and planning tool, new ideas and carbon reduction innovations will be added over the next 10 years to help the council play as full a role as possible</p>	<p>Remains the same, being an annual report due to the scale of the document and priorities. Scrutiny continues through O+S committees and approved suggestions are incorporated.</p>

		in achieving a net carbon neutral Wokingham Borough by 2030. It is expected that the Action Plan will change as more information is made available and better details of individual projects are acquired.	
2020	7 That the annual update report on the Action Plan include estimates of consumption emissions, progress of measures aimed at increasing awareness of these emissions and individual responsibilities such as the promotion of local sustainable sourcing options for food, goods and services.	Agreed. Although, it should be noted that these will be rough estimates. Assessing consumption emissions for all of the products and services consumed by our residents will be challenging in practice, because calculating consumption-related emissions is highly complex and the information is frequently unavailable. Communities consume thousands of different types of products and services, and the emissions associated with each of these is affected by many decisions made by different actors throughout their life cycles. The officers agree that the Action Plan should highlight the level of commitment required by all residents, local businesses and other stakeholders, and that it should strengthen our efforts to promote behavioural change that promote new lifestyle choices such as supporting local sustainable sourcing options for food, goods and services.	This was included within the 2022 action plan and as noted regarding the calculation complications, does not contribute significantly to the purpose of the action plan or climate emergency communication. These have therefore been removed from the latest version to simplify communication and focus on the actions themselves as the first priority.

2020	8 That future iterations of the Action Plan set out SMART targets to reduce car usage, thereby tackling traffic congestion, and demonstrate how the Council is working with neighbouring authorities, the Local Enterprise Partnership, bus and rail operators to deliver transport solutions and a transport network and infrastructure which focuses on active travel and public transport.	Agreed. Further work is required to tackle carbon dioxide emissions from transport and that engaging with stakeholders plays a significant part to achieve this. The council is developing a low carbon transport strategy that will consider best opportunities to engage with stakeholders and will strengthen the targets identified in the Action Plan.	The CEAP has been amended to reflect that some of the previous targets had some duplication and were difficult to quantify and monitor. This still requires some further work though the Low Emission Transport Strategy has not been completed since it should follow the LTP4 which is currently in development.
2020	9 That a further report be submitted to the Overview and Scrutiny Management Committee, setting out the business case for the Green Bank Project, including an assessment of the impact of the Covid-19 pandemic on the viability of the project.	Agreed. Once sufficient progress has been made on this project a report will be produced for the Overview and Scrutiny Management Committee.	We have not made sufficient progress on the Green Bank initiative to report at this stage. It is hoped that once additional staff are recruited, we will be able to re-focus on this project and report shortly thereafter.
2020	10 That the Overview and Scrutiny Management Committee scrutinise impact of the Local Plan Update on the Climate Emergency as part of its review of the new Local Plan later in 2020	Agreed. Particularly in light of proposed changes to planning policy by Government and the potential impact that this will have on the CEAP.	A paper will be presented to the newly set up Climate Emergency O&S Committee in May 2023 to explain how the Council's CEAP and climate goals are taken into account in the Local Plan Update, and will be taken into account throughout its delivery.
2020	11 That the Council establish and publish details of the amount of land available for sequestration and renewable energy projects by surveying the Borough, in conjunction with Town and Parish Councils, to identify opportunities for tree planting, solar farms and other green projects.	Agreed.	Have completed some of this and detailed good opportunities for potential solar farms in particular. We need to understand how the current DNO 'hiatus' affects things though, so none of the additional sites have been progressed (other than feasibility) at this stage.

2020	<p>12 That the annual update report on the Action Plan:</p> <ul style="list-style-type: none"> • Emphasise the relative significance of WBC’s organisational footprint in any discussion of WBC’s estate and facilities; • Provide details of progress on the Council’s journey to becoming a Net Zero organisation, including investment, procurement and supply chains; • Outline the measures taken to protect individuals, families and groups most at risk from the impact of climate change and provide details of the outcomes; • Include a risk register, setting out the major risks (including the impact of third party action and non-action); <p>Include an assessment methodology which measures the likelihood (as a %) of success or failure for each item</p>	<p>Agreed. It should be noted that adding the likelihood of success or failure for each item is a relatively subjective exercise.</p>	<p>The first 3 actions have been incorporated into the action plan, with the council actions specifically separated for example. The risk register is currently being worked on with the relevant internal teams and will support the upcoming adaptation plan.</p> <p>The likelihood remains an incredibly subjective exercise and so is measured in the most accurate and representative way possible through the RAG rating.</p>
2020	<p>13 That, in light of the increasing number and complexity of initiatives aimed at tackling the Climate Emergency, consideration be given to strengthening the in-house team, especially in relation to “number crunching” of carbon reductions and project costs.</p>	<p>Agreed. The report recognises the scale of delivering the Climate Emergency Action Plan and the need for additional resources to ensure successful delivery</p>	<p>The delivery of the CEAP relies on various Council teams. Budgets and resources and being invested across the Council to ensure a successful delivery of the Council’s climate commitment. The Climate Emergency team is currently made of 3 officers and 1 manager. Further resources are necessary to support the Climate Emergency team to ensure the successful delivery of the CEAP.. The Climate Emergency team remains a team</p>

			with no budget to deliver its own projects, and this limits or significantly slows down the initiation of any new climate projects not currently included in the CEAP or that do not have an allocated budget.
2020	14 That the Action Plan recognises the important role played by Towns and Parishes across the Borough in moving to Net Zero and commits to working in meaningful partnership to develop and support local initiatives which turn new ideas into positive action on the ground.	Agreed. Towns and Parishes are currently meeting officers to plan how they can work with the council to deliver some of the actions in the CEAP	Sustainability Officer input with reference to the CEAP now forms part of the WBC process for responding to proposed neighbourhood planning documents. Working on developing a business & VCS decarbonisation support offer with business engagement team that can be shared and promoted with Towns and Parishes to raise awareness. Looking at finalising the offer in summer 2023, subject to resources
2021	1. Ensure that the transport hierarchy set out in the Group's report is embedded into all highways and development planning and decisions. This includes ensuring that the Local Transport Plan (LTP4) and all subsequent iterations of the LTP are consistent with the CEAP and reflect the above-mentioned transport hierarchy, and that different highways teams work collaboratively on this basis.	Agreed. The Low Carbon Transport Strategy will inform the delivery of the LTP4. Officers have worked with the consultant to ensure that the LCTS and CEAP are aligned. The strategy will be available in the Autumn.	The LTP4 is still in development and we await detailed guidance from DfT. This is expected to include Carbon as a central theme and the LTP is expected to include the hierarchy as per all emerging guidance and initiatives from Central government.

2021	<p>2. Review the road building proposals and measures for tackling congestion in the Medium-Term Financial Plan (2021-24) to ensure that they are consistent with the Climate Emergency Action Plan (CEAP) and the risk of induced demand, leading to increased traffic on the Borough’s highways network, is mitigated.</p>	<p>The Congestion Project in the MTFP is aimed at making the most out of the existing network capacity and ensuring that those journeys that need to be made by car are done with the minimum of delay and in the most fuel-efficient manner. The roads which are in the SCAPE contract are a requirement of the Local Plan and these were designed to mitigate the impact of growth to 2026, ensuring they were part of a sustainable managed growth package of building and modal shift measures aimed at securing ‘nil detriment’.</p>	<p>Since last Summer the Congestion budget has been removed and a new Active Travel and Bus Priority budget is now in place.</p>
2021	<p>3. Undertake a Borough-wide Journey Needs Assessment, including consultation with key stakeholders, and use it to assess the viability of “green” transport options. In addition to walking, cycling and public transport, options should include electric bikes and scooters, autonomous guided pods (similar to the Heathrow Pod system), electric taxis and electric “last mile” delivery fulfilment.</p>	<p>The Council agrees to work towards delivering a Borough-wide strategy. Part of this will be supported by the LCWIP work currently on progress. The latest consultation will support the delivery of a Borough-wide strategy that informs future infrastructure for active and sustainable travel. Consulting with local groups and residents include Active Travel Forum, Green Ways, etc. “Last mile” delivery fulfilment - This part of freight management, and a freight strategy is being developed. This is expected to be ready by 2023.</p>	<p>The LCWIP is now adopted. The Freight Strategy will be completed once the overarching LTP4 is completed and adopted in 2024.</p>

2021	<p>4. Review and adjust the CEAP targets to reflect the Government’s announcement that the sale of petrol/diesel cars and vans will end in 2030. Alongside this, develop a communication campaign and series of events to normalise the use of electric vehicles (EVs), linking with the strategy to provide the necessary EV charging infrastructure (this will include working with vendors).</p>	<p>The target of achieving 50% registered EVs in the Borough by 2030 is already very ambitious. This projective target was informed by the consultation the government did about the ban of sale of petrol/diesel vehicles by 2035. The consultation was answered in July 2020 and the Council’s position was to support the decision to bring the date forward by 2035 but encouraged further ambition. Latest government policy and the banned of petrol and diesel vehicles by 2030 might influence the transition to EV towards the end of the decade but it is uncertain by how much. We will monitor this closely. Communications campaigns are already captured under target 7.6 “Promote uptake of EVs with our residents through engagement”. As part of the background work for the EV strategy, the Council is collaborating with vendors and neighbouring local authorities to ensure EV infrastructure is effective across the region. This have been captured in target 7.7 “Coordinate the installation of EV charging points into private and commercial owned land in line with the EV network plan approved in the strategy.”</p>	<p>The target has been amended for the new CEAP and there will be further review of this as we progress towards 2030. A charge point implementation strategy is underway with funding from DfT/Office for Zero Emission Vehicles available for development of the strategy and capital funding for more charge points in the next two years (though less funding than the current programme)</p>
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<p>2021</p>	<p>5. Ensure that the Bus Service Improvement Plan reflects the Group’s recommended transport hierarchy, identifies barriers to increased bus usage (including affordability) and addresses the following issues:</p> <ul style="list-style-type: none"> a. Improving access to bus services through additional/enhanced routes. b. Increasing public awareness through improved advertising, enhanced bus shelters with digital displays and greater integration with train services. c. Potential pilot schemes for subsidised fares on specific routes to generate data on impact, cost, and customer satisfaction. 	<p>The Council agrees to work with stakeholders to deliver a Bus Service Improvement Plan that meets the requirements of the National Bus Strategy in the context on the needs of the local area. This is already in progress and has been capture in the CEAP action 2.1 and is expected to be delivered in November 2021.</p>	<p>Any BSIP measures are subject to funding. The DfT did not award the Council any initial funding and has not announced any further funding. It should be noted that the cost of providing bus services has increased significantly over the past 2 years and as a result the Council has had to find additional funding to maintain services at pre-pandemic levels.</p>
<p>2021</p>	<p>6. Review plans for future road schemes (including schemes currently in the design phase) to ensure the provision of safe cycle routes, in line with the recommendations in LTN1/20.</p>	<p>Agreed where possible. The strategic road building programme has been designed to mitigate the impact of the Borough’s growth as part of our local plan. All planning applications are designed and determined based upon all material considerations and the relevant policies and guidance at the time, giving appropriate weight based upon their legal status. In this context schemes were and are assessed against LTN1/20 to secure a good fit with this new guidance as possible. Going forward pedestrian and cycle guidance is not new to Wokingham, and existing</p>	<p>Some training has been undertaken to ensure that our engineers understand the requirements, this is continuing throughout this year and there should be an ongoing commitment to meet LTN 1/20 where possible. Our Cycle Champion is currently reviewing our design standards so that we can produce Wokingham specific guidance and layouts that meet LTN 1/20.</p>

		WBC guidance is robust and has seen significant infrastructure provision provided throughout the delivery of the current local plan. We have a commitment to use LTN1/20 along with all other material considerations, relevant policy and guidance as our business-as-usual approach to design and decision making.	
2021	7. Use planning powers and funding opportunities to encourage the maximum roll-out of home, workplace, community-based (e.g., supermarkets) and on-street EV charging points across the Borough.	The Council agrees to works towards the supporting the roll-out of EV charging points across the Borough. This will be captured in the EV Strategy currently in progress, and the local plan currently under review	No further update
2021	8. Explore the potential for introducing clean air zones at Twyford crossroads and Wokingham town centre.	The Council agrees to explore the potential to introducing clean air zones at Twyford crossroads.	This continues to be an action in the Air Quality Action Plan; there is potential to explore this as part of the LTP4 consultation.
2021	9. Introduce a Supplementary Planning Document linked to the current Local Plan to ensure that, whilst we wait for the new Local Plan Update to be completed, any new homes are built as close to carbon neutral as possible.	Supplementary Planning Documents (SPDs) are documents that add further detail to the policies in an adopted local plan. They are a material consideration but are not part of the development plan. The scope of an SPD is limited to the expectations of adopted policy. They cannot introduce new requirements or standards. The adopted local plan, the Core Strategy, does not require homes to be built to carbon neutral standards or similar. It is not procedurally possible to write an SPD at this time requiring carbon neutral	The Climate Change Interim Policy Position Statement (CCIPPS) was adopted in January 2023. The CCIPPS formally confirms that the Climate Emergency and the delivery of higher sustainability standards will be material when assessing planning applications. The document now forms part of responses to requests for sustainability consultation and has recently supported the Council's position in advocating for stronger sustainability provision at planning appeals.

		<p>development as this would be a new standard. Improved energy performance of development, including carbon neutral standard for major developments, is being progressed as part of the emerging Local Plan Update. The creation of an SPD to support the emerging Local Plan Update policy requirements would be possible once the plan has been examined during in 2022/23. Whilst an SPD is not achievable an alternative interim measure could be to produce and publish a policy statement to encourage carbon improvements by confirming this is a material consideration that will be viewed as a positive aspect of a proposed development. This would not carry the same weight as an SPD, but would provide an incentive to people evolving proposed development schemes to go beyond the adopted policy requirement and achieve higher standards in advance of Local Plan Update.</p>	
2021	<p>10. Engage proactively and work together with housing developers, planning to build in the Borough, to clarify the Council’s position on Climate Emergency and explain the planning and building control requirements arising out of the CEAP.</p>	Agreed	<p>Publication of the CCIPPS to provide clarity on how WBC will consider the Climate Emergency and the delivery of higher sustainability standards as material considerations when assessing planning applications. Supported by specific sustainability consultation as required. This is delivered with reference to the CEAP and CCIPPS.</p>

2021	11. Following the scrapping of the Government's Green Home Grant scheme and the Council's Green Bank scheme, urgently consider any new measures to address the additional carbon and funding gap that this creates for the CEAP.	The Council agrees to explore alternatives and initiatives, to work on lobbying central government, and to increase efforts to engage residents and local businesses. The Green Bank scheme is still being explored	Two new projects initiated in 2023 to support residents to decarbonise: Solar Together (a scheme to support able-to-pay residents to install solar panels on their homes a competitive market price through pre-vetted suppliers. The scheme will launch in summer 2023) and the Home Decarbonisation Advice Scheme (a scheme which utilises an online platform to enable residents to assess the most impactful retrofit options to deliver in their homes and identify if they are suitable for grant schemes, as well as local suppliers to deliver the installations). In summer 2023 the Council will also launch a business support offer, to help businesses decarbonise their operations and infrastructure.
2021	12. Develop a Retrofit Strategy for the Borough, which recognises the barriers to "greener" homes and tackles the skills gap by developing a skilled workforce in liaison with colleges/universities and other partners.	The Council agrees to identify the barriers that residents face to make their homes greener and the scale of overcoming these. One of these barriers is skills and we are working with colleagues from economic development and partners to look at the green skills and the green economy.	As per action above, the Home Decarbonisation Advice Scheme will enable the Council to collect this information. The Climate Emergency Team and Economic Development team are working together on a business support offer, that will include upskilling the local workforce on green/decarbonisation skills.
2021	13. Consider a pilot Energiesprong (or similar) retrofit scheme in order to assess deliverability, generate performance data and customer satisfaction feedback.	The Council agrees to continue exploring all initiatives and opportunities to engage with businesses and organisations that will help us deliver housing retrofitting and support our residents. The house condition survey on Council owned stock is currently underway. In addition, the external surveyors will undertake energy surveys and produce an EPC for every property.	We have carried out the Grovelands Park Carbon reduction adaptation and will continue to work to embed opportunities like Energie Sprong, going forward.

2021	14. Use the Council's housing companies to showcase the highest standards of energy efficiency in any future developments.	The Council agrees to use Council housing companies to showcase high standards of energy efficiency in any future development.	Progressing. Several projects planned. The Council has secured £292k through the Social Housing Decarbonisation Fund to deliver retrofit work to bring ~110 social homes to an EPC C by 2025. Retrofit work due to commence in late 2023.
2021	15. Confirm that any income generated from solar farms and other renewable energy schemes will be reinvested in the Borough via the CEAP.	The Council agrees to the value of net income from renewable energy schemes to be either directly recycled to specific CEAP schemes or indirectly to general resources which in turn funds CEAP schemes and resources to deliver on the CEAP agenda. The energy generated by the first solar farm might be used to power the Council's own property.	The net income from solar farms and other renewable energy schemes (after running costs and capital financing costs) will be introduced into the Council's annual budget using an equalisation reserve.
2021	16. Work with partners to develop a strategy which identifies solar PV and other renewable energy opportunities across the Borough for domestic, public, and private buildings.	Agreed. The Council agrees to work with partners towards identifying renewable energy opportunities and to support and enable renewable and low carbon energy, and community led energy schemes.	WCEF in progress and other initiatives being drafted
2021	17. Work with partners to deliver a Borough-wide renewable energy awareness campaign to improve energy efficiency knowledge and behaviour in every household and business.	Agreed	In progress. Trying to set up schemes / initiatives with NGO sector and working to deliver / expand schemes that will help to 'spread the message' about energy reduction / renewables, within the Borough
2021	18. Confirm that Renewable initiatives will fully consider the impact on biodiversity, with the focus being on decentralising (on individual properties) and dual use sites (such as car parks).	Agreed	Confirmed, all possible projects to be mindful of Biodiversity.

2021	19. Adopt behaviour change science as a golden thread throughout the whole CEAP, rather than a stand-alone action, to ensure that for every action, consideration is given as to how we will help enable people to adapt.	Agreed	A Climate Emergency engagement officer has been appointed in Feb 2023. As part of the upcoming Climate Emergency Communication and Engagement Plan. We will continue to ensure climate emergency messaging is intertwined with communication plans for projects within the climate emergency action plan across the council. Additionally, we will continue to engage and communicate with community stakeholders and businesses to understand their barriers to decarbonisation, and present them with opportunities to improve energy performance of homes and buildings, reduce carbon emissions from transport and adopt new behaviours to tackle the climate emergency.
2021	20. Recognise that lack of familiarity with new technology is a significant barrier to take-up and tackle this through displays in empty shops (or pop-up facilities) in town centres and community locations. The displays to include workshops, debates, and demonstrations. Utilise volunteers wherever possible in order to develop community champions and engage with local communities.	The Council recognises that the lack of familiarity with new technologies is a barrier and agrees to work with partners and the local community to increase resident's awareness of these new technologies.	Not currently progressing due to lack of resource in the climate team.
2021	21. Submit the findings of the evaluation of potential deliberative processes to the Overview and Scrutiny Management Committee for evaluation and scrutiny prior to implementation. Publish updates and incorporate findings from the chosen	Agreed	In early 2023, the Council set up a Climate Emergency Overview and Scrutiny Committee. Updates are shared with the Committee every two months. The results from the deliberative process "Let's Talk Climate" were shared with the Committee in March 2023

	deliberative process into the annual CEAP update.		
2021	22. provide training for Members, staff, and partners to enable them to support the targets in the CEAP, avoid silo working and ensure that Climate Emergency awareness is embedded into every service and key decision.	Agreed.	This has been developed, with a range of options for delivery, and is awaiting Senior Management approval prior to implementation
2021	23. As part of the annual service/budget planning process, carry out reviews to ensure that policy, spending, and functions align with the CEAP, identify any contradictions, then implement mitigation plans	Agreed.	Ongoing
2021	24. Develop project and financial appraisal systems that include emissions and climate impacts.	Agreed.	Ongoing. Officers are asked to take into account climate emergency considerations when submitting Executives paper. An Impact Assessment Tool has been developed to inform officers decisions. This is awaiting Senior Management Approval.
2021	25. Review the following CEAP projections and targets: <ul style="list-style-type: none"> the projected future reduction in CO2 from national initiatives (currently based on carrying forward historic rates of CO2 reduction) to reflect projections from the Department for Business, Energy and Industrial Strategy (BEIS); 	Agreed.	Projected future CO2 reductions will be included in the fourth CEAP progress report that will be presented to Council in September 2023. Target 17 has now been amended, the target is now "75% of homes to reach an EPC C by 2030". The relationship between the transport targets will be included in the next (fourth) progress report.

	<ul style="list-style-type: none">• the CO2 savings associated with CEAP target 17 (20% of all homes to be retrofitted by 2030) as the funding for this work is uncertain;• the relationship between CEAP targets 2, 3 and 4 – reduction in private car and van use (targets 3 and 4) will require far more than the proposed doubling of public transport use (target 2).		
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