



WOKINGHAM BOROUGH COUNCIL

A Meeting of the **OVERVIEW AND SCRUTINY
MANAGEMENT COMMITTEE** will be held in the Council
Chamber - Civic Offices, Shute End, Wokingham RG40 1BN
on **WEDNESDAY 16 JUNE 2021 AT 7.00 PM**

Susan Parsonage
Chief Executive
Published on 8 June 2021

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.

Note: Although non-Committee Members and members of the public are entitled to attend the meeting in person, space is very limited due to the ongoing Coronavirus pandemic. You can, however, participate in this 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 using the following link:

<https://youtu.be/TO7acBeB5Ws>

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



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

Pauline Helliar-Symons (Chairman)	Alison Swaddle (Vice- Chairman)	Sam Akhtar
Rachel Burgess	Paul Fishwick	Jim Frewin
Guy Grandison	Norman Jorgensen	Sarah Kerr
Rebecca Margetts	Jackie Rance	Rachelle Shepherd-DuBey

Substitutes

Keith Baker	Chris Bowring	Anne Chadwick
Jenny Cheng	Stephen Conway	Peter Dennis
Gary Cowan	Carl Doran	Lindsay Ferris
Michael Firmager	Barrie Patman	Simon Weeks

ITEM NO.	WARD	SUBJECT	PAGE NO.
1.		APOLOGIES To receive any apologies for absence.	
2.		MINUTES OF PREVIOUS MEETING To confirm the Minutes of the Meeting held on 23 March 2021.	5 - 10
3.		DECLARATION OF INTEREST To receive any declarations of interest.	
4.		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	
5.		MEMBER QUESTION TIME To answer any Member questions.	
6.	None Specific	QUARTER 4 2020/21 PERFORMANCE REPORT To consider the Performance Report for Q4 of 2020/21 (January to March).	11 - 52

7.	None Specific	<p>CLIMATE EMERGENCY ACTION PLAN - HIGHLIGHT REPORT</p> <p>To discuss progress relating to the Council's Climate Emergency Action Plan. This item to be considered in conjunction with item 8.</p>	53 - 124
8.	None Specific	<p>CLIMATE EMERGENCY TASK AND FINISH GROUP REPORT 2021</p> <p>To consider the 2021 report of the Climate Emergency Task and Finish Group.</p>	125 - 166
9.	None Specific	<p>COMMITTEE WORK PROGRAMME 2021-22</p> <p>To consider and prioritise the Committee's Work Programme for 2021/22.</p>	167 - 172
10.	None Specific	<p>CONSIDERATION OF THE CURRENT EXECUTIVE AND EXECUTIVE MEMBER DECISION FORWARD PROGRAMMES</p> <p>To consider the current published version of the Executive Forward Programme and the Executive Member Decision Forward Programme.</p>	173 - 180
11.	None Specific	<p>ACTION TRACKER REPORT</p> <p>To consider the Committee's Action Tracker Report.</p>	181 - 182

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.

CONTACT OFFICER

Neil Carr	Democratic & Electoral Services Specialist
Tel	0118 974 6058
Email	neil.carr@wokingham.gov.uk
Postal Address	Civic Offices, Shute End, Wokingham, RG40 1BN

MINUTES OF A MEETING OF THE OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE HELD ON 23 MARCH 2021 FROM 7.00 PM TO 9.25 PM

Committee Members Present

Councillors: Pauline Helliar-Symons (Chairman), Alison Swaddle (Vice-Chairman), Andy Croy, Paul Fishwick, Jim Frewin, Emma Hobbs, Sarah Kerr, Abdul Loyes, Ken Miall, Andrew Mickleburgh, Rachelle Shepherd-DuBey and Malcolm Richards

Other Councillors Present

Councillors: Graham Howe

Officers Present

Neil Carr, Democratic and Electoral Services Specialist

83. APOLOGIES

Apologies for absence were received from Guy Grandison.

Graham Howe attended the meeting as a substitute.

84. MINUTES OF PREVIOUS MEETING

The Minutes of the meeting of the Committee held on 24 February 2021 were confirmed as a correct record and would be signed by the Chairman at a later date.

85. DECLARATIONS OF INTEREST

Ken Miall declared a personal interest in the first Scrutiny request set out in Annex A of Item 87 and did not take part in the discussion or voting on that request.

86. PUBLIC QUESTION TIME

There were no public questions.

87. MEMBER QUESTION TIME

There were no Member questions.

88. OVERVIEW AND SCRUTINY WORK PROGRAMMES 2021/22

The Committee considered a report, set out at Agenda pages 13 to 28, which considered the development of the Overview and Scrutiny Committee Work Programmes for 2021/22.

The report reminded Members of the importance of effective work programming which allowed Overview and Scrutiny to focus on issues of importance for residents and community stakeholders. Effective work programming:

- reflected local needs and concerns;
- prioritised topics for Scrutiny which had the most impact or benefit;
- involved local residents and stakeholders;
- was flexible enough to respond to new or urgent issues.

The report set out the current work programmes for the four Overview and Scrutiny Committees together with a list of 45 Scrutiny topics submitted by residents, Town and Parish Councils and WBC Members. Members considered each of the suggested topics and decided which items should be included in the work programmes for 2021/22.

Members noted that the work programmes were flexible documents which meant that additional items of importance could be added during the year.

The report also reminded Members of the 2020 Community Vision and Council Delivery Plan. These documents set out the key priorities for the Borough up to 2024 and, as such, provided an important source of potential Scrutiny review items.

Following Members' deliberations, the 2021/22 work programme items would be timetabled into the programme of Overview and Scrutiny meetings during the year. Each Overview and Scrutiny Committee would determine its priorities within the programme and allocate items to specific meetings.

As agreed previously, the work programmes would include discussions with the relevant Executive Members to discuss items which were likely to be considered by the Executive during the year.

The report noted the effectiveness of recent Overview and Scrutiny Task and Finish Groups (Climate Emergency, Estate Infrastructure and Grounds Maintenance) and suggested that each Overview and Scrutiny Committee consider setting up one or more Task and Finish Groups during 2021/22.

In relation to the Scrutiny requests in Annex A, Philip Meadowcroft made a statement in support of his request, as follows:

"My request is triggered by the failure of Members and senior Officials to apply the Constitution since May 2019 in respect of the Standards Committee together with the Audit Committee's realisation that budget numbers they approved last November were then altered before they went to the Executive.

I think it would be inappropriate for the review to be investigated by any panel of Members and Officials like the Constitution Review Working Group. Failure for 20 months to "stick to the rules" of the Constitution was made by the decision of the Full Council without any intervention by the Monitoring Officer. For such a panel to act as investigator, judge and jury under such circumstances is clearly not an impartial review.

This is a strategic opportunity for your Committee, Councillor Helliard-Symons, to put the safeguarding of the Constitution at the core of maintaining the integrity of WBC Members and Officers and the trust which residents place on them.

Under such circumstances, when you come to reviewing my request may I ask the Committee to be mindful of seeking the investigation to be undertaken by an external investigator like a retired QC or High Court judge rather than from the go-to panel of investigators which WBC normally use? In doing so, the investigation can be free of any political or administrative bias and thus be genuinely independent. This will be the best way to ensure public confidence that a thoroughly impartial and party-politics free investigation will occur".

Members considered the Scrutiny requests set out in Annex A and made the following points:

- Request number 1 (compliance with the WBC Constitution) be not approved for inclusion in the Overview and Scrutiny Management Committee Work Programme for 2021/22;
- Request numbers 2 to 16 be supported for inclusion in the Overview and Scrutiny Work Programme for 2021/22;
- Scrutiny items on waste and recycling be considered as two issues – strategy and service delivery;
- Scrutiny of the Public Protection Partnership (PPP) contract include consideration of a smooth transition and service impact.
- Scrutiny of the Local Nature Recovery Strategy take place later in 2021/22;
- Request number 17 (Renewable Energy Installations) be referred to the Climate Emergency Task and Finish Group for consideration;
- Request numbers 18 to 20 be supported for inclusion in the Overview and Scrutiny Work Programme for 2021/22 (with Air Quality to be a joint item with the Health Overview and Scrutiny Committee);
- Scrutiny items 6 and 27 be linked to the existing item relating to development of the Council's website and improvements to service delivery channels;
- Scrutiny of the proposed Tree Strategy be not included in the work programmes at this stage, but be reviewed later in 2021/22;
- Scrutiny of the Council's role in protecting existing trees be considered by a Task and Finish Group – to include consideration of the issue raised by Paul Fishwick relating to the the destruction of 400-500 semi mature, mature and veteran trees at Bearwood Park, Sindlesham;
- Request numbers 21 to 23 be not approved for inclusion in the Community and Corporate Overview and Scrutiny Committee Work Programme for 2021/22 – these requests to be referred to the relevant service for investigation;
- Request number 24 (anti-social behaviour) be considered by the Community and Corporate Overview and Scrutiny Committee as part of its annual review of the Community Safety Partnership;
- Request numbers 25 to 31 be approved for inclusion in the Community and Corporate Overview and Scrutiny Committee Work Programme for 2021/22;
- Request number 32 (Covid-19 outcomes for residents) be approved for inclusion in the Health Overview and Scrutiny Committee Work Programme for 2021/22;
- Request numbers 33 and 34 be approved for inclusion in the Community and Corporate Overview and Scrutiny Committee Work Programme for 2021/22;

- Request numbers 35 and 36 be approved for inclusion in the Children’s Services Overview and Scrutiny Committee Work Programme for 2021/22;
- Request number 37 be considered by the Children’s Services Overview and Scrutiny Committee as part of the wider Scrutiny of the Corporate Parenting Board;
- Request numbers 38 to 40 be approved for inclusion in the Children’s Services Overview and Scrutiny Committee Work Programme for 2021/22;
- Request numbers 41 to 45 be approved for inclusion in the Health Overview and Scrutiny Committee Work Programme for 2021/22;

RESOLVED That:

- 1) the Scrutiny requests received for 2021/22 (Annex A) be noted;
- 2) the Overview and Scrutiny Committee Work Programmes for 2021/22, as amended, be approved and be submitted to the first meeting of each Committee in the 2021/22 Municipal Year;
- 3) each Overview and Scrutiny Committee monitor and amend its work programme during the year, as necessary;
- 4) each Overview and Scrutiny Committee endeavour to undertake one or more detailed Scrutiny reviews during 2021/22.

89. OVERVIEW AND SCRUTINY MEMBER TRAINING

The Committee considered a report, set out at Agenda pages 29 to 40, which gave details of a proposed Overview and Scrutiny Member training programme. One of the Committee’s responsibilities was to ensure appropriate training and support for Members to enable them to carry out their Overview and Scrutiny roles.

The report stated that the Centre for Governance and Scrutiny had been approached to provide an indicative training programme for 2021/22. The suggested programme focussed on four topics:

- Scrutiny Essentials: The strategic Role of Scrutiny – developing a clear overview and understanding of the strategic role of Overview and Scrutiny in helping to shape Council policies and plans, acting as the “critical friend”. It was suggested that this training session be delivered virtually on Tuesday 15 June 2021.
- Adult Social Care and Health Scrutiny – understanding the role of Scrutiny in helping to make services more effective through better use of data, developing key lines of enquiry and recognising the overlap between areas of Health scrutiny and the Health and Wellbeing Board.
- Children’s Services and Safeguarding – understanding the diverse landscape of children’s services, identifying sources of data and the development of effective questioning techniques relating to key partner agencies.

- Chairing and Leading Scrutiny – understanding the role of the Chairman and Vice-Chairman in making Committees effective through clear leadership and inclusive chairing.

The report stated that the suggested programme is indicative and that Members may wish to identify other priority areas. The Centre for Governance and Scrutiny had confirmed that it would tailor the programme to meet local needs.

In the ensuing discussion, Members made the following points:

- The Scrutiny Essentials session on 15 June should be held in the evening to enable as many Members as possible to attend.
- The Scrutiny training sessions should be open to all Members.
- All the training sessions should include reference to equality and inter-cultural issues.
- The sessions should be delivered on-line.
- A further training session on Budget Scrutiny should be added to the programme.
- Group leaders should be requested to remind their Members of the importance of the training sessions in order to ensure maximum attendance.

RESOLVED That:

- 1) the proposed Overview and Scrutiny Member Training programme for 2021/22, as set out in the report, be approved, with the addition of a session on Budget Scrutiny;
- 2) the first Member training session (Scrutiny Essentials) be held on the evening of 15 June 2021;
- 3) the Member training sessions be open to all Members of the Council;
- 4) the Member training sessions be held on-line;
- 5) Group leaders be asked to support the Member training programme in order to encourage maximum attendance;
- 6) the Member training programme be monitored during the year with the addition of further training sessions as appropriate.

90. CONSIDERATION OF THE CURRENT EXECUTIVE AND IEMD FORWARD PROGRAMMES

The Committee considered a copy of the Executive Forward Programme and the Individual Executive Member Decision Forward Programme as set out on Agenda pages 41 to 50.

RESOLVED: That the Executive and Individual Executive Member Decision Forward Programmes be noted.

91. ACTION TRACKER REPORT

The Committee considered a report, set out at Agenda page 51, which gave details of progress relating to the Committee decisions made at previous meetings.

The Action Tracker report would be updated following each meeting of the Committee and would, therefore, facilitate more effective progress chasing on outstanding actions.

As this was the final item to be considered by the Committee during the 2020/21 Municipal Year, the Chairman thanked all the Members and officers who had contributed to the Committee's work.

RESOLVED: That the Action Tracker report be noted.

Agenda Item 6.

TITLE	Quarter 4 2020/21 Performance Monitoring Report
FOR CONSIDERATION BY	Overview and Scrutiny Management Committee on 16 June 2021
WARD	(All Wards);
LEAD OFFICER	Director, Communities, Insight and Change - Keeley Clements

OUTCOME / BENEFITS TO THE COMMUNITY

This report provides accountability and transparency against the Council's Key Performance Indicators (KPIs) for service areas and provision of these to our Customers.

RECOMMENDATION

To endorse the Council's Q4 Performance Monitoring Report for the period covering January to March 2021 performance.

SUMMARY OF REPORT

Despite the key challenge of 20/21, namely responding to the profound impact of the pandemic, the council has continued to perform well against the significant proportion of its key performance indicators. We have delivered important capital projects for our communities and at the same time continued improving services to our most vulnerable residents during this unprecedented period. In addition to setting a clear strategic direction for key areas, some KPI's require review to ensure they are targeted on what matters to residents.

Further details of all KPIs are listed in Appendix A which accompanies this report.

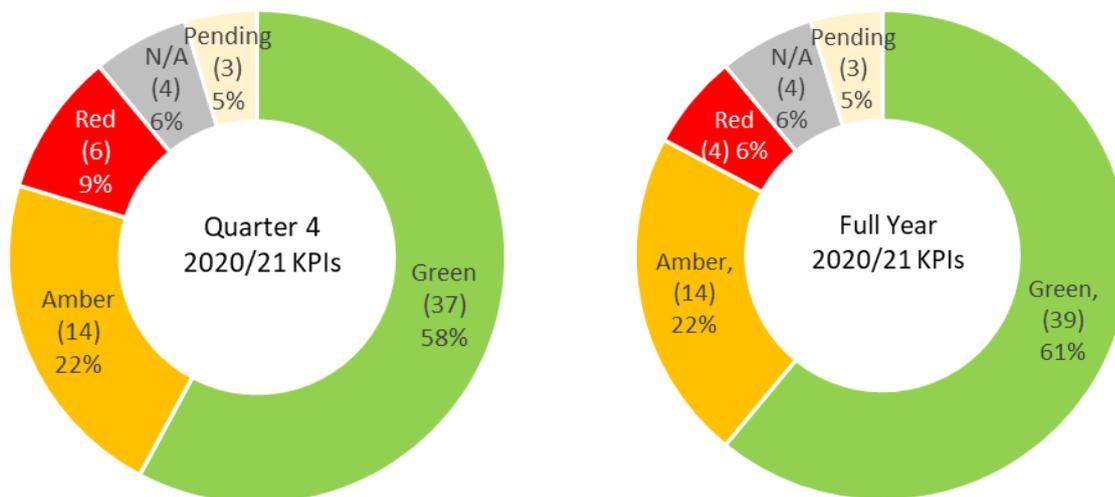
Background

- The Council's Key Performance Indicators (KPIs) measure how well each service is delivering against its current objectives.
- This performance report and appendices covers **Q4 2020/21 January, February and March**.
- There are 64 KPIs; details of which can be found in found in Appendix A which includes year on year trends where available.
- Each KPI is intended to be a SMART target (Specific, Measurable, Achievable, Realistic and Timely), which takes into account historic trend information and benchmarking to compare Wokingham Borough performance with national trends.
- KPIs are assigned a RAG status (**Red, Amber, Green**) to indicate whether performance is on target (**Green**), close to target (**Amber**) or missing the target (**Red**).

Indicators are assigned to a Director and Lead Executive Member. Commentary including highlights, focuses for the future and potential challenges from the CEO, Deputy CEO and each Director can be found in Appendix A attached to this report.

Analysis of Issues

When reviewing performance through this quarter it must be remembered that the nation was in the height of COVID-19 cases and in full lock down. Significant resources from across the Wokingham Borough Council were being diverted to our response to the pandemic and in this context quarter four's results show a robust performance despite the challenges faced. 80% of the KPIs reported are better than target (green) or near target (amber) at the end of this quarter and 83% were at or near target at the end of the year. Only six KPIs are reported red at the end of quarter four and only four at the end of the year. KPIs rated red, amber or green at the end of Quarter Four and the End of Year:



Three KPIs have a current status of “pending” since performance information is not yet published. This information is expected to be released after 24th June 2021.

All four of the KPIs reported as red at the end of the year have had significant impact from COVID-19:

- AS7 “Proportion of people receiving long term care who were subject to a review in the last 12 months” has had two thirds of the team who deliver annual reviews impacted by COVID-19.
- CIC5 “Visits to Wokingham Borough libraries”, RA3 “Usage of Wokingham borough leisure centres” and RA4 “Participation in leisure centre activities” reflect the services being closed under lock down.

Performance Versus Quarter Three

No KPIs have moved from green or amber to red from quarter three to quarter four.

Three KPIs have moved from green to amber and 2 of these have still ended the year with a green rating against their annual targets:

KPI	Description	Q3	Q4	20/21 Annual	DoT
CIC8	Number of fly-tipping incidents	Green	Amber	Green	👎
PG21	Percentage of waste recycled from the kerbside	Green	Amber	Green	👎
RA10	Return on investment portfolio – Property Investment Fund	Green	Amber	Amber	👎

CIC8 and RA10 are as a direct result of COVID-19. Our recycling centres offering a reduced, prebooked, offer to maintain COVID-19 compliance and a lower return on our property portfolio is due to vacancies created by the closure of parts of the economy through lockdown. PG21 will be addressed with the launch of new green recycling bags.

Seven KPIs have improved in their ratings from quarter three to quarter four. Three KPIs have moved from red to amber, two from red to green and two from amber to green:

KPI	Description	Q3	Q4	20/21 Annual	DoT
CIC1	All recorded crime in Wokingham borough (excluding fraud)	Amber	Green	Green	👍
RA16	Business Rates collection	Amber	Green	Green	👍
CS1	Percentage of children who become subject to a Child Protection Plan for a second or subsequent time within 24 months	Red	Green	Green	👍
RA5a	Percentage of successful homeless preventions	Red	Green	Green	👍
AS3	Proportion of people aged 65+ who received reablement from the START team following discharge from hospital and remained at home 91 days later	Red	Amber	Amber	👍
CS4	Percentage of Education, Health and Care Plan (EHCP) Assessments completed within 20 weeks of referral	Red	Amber	Amber	👍
RA5d	Proportion of applicants supported into settled accommodation	Red	Amber	Amber	👍

Further details of all KPIs are listed in Appendix A which accompanies this report.

FINANCIAL IMPLICATIONS OF THE RECOMMENDATION

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

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

Other financial information relevant to the Recommendation/Decision
None

Cross-Council Implications (how does this decision impact on other Council services, including properties and priorities?)
This report covers the whole of the Council's operations.

Public Sector Equality Duty
This report covers a full range of services across the council. It is for noting and discussion and does not contain recommendations for approval that would involve a policy or service alteration that would have implications upon people with protected characteristics under the Public Sector Equality Duty.

Reasons for considering the report in Part 2
N/A

List of Background Papers
Appendix A – Q4 KPIs 2020/21 Summary and Detail

Contact Will Roper	Service Communities, Insight & Change
Telephone No 07745 545667	Email will.roper@wokingham.gov.uk



Appendix: Key Performance Indicators Q4 2020/21

Wokingham Borough Council

June 2021



WOKINGHAM
BOROUGH COUNCIL

Susan Parsonage
Chief Executive

Overview

Despite the key challenge of 20/21, namely responding to the profound impact of the pandemic, the council has continued to perform well against the significant proportion of its key performance indicators. We have delivered important capital projects for our communities and at the same time continued improving services to our most vulnerable residents during this unprecedented period. In addition to setting a clear strategic direction for key areas. Some KPI's require review to ensure they are targeted on what matters to residents.

Top wins

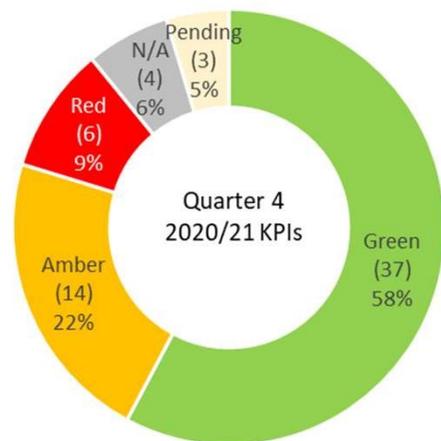
- Agreeing a strategic response to equalities and tackling poverty – particularly crucial in the light of the impact of the pandemic
- In terms of improving our place we have completed several key projects including the Dinton Activity Centre (the first net zero building in the Borough), the California Country Park Destination play area and the opening of the Winnersh relief road.
- Regarding vulnerable people we have also deployed a strength based approach into Adult Services and crucially significantly increased the number of Education, Health and Care Plans (EHCP) that have been completed within 20 weeks of referral
- To assist businesses we have distributed £10,749,528 in government grants through 1,147 separate grants.
- In addition to agreeing a balanced budget for 2021/22 having delivered a positive revenue position at the end of 20/21.

Top 3 opportunities

- Reopening of the town centre supported by business investment from the covid fund
- PPP being brought in house will allow us to develop services which are relevant to our communities and further develop our neighbourhood approach.
- Progressing further our relationships with the voluntary and community sector and collaborating with them on key service areas like adults social care

Challenges

- Moving from COVID response to recovery whilst delivering and improving core services
- Truly understanding the impact of COVID on our communities and businesses so that we respond to their needs.



Q4 position

- 58% of KPIs are on target, **Green**
- 22% of KPIs are marginally off-target, **Amber**
- 9% of KPIs are below target, **Red**
- *Performance information is pending for 3 KPIs where data is yet to be published (expected after 24th June 21)*

Overview

The Resources and Assets Directorate is responsible for a range of services including; Strategic Finances, Governance, Assets & Regeneration, Leisure, and numerous support services. The Covid 19 pandemic has had an impact across all services whether it be through administering millions and millions of pounds to businesses in a timely way, keeping sound control of our finances or redeploying staff to help with critical aspects of our response to the pandemic. Our PI performance should be considered in the context of this particularly challenging year whereby some Red indicators have been enforced by legislative measures and Green indicators achieved despite unprecedented work pressures and economic uncertainty.

Graham Ebers
Deputy Chief Executive

Director of
Resources & Assets

Top 3 wins

- Council Tax collections have been excellent this quarter, despite the impact of covid. Collections are close to last years figure and this has been achieved with a sympathetic approach whilst still protecting our valuable income streams.
- Wokingham Town Centre regeneration is going extremely well with continued growth through the year. No one has left their tenancy in the town centre either which, again given lockdown, is very encouraging
- Revenue out turn will be in credit for the year end. Quarter 3 narrowly missed budget and now Quarter 4 will be under budget. From a perilous position at the start of the year caused by covid to finish in this position is testament to the careful financial control across the whole council. This result is tbc on this report but will be reported to executive as part of the normal finance reporting.

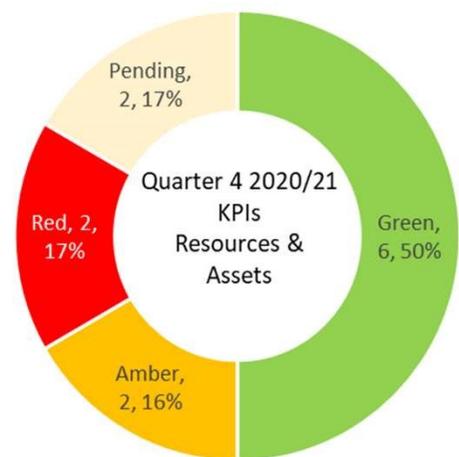
Top 3 opportunities

- Reopening Leisure with a strong rebound, aiming to return to previous levels of usage, reducing the associated costs to the Council
- Continuing the regeneration of Wokingham town centre as we move from reacting to Covid-19, to recovery
- Maintaining Business Rate and Council Tax rate collections with the impact of unlocking down and the ending of covid support schemes



Challenges

- Covid legislation changes
- Ending of support schemes
- Brexit
- Potential interest rate changes.



Q4 Position

- 50% of KPIs are on target, **Green**
- 16% of KPIs are marginally off-target, **Amber**
- 17% of KPIs below target, **Red**

Highlights and lowlights

Amber (Q3) to **Green** (Q4): KPI RA16

Green (Q3) to **Amber** (Q4): KPI RA10

Children's Services

Quarter 4 20/21 Position

Overview

Children's Services are responsible for undertaking the LA statutory duties in relation to education including the provision of services for children with SEND, the delivery of statutory social care services and a range of early help provision, together with the services which support and quality assure these functions. Through out the last year social care and early help have remained committed to providing a safe service which is responsive to the needs of vulnerable children and those at risk of significant harm – they made limited use of the flexibilities offered by the DfE. Referrals were lower than in previous years, up to the end of Q4 when they rose to higher than normal levels. The unprecedented circumstances families have lived through has resulted in many of the referrals being complex – involving multiple factors. There is are no predominate themes emerging. The service continues to improve across of the reported KPI's.

Carol Cammiss
Director of
Children's Services

Top 3 wins

- Over the past quarter a significantly increased number of Education, Health and Care Plans (EHCP) have been completed within 20 weeks of referral
- Whilst facing the continued restrictions imposed by the pandemic, 95% of child protection visits were undertaken face to face and the timeliness improved during this quarter.
- Attendance at Wokingham school children is 5% higher than the national average (end of March), which reflects the efforts of schools and those that support them to engage pupils and provide Covid advice, guidance and practical help.

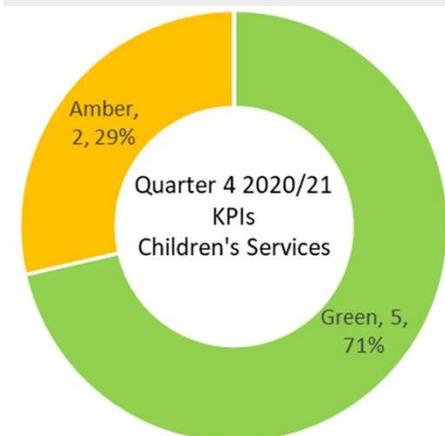
Top 3 opportunities

- Phased return to face to face work, including visits to children in care, child protection conferences and children in care reviews
- Continued emphasis on the timeliness and quality of EHCP's through the SEND Innovation & Improvement Programme (SIIP)
- Focus on the Child and Family Assessments being completed within the required timeframe.



Challenges

- Impact of Covid-19 pandemic on the families of WBC, including mental Health and emotional well-Being of children and families, domestic abuse, financial uncertainty
- Impact of a long period of remote working on workers returning to their teams
- Increased complexity and volume of the cases being referred to social care and the SEND team.



Q4 position

- 71% of KPIs are on target, **Green**
- 29% of KPIs are marginally off-target, **Amber**
- No KPIs below target, **Red**

Highlights and lowlights



- **Red** (Q3) to **Green** (Q4): KPI CS1
- **Red** (Q3) to **Amber** (Q4): KPI CS4

Matt Pope
Director of
Adult Social Care &
Health

Overview

Our ambition is for Wokingham Borough to be one of the best boroughs for adults and carers in need of support to live, where they feel safe, included and a key part of our community. Our key priorities for the next four years are: Keeping people safe; Prevent, reduce and delay the need for formal care and support; Involve people in their care and support; Work in partnership and commission services that deliver quality and value for money.

Top 3 wins

- The number of people receiving intervention in the form of advice, information and signposting increased further in Q4
- Despite a drop-off in the timeliness of allocating Social Work Assessments in Q4, performance has remained above target and has been continuously high for the year (AS1)
- Successfully rolled out Strength-Based Practice in 4 operational teams in Adult Social Care

Top 3 opportunities

Adult Services' Transformation Programme will identify and maximise opportunities for improvement over the next 3-4 years. Improvements are expected with the following KPIs:

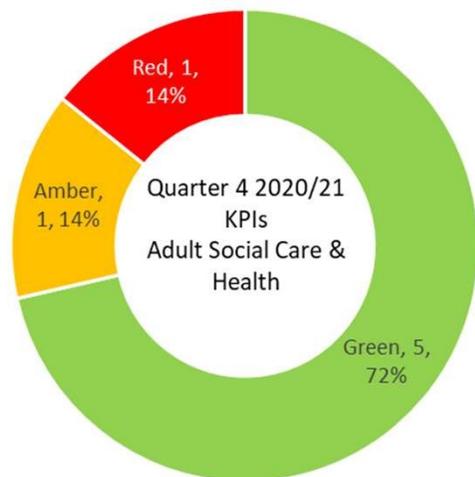
- Front door activity (AS10) and better demand management due to strength based practice (AS3 & AS9)
- An increase in self-directed support (AS11)
- Consistent operational performance management (AS7)



Challenges



COVID-19 has been, and remains, our main challenge. Continuing to improve and maintain good performance throughout the Transformation Programme will be our challenge in the next financial year. It is expected that this will have a positive impact on the improvement journey in the new financial year for our 1 red indicator in Q4.



Q4 position

- 72% of KPIs are on target, **Green**
- 14% of KPIs are marginally off-target, **Amber**
- 14% of KPIs below target, **Red**

Highlights and lowlights

Red (Q3) to **Amber** (Q4): KPI AS3

Green (Q3) to **Red** (Q4): KPI AS9

Overview

Overall the performance of the department is relatively strong for 20/21 based on the indicators and targets set for the year. However there needs to be a revision of the PI's and associated targets for 21/22 to focus on the critical indicators that support our Corporate Objectives particularly our approach to addressing Climate Change and improving Customer Satisfaction. There also needs to be more of a focus on VFM through a better understanding of how we perform against other local authorities, much of which can be achieved through a greater understand of our business, benchmarking and using our own intelligence and data.

Steve Moore
Director
Place & Growth

Top 3 wins

- Performance of the Planning Service both defending 81% of appeals and determining 99% of applications within time
- Exceeding our annual target for affordable housing albeit not at the level of the previous year that was exceptional
- Continuing to improve our performance of diverting waste from landfill

Top 3 opportunities

- Develop and adopt the new emerging Waste Strategy to improve performance in recycling, minimising waste generation and contributing to our carbon neutral aspirations
- Progressing our Local Plan to options stage (Reg 18) in Autumn 21/22 and through to adoption in 2023 to enable control of development whilst protect the characteristics of the Borough
- Develop and deliver an excellent Borough specific Public Protection service that addresses the most important issues of our local residents and wider community



Quarter 4 position

- 61% of KPIs are on target, **Green**
- 26% of KPIs are marginally off-target, **Amber**
- 5% of KPIs are below target, **Red**

Challenges

- Emerging Planning Reform which is unclear on how it will affect the Council's ability in retaining control of local development post 2024
- The proposed changes to developer contributions from Planning Reform and how that will impact on our ability to deliver essential community infrastructure and affordable housing to enable 'good growth' to materialise.
- Meeting our Carbon Neutral aspirations that will require further intervention and revision to current policy over and above the current plan to meet the challenge based on the current trajectory of performance up to 2030.
- Planning application numbers 73% higher Jan-Mar 2021 than same period 2020
- Potential for speculative planning applications and appeal due to 5 year land supply/Local Plan Update progress

Highlights and lowlights

 **Green** (Q3) to **Amber** (Q4): KPI PG21 (Full year: **Green**)

Overview

In CIC we not only provide a service to our residents and customers but we also support the rest of the organisation to be the best they can be. Over the past few months CIC has started work to introduce a new simplified and more efficient operating model across the directorate. As part of this it was great to appoint Simon Price as my Assistant Director Neighbourhoods and Communities in February. The new model is still being developed as we turn to the HR model in order to build that team out to better serve the wider organisation.

Keeley Clements
Director of
Communities, Insight &
Change

Top 3 wins



- Delivered new customer satisfaction measure, known as “Govmetrics”. Went live in Feb across Web and telephones giving real time customer feedback to instantly fix/solve service issues
- Driving and developing strategic response on equality and poverty. Including equality SME resource to pull together the component elements. Equalities plan delivered in March to Executive and endorsed. Voice of the customer research commissioned on poverty with findings due soon.
- Introduced new “what” and “how” performance management to the organisation in March and April

21

Top 3 opportunities

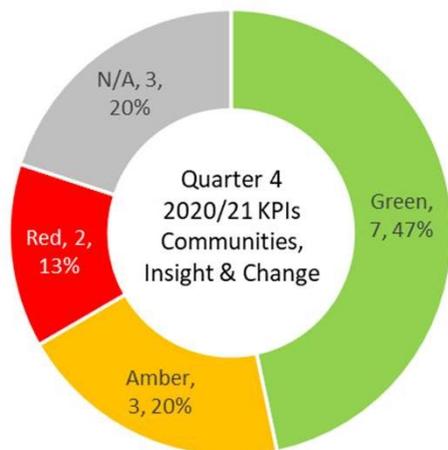


- Equality and poverty. Recruiting new officers to support delivery in these key areas.
- HR operating model. Reviewing the current operating model and designing a target operating model for the future
- Tech upgrades -Teams Telephony, Hybrid Meetings and Power BI, giving additional tools to drive efficiency

Challenges



- Domestic Abuse Act 2021. This includes new duties for the council to support victims and their children in safe accommodation.
- Taking covid response into our function as BAU
- Recruitment in the current lockdown environment



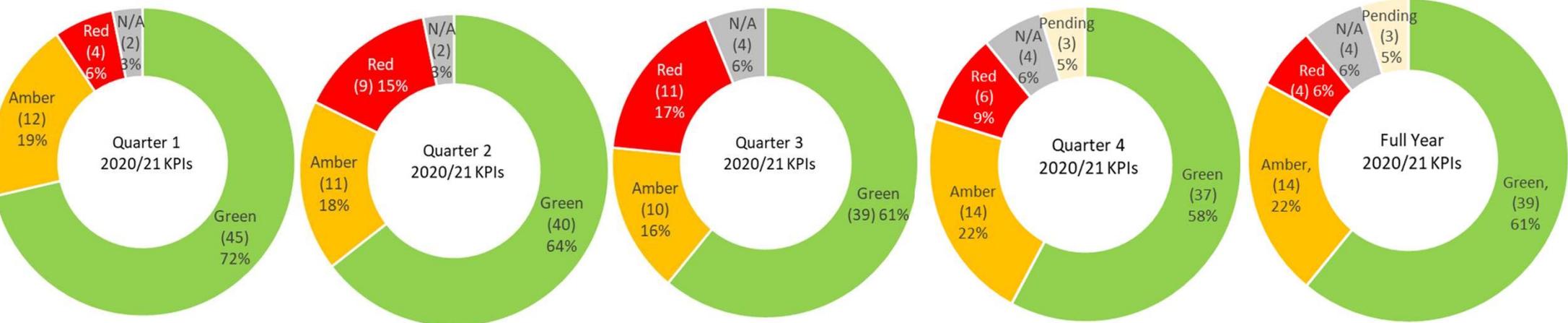
Quarter 4 20/21 Position

- 47% of KPIs are on target, **Green**
- 20% of KPIs are marginally off-target, **Amber**
- 13% of KPIs are below target, **Red**

Highlights and lowlights

- 👍 **Amber** (Q3) to **Green** (Q4): CIC1 (Full year: **Green**)
- 👍 **Red** (Q3) to **Green** (Q4): RA5a
- 👍 **Red** (Q3) to **Amber** (Q4): RA5d
- 👎 **Green** (Q3) to **Amber** (Q4): CIC8 (Full year: **Green**)

Quarterly Performance Changes



👍 Improved RAG Status in Q4 - Better

KPI	Description	Q3	Q4	20/21 Annual	DoT
CIC1	All recorded crime in Wokingham borough (excluding fraud)	Amber	Green	Green	👍
RA16	Business Rates collection	Amber	Green	Green	👍
CS1	Percentage of children who become subject to a Child Protection Plan for a second or subsequent time within 24 months	Red	Green	Green	👍
RA5a	Percentage of successful homeless preventions	Red	Green	Green	👍
AS3	Proportion of people aged 65+ who received reablement from the START team following discharge from hospital and remained at home 91 days later	Red	Amber	Amber	👍
CS4	Percentage of Education, Health and Care Plan (EHCP) Assessments completed within 20 weeks of referral	Red	Amber	Amber	👍
RA5d	Proportion of applicants supported into settled accommodation	Red	Amber	Amber	👍

👎 Deteriorated RAG Status in Q4 - Worse

KPI	Description	Q3	Q4	20/21 Annual	DoT
CIC8	Number of fly-tipping incidents	Green	Amber	Green	👎
PG21	Percentage of waste recycled from the kerbside	Green	Amber	Green	👎
RA10	Return on investment portfolio – Property Investment Fund	Green	Amber	Amber	👎

Key Headlines – KPIs 2020/21 Full Year Position

	Green					Amber		Red	N/A		Pending	Total	
Better 	AS1 AS4 AS9 AS10 CIC1 CIC12	CIC13 CS3 CS5 PG8 PG9 PG11	PG14 PG15 PG16 PG20 PG21 PG22	PG24 PG25 PG26 RA5a RA5b RA6	RA13 RA15 RA14a RA16	AS3 CS2 CS4	CIC16 RA5d RA12	AS7	RA5c	PG12a		37 KPIs performed better at year end 2020/21.	
No change 	CS1 CS6 CS7 PG1	RA1 RA2				PG3	PG19					8 KPIs have had no change in performance.	
Worse 	AS11 CIC8	PG6 PG10				CIC11 PG2 PG17	RA10	CIC5 RA3 RA4				11 KPIs performed worse at year end 2020/21.	
No DoT	RA14b					PG4	PG5		CIC9	CIC10		5 KPI no DoT	
Pending											RA7 RA8	PG13	3 Pending KPIs
Total	39 Green KPIs					14 Amber KPIs		4 Red KPIs	4 N/A KPIs		3 Pending KPIs	64 KPIs	

Adult Services & Health Key Performance Indicators 2020/21 Year End Summary

Safe & Strong Communities				
Ref	Description	Frequency	RAG	Direction of Travel
AS1	Social work assessments allocated to commence within 7 days of the requests (counted at point of allocation)	Quarterly	Green	👍 Better
AS3	People aged 65+ who received reablement from the START team following discharge from hospital and remained at home 91 days later	Quarterly	Amber	👍 Better 
AS4	Safeguarding timeliness – concerns completed within 2 working days	Quarterly	Green	👍 Better
AS7	Proportion of people receiving long term care who were subject to a review in the last 12 months	Quarterly	Red	👍 Better
AS9	Permanent admissions to residential and nursing care homes per 100k population	Quarterly	Green	👍 Better 
AS10	Information and Advice at the front door – Percentage of contact referrals closed with ‘NFA – Advice & Information Only’	Quarterly	Green	👍 Better
AS11	Proportion of people who use services who receive direct payments – snapshot at end of quarter	Quarterly	Green	👉 No change

Note: KPIs directly impacted by Covid-19 will display the following icon 

Children’s Services Key Performance Indicators 2020/21 Year End Summary

Safe and Strong Communities				
Ref	Description	Frequency	RAG	Direction of Travel
CS1	Percentage of children who become subject to a Child Protection Plan for a second or subsequent time within 24 months	Quarterly	Green	 No change
CS2	Percentage of child protection visits due in the period which were completed to the highest standard of 10 working days since the previous visit	Quarterly	Amber	 Better

Enriching Lives				
Ref	Description	Frequency	RAG	Direction of Travel
CS3	Percentage of young people with statements of EHCPs participating in Education, Employment or Training	Quarterly	Green	 Better
CS4	Percentage of Education, Health and Care Plan (EHCP) Assessments completed within 20 weeks of referral	Quarterly	Amber	 Better
CS5	Percentage of former care leavers (up to the age of 21) in Education, Employment or Training	Quarterly	Green	 Better
CS6	Percentage of children who attend a Wokingham state-funded school (Primary, Secondary or Special) which is Good or better	Quarterly	Green	 No change
CS7	Percentage of early years settings in Wokingham borough with an Ofsted rating of Good or better	Quarterly	Green	 No change

Communities, Insight & Change Key Performance Indicators 2020/21 Year End Summary

Safe & Strong Communities

Ref	Description	Frequency	RAG	Direction of Travel
CIC1	All recorded crime in Wokingham borough (excluding fraud)	Quarterly	Green	Better

Enriching Lives

Ref	Description	Frequency	RAG	Direction of Travel
CIC5	Number of visits to Wokingham borough libraries	Quarterly	Red	Worse
RA5a	Percentage of successful homeless preventions	Quarterly	Green	Better
RA5b	Percentage of successful homeless relief	Quarterly	Green	Better
RA5c	Percentage of households owed a main duty	Quarterly	N/A	Better
RA5d	Proportion of applicants supported into settled accommodation	Quarterly	Amber	Better

Right Homes, Right Places

Ref	Description	Frequency	RAG	Direction of Travel
RA6	Proportion of housing stock which meets the Decent Homes Standard	Quarterly	Green	Better

A Clean & Green Borough

Ref	Description	Frequency	RAG	Direction of Travel
CIC8	Number of fly-tipping incidents	Quarterly	Green	Better

Changing the way we work/ Be the best we can

Ref	Description	Frequency	RAG	Direction of Travel
CIC9	Number of resident subscribers to Wokingham Borough Connect	Quarterly	N/A	N/A
CIC10	WBC social media impressions, engagement and followers	Quarterly	N/A	N/A
CIC11	Expected voluntary staff turnover	Quarterly	Amber	Worse
CIC12	Sickness absence – average days lost per employee	Quarterly	Green	Better
CIC13	Percentage of calls answered	Quarterly	Green	Better
CIC16	Stage 1 complaints per 100,000 population	Quarterly	Amber	Better
RA13	Housing rent arrears (HRA) collection	Quarterly	Green	Better

Place & Growth Key Performance Indicators Year End 2020/21 Summary

A Clean and Green Borough				
Ref	Description	Frequency	RAG	Direction of Travel
PG19	Percentage of household waste reused, recycled and composted	Quarterly	Amber	No change
PG20	Proportion of municipal waste sent to landfill	Quarterly	Green	Better
PG21	Percentage of waste recycled from the kerbside	Quarterly	Green	Better
PG22	Carbon footprint of Wokingham borough	Annual	Green	Better
PG24	Per capita CO ₂ emissions of Wokingham borough	Annual	Green	Better
PG25	Carbon offsetting for Wokingham borough	Annual	Green	Better
PG26	Air quality	Annual	Green	Better

Right Homes, Right Places				
Ref	Description	Frequency	RAG	Direction of Travel
PG1	Average percentage of Section 106 and Community Infrastructure Levy allocated to schemes	Quarterly	Green	No change
PG2	New Homes Survey	Annual	Amber	Worse
PG3	Local Plan Update	Quarterly	Amber	No change
PG4	Five year housing supply	Annual	Amber	N/A
PG5	Housing 1-4-5 Challenge	Quarterly	Amber	N/A
PG6	Number of affordable dwellings completed	Quarterly	Green	Worse
PG8	Percentage of planning applications determined in the statutory timescales	Quarterly	Green	Better
PG9	Percentage of successfully defended appeal decisions	Quarterly	Green	Better
PG10	Proportion of planning breaches resolved by negotiation	Quarterly	Green	Better

Keeping the Borough Moving				
Ref	Description	Frequency	RAG	Direction of Travel
PG11	Average delay on locally managed A-roads	Annual	Green	Better
PG12a	Average daily traffic flow – number of vehicles (national KPI)	Annual	N/A	Better
PG12b	Average daily traffic flow (2 way) (local KPI)	Quarterly	Proxy indicator (local KPI)	
PG13	Proportion of highway infrastructure schemes on track for project delivery	Quarterly	Pending	
PG14	Publicly available electric charging devices per 100,000 population	Quarterly	Green	Better
PG15	Proportion of adults who do any walking or cycling, for any purpose, at least once a week	Quarterly	Green	Better
PG16	Enabling sustainable travel: Length of greenways and cycleways delivered	Quarterly	Green	Better
PG17	National Highways & Transport Public Satisfaction Survey	Annual	Amber	Worse

Resources & Assets Key Performance Indicators Year End Summary 2020/21

Enriching Lives					
Ref	Description	Frequency	RAG	Direction of Travel	
RA1	Completion to time and budget of regeneration projects (Peach Place, Elms Field, Carnival Pool)	Quarterly	Green		No change
RA2	Occupancy rate of WBC-owned regeneration units	Quarterly	Green		No change
RA3	Usage of Wokingham borough leisure centres	Quarterly	Red		Worse
RA4	Participation in leisure centre activities	Quarterly	Red		Worse

Changing the way we work/ Be the best we can					
Ref	Description	Frequency	RAG	Direction of Travel	
RA7	Revenue budget monitoring forecast position	Quarterly	Pending		
RA8	Capital budget monitoring forecast position	Quarterly	Pending		
RA10	Return on investment portfolio – Property Investment Fund	Quarterly	Amber		Worse
RA12	Proportion of Corporate Risks assessed as “Very high risk”	Quarterly	Amber		Better
RA14a	Debt management: Number of days for customers to pay	Quarterly	Green		Better
RA14b	Debt management: Arrears collection to reduce outstanding debt	Quarterly	Green		N/A
RA15	Council Tax collection	Quarterly	Green		Better
RA16	Business Rates collection	Quarterly	Green		Better

Note: KPIs directly impacted by Covid-19 will display the following icon

Adult Services & Health Key Performance Indicators 2020/21 – Detail

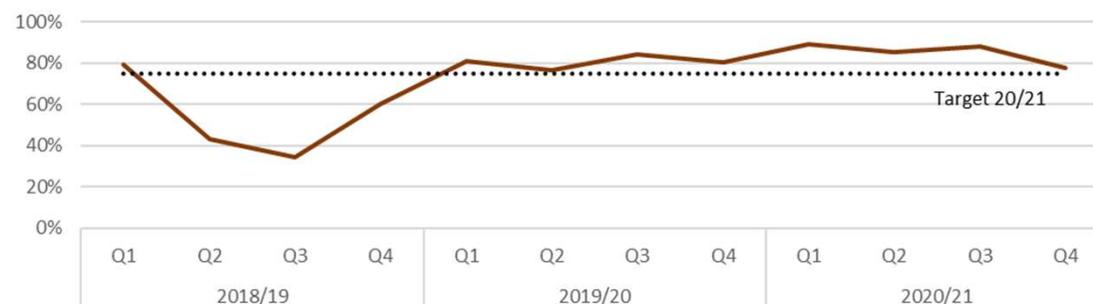
Safe & Strong Communities - Key Performance Indicator Profiles

AS1: Social work assessments allocated to commence within 7 days of the requests (counted at point of allocation)

Green Better

Period	Number	Percentage	Target	RAG	Direction of Travel
Q1 20/21	111/124	90%	75% or more	Green	Better
Q2 20/21	141/165	85%		Green	Worse
Q3 20/21	168/191	88%		Green	Better
Q4 20/21	121/156	78%		Green	Worse
Full year 20/21	541/636	85%		Green	 Better

This quarter has seen a return to assessment requests and allocations in timeframe in-line with Q4 19/20 performance. Performance has remained not only consistently good over the course of 2020/21, but remains above target.

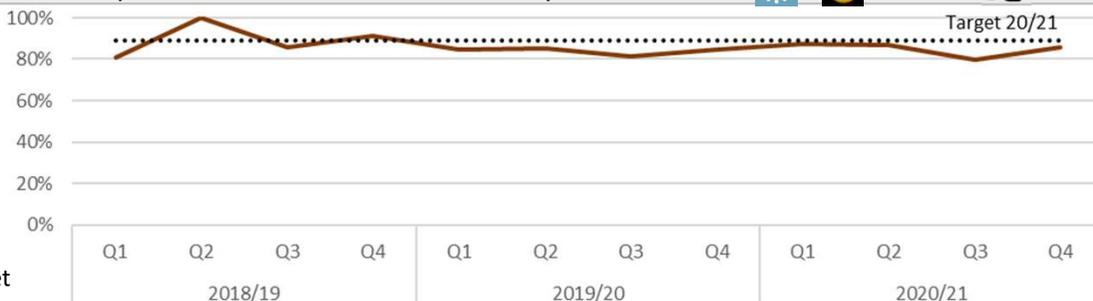


AS3: People aged 65+ who received reablement from the START team following discharge from hospital, and remained at home 91 days later

Amber Better

Period	Number	Percentage	Target	RAG	Direction of Travel
Q1 20/21	137/157	87%	89% or more	Amber	Better
Q2 20/21	168/194	87%		Amber	No change
Q3 20/21	109/137	80%		Red	Worse
Q4 20/21	140/163	86%		Amber	Better
Full year 20/21	554/651	85%		Amber	 Better

The response to Covid-19 has produced a 59.2% increase in those being discharged for reablement on the 2019-20 figures. Those discharged, but deemed unfit by MDT to begin reablement immediately are recorded as returned to hospital. In spite of this, ASC has managed achieve a proportion close to the target for this year quarter on quarter. After a slight dip in Q3, due to the unfortunate death of four service users, Performance has improved in Q4. The Integrated Social Care & Health Service are piloting a project which is expected to address the reablement problems faced this year and increase the number of older adults able to remain at home long-term following their discharge.

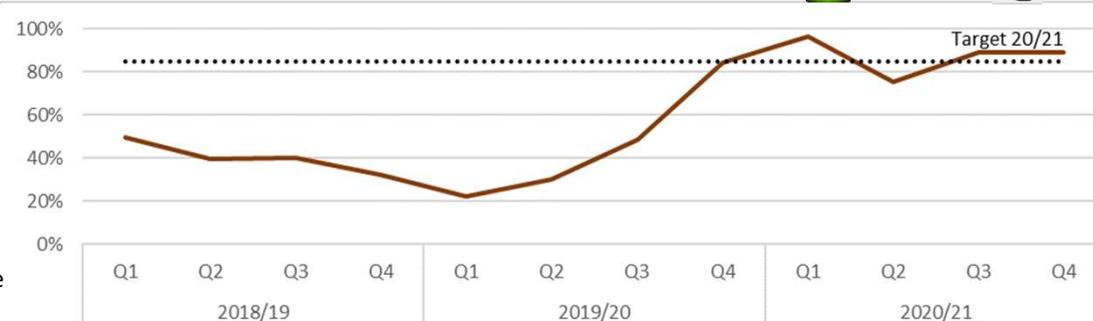


AS4: Safeguarding timeliness – concerns completed within 2 working days

Green Better

Period	Number	Percentage	Target	RAG	Direction of Travel
Q1 20/21	397/412	96%	85% or more	Green	Better
Q2 20/21	349/463	75%		Red	Worse
Q3 20/21	368/414	89%		Green	Better
Q4 20/21	431/484	89%		Green	No change
Full year 20/21	1545/1773	87%		Green	 Better

There has been a 41% increase in safeguarding concerns in 2020-21 on the previous year and a dramatic improvement in timeliness since Q4 2019-20. Thanks to the work of the Adult Safeguarding Hub, performance has been above target three out of the four quarters this year, and in spite of a 17% increase in concerns from Q3, above target timeliness has been maintained.



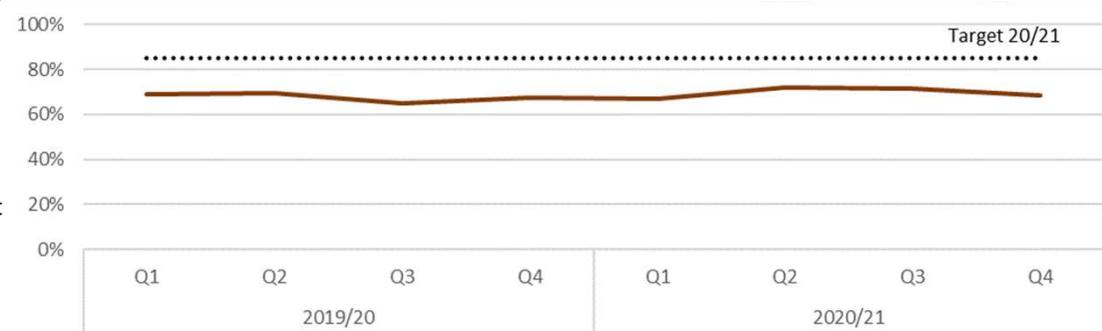
Adult Services & Health Key Performance Indicators 2020/21 – Detail

Safe & Strong Communities - Key Performance Indicator Profiles

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

 Red  Better

Period	Number	Percentage	Target	RAG	Direction of Travel
Q1 20/21	768/1143	67%	85% or more	Red	 Worse
Q2 20/21	848/1178	72%		Red	 Better
Q3 20/21	848/1187	71%		Red	 Worse
Q4 20/21	802/1171	68%		Red	 Worse
Full year 20/21	3266/4679	70%		Red	 Better

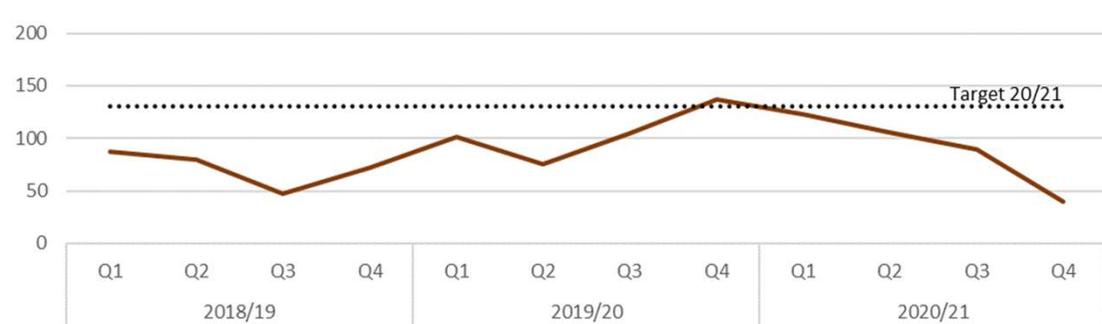


Despite the impact of efficiency savings on the ability to achieve targets, performance has been consistent over the course of 2020-21. Staffing problems have effected performance in Q4: there are only four staff members to complete annual reviews and three of them were impacted by Covid-19. In order to address performance issues, the Review Team will recruit two additional workers. A High Cost Team has also now been established, which will contribute to completion of reviews.

AS9: Permanent admissions to residential and nursing care homes per 100k population

 Green  Better

Period	Number	Rate (per 100k)	Target	RAG	Direction of Travel
Q1 20/21	37	122.52	130 or less	Green	 Better
Q2 20/21	32	105.96		Green	 Better
Q3 20/21	27	89.40		Green	 Better
Q4 20/21	12	39.74		Green	 Better
Full year 20/21	108	357.62		520 or less	Green



The methodology for this indicator has been reviewed to ensure it aligns with the statutory returns requirements and is accurately reflecting the funding changes due to COVID-19 response. This has resulted in a reduction from the previously reported figures. The funding changes brought a significant increase of people moving into care homes who only remained for a shorter period of time and therefore should not have been counted as a permanent admission. The previously reported figures also included self-funders who, prior to the COVID-19 funding change, would not have been known to the LA. By reviewing the methodology, we are now more accurately comparing numbers to previous years. Q4 2020-21 reduced more significantly, but the expectation is that more people will be counted in Q1 2021-22, at the point when their 6-week COVID funding ends and we will know if they should be counted as a permanent placement or if they move to another setting. The increase in population has now been amended for 2020-21 reporting, which has also reduced the rate.

The positive impact of the work of Adult Social Care and our partners to increase independence and prevent, reduce and delay the need for long term support can now more clearly be seen by the reduction of the permanent admission figures for 2020-21.

Adult Services & Health Key Performance Indicators 2020/21 – Detail

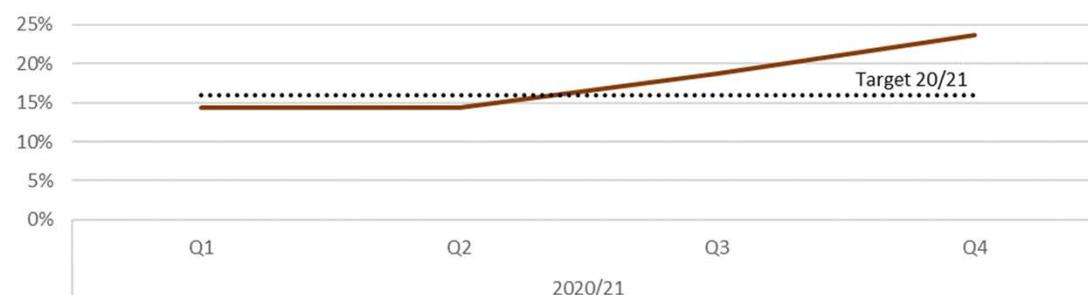
Safe & Strong Communities - Key Performance Indicator Profiles

AS10: Information and Advice at the front door - % of contact referrals closed with 'NFA – Advice & Information only'

 Green

 Better

Period	Number	Percentage	Target	RAG	Direction of Travel
Q1 20/21	70/488	14%	16% or more	Amber	N/A
Q2 20/21	88/615	14%		Amber	 No change
Q3 20/21	114/609	19%		Green	 Better
Q4 20/21	161/680	24%		Green	 Better
Full year 20/21	433/2392	18%		Green	 Better



There has been a 12% increase in contacts on Q3, which has produced a slight increase in the percentage of 'NFAs'. This increase is a positive trend, indicating that referrals through the front door are being signposted to appropriate services. Operational teams are now trailing strength-based approaches at the front-door.

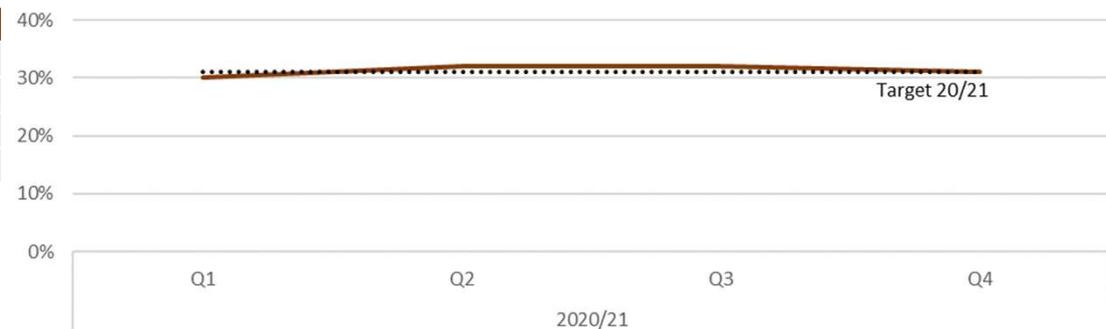
31

AS11: Proportion of people who use services who receive direct payments – snapshot at end of quarter

 Green

 Worse

Period	Actual	Target	RAG	Direction of Travel
Q1 20/21	30%	31% or more	Amber	N/A
Q2 20/21	32%		Green	 Better
Q3 20/21	32%		Green	 No change
Q4 20/21 (year end)	31%		Green	 Worse



The uptake of direct payments has remained consistent and achieved the target for 2020/21.

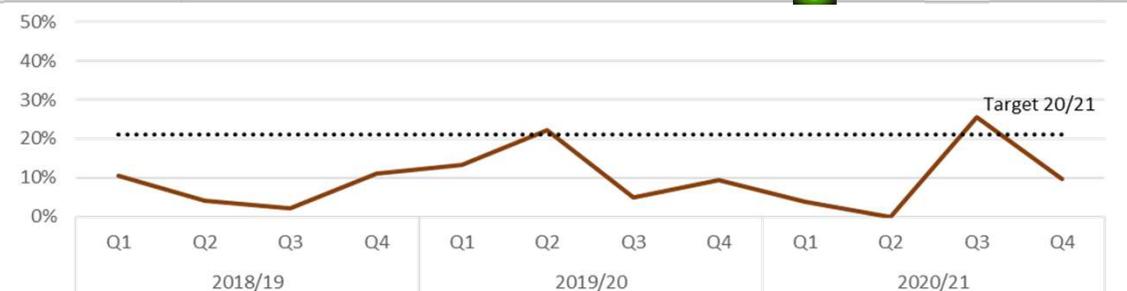
Children's Services Key Performance Indicators 2020/21 – Detail

Safe and Strong Communities- Key Performance Indicator Profiles

CS1: Percentage of children who become subject to a Child Protection Plan for a second or subsequent time within 24 months 🟢 Green 🔄 No change

Period	Number	Percentage	Target	RAG	Direction of Travel
Q1 20/21	1/26	4%	21% or less	Green	👍 Better
Q2 20/21	0/33	0%		Green	👍 Better
Q3 20/21	14/55	25%		Red	👎 Worse
Q4 20/21	4/41	10%		Green	👍 Better
Full year 20/21	19/155	12%		Green	🔄 No change

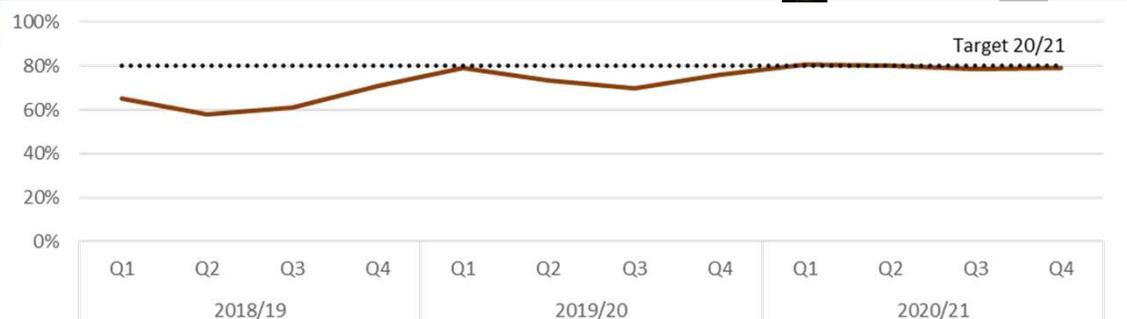
Following a surge in numbers in Q3, the number of children returning to a Child Protection Plan has dropped well below target once again. The Q4 figure is in-line with Q4 19/20 and Q4 18/19.



CS2: Percentage of child protection visits due in the period which were completed to the highest standard 🟡 Amber 👍 Better

Period	Number	Percentage	Target	RAG	Direction of Travel
Q1 20/21	796/985	81%	80% or more	Green	👍 Better
Q2 20/21	707/885	80%		Green	👎 Worse
Q3 20/21	800/1021	78%		Amber	👎 Worse
Q4 20/21	864/1094	79%		Amber	👍 Better
Full year 20/21	3167/3985	79%		Amber	👍 Better

Visit timeliness has improved between Q3 and Q4, in spite of a 7% increase in visits. There is no statutory requirement for visits to take place within 10 days, nonetheless, CSC has overcome the challenges to achieving this caused by lockdown and ensured that performance has been in line with the target throughout 2020-21.

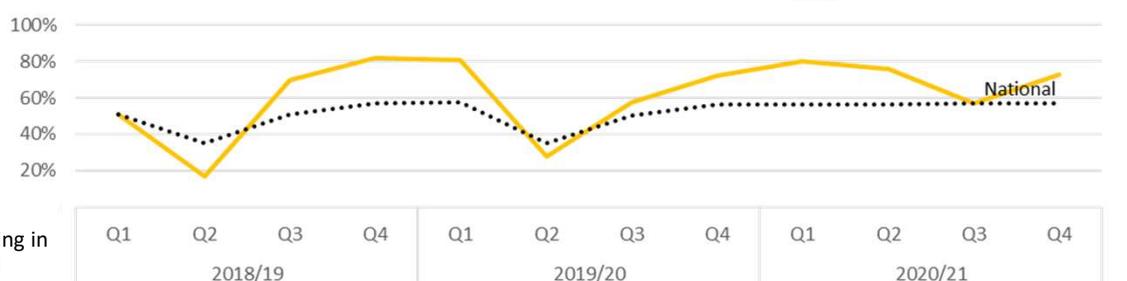


Enriching Lives - Key Performance Indicator Profiles

CS3: Percentage of young people with statements or EHCPs participating in Employment, Education or Training 🟢 Green 👍 Better

Period	Actual	Target/National	RAG	Direction of Travel	
Q1 20/21	257/321	57% or more	Green	👍 Better	
Q2 20/21	235/310		76%	Green	👎 Worse
Q3 20/21	122/215		57%	Green	👎 Worse
Q4 20/21 (year end)	267/365		73%	Green	👍 Better

There has been a noticeable increase in the number of young people with EHC Plans in education, employment or training, the proportion returning to the same level as Q4 2019-20. The percentage of SEND young people participating in education in Wokingham is significantly higher than national figures and the South East average (53%). The SEND and NEET teams have worked together to confirm destinations and to identify and support those who are not in employment.



The service is reviewing how to retain positive contact with older age groups within current resource constraints.

Children's Services Key Performance Indicators 2020/21 – Detail

CS4: Percentage of EHCP Assessments completed within 20 weeks of referral

 Amber  Better

Period	Number	Percentage	Target	RAG	Direction of Travel
Q1 20/21	44/50	88%	90% or more	Amber	 Better
Q2 20/21	31/43	72%		Red	 Worse
Q3 20/21	22/37	59%		Red	 Worse
Q4 20/21	27/35	77%		Amber	 Better
Full year 20/21	124/165	75%		Amber	 Better

Following a dip last quarter, assessment timeliness has noticeably improved in Q4. This is in addition to having to contend with a rise in the complexity of concerns and additional responsibilities imposed by the government on the SEND service. The service will continue monitoring and scrutiny of data weekly, working with SEND team. The SEND team review a tracker on a weekly basis to ensure deadlines are met and weekly tracker meetings with performance colleagues take place to ensure accuracy of data.

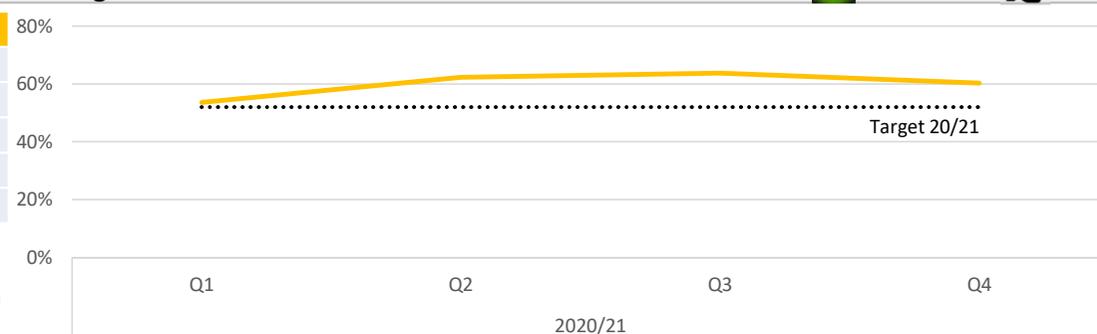


CS5: Percentage of former care leavers (up to age 21) in Education, Employment or Training

 Green  Better

Period	Number	Percentage	Target	RAG	Direction of Travel
Q1 20/21	37/69	54%	52% or more	Green	 Worse
Q2 20/21	48/77	62%		Green	 Better
Q3 20/21	44/69	64%		Green	 Better
Q4 20/21 (year end)	44/73	60%		Green	 Better than Q4 19/20

Although there has been an increase in the number of care leavers from last quarter, the proportion in education, employment or training remains above target. It is worthy of note that the Service has managed to ensure that the EET figures have remained consistently above target throughout 2020-21 in spite of the great economic and other challenges presented by Covid-19 and lockdown.

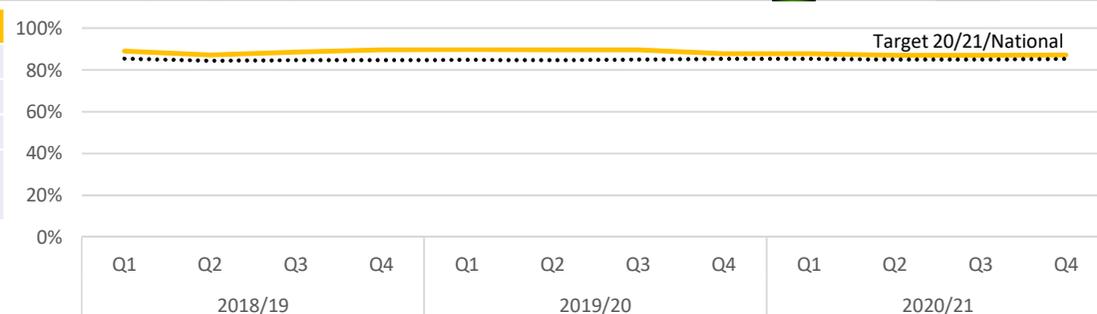


CS6: Percentage of children who attend a Wokingham state-funded school (Primary, Secondary or Special) rated Good or better

 Green  No change

Period	Actual	Target	RAG	Direction of Travel
Q1 20/21	88%	85% or more	Green	 No change
Q2 20/21	87%		Green	 Worse
Q3 20/21	87%		Green	 No change
Q4 20/21 (year end)	87%		Green	 No change

Routine Ofsted inspections have been suspended as part of the COVID-19 response so performance remains unchanged for the year to date.

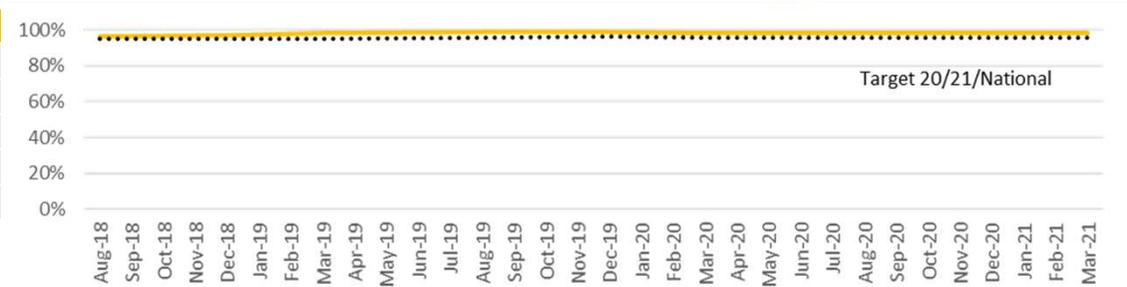


Children's Services Key Performance Indicators 2020/21 – Detail

CS7: Percentage of early years settings in Wokingham borough rated, by Ofsted as, Good or better

 Green  No change

Period	Actual	Target	RAG	Direction of Travel
Dec-19	98.6%	96.0% or more	Green	 Worse
Mar-20	98.0%		Green	 Worse
Aug-20	98.0%		Green	 No change
Dec-20	98.0%		Green	 No change
Mar-21	98.0%		Green	 No change



Routine Ofsted inspections have been suspended as part of the COVID-19 response so performance remains unchanged for the year to date.

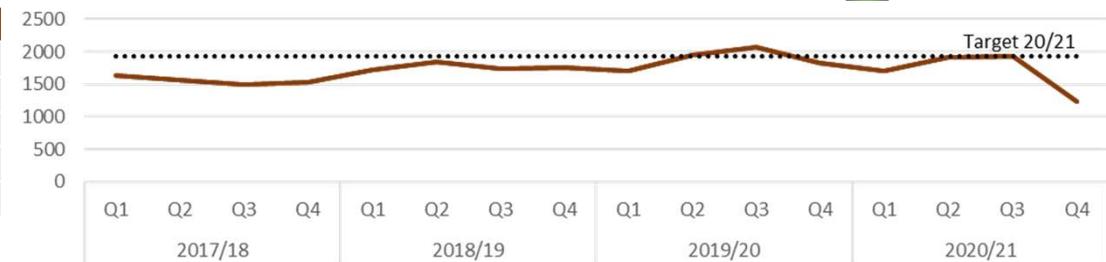
Communities, Insight & Change Key Performance Indicators 2020/21 – Detail

Safe & Strong Communities- Key Performance Indicator Profiles

CIC1: All recorded crime in Wokingham borough (excluding fraud)

● Green 👍 Better

Period	Number	Target	RAG	Direction of Travel
Q1 20/21	1,709	1,925 or less	Green	👍 Better
Q2 20/21	1,916		Green	👎 Worse
Q3 20/21	1,928		Amber	👎 Worse
Q4 20/21	1,239		Green	👍 Better
Full year 20/21	6,792	7,700 or less	Green	👍 Better

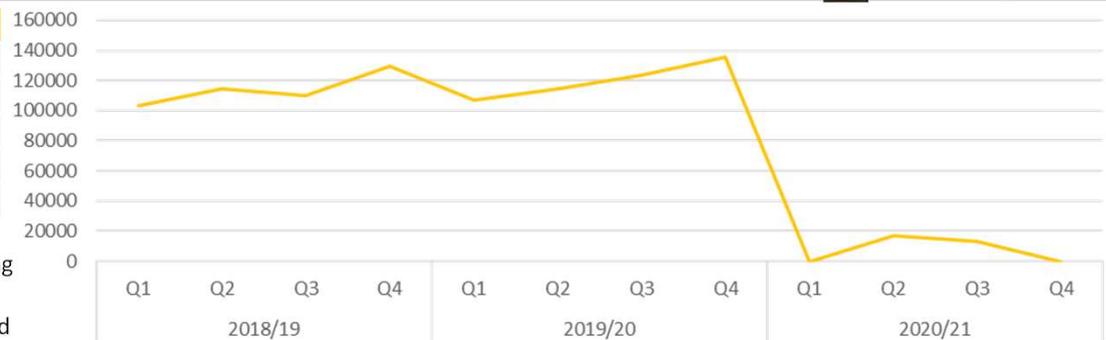


Enriching Lives - Key Performance Indicator Profiles

CIC5: Visits to Wokingham Borough libraries

● Red 👎 Worse

Period	Number	Target	RAG	Direction of Travel
Q1 20/21	0	Visits within 10% of previous qtr	Red	👎 Worse
Q2 20/21	16,722		Red	👍 Better
Q3 20/21	12,841		Red	👎 Worse
Q4 20/21	0		Red	👎 Worse
Full year 20/21	29,563		Red	👎 Worse

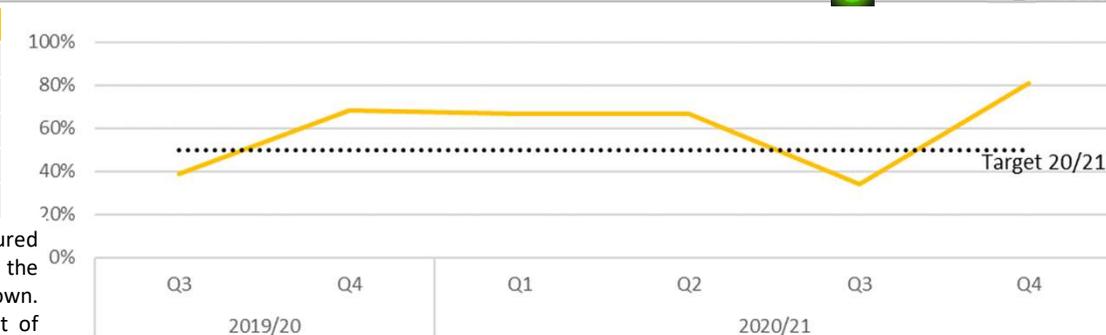


Covid-19 lockdown restrictions forced the closure of libraries during parts of 2020/21. Additional digital library services and events were promoted during lockdown periods, leading to high digital take-up. During Q4 libraries have only been able to offer a Click & Collect service; through three libraries resulting in around 3,400 collections and over 15,000 items borrowed. Further reopening of library services is planned in 2021, in line with the government roadmap. It is expected that normal visitor levels will resume by Q4.

RA5a: Percentage of successful homeless preventions

● Green 👍 Better

Period	Number	Percentage	Target	RAG	Direction of Travel
Q1 20/21	8/12	67%	50% or more	Green	👎 Worse
Q2 20/21	12/18	67%		Green	↔ No change
Q3 20/21	15/44	34%		Red	👎 Worse
Q4 20/21	21/26	81%		Green	👍 Better
Full year 20/21	56/100	56%		Green	



This indicator presents what proportion of households, whose Prevention Duty ended in the period, secured accommodation for 6 months or more. Although the number of prevention duties ending in Q4 is less than in Q3, the team have been successful in preventing more households from becoming homeless, despite a third national lockdown. This has been achieved despite the ban on evictions still being in place, which has impacted on the amount of affordable privately rented accommodation available in the borough.

Communities, Insight & Change Key Performance Indicators 2020/21 – Detail

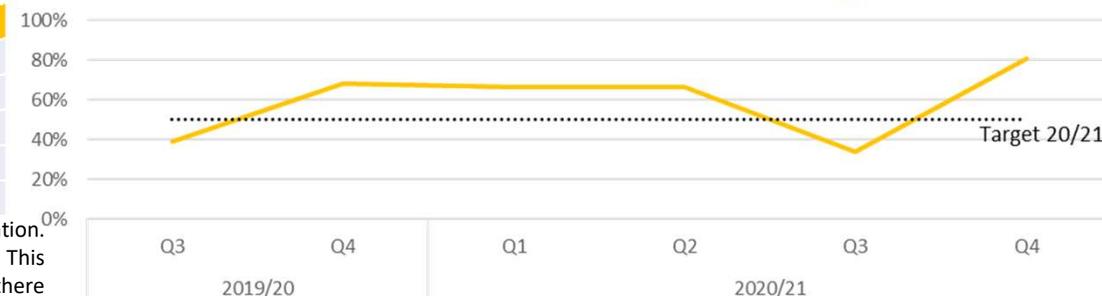
Enriching Lives - Key Performance Indicator Profiles

RA5b: Percentage of successful homeless reliefs

● Green 👍 Better

Period	Number	Percentage	Target	RAG	Direction of Travel
Q1 20/21	7/33	21%	25% or more	Amber	👉 No change
Q2 20/21	7/14	50%		Green	👍 Better
Q3 20/21	13/25	52%		Green	👍 Better
Q4 20/21	10/24	42%		Green	👎 Worse
Full year 20/21	37/96	39%		Green	

This indicator reports what proportion of households, whose Relief Duty ended in the period, secured accommodation. The number of positive move-ons into secure accommodation within the Relief Duty has remained above target. This has primarily been achieved through nominations made into Council and Housing Association properties but also there has been some success with moving former rough sleepers into privately rented accommodation.

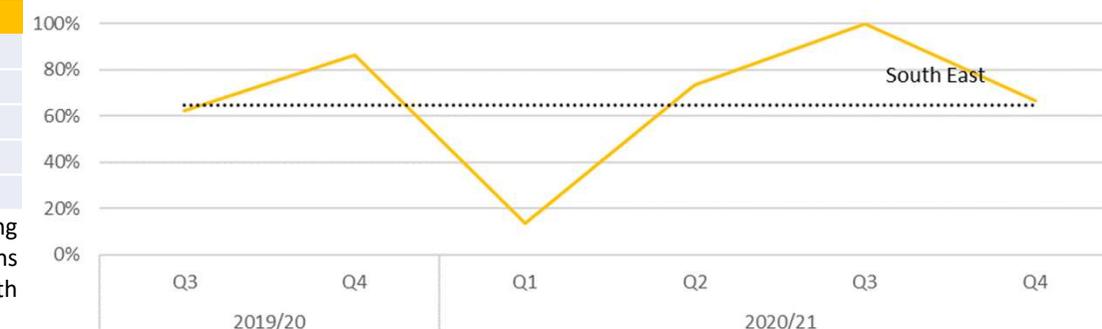


RA5c: Percentage of households owed a main duty

👍 Better

Period	Number	Percentage	South East	England	Direction of Travel
Q1 20/21	3/22	14%	65% (Q4 19/20)	66% (Q4 19/20)	👍 Better
Q2 20/21	11/15	73%			👎 Worse
Q3 20/21	9/9	100%			👎 Worse
Q4 20/21	16/24	67%			👍 Better
Full year 20/21	39/70	56%			

If homelessness is not successfully prevented or relieved, the local authority will owe the main housing duty to households who have a priority need and are not homeless intentionally. 24 main duty decisions took place in Q4; of which 16 households were owed a full housing duty. These figures are in line with regional average for the South East.

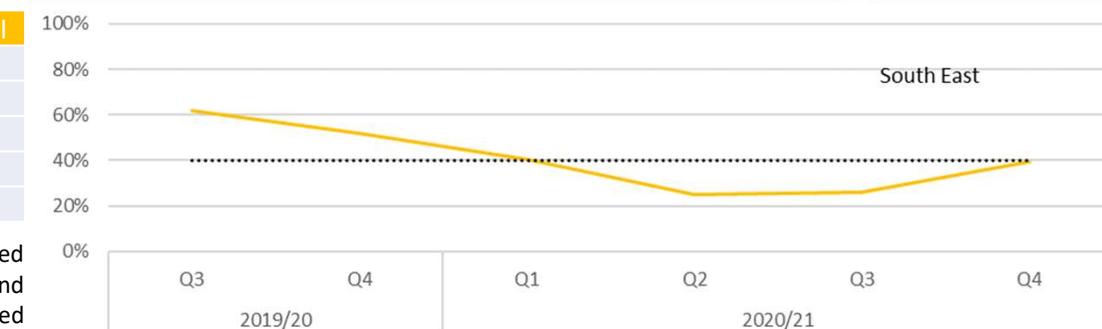


RA5d: Proportion of applicants supported into settled accommodation

● Amber 👍 Better

Period	Number	Percentage	Target	RAG	Direction of Travel
Q1 20/21	34/84	40%	40% or more	Green	👎 Worse
Q2 20/21	18/72	25%		Red	👎 Worse
Q3 20/21	28/108	26%		Red	👍 Better
Q4 20/21	31/79	39%		Amber	👍 Better
Full year 20/21	111/343	32%		Amber	

In Q4 20/21 79 applications were received; of which 31 (39%) were successfully supported into settled accommodation. All homelessness KPIs are directly impacted by Covid-19 lockdown restrictions. Demand continued to rise in Q4 20/21 and a further proportion of households were supported into settled accommodation.



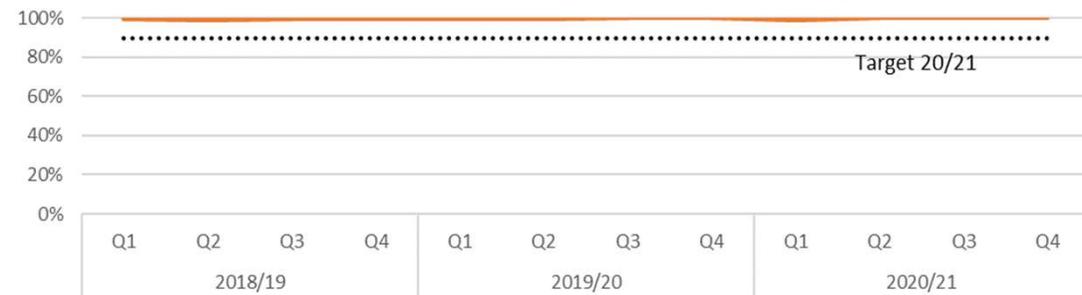
Communities, Insight & Change Key Performance Indicators 2020/21 – Detail

Right Homes, Right Places- Key Performance Indicator Profiles

RA6: Proportion of housing stock which meets the Decent Homes Standard

● Green 👍 Better

Period	Number	Percentage	Target	RAG	Direction of Travel
Q1 20/21		99.1%	90% or more	Green	👎 Worse
Q2 20/21		99.9%		Green	👍 Better
Q3 20/21		99.9%		Green	👉 No change
Q4 20/21 / Year end 20/21		100%		Green	👍 Better



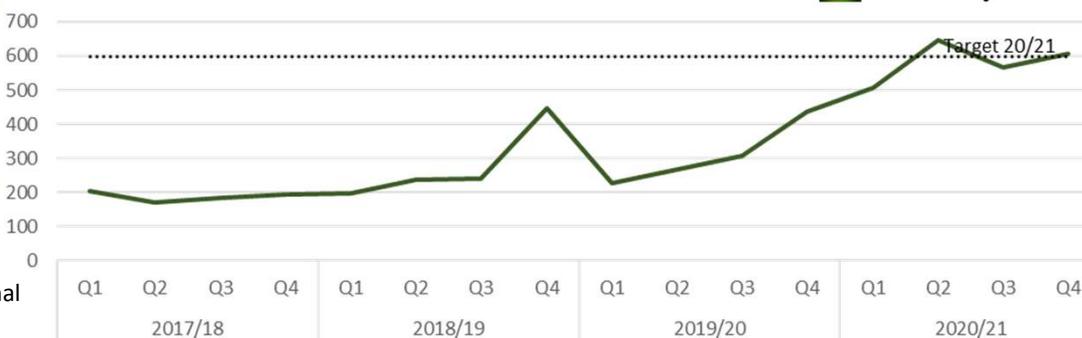
At the end of the 20/21 financial year, 100% of housing stock met the Decent Homes Standard. Analysis of data shows that the service should remain at 100% decency throughout 2021/22.

A Clean & Green Borough - Key Performance Indicator Profiles

CIC8: Number of fly-tipping incidents

● Green 👎 Worse

Period	Number	Target	RAG	Direction of Travel
Q1 20/21	508	598 or less	Green	👎 Worse
Q2 20/21	645		Red	👎 Worse
Q3 20/21	566		Green	👍 Better
Q4 20/21	605		Amber	👎 Worse
Full year 20/21	2,324	2,391 or less	Green	👎 Worse

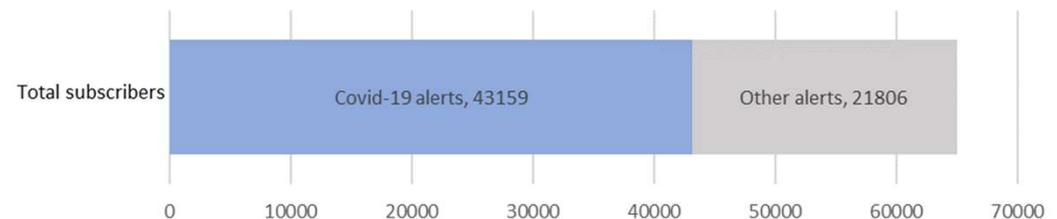


Fly-tipping has increased significantly across the country during Covid-19 and locally we have experienced increased fly-tipping during key lockdown restrictions (including limited access to waste disposal facilities). National data for 2019/20 showed that fly-tipping rates for the borough were below the regional and national averages. A cross-party working group oversees the fly-tipping action plan which includes analysis, enforcement, engagement and communication activities.

Changing the way we work/ Be the best we can - Key Performance Indicator Profiles

CIC9: Number of resident subscribers to Wokingham Borough Connect

Period	Total subscribers	Covid-19 alerts	Other alerts
Q1 20/21	49,408		
Q2 20/21	53,367		
Q3 20/21	50,042	39,712 (79%)	10,330 (21%)
Q4 20/21 (Year end)	64,965	43,159 (66%)	21,806 (34%)



Communities, Insight & Change Key Performance Indicators 2020/21 – Detail

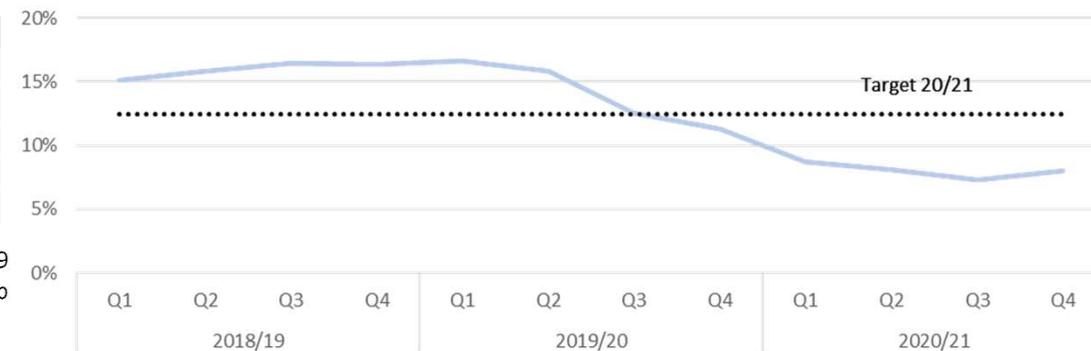
CIC10: Wokingham Borough Council social media impressions, engagement and followers

Period	Total social media impressions	Social media engagements	Social media followers (as Jan 21)
Q3 20/21	1,239,735	57,043	30,779
Q4 20/21 (Year end)	1,022,779	75,598	32,851

CIC11: Expected voluntary staff turnover

 Amber  Worse

Period	Number	Percentage	Target	RAG	Direction of Travel
Q1 20/21	102/1213	9%	12.5% (+/- 2.5%)	Amber	 Worse
Q2 20/21	98/1213	8%		Amber	 Worse
Q3 20/21	98/1270	7%		Amber	 Worse
Q4 20/21 (Year end)	106/1319	8%		Amber	 Better than Q3 20/21  Worse than Q4 19/20



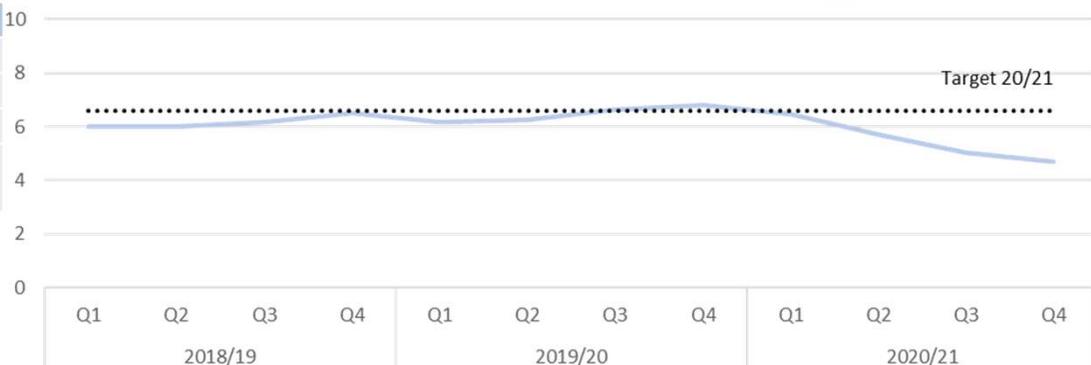
The indicator reports on the number of voluntary leavers as a proportion of staff headcount. Covid-19 pandemic continues to drive voluntary turnover down as people seek to retain their jobs in an unstable job market. The KPI is under review pending continuation of pandemic and economic impact on job market.



CIC12: Sickness absence – average days lost to sickness per employee – rolling 12 months

 Green  Better

Period	Number	Average days	Target	RAG	Direction of Travel
Q1 20/21	6760/1046	6.5	6.6 or less	Green	 Better
Q2 20/21	6203/1086	5.7		Green	 Better
Q3 20/21	5746/1144	5.0		Green	 Better
Q4 20/21 (Year end)	5570/1192	4.6		Green	 Better



The indicator reports on the average days lost to sickness per employee over a roll 12 month period. Sickness absence continues to fall during the pandemic. Home working may also be a factor as staff work through minor health complaints which might normally keep them from a place of work. Occurrences of stress and mental health absence are being monitored.

Communities, Insight & Change Key Performance Indicators 2020/21 – Detail

CIC13: Percentage of calls answered

● Green 👍 Better

Period	Answered	Total calls	Percentage	Target	RAG	Direction of Travel
Q1 20/21	45,493	48,405	94%	95% or more	Green	👍 Better
Q2 20/21	48,833	52,324	93%		Amber	👎 Worse
Q3 20/21	44,377	46,026	96%		Green	👍 Better
Q4 20/21	40,724	42,858	95%		Green	👎 Worse
Full year 20/21	179,427	189,613	95%		Green	👍 Better

Increased demand in March, due to seasonal general waste receptacle distribution, garden waste renewals and issuing of Council Tax bills. Performance has maintained due to additional resources allocated to the team. This has helped manage customer enquiries and maintain performance for the KPI.

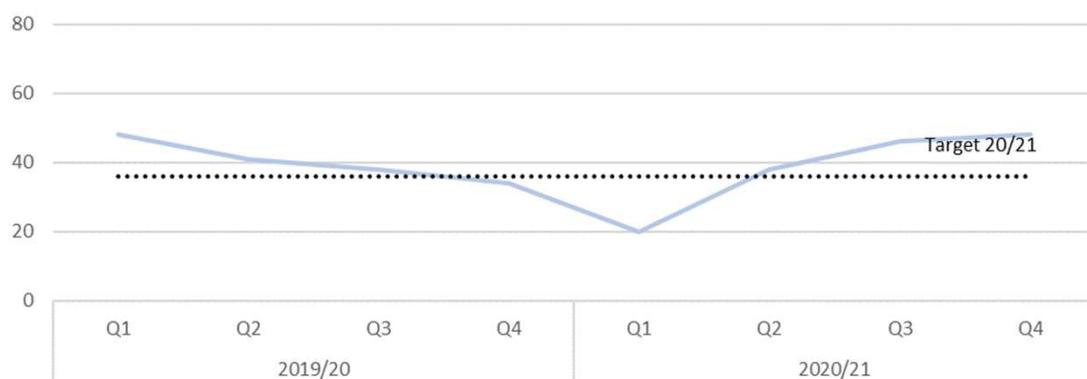


CIC16: Number of Stage 1 complaints received

● Amber 👍 Better

Period	Number	Target	RAG	Direction of Travel
Q1 20/21	20	36 or less	Green	👍 Better
Q2 20/21	38		Amber	👎 Worse
Q3 20/21	46		Red	👎 Worse
Q4 20/21	48		Red	👎 Worse
Full year 20/21	152	144 or less	Amber	👍 Better

20% of complaints were Housing Maintenance related, with reasons mirroring the previous quarter. Over the winter period there has been a rise in demand for repairs, compounded by Covid-19 restrictions and social distancing, contractors have not been able to complete as many maintenance calls per day. This has led to customer dissatisfaction, but a decrease was seen during March following communication to all tenants. All tenants received communication about housing repairs, to manage expectations around delivery and timescales.

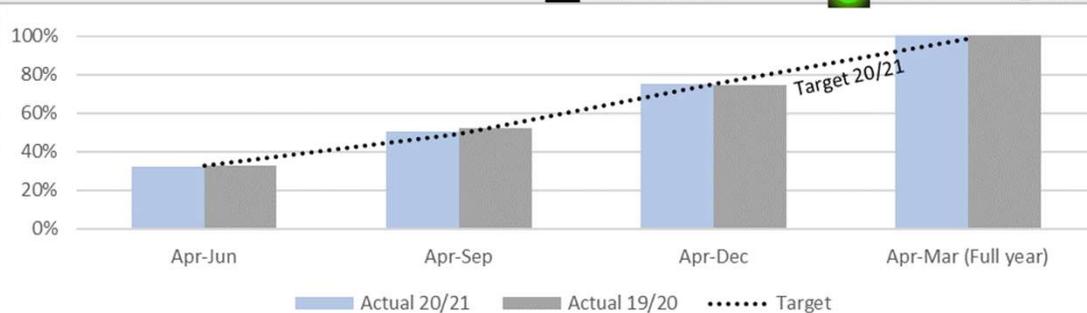


RA13: Housing Rent Arrears (HRA) collection

● Cumulative Green 👍 Better

Period	Actual	Target	RAG	Direction of Travel
Q1 20/21	31.9%	32.7%	Green	👎 Worse
Q2 20/21	50.4%	49.3%	Green	👍 Better
Q3 20/21	75.0%	75.0%	Green	👍 Better
Q4 20/21 (Year end)	100.14%	98.5%	Green	👍 Better

Direction of travel for this indicator is based on the variance between actual performance and the assigned target. For example, if actual is closer to target in a quarter then performance is reported as better. This is the third consecutive year of improvements with collection being above target, and total arrears reducing. This goes against the trends reported in the media of rent arrears increasing; particularly due to the impacts of Covid-19.



Place & Growth Key Performance Indicators 2020/21 – Detail

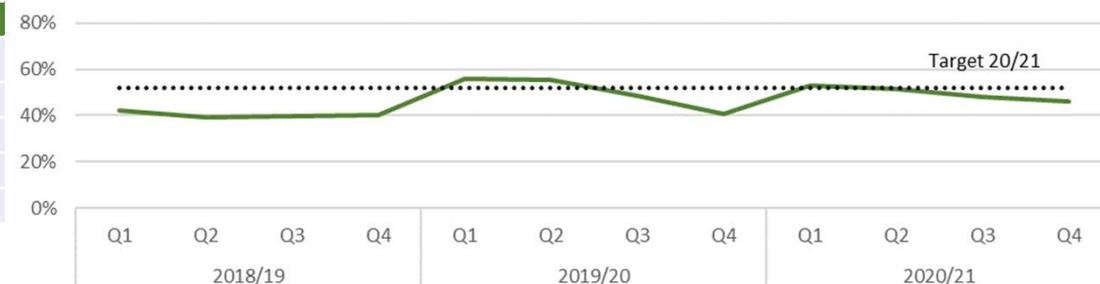
A Clean & Green Borough - Key Performance Indicator Profiles

PG19: Percentage of household waste reused, recycled and composted

 Amber  No change

Period	Number (tonnes)	Percentage	Target	RAG	Direction of Travel
Q1 20/21	9247/17525	53%	52% or more	Green	 Better
Q2 20/21	9541/18453	52%		Green	 Worse
Q3 20/21	9047/18757	48%		Red	 Worse
Q4 20/21	7799/16928	46%		Red	 Worse
Full year 20/21	35634/71664	50%		Amber	 No change

Q4 20/21 data is provisional and subject to change. Performance is Amber for the year, 2020/21, due to wet paper and card that could not be recycled during the winter. Now that the green recycling bags have been distributed across Wokingham borough, this will no longer be an issue in future. Climate change targets will be allocated to the waste and recycling service in 2021/22 to produce a baseline to measure performance against.

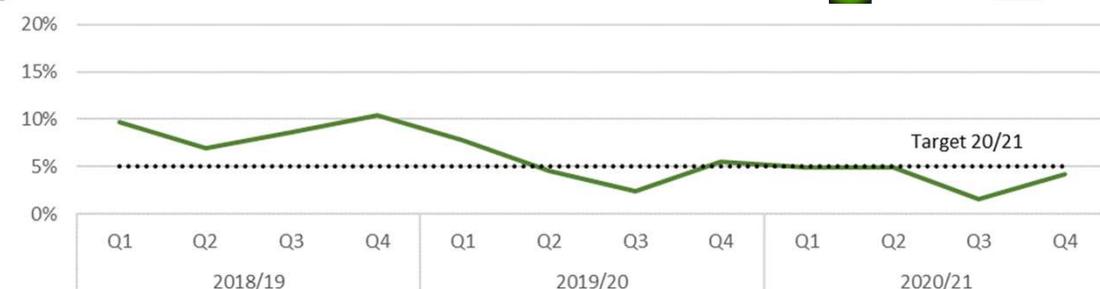


PG20: Proportion of municipal waste sent to landfill

 Green  Better

Period	Number (tonnes)	Actual	Target	RAG	Direction of Travel
Q1 20/21	863/17686	4.88%	5% or less	Green	 Better
Q2 20/21	918/18731	4.90%		Green	 Worse
Q3 20/21	288/18984	1.52%		Green	 Better
Q4 20/21	710/17160	4.14%		Green	 Worse
Full year 20/21	2779/72561	3.83%		Green	 Better

Q4 20/21 data is provisional and subject to change.

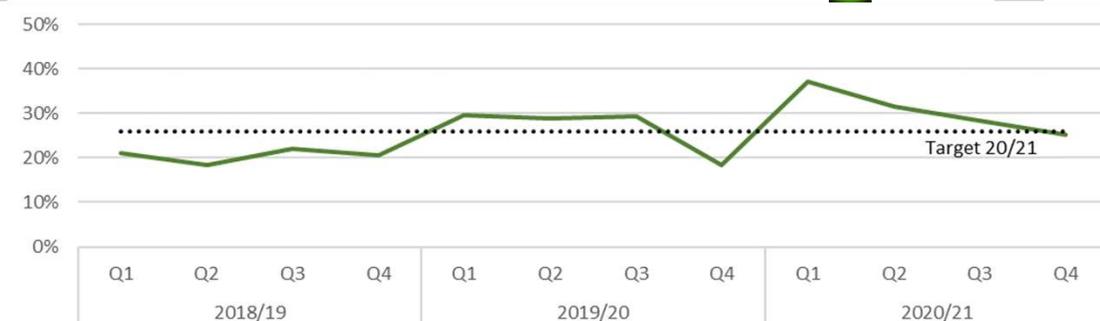


PG21: Percentage of waste recycled from the kerbside

 Green  Better

Period	Number (tonnes)	Actual	Target	RAG	Direction of Travel
Q1 20/21	65112/17525	37.2%	26% or more	Green	 Better
Q2 20/21	5798/18453	31.4%		Green	 Worse
Q3 20/21	5322/18757	28.4%		Green	 Worse
Q4 20/21	4280/16928	25.3%		Amber	 Worse
Full year 20/21	21911/71664	30.6%		Green	 Better

Q4 20/21 data is provisional and subject to change.



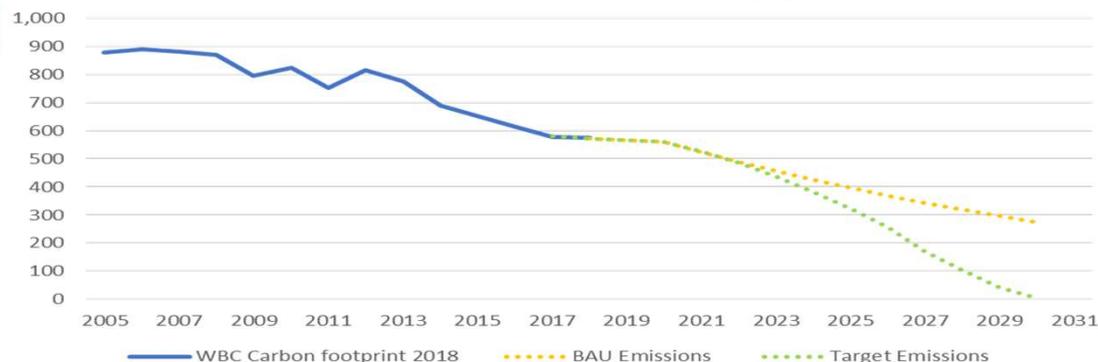
Place & Growth Key Performance Indicators 2020/21 – Detail

PG22: Carbon footprint of Wokingham borough

● Green 👍 Better

Period	Actual	Target	RAG	Direction of Travel
2018/19 (2017)	580 KtCO ₂ e	Baseline	N/A	N/A
2019/20 (2018)	573 KtCO ₂ e	Within 1% of 571.6 or less	Green	👍 Better
2020/21 (2019)		565.9 or less		

The carbon footprint is based on government figures, reported two years in arrears, published by the Department for Business, Energy and Industrial Strategy. Data will be published in June 2021 for the next round of annual reporting. The baseline corresponds to the borough's footprint in 2017. CO₂ reductions from interventions led by the Council are expected to be seen from 2022 when planned projects will be fully implemented. Transport, domestic gas and electricity are the key areas to be targeted for carbon emissions. Interventions include retrofitting public and domestic buildings, increase renewable energy generation and reduce emissions from transport. We will be doing a Visioning exercise to identify opportunities to reduce the shortfall.

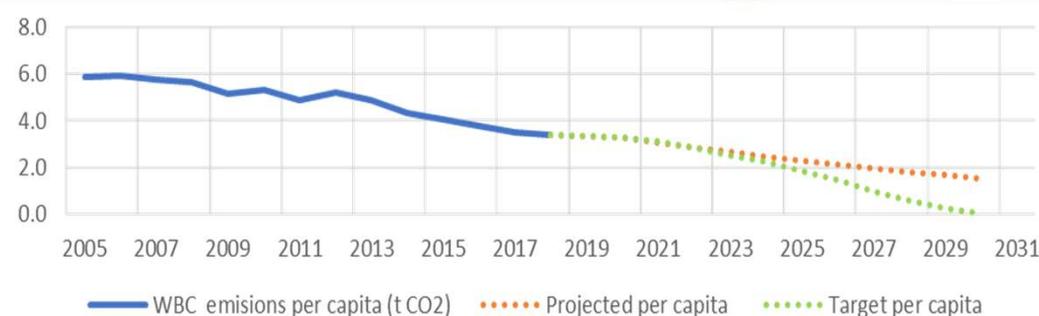


PG24: Per capita CO₂ emissions of Wokingham borough

● Green 👍 Better

Period	Actual	Target	RAG	Direction of Travel
2018/19 (2017)	3.5	Baseline	N/A	N/A
2019/20 (2018)	3.4	3.41 or less	Green	👍 Better
2020/21 (2019)		3.35 or less		

Data will be published in June 2021 for the next round of annual reporting. Wokingham Borough is in a period of growth, with development targets over the coming years. This growth will increase CO₂ emissions through construction work and population growth. These additional emissions may have a negative impact on the carbon footprint. Per capita emissions will demonstrate the decrease in emissions in the context of a growing population. A continued population growth in Wokingham borough (at a similar rate to that seen over the last five years) has been considered in forecasting for this measure. Wokingham per capita emissions is one of the lowest compared to the surrounding areas: West Berkshire 7.9, Windsor & Maidenhead 5.5, Slough 4.9, Bracknell 3.5 and Reading 3.3 (2018)

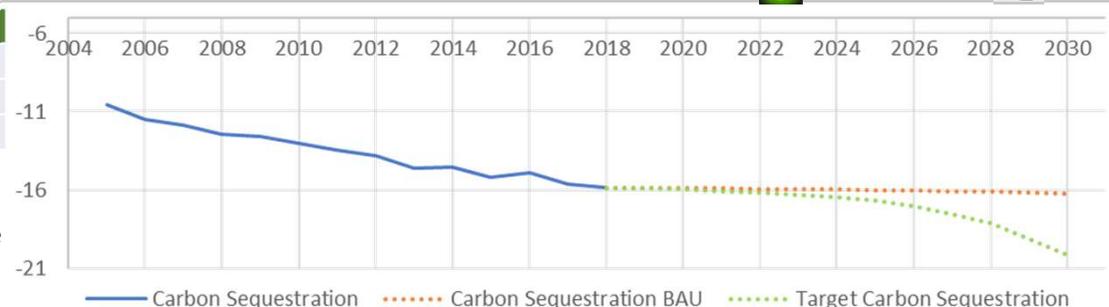


PG25: Carbon offsetting for Wokingham borough

● Green 👍 Better

Period	Actual	Target	RAG	Direction of Travel
2018/19 (2017)	-15.64 KtCO ₂ e	Baseline	N/A	N/A
2019/20 (2018)	-15.86 KtCO ₂ e	-15.86	Green	👍 Better
2020/21 (2019)		-15.88		

Data will be published in June 2021 for the next round of annual reporting. To become net-zero carbon, Wokingham borough will need to offset some of the carbon dioxide it emits. Planting trees is one of the best ways to do this. Sequestration levels have been steadily increasing in recent years. Plans are in place to increase afforestation rates and rewilding in areas of the borough; which is likely to be implemented from 2023 onwards. Hence the increase in carbon sequestration is expected to be seen from 2026.



Place & Growth Key Performance Indicators 2020/21 – Detail

PG26: Air quality

Green Better

Period	Wokingham Town	Twyford Crossroads	M4	Target	RAG	Direction of Travel
2018	32.9µg/m3	Monitor installed in Jan 2019.	41.9µg/m3	40µg/m3	Green	Better
2019	33.0µg/m3	29.9µg/m3	39.1µg/m3	40µg/m3	Green	Better
2020	22.3µg/m3	22.1µg/m3	No data	40µg/m3	Green	Better

2020 data demonstrated the impact traffic sources have on our measured levels of nitrogen dioxide. The levels fluctuated across the year as the measures to control the pandemic were implemented. There was an increase when schools returned in September 2020. The data for Q4 (which is Q1 for AQ monitoring purposes) show a significant reduction in levels during the winter months (compared to 2019) which are months when historically we have experienced the highest pollution levels. The Air Quality Officer group identified positive impacts of temporary Covid control measures associated with delivery changes which have now been enacted by Traffic Management. Working with the My Journey team officers conducted a school's competition and there are now banners at a number of schools raising awareness of air quality and encouraging drivers to turn off their engines. In Q4 the public protection partnership were successful in obtaining a grant for £259k towards monitoring and behavioural change studies around the pollutant PM_{2.5} and ensuring a more robust Anti-idling campaign. This will underpin some of the work already started and enable measures to be put in place to reduce pollution in the most appropriate locations. Air quality data is being included within the internal mapping system and we will be including PM_{2.5} data in this too.

Right Homes, Right Places - Key Performance Indicator Profiles

Quarter 4 2020/21

PG1: Average percentage of Section 106 and Community Infrastructure Levy allocated to schemes

Green No change

Period	Actual	Target	RAG	Direction of Travel
Q1 20/21	99%	94% or more	Green	No change
Q2 20/21	99%		Green	No change
Q3 20/21	100%		Green	Better
Q4 20/21 (Year end)	100%		Green	No change

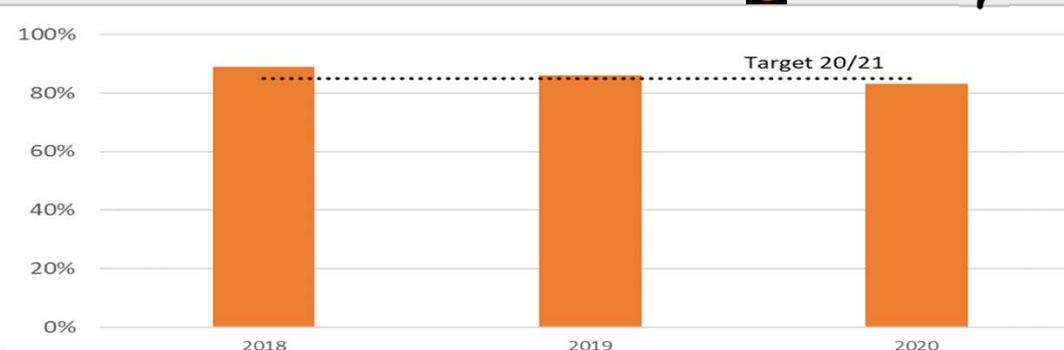


This KPI is monitored locally and is managed at around 95-100% consistently, we therefore propose to delete it and maintain local monitoring.

PG2: New Homes Survey – Percentage of responders satisfied/very satisfied with their new home

Amber Worse

Period	Actual	Target	RAG	Direction of Travel
2018	89%	85% or more	Green	N/A
2019	86%		Green	Worse
2020	83%		Amber	Worse



The factors residents would most like to improve about their new home experience is the developer after care and response to snagging issues. This is followed by access to local amenities, of which most mentioned shops, play grounds, schools and GPs. Road quality was also a key factor where residents felt there was room for improvement; issues with potholes and congestion as areas become more populated. Many departments review the survey results to gain further insight into resident behaviour, satisfaction levels and reasons for any changes.

Place & Growth Key Performance Indicators 2020/21 – Detail

PG3: Local Plan Update

 Amber  No change

Period	Milestones (Target)	Delivered Actions	RAG	DoT
Q1 20/21	Publication of a report on the initial outcomes of the consultation	All the consultation responses have been analysed by officers. A report on the initial outcomes of the consultation is due to be published by the end of Aug 20.	Green	No change
Q2 20/21	Local Development Scheme (LDS) (Jan 2020) sets out Regulation 19 consultation for Sep/Oct 2020	All the draft Local Plan consultation responses have been analysed, and a summary statement of the main issues raised has been prepared.	Amber	Worse
Q3 20/21	Consider future Local Plan programme and required actions	Regulation 19 consultation not undertaken for reasons explained in the rationale. Engaged with Leader, Deputy Leader and Lead Member regarding the impact of the DEPZ and unsuccessful HIF bid, Approval to hold cross-party Planning and Transport Member Working Group in Jan 2021.	Amber	No change
Q4 20/21 (Year end)	Long-term milestone: to undertake a public consultation on the revised Draft Local Plan in early Autumn 2021.	Consultants have been commissioned to undertake masterplanning on two larger areas of promoted land, to investigate and further understand the capacity, viability, achievability and deliverability for strategic scale development. The outcome will be considered alongside other opportunities across the borough.	Amber	No change

The Draft Local Plan (Feb 2020) proposed a garden town in Grazeley. Subsequent to agreeing the draft plan, legislative changes caused emergency planning requirements around AWE Burghfield to be extended to include the Grazeley area for the first time, leading to an objection from the Ministry of Defence. The strategy outlined in the draft plan is therefore no longer achievable. Masterplanning has been commissioned to investigate two large areas: land at the University of Reading Science Park and Hall Farm and unused land within the 2010 adopted South Wokingham SDL. Engagement events with community representatives are planned to take place in spring 2021, before reporting later in the summer. Evidence streams will be pulled together to inform a revised local plan strategy over the summer, ahead of consultation in the autumn. Further engagement, as part of the master-planning process, is ongoing with technical specialists and community representatives. Our aim is to adopt the new local plan in accordance with government directive by December 2023; failure to do so may result in intervention by MHCLG to help.

PG4: Five year housing supply

 Amber

Period	Actual	Target	RAG
2017/18	6.68 years (as at 30 Nov 17, housing need of 894 dwellings/year)	5 years	Green
2018/19	6.83 years (as at 31 Mar 2018, housing need of 864 dwellings/year)	6 years	Green
2019/20	6.39 years (as at 31 Mar 2019, housing need of 804 dwellings/year)	6 years	Green
2020/21	5.23 years (as at 31 Mar 2020)	6 years	Amber

The 2020/21 assessment of land supply (based at 31 March 2020) calculated the deliverable housing land supply as 5.23 years. The assessment included additional engagement with developers and landowners to help understand the assessment of the covid-19 pandemic on the housing market. At this time, the assessment has not been challenged. Further additional housing land supply will be identified through the Local Plan Update process.

Place & Growth Key Performance Indicators 2020/21 – Detail

PG5: Housing 1-4-5 Challenge

Period	Completions	Cumulative	Target	RAG
Year 1 2019/21	64	64	4-year target 1000 completions	Amber
Year 2 2020/21	61	125		
Year 3 2021/22	167 (planned)	292		
Year 4 2022/23	322 (planned)	614		

This is an ambitious programme of housing delivery, with homes completing through the HRA, the Council's housing companies as well as investments by the Council providing additional market homes generating a 5% return. Since the 4 year programme began in April 2019 there have been 125 completions (64 in year 1 and 61 in year 2), with a further 139 units currently on site and an additional 890 units being progressed. These include the Council's regeneration programme at Gorse Ride as well as key sites such as Elmsfield and Carnival Pool. Other larger sites have yet to get planning permission so while the 1000 target will be met, some delivery will take place outside of the 4 year period.

44

Cumulative Amber

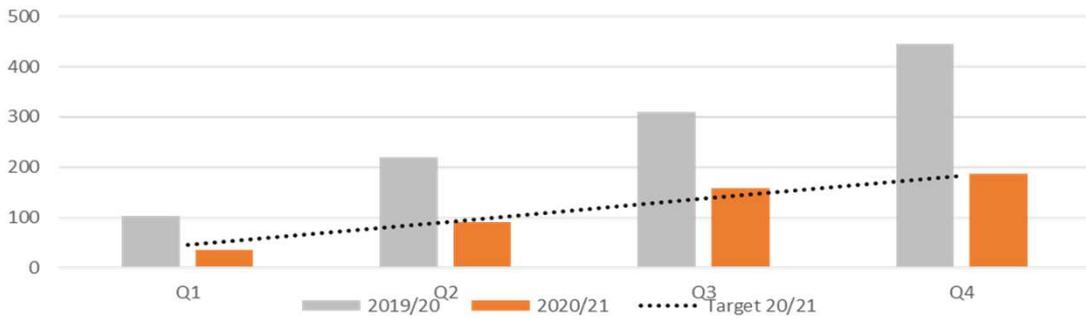


PG6: Number of affordable dwellings completed

Period	Actual	Cumulative	Target	RAG	Direction of Travel
Q1 20/21	36	36	46 or more	Amber	Worse
Q2 20/21	56	92	92 or more	Green	Worse
Q3 20/21	67	159	138 or more	Green	Worse
Q4 20/21 (year end)	28	187	184 or more	Green	Worse

Overall completions are substantially down compared to recent years as affordable housing on the large strategic sites is coming towards completion (1499 affordable homes were delivered during the 4 year period from April 2017 – March 2021), however Wokingham Borough has seen some of the highest numbers of affordable units delivered. The number of affordable housing completions is dependent on the number and sizes of sites coming forward. Our target for 2021/22 is for 201 affordable units.

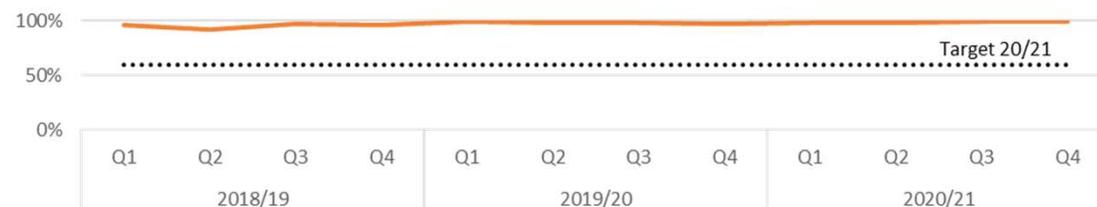
Cumulative Green Worse



PG8: Percentage of planning applications determined in the statutory timescales

Green Better

Period	Number	Percentage	Target	RAG	Direction of Travel
Q1 20/21	309/314	98%	60% or more	Green	Better
Q2 20/21	313/320	98%		Green	No change
Q3 20/21	387/390	99%		Green	Better
Q4 20/21	439/436	99%		Green	No change
Full year 20/21	1448/1460	99%		Green	Better



Wokingham's performance for determining planning applications has remained exceptionally high considering the impact of Covid throughout 2020/21. 98% of applications were determined within the statutory timescales and compares well nationally and against neighbouring Berkshire Authorities. Application numbers are **73%** higher for the first quarter 2021 over same period 2020. To maintain this performance additional resources are needed. The determination of applications will play a crucial role in the recovery from covid and hence the team needs to be adequately resourced.

Table 1 Wokingham performance 1 April 2020 – 31 March 2021

Table 2 2020 performance from Government league tables

Type applications	Gvt target	Wokingham performance
Major	60% within 13 weeks	96%
Minor	65% within 8 weeks	98%
Other 45	80% within 8 weeks	99%

	Major applications (i.e. ≥10 houses or ≥ 1 hectare site area)		Non Major applications (i.e. ≤9 houses or ≤0.999 hectare site area)	
	National position (344 councils)	% determined within target	Position nationally (344 councils)	% determined within target
England		88%		88.7%
Reading	93	95%	210	88%
West Berks	104	94.9%	182	89.6%
Wokingham	144	94.4%	29	98%
Slough	177	90%	312	77.9%
Bracknell	191	89%	123	93%
RBWM	300	76%	233	86.7%

PG9: Percentage of successfully defended appeal decisions

Green Better

Period	Number	Percentage	Target	RAG	Direction of Travel
Q1 19/20	14/18	78%	65% or more	Green	Better
Q1 20/21	14/18	78%		Green	No change
Q3 20/21	23/31	74%		Green	Worse
Q4 20/21	24/26	92%		Green	Better
Full year 20/21	75/93	81%		Green	Better

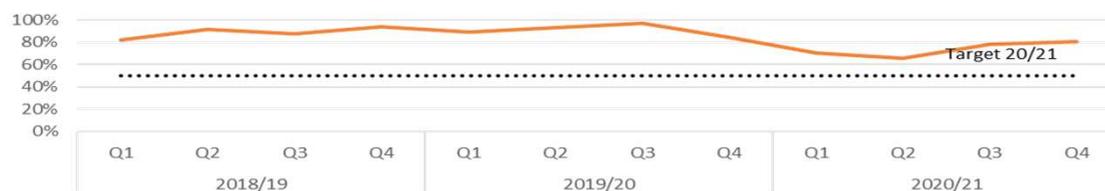


The percentage of planning appeals dismissed is consistently above the national average of 64%. The appeal decision dismissing housing on land to the north of Nine Mile Ride is the first appeal decision in the country to refer to covid and was the fourth most downloaded appeal decision in the country (out of 17,643 appeal decisions nationally in 2020)

PG10: Proportion of planning breaches resolved by negotiation

Green Worse

Period	Number	Percentage	Target	RAG	Direction of Travel
Q1 20/21	24/34	71%	50% or more	Green	Worse
Q2 20/21	47/72	65%		Green	Worse
Q3 20/21	67/86	78%		Green	Better
Q4 20/21	55/68	81%		Green	Better
Full year 20/21	193/260	74%		Green	Worse



The number of requests for service to the Enforcement Team in the period Jan – Mar 2021 was 223, which is a significant increase over the number for the same period in 2020, which was 133, and in 2019, 115. The Team issued 35 notices in 2020, higher than the number issued in 2019, which was 12 and in 2018, 17. The Team participated in the first virtual enforcement appeal public inquiry in relation to breaches of planning control in The Coombes Woodland, which resulted in the appeals being dismissed. Robust enforcement action continues to be taken and an appeal against an enforcement notice requiring the demolition of two houses at Loddon Pak Farm, New Bath Road, Twyford has recently been dismissed. The owners now have 6 months to demolish the houses.

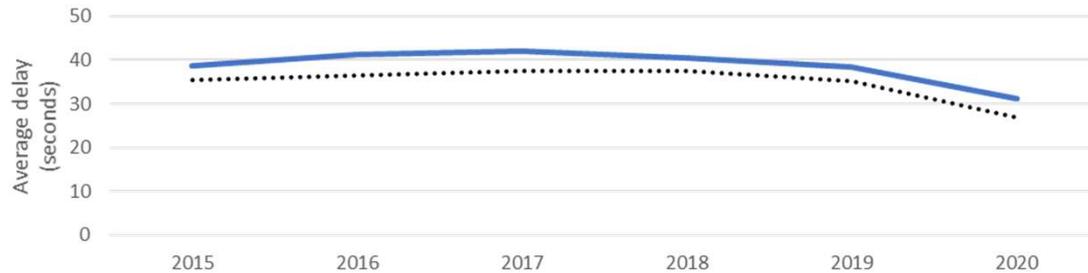
Place & Growth Key Performance Indicators 2020/21 – Detail

Keeping the Borough moving - Key Performance Indicator Profiles

PG11: Average delay on locally managed A-roads – seconds per vehicle per mile (national KPI – annual)

 Green  Better

Period	Actual	Target/ South East	RAG	Direction of Travel
2017	42.1	37.5 (up to 41.3)	Amber	 Worse
2018	40.5	37.6 (up to 41.4)	Green	 Better
2019	38.4	35.1 (up to 37.9)	Amber	 Better
2020	31.2	27.0 (up to 31.5)	Green	 Better

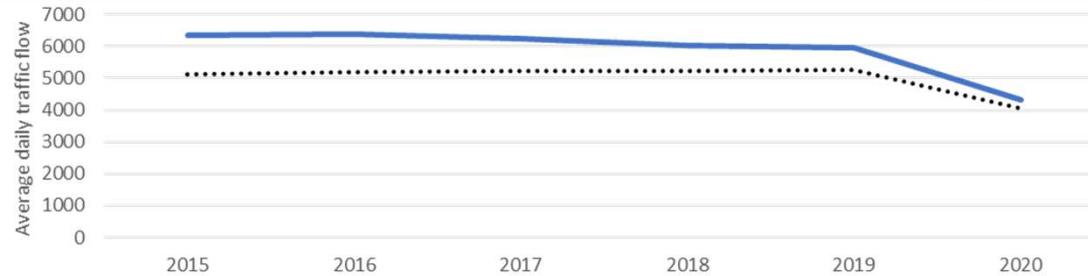


Data is published by the Department for Transport. The latest release is for 2020 which shows a continued improvement in the average delay on our A-roads albeit last year would have been impacted by the Covid19 pandemic. Our target is to be somewhere between the National and SE average figures and 2020 is the second year when we have achieved this target.

PG12a: Average daily traffic flow – number of vehicles (national KPI - annual)

 Better

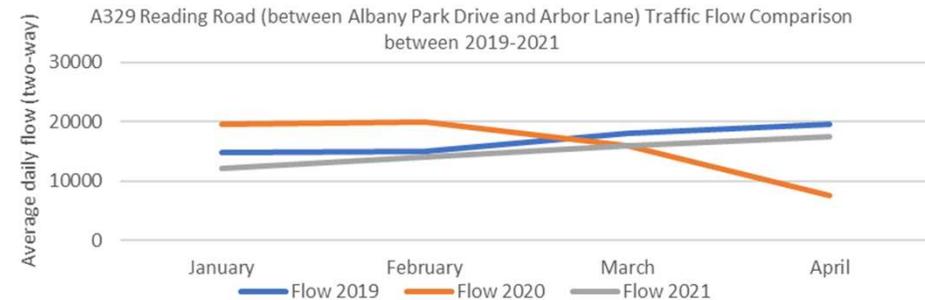
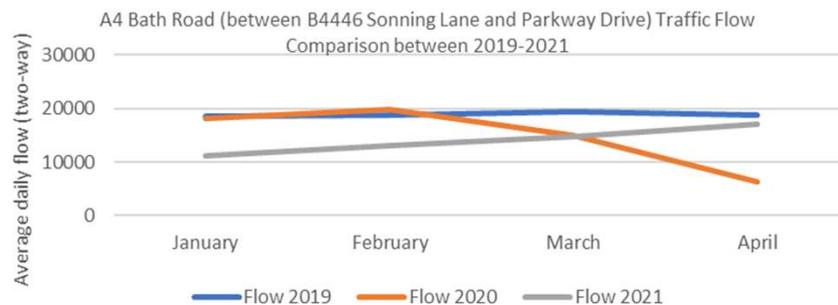
Period	Actual	South East	RAG	Direction of Travel
2017	6,231	5,233	N/A	 Better
2018	6,046	5,223		 Better
2019	5,967	5,255		 Better
2020	4,311	4,050		 Better



Data is published by the Department for Transport. The latest release is for 2020 which shows a continued reduction in average daily traffic flows albeit last year would have been impacted by the Covid19 pandemic.

PG12b: Average daily traffic flow (2-way) – 2 sample sites Wokingham borough (local KPI - quarterly)

The Council's transport team have carried out some analysis to explore average daily traffic flow between January and April 2021 and compare this to flow rates in previous years. A sample was taken at two site locations (A4 Bath Road and A329 Reading Road). These charts show the average flow at these two locations per month.



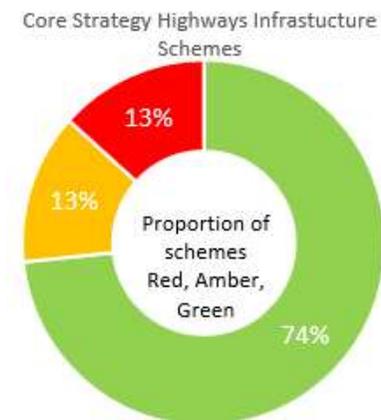
Place & Growth Key Performance Indicators 2020/21 – Detail

PG13: Proportion of Highways Infrastructure Schemes on track for delivery

Pending

Period	Actual	Target	RAG	Direction of Travel
Q1 20/21	60%	51% or more	Green	👍 Better
Q2 20/21	53%		Green	👎 Worse
Q3 20/21	74%		Green	👍 Better
Q4 20/21 (year end)				

For Q3 2020/21, 74% (11 phases) are reported as Green since they are on track for delivery, 13% (2 phases) are Amber since there is some time delay or risk identified and the remaining 13% (2 phases) are reported as Red.
3 schemes have improved from Amber to Green in Q3 20/21, and 1 scheme has deteriorated from Amber to Red.



This measure provides an overview of progress on the highway infrastructure schemes. Six major highways schemes are being monitored comprising of Arborfield Cross Relief Road, North and South Wokingham Distributor Roads, Nine Mile Ride, Barkham Bridge, Winnersh Relief Road Phase 2. A further three operational schemes, Thames Valley and Coppid Beech Park and Ride and California Cross Roads, are also monitored as part of Highways Infrastructure. Some of these schemes include subsidiary project phases and as such a total of 15 phases contribute to this measure and each is assigned a RAG rating to indicate progress.

PG14: Publicly available electric charging devices per 100,000 population

🟢 Green 👍 Better

Period	No. devices	Rate per population	South East (rate)	RAG	Direction of Travel
Apr-20	52	31.0	26.7	Green	👍 Better
Jul-20	52	30.4	27.0	Green	👉 No change
Oct-20	53	31.0	28.9	Green	👍 Better
Jan-21	56	32.7	31.3	Green	👍 Better

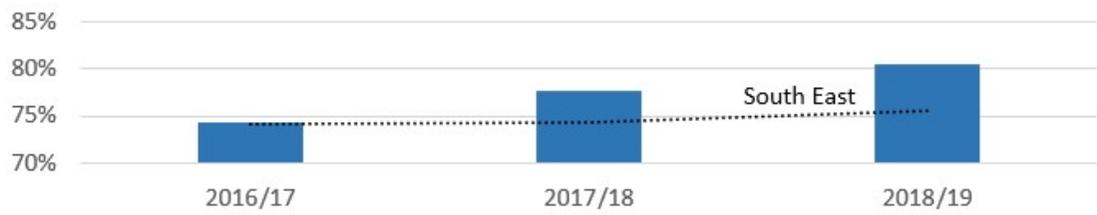


Data is published by the Department for Transport. The latest release is for January 2021. Wokingham borough has 56 publicly available charging devices; which equates to nearly 33 per 100,000 population (comparable with around 60%-80% of local authorities across the United Kingdom).

Place & Growth Key Performance Indicators 2020/21 – Detail

PG15: Proportion of adults who do any walking or cycling, for any purpose, at least once a week ● Green 👍 Better

Period	Actual	Target	RAG	Direction of Travel
2016/17	74.4%	N/A		N/A
2017/18	77.6%	74.4% or more	Green	👍 Better
2018/19	80.4%	77.6% or more	Green	👍 Better
2019/20		80.4% or more		



This is a national indicator reported by the Department for Transport through data collected from the National Travel Survey and Active Lives Survey, run by Sport England. The National Travel Survey is a household survey of personal travel by residents of England travelling within Great Britain, from data collected via interviews and a one-week travel diary. The Active Lives Survey is a household survey by residents of England from data collected via a web-survey. Latest available national data is for 2018/19 (which was last updated in Aug 2020). The next update, for 2019/20, is expected Summer 2021.

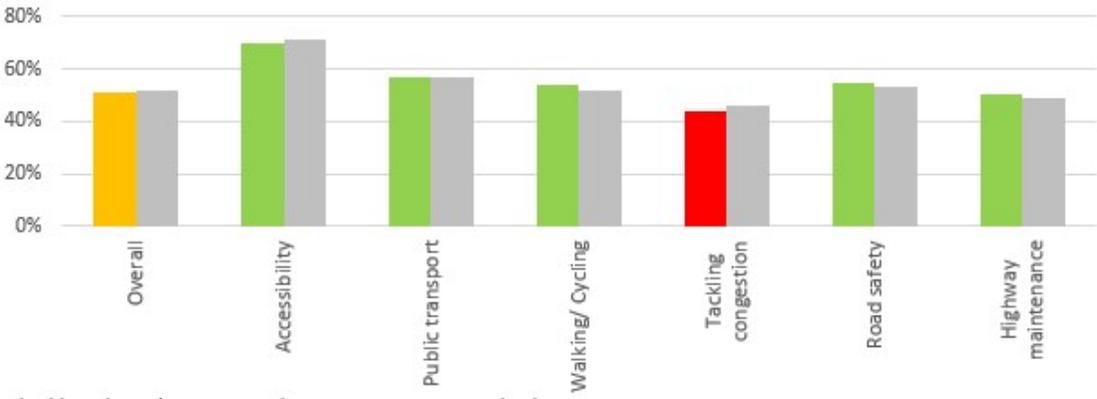
PG16: Enabling sustainable travel: Length of greenways and cycleways delivered ● Green 👍 Better

Period	Actual	Target	RAG	Direction of Travel
Q1 20/21	0km	670m by May 21		N/A
Q2 20/21	0km		Green	👉 No change
Q3 20/21	0km		Green	👉 No change
Q4 20/21 (year end)	700m		Green	👍 Better

The Council plans to deliver additional cycleway/greenway areas between 20/21 and 21/22. Section 1 (Route B) of these improvement plans covers Cantley Park to Woosehill Meadows. Part of this work involves 700m of the Greenway, at Cantley Park, being surfaced with a permeable hard surface; this element is now complete.

PG17: National Highways & Transport Public Satisfaction Survey ● Amber 👎 Worse

Period	Overall	Target	RAG	Direction of Travel
2017	53%	53% or more	Green	N/A
2018	52%		Amber	👎 Worse
2019	53%		Green	👍 Better
2020	51%		Amber	👎 Worse



Survey results are published by National Highways & Transport Network (NHT). The survey measures satisfaction across six themes and each Local Authority is assessed against the NHT in order to benchmark performance.

Resources & Assets Key Performance Indicators 2020/21 – Detail

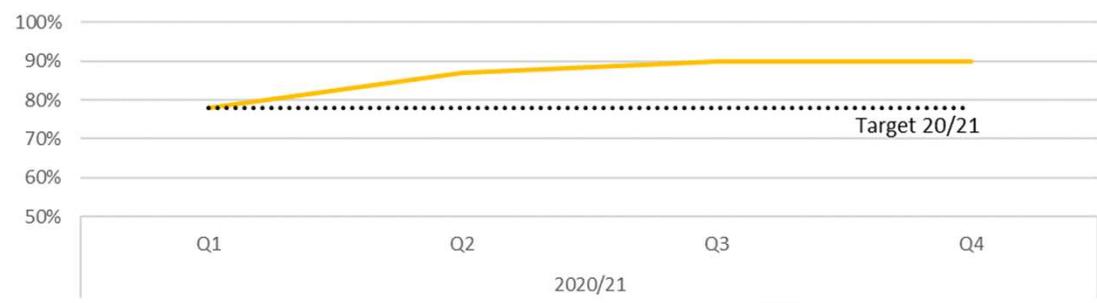
Enriching Lives - Key Performance Indicator Profiles

RA1: Completion to time and budget of regeneration projects (Peach Place, Elms Field, Carnival Pool) 🟢 Green 🛑 No change

Period	Milestones (Target)	Delivered Actions	Time	Budget
Q1 20/21	Elms Field – whole-scheme completion 1 st Sep 2020. Commence demolition at Carnival.	Elms Field completed and handed over. Carnival demolition has commenced and is ongoing.	Slight delay	Within budget
Q2 20/21	Practical completion of Elms Field and fit-out of businesses. Continue Carnival demolition and secure Southgate House.	Practical completion at Elms Field achieved on 1 st Sep 2020 and fit out of businesses ongoing. Carnival site demolished and Southgate House demolition commenced in July 2020.	On time	Within budget
Q3 20/21	Ongoing fit-out of businesses and signing of new tenants. Construction works start at Carnival.	Further tenants opened and signed for Elms Field. Carnival demolition complete and site handed over to Pellikaan (main contractor) Oct 20. Preparatory works commenced ready for construction to begin early 2021.	On time	Within budget
Q4 20/21 (Year end)	Ongoing fit-out of businesses and signing of new tenants. Construction works ongoing at Carnival and appointment of residential contractor.	Further tenants opened and signed at Elms Field and Peach Place. Pellikaan commenced work on steel frame for new Carnival Hub. Mid Group appointed to deliver Carnival residential element.	On time	Within budget

RA2: Occupancy rate of WBC-owned regeneration units 🟢 Green 🛑 No change

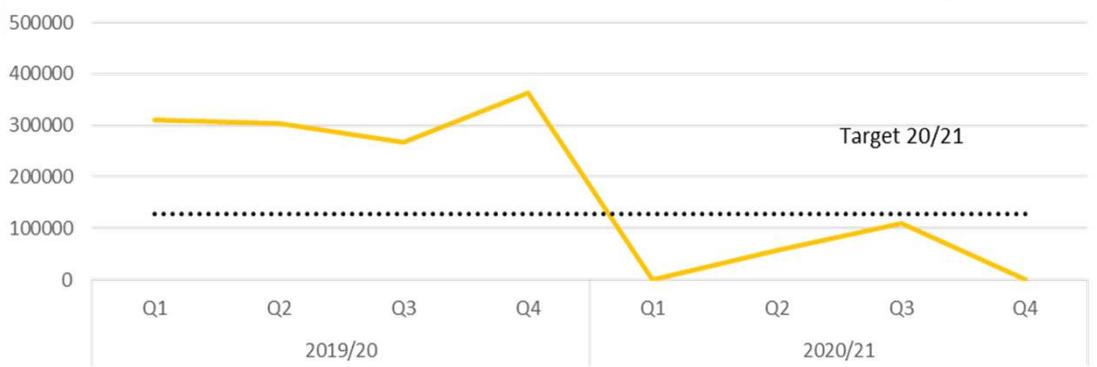
Period	Percentage	Target	RAG	Direction of Travel
Q1 20/21	78%	78% or more	Green	N/A
Q2 20/21	87%		Green	👍 Better
Q3 20/21	90%		Green	👍 Better
Q4 20/21 (Year end)	90%		Green	🛑 No change



The 90% occupancy rate equates to around £2m committed income from the lettings from Peach Place and Elms Field. This is a very positive result in what has, and continues to be a very difficult market, which demonstrates the regeneration of Wokingham has responded exceptionally well to market requirements. Interest from further potential tenants remains high, which is at odds with the national picture.

RA3: Usage of Wokingham borough leisure centres 🔴 Red 📉 Worse

Period	Number	Target	RAG	Direction of Travel
Q1 20/21	0	127,556 or more (40% of 19/20 usage)	Red	📉 Worse
Q2 20/21	57,055		Red	👍 Better
Q3 20/21	109,849		Red	👍 Better
Q4 20/21	0		Red	📉 Worse
Full year 20/21	166,904	510,224	Red	📉 Worse



Covid-19 has had a significant impact on attendance and usage at leisure centres across Wokingham borough during 2020/21. All leisure centres had reopened in Q3, albeit at 50% capacity, to then close during the third national lockdown.

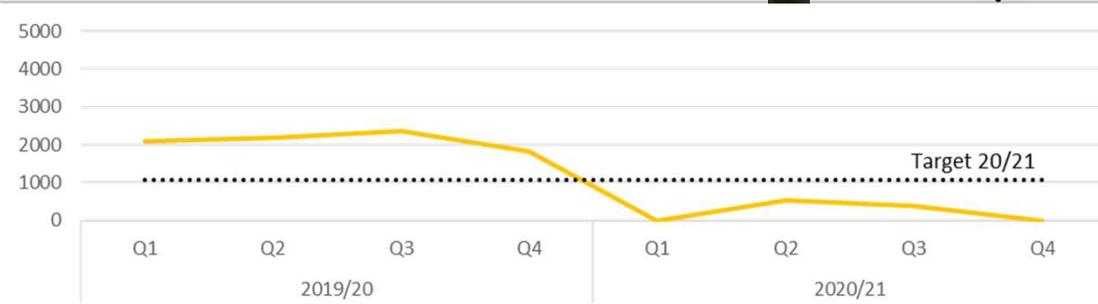
Resources & Assets Key Performance Indicators 2020/21 – Detail

Enriching Lives - Key Performance Indicator Profiles

RA4: Participation in leisure centre activities

● Red 👎 Worse

Period	Number	Target	RAG	Direction of Travel
Q1 20/21	0	1,060 or more	Red	👎 Worse
Q2 20/21	543		Red	👍 Better
Q3 20/21	388		Red	👎 Worse
Q4 20/21	0		Red	👎 Worse
Full year 20/21	931	4241 or more	Red	👎 Worse



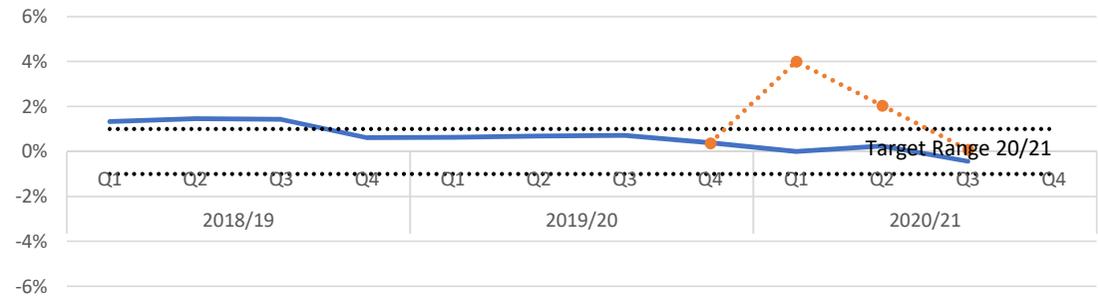
Covid-19 has had a significant impact on attendance and usage at leisure centres across Wokingham borough during 2020/21. All leisure centres had reopened in Q3, albeit at 50% capacity, to then close during the third national lockdown.

Changing the way we work/ Be the best we can - Key Performance Indicator Profiles

RA7: Revenue budget monitoring forecast position

Pending

Period	Actual (BAU)	Target	RAG	Actual (incl. Cov-19)	RAG	Direction of Travel
Q1 20/21	0.0%	+/-1%	Green			👍 Better
Q2 20/21	0.3%		Green	2.0%	Red	👎 Worse
Q3 20/21	-0.4%		Green	0.1%	Green	👍 Better
Q4 20/21 (Year end)						

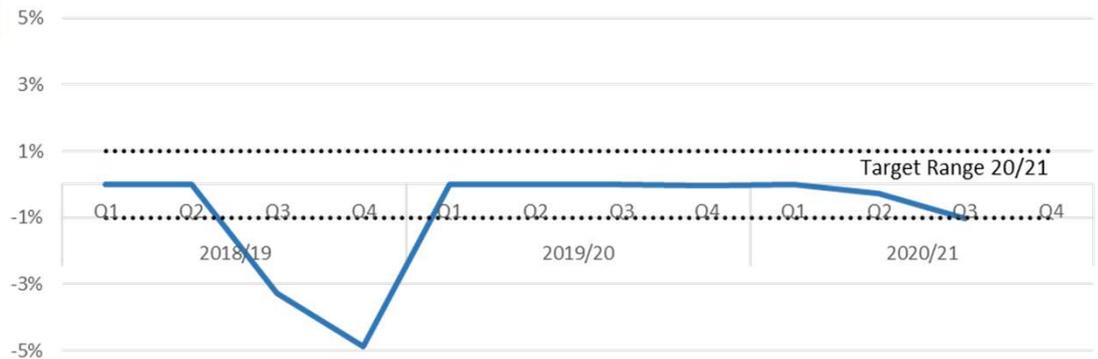


The Council is monitoring the impact of Covid-19 very closely and is reporting to central government on a monthly basis. We also continue to make representations to government for the need for extra funding to cover the additional spend from Covid-19.

RA8: Capital budget monitoring forecast position

Pending

Period	Actual	Target	RAG	Direction of Travel
Q1 20/21	0.0%	+/-1.0%	Green	👍 Better
Q2 20/21	-0.3%		Green	👍 Better
Q3 20/21	-1.0%		Green	👍 Better
Q4 20/21 (Year end)				



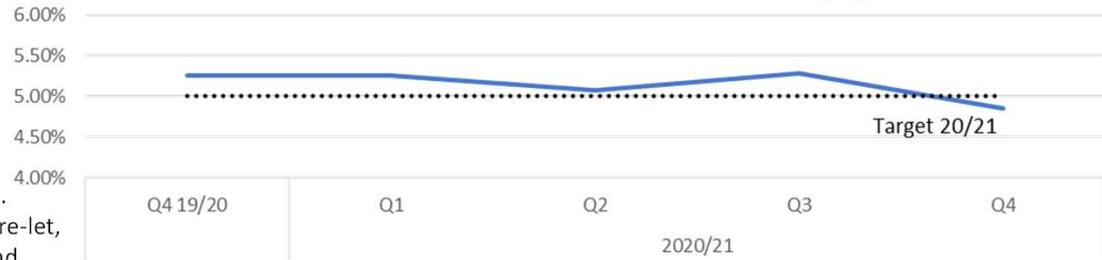
It is considered financially prudent to report an underspend as Green (on target) when there are no unacceptable impacts upon service delivery occurring as a result. There may often be some variance in budget and actuals throughout the year and at year end depending on the nature of any planned spending. The concern is whether these are unexplained or uncontrollable and this would become apparent through regular financial monitoring and the accounting practices that exist within the council. The 1% saving reported at Q3 20/21 represents a forecast variance underspend of £1.8m.

Resources & Assets Key Performance Indicators 2020/21 – Detail

RA10: Return on investment portfolio – Property Investment Fund

Amber Worse

Period	Percentage	Target	RAG	Direction of Travel
Q1 20/21	5.25%	5% or more	Green	No change
Q2 20/21	5.08%		Green	Worse
Q3 20/21	5.29%		Green	Better
Q4 20/21 (Year end)	4.85%		Amber	Worse



As forecast, the return through 2021/22 will be adversely impacted by Covid-19 lease events from 2020/21. Covid-19 related voids in the portfolio are temporarily reducing income and increasing holding costs. Once re-let, performance will return to pre-Covid-19 levels (>5%). Underlying portfolio and asset strategies remain sound.

RA12: Proportion of Corporate Risks assessed to be “very high” risk

Amber Better

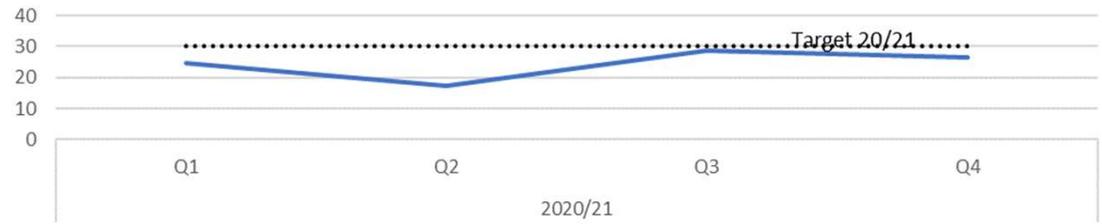
Wokingham Borough Council has 21 corporate risks identified, and being monitored, in the Corporate Risk Register. A risk is considered to be 1) low-medium, 2) high, or 3) very high depending on the likelihood of the risk occurring and the impact it would have. A risk considered to have high impact as well as high likelihood is reported as "very high" risk and is monitored through this performance measure. Four risks are currently deemed to be very high; these relate to 1) Local Plan delays and appeals, 2) Delivering SEND reforms, 3) Regulatory inspections and 4) Elections.



RA14a: Debt management: Number of days for customers to pay

Green Better

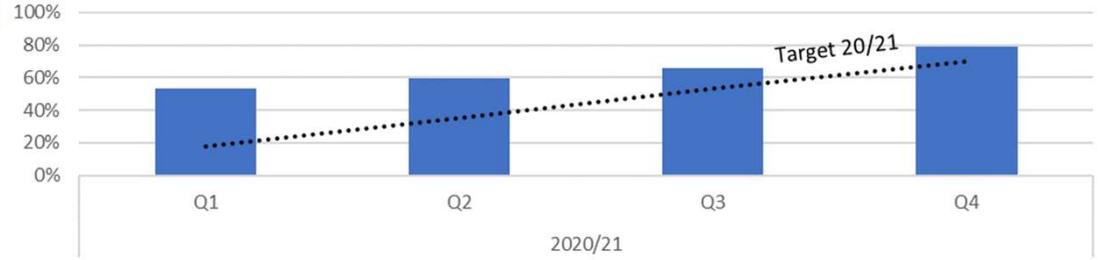
Period	No. days	Target	RAG	Direction of Travel
Q1 20/21	24.57	30 days or less	Green	N/A
Q2 20/21	17.32		Green	Better
Q3 20/21	28.63		Green	Worse
Q4 20/21	26.43		Green	Better
Full year 20/21	24.24		Green	



RA14b: Debt management: Arrears collection to reduce outstanding debt

Cumulative Green

Period	Actual	Target	RAG	Direction of Travel
Q1 20/21	53%	18%	Green	N/A
Q2 20/21	59%	35%	Green	N/A
Q3 20/21	66%	53%	Green	N/A
Q4 20/21 (Year end)	79%	70%	Green	N/A

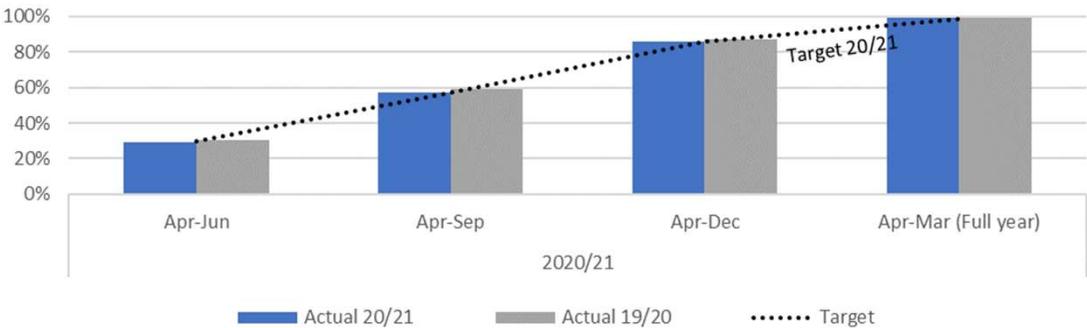


Resources & Assets Key Performance Indicators 2020/21 – Detail

RA15: Council Tax collection

Cumulative ● Green 👍 Better

Period	Actual	Target	RAG	Direction of Travel
Q1 20/21	29.1%	30.5%	Green	👎 Worse
Q2 20/21	57.2%	58.0%	Green	👍 Better
Q3 20/21	86.3%	86.0%	Green	👍 Better
Q4 20/21 (Year end)	99.0%	98.9%	Green	👍 Better

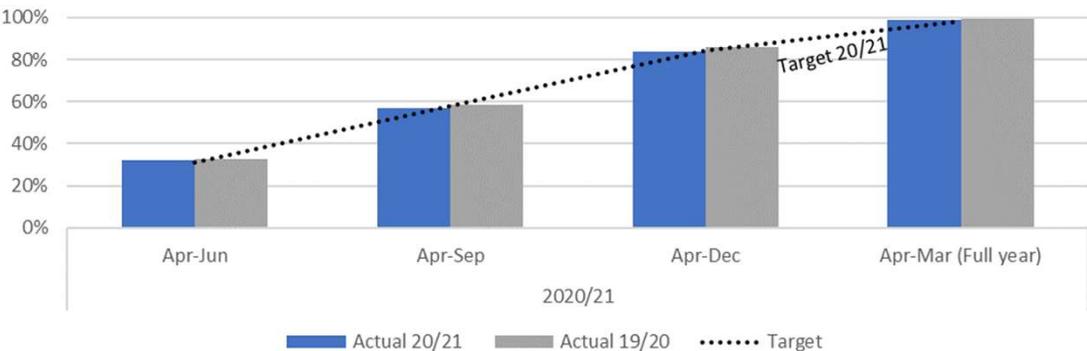


Direction of travel for this indicator is based on the variance between actual performance and the assigned target. For example, if actual is closer to target in a quarter then performance is reported as better.

RA16: Business Rates collection

Cumulative ● Green 👍 Better

Period	Actual	Target	RAG	Direction of Travel
Q1 20/21	32.0%	31.2%	Green	👎 Worse
Q2 20/21	56.7%	57.8%	Amber	👎 Worse
Q3 20/21	83.5%	84.5%	Amber	👍 Better
Q4 20/21 (Year end)	99.0%	98.5%	Green	👍 Better



Direction of travel for this indicator is based on the variance between actual performance and the assigned target.

Climate Emergency Strategy Highlight Report – January – March 2021

Our Key Priorities:

1. Reduce Carbon Dioxide Emissions from Transport
2. Reduce Carbon Dioxide Emissions from Domestic and Business Property
3. Generate more Renewable Energy in the Borough
4. Create a Local Plan that Specifies Net Zero Construction and Infrastructure
5. Increase the Levels of Carbon Sequestration in the Borough through 'Greening the Environment'
6. Engage with Young People and Support Sustainable Schools
7. Reduce Waste Sent to Landfill
8. Encouraging Behavioural Change

Highlights January – March

The following highlights the achievements and issues from the actions being used to deliver these priorities.

Key Achievements:

These milestones have been completed in the action plan

Sustainable and Active Transport

- Plans to improve cycling facilities outside Wokingham town centre and linking Woodley and Earley to Reading are being drawn up.
- A bid was put forward for the Emergency Active Travel Fund, with Ealy/Reading Active Route, Woodley/Reading Active Travel Route and Wokingham Town Centre/A329 London Road selected as potential projects. Then council was awarded £576,650 from towards improvements to cycling and walking facilities.
- A consultation seeking residents views on the initial scheme proposals was launched in March.
- A Greenways consultation for Route B - greenway route through Woosehill Meadows from A329 Reading Road to Heron Road- was launched in March.
- Improvements to the route at Cantley Park are also underway to provide an improved high-quality route for active travel by pedestrians and cyclists. This is the first part of Route B to be constructed.
- Phase one called 'California Way' was completed early this year and connects the new development in Arborfield with the Finchampstead Baptist Centre via California Country Park.
- The two Park and Ride projects for Winnersh Triangle and Coppid Beach began construction in February 2021.
- My journey has promoted walking and cycling trails throughout the Borough using posters and QR trails with prizes
 - New Year bike ride for families – Jan – 15 people took part
 - Cycle trail competitions - Feb - 40 entries for FBC – Arborfield and 44 entries for Pinewood to Bucklers Forest

- Hunt for the Hound QR code walking trails round California Country Park and Buckhurst Meadows
 - Scooter training delivered in 4 schools to key worker children spring term – 81 pupils
- The adult loan bike scheme continues to facilitate bikes to residents that do not own a bike. The scheme will be extended to keyworkers.
- My journey engaged keyworker/vulnerable children attending school to deliver training cycling this term. St. Sebastian's Primary, Floreat Montague Park Primary, Radstock Primary, Nine Mile Ride Primary have confirmed and are looking forward to taking part. When schools reopened from 8th March, we also ran Bikeability courses at Crazies Hill Primary, St. Nicholas CE Primary and One School Global (private school.)
- Five adult cycle training sessions were delivered in the Autumn when restrictions were eased. Adult is likely to start again in April when lockdown restrictions are eased. Adult cycle training (for both beginners and improvers) will be restarting on Saturday mornings from 24th April 2021, when lockdown restrictions are eased. SHINE bike rides for over 60's will recommence from 21st April. Breeze rides for women (beginners or ladies returning to cycling) were able to restart from 30th March and 3 rides have already been run.
- Due to continuing COVID restrictions, all My Journey events were on hold during the Autumn, including Bikeability cycle training Levels 1, 2 and 3 in community centres and bike hubs, Bikeability Learn to Ride training and Balance bike clubs. These activities will restart after the Easter holidays, from 21st April onwards. Woky Wheels for All (inclusive cycling sessions for vulnerable or disabled adults) will also restart weekly from 22nd April.

Electric Vehicles

- An Electric Vehicle Charging Points Survey has been launched on 24th March and will be open till 30th April 2021. The main aim of the survey is to gauge charging demand and provide some insight on the barriers that prevent people from buying EVs. The results of this survey will help us to plan the next charging locations and demonstrate demand when applying for funding.
- One new Electric Vehicle Charging Point (EVCP) was installed at Dinton Pastures Main Carpark in March 2021 with a provision to add a second.

Air Quality

- A Downward trend in Nitrogen Dioxide emissions (NO₂) has continued into Q3 of 2020 (latest data available). Evidenced in both Peach Street and Twyford compared to 2019 levels.
- The Public Protection Partnership have been awarded £259K from the DEFRA Air Quality grant programme to deliver an ambitious and exciting project to make improvements to air quality across Bracknell Forest, West Berkshire and Wokingham Council areas. Behaviour change will be a key focus of the project.
- Work is ongoing to identify the best locations for the new air quality monitoring units secured by successful funding bid and co-ordinating this with other ongoing projects (ADEPT and ITS).
- Mobile diffusion tubes have been placed at 6 schools in the Borough as part of the Eco-Travel Officer programme.

- A new banner design from the My Journey school's competition for no-idling has been approved and being printed to be installed along railings/fences around schools and junctions where possible.

Renewable Energy & Council Retrofitting Projects

- The consultation for the new solar farm in Barkham started on February 2021. Planning permission has been submitted. 36MWp
- The council has progressed discussions with SEN around connection to the grid for the solar farm.
- The Wokingham Community Energy scheme was approved by Executive in January 2021. The scheme is being put together with a board, from public.
- The delivery of Energy Company Obligation Scheme (ECO) and Green Homes Grant schemes started on November. Households that fall under the criteria of these schemes have been invited to participate. So far, 482 properties have benefited from the ECO scheme, with cavity wall insulation (244 properties) and loft insulation (325 properties) measurements achieving potential carbon savings of 209 tCO₂ per year.
- The bid application for Green Homes Grant LAD 1b submitted in collaboration with Bracknell Forest Council was unsuccessful.
- WBC has been collaborating with Greater South East Energy Hub who is developing a Sourcing Strategy for Green Homes Grant Local Authority Delivery Phase 2. This phase focuses on EPC Band E, F & G and low-income households and is expected to run to March 2022.
- A bid (through the Energy Hub) is currently being finalised for Green Homes Grant LAD 2. This will be formalised in June. This phase focuses on EPC Band E, F & G and low-income households and is expected to run to March 2022.
- Retrofit measures are due to be undertaken at :
 - Lambs Lane School
 - Rivermead School
 - Southlake School
 - Coombes School
 - Nine Mile Ride
 - Combined, the above work will save : 18 Tonnes of CO₂ annually.
- Work has been completed for the pilot SAP improvement project at Yeosfield. We are now in the monitoring phase.
- The specifications to install solar panels and battery storage in properties to be used by Adult and Children's Services have been agreed.

New Council Development

- A second national event was hosted in March 2021 to promote the lessons learned from Dinton Activity Centre, the first carbon-positive building in the Borough, the online conference was hosted by the Built Environment Network.
- Solar PV installations completed in the new extension for Addington School
- Three funding bids were successful in securing Salix grant (PSDS) total value of grant secured is £390,396 for energy efficiency improvement works across a number of Council assets

Carbon Sequestration

- The business case for the 250,000 trees project was approved in December. Phase 1 of the project is progressing, and a detailed project management plan is being developed. The recruitment process for a project manager has started, the job will be advertised within the next month.
- Woodland Trust grant funding (£300,000) secured in March 2021.

Schools & Young People

- Project launched to support schools to apply for free tree packs from the Woodland Trust to plant on schools' grounds. 16 schools have expressed interest in applying for the packs.
- Headteachers summit has been approved to be held in May/June 2021. This summit aims to provide teachers with information on the part schools can play in responding to the climate emergency, including setting up eco-committees for pupils.
- Undertaken a total of 9 retrofit projects at schools including LED lighting and variable heat pumps. A further 10 projects approved for similar retrofit projects including LED lighting, heating replacement and loft insulation. 49 retrofitting projects for schools in the borough are in the pipeline.

Waste & Recycling

- Following extensive and successful promotion of the new recycling bags through the social media and the e-newsletter the new recycling bags have now been delivered across the borough, as a solution to tackle the wet recycling issue.
- A number of communications campaigns were undertaken over the quarter to increase recycling rates, focusing on food waste and also promoting the garden waste scheme renewal in March to 24,000 residents to encourage them to sign back up to the service.
- The Waste & Recycling team are beginning work on the new WBC Waste Strategy and this has been added into the Climate Emergency Action Plan this quarter.
- The waste team engaged with the town and parish council's at April's Borough/Parish Liaison meeting to promote food waste recycling and raise awareness of the upcoming Waste Strategy.

Communication & Engagement

Twenty press releases were delivered between January to March 2021:

- The fight against fly-tipping, 19 January 2021
- Park and ride projects, 22 January 2021
- The new Community Energy Scheme, 27 January 2021
- New Barkham solar farm proposals, 02 February 2021
- New recycling and waste bag deliveries, 09 February 2021
- New school module delivery, 16 February 2021
- Recycling and blue bag deliveries begin this week, 23 February 2021
- Keep batteries out of your rubbish, 24 February 2021

- Construction begins on Coppid Beech Park and Ride, 9 March 2021
- Garden waste sign-up and renewals announcement, 9 March 2021
- Local cycling and walking infrastructure plan, 15 March 2021
- Increases in recycling rates across the country, 15 March 2021
- Badgers settle into new home, 16 March 2021
- Council adopts government guidance on active travel infrastructure, 16 March 2021
- Council set to plant 250,000 trees across the borough, 16 March 2021
- Matthewsgreen Primary School opening delayed, 22 March 2021
- Council looking to better understand EV charging demand, 23 March 2021
- Council receives government grant to continue school air quality projects, 23 March 2021
- Council supports local businesses becoming more energy efficient, 25 March 2021
- Halfway through recycling bag deliveries, 31 March 2021

Copy of these is available in Appendix 1.

Towns & Parish Councils

- WBC started hosting climate emergency drop-in sessions with the towns and parish councils to share the latest initiatives, funding opportunities, projects, and updates on the delivery of the action plan.
- February session focus on Transport Electrification. Following the session, WBC has identified new potential locations for electric vehicles charging point installation.

Engaging with Businesses

- The first Climate Conversations - The road to decarbonisation was hosted in March. Invited guest speakers include

Deliverables planned for the next three months

The following projects are planned to be delivered over the next three months:

- The Low Carbon Transport Strategy report will be available for internal consultation in June 2021.
- WSP has been commissioned to support the revision and development of The Local Transport Plan (LTP). An internal consultation process of the policy areas that may be applicable to Travel and Transport across the Borough will start from May 2021.
- Following the outcome on the Electric Vehicle Charging Points survey, we will put forward an application for the On-Street Residential Chargepoint Scheme from Office from Zero Emission Vehicle
- New chargers with Solar PV canopies providing part of the energy at the Dinton Activity Centre
New Solar PV and charger at Grovelands Park
- Scooter training booked in 10 schools summer term – 500 Y1 pupils
- Re-starting both balance bike club and learn to ride sessions at FBC and WP after Easter every Thursday during term time

- cycle training (beginners and improvers) re-starting after Easter at WP during term time
- Re-starting Over 60s rides on Wed and Inclusive rides on Thurs after Easter at FBC during term time
- Arranging Dr Bike events at 4 locations in the Borough after Easter, options being Shinfield/Dinton/Spencers Wood/Winnersh/Emmbrook/Arborfield
- Catch up with postponed live shows for Louis Taylor booked week commencing 28 June (will also be booking up more schools due shows this year for summer term (pre-recorded and live)
- Planning to re-book bike maintenance courses after 21 June
- E-bike event planned at Shute End for 26 June though not confirmed
- Expected progress on the solar farm include results from planning application.
- More school / corporate projects will be pencilled in (asbestos dependant). These projects include the replacement of lights for LED, insulation of a suspended ceiling, replacement electric heating.
- 12 Rectory Road will be completed in May, potential carbon savings could achieve 5.2 tCO₂ annually.
- Solar PV arrays to be installed at three new sites
- 75 London Road will be completed June, potential carbon savings could achieve 3.7t CO₂ annually
- New activity centre at Dinton Pastures will be completed in June, potential carbon savings could achieve 39.4 tCO₂ annually.
- New primary school at Arborfield SDL will be completed in June, potential carbon savings could achieve 12.8 tCO₂ annually.
- The council is developing a partnership with the Woodland Trust to support the delivery of large woodland creation in the Borough. We are expected to have a clearer plan by the end of Summer 2021.
- Design and launch the School's Climate Emergency Newsletter.
- Put forward a proposal for a climate emergency headteachers summit where headteachers can see the journey of Holme Grange school (an independent school which has become sustainable leader in the area).
- No-idling plates to be finalised and orders with locations mapped.
- Continue with the delivery of the climate emergency drop-in sessions with Town & Parish Councils to identify opportunities for engagement and collaboration through the different projects.

Additions and changes to the action plan

- Waste Strategy added to the plan

National Context

COVID-19

The Coronavirus Pandemic led to countries going lockdown across the globe, drastically altering our behaviours. It is estimated that these behaviour changes led to a 26.3% fall in carbon emissions across Europe as countries went into lockdown¹. Although, reports have concluded that the respite in

¹ <https://www.bbc.co.uk/news/av/science-environment-55412079>

environmentally damaging activity was too short to counter decades of change, however the restrictions did give the world an understanding of what a less impactful lifestyle would look like.²

Ten Point Plan for a Green Industrial Revolution

With the key objectives of Building Back better, supporting green jobs and accelerating the UK’s path to net zero, the Government’s 10 point plan will mobilise £12 billion of government spending and up to £42 billion in private sector investment to create 250,000 green jobs. The plan introduced several upcoming policy documents such as the Energy White Paper, the National Bus Strategy and the England Tree Strategy. The ten points cover plans to advance renewable energy production, invest in more sustainable transport options, retrofitting buildings, investing in carbon capture, usage and storage (CCUS) and protecting our natural environment.

Environment Bill

The Environment Bill brings about urgent and meaningful action to combat the environmental and climate crises we are facing and acts as a key vehicle for delivering the bold vision set out in the 25 Year Environment Plan. The Environment Bill, currently going through Parliament, will be new environmental legislation aimed at filling the governance gap created by Brexit. The bill is due to have its report stage and third reading in Parliament on the 26th January. Amendments can still be made at the report stage.

Future Homes Standards

The Government 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 – with a significant improvement on the standard for extensions, making homes warmer and reducing bills.

Funding Opportunities

A summary of the funding opportunities for climate emergency that have been released over the last quarter and the application status is presented below:

Scheme	Purpose	Eligible	Officer	Status
Green Homes Grant LAD 1a, direct application - August 2020	Household energy efficiency retrofit	Low-income households*, social housing, private rented and owner-occupier Average spend £10,000 per property*	Ian Gough	Joined bid for £900,000 with Bracknell Forest Secured

² <https://www.theguardian.com/world/2020/dec/29/could-covid-lockdown-have-helped-save-the-planet>

Scheme	Purpose	Eligible	Officer	Status
LAD 1b – December 2020		combined maximum household income of £30K		Joined bid for £1,400,000 with Bracknell Forest Unsuccessful
Green Homes Grant LAD2 – South East Energy Hub March 2021	Household energy efficiency retrofit	Low-income households*, social housing, private rented and owner-occupier Average spend £10,000 per property* combined maximum household income of £30K	Ian Gough	33 properties external wall insulation - looking to assist 5 properties with under floor insulation heating £ 380 secured
Green Homes Grant Voucher Scheme - September 2020 - March 2021	Household energy efficiency retrofit works must be completed by the end of March 2021	Open for direct application by households and landlords	CEM Team	Comms campaign to inform residents September 2020 - March 2021
Woodland Trust Funding	To help deliver the goals of Woodland Trust's Emergency Tree Plan.	This is a grant and agreement for reimbursement for the purchase and installation of trees to support the delivery of the 250K Trees project	Andrew Fletcher, Duncan Fisher	£300K Secured
Public Sector Decarbonisation Fund – Salix Dec 2020	Focus on the decarbonisation of heat, insulation, solar PV & supporting economic recovery	Available for capital energy efficiency and heat decarbonisation projects within public sector non-domestic buildings. All public sector orgs including universities, academies Expect shovel ready projects	Arnab Mukherjee	£390,396 awarded for energy efficiency improvement works across a number of Council assets
DEFAR Air quality grant 2020 to 2021 – March 2021	Develop solutions over the longer term by increasing awareness and encouraging behaviour change	The council will work in partnership with the PPP on anti-idling projects, alongside a focus on the impacts of pollution around schools, encouraging a behavioural change.	Anne Smy	£259.000 Secured

Scheme	Purpose	Eligible	Officer	Status
DEFAR Air quality grant – March 2021	Grant extended -eco-travel officer	The purpose of the grant is to provide support to LAs to develop or implement measures that deliver air quality benefits, developing solutions to increase awareness and encourage positive behavioural changes	Anne Smy	£125K Secured
Active Travel Fund - Department for Transport	Improvements to cycling and walking facilities	https://wokinghamactivetravelschemes.commonplace.is/overview	Rosanne Coates	£576.650 Secured February 2021
Office for Zero Emission Vehicles (OZEV) - April 2021 Funding TBC	Electric vehicle homecharge, workplace charging and on-street residential chargepoint scheme	The On-street Residential Chargepoint Scheme (ORCS) provides grant funding for local authorities towards the cost of installing on-street residential chargepoints for plug-in electric vehicles.	Sofia C., Rob Curtis	Just released
Zero Emission Bus Regional Areas (ZEBRA) Fund - March 2021 Funding TBC	The Zero Emission Bus Regional Areas (ZEBRA) 2021-2022 scheme will be a place based scheme that will allow areas, led by local transport authorities, working in close partnership with bus operators or as consortia with more stakeholders, to bid for funding to purchase ZEBs and the infrastructure needed to support them	Funding available to local transport authorities in England, outside London, to purchase Zero Emission Buses (ZEBs) and the infrastructure needed to support them	Rebecca Brooks	Just released
Bus Strategy £100K - March 2021	By October 2021 all bus operators need to publish a Bus Services Improvement Plan and deliver this through the Bus Services Act 2017's Enhanced Partnership model.	Bus operators partnership to produce bus service improvement plan by October 2021. This needs to developed by LTAs in collaboration with local bus operators, community transport bodies and local businesses, services and people.	Rebecca Brooks	Just released

Scheme	Purpose	Eligible	Officer	Status
Capability Fund £94K revenue May 2021	The government will fund and work with local authorities across the country to help make it easier for people to use bikes to get around	LFT revenue funding to promote cycling & walking - This fund will support an infrastructure officer to deliver the LCWIP plan for October 2021	Rob Curtis	Just released

NEWS RELEASE



**WOKINGHAM
BOROUGH COUNCIL**

Date: 19/01/2021
Issued by: Clodagh Pickavance

Issue No: 10/21
Version: 1.0

COUNCIL RAMPS UP FIGHT AGAINST FLY-TIPPING

Wokingham Borough Council is ramping up its efforts to fight fly-tipping, operating a zero-tolerance approach against this illegal activity that blights our borough. Last year we successfully launched a campaign to combat fly-tipping, this year we are doubling down on our efforts, reminding offenders that ‘We Are Watching – and we are catching!’

Over the past year we received roughly £11,500 through fine income, which we are investing back into our enforcement activities. In December alone, we also issued two fixed penalty notices for fly-tipping, totalling £800.

We also were successful in court, with a historic case dating back to 2018 involving an incident in Hurst. Through legal proceedings the council has secured more than £1,000 against a man who illegally dumped a mattress in the village.

We’ve increased our efforts in historic hotspots, setting-up large earth bunds at Poperinghe Way in Arborfield stopping vehicles from driving up on the grassed areas. We also installed CCTV at this site, as well as along the A329, which is regularly targeted. We cleared more than 10 tonnes of rubbish from this stretch of motorway in the past 12 months.

“We are actively monitoring hot-spot areas, inspecting evidence and using CCTV to ensure we can take appropriate legal action against this unlawful activity,” said Cllr Parry Bath, executive member for environment and leisure.

“We will continue to crack down on criminals who engage in the activity, but we need your help. We are asking all of our residents to support by disposing of their waste responsibly and to help us in keeping our borough clean and green.”

Please remember that ‘your waste, is your responsibility’ meaning you must ensure all your household rubbish is disposed of properly and legally. Failure to do so could land you with £400 fixed penalty notice.

Ensure anyone you use to remove waste from your property has a proper license and is authorised to do so. Use the waste carrier quick check tool on the [Environment Agency’s website](#) or visit the [Right Waste Right Place website](#) to help you check.

If you’re redecorating your home in the New Year, make use of Wokingham Borough Council’s large unwanted items service, which collects a wide range of goods from carpets to washing machines. You can dispose of up to five large items for a charge of £56 using this service. [Find out more here.](#)

In addition, waste and recycling can also be disposed of at our recycling centres, including Longshot Lane, Bracknell, or Smallmead, Reading. Visit the [re3website](#) for more details.

Further information:

1. More from Cllr Parry Batth at parry.batth@wokingham.gov.uk or on 07969 683595

2. For further information on fly-tipping visit:

<https://www.wokingham.gov.uk/roadworks-and-outdoor-maintenance/fly-tipping/>

NEWS RELEASE



**WOKINGHAM
BOROUGH COUNCIL**

Date: 22/01/2021
Issued by: Connor McLoughlin

Issue No: 12/21
Version: 1.0

PARK AND RIDE PROJECTS SET TO BEGIN CONSTRUCTION

Construction of a new park and ride, and expansion of another in Wokingham borough are set to begin, with nearly £10million being invested in the facilities. Work is to start on the new Coppid Beech Park and Ride in Wokingham and adding an additional decked floor to the Winnersh Triangle Park and Ride will start next month (February).

Winnersh Triangle is estimated to cost £6.8million, while the Coppid Beech project will see about £3million invested. Both are being supported with a £6.6million injection from Thames Valley Berkshire Local Enterprise Partnership's (LEP) Local Growth Deal with Government, which backs both plans to create better sustainable transport infrastructure in the area. It also helps the council towards its goal of a carbon neutral borough by 2030.

"We're investing in infrastructure across the borough and both these park and ride projects have been backed with significant funding due to the benefits they will bring," said Cllr Pauline Jorgensen, executive member for highways and transport. "These projects are part of our work to accelerate the reduction of congestion on key transport routes across the borough. The links with existing bus services mean our residents will be able to travel easily to where they want to go in an environmentally responsible way."

Bob Mountain, vice chair of the Berkshire Local Transport Body added: "We are delighted that these schemes are now underway and that the contribution from the LEP's Local Growth Fund will help ease congestion for commuters and residents in the Wokingham and Bracknell area."

Work on Coppid Beech, with construction carried out by AH Willis, should be finished near the end of 2021/start of 2022. The Winnersh project, overseen by our Wokingham Highways Alliance partners VolkerHighways, expects to be finished in early 2022. Both projects link up to existing bus routes, with Winnersh also linking up to the Winnersh Triangle train station. They will help residents to travel around the borough as well as into other nearby towns such as Reading and Bracknell.

Both projects are including significant investment in electric vehicle charging points, to further help the borough on its journey to carbon neutrality. The council will be providing regular updates on the project via the council's weekly traffic and travel newsletter, which [residents can sign up for now.](#)

Further information:

1. More from Cllr Pauline Jorgensen, executive member highways and transport, via pauline.jorgensen@wokingham.gov.uk

2. Alternatively, contact the council's communications, engagement and marketing team via CEM@wokingham.gov.uk

3. More from Thames Valley Berkshire Local Enterprise Partnership here:

<http://www.thamesvalleyberkshire.co.uk/>

4. Local Enterprise Partnerships are playing a vital role in driving forward economic growth across the country, helping to build a country that works for everyone. That's why by the end of 2021 Government will have invested over £12bn through the Local Growth Fund, allowing LEPs to use their local knowledge to get all areas of the country firing on all cylinders.

NEWS RELEASE



**WOKINGHAM
BOROUGH COUNCIL**

Date: 27/01/2021
Issued by: Melanie Allen (0118) 974 6735

Issue No: 016/21
Version: 0.1

NEW COMMUNITY ENERGY SCHEME FOR WOKINGHAM BOROUGH

An exciting initiative, which could see green energy projects rolled out across the Borough, could come a step closer this week as Wokingham Borough Council's decision-making Executive discuss plans for a local community energy scheme.

Part of the council's vision to help reduce local greenhouse emissions, encourage sustainable energy projects and tackle the climate emergency, the scheme would see a new independent Community Action Group set up called Wokingham Community Energy.

Wokingham Community Energy (WCE), would then seek to raise money by selling community shares in the scheme, with income raised used to roll out green energy projects within Wokingham borough. Profits made by the scheme, through the sale of green energy to customers or back into the national grid, would be used to pay interest to shareholders with the remainder going into a pot to fund green projects and initiatives within the community.

"Climate emergency is a massive issue and it won't go away unless individuals and bodies start to step up and make changes to the way things are done. Wokingham Community Energy is a fantastic opportunity to see more sustainable energy projects rolled out across the Wokingham Borough." Said Cllr Gregor Murray, executive member for resident services, communications and emissions. "This is a very much a local scheme, with funds invested to improve the amount of sustainable energy generated locally, and with excess profits put back into local green initiatives."

"It's also an opportunity for local people and businesses who are committed to tackling the climate emergency to get involved, either by becoming an investor in the fund, or by working with the Wokingham Community Energy scheme to identify and roll out local projects."

The new Wokingham scheme plans to work closely with Energy4All, the national body established to help implement schemes such as this across the UK, and the local Reading Community Energy Fund (RCEF) which was established in 2016 to implement a similar community energy project in Reading Borough.

Cllr Murray continued "By working closely with these well-established and successful groups we will be able to benefit from their advice and use their best practice in rolling out the new Wokingham Community Energy scheme. However we are adamant that any money raised from

shareholders will be ring-fenced for projects within Wokingham Borough and that the community pot will also be used locally.

Should the scheme be approved by the executive, Wokingham Community Energy will start the process of setting itself up as a Community Action Group, entering into agreements with RCES and Energy4All and establishing details such as the amount people can invest and the types of projects which can be invested in.

Potential projects are expected to include investments such as installing large banks of solar panels on top of public or large commercial buildings, with those leasing space to the scheme not only being able to benefit from their improved green credentials, but also the opportunity to buy green sustainable energy back from the scheme at preferential fixed rates.

It is hoped the scheme would launch in the spring with more information for interested investors provided in March.

Further information:

1. More from Cllr Gregor Murray, Executive Member for resident services, communications and emissions, at gregor.murray@wokingham.gov.uk or on 07486 455760

NEWS RELEASE



**WOKINGHAM
BOROUGH COUNCIL**

Date: 02/02/2021
Issued by: Melanie Allen (0118) 974 6735

Issue No: 025/21
Version: 0.1

PROPOSALS FOR A NEW SOLAR FARM IN BARKHAM

The vision for a net carbon zero Wokingham Borough is starting to look a lot closer now as Wokingham Borough Council shares its ideas for a new solar farm in Barkham prior to submitting a planning application in the next month.

“Tackling climate change is incredibly important for Wokingham Borough and its residents.” Said Cllr Gregor Murray, executive member for resident services, communications and emissions
“We’ve committed to going net carbon zero by 2030 and finding ways to generate renewable energy within the borough forms a massive part of our plans.

“Solar energy offers a fantastic opportunity to help us address climate change. Not only is it truly renewable, but it does not produce greenhouse gas emissions, is quick and easy to install and runs silently with minimal maintenance or running costs once in place.

The proposals, which would see solar panels installed on council-owned farmland adjacent to Barkham Ride (High Barn Farm and part of Brook Farm), would generate around 23 to 32 MWh’s a year depending on final layouts, producing enough energy to power thousands of homes and businesses across the borough for years to come.

The solar farm would also save around 6,325 Tonnes of CO2 a year when compared to using traditional fossil fuels.

Cllr Murray continued: “During the past months we’ve been surveying the land and working with solar farm experts to fully understand the site and how it might work. We have also made the existing tenant farmers aware of our plans and continue to discuss options with them moving forward.

“We wanted to share our plans with resident’s before we submit the planning application as we know people will have lots of questions about what’s proposed. We’re keen to give them the opportunity to discuss their thoughts, especially given the importance of sites like this in addressing climate change.

“We know some people may have concerns such as if the scheme would mean lots of new cars travelling to the site, if it will be noisy whilst it operates or if it might make the site easier to change to residential in the future. The answer to all these is no. After it’s installed the site would only require the occasional visit from engineers and the equipment is designed to be quiet. The planning status of the land would also remain unchanged with it reverting back to farmland after the solar farm reaches the end of its lifespan in 40 years.

“We’re also aware from other similar applications in the borough that some people worry about the visual impact of solar farms like these on the look of an area and this will always be harder to address. In the majority the lay of the land and existing hedgerows and trees mean the panels

won't be visible in all locations and, where they can be seen, we will be working with planning to look at whether we can add more planting or screening to reduce impact. However, we also have to remember the massive importance of schemes like these, which generate clean and green energy, in tackling the climate emergency and making decisions that will strike the right balance to protect future generations.”

Further details of the proposals can be viewed by downloading the Barkham Solar Farm leaflet on the council website at www.wokingham.gov.uk and searching for Climate Emergency. Comments can be submitted until Friday February 26 to CommercialProperty@wokingham.gov.uk. Feedback made will help shape the planning application and any final designs.

The council's climate emergency action plan includes four solar farms to be built across the borough, each anticipated to generate enough energy to power 5,000 homes.

For more information about how the council is working to tackle carbon emissions across the borough, and to read the climate emergency action plan, go to the councils website at www.wokingham.gov.uk and search climate emergency.

Further information:

1. More from Cllr Gregor Murray, Executive Member for resident services, communications and emissions, at gregor.murray@wokingham.gov.uk or on 07486 455760

NEWS RELEASE



**WOKINGHAM
BOROUGH COUNCIL**

Date: 09/02/2021
Issued by: Connor McLoughlin

Issue No: 30/21
Version: 0.1

WASTE AND RECYCLING BAG DELIVERY STARTS SOON

New waterproof recycling bags, green food waste bags and blue general waste bags will start being delivered in Wokingham Borough from 22 February. These will be dropped on doorsteps over a seven-week period, with all residents receiving them by mid-April.

WATERPROOF RECYCLING BAGS

The [new waterproof recycling bags](#) will eventually replace the existing black boxes and can be used as soon as residents receive them. Each household will initially get two bags. Additional recycling bags will be available once the deliveries are complete. Check our website for details on how to order more recycling bags.

Please use the recycling bags as soon as you get them. If you need more than two bags, please use your black boxes initially, but only for non-paper/card items such as cans, tins and plastics.

In late 2019, paper and card reprocessing plants stopped accepting wet materials. We are replacing the black boxes with sealable waterproof recycling bags to ensure the paper and card our residents put out for recycling stays dry and meets the new standards. The waterproof bags will help the council towards its target of 70 per cent recycling by 2030.

The waterproof recycling bags have a weight at the bottom to prevent them blowing away. They are made of long-lasting materials which should last for up to five years. They also weigh less than the black boxes, making handling easier. Collection crews will leave the bags in the location where they collect them.

The only change for residents is the container for recycling; collections will remain weekly on the same day as they are currently.

“We know our residents are keen to recycle as much as possible and the change to these waterproof bags will help us towards our recycling goals,” said Cllr Parry Batth, executive member for environment. “Recycling wet paper is more difficult than it used to be due to changes in the world market for recycled paper. We’ve made this change to address this problem, which also saves the council and therefore the Council Tax payer money. The new bags also offer more capacity to residents for each container to allow them to recycle more per household.”

BLUE BAGS

More than five million blue bags will also be rolling out across Wokingham borough this spring. These are for general waste, with each household receiving 80 bags in two rolls of 40 to cover the period between April 2021 and March 2022. These are being sent to residents a couple of weeks later than usual to allow us to deliver them with the waterproof bags.

If residents need more blue bags before they are due to be delivered, they can be ordered on our website. Additional blue bags can be delivered within 10 working days or collected from one of the locations listed on the website. Later this month, the council's website will contain information on the date of deliveries for the blue, food waste and recycling bags.

The size and quality of the two handled blue rubbish bags remains the same. Crews can only collect waste in these council branded bags. Blue bags were first introduced back in 2012 and can take 90-litres of waste. With 80 bags per household this works out at approximately 120 litres per week. This is the equivalent of a fortnightly 240 litre wheeled bin collection but with the extra flexibility of weekly collections and the ability to put out more waste in some weeks and less in others.

FOOD WASTE BAGS

All households will also receive an allocation of about 100 food waste bags. Food waste put into the blue general rubbish bags often ends up in landfill, where it rots and releases methane, a harmful greenhouse gas. When recycled, food waste can generate energy to power our homes.

Half a caddy of recycled food waste would power a toaster for four slices of bread; six recycled tea bags would produce enough electricity to boil a kettle for a cup of tea. Food waste also breaks down into a liquid fertiliser, rich in nitrogen, used in fields to improve the soil and help grow crops.

“Residents can look forward to receiving rubbish and recycling bags in one go this year, with deliveries of food waste bags, the new waterproof recycling bags and your annual allocation of blue bags starting later this month,” added Cllr Batth.

You can [sign up to our weekly rubbish and recycling newsletter](#) for updates on the rollout.

Further information:

1. More from Cllr Parry Batth, executive member for environment, on parry.batth@wokingham.gov.uk

2. Alternatively, contact the council's communications, engagement and marketing team via CEM@wokingham.gov.uk

NEWS RELEASE



**WOKINGHAM
BOROUGH COUNCIL**

Date: 16/02/2021
Issued by: Connor McLoughlin

Issue No: 35/21
Version: 1.0

MODULES DELIVERED FOR NEW SCHOOL

Construction of a new school for Wokingham took a major step this week, with the first phase of modules lifted into place for the buildings. The Keys Academy Trust will run the 210-place school in Matthewsgreen, which is being built on land off Queens Road.

The first modular frames were lifted into place last week as the new school begins to take shape. Phase one of the installation included 50 modular frames which have been landed in place and make up the majority of the primary school building. The new multi-use games area is also nearing completion.

Seventy-five per cent of the building work for the new block will be completed modularly offsite, a decision made to cut carbon emissions in the construction process by our contractor Reds10. This helps the council towards its goal of making Wokingham a carbon neutral borough by 2030.

“It’s great to see the buildings taking shape now the modules have arrived on site at Matthews Green,” said Cllr UllaKarin Clark, executive member for children’s services. “Investing in new schools is vital for the borough and ensures we support families by providing a school place close to home.

“The Keys Academy Trust are proven to provide an excellent education to hundreds of students in our borough, running successful schools in Shinfield, Earley, Hurst, Sonning and Twyford. We look forward to seeing them provide this standard of schooling to more students in the borough when this school opens.”

Michael Ruddick, director at Reds10, said: “We are pleased to have reached an important milestone on another project with Wokingham Borough Council. Our partnership is shaping the future of the local community and Matthewsgreen is set to be one of the key projects, whilst helping the council reach its carbon agenda.”

A new 500sqm community facility will be built on the same site as the school as part of the North Wokingham major development. It will have a separate entrance but will be linked, with the school and community centre sharing facilities if and when needed. A decision has not yet been made on who will run the facility.

The new school and community amenities are funded through developer contributions as part of the four major new communities at Arborfield, Shinfield and North and South Wokingham, and includes an investment of £98million in new schools.

In total these developments will bring seven new primary schools, with two already open at Montague Park in Wokingham and Alder Grove in Shinfield. Two others are under construction including this one in Matthewsgreen and another at Arborfield Green, and three still to come.

This is on top of the Bohunt Wokingham Secondary School at Arborfield Green which opened its doors in September 2016.

“New schools are one of the most important improvements we are seeing across the borough,” said Cllr Wayne Smith, executive member for planning and enforcement. “It’s vital we support our current and future residents by providing the facilities they need nearby. The new school at Matthewsgreen is a great example of this with a community facility being provided at the heart of the new development, alongside the school.”

Further information:

1. More from Cllr UllaKarin Clark, executive member for children’s services, via ullakarin.clark@wokingham.gov.uk

2. More from Cllr Wayne Smith, executive member for planning, via wayne.smith@wokingham.gov.uk

3. Alternatively contact the council’s communications, engagement and marketing team via CEM@wokingham.gov.uk

NEWS RELEASE



**WOKINGHAM
BOROUGH COUNCIL**

Date: 23/02/2021
Issued by: Connor McLoughlin

Issue No: 38/21
Version: 1.0

RUBBISH AND RECYCLING BAGS ON THE WAY TO YOU

Delivery of new waterproof recycling bags, blue general waste bags and food waste bags to residents across Wokingham borough has begun. All items will be dropped at doorsteps together during the next seven weeks, with all residents receiving them by mid-April.

Residents will be able to [check when their delivery is due by using the street name checking tool](#) on our website. This explains when deliveries should happen and what to do if you think you have been missed during the drop off period for your street.

Each delivery will include two new waterproof recycling bags, 80 blue general waste bags and about 100 food waste bags. The waterproof bags can be used as soon as residents get them. If residents need more than two bags, they should keep using their black boxes, but only for non-paper/card items such as cans, tins and plastics. Additional recycling bags will be available after the rollout is complete. More information on how to get additional recycling bags will be added to our website later in the spring.

Cllr Parry Batth, executive member for environment and leisure, said: "As soon as you get your new waterproof recycling bags you can start using them. If you need extra space for your recycling until you can get more waterproof bags, you can continue to use black boxes for non-paper and card items. Once the bags are fully rolled out we expect the borough's recycling rate to rise as more paper and card will be able to be recycled as it will be kept dry, helping us towards our goal of 70 per cent recycling in the borough by 2030."

In late 2019, paper and card reprocessing plants stopped accepting wet materials. We are replacing the black boxes with sealable waterproof recycling bags to ensure the paper and card our residents put out for recycling stays dry and meets the new standards.

The waterproof recycling bags have a weight at the bottom to prevent them blowing away. They are made of long-lasting materials which should last for up to five years. They also weigh less than the black boxes, making handling easier. When our crews collect recycling from the bags, they will leave them in the location where they collect them.

The only change for residents is the container for recycling; collections will remain weekly on the same day as they are currently. The waterproof bags will help the council towards its target of 70 per cent recycling by 2030.

You can [sign up to our weekly rubbish and recycling newsletter](#) for updates on the rollout.

Further information:

- 1. Find attached pictures of Cllr Parry Batth with the new recycling bags**

2. More from Cllr Parry Batth, executive member for environment and leisure, on parry.batth@wokingham.gov.uk

3. Alternatively, contact the council's communications, engagement and marketing team on CEM@wokingham.gov.uk

NEWS RELEASE



**WOKINGHAM
BOROUGH COUNCIL**

Date: 24/02/2021
Issued by: Connor McLoughlin

Issue No: 39/21
Version: 1.0

DON'T PUT BATTERIES IN YOUR RUBBISH BAGS

Don't put batteries in your rubbish bags. That's the message from our waste collection crews who escaped serious injury after a fire in their lorry earlier this month.

A car battery left in a resident's rubbish caused a fire which could have destroyed one of our waste collection vehicles and injured staff. Smoke was spotted coming from the rear of the vehicle around midday on 12 February, so Berkshire Fire and Rescue were called and came to extinguish it where the vehicle was stopped in Spencers Wood.

Once the blaze was under control it was found a resident had put a car battery in with their general waste. Fortunately, the crew spotted the fire early and took appropriate action to stop the fire before it became too serious. The vehicle was fairly empty but if it was full it could have been a much worse situation.

The vehicle was considerably damaged and is now out of service. It will take a long time to fix and bring it back into action. This will have significant financial impact, including sourcing a temporary vehicle to keep collections running at full capacity.

"I'd like to thank the crew for spotting the fire early and local fire service for their swift response to deal with the incident," said Cllr Parry Bath, executive member for environment and leisure. "Fortunately none of the staff were injured and they were so proactive in dealing with the incident, but this situation is easily avoidable. All residents should dispose of all batteries, and small electrical devices, correctly at the household waste recycling centres or other local collection points to help prevent future vehicle fires."

Dave Crease, group manager at Royal Berkshire Fire and Rescue Service, said: "Batteries in household waste and recycling can lead to a challenging incident for fire and rescue services to deal with which can cause significant disruption to communities. Many people may not realise the importance of correctly disposing of batteries, so we are urging residents to please act responsibly by using widely available local battery recycling services."

Batteries of all kinds, from the triple AAAs in your TV remote right up to car batteries, should not be put in any bin. They should be taken to one of our recycling centres where we will ensure they are reused as much as possible. The batteries contain important resources and chemicals so should always be recycled.

There are dozens of recycling points for small batteries across the borough, including at local supermarkets. You can [check your nearest points by going onto the Recycle Now website.](#)

Cllr Batth added: “Fires involving batteries and electrical items incorrectly discarded into kerbside collections have a significant impact on our resources, as well as the fire services. This incident was small but it could have been much worse and been a further drain on public resources – both for the council and the fire service.”

Visit the council’s website to check what can and can’t go into your kerbside collections. [Sign up for our rubbish and recycling newsletter](#) to get weekly updates on our waste service.

Further information:

- 1. More from Cllr Parry Batth, executive member for environment and leisure, on parry.batth@wokingham.gov.uk**
- 2. Alternatively, contact the council’s communications, engagement and marketing team via CEM@wokingham.gov.uk**

NEWS RELEASE



**WOKINGHAM
BOROUGH COUNCIL**

Date: 09/03/2021
Issued by: Connor McLoughlin

Issue No: 51/21
Version: 1.0

CONSTRUCTION BEGINS ON COPPID BEECH PARK AND RIDE

A new £3million park and ride for Wokingham has begun construction. Wokingham Borough Council's contractor AH Willis has started to create the 250-space Coppid Beech park and ride.

It will provide a key facility for residents wanting to travel into nearby town centres due to its proximity to Wokingham town centre, the borough boundary with Bracknell Forest and the A329M. The bus services linked to the park and ride could be used for employment trips during weekdays, and leisure trips during weekends. The council is looking for opportunities to link the park and ride to other parts of the borough including Twyford.

Works so far have seen site fencing set up, including access gates and tree protection fencing. Our contractor will then begin site clearance and creation of a site entrance road. Later in the spring there will be further enabling works on site before the construction and creation of the car park takes place in the summer months.

The project has been given significant financial support (£2.4million) by the Thames Valley Berkshire Local Enterprise Partnership (LEP) with the rest paid for by the council through developer contributions. The land allocated for the application, which also includes cycle and motorcycle parking spaces and electric car charging points, was previously agreed for this use as part of the Keephatch Gardens development east of Wokingham town centre.

"The new park and ride at Coppid Beech will help support the borough with the transport infrastructure it needs for the years ahead," said Cllr Pauline Jorgensen, executive member for highways and transport. "Car journeys will rise as we come out of lockdown and this kind of facility helps us encourage residents out of their cars and onto public transport, which is better for the environment. We thank our partners at the Thames Valley Berkshire Local Enterprise Partnership for their significant support on this project."

Tim Brown, group chairman at contractor A H Willis and Sons Ltd, added: "We are delighted to have been awarded the contract to provide a new community asset that will benefit local residents, businesses and visitors to Wokingham, improving accessibility to the town and travel links to the surrounding area.

"We are proud of our association with Wokingham Borough Council and equally proud to have been chosen to deliver this infrastructure scheme. We will shortly be establishing ourselves on-site and welcome feedback from the local community on our progress and conduct while delivering on our promise to provide Wokingham with this excellent new facility."

Work will continue throughout the year, with completion expected to be in Autumn 2021 when it will be opened. Further announcements will be made on an opening date in due course.

The council will be providing regular updates on the project via the council's weekly traffic and travel newsletter, which [residents can sign up for now](#).

Further information:

1. More from Cllr Pauline Jorgensen, executive member for highways and transport, on pauline.jorgensen@wokingham.gov.uk
2. Alternatively, contact the council's communications, engagement and marketing team on CEM@wokingham.gov.uk

NEWS RELEASE



**WOKINGHAM
BOROUGH COUNCIL**

Date: 09/03/2021
Issued by: Connor McLoughlin

Issue No: 49/21
Version: 1.0

WASTE SIGN UP AND RENEWALS SET TO OPEN FOR 2021-22

Green fingered residents across Wokingham Borough will soon be able to apply for a garden waste collection for 2021-22. Anyone signed up for a collection for 2020-21 will get an email or letter asking them to sign up for use of a brown wheelie bin for the new financial year.

More than 23,000 residents are already signed up for the service, which takes away garden clippings, grass cuttings, leaves and weeds fortnightly from the kerbside in a 240-litre brown wheeled bin. Making use of the service means residents are able to have 6,240 tonnes of green material collected from the kerbside each year – more than one large skip.

Residents will be directed to [sign up via our website](#) from mid-March, with the cost covering the period from 1 May 2021 until 30 April 2022. The renewal period will start later this year due to an additional month given to all subscribers for 2020-21 due to the Covid-19 pandemic and disruption to garden waste collection services.

The price of a collection has increased slightly by £5 to £65 for the year. The price of individual brown garden waste sacks, which have a 75-litre capacity, has also increased, from £1 to £1.10. This is the first price increase since the service launched in 2012 and is to cover increased running costs. A graded price structure has also been introduced so residents will pay £50 if they join after 1 July or £35 if they join after 1 October.

“Our garden waste service continues to be popular across the borough with more than 23,000 residents now using it,” said Cllr Parry Bath, executive member for environment and leisure. “We have introduced a small price increase for the first time since the service started nine years ago and this is only to cover additional costs of running it.

“Garden waste is a perfect example of closed loop recycling, where residents can turn what used to be in their gardens into compost, which can then be used to help grow new plants.”

Once collected all the materials are turned into re3regrow compost, which is sold at the borough’s recycling centres. It’s transformed at a composting facility in Oxfordshire, before being put into 40-litre bags and sold for £3.50 each, which covers the cost of producing it.

If residents do sign up, they will get a teal sticker delivered to place onto their bin to show they have paid. This should come within 10 working days of the order being completed. If they are getting a brown bin for the first time, it will come with the teal sticker attached.

Further information:

- 1. More from Cllr Parry Batth, executive member for environment and leisure, on parry.batth@wokingham.gov.uk**
- 2. Alternatively, contact the council's communications, engagement and marketing team on CEM@wokingham.gov.uk**

NEWS RELEASE



**WOKINGHAM
BOROUGH COUNCIL**

Date: 15/03/2021
Issued by: Joanne Hinton

Issue No: 62/2021
Version: 1.0

Local Cycling and Walking Infrastructure Plan for Wokingham Borough

Wokingham Borough Council is reaching out to residents to find out how it can encourage more walking and cycling throughout Wokingham borough.

The council is currently developing a local cycling and walking infrastructure plan (LCWIP) for the borough, as well as a plan specifically for Wokingham town centre. Residents, local businesses and visitors are being invited to give feedback on any issues that are currently discouraging or preventing them from choosing to walk or cycle when traveling around the borough.

Equally, the council would like to hear about any opportunities for improving the streets in the borough for walking and cycling.

The aim is to determine where best to focus future investment in active travel infrastructure to support walking and cycling across the area. This might include providing new cycle routes, improving footways and crossings, creating 'school streets' or reducing the impact of through-traffic in local neighbourhoods.

“We are at an early stage in the plan development process and would like input from across the local community to help shape where we look to invest future funding,” said Cllr Pauline Jorgensen, executive member for highways and transport.

“We would like to hear from our residents, as well as local businesses and visitors, so we can understand what are the existing issues and barriers that prevent you from walking or cycling within the borough.

“We are particularly interested in those shorter journeys that you may take, popping to the shop for a few essentials or driving your child to school – what improvement could we make to allow you consider more active travel for these shorter journeys around your local area?”

To help shape the walking and cycling network across the borough visit wokinghamlcwip.commonplace.is where you will have the opportunity to leave your thoughts and opinions.

This platform provides an interactive map where you can place a 'pin' on any location in the borough and leave specific comments. This engagement platform will remain open for comments until 18 April.

A further public consultation will follow later in the year with more detailed proposals. If you have any queries, please email us at transportplanning@wokingham.gov.uk.

The council are also currently asking for feedback on separate consultations including the [Active Travel Fund](#) and [Greenways](#).

The [Active Travel Fund](#) consultation looks at plans to improve connections between the A329 London Road and Wokingham town centre, and linking Woodley and Earley to Reading. Scheme improvements are being developed after the council was awarded £576,650 towards improvements to cycling and walking facilities in these areas by the Department for Transport. This consultation closes on 26 March.

The council is also currently working on a [Greenways Project](#) to add to the existing network of paths to create a sustainable alternative way to get around the borough. The greenways consultation is seeking views on the next stage of its greenways project, which will create a new route through Woosehill Meadows from A329 Reading Road to Heron Road.

For further details on all current council consultations visit the council website and [search consultation](#).

Further information

1. **More from Cllr Parry Bath, executive member for environment and leisure, on parry.bath@wokingham.gov.uk**

NEWS RELEASE



**WOKINGHAM
BOROUGH COUNCIL**

Date: 15/03/2021
Issued by: Connor McLoughlin

Issue No: 61/2021
Version: 1.0

SECOND LARGEST INCREASE IN RECYCLING RATE IN THE COUNTRY

Wokingham Borough Council had the second largest increase in recycling rates across all local authorities in England last year, according to new Government data. The borough's recycling rate jumped by 9.8 percentage points to 50.3 per cent according to the data for 2019-20 from the Department for Environment, Food and Rural Affairs.

The sharp increase in recycling rate is due to the introduction of the council's food waste recycling service in April 2019. The increase was second only to the Isles of Scilly, which saw an 11.2 percentage point increase. Only four councils across the country saw an increase of more than five percentage points during the data collection period.

Food waste recycling has proved a huge hit since its introduction in Wokingham borough, with more than half of households using it regularly. It's part of the regular weekly collection service, alongside general waste and mixed recycling. Since the collections started more than 9,000 tonnes of food waste has been recycled. The food waste is turned into energy to power homes or into fertiliser to help grow crops.

The data shows Wokingham borough has the highest recycling rate of all Berkshire local authorities and the third highest amongst unitary authorities in the South East. Residents who are not taking part can get more information on the council's website on how to start using it and get your indoor and outdoor caddy, as well as liners for the indoor caddy.

"We know our residents have really embraced our food waste recycling service with just over half of households now using it on a regular basis," said Cllr Parry Batth, executive member for environment and leisure. "I'd like to thank every resident who makes the effort on a daily basis with their food peelings, meat bones and other items, which is the cause of this huge jump in recycling rates.

"This data showcases the huge impact it has had on recycling rates in our borough and it's a trend we hope to see continue in the years ahead. If we can get even more residents to start using the service regularly we will see even more of a positive impact so go onto our website to find out more. It's easy to do and good for our environment, I'd urge anyone not using the service to start doing so."

The council is currently rolling out new waterproof recycling bags to residents across the borough. The council urges all residents to start using them as soon as they get them. Doing so will help boost the borough's recycling rates even further.

The council continues to work towards its target of 70 per cent recycling by 2030. This is part of the commitment for a carbon neutral borough by 2030, set out in the climate emergency action plan.

Further information:

- 1. More from Cllr Parry Batth, executive member for environment and leisure, on parry.batth@wokingham.gov.uk**
- 2. Alternatively, contact the council's communications engagement and marketing team via CEM@wokingham.gov.uk**

NEWS RELEASE



**WOKINGHAM
BOROUGH COUNCIL**

Date: 16/03/2021
Issued by: Connor McLoughlin

Issue No: 66/2021
Version: 1.0

BADGERS SETTLE INTO NEW HOME

Badgers have taken to a new home created for them in Finchampstead. Two artificial setts have been created by Wokingham Borough Council and its partners after a sett was found near the area planned for the extension of Nine Mile Ride.

The collaboration builds on dedicated monitoring within the borough by the Binfield Badger Group, who have watched over the species in the borough for decades. Its members keep the council informed of badger setts across the area, which inform our decisions on where infrastructure is located.

Thanks to several years of work with the group and regular mapping by ecological surveyors expert advisors could understand the area and why the badgers chose to live there. This allowed us to create the two new artificial setts in a better location for them to thrive in the long run.

When a new sett was discovered the council and its partners worked quickly to secure a long-term future for the badger clan. The tunnel and chambers were created last year and then peanuts and scent trails were used to attract the animals to their new homes. Monitoring has shown that the badgers adopted their new home almost immediately.

The location chosen for the sett is in an improved habitat for the species, as it has better access to a mix of foraging habitats to sustain the clan throughout the year and moves them further away from residential areas and the new road. All work was agreed with Natural England, the council's ecologists, contractor Stantec's ecologists and badger specialists Pearce Environment Ltd.

Cllr Parry Batth, executive member for environment and leisure, said: "While some infrastructure works can disrupt wildlife we will always do our bit to provide them a new home safely, allowing projects to continue for the benefit of residents while looking after animals like badgers. I commend all those involved in the creation of the artificial badger setts and it's fantastic to see them already being put to use by the animals."

New infrastructure, such as road building, incorporates safety measures for badgers such as crossings under new roads as well as supporting new housing development in the borough. The Nine Mile Ride Extension is one of these major projects, with outline planning permission for the extension agreed in January 2019, with detailed designs currently being finalised.

The council, working alongside its Major New Roads contractor Balfour Beatty, is aiming to begin construction later this year with the road expected to open in summer/autumn 2022.

The extension is part of with the major development at Arborfield Garrison. It will be the main route out of the southern part of the development and will connect to the existing A327 Eversley Road. This new section of road will help to mitigate the impact of additional traffic on existing routes through Arborfield Cross and Shinfield.

Further information:

1. More from Cllr Parry Batth, executive member for environment and leisure, on parry.batth@wokingham.gov.uk

2. For more on the plans for the Nine Mile Ride extension, visit:

<https://www.wokingham.gov.uk/roadworks-and-outdoor-maintenance/roadworks-and-road-maintenance/nine-mile-ride-extension/>

NEWS RELEASE



**WOKINGHAM
BOROUGH COUNCIL**

Date: 16/03/2021
Issued by: Joanne Hinton

Issue No: 64/2021
Version: 1.0

Council adopts new government guidance on active travel infrastructure

Wokingham Borough Council has approved plans to put cycling and walking infrastructure at the centre of future highways design plans.

Plans approved by an individual executive member decision earlier this week will see the council adopt the Department for Transport's (DfT) Local Transport Note (LTN) 1/20 and embrace the principles of Gear Change which set out the actions required to radically increase active travel.

LTN 1/20 is a new national cycling design guide that sets out minimum requirements for cycle infrastructure, including cycle lanes, junctions and crossings, construction and maintenance, and cycle parking.

LTN 1/20 identifies five core design principles which represent the key requirements to encourage more cycling and walking:

- Coherent – people must be able to reach their destinations easily, along routes that are well connected, simple to navigate and of consistent high quality.
- Direct – cycle routes should provide the shortest and fastest way of travelling from place to place.
- Safe – cycle infrastructure must be safe and most important must be perceived to be safe by users.
- Comfortable – cycle routes should be of a good quality, well-maintained, smooth, wide enough to accommodate the volume of users, have minimal stopping-starting and avoid steep gradients.
- Attractive – cycle infrastructure should help deliver public spaces that are well designed stimulating cyclists

Gear Change describes DfT's vision for cycling and walking, setting out the actions required at all levels of government to radically increase active travel. Increasing cycling and walking can help achieve some of the key priorities for the council – improving air quality, combatting climate change, improving health and wellbeing, addressing inequalities and tackling congestion on our roads.

The recommended actions set out in Gear Change range from the provision of higher standards of cycling facilities to ensuring that all future schemes and developments are sustainable transport focused.

Cllr Pauline Jorgensen, executive member for highways and transport said, “We are committed to putting the infrastructure in place that allows our residents to consider walking or cycling as an alternative to car travel when planning their journeys. We welcome the guidance offered by the Department for Transport to implement changes that will see active travel as a key consideration for future highway design plans.”

“I am delighted to say Bader Way is just one example of our current walking and cycling infrastructure projects where we have successfully adopted the government’s Gear Change guidance”.

Phase one of the Bader Way project has seen a new footway and cycleway linking east Woodley, Dinton Pastures Country Park and Loddon Bridge, providing an alternative route to the busy Bader Way.

Plans are now in progress to extend the new footway and cycleway to provide a direct link for cyclists to Winnersh Triangle business park and railway station. This will include a signalised crossing on the A3290 near Showcase cinema and a new replacement bridge that will incorporate ramps and make the bridge more accessible for both cyclists and wheelchair users.

The council currently have a number of consultations running in regards to walking and cycling infrastructure and are inviting residents, local businesses and visitors to share their thoughts on how it can implement effective change to encourage more active travel opportunities.

To help shape the walking and cycling network across the borough visit wokinghamlcwip.commonplace.is where you will have the opportunity to leave your thoughts and opinions.

The council is also currently asking for feedback on [The Active Travel Fund scheme proposals](#) to improve connections between the A329 London Road and Wokingham town centre, and linking Woodley and Earley to Reading.

The [Greenways consultation](#) is also seeking views on the next stage of the council’s greenways project, which will create a new route through Woosehill Meadows from A329 Reading Road to Heron Road.

For further details on all current council consultation visit the council website and search consultation.

To find out more about the DfT’s [Gear Change](#) and [LTN 1/20](#) guidelines visit the gov.uk search Gear Change and LTN 1/20.

Further information:

1. More from Cllr Pauline Jorgensen at pauline.jorgensen@wokingham.gov.uk

NEWS RELEASE



**WOKINGHAM
BOROUGH COUNCIL**

Date: 16/03/2021
Issued by: Joanne Hinton

Issue No: 70/2021
Version: 1.0

Council set to plant 250,000 trees across the borough

Wokingham Borough Council has gratefully received a grant of £300,000 from Woodland Trust to allow it to plant over 250,000 trees across the borough.

This funding, which is part of the Woodlands Trust's £2.9 million campaign delivered from the charity's new Emergency Tree Fund, will provide much needed support to local authorities including Wokingham borough to boost tree cover and tackle climate change.

The Trust is working with Wokingham Borough Council and ten other authorities across the UK in the first phase of the project and aims to expand the scheme further in 2022.

It is a key part of the charity's recently announced ambitious aim to establish 50 million more trees by 2025 to help tackle both the nature and climate crises.

The council declared a climate emergency in July 2019 and committed to play as full a role as possible in achieving carbon neutrality by 2030, 20 years sooner than the government's target of 2050.

Cllr Gregor Murray, executive member for resident services, communications and emissions at Wokingham Borough Council said, "As part of our goal to reach carbon neutrality by 2030, we committed to planting 250,000 trees over the next five years and this funding from the Woodland Trust is fantastic news for Wokingham borough.

"To get such a large financial contribution not only helps kickstart our tree planting programme but shows that the Woodland Trust thinks we are doing the right thing and has faith in our future tree maintenance as well. We welcome the invaluable advice and support from such a well-informed charity on the wide range of benefits that trees and woods can deliver over the next few years in relation to health, climate change, amenity and water management."

Growing trees can help remove carbon dioxide from the atmosphere. Not only is wood a great way of storing carbon but the right tree in the right place can help restore the soil around it and a significant amount of carbon dioxide can be sequestered here. Trees can also help communities to adapt to a changed climate by providing a cooling shade.

John Tucker, the Woodland Trust's director of woodland outreach said, "The Trust's Emergency Tree Fund has the power to inspire tree planting and woodland creation and galvanise the need to treasure trees and green spaces in neighbourhoods across the UK.

"What the country's fight against covid has shown is how communities have come together in a time of crisis. As the pandemic hopefully abates, getting outside and planting, maintaining and

enjoying trees will be a way for this spirit to be harnessed once again in a different but a very important way - to tackle the climate and nature crises which also affects us all.”

For further information about the council’s Climate Emergency Action Plan visit the council website and search [‘climate emergency’](#).

Further information

1. Contact Cllr Gregor Murray at gregor.murray@wokingham.gov.uk

NEWS RELEASE



**WOKINGHAM
BOROUGH COUNCIL**

Date: 22/03/2021
Issued by: Connor McLoughlin

Issue No: 70/2021
Version: 1.0

MATTHEWSGREEN PRIMARY SCHOOL OPENING DELAYED

The opening of the new primary school in Matthewsgreen, Wokingham, will be moved back due to delays and continuing risks caused by Covid-19.

The pandemic has delayed many construction programmes across the country, including this school and the new homes it has been built to serve. Despite the best endeavours of all involved the completion of the school has been delayed until after the start of the new school year in September.

Opening the new school in 2021 in these circumstances would create a range of risks to children and their education that the council sees as unacceptable. The council and the Keys Academy Trust, which will be running the school, have reviewed the risks around opening in 2021 and have agreed that opening should be deferred until 2022.

Opening in September would mean the contractor actively working on site for a period of time while children were using the school. In normal times, opening the school with the contractors on site may have been acceptable, provided that a safe environment could be achieved and conflict with construction activity avoided.

However, due to Covid-19, there is an additional risk for the health and safety of the children and staff, even with the best endeavours. The decision has been made by the council with the support of its partners, the Keys Academy Trust, and the Department for Education to delay the opening of the school. There will be no impact on places in local schools for children living in the area, with places available at other well-established schools which are within close proximity.

“We’re lucky to have excellent primary schools across the borough which will be able to provide a place close to home for children in the area near the Matthewsgreen site,” said Cllr UllaKarin Clark, executive member for children’s services. “Though it was a difficult choice it is better to know for certain children will be on a safe site where construction work is not ongoing. I look forward to seeing progress on construction at Matthewsgreen continuing ahead of it being due to open next year.”

Hester Wooller, chief executive at The Keys Academy Trust, added: “The Keys Academy Trust has been working closely with the council and the contractors during the last year. We are delighted to have the opening date of September 2022 confirmed and we will be launching the school's website with information about the school and inviting prospective parents to a series of open events in the summer and autumn terms later in 2021.”

All involved in the project for the 210-place school will continue to work on it, with the aim of opening the school in September 2022. Updates will continue to be provided on the project, including the new community centre which is being built as part of it.

Further information:

1. More from Cllr UllaKarin Clark, executive member for children, on ullakarin.clark@wokingham.gov.uk

2. Alternatively, contact the council's communications, engagement and marketing team on CEM@wokingham.gov.uk

NEWS RELEASE



**WOKINGHAM
BOROUGH COUNCIL**

Date: 23/03/2021
Issued by: Joanne Hinton

Issue No: 74/2021
Version: 1.0

Council looking to better understand demand for electric vehicle charging

Wokingham Borough Council is seeking the views of local residents, businesses and visitors to understand which locations within the borough would benefit most from electric vehicle charging points.

The UK took a historic step on the road to ending its contribution to climate change last year, as the Prime Minister, Transport Secretary and Business Secretary announced the end of the sale of new petrol and diesel cars in the UK by 2030.

With this in mind, the council has launched a survey on its website asking for feedback to help plan where to locate new charging locations for electric vehicles to help meet demand. The results will also assist the council in demonstrating this demand when seeking funding from the on-street residential chargepoint scheme, overseen by the office for zero emission vehicles.

Since declaring a climate emergency nearly two year ago, the council has shown its commitment to reaching carbon neutrality by 2030 through eight key steps:

- Reduce carbon dioxide emissions from transport
- Reduce carbon dioxide emissions from domestic and business property
- Generate more renewable energy in the borough
- Create a local plan that specifies net zero construction and infrastructure
- Engage with young people and support sustainable schools
- Reduce waste sent to landfill
- Encouraging behaviour change

Increase the levels of carbon sequestration the borough through greening the environment
Reducing carbon dioxide emissions from transport remains top of the list and encouraging the use of electric vehicles throughout the borough is just one of many steps it is taking to help facilitate this.

Cllr Pauline Jorgensen, executive member for highways and transport said, “We’re dedicated to making active travel more accessible to our residents, businesses and visitors across the borough, but we realise that this may not be appropriate for every journey you need to take.

“We want to help to make sustainable transport like electric vehicles a valid consideration within the borough and we want to understand how we can help to achieve this. I would like to encourage you to share your thoughts through this short survey to help us understand where charging points would be most appropriate”.

To take part in the survey please visit the [council website and search consultations](#). Here you will also find current consultations where you can share your thoughts on the [walking and cycling infrastructure](#) around the borough.

Further information

1. contact Cllr Pauline Jorgensen at pauline.jorgensen@wokingham.gov.uk

NEWS RELEASE



WOKINGHAM
BOROUGH COUNCIL

Date: 23/03/2021
Issued by: Joanne Hinton

Issue No: 72/2021
Version: 1.0

Council receives government grant to continue vital air quality projects with our schools

Wokingham Borough Council has announced that its vital air quality improvement project has been extended after [receiving £125,000 grant from the Department for Environment Food and Rural Affairs](#) (DEFRA).

The purpose of the grant is to provide support to local authorities in England to develop or implement measures that deliver air quality benefits, developing solutions to increase awareness and encourage positive behavioural changes.

The council has used previous funding to employ a dedicated eco-travel officer who has been working directly in schools with teachers, pupils and their families to increase active travel and improve the air quality within Wokingham Borough with a focus on health and the environment.

The council eco-travel officer will continue to deliver a series of one-off events, active travel initiatives, campaigns and educational resources to increase active travel and reduce air pollutant emissions, with particular attention on key target areas within the borough.

As part of the council project, led by its My Journey team, the eco-travel officer has been working with a number of primary schools, monitoring Nitrogen Dioxide (NO₂) around the outside of the schools. The schools have also been working towards Modeshift Stars, a national awards scheme providing recognition to the schools who demonstrate excellence in promoting active and sustainable travel.

My Journey encourages schools across Wokingham Borough to sign up, offering a £2,000 grant to those which achieve a new Modeshift stars accreditation to spend on further promotion of active and sustainable travel to and from school.

Through the air quality project, the council is working on lessons and activity packs for primary schools to teach pupils about the sources and impact of air pollution as well as allowing children to consider what actions we can all take to improve air quality.

The council's eco-travel officer has recently worked with Hawthorns Primary School in Wokingham, inviting pupils to design an air quality poster to encourage drivers to stop idling in their cars outside of their school. Out of over 100 amazing entries, three winners were selected and their designs will be displayed on a banner outside their school.

Sarah Mapleston, a year 2 teacher at Hawthorns Primary school who has been working closely with the council's My Journey team said, "Our pupils and families have positively engaged with the opportunities that have been provided by the council's My Journey team which has allowed us to fully take advantage of the various offerings.

“Our travel surveys have shown that many children wish to walk, cycle or scoot to school and we will continue to encourage this as we know children benefit from having fresh air and exercise”.

Cllr Pauline Jorgensen, executive member for highways and transport said, “we are thrilled to receive this grant from DEFRA that will allow our My Journey team to continue to help schools promote the benefits of active travel for our children’s health and concentration as well as the air quality across our borough.

“It is great to hear that schools around the borough are continuing to work towards their Modeshift stars and how pupils have been walking, cycling and scooting to school more. I cannot wait to visit, when restrictions allow, to congratulate them in person for their hard work and see them in action when our My Journey classes can recommence.”

For further information about active travel visit our [My Journey website](http://myjourneywokingham.com) at myjourneywokingham.com.

Further information

- 1. Contact Cllr Pauline Jorgensen at pauline.jorgensen@wokingham.gov.uk**

NEWS RELEASE



**WOKINGHAM
BOROUGH COUNCIL**

Date: 25/03/2021
Issued by: Jo Hinton

Issue No: 82/2021
Version: 1.0

Council supports local businesses to become more energy efficient

Wokingham Borough Council has continued to lead the way towards carbon neutrality this week, hosting its first online 'Climate Conversation' with local businesses, as well as another inspiring webinar for other local authorities across the UK.

Local businesses were invited to join host Cllr Gregor Murray, executive member for climate emergency, and special guests to discuss how they could make their businesses more energy efficient to benefit both the environment and their bottom line.

The event was the council's first 'Climate Conversation', titled 'The road to decarbonisation', which saw Cllr Murray and expert guest speakers openly explore the challenges we all face and opportunities available to help us become more energy efficient at work and at home.

Panellists included Tom McDonald from [Low Carbon Workspaces](#) who works with small and medium businesses across Berkshire to provide grants of between £1,000 to £5,000 to cover up to a third of the cost of making energy improvements.

They were joined by Sarah Hitchcox, technical director from [Anesco](#) who shared her expertise on renewable energy and battery solutions that can both save local businesses and residents money while reducing carbon emissions.

Amira Hashemi, sustainability manager for [Frasers Property](#), helped explore how collaboration can support organisations to deliver net zero carbon ambitions and discussed what they have been able to achieve at one of their properties Winnersh Triangle Business Park.

The expert panel welcomed questions from attendees and talked about how climate change can affect businesses including supply chains, transport, new consumer behaviours as well as new regulations. They also covered topics including de-carbonising business operations and what schemes and grants are available that can help fund these actions.

Cllr Gregor Murray said: "We are so pleased that so many local businesses took the time to join our first climate conversation and we are thrilled we were able to provide a stellar panel of experts in this field.

"We are committed to helping local residents and businesses to become more energy efficient. There are many small changes that can have a big impact on our energy bills while reducing carbon emissions. We found out during our climate conversation that LED lighting can reduce the cost of lighting our homes and businesses by between 50 and 90 per cent – imagine the savings we can all make."

The council has also been inspiring local authorities again across the UK. Council officers, together with Cllr Murray, received extremely positive feedback after hosting their second online conference this week. They discussed how local authorities can achieve carbon neutrality, using the ambitious new carbon neutral Dinton Activity Centre as a fantastic case study.

To watch the council's first 'Climate Conversation' visit [youtube and search 'Wokingham Borough Council'](#). Its [first conference](#) 'From policy to delivery – How local authorities can achieve net zero carbon' recorded back in December can be viewed at cutt.ly/NhIU64E (part one) and cutt.ly/mhIlaWu (part two).

To find out more about the council's commitment to climate emergency visit the [council's website](#) and search [Climate Emergency](#). To sign up to the council's new Climate Emergency newsletter launching soon visit cutt.ly/shK8Cpq.

Further information

- 1. Contact Cllr Gregor Murray at Gregor.Murray@wokingham.gov.uk**

NEWS RELEASE



**WOKINGHAM
BOROUGH COUNCIL**

Date: 31/03/2021
Issued by: Connor McLoughlin

Issue No: 86/2021
Version: 1.0

HALFWAY THROUGH RECYCLING BAG DELIVERIES

More than half of Wokingham Borough’s households have now had their annual waste delivery, including the new waterproof recycling bags. 43,000 households have now had their items dropped at their doorsteps, with the packages also including 80 blue general waste bags and 100 food waste caddy liners.

Additional delivery crews are joining the rollout from this week, as planned, to help the council get the items to all residents by mid-April. The waterproof bags can be used as soon as residents get them. If residents have more recycling than the two bags can hold, they should keep using their black boxes, but only for non-paper/card items such as cans, tins and plastics. Additional bags will be available following the roll-out. More information on how residents will be able to get additional bags will be released in due course.

The council and its contractor expect to deliver to more than 10,000 properties each week from this point. All refuse and recycling collections will remain weekly on the same day as they are currently, only the container is changing. The waterproof bags will help stop valuable paper material getting wet and help the council meet its target of 70 per cent recycling by 2030.

“Thank you to all our residents who have got their bags and are putting them to good use,” said Clare Lawrence, assistant director for place. “It’s really important for everyone to start using their waterproof bags as soon as they get them and keep them sealed at all times other than when they are adding items to the bags. In the months and years ahead these bags will help us to boost the borough’s recycling rate as we continue to work towards our goal of 70 per cent recycling by 2030.”

Once residents have enough recycling bags, we are encouraging them to find a way to reuse the old black boxes if they can. Suggestions include using them for storage in the garden/shed/loft, making a planter or growing vegetables, using them for storing glass to take to the bottle bank or passing them to a neighbour who wants them.

Later this year there will be an organised collection for those who cannot repurpose their boxes at home. Residents will be sent more information on this during the summer.

Residents can [check when their delivery is due by using the street name checking tool](#) on our website. If residents check and find they’ve been missed, they should [report the undelivered items](#) on our website. They will then be added to our mop up deliveries when the initial rollout is complete.

Further information:

1. For more information, contact the council’s communication, engagement and marketing team via CEM@wokingham.gov.uk

This page is intentionally left blank

Climate Emergency Action Plan - Quarterly Report
January to March 2021

Transport

REF	Action	Outcome	Milestone	Start Date	Target Date	Lead Officer	Progress	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							
1.1	Review and approve the Rights of Way Improvement Plan	Identify and develop actions to meet the needs of the public for the Right Of Ways Network for the next ten years	<p>Rights of Way Improvement Plan approved at Executive in March 2020</p> <p>The ROWIP will be delivered over the next 10 years. Annual progress will be produced starting from April 2021.</p>	Mar-19	Mar-21	Andrew Fletcher	Publish in April 2020. 83 separate actions included in the plan, which will be delivered in phases with short, middle and long-term actions. The improvement plan progress report will be produced annually, starting from April 2021.	Green
1.2	Deliver a comprehensive and connective network of greenway routes to encourage active and sustainable transport modes	<p>Improved joined-up system of well-signposted greenways that enable the increased take-up of sustainable transport modes and reduces car usage</p> <p>Encouraging residents to become more active and utilise sustainable travel solutions that ultimately reduce the number of private vehicles on the roads.</p> <p>Overall, the network will provide a 33.5 km potential of 2.15 tCO₂e savings</p>	Route B - Arborfield SDL - Barkham - Wokingham - 7.6 km	2018	Dec-21	Andrew Fletcher	Parts are out of the council's control and need to resolve landowner permission issues. Parts in council's control are being progressed.	Amber
			Route I - Arborfield SDL - Finchampstead - California Country Park - 1.9km	Dec-17	Jan-21	Andrew Fletcher	Progressed as planned.	Green
			LDP Section C - Showcase Cinema, Winnersh to Waggon & Horses Pub, Twyford - 6.55 Km	Aug-20	2022	Andrew Fletcher	Targets dates might need to be adjusted when there is more information	Green
1.3	Byways resurfacing programme		Doles Lane and Oaklands Lane have been surfaced under this program	2020	2022	Andrew Fletcher	Reviewing priorities for the next section	Green
T2	Target 2. Double public transport use by 2030 from 2019 baseline							
2.1	Improve the bus public transport network for Wokingham Town.	To achieve a 5% decrease in the number of people arriving in single-occupancy vehicles at public transport interchanges (rail stations & P&R sites) in the Borough by March 2022. Potential of CO ₂ e savings TBC	Launch public consultation to understand the demand for travel between Wokingham Town and surrounding areas using this information to help re-tender the public transport contract with reading buses.	2019	Dec-21	Rebecca Brooks	We are able to influence the Town Centre Bus Network more than some other routes because this is a contracted route which we subsidise. Many of the other measures are reliant on bus operators assisting and improving their routes, which they will do if it is in their financial interest. This is expected to use existing budgets, though depending on final network there may be an increase or decrease in cost.	Amber
2.2	Bus Stop Infrastructure Works to Support North Arborfield SDL Bus Strategy	Improved infrastructure will encourage more residents to use public transport/bus network rather than using their car Potential of CO ₂ savings TBC	Bus strategy for North Arborfield has been published.	2020	2021	Rebecca Brooks	Our own measures and improvements such as improving journey time, reliability or infrastructure of bus stops will help to influence uptake of bus services by making bus journeys a more attractive alternative to driving.	Green

Climate Emergency Action Plan - Quarterly Report
January to March 2021

REF	Action	Outcome	Milestone	Start Date	Target Date	Lead Officer	Progress	RAG
2.3	Increase peak-hour bus transport for Lower Early	To achieve a 5% increase in the number of people travelling by bus from Lower Early	Review contract with Reading buses - the number of vehicles has been increased for this period due to COVID. This is going to be subject to continued review depending of the number of passengers. Potentially affected by homeworking.	2020	End of 2021	Rebecca Brooks	Increases in bus use is difficult to equate to carbon savings as users shift mode from walking and cycling or would not make the trip at all previously as well as others deciding to switch from car to bus.	
2.4	Implement the South of M4 bus strategy	To achieve a 5% increase in the number of residents using the bus in the SoM4 SDL Potential of CO2e savings TBC	Increase the frequency of buses in south M4 area - completed Review dependant on travel demands - COVID	2020	2021	Rebecca Brooks	Note that the Coronavirus has affected heavily on bus operators and services and it is as yet unclear whether we will return to pre-virus level of use for some time.	
2.5	Investigate demand services opportunities and on-demand Flexi-routes	Improve public access to rural areas to achieve a 5% increase in the number of trips from our public transport interchanges by bus and rail by March 2022.	Twyford is being considered under the rural mobility fund bid as a pilot area. BID submitted for funding - waiting to hear from DfT to know if the bid is successful. This depends of COVID, it will be reviewed at the end of next year	2020	2021	Rebecca Brooks	Demand responsive transport has been investigated for Twyford. A bid to the DfT has been submitted, we are still waiting to hear the outcome. If successful, we would then need to work up a business case. Response is expected first quarter 2021	
104 2.6	Retender bus network operating in Wokingham Town Centre with low carbon engines	Reduce emissions from the operation of public buses.	Change specification in the tender documentation.	2022	2024	Rebecca Brooks	This is linked to the first action and covers the same timescales. The tender has been delayed by one year due to COVID-19.	
	2.7	Deliver the Winnersh Triangle Parkway parking projects. This will increase the amount of parking capacity at Winnersh parkway station	Winnersh triangle parkway to achieve a 10% increase in the number of Wokingham Borough residents who use a train or park & ride at least once a week by March 2026. 122.5 tCO2e savings per year	Design scheme March 2020 –November 2020 Planning permission: July 2021 Completed Choose contractor: July 2020 Completed Start on-site work: Jan 2021 Completion date: October 2021	Mar-20	Oct-21	Rob Curtis	Covid is having a big impact on bus usage. There are 390 car park spaces in this location at the moment. The project consists of adding 130 new spaces. Is currently being used at around 10% of capacity due to COVID. 5% of spaces need to be EV charging points (active) and other 5% ready to be upgraded (passive) Work expected to start on site in Feb 2021
2.8	Deliver transport infrastructure enhancement in Coppid Beach, includes the creation of more parking spaces	To provide new park and ride capacity at Coppid Beech to achieve a 10% increase in the number of Wokingham Borough residents who use a train or park & ride at least once a week by March 2026. 30.1 tCO2e savings per year	Design scheme: April - October 2020 Planning permission: August 2020 Completed Choose contractor: Tender in Oct 2020 Start on-site work: December 2020 Completion date: October 2021	Apr-20	Oct-21	Rob Curtis	The scheme is progressing, although it has been affected by COVID-19. The planning application has been granted. The scheme involves adding 250 new parking spaces. 5% of spaces to be EV charging points (active) and other 5% ready to be upgraded (passive).	
T3	Target3. (Demand) 25% reduction in total distance travelled in private vehicles per individual per year by 2030.							

Climate Emergency Action Plan - Quarterly Report
January to March 2021

REF	Action	Outcome	Milestone	Start Date	Target Date	Lead Officer	Progress	RAG	
3.1	Engage businesses to promote home working and remote working when possible	Reduce by 30% of the CO2 emissions caused by travel from workers of local businesses by 2022 4,200 tCO2e could be saved annually	Engage business through a survey to assess their working practices during the national lockdown and encourage new ways of working as part of their recovery plans	June-20	Continue through 2021	Grant Thornton	We have started collecting intelligence from Business Parks on people movement and return to work strategy. It's reasonable to conclude that currently all of the major business parks are sparsely populated. It is not likely that this position will change until May 2021 at the earliest. We also have anecdotal evidence that larger SME's (50-70 employees) will survive but require smaller office space. Driven by the response to employees who find it difficult or impossible to work from home/remotely. This exercise is on-going.	Green	
			Deliver a communications campaign to encourage local business to learn from COVID-19 unintended consequences	Jun-20	Aug-20	Rebecca Brooks	Having spoken to many companies across the borough and most seem to be home working. Employer packs are being prepared using TDM funding from the DfT, which will refer to home working.		
105	3.2	Promote the Liftshare scheme through My Journey to support business develop bespoke travel policies	Reduce transport related CO2e emissions, reduce congestion, improved road safety and air quality across Wokingham Borough. To achieve a 10% reduction in the number of single-occupancy cars trips to and from businesses within the Borough by March 2022 9,812.02 tCO2e savings	Map commuter trips across the borough and provide access to live data on how many miles/CO2 is saved by people lift-sharing across the borough and for each business.	2020	2020	Rebecca Brooks	This is not appropriate at this time due to the risk of COVID-19 with car sharing.	Red
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							
4.1	To provide more primary school children with the opportunity to develop practical skills and an understanding of how to cycle safely.	Achieve a 5% reduction in the number of children being driven to Wokingham Borough schools by March 2022. 15.4 tCO2e savings	Compile and deliver an annual events programme for Bikability courses. Monitor impact of the programme on taking up of cycling to school.	2020	2022	Rebecca Brooks	Due to continuing COVID restrictions, all My Journey events still on hold including Bikeability cycle training Levels 1, 2 and 3 in community centres/from bike hubs. Working with children services, still do training in bubbles attending school. Offering prepared for 2021 first quarter to keyworker/vulnerable children attending school Level 1 and Level 2 (Years 4 to six).	Yellow	
4.2	Encourage and support local schools to join Modeshift Awards scheme for active and sustainable travel	A 10% reduction in the number of children being driven to school by March 2026. 137.7 tCO2e emissions could be saved each year	Eco-Officer will target six schools within the Wokingham Town, Finchampstead and Twyford areas (AQMA), to achieve Modeshift STARS accreditation at bronze, silver or gold level, as appropriate for the school.	2020	2021	Rebecca Brooks	Officer started on October 2021. The project runs for one year. Four schools have been engaged so far, however due to COVID-19 restrictions we are exploring how to move offerings online.	Green	
			Promote the following campaigns in schools in the AQMA area: a car free day, an anti-idling	2020	2021	Rebecca Brooks	These activities are on the My Journey Programme though subject to change depending on 2021 COVID recovery		

Climate Emergency Action Plan - Quarterly Report
January to March 2021

REF	Action	Outcome	Milestone	Start Date	Target Date	Lead Officer	Progress	RAG
			campaign, national clean air day campaign, and Beat the Street				Beat the Street is progressing and the Beat the Street game will be running for 6 weeks from 8th June 2021 in Wokingham Town area trying to engage as many schools as possible	
4.3	Roll out the Healthy School Streets programme	A 10% reduction in the number of children being driven to school by March 2026. This will not only reduce carbon emissions but contributes to reducing congestion, improved road safety and air quality around the schools in Wokingham Borough. 137.7 tCO ₂ e savings a year.	Phase 1. Design how the scheme will work and select the schools to pilot scheme Phase 2. Review pilot and identify opportunities for improvement Phase 3. Roll out the scheme more widely	TBC	TBC	Rebecca Brooks	During 2020 schools were approached, however there were not interested in this programme. The My Journey team will continue to engage with schools and encourage schools to think about this. This program will be put on hold and reviewed in two years' time.	
4.4	Increase the uptake of cycling from local business by promoting the Love to Ride programme	To reduce the CO ₂ emissions from employees of local businesses travelling to work by 10% by 2025. 1,240 tCO ₂ e savings a year	Ride Anyway week campaign: 23 - 27 March 2020	2020	2020	Rebecca Brooks	Completed	
			Run four campaigns per year to promote cycling to work	2020	2022	Rebecca Brooks	We are now delivering cycle September and have a greater uptake of participants than last year. As of 23rd September, we have 209 participants, riding 28,738 miles and saving 904 lbs of CO ₂	
			Work in partnership with local businesses to promote active travel breakfast	2020	2022	Rebecca Brooks	Most businesses working from home	
4.5	Develop the Local Cycling and Walking Infrastructure Plan (LCWIP) to be borough-wide and implement 50% LCWIP by 2030	Increase cycle networks across the Borough will increase cycling modal share by 4%. 5,031.8 tCO ₂ e savings a year Increase walking networks across the Borough will increase walking modal share by 5%. 4,906 tCO ₂ e savings a year	Phase 1. Completion of first LCWIP report 2020 Phase 2. Roll out of further LCWIP studies across the borough from 2021 to 2025	Jan-19	Dec-23	Rob Curtis	Phase 1 - 1st report draft is reviewing reviewed in light of LTN1/20 (change to design guidance). This project will be delivered in phases, which will be identified in the studies and is pendant on funding streams coming forward. Phase 2 - inception for the studies completed in Jan 2021, study to commence mid-Jan.	
4.6	Deliver engagement and cycle training events across the Borough	To achieve a 2% increase in the number of Wokingham Borough residents regularly cycling for leisure and utility by March 2022. 102.9 tCO ₂ e savings a year To achieve a 1% increase in the proportion of adults in Wokingham Borough who walk at least once a week by March 2022. 110.3 tCO ₂ e a savings year	Deliver events for Montague Park and the new one in Shinfield as planned in the Events Program 2020 - 2021	2020	2021	Rebecca Brooks	We are not currently delivering events across the borough due to COVID restrictions. However, we are delivering many more Dr Bike sessions, which are being booked up very quickly. The focus is to provide online activities and resources for Bikeability and road safety available to families on My Journey website and promoted on social media/through school parentmail.	
			Deliver Wokingham Bikeathon as planned in the Events Program 2020 - 2021	2020	2021	Rebecca Brooks	This was delivered differently this year due to COVID. The route was advertised and then families could ride it themselves. The number of participants was lower than expected.	

106

Climate Emergency Action Plan - Quarterly Report
January to March 2021

REF	Action	Outcome	Milestone	Start Date	Target Date	Lead Officer	Progress	RAG
			Deliver Cycle hubs for Woodley, FBC, Montague Park and Shinfield as planned in the Events Program 2020 - 2021	2020	2022	Rebecca Brooks	There was a pause in the delivery of cycle training at our hub, but we have now just started up again with smaller groups. Scooter training offered to schools for keyworker/vulnerable children attending school.	
4.7	Adult cycle training	More residents over 60 riding bikes for travel. A 3% reduction in car use by residents over 60. 1,757.8 tCO2e savings a year	Deliver SHINE rides events as planned in the Events Program 2020 - 2021	2020	2022	Rebecca Brooks	Delivered five Shine sessions under My Journey banner rather than Shine in autumn 2020 when restrictions were eased. Adult cycle training not allowed at present. Due to start up again until March/April, if allowed.	
4.8	Completion of the Cross Berkshire Cycle Route	This scheme will assist with increasing cycling modal share and has already seen an increase in cycling on the route. Carbon savings have therefore mostly already been captured.	Completion of the route across Wokingham with a combination of shared use and on-carriageway cycle lanes on the A329. Phase 1-3 completed 2013-2018 Phase 4 underway May/October 2020	2016	Oct-20	Rob Curtis	Scheme completed though various enquiries and concerns have been raised. Road Safety Audit on completed scheme underway, results expected in late Jan/Early Feb.	
107	Promote active and sustainable travel modes amongst new residents	Better informed residents regarding walking, cycling, public transport opportunities will help to achieve 25% of new residents travelling sustainably daily across the Strategic Development Locations each year by 2026.	Welcome pack for Deer Leap Park and Orchard Rise in the Spencerswood area	2020	2020	Rebecca Brooks	Completed	
4.11	Provide personalise travel planning to new residents	All residents in new developments are offered transport advice, including free testing ticket and tailored travel packages To achieve 25% of new residents travelling sustainably on a daily basis across the Strategic Development Locations each year by 2026.	Personalise travel planning to new residents in Shinfield development	2020	2020	Rebecca Brooks	Will not be undertaken in 2020/21 due to COVID. This PTP is now planned for 2021/22.	
TR5	Target 5. Leading by example - Reduce by 70% CO2e emissions produced by council related to travel by 2030							
5.2	Promote home working and remote working practices amongst council staff	To reduce the CO2 emissions travelled from council staff to work by 40% by 2022. 41.8 tCO2e savings a year	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.	May-20	Sep-20	Rob Curtis	Monitor this as lockdown measures persist.	
			Deliver a staff survey to assess working from home preferences amongst council staff.	May-20	Aug-20	HR	Surveys conducted over 2020 Monitor this as lock down measures persist.	
5.3	Incentivise council staff to mode shift to	To reduce the CO2 emissions from staff travelling to work by 10% by	Review of the system and potential alternatives to be identified in 2020	2015	ongoing	Rebecca Brooks	Ongoing costs paid from My Journey budget	

Climate Emergency Action Plan - Quarterly Report
January to March 2021

REF	Action	Outcome	Milestone	Start Date	Target Date	Lead Officer	Progress	RAG
	active and sustainable transport	2025. 10.4 tCO2e savings a year						

Electric Vehicles

REF	Action	Outcome	Milestone	Start Date	Target Date	Lead Officer	Progress	RAG
T7	Target 1. 50% EVs registered in the Borough by 2030 will save around 45,000 tCO2e							
7.1 108	To develop an EV strategy for Wokingham Borough	Borough-wide strategy to specify the infrastructure for EV charging point to encourage the uptake of EVs. Carbon savings cannot be achieved without a clear strategy to enable the uptake of EVs. Specific carbon savings cannot be attributed to the strategy as a document but can be attributed to the actions that it sets out.	Carry out an initial assessment of the EV requirements for the Borough	Feb-20	Jan-21	Sofia Ch.	EV feasibility study submitted by WSP consultancy on November 2020. Document has been reviewed and updated by officers.	
			Instruct consultant on requirements baseline and create brief to commission expert work	Aug-20	Sep-20	Rob Curtis	This has been developed internally. New staff has been brought into the team to support the development of this strategy.	
			Established policy, processes and protocol for responding to requests for charge points and how they can be operated and maintained.	Sep-20	Mar-21	Rob Curtis / Hoyte Swager	A draft version of EV standards for projects and developers New sites have been designed that includes EV charging points. A register of EVCP in council managed assets in place.	
			Agreeing partnerships, income streams and service providers to ensure best uptake	Sep-20	Aug-21	Rob Curtis	Various discussions underway.	
7.2	Provide a uniform method of accessing public and private charge points	Set up the back office so that EV chargers are accessible and easy to use to encourage more people to use them. Carbon savings cannot be achieved without setting up the back office to enable the uptake of EVs.	Investigate the types of back-office payment systems used by the industry and assess the best option to be implemented at WBC Harmonised EV related contracts such as electricity, maintenance, service and back office.	Jun-20	March 21	Hoyte Swager	Discussion with back-office providers progressing. Council will provide a list of current EVCP and next steps are to decide on one interface system to be implemented across the Borough.	
7.3	Review the residential charge point infrastructure for those who have communal parking facilities such as flatted developments	27% of households, approximately 12,000 households. Initial pilot - 18 new charging point for residents generating an estimate of 77.6 tCO2e annual savings	Implement a pilot of EV charging points in selected location, aim at installing 18 new charging points for residents with communal parking facilities. Phase 1. Secure funding by March 2021 Phase 2. Identify location an partners for delivery Phase 3. implementation	Sep-20	Jun-21	Rob Curtis	Process to identify location for EVCP pilot on progress. This might require a full tender process which might cause delays	

Climate Emergency Action Plan - Quarterly Report
January to March 2021

7.5	Ensure that all EV charging points installed in the borough are 'smart ready' to balance the electricity load demands on the grid.	Correct power infrastructure for all EV charging point network in place. This will ensure the reliability of power supply in the system. Maintaining confidence in the network and increasing the uptake of EVs. Carbon savings cannot be achieved without a reliable power infrastructure in place to enable the uptake of EVs.	Phase 1. Identification of dynamic load balancing or local storage systems that could be implemented in WBC Phase 2. Pilot to test back office Jan - March 2021 Phase 3. Results of the pilot, and the decision to the provider	Jun-20	Oct-20	Hoyte Swager	Phase 1. Completed. Progressing in phase 2. Site selection looking at the potential for PV+BAT+EV installations for six sites initially, started Sept 2020
			Engage with service providers about generic support for WBC EV chargers through standards such as OCCP.	Jun-20	Oct-20	Hoyte Swager	Inventory of which OCCP support completed. We understand our existing EV provisions Going Forward we have created a checklist for new projects and implemented through project managers
7.8	Coordinate the installation of EV charging points into private and commercial owned land in line with the EV network plan approved in the strategy.	Carbon savings to be confirm	Provide EVs installation requirements to developers	Sep-21	Dec-23	Rob Curtis/ Ian Gough	EV standards in existing Highways Design Guide are currently used to deliver EV charging. Feasibility survey of existing non-P&R carparks ongoing.
7.9	Enable street lighting columns to be EV charging ready	It will encourage more people to switch to EV Carbon savings to be confirm	Specification for lamppost Align EVs installation requirements to Provide guidelines for developers	Aug-20	Dec-30	Dave Halley	After further consideration, a decision was made that EV charging points would be installed separate from lamppost to avoid compromising the integrity of lamppost.
T8	Target 2. Council's car fleet becomes entirely ultra-low emission by 2028 producing 45t CO2e savings						
8.2	Installed EV charging points into council-owned buildings in line with the EV network plan approved in the strategy.	Specific carbon savings can be attributed to the retrofitting of each building depending on the EV charge points installation needs	Align the EVs installation requirements to the building retrofitting programs.	Aug-20	Dec-28	Hoyte Swager	A checklist to help project managers identify needs and types of chargers is been developed
T9	Target 3. 100% new buildings are EV ready from 2022						
9.2	Make all non-residential buildings EV ready by establishing requirements for EV charging points in new construction as described in the EV strategy	New residents will have the infrastructure to support the ownership of electric vehicles. This will stop new CO2e emissions.	Publish policy as part of the adopted Local Plan. Developers to be informed of policy and requirements shall be listed in planning applications. New developers are to ensure that there is sufficient power serving new developments.	Aug-20	Dec-30	Judy Kelly/ Ian Bellinger	EV standards in existing Highways Design Guide are currently used to deliver EV charging.

Climate Emergency Action Plan - Quarterly Report
January to March 2021

Air Quality

REF	Action	Outcome	Milestone	Start Date	Target Date	Lead Officer	Progress	RAG
T10	Target 1.Reduce NO2 concentration by 50% against 2019 baseline in the three AQ management areas by 2025							
10.1 110	Continue air quality monitoring for NO2 concentration in air quality management areas.	Monitoring which Defra oversees 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.	The Air Quality Annual Status Report was published in July 2020. It provides an update of the monitoring results for the LAQM.	Annually	Aug-20	Public Protection Partnership (PPP)	Completed - New target set for 2021 NO2 levels in Wokingham, have shown a decreasing trend since 2016. Peach Street recorded an Annual Mean NO2 level of 33.0µg/m3, which meets the objective (40µg/m3), Wokingham Town Centre AQMA - 1 diffusion tube showed a slight exceedance with a NO2 level of 41.8µg/m3, however, the continuous monitor also met the hour NO2 objective. Twyford AQMA - the continuous monitor recorded an Annual Mean NO2 level of 29.9µg/m3, which met the objective. However, 1 diffusion tube located at Twyford Cross Road AQMA showed a slight exceedance with a NO2 level of 42.8µg/m ³ . The Twyford continuous monitor also met the 1-hour NO2 objective. There were no exceedances of the Annual Mean NO2 objective from the monitoring sites within the M4 AQMA. No extensions or amendments to the AQMAs are required nor any new AQMAs to be declared.	Green
			Produce air quality comparative report for lockdown months March - August 2020	Mar-20	Aug-20	PPP	The results for both the Continuous Monitors show that in Q1&Q2, the NO2 reduced when compared to 2019 for Twyford and Peach Street	
10.2	Assessment of air quality mitigation measures to reduce Nitrogen Dioxide Levels at Twyford Crossroads.	Reduce NO2 emissions from transport in Wokingham Town Centre and Twyford Crossroads	Commissioned study to identify further air quality improvement measures for Twyford Crossroads which will feed into a further action plan	Jan-20	Jun-20	PPP	Completed	Green
			Mitigation measures report completed in July 2020.	Jun-20	Jul-20	PPP	Assessment completed and report released on August 2020	
			Assessment of measures to be implemented in Twyford and extend into surrounding areas.	Jul-20	Nov-20	CL/MH/CF/DH/RB/DT	A review was undertaken by AQ working group and focus on the key actions to improve air quality.	
10.3	Changes to how we manage and control the traffic in the Borough.	Reduce air pollutants concentration and therefore CO2e emissions Reduced traffic queues and resulting emissions through improving traffic flow in the most traffic-heavy areas	Carry out a study to assess transport movements in Twyford in particular routes. Specifically for lorries and heavy-duty vehicles.	Feb-20	March 21	Martin Heath/PPP	On progress, traffic movements impacted by COVID-19	Yellow
			Prepare Intelligent traffic signals (ITS) strategy for Twyford Cross Roads which is a priority location for ITS.	Mar-20	Mar-21	Martin Heath/PPP	Lost time in the programme due to COVID-19 and impact to traffic movements that were required to study behaviours	

Climate Emergency Action Plan - Quarterly Report
January to March 2021

REF	Action	Outcome	Milestone	Start Date	Target Date	Lead Officer	Progress	RAG
111							Signal information available but not clarity on AQ detectors	
			Cameras to be installed on Twyford Crossroads by 14th of September	Mar-20	Mar-21	Martin Heath	Delayed because of COVID-19	
			Introduce a borough-wide freight management policy, starting with Twyford as a pilot for the application of this policy.	May-20	Mar-21	Martin Heath	Phase 1. Combination of data related to heavy goods vehicles regulation on progress	
			Produce a parking management study at Twyford to identify opportunities to reduce unnecessary travel into Twyford when possible.	Mar-20	Mar-21	Martin Heath	Phase 1. Current parking demand & supply study delayed due to COVID-19	
			Peach street traffic signal junction at East Hampstead road under review. Traffic signals are been linked to the fire station. Draft a traffic signal concept scheme, to assess the number of vehicles on the road at each time.	Apr-20	Sep-20	Martin Heath	Data to be provided and work with MH on looking at the impact of Covid-19 and any lessons learn linking the traffic flow data with continuous monitor data. Adjust the scheme in the light of lessons learned from COVID-19	
			Develop preliminary design East Hampstead Road	Sep-20	Jan-21	Martin Heath	On progress, targeted for implementation FY 21/22	
			London Road Corridor identifies as an adaptive traffic management corridor. Traffic signals upgrades, CCTV cameras, and software improvements	Jul-20	Mar-21	Martin Heath	The report for 2020 implementation will be released in March 2021. This will provide information on the carbon savings of the scheme.	
			Traffic reassignment scheme Phase 1: assessment of design Phase2: Selection of locations and installation design Phase 3. Installation	Apr-20	Mar-21	Martin Heath	Delivering phase 3	
			Speed Management program Phase 1. Collection of existing speeds and speed limit data November 2020 Phase 2. Preparation of speed limit revisions March 2021 Phase 3. Implementation FY21/22	Apr-20	Nov-20	Martin Heath	Phase 1. Collection of existing speeds and speed limit data November 2020	
10.4	Introduce green infrastructure to reduce pollution concentrations.	Structure process to support the implementation of green infrastructure across the Borough.	A Smart Living Pillar installed in Twyford as a pilot to improve air quality.	Nov-19	Nov-19	David Halley	A Smart Living Pillar installed in Twyford, funded by David Brownlow Charitable Foundation (DBCF).	
			Identify potential locations for green infrastructure in hotspots	Jun-20	June 2020	David Halley/ PPP	Completed	

Climate Emergency Action Plan - Quarterly Report
January to March 2021

REF	Action	Outcome	Milestone	Start Date	Target Date	Lead Officer	Progress	RAG
			Establish the process for implementing green infrastructure for future projects involving lampposts. Providing guidance and considerations of space and maintenance.	Jun-20	June 2021	David Halley / Legal	On Progress	
T11		Target 2. Educate the public on how they can actively improve air quality whilst reducing carbon emissions						
11.1	Engage the public and raise awareness with air quality matters	Reduce air pollutants concentration and consequently CO2e emissions	Run an air pollution campaign to increase awareness of the impact of poor air quality on health and provide guidance on the implementation of solutions. Include subjects such as Myths & facts of idling, Home air quality, etc.	Jan-21		Comms team / CF(PPP)	Press release for ASR's, comms project plan to be set. 8th October Clean Air Day - anti-idling. Social media campaigns.	
			Run a schools air quality competition aligned to Air Quality Day to engage children, parents and residents with air quality issues related to vehicle idling, by designing posters to be displayed at idling hotspots.	Sep-20	Nov-20	My journey	To be sent out Oct 2020	
11.2	Reduce idling across the Borough through policy, awareness and engagement.	Reduce air pollutants concentration and consequently CO2e emissions.	Introduce 'emissions and idling policy' in the Borough.	Oct-20	Dec-20	Clare Lawrence/ PPP	Project Plan setting out the steps for training etc. alongside implementation plan.	
			Motion for implementation of a non-vehicle idling policy was approved at the council on July 2020	Oct-20	Dec-20	Clare Lawrence	Project Plan setting out the steps for training etc. alongside implementation plan.	
11.3	Implementing No-Vehicle-Idling zones in critical locations.	No-Vehicle-Idling zones implemented around all schools and critical locations in the Borough by the end of 2022.	Identify and map key locations for non-idling zones.	Jun-20	Mar-21	MH/ CF(PPP)	Slow progress made	
			Physical locations for the signs have been identified within the Borough. Around 12 locations will be implemented			Martin Heath	Slow progress, affected by COVID-19	
			Schools' locations will be identified in line with the schools' competition	Jun-20	Dec-20	My Journey / CL/ PPP	On progress	
			Speed Management program Phase 1. Collection of existing speeds and speed limit data November 2020 Phase 2. Preparation of speed limit revisions March 2021 Phase 3. Implementation FY21/22	Jun-20	Dec-20	Martin Heath	Phase 1. Collection of existing speeds and speed limit data November 2020	

Climate Emergency Action Plan - Quarterly Report
January to March 2021

Renewable Energy Generation

REF	Action	Outcome	Milestone	Start Date	Target Date	Lead Officer	Progress	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							
12.1 113	Deliver the installation of a solar farm in Site 1 with the capacity to generate more than 20 MWh of energy.	Large scale solar farm installed in Site 1 with the potential of generating 20+ MWh by 2023. Estimated Carbon savings 5,112 tCO2e potential to feed 5,000 homes.	Asset review board to the potential sites - consultant briefing for review of master planning of specific sites - With WSP for land planning now.	Jan-20	Jun-20	David Smith	Completed	
			Options appraisal - commission specifications of the project to procurement team	Jun-20	Sep-20	Ian Gough	Completed	
			Held pre-application discussion with the LPA	Jun-20	Sep-20	David Smith	Completed	
			Engaging with SEN around connection to the grid	Jun-20	Sep-20	David Smith	Completed	
			Site tenant notice - one-year notice	Jul-20	Jul-21	David Smith	Completed	
			Briefing of Parish Councils	Dec-20	Dec-20	David Smith	Completed	
			Initial procurements process - identify the contractor - framework and due diligence process - 6 months	Jun-20	Jun-21	Emily Chomicz	On progress	
			Public engagement	Jan-21	Mar-21	David Smith	On progress	
			Apply to the LPA for a formal Scoping Opinion under the EIA Regulations	Jan-21	Mar-21	David Smith	On progress	
			Procure Assessment & Mitigation Strategies: Landscape and Visual Assessment Ecological Assessment Heritage Assessment Flood Risk Assessment Agricultural Land Classification	Feb-2021	Apr-21	David Smith	Soon to start	
	Planning application - full application submission	Apr-21	Sep-21	David Smith	Soon to start			
T13	Target 13. Support the generation of renewable energy in the Borough to generate the equivalent of 2500 kWh per household in 2030, this will result in carbon savings of approximately 44,666.3							
13.1	Set up a Community Energy Fund for Wokingham (WCEF)	Generate an average of 27,000 kWh/year of renewable energy from the installation of small-scale PV systems funded through this scheme. Estimated carbon savings per year 6.90 tCO2e Estimated carbon savings for ten years 69 tCO2e	Assess the potential to set up a Wokingham Community Energy scheme in collaboration with Reading Community Energy Fund.	Apr-20	Oct-20	Ian Gough Diana Tovar	Completed. Business case approved by Climate Emergency Investment Board .	
			Produce executive paper with the proposed Wokingham Community Energy	Dec-20	Jan-21	Ian Gough Diana Tovar	On progress. Executive paper will be discussed by Executive on 27 January meeting	
			WBC will assess potential buildings that could be considered for the scheme. These include all schools without solar PV and Young and Community Centres without PV.	Mar-21	March 21	Ian Gough	On progress	
			Launch the scheme Comms campaign to communicate WBC support with the scheme	Apr-21	July 21	Ian Gough Rebecca Bird	Soon to start	

Climate Emergency Action Plan - Quarterly Report
January to March 2021

REF	Action	Outcome	Milestone	Start Date	Target Date	Lead Officer	Progress	RAG
			Communicate energy projects that have been delivered with the support of this scheme. This will be as projects developed.	May-21	Dec-25	Ian Gough Rebecca Bird	Soon to start	
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 will apply for funding for the installation of PV through the Green Bank scheme. Estimated carbon savings 9,585 tCO2e	Assessment of the requirements to set up the scheme and assessment of the stakeholders involved. Identification of potential partners that will support the deployment of the scheme.	TBC	TBC	Ian Gough	The Greenback scheme has been affected by the Green Homes Grant Scheme launched by Central Government in September 2020. Residents will have little to no appetite to access loans to retrofit their homes because the government is currently offering £5000 towards retrofitting measurements. The scheme potential will be reviewed in the future.	
13.3	Support residents and local businesses to reduce their energy usage and carbon emissions and increase the uptake of green energy technologies	Estimated number of homes that could benefit from this to be confirmed	Feasibility assessment for the council to commence a 'Green label' energy procurement initiative for all borough residents/businesses.	Oct-20	Jul-21	Ian Gough	Project is progressing slowly.	
			Development of the scheme, initial conversations with potential partners	Jun-20	Jun-21	Ian Gough	Conversations with energy provider started by the project are progressing slowly.	
13.4	Provide consultancy services to assist businesses with legislative compliance and energy/carbon reduction techniques	Estimated number of businesses that could install Renewable Energy Generation technologies as part of this scheme TBC	Identification of partners and feasibility assessment	Dec-21	Jul-22	Ian Gough	Started working with two local companies to see what we can do (pilot).	

11
12
Retrofitting Existing Council Development

REF	Action	Outcome	Milestone	Start Date	Target Date	Lead Officer	Progress	RAG
T14	Target 14. By 2028 All council buildings, excluding schools, will be retrofitted to carbon-neutral standards							
14.1	Improve energy performance of council-owned buildings to carbon-neutral standards	All corporate assets energy performance reviewed, and a retrofit programme of improvement measures in place. Programme for retrofitting corporate assets based on energy performance baseline and energy improvement requirements. 6,612.30 tCO2e savings by 2028	Have a baseline of energy performance for each council-owned asset. Three-year assessment, average kilowatt value (FY from 2017-18, 18-19, 19-20)	Jan-20	Apr-20	Ian Gough	Completed	
			Identify energy performance improvement requirements to all corporate sites and recorded in the Corporate Assets Carbon Reduction Database.	Apr-20	Jun-20	Ian Gough	Most sites assessed and project is progressing. In various states of progression.	
			Stock condition surveys now to include details on energy efficiency-related measures Roll annually April 2021 - April 2022	Apr-21	Apr-22	Ian Gough	Project progressing delayed due to COVID-19 restrictions	
			Set up an annual programme for retrofitting assets in a financial year	Jun-20	Oct-20	Ian Gough	Progressing with some projects, delayed due to COVID-19 restrictions	

Climate Emergency Action Plan - Quarterly Report
January to March 2021

REF	Action	Outcome	Milestone	Start Date	Target Date	Lead Officer	Progress	RAG
			calendar April 2020 - April 2021					
			Carry out a feasibility assessment to Woodley Library as a pilot project	Jun-20	Aug-20	Arnab Mukherjee	Completed	
			Establish guidelines of energy improvements that can be used for all corporate assets	Jul-20	Oct-20	Ian Gough	Currently negotiating this with Operational Property.	
			Deliver retrofitting programme FY 2020-2021	Aug-20	Dec-28	Ian Gough	Progressing with some projects, delayed due to COVID-19 restrictions	
115 14.2	Improve energy performance of council housing stock	Set up a programme for retrofitting of our housing stock to net-zero standards 9,880 tCO2e savings	Survey the whole stock to develop an energy benchmark.	Mar-20	Aug-20	Martin Foster	COVID-19 has stopped the survey program, so the August target date has been missed. It is hoped that the surveys will be completed by October 2021, but this entirely depends on COVID-19	
			Assess Public Energy Supplier funding that could be used to improve the energy profile of council housing (ECO, GHG, BEIS)	May-20	Sep-20	Ian Gough	Completed	
			Assess the ECO (Energy Company Obligation) scheme and potential funding	Aug-20	Nov-20	Martin Foster	ECO now in place. Project started delivery on September 2020. Working with energy team and selected partner.	
			Pilot energy improvement work to a property increasing it from SAP D to B.	Oct-20	Feb-21	Martin Foster	House identified; specification being developed. Work has started on site with delivery in January	
			Consultancy assessment to No.6 Yeos Field - identification to get the property to band A or Net Zero	May-20	Jun-20	Ian Gough/ Martin Foster	Report support as a mechanism to identify funding requirements	
			Carry out independent EPC ratings for each property	Mar-20	Mar-21	Ian Gough/ Martin Foster	Discussing budgetary requirements for this. This is linked to the survey programme mentioned above. It is on hold due to Covid restrictions	
T15	Target 15. From 2021 100% of council new development is built to carbon-neutral standards - Target moved to New Development Key Priority							
T16	Target 16. By 2029 all local schools to be retrofitted							
16.1	Upgrade various energy measures in the schools to improve their energy performance.	Implement energy reduction projects to all local schools to improve their energy performance and reduce carbon	Carry out energy audits to all schools to identify possible energy reduction projects. Five-year audit program	Feb-20	Dec-25	Ian Gough	Energy Audits began; Commencing DEC's too; having to agree to pay for this with schools. Affected by COVID-19	

Climate Emergency Action Plan - Quarterly Report
January to March 2021

REF	Action	Outcome	Milestone	Start Date	Target Date	Lead Officer	Progress	RAG
		emissions. 5,034.08 tCO2e savings when completed	Establish and deliver the schools retrofitting programme which will be based on carbon 'paybacks' Target is to carry out improvements to at least 18 schools per year	Jun-20	Dec-29	Ian Gough	Started with some - good projects identified and good carbon savings FY 19/20 5 schools -Budget availability affected the delivery of this FY 20/21 16 schools	
T17	Target 17. By 2030, 20% of households to be retrofitted							
17.1	Develop a Green Bank Scheme offering to support residents and local	More residents will be able to improve the energy efficiency of their properties and switch from gas to electricity with the financial support the Green Bank Project 44,307.5 tCO2e savings	Identify partners and set up the scheme - Householders will pay this back against a loan re-payment (plus interest) over a period (7, 10 and 15 years).	Mar-20	Aug-20	Ian Gough	Progressing through Halifax but has been somewhat usurped by Green Homes Grant	
			Conversations with Legal / Finance ongoing.	Mar-20	Aug-20	Ian Gough	Conversations with legal finished. The decision to not set up WBC funded initiative at this stage taken.	
17.2 116	Develop an ECO (Energy Company Obligation) offering to support residents to improve the energy efficiency of their homes.	More residents will be able to improve the energy efficiency of their properties and switch from gas to electricity with the financial support the Green Bank Project 44,307.5 tCO2e savings	Set up the scheme. Identify the type of measures that can be implemented	Apr-21	Apr-26	Ian Gough	ECO set up	
			Identification of suppliers that will help deliver the scheme	Apr-21	Apr-26	Ian Gough	Completed	
			Scheme approval by the executive	Sep-20	Sep-20	Ian Gough	Completed	
			Launch the scheme - identifying and contacting the residents that can benefit from the scheme	Nov-20	Feb-21	Ian Gough	Setting up targets for 2019 2020 and 2020-2021. Initial contact with residents starting	

Sustainable Schools

REF	Actions	Outcome	Milestone	Start Date	Target Date	Lead Officer	Progress	RAG
T22	Target 22. Encourage and support school children in the Borough to take an active role in reducing carbon emissions							
22.1	Deliver annual climate emergency assemblies at local schools	All secondary school children will receive an annual climate emergency assembly 469.3 tCO2e savings per year	Plan and deliver climate emergency assemblies with all secondary schools	October (post half term) 2020	Jun-21	Vicky Elliott-King	Pre-Covid, assemblies were delivered to all year groups in 4 Secondary schools. Planned assemblies in schools were cancelled from March 2020. Ongoing investigation to assess how sessions can be delivered going forward. Under current Covid restrictions, we can provide one assembly per school, possibly delivered remotely by the end of July 2021.	
22.2	Create climate committees in schools	Increase engagement with climate emergency issues and ownership of actions to reduce carbon dioxide emissions.	Produce information pack for how to set up a school council. Provide contacts within Wokingham Borough Council to help/attend when needed.	Jan-21	Aug-21	Vicky Elliott-King	Proposal drafted for a headteachers summit in May/June 21 which would provide schools with information on how schools can respond to the CE, including setting up committees.	

**Climate Emergency Action Plan - Quarterly Report
January to March 2021**

		One per school starting with secondary schools initially. 52.5 tCO ₂ e savings per cohort	Aim to set first committees up with particularly engaged schools in 2021, or 2022 depending on the school's capacity post-COVID-19.	Sep-21	2023	Vicky Elliott-King	Not possible to implement as envisaged due to Covid restrictions. Consideration to be given to alternative means of delivery.	
22.3	Deliver the Youth Climate Conference	Increased awareness and understanding of climate emergency issues amongst children and young adults attending.	Plan and deliver climate emergency assemblies with all secondary schools	Jun-20	Deliver 29th September 2020	Vicky Elliott-King	Achieved October 12th with 5,600+ views across the council's social media platforms. Moved to a remote format -- video series on YouTube.	
			Create content for secondary school students throughout the borough on the climate change response	Mar-21	Jul-21	Viki Elliot-King	Kickstarter funding granted for an Apprentice. Estimated to be in place in March. The apprentice to launch a bimonthly Climate Emergency Newsletter. The Kickstarter will edit the newsletter, main articles will be written by students. Key aim: to help build the mailing list to increase participation in the YCC	
117 22.4	Encourage schools to include climate emergency issues in lesson time	Increased knowledge amongst children and young adults on climate emergency issues 176.3 tCO ₂ e savings This would be aiming for a commitment from schools to teach it across all year groups in at least one subject i.e. science, geography, philosophy, PSHE. So the target would be all children in at least one subject	Create a campaign to engage across schools and the public to lobby for a commitment from all schools. Use different communication channels (e.g. local news, social media, etc.)	October (post half term) 2020	Jun-21	Vicky Elliott-King	Aim to implement a survey to understand how many schools are including climate issues in their curriculums before end of March 2021.	
			Create a document with criteria for all schools to sign, this could be presented at the secondary federation. Phase 1. Establish current school activity on climate change issues. launch a survey to understand how schools are currently teaching climate issues	October (post half term) 2020	Jun-21	Vicky Elliott-King	School's working group is pulling together the sum of council services available to schools to address the climate emergency.	
			Gain commitment from all schools and follow up to see how they are fulfilling the promise, with positive press coverage. Phase 1. Encouraging/incentivising a UN accredited climate change teacher could be a milestone.	October (post half term) 2020	Jun-21	Vicky Elliott-King	Survey required to understand how schools are currently teaching climate issues (As above). This is covered in the Headteacher CE summit proposal with UN accredited climate change teachers' part of the demonstration of best practice.	
22.5	Encourage schools to adopt property and operational management practices that reduce carbon emissions and support the environment	Better informed children and school staff on sustainability practices.	Set up a program of termly themed campaigns The campaigns would aim to be termly, themes such as recycling, the ocean, fast fashion	October (post half term) 2020	2023	Vicky Elliott-King	This could be aligned with the behaviour change platform in all Wokingham maintained schools.	
22.6	Encourage Wokingham Borough schools to become net-zero carbon and embrace sustainability	Each school to have a sustainability and carbon emissions baseline to guide them in the journey to become a net-zero carbon	Produce an online resource on the Council's offering to schools.	October (post half term) 2020	Dec-20	Vicky Elliott-King	Resource needed to work on this. We will scope whether this can be done by December, but we are working on it.	
			Energy performance assessment for each school. Unlikely possible within the target date.	Jun-20	Dec-23	Ian Gough	Undertaken 17 schools' retrofits for LED lighting replacements or have booked in for the replacement. 10 Schools are under progress to be booked in.	

Climate Emergency Action Plan - Quarterly Report
January to March 2021

T23	Target 23. Celebrate schools' achievements in climate emergency initiatives and inspire the future generation							
23.3	Implement a behavioural change programme within schools that would support the adoption of new behaviours, particularly within sustainability and climate change	Initial pilot in three schools will result in engaging 1900 children Groups taking part in the competition can be up to 5 pupils 1.59 tCO2e savings	Identify and propose schools that should be part of the pilot - Autumn to Winter Set up focus groups with children to drive the platform design. Potential to use ECO Councils within schools. Write a Business Case that includes timelines, activities and carbon savings to obtain funding for the scheme implementation.	Jun-20	March 21	Vicky Elliott-King	Platform pilot proposal business case was presented to SLTs. Proposal is subject to funding available to run the pilot.	

Waste & Recycling

REF	Action	Outcome	Milestone	Start Date	Target Date	Lead Officer	Progress	RAG
T24	Target 24. Recover 80% recycling in the form of a wet paper by October 2020							
24.1	Increase awareness amongst residents to keep paper and card dry	High level of awareness amongst residents about the implications of wet recyclables and impact on recycling rate & market reputation This action contributes to preventing loss of recyclable material and therefore prevents 262.8 tCO2e	successfully ran the 'Stamp out the damp' campaign	Dec-19	Feb-20	Green Redeem	Completed. This campaign will be replaced by the recycling bags that will be delivered from February 2021.	
The information displayed on the website			Dec-19	Oct-21	Irum Gulzar	Ongoing		
Social media campaign to remind residents to continue keeping their paper & card dry			Feb-20	Sep-21	Green Redeem	Ongoing		
Based on the success of "Stamp out the Damp" campaign look at the short-term measure to keep paper & card dry until a permanent solution is identified and implemented			Sep-20	Sep-21	Richard Bisset	Ongoing		
24.2	Implement interim solution for keeping paper and cardboard dry	Recovery of recyclables lost income and reduced disposal cost This action contributes to preventing loss of recyclable material and therefore prevents 262.8 tCO2e	Agreement between the council, Veolia, re3 and members on the interim solution (Exec report)	Feb-20	May-20	Richard Bisset	Completed	
Formal agreement through executive approval			Jul-20	Jul-20	Richard Bisset	Completed		
Arrangement and delivery of the interim solution to residents by Veolia			Aug-20	Jan-21	Irum Gulzar	To be completed in January 2021		
25	Target 25. re3 Pilot project on contamination, 2020							
25.1	Implement re3 contamination policy to reduce contamination	Assess the effectiveness and ensure compliance with the re3 contamination policy. Better quality recycling and reduce sorting cost. A 2% increase in recycling will save 131 tCO2e.	Adapt the re3 contamination policy	Sep-19	Dec-19	Irum Gulzar/ re3	Suspended due to COVID-19	
Choose the sample area			Sep-19	Dec-19	Irum Gulzar	Suspended due to COVID-19		
Gather data (Veolia, website, social media and CS) on existing practices			Dec-19	Mar-20	Irum Gulzar	Suspended due to COVID-19		

Climate Emergency Action Plan - Quarterly Report
January to March 2021

REF	Action	Outcome	Milestone	Start Date	Target Date	Lead Officer	Progress	RAG
			Tag and leave contaminated recycling boxes uncollected	Mar-20	May-20	Veolia	Suspended due to COVID-19	Yellow
			Collate & evaluate data, send letters to residents and share data with re3	Mar-20	May-20	Irum Gulzar	Suspended due to COVID-19	
			Monitor impact on recycling	Mar-20	Sep-20	Irum Gulzar/ re3	Suspended due to COVID-19	
			Phase II and III monitoring continued	Jun-20	Sep-20	Irum Gulzar	Suspended due to COVID-19	
			Report on re3 findings with three council	Sep-20	Oct-20	Irum Gulzar/ re3	Suspended due to COVID-19	
T26	Target 26. Achieve 70% recycling target by 2030							
26.1 119	Establish and implement a permanent solution for keeping paper and cardboard dry	Implement a new waste and recycling collection system that will ensure a high recycling rate, reduced waste, improved quality of recycling and reduced collection and disposal cost	Prepare consultants briefing	Feb-20	Feb-20	Grant Thornton	Completed	Green
			Options appraisal in summer 2020	Aug-20	Oct-20	All	Completed	
			Market research	Jun-20	Jun-20	Green Redeem	Completed	
			Decision making by December 2020	Oct-20	Dec-20	Richard Bisset	Initial consultation on the report took place in December. It was agreed that a review version will be presented for further consultation in January 2021.	
26.2	Improve residents' engagement with waste and recycling initiatives/issues via Green Redeem	Better understanding of the global and local environmental issues, greener behaviour and subsequent green actions amongst residents, appropriate recycling	Weekly email to prompt residents on presenting their waste/recycling	Oct-19	Apr-20	Green Redeem	A period start with the delivery of blue bags	Green
			Waste reduction campaign by Greenredeem to coincide with the delivery of blue bags	Feb-21	Apr-21	Green Redeem	A period start with the delivery of blue bags	
			Climate Change Emergency campaigns - what residents can do at home to cut their carbon (link to garden waste collection/food waste reduction/recycling & increase in recycling)	Jan-21	Mar-21	Green Redeem	Completed	
			Promote and prompt residents to renew Garden Waste (GW)	Feb-21	Mar-21	Green Redeem	This is scheduled at the time of contract renewals	
			Food waste collection anniversary – target areas to increase participation above 50% and thank you to residents for the fantastic results already achieved! Along with Easter recycling messages (packaging/foil recycling tips/food waste etc.).	Apr-21	Apr-21	Green Redeem	This has been scheduled	
26.3	Target low participation areas to increase FW tonnage	Greener behaviour amongst residents maintain a higher	Identify low participation areas from Veolia crew report	May-20	May-20	Irum Gulzar	Suspended due to COVID-19	Yellow

**Climate Emergency Action Plan - Quarterly Report
January to March 2021**

REF	Action	Outcome	Milestone	Start Date	Target Date	Lead Officer	Progress	RAG
		recycling rate, improved income and reduced disposal cost	Use of clicker to identify non-participating households	Jun-20	Jul-20	Veolia	Suspended due to COVID-19	
			Letters sent to residents	Jul-20	Aug-20	Richard Bisset	Suspended due to COVID-19	
			Monitoring / assess impact on tonnages in a monthly meeting	Jul-20	Aug-20	Veolia & re3	Suspended due to COVID-19	
26.4	Increase & improve facilities for glass recycling	Introduce 50 recycling sites for glass	Identify potential site by communicating with parishes & town councils and other private businesses & partners	Feb-20	Dec-20	Irum Gulzar	Being undertaken - currently c.46 sites, not 50	
			Assess potential sites via FCC	Mar-20	Dec-20	Irum Gulzar	Ongoing	
			Install bottle banks once approved	Mar-20	Dec-20	Irum Gulzar	This will take place following locations approval	
			Update the national database	Mar-20	Dec-20	Irum Gulzar	Ongoing	
26.5	Explore limited kerbside glass collection opportunities	Added convenience to elderly residents, diversion of glass from general waste	Identify potential Sheltered sites eligible to receive this service	Jun-21	Jun-21	Irum Gulzar/re3	Suspended due to COVID-19	
			Communicate with site management and residents	Aug-20	Aug-21	Irum Gulzar/re3	Suspended due to COVID-19	
			Provide bottle recycling bins	Oct-21	Oct-21	Irum Gulzar/re3	Suspended due to COVID-19	
			Monitor impact on recycling	Nov-21	Nov-21	Irum Gulzar/re3	Suspended due to COVID-19	
26.6	A proactive approach to deliver waste management facilities in new developments	proactive delivery of waste & recycling facilities to new residents, tap the opportunity to induce better recycling habits amongst new residents, improved recycling rate and high-quality recycling	Proactively approach and revive the working relationship with sales offices in new development	Feb-20	Mar-30	Richard Bisset	Ongoing but would be beneficial to have resource/support on this	
			Work closely with developers to ensure efficient supply of waste management facilities to residents as they move in	Feb-20	Mar-30	Richard Bisset	Ongoing but would be beneficial to have resource/support on this	
			A regular supply of instruction letters to developers to be included in the induction packs of residents	Feb-20	Mar-30	Richard Bisset	Ongoing but would be beneficial to have resource/support on this	
			Improved information in the bin stores including posters on wall and recycling stickers on bins	Feb-20	Mar-30	Richard Bisset	Ongoing but would be beneficial to have resource/support on this	
26.7	Engage school children in recycling via Green Team	Investment in the future in the form of raising awareness amongst children about environmental issues and how they can help	Provide relevant content to the Green Team to support preparing lessons	Mar-20	Mar-21	Green Team	Suspended due to COVID-19	
			Review information tailored to schools' need upon request	Mar-20	Mar-21	Green Team	Suspended due to COVID-19	

Climate Emergency Action Plan - Quarterly Report
January to March 2021

REF	Action	Outcome	Milestone	Start Date	Target Date	Lead Officer	Progress	RAG
			Arrange interactive activities	Mar-20	Mar-21	Green Team	Suspended due to COVID-19	Yellow
T27	Target 27. Zero waste going to landfill by 2050							
	Identify, establish & deliver necessary measures to achieve zero waste to landfill from domestic properties	Move waste up the waste hierarchy and potential savings from landfill diversion	Identify alternate markets for hard to recycle items	Mar-20	Ongoing	Irum Gulzar/re3	COVID has impacted on frontline operations, therefore, this has yet to be undertaken	Yellow
			Diversion of as much recycles from waste as possible	Mar-20	Ongoing	Irum Gulzar/re3	COVID has impacted on frontline operations, therefore, this has yet to be undertaken	Yellow
T28	Target 28. Carbon-based recycling targets							
28.1	Adapt Carbon Matrix for recycling	A realistic assessment of the impacts of reuse, recycling and disposal	Collaboration between re3 and University of Reading and input from WBC	Mar-20	Ongoing	Irum Gulzar/re3	COVID has impacted on frontline operations, therefore, this has yet to be undertaken	Yellow

New Development

121

REF	Actions	Outcome	Milestone	Start Date	Target Date	Lead Officer	Progress	RAG
T29	Target 29. From 2022, major residential development to be designed and built to achieve carbon neutrality							
29.1	Require major residential development to achieve carbon neutrality	Policy in place upon adoption of new Local Plan	Consult on the draft policy as part of the Draft Local Plan. Publish draft policy as part of the Pre-Submission Local Plan. The policy included within the adopted Local Plan.	Feb-20	TBC	Ian Bellinger	Further evidence required to define what carbon-neutral means and viability testing. Work will be commissioned alongside stage of the Local Plan consultation. Unsuccessful in attempt to secure funding through Net-Zero Innovation Fund.	Yellow
T30	Target 2. From 2022, major non-residential development to be designed and built to achieve the BREEAM excellent standard							
30.1	Require major non-residential development to achieve BREEAM excellent standard	Policy in place upon adoption of new Local Plan	Consult on the draft policy as part of the Draft Local Plan (complete). Publish draft policy as part of the Pre-Submission Local Plan. The policy included within the adopted Local Plan.	Feb-20	TBC	Ian Bellinger	A clear commitment was included in the draft plan, notwithstanding the need for further testing moving forwards. LPU delayed due to government consultation on proposed planning reforms	Yellow
T31	Target 31. Establish a spatial strategy and design framework which promotes active and sustainable travel, sustainable design and construction and enables biodiversity gain							

Climate Emergency Action Plan - Quarterly Report
January to March 2021

REF	Actions	Outcome	Milestone	Start Date	Target Date	Lead Officer	Progress	RAG
31.1	Minimise unnecessary travel from new development, better house design for working from home and better integrated IT capability	Policy in place upon adoption of new Local Plan	Consult on the draft policy as part of the Draft Local Plan (complete). Publish draft policy as part of the Pre-Submission Local Plan. The policy included within the adopted Local Plan.	Feb-20	TBC	Ian Bellinger	The spatial strategy published in the draft plan locates development to the areas that are or can be made sustainable and offer a choice of travel. Additional scope to review planning policy around home working. Delayed due to government consultation on proposed planning reforms	
31.2	Require development, including the public realm, to be accessible to all and prioritise walking, cycling and other sustainable modes of transport	Policy in place upon adoption of new Local Plan	Consult on the draft policy as part of the Draft Local Plan (complete). Publish draft policy as part of the Pre-Submission Local Plan. The policy included within the adopted Local Plan.	Feb-20	TBC	Ian Bellinger	A clear commitment to the high-quality design included in the draft plan. LPU delayed due to government consultation on proposed planning reforms	
31.3	Require allocations for major development to secure smart and sustainable approaches that champion climate change resilience and adaptation	Policy in place upon adoption of new Local Plan	Consult on the draft policy as part of the Draft Local Plan (complete). Publish draft policy as part of the Pre-Submission Local Plan. The policy included within the adopted Local Plan.	Feb-20	TBC	Ian Bellinger	The spatial strategy published in the draft plan locates development to the areas that are or can be made sustainable with policies requiring high-quality sustainable design. LPU delayed due to government consultation on proposed planning reforms	
31.4	Provide a positive policy framework for retrofitting existing buildings	Policy in place upon adoption of new Local Plan	Consult on the draft policy as part of the Draft Local Plan (complete). Publish draft policy as part of the Pre-Submission Local Plan. The policy included within the adopted Local Plan.	Feb-20	TBC	Ian Bellinger	Fully supported by policies within the draft plan. LPU delayed due to government consultation on proposed planning reforms	
T32	Target 32. Support low carbon and renewable energy generation							
32.1	Provide positive policy supporting low carbon and renewable energy generation	Policy in place upon adoption of new Local Plan	Consult on the draft policy as part of the Draft Local Plan (complete). Publish draft policy as part of the Pre-Submission Local Plan. The policy included within the adopted Local Plan.	Feb-20	TBC	Ian Bellinger	Existing development plan policy supports renewable energy and draft plan strengthens this commitment. LPU delayed due to government consultation on proposed planning reforms	
T33	Target 33. From 2022, all new residential and non-residential buildings to be designed and built to be EV ready							
33.1	Ensure new developments make adequate provision for EV	Policy in place upon adoption of new Local Plan	Consult on the draft policy as part of the Draft Local Plan (complete). Publish draft policy as part of the Pre-	Feb-20	TBC	Ian Bellinger	The existing set of standards in the Highways Design Guide. Policy in draft plan around EV provision and futureproofing to allow for retrofit where applicable so that when technology is more widespread this can	

Climate Emergency Action Plan - Quarterly Report
January to March 2021

REF	Actions	Outcome	Milestone	Start Date	Target Date	Lead Officer	Progress	RAG
			Submission Local Plan. The policy included within the adopted Local Plan.				more easily be added to areas where it is absent. LPU delayed due to government consultation on proposed planning reforms	
T34	Target 35. (previously Target 15 retrofitting) From 2021 100% of council new development is built to carbon-neutral standards							
34.1	All new council properties will be built to the highest efficiency standards from 2021	Net-zero carbon standards to be considered for all new developments. Move away from 'gas provision' for new build properties when possible.	Initial assessment of all new council development to assess the stage of development and possible interventions to committed buildings	Jan-20	Mar-29	Nigel Bailey	In Progress.	
			Assessment of possible interventions to Arborfield School to new carbon	Apr-20	Apr-20	Arnab Mukherjee	Completed	
			Assessment - possible interventions to Dinton Activity Centre	Apr-20	Dec-21	Arnab Mukherjee	Completed	
			Assessment - possible interventions to Addington scheme	May-20	May-20	Arnab Mukherjee	Completed	
34.2	All new council homes will be built to the highest efficiency standards by 2024	There are around 255 homes in Gorse Ride state regeneration project. 950 tCO2e savings when completed	Gorse Ride development has been for pre-planning. It has designed houses to the first stage of Passive House. There will be no gas to the domestic houses on the side.	2019	Dec-22	Rhian Hayes	In progress	
34.3	Improve energy performance of council-owned buildings to carbon-neutral standards	All corporate assets energy performance reviewed, and a retrofit programme of improvement measures in place.	Phase 1. Carry out a feasibility assessment to Woodley Library as a pilot project and identify measurements to make the building net-zero Phase 2. Other issues with the building Next stage - BID for net-zero projects	Jun-20	Aug-20	Arnab Mukherjee	Phase 1. Completed. As part of the accommodation's strategy, currently carrying out an options assessment for the Library and other WBC assets. A bid for Salix funding has been put forward.	
34.4	All new council properties will be built to the highest efficiency standards from 2021	Net-zero carbon standards to be considered for all new developments. Move away from 'gas provision' for new build properties when possible.	Initial assessment of all new council development to assess the stage of development and possible interventions to committed buildings	Jan-20	Mar-29	Arnab Mukherjee	Completed - Consultants designing the schemes have been asked for proposals for net zero carbon buildings of Carnival leisure centre, Carnival Pool residential apartments, Peach Place Three, Old boys' school, 75 London Road Toutley Depot on hold	
			Develop a net-zero carbon design guide to establish net-zero requirements	Jan-20	Jul-20	Arnab Mukherjee	Project managers have a copy of the guide. Training session completed	
			Assessment of possible interventions to Arborfield School to new carbon	Apr-20	Apr-20	Arnab Mukherjee	Decision - This will be considered as retrofitting project A bid for Salix funding has been put forward.	
			Assessment - possible interventions to Dinton Activity Centre	Apr-20	Apr-20	Arnab Mukherjee	Decision - DAC completed Spring 2021 and carbon positive. A bid for Salix funding has been put forward.	
			Assessment - possible interventions to Addington scheme	May-20	May-20	Arnab Mukherjee	PV approved - installed by Summer 2021 A bid for Salix funding has been put forward.	
34.5	Promote best practices with net-zero development		Deliver two public events First session 8th Dec 20 Second session 12th March 21	Oct-20	Mar-21	Arnab Mukherjee	First session successfully completed. Second session scheduled for March 2021	

Climate Emergency Action Plan - Quarterly Report
January to March 2021

Communications & Engagement

REF	Actions	Outcome	Milestone	Start Date	Target Date	Lead Officer	Progress	RAG
T36	Target 36. Raise awareness in the community about the climate emergency agenda							
36.1	Actively communicate the progress of the climate emergency initiatives delivered borough-wide	Deliver a sustained campaign to support the delivery of the Climate Emergency Action Plan and ensure ongoing engagement.	Adopt easily communicable and understandable messages with a strong ongoing campaign to raise awareness.	January 2020	Ongoing	Rebecca Bird	Communications Plan developed to capture and aligned all climate emergency-related comms. Regular comms and campaigns delivered	
36.2	Provide and share information with residents on how to reduce their carbon emissions. Inform on economic incentives 'Green Bank' that will support the adoption of carbon-neutral technologies.	This campaign will have a direct impact on residents' engagement with council initiatives such as the Green Bank funding for retrofitting homes, installing solar PV to generate electricity, switching to more sustainable modes of transport such as walking, cycling, public transport, Liftshare or replacing their vehicles with electric.	Residents and local businesses are more aware of energy efficiency and decarbonisation practices	August 2020	August 2021	Rebecca Bird	Green Homes Grant monthly campaign launched from August 2020 to March 2021	
36.3	Support behavioural change programs at schools	Schoolchildren and staff will be better informed on how to use energy more sustainably and apply best practices.	Align engagement campaigns to the climate emergency program designed for schools and deliver engagement campaigns to inspire children and school staff to adopt new behaviours.	October 2020	October 2020	Rebecca Bird	Youth Climate Conference and related comms implemented through October 2020	
36.4	Support changes in work practices and behavioural change amongst council staff	WBC staff is better informed on how to use energy more sustainably and best practices.	Deliver a sustained campaign to inspire people to reduce energy consumption and provide energy advice for the home, helping tenants switch energy supplier.	August 2020	August 2021	Tabitha Shell	Teams Group for Green Team and communicated through the Big Chat.	



WOKINGHAM BOROUGH COUNCIL

OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE

CLIMATE EMERGENCY TASK & FINISH GROUP

REPORT AND RECOMMENDATIONS

JUNE 2021

Task & Finish Group Members:

Councillor Alison Swaddle (Chairman)

Councillors Andy Croy, Pauline Helliar-Symons, Sarah Kerr, Andrew Mickleburgh and Malcolm Richards

CONTENTS

		Page
Foreword	Councillor Alison Swaddle	3
Section 1	Executive Summary	4
Section 2	Recommendations	6
Section 3	Background	9
Section 4	Transport	12
Section 5	Homes	18
Section 6	Renewable Energy	22
Section 7	Behaviour Change	25
Section 8	Progress Against Other Priorities	29
Section 9	Conclusions and Next Steps	31
Annex A	The Group's 2020 Recommendations	32
Annex B	6th Carbon Budget - CCC Recommendations	35
Annex C	WBC Budget Extracts 2021/24	37
Annex D	Climate Emergency Funding Sources	39
Annex E	References	41

CLIMATE EMERGENCY TASK & FINISH GROUP

Foreword by Councillor Alison Swaddle

Welcome to the second report of the Climate Emergency Task and Finish Group. So much has happened since our first report in 2020. The Council has successfully responded to the enormous challenges presented by the Covid-19 pandemic. This has involved the redeployment of significant numbers of staff, a huge joint effort with partners across the Borough and significant additional expenditure. All achieved whilst maintaining the key basic services upon which our residents rely.

The response to the pandemic has demonstrated how the Government, local authorities and partners can work together to tackle a major national and international crisis. The size and speed of the response provides a template for the longer term existential threat created by the Climate Emergency.

In our 2020 report we recognised the Council's bold and ambitious response to the Climate Emergency through its Action Plan. We also highlighted a number of areas where we felt the Action Plan should be strengthened with SMART targets that were open to external validation. In a number of areas, our 2021 report follows a similar theme. In spite of the huge focus on responding to the pandemic, we welcomed the further progress made on priorities such as the first solar farm, active travel and work with local schools. However, our discussions this year crystallised the enormity of the challenge facing the Borough and the country. One of our major areas 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 far reaching changes required would be funded.

2021 will be a significant year as the Government will host the international COP26 summit in November. It is likely that the Government will announce a number of key plans in the run up to COP26 covering areas such as decarbonising transport and energy for homes and businesses. This should provide greater clarity on strategy and funding. The Council is also working on key strategic plans such as the updated Local Plan and the next iteration of the Local Transport Plan. It is vital that these, and other plans, are consistent with the Climate Emergency Action Plan and that Members and officers work seamlessly and consistently across the authority.

The Task and Finish Group met (virtually) on eight occasions. We interviewed the Executive Member for Climate Emergency, officers and external experts. We also received written evidence from the Thames Valley Berkshire Local Enterprise Partnership (the LEP). As stated in last year's report, we are keenly aware that the Action Plan is a living document which will evolve over the next nine years. Our role has been to act as a "critical friend" on that journey.

Finally, I would like to thank the officers, Members and external witnesses who gave up their time so generously and contributed to the Task and Finish Group's work in such a positive and constructive manner. I would especially like to thank Neil Carr from Democratic Services for his work in assisting the Task and Finish Group.

Alison Swaddle

Section 1 - Executive Summary

- 1.1 Wokingham Borough Council declared a Climate Emergency in July 2019. The Climate Emergency Action Plan (CEAP) was published in January 2020 with a commitment to an annual update. The Action Plan focussed on eight priority areas including transport, homes, renewable energy, waste and behaviour change.
- 1.2 The Task and Finish Group's first report in 2020 concluded that the Council's Action Plan was a bold and ambitious document which required further work to confirm the deliverability of key priorities. Since then, further progress has been made in a number of areas in spite of the Council's focus on tackling the Covid-19 pandemic. The impact of the pandemic affected the Action Plan in a number of ways including more home working and active travel and a significant reduction in public transport use.
- 1.3 2021 is likely to be a significant year as the UK is due to host COP26 in Glasgow in November. In the run up to COP26 it is likely that the Government will publish significant new strategies relating to decarbonising transport and energy. The Council is also due to publish its updated Local Plan and Local Transport Plan. It is essential that these plans are consistent with the CEAP and that the Council's Members, officers and contractors work consistently within that framework.
- 1.4 The Group's 2021 report focuses on four key elements of the CEAP: transport, homes, renewable energy and behaviour change. The Group received evidence from a number of elected Members and officers as well as several external experts.
- 1.5 We noted that UK emissions had reduced by 40% since 1990, largely as a result of decarbonisation in the power sector, reflecting the move from coal to renewable sources of energy. The next steps towards Net Zero would be much more challenging as they impacted directly on every aspect of our lives, from the food we eat, to the way we heat our homes, to the way we travel and the products we consume. We recognised that the challenge is enormous. For example, the car culture is deeply embedded but we need to deliver a significant reduction of cars on the road and a transition to "greener" forms of transport. At the same time, we need to remove 22 million gas boilers from the UK's homes and develop a culture of reduce, repair and reuse.
- 1.6 The Climate Change Committee (CCC) published the sixth carbon budget report in 2020. The report highlighted the need for an overarching national strategy which set out the role of local authorities in supporting the delivery of Net Zero and, crucially, the level of financial support necessary to make progress. Without such a framework, local authorities were "left to work out their own course based on piecemeal policy and communications from the Government".
- 1.7 In relation to transport the Group noted progress over the past year. Work was ongoing to develop a Low Emission Transport Strategy and an Electric Vehicle

feasibility study. Officers had achieved significant funding from Government programmes and were incorporating Government guidance relating to walking and cycling infrastructure. We noted the Council's significant capital expenditure plans for new roads and measures to tackle congestion. We questioned whether the construction of new roads was consistent with the CEAP and recommended the adoption of a revised transport hierarchy which placed active travel and green public transport above the private car. The Group emphasised the potential of enhanced bus services and suggested a stronger partnership with local bus operators. We felt that further work should focus on the barriers to bus usage and trials for subsidised fares on specific routes.

- 1.8 In relation to homes, the Group highlighted the enormous challenge of retrofitting over 60,000 homes in the Borough. We noted that the cost of making a new home carbon efficient was estimated at £5k compared to £25k to carry out a full retrofit. With an average house price in the Borough standing at £416k an additional £5k up front did not appear too onerous. The current lack of national strategy and funding was a major risk to the implementation of the CEAP. We suggested that the Council seek to work collaboratively with housing developers to make new homes as carbon efficient as possible. This could be supported by an interim Supplementary Planning Document linked to the current Local Plan.
- 1.9 In relation to renewable energy, the Group welcomed progress relating to the development of the first solar farm in the Borough. This would generate enough energy to cover emissions from the Council's offices and facilities each year. We also noted the approval of the Wokingham Community Energy scheme which aimed to create investment opportunities through a community share offering. We heard about the "every home a power station" concept where homes were fitted with solar panels and energy efficiency technologies in order to make them active rather than passive structures, capable of generating, storing and releasing their own solar energy. We felt that renewable initiatives should fully consider the impact on biodiversity.
- 1.10 The Group emphasised the important role of behaviour change in delivering the CEAP. We saw behaviour change as the golden thread running through every aspect of the CEAP. An effective way to overcome the barriers to uptake of new technologies would be to use empty shops or pop up facilities in local communities for time-limited demonstrations and displays. We also considered the effectiveness of carbon counting systems which helped individuals and groups to understand carbon footprints and the lifestyle changes which helped to cut carbon emissions.
- 1.11 The Group highlighted the need for ongoing training for Members, officers and partners to enable them to support delivery of the CEAP. We felt that service and budget reviews should be carried out to ensure that spending and functions aligned with the CEAP. Green finance know-how should also be developed in order to maximise any future funding opportunities.
- 1.12 Finally, the Group reiterated its earlier recommendations that the CEAP should be underpinned by a Vision for the Borough in 2030 and beyond and must be underpinned by SMART targets and robust external validation.

Section 2 - Recommendations

Transport

- i) 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 proposed transport hierarchy. Different highways teams must work collaboratively on this basis.
- ii) 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 CEAP and the transport hierarchy set out in the report and do not generate induced demand.
- iii) 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.
- iv) Review and adjust the CEAP targets to reflect the Government's announcement that the sale of new 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).
- v) 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:
 - Improving access to bus services through additional/enhanced routes;
 - Increasing public awareness through improved advertising, enhanced bus shelters with digital displays and greater connectivity with train services;
 - Pilot schemes for subsidised fares on specific routes to generate data on impact, cost and customer satisfaction.
- vi) Review the approved plans for the South Wokingham Distributor Road and ensure that this and future road schemes (including schemes currently in the design phase) provide safe cycle routes, segregated from both road traffic and pedestrians, in line with the recommendations in LTN1/20.
- vii) 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.

- viii) Explore the potential for introducing clean air zones at Twyford crossroads and Wokingham town centre in order to improve air quality and reduce carbon emissions.

Homes

- i) 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.
- ii) 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.
- iii) 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.
- iv) Develop a Retrofit Strategy for the Borough. Consider a pilot Energiesprong (or similar) retrofit scheme in order to assess deliverability, generate performance data and customer satisfaction feedback.
- v) Recognise the barriers to "greener" homes and tackle the skills gap by developing a skilled workforce in liaison with colleges/universities and other partners. This will include use of the WBC housing companies to "pump-prime" training opportunities and skills development for local workers and businesses.
- vi) Use the Council's housing companies to showcase the highest standards of energy efficiency in any future developments. These standards may surpass standards set in the new Local Plan.

Renewable Energy

- i) Confirm that net WBC income generated from solar farms and other renewable energy schemes will be reinvested in the Borough via the CEAP.
- ii) Recognise the importance of decentralised power generation (on individual properties) and dual use sites (such as car parks) and work with partners to develop a strategy which enables the uptake of renewable energy opportunities across the Borough for all domestic and private properties.
- iii) Work with partners to deliver a Borough-wide campaign to improve energy efficiency knowledge and behaviour in every household and business.
- iv) Confirm that renewable initiatives will fully consider the impact on biodiversity.

Behaviour Change

- i) 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.
- ii) Recognise that lack of familiarity with new technology is a significant barrier to take-up and tackle this through short-term displays in empty shops (or pop-up facilities) in town centres and community locations. The displays to include workshops and demonstrations. Recruit, develop and support community champions to engage with local communities.
- iii) 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 deliberative process into the annual CEAP update.

Other Priorities

- i) Provide regular training for Members, staff and partners to enable them to support the targets in the CEAP. Ensure integration between departments and that Climate Emergency awareness is embedded into every service and key decision.
- ii) 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.
- iii) Develop project and financial appraisal systems that include CO₂ emissions and climate impacts.
- iv) Review the following CEAP projections and targets:
 - 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);
 - 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).

Section 3 - Background

- 3.1 In July 2019, Wokingham Borough Council declared a Climate Emergency. The Council committed to “playing as full a role as possible in achieving a net carbon neutral Wokingham Borough by 2030”. The Council pledged to develop a Climate Emergency Action Plan and to submit annual updates showing progress on individual carbon reduction targets.
- 3.2 The Climate Emergency Action Plan (published in January 2020) focussed on eight priority areas for carbon emission reductions, including transport, homes, businesses and waste. The Action Plan also set out proposals to generate renewable energy, increase carbon sequestration and strengthen the planning process to deliver carbon neutral construction and infrastructure. Finally, the Action Plan set out proposals for engagement with residents, schools, businesses and local stakeholders as well as ideas to promote positive behaviour changes.
- 3.3 In February 2020, the Overview and Scrutiny Management Committee established the Climate Emergency Task and Finish Group with the following Terms of Reference:
- To scrutinise the Council’s Climate Emergency Action Plan;
 - To scrutinise emerging targets and key performance indicators underpinning the Action Plan;
 - To assess the level of carbon reduction to be delivered by the Action Plan in light of the Council’s 2030 target;
 - To produce a final report to the Overview and Scrutiny Management Committee and the Executive, with guidance for improvement relating to the Action Plan.
- 3.4 The Task and Finish Group’s first report was published in 2020. The report including 14 recommendations was submitted to the Overview and Scrutiny Management Committee in September 2020 and the Council’s Executive in October 2020. Of the Group’s 14 recommendations, 13 were accepted. The Group’s 2020 recommendations are set out at Annex A, together with details of the Council’s response to date.
- 3.5 The Task and Finish Group’s 2020 report made the following overall comments on the Council’s Action Plan:
- “The Action Plan was an ambitious document in line with national best practice. However, more work was required to clarify the impact of specific schemes and ensure that they were supported by SMART targets. We felt that the current version of the Action Plan was specific, measurable and time-bound, but more work was needed to demonstrate that it was achievable and realistic. The Action Plan was underpinned by a significant three year £50m budget, but we noted that the budget contained a number of pre-existing spending commitments - while £18m was new spending, £13m was not reflected in the Action Plan. The Action Plan also contained a clear governance structure on paper, but we

questioned whether this translated into a real life structure which provided robust challenge and support from a range of stakeholders across the Borough.

We commended the Executive Member and Officers for the progress made on the Action Plan between January and July 2020, especially in light of the impact of the Covid-19 pandemic on the Council's day-to-day activities. We also noted that the Covid-19 pandemic had created huge risks for the Borough, but also provided a number of opportunities in relation to a "green recovery" with investment in new jobs, new ways of working and new methods of service delivery".

3.6 The Climate Emergency Task and Finish Group reconvened in February 2021 and agreed to work with the original Terms of Reference. Between February and May 2021, the Group held eight virtual meetings. The Group reviewed the Action Plan with a focus on the specific targets and the underpinning carbon reduction assumptions. It also considered a range of national briefings and reports, including an assessment of progress made by other councils. We also received evidence from the following individuals:

- Ian Bellinger (WBC Category Manager, Growth and Delivery);
- Dr Richard Carmichael (Imperial College London);
- Professor Paul Chatterton (University of Leeds);
- Graeme Cooper (Decarbonisation Director, National Grid);
- Robert Curtis (WBC Transport Planning Team Manager);
- Andy Glencross (WBC Assistant Director, Highways and Transport);
- Ian Gough (WBC Energy Officer);
- Rhian Hayes (WBC Category Manager, Economic Prosperity and Place);
- Jo Hand (Giki Zero);
- Professor Chris Hilson (University of Reading);
- Gregor Murray (WBC Executive Member for Climate Emergency);
- Diana Torvar (WBC Climate Emergency Strategy Officer);
- Robert Williams (Chief Executive, Reading Buses);

In addition, the Group received written evidence from the Thames Valley Berkshire Local Enterprise Partnership (LEP) and John Booth (Reading Friends of the Earth).

3.7 As part of its 2021 review of the Climate Emergency Action Plan, the Task and Finish Group agreed to focus on four key issues. These were:

- Transport;
- Homes;
- Renewable Energy;
- Behaviour Change.

These issues receive the major focus of the report. Future reports will include a focus on other areas of the Action Plan.

- 3.8 Following the initial drafting of our report, we met with the Executive Member in order to sense check and invite initial feedback on our conclusions. The Group's final report will be submitted to the Overview and Scrutiny Management Committee in June and then the Council's Executive later in 2021.
- 3.9 UK emissions have fallen by over 40% since 1990, largely as a result of decarbonisation in the power sector and improvements in energy efficiency. The significant reductions in the power sector reflected the move from coal to renewable sources of energy such as wind and solar. These changes have not resulted in a significant impact on people's day-to-day lives.
- 3.10 The next steps in achieving net zero will be much more difficult, entailing big changes to every aspect of our lives, from the food we eat, to the way we heat our homes, the way we travel and the jobs we do. It will involve, for example, upgrading the country's housing stock, replacing millions of gas boilers and replacing petrol and diesel cars with electric vehicles. We will need to find ways of funding the enormous investment required whilst recovering from the economic and financial strains arising out of the Covid-19 pandemic. The scale of the challenge is enormous.
- 3.11 The most recent Government carbon emission figures indicated that the Borough's carbon footprint was 573 ktCO₂e in 2018 (down from 580.9 ktCO₂e in 2017). This was made up of domestic emissions (45.1%), transport emissions (31%) and emissions from the industrial and commercial sector (25.9%). As we stated in our 2020 report, the impact of consumption emissions (including imported goods, aviation and shipping) meant that the true carbon footprint was likely to be significantly higher.
- 3.12 The Climate Change Committee's (CCC) sixth carbon budget report (December 2020) included a supporting document: Local Authorities and the Sixth Carbon Budget. This paper set out a number of challenges facing local authorities which are delivering Action Plans. One challenge relates to the lack of an overarching national strategy which sets out how English local authorities fit into the delivery of net zero. "The onus is on local authorities to work out their own course based on piecemeal policy and communications from Government....they cannot deliver effectively and efficiently without longer term policy and funding certainty to underpin investment decisions". This was a recurring issue in the Task and Finish Group's witness sessions. The CCC report set out a number of recommendations for the Government and local authorities in order to ensure the effective delivery of the sixth carbon budget at the local level. These recommendations are set out at Annex B.
- 3.13 The Task and Finish Group report looks at the key priorities within the Council's Action Plan, with the specific priorities outlined above: Transport, Homes, Renewable Energy and Behaviour Change. Each section sets out the relevant targets within the Action Plan and summarises progress made since the 2020 update. The Group's findings and outcomes are then set out along with specific recommendations to the Council's Executive.

Section 4 – Transport

4.1 Action Plan Targets

The Climate Emergency Action Plan (CEAP) set out targets for CO₂e savings for each of the key priority areas. The targets for Transport are set out in the table below. The targets represent cumulative savings for the period 2020-2030.

CEAP – Action Plan Target	tCO ₂ e
Deliver a greenway network across the Borough – 37km by 2030 – 60km by 2035	45
Double public transport use by 2030 from 2019 baseline	7,813
20% reduction in distance travelled in private vehicles per person per year by 2030	19,624
Use of cars/vans/motorbikes decreases from 74% total miles to 56% in 2030	18,756
Reduce CO ₂ emissions from Council related travel by 70% by 2030	73
Continue research and innovation programmes for CO ₂ reduction	Neutral
50% (new) electric vehicles (EVs) registered in the Borough by 2030	45,000
Council car fleet to be entirely ultra-low emission by 2028	45
100% of new buildings to be EV ready from 2022	Neutral
Air Quality – reduce NO ₂ concentration by 50% in 3 management areas by 2025	TBC
Air Quality – Educate residents - how to improve air quality whilst reducing emissions	TBC

4.2 Update

We were informed of the following actions taken to support the key Transport targets in the Action Plan:

- Development of a Low Emission Transport Strategy and completion of the Electric Vehicle Overview and Benchmarking feasibility study.
- Implementation of Congestion and Intelligent Traffic schemes with the aim of improving network capacity.
- Government publication of the “Gear Change” strategy and guidance for Local Cycling and Walking Infrastructure (LCWIP) in 2020.
- Borough-wide LCWIP developed in line with Government guidance – schemes for Earley/Reading, Woodley/Reading and Wokingham Town Centre/A329 London Road
- Successful bid for £577k funding from Government’s Active Travel Fund.
- Planning permission granted for Park and Ride projects at Winnersh Triangle and Coppid Beach.
- Development of a Bus Service Improvement Plan (including the establishment of an Enhanced Partnership) in line with the Government’s Bus Back Better Strategy.
- Works progressing for Greenway projects at Cantley, Woosehill Meadows and Coombes Lane/Coles Lane.
- The My Journey team continue to deliver cycle training for children and adults across the Borough.
- New electric vehicle charging points installed including Arborfield and Matthews Green schools, Elms Field and Bulmershe Leisure Centre.

- Funding secured for additional air quality monitoring units, including at two schools.
- Schools competition for no-idling banners – winning banners installed at hotspot locations, e.g. Wokingham train station.

4.3 Evidence and Analysis

The July 2020 WBC Climate Emergency Action Plan Progress Report indicated that transport accounted for 182.5 ktCO₂e – 31.4% of the Borough’s carbon footprint. This figure did not include emissions from major transport links such as the M4 which runs through the Borough. Nationally, emissions from passenger cars have fallen by just 1% since 2011, in spite of the rise in sales of electric and hybrid vehicles. The National Audit Office attributed this to increased sales of Sport Utility Vehicles (SUVs), an increase in road traffic and revised methods for estimating differences between emissions measured in laboratory conditions and emissions measured on the road. In 2019/20, SUVs made up more than 40% of new cars sold in the UK, while fully electric vehicles accounted for less than 2%. One effect of the Covid-19 pandemic – a huge decrease in public transport use – is likely to see increased car usage for some time to come as public confidence in trains and buses is rebuilt

We noted that the Council’s Medium Term Financial Plan for 2021/24 included a commitment to spend £130m on new roads and £17m on measures to reduce congestion and improve traffic flow (Annex C). In our 2020 report we referred to the Fundamental Law of Road Congestion which states that an increase in road capacity leads to an increase in the number of miles travelled as a result of “induced demand”. We questioned whether building new roads was consistent with the CEAP, for example the aim to reduce the distance travelled in private vehicles by 20% by 2030. We also noted other carbon impacts from new roads including the embodied carbon in the steel, concrete, asphalt and other raw materials used to build them and the loss of carbon sinks following land clearance and removal of mature trees.

As part of its discussions in 2020, the Group was informed that the Action Plan included an assessment of the carbon impact of around 10,000 new homes in the Borough up to 2030, but did not include, for instance, the associated carbon impact of additional vehicles on the transport network. The Group noted that the Borough had the highest level car ownership in the country (1.6 cars per household). This meant a potential extra 12,000 cars on the Borough’s roads by the end of the decade.

The Group heard that, in relation to transport, the easiest aspect to tackle was emissions from passenger vehicles. HGVs, aviation, shipping and rail were more challenging. Decarbonising transport also led to significant improvements in air quality. Each year in the UK, 40,000 deaths were linked to air pollution and a legal precedent had been set recently with a coroner including air quality as a cause of death. Environmental law firm Client Earth was monitoring every local authority’s performance against the national air quality standards.

We noted the findings of the RAC Foundation Transport Price Index which used Office for National Statistics (ONS) data to plot the % change in the cost of motoring, rail and bus fares over a rolling 10 year period. The Index demonstrated that, over the past 10 years:

- the cost of motoring increased by 9%;
- Rail fares increased by 37%;
- Bus and coach fares increased by 75%;
- the cost of living (RPI) increased by 28%.

As mentioned above, the Government is due to publish its Transport Decarbonisation Plan in 2021. In its “Setting the Challenge” document (2020) the Government set out the following key principles:

- Public transport and active travel will be the natural first choice for our daily activities.
- From motorcycles to HGVs, all road vehicles will be zero emissions.
- Our goods will be delivered through an integrated, efficient and sustainable delivery system.
- Clean, place based solutions will meet the needs of local people.

In order to deliver on these principles and its Climate Emergency commitments we heard that the Council would need to ensure that its Local Transport Plan 4 was aligned with the Climate Emergency Action Plan and with the following transport hierarchy:

- Travel less – e.g. from more home working.
- Active travel – more walking and cycling.
- Assisted travel – e.g. electric bikes.
- Public transport – using clean energy.
- Shared transport – car clubs/car pooling.
- Private car – using clean energy.

The Group considered the value of a Borough-wide journey needs assessment. This would inform the development of a network of high-quality, safe cycling routes to link residential areas, local businesses, shops, schools and transport hubs can be developed that takes people to where they need to get to. Part of this process would include fully consulting with cyclists and aspiring cyclists to not only understand the routes required, but how to make them as safe and user friendly as possible and to further understand barriers that need to be overcome to encourage more people to cycle. In addition, this programme must include working with local businesses to understand the journey needs of their staff. A key focus must be local journeys. At present, around 60% of 1-2 mile journeys in England are made by car. We need to encourage and enable residents to walk or cycle for these local trips to the park, school or shop.

We noted the Government’s Local Transport Note (LTN1/20) which stated that “cycling will play a far bigger part in our transport system from now on....Too much cycling infrastructure is sub-standard, providing little protection from motorised

traffic and giving up at the very places it is most needed....Cycling must be placed at the heart of the transport network". Government data indicated the following benefits of cycling and walking infrastructure:

- Health – physical inactivity costs the NHS up to £1bn per annum, with further indirect costs calculated at £8.2bn.
- Wellbeing – 20 minutes of exercise per day cuts risk of developing depression by 31% and increases the productivity of workers.
- Congestion – the new east-west and north-south cycle routes in London are moving 46% of the people in only 30% of the road space.
- Air quality – meeting Government targets to double cycling and increase walking would lead to savings of £567m annually from air quality alone and prevent 8,300 premature deaths each year.
- Climate change – mode shift to active transport is one of the most cost effective ways of reducing transport emissions.
- Economy – cycling contributes £5.4bn to the economy per year and supports 64,000 jobs.

The Group heard from Reading Buses about the importance of a new low carbon culture which saw public transport as a top priority rather than the last resort. We noted that the layout of the Borough provided significant challenges for the development of improved bus services but felt that a number of measures should be considered, including the principles set out in the Government's "Bus Back Better" strategy. The Government states that "buses are the easiest, cheapest and quickest way to improve transport. Building a new railway or road takes years, if not decades. Better bus services can be delivered in months. Experience shows that relatively small sums of money, by the standards of transport spending, can deliver significant benefits". Improved bus services can also support wider policies as they are used by less advantaged residents. A cost-benefit analysis of major bus schemes found that they delivered benefits more than four times their cost.

In relation to electric vehicles (EV) we considered the slow uptake and the current barriers to quicker progress, as follows:

- Upfront Price - the most popular reason for households not purchasing an EV was the upfront price. Including the plug-in car grant, zero emission vehicles cost an average of £13k more than petrol/diesel equivalents. We noted that, counterintuitively, the Government had reduced the "plug in car grant" incentive for potential EV buyers from £3,500 in 2019 to £3,000 in 2020 and then to £2,500 in 2021. At the same time, the March 2021 Budget froze petrol and diesel fuel duty for the 11th consecutive year.
- Charging Infrastructure – surveys indicated that drivers felt that a lack of local charge points held them back from purchasing an EV. Over the last decade, there has been significant growth in the number of public charge points in the UK, which has now reached over 34,000. However, the CCC states that, in a scenario of EV uptake exceeding 20 million vehicles, almost 400,000 public charge points would be required, with the bulk of these being rapid chargers. It is likely that most charging will take place when vehicles are stationary (at work, at a train station or overnight). On average cars are stationary 97% of the

time. Most charging will be slow, but rapid charging en route will be important. This is being addressed by the Government's Project Rapid.

- Range anxiety – many drivers expressed concern that they would run out of range on long journeys. Comparing the driving range of the most popular BEVs in the UK with their petro/diesel vehicle counterparts reveals that EVs have considerably less driving range. We heard that the average daily journey distance for a car in the UK is 37 miles. For a second family car the distance is 11 miles. It was considered that a reasonable maximum driving distance should be around 200 miles or 3 hours, so this would be an adequate range for EVs.

The Group noted that, in March 2021, over 10% of all new car sales were electric or hybrid, but this accounted for only 2% of the cars on the road. It was also clear that company car sales would quickly move to EV due to the tax benefits. Later in the decade there would be a tipping point after which sales of EVs would increase dramatically. As a strategy the Council could let an initial contract with a private company for the installation of charging infrastructure. Then, after a few years, when the market had developed and the risks had decreased, the Council could take on the role itself and collect revenue from the works.

In September 2020, there were 32.9 million cars registered in the UK. 1.1% of these cars were ultra-low emission. As the average lifespan of a car is 14.5 years it is clear that many petrol/diesel vehicles will be on the road in the mid-2030s. In relation to the support the Council can provide in the move to EVs we heard about the importance of communication, publicity and the use of “nudges” to increase residents' awareness.

As an example, Coventry City Council was running a “Go Electric Taxi” scheme as part of its role as UK City of Culture 2021. The scheme sees £1.2m investment in charging infrastructure and other measures such as financial incentives, free charging for a trial period and zero commission fares on taxi app bookings. It was important for potential EV buyers to see the vehicles in use in order to understand the long term benefits. Could the Council implement a similar scheme for taxis based, for example, at Wokingham station? This could be a highly visible scheme which would introduce residents to EVs.

The Group heard about the co-benefits of climate change mitigation. Reducing air pollution from emissions of fossil fuels and the accompanying health impacts was an important co-benefit. Others included environmental, resource efficiency and sustainability of ecosystems. A number of local authorities had introduced clean air zones to tackle specific areas of concern.

4.4 Recommendations

- i) 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 proposed transport hierarchy. Different highways teams must work collaboratively on this basis.

- ii) 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 CEAP and the transport hierarchy set out in the report and do not generate induced demand.
- iii) 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.
- iv) Review and adjust the CEAP targets to reflect the Government’s announcement that the sale of new 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).
- v) 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:
 - Improving access to bus services through additional/enhanced routes;
 - Increasing public awareness through improved advertising, enhanced bus shelters with digital displays and greater connectivity with train services;
 - Pilot schemes for subsidised fares on specific routes to generate data on impact, cost and customer satisfaction.
- vi) Review the approved plans for the South Wokingham Distributor Road and ensure that this and future road schemes (including schemes currently in the design phase) provide safe cycle routes, segregated from both road traffic and pedestrians, in line with the recommendations in LTN1/20.
- vii) 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.
- viii) Explore the potential for introducing clean air zones at Twyford crossroads and Wokingham town centre in order to improve air quality and reduce carbon emissions.

Section 5 – Homes

5.1 Action Plan Targets

The Climate Emergency Action Plan (CEAP) set out targets for CO₂e savings for each of the key priority areas. The targets for Homes are set out in the table below. The targets represent cumulative savings for the period 2020-2030.

CEAP – Action Plan Target	tCO ₂ e
By 2030 20% of households to be retrofitted	35,446
From 2022 major residential development designed and built to be carbon neutral	Neutral
From 2022 major non-residential development designed and built to achieve the BREAM excellent standard	Neutral
Establish a Spatial Strategy and Design Framework which promote active and sustainable travel, sustainable design and construction and biodiversity gain	Neutral
Support low carbon and renewable energy generation	Neutral
From 2022 all new residential and non-residential buildings to be designed and built to be EV ready	Neutral

5.2 Update

We were informed of the following actions taken to support the key priorities relating to Homes:

- Energy Company Obligation (ECO) and Help to Heat Scheme – the scheme (commencing in November 2020) aimed to help eligible residents to reduce their carbon emissions and lower their fuel bills by making their homes more fuel efficient. Improvements relating to the Help to Heat Scheme included loft insulation or cavity wall insulation as standard. Also, some peripheral measures such as hot water tank jackets, low energy lighting, etc.
- Eligible households for the Help to Heat Scheme included those in receipt of means tested benefits or with household income below £35k after taxes. Since the end of 2020, 486 homes had benefitted from these schemes (mostly the ECO scheme) which had delivered a carbon reduction of 217 tonnes CO₂e per annum.
- An interim Net Zero Carbon Design Guide was commissioned to help establish Net Zero requirements for new Council developments – designers and developers are being encouraged to use the Guide to improve the design of projects.
- Subject to Planning approval, promotion of an affordable self-build scheme at Toutley – including 13 units with a mix of 2, 3 and 4 bed houses.

5.3 Evidence and Analysis

Our homes use 35% of all the energy in the UK and emit 20% of all CO₂ emissions. Decarbonising heat is the biggest energy challenge in tackling the climate emergency, particularly because it requires action in millions of individual homes. Currently, just 1m of the UK's 27m homes have low-carbon heat. Much of the energy we use within our homes is wasted because our housing stock is highly

inefficient. Issues like draughty, single-glazed windows, ill-fitting doors, open fireplaces, lack of insulation, poor ventilation, and more mean that much of this heat energy is lost.

At the moment, new homes in the Borough are being built with gas connection points and gas boilers. The cost of making a new home carbon efficient was estimated at £5k compared to the £25k cost of retrofitting a home at a later date. With average house prices in the Borough standing at £416k it was felt that additional expenditure of £5k up front for energy efficiency measures was not unreasonable. There were around 70,000 homes in the Borough, so the Action Plan target of 20% homes retrofitted by 2030 was very ambitious. This challenge also reflected the lack of a national strategy and consistent funding opportunities, outside of the current funding schemes directed at low income groups.

The Council should aim to use all the planning powers at its disposal to ensure that new homes were as carbon efficient as possible. The Group felt that the Council should consider an interim Supplementary Planning Document to set higher standards immediately while the Local Plan Update was ongoing.

The Group noted that, in relation to the retrofitting of homes and other buildings, councils were operating without a national strategy and clear funding opportunities. Many councils had developed action plans with ambitious targets but, after 10 years of austerity and the Covid-19 pandemic, there was little flexibility in council budgets to implement retrofit schemes.

The Council's Action Plan included a target to retrofit 20% of the Borough's homes by 2030. Retrofitting these homes will require more than one or two insulation measures. It will require an integrated approach to transforming the energy needs and technical systems in homes requiring quality in design, installation and customer care. With 60,000 homes in the Borough, this is an ambitious target. One of the key questions: even if funding was available is who will carry out this level of work? In effect, what is required is a retrofit of the further education system to train young people with the skills to carry out this huge retrofit programme. The Group discussed the potential for delivering this new training programme through local colleges in Bracknell and Reading and wider afield. The jobs necessary included surveyors, designers, installers, community liaison officers, post installation evaluators, etc.

We heard about a pilot project to retrofit a Council property in Riseley up to a high standard with the aim of improving understanding of the costs and challenges involved. The property was a semi-detached house with three bedrooms. It did not have a gas supply and already used an air source heat pump. Measures implemented at the property included improved loft insulation, thermally efficient windows and doors and modern heating controls. The cost of these measures was £15.5k. In addition, 12 solar panels and a battery storage system had been added at a further cost of £8.6k. Added to this, the cost of an air source heat pump was £6k to £8k. The works had improved the SAP rating for the property from grade D to B. Officers would be monitoring the effectiveness of the measures in conjunction with the tenant. The financial implications outlined above indicate the huge cost of retrofitting the Council's housing stock of 2,700 homes. If we use the figure of £20k per property, this would total £54m plus ongoing maintenance.

We heard about Energiesprong approach which had originated in the Netherlands and was now being trialled in the UK. Energiesprong homes utilised off-site manufacturing which enabled retrofits to be carried out quickly with minimum disruption to tenants. The system applied the following criteria:

- Performance guaranteed for 30 years
- Implementation of measures within one week.
- Affordability delivered through energy savings and reduced maintenance costs.
- Attractive design with upgraded features.
- Procurement based on purchasing housing concepts rather than detailed specifications and drawings.

In relation to new housing developments, the Group considered progress relating to the Local Plan Update. The emerging Local Plan was seeking to continue the approach of putting development in the right places which reflected the Climate Emergency challenge. The suite of policies in the plan would allow for and encourage active travel and set environmental performance standards for new building and require electric vehicle charging points. The emerging Local Plan would set out clear principles and requirements with supporting documents providing further detail including detailed standards.

The use of supplementary planning documents allowed for a much quicker and efficient update of requirements compared to updating the Local Plan itself. As discussed earlier, the emerging plan aimed to achieve carbon neutral development. This aim was broadly supported by residents and stakeholders in consultation responses, although developers were concerned about costs and impact on viability.

The revised timeline for the Local Plan Update. Following an unexpected change to the emergency planning arrangements around AWE Burghfield in May 2020, the Grazeley garden town proposal was no longer achievable. Officers were reconsidering all of the sites submitted for consideration and also, to help consideration of alternative potential strategies, had commissioned masterplanning work to understand the potential of two specific areas of land which were not previously available. It was envisaged that a further consultation on the Local Plan would take place in the summer/autumn of 2021.

5.4 Recommendations

- i) 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.
- ii) 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.
- iii) 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.

- iv) Develop a Retrofit Strategy for the Borough. Consider a pilot Energiesprong (or similar) retrofit scheme in order to assess deliverability, generate performance data and customer satisfaction feedback.
- v) Recognise the barriers to “greener” homes and tackle the skills gap by developing a skilled workforce in liaison with colleges/universities and other partners. This will include use of the WBC housing companies to “pump-prime” training opportunities and skills development for local workers and businesses.
- vi) Use the Council’s housing companies to showcase the highest standards of energy efficiency in any future developments. These standards may surpass standards set in the new Local Plan.

Section 6 – Renewable Energy

6.1 Action Plan Targets

The Climate Emergency Action Plan (CEAP) set out targets for CO₂e savings for each of the key priority areas. The targets for Renewable Energy are set out in the table below. The targets represent cumulative savings for the period 2020-2030.

CEAP – Action Plan Target	tCO₂e
Increase generation of renewable energy through investment in solar farms – to power the equivalent of 25,000 homes in the Borough by 2030	25,560
Increase renewable energy generation to generate equivalent to 1,550 kilowatt hours (k WH) per household in 2030	27,333

6.2 Update

We were informed of the following actions taken to support the key priorities relating to Renewable Energy:

- Planning application submitted for the first solar farm, located in Barkham, a 40 hectare site which would lead to the generation of enough energy to power 6k-8k homes and would save 6k-7k tonnes of CO₂e per annum.
- The solar farm site would also accommodate 15k trees. It was estimated that the solar farm would operate for 40 years, after which the land could revert back to more traditional farming use.
- Wokingham Community Energy (WCE) – WCE had been approved by the Council’s Executive in January 2021. The aim of the scheme was to create investment opportunities through a community share offering. Income raised through the sale of shares would then be used to deliver green energy projects across the Borough such as solar or green energy installations. The selected projects would then generate income through the sale of electricity to public energy suppliers and/or the export of electricity into the Grid.

6.3 Evidence and Analysis

In relation to solar farms, the Group heard that a planning application had been submitted for the first WBC solar farm, situated on 40 hectares of land straddling Barkham Ride. It was estimated that the solar farm would generate 37m kilowatt hours of energy per annum against WBC’s annual corporate use of 35m kilowatt hours of energy. Alternatively, the energy from the farm could also be used to power around 5k to 8k homes and businesses.

The current plan was for the energy from the solar farm to put back into the national grid. The Group was keen to ensure that any income generated by the solar farms was reinvested in the Borough via the CEAP.

The Group asked about the number of homes that could be supported by the energy generated by a WBC solar farm? It was confirmed that the Energy team

had not carried out this calculation due to the wide range of property types across the Borough and the different energy requirements for each type. The current plan was for the energy from the solar farms to be fed into the National Grid.

Once the solar farm was in situ, there would be room on the site for animal grazing which could generate additional income for WBC. The solar farm had been designed with diversity in mind. There would be room for grazing animals such as sheep or chickens, which could help to deliver additional income. The whole site would be fenced for security reasons.

The Group considered the Council's powers to ensure that new house building included solar panels. At present housebuilders had obligations to meet set standards. The Local Plan update process was exploring the issue of achieving higher standards in line with the Climate Emergency Action Plan.

The Group heard about the "every home a power station" concept where homes were fitted with energy efficiency technologies, solar PV and smart meters in order to make them active rather than passive structures, capable of generating, storing and releasing their own solar energy. These homes could generate electricity for storage or transfer to the grid. As an example, these homes utilised integrated photovoltaics on the roofs and a solar heat collector on south facing walls for water heating. The system used existing technologies. The innovation relates to the way that they are brought together.

We heard that the electricity challenge was huge - if we are going to heat homes and charge electric vehicles we will need to increase capacity significantly. Solar farms and solar PV could play a part in this process. The Council could calculate the potential amount of energy delivered through solar farms and widespread use of solar PV and match that to the Borough's carbon footprint.

In 2019 and before the pandemic, the UK was building over 170,000 new houses per annum. This new housing could help drive localised renewable energy with homeowners utilising electricity created on their rooftops. For example, a home with two residents will, on average, need 12 solar panels on a 3kW system. Most new build homes have the potential to create their own renewable energy and contribute to the grid. With self-funding options available, solar panels are an investment for individuals and families looking to save money and protect the environment. Housebuilders can also offer sustainable options to help with renewable energy creation and increase energy efficiency. Directing properties for maximum sunlight harvesting means that solar panels can be even more effective when used.

In relation to existing homes, we noted that some councils offer incentive schemes to their tenants. This was achievable through the Government's Feed in Tariff (FIT) scheme until January 2020 when it was replaced by the Smart Export Guarantee (SEG) scheme. Usually, a home owner who purchases a solar PV system will benefit from reduced energy costs and payments from the SEG. In the case of council properties, tenants may be able to save on electricity

costs with the SEG payment going back to the organisation that funded the installation, i.e. the council itself.

As an example, Manchester City Council owns 13,000 of the 68,000 social homes in the city which are currently managed by an arms-length management organisation, Northwards Housing. Over the past five years 1,500 solar panels have been installed and further retrofitting is planned. With regard to procurement, the council has adopted specific carbon reduction questions which examine suppliers' approaches and how they will be applied to contracts. 10% of the overall evaluation bids is linked to these questions.

The Group heard about examples of solar cooperatives, including Bristol, Edinburgh and London (Repower). Home batteries were another option but were costly (£6k to £8k). Community wind was another possibility but was not considered realistic in many UK locations– it was not considered in the Council's Action Plan. Witnesses stressed the importance of reinvesting profits from local energy generation back into the Borough through the CEAP.

6.4 Recommendations

- i) Confirm that net WBC income generated from solar farms and other renewable energy schemes will be reinvested in the Borough via the CEAP.
- ii) Recognise the importance of decentralised power generation (on individual properties) and dual use sites (such as car parks) and work with partners to develop a strategy which enables the uptake of renewable energy opportunities across the Borough for domestic and private properties.
- iii) Work with partners to deliver a Borough-wide campaign to improve energy efficiency knowledge and behaviour in every household and business.
- iv) Confirm that renewable initiatives will fully consider the impact on biodiversity.

Section 7 – Behaviour Change

7.1 Action Plan Targets

The Climate Emergency Action Plan (CEAP) set out targets for CO₂e savings for each of the key priority areas. The targets for Behaviour Change are set out in the table below. The targets represent cumulative savings for the period 2020-2030.

CEAP – Action Plan Target	tCO ₂ e
Climate Emergency to be part of the core communication strategy for the Council	TBC
Active engagement with residents and local businesses with Climate Emergency initiatives	TBC
Estimated Total Carbon Savings	TBC

7.2 Update

Officers have divided behaviour change into six priority areas: businesses, energy, food, schools, transport and waste. Work was ongoing with partners and behaviour change experts to identify initiatives relating to each priority. The focus was on identifying barriers to behaviour change and the communications and “nudges” which the Council could use to enable residents and businesses to change behaviours. The WBC Communications team were working on a communications and engagement plan.

Officers have undertaken a review of potential deliberative process to support the Council’s goal of achieving Net Zero by 2030. The processes investigated included climate assemblies, citizens’ juries, focus groups, online citizens’ panels, etc. The processes were assessed in relation to cost, timeframe, number of participants, participant variation, discussion potential and communication of results. Due to time constraints, the Task and Finish Group were not able to scrutinise the review of deliberative processes in detail.

7.3 Evidence and Analysis

The Group recognised the crucial importance of behaviour change in delivering the CEAP. We also considered progress in identifying and setting up a suitable deliberative process in order to raise the profile of the CEAP and to better understand the views of residents and community groups.

The Group’s 2020 report highlighted the types of behaviour change needed to achieve Net Zero, including:

- Drive less – reducing car ownership and use through modal shift to public transport, walking and cycling which provides co-benefits for air quality, congestion, more active and healthy lifestyles and fewer road traffic accidents.
- Eat less meat and dairy products – the impact of UK food consumption extends beyond emissions currently produced by UK agriculture – both through

imported foods and the potential to free-up land use for carbon sequestration. Healthier diets will help to address the obesity crisis.

- Make homes energy efficient. Pre-heat ahead of peak times. Install LED lights. Reduce water consumption. Plant a tree and/or create a garden. Shop local. Use less plastic, or no plastic. Avoid “fast fashion”.
- Reduce flying – 70% of UK flights are taken by 15% of the population. A single return flight from London to New York (including the effects on the high atmosphere) contribute a quarter of the average person’s annual emissions.

We felt that behaviour change was a “golden thread” running through every aspect of the CEAP. It was crucial in areas such as the move from gas heating to electric, delivering a comprehensive EV charging infrastructure and modal shift from the private car to active and public transport. The Council could help to change behaviour by moving its procurement towards low carbon suppliers, setting an example by making Council buildings net zero and using public spaces to showcase new technologies such as heat pumps and retrofits. Witnesses stressed the importance of people coming face to face with new technologies. This helped to remove the easy excuse of committing to change but delaying action.

Members were reminded of historic facilities such as British Gas showrooms, found in every High Street. Could the Council create something similar by, for example, using an empty shop or a pop-up facility for a period, thereby allowing residents to see new technologies in action and allowing them to ask questions about cost, installation, performance and customer support?

The Group also considered issues relating to changing diet and food choices and the potential role of the Council. Could the Council engage with schools to ensure that more vegetarian options were on the lunch menu? If this happened it was likely that more pupils would change to vegetarian options and would then influence their families at home. Were there any discussions with local farmers who may be interested, for example, in moving from livestock to horticulture?

The Group discussed the importance of highlighting potential co-benefits such as reduced carbon from traffic alongside health and economic benefits through improved air quality. It was important to quantify the level of co-benefits.

In relation to domestic heating, witnesses highlighted the importance of measuring the benefits of initiatives such as heat pumps and improved insulation. For example, finding out how happy residents were with the cost and performance of these measures and sharing that information with residents who were considering change. Real world evidence was important in behaviour change. We noted that the impact of the recent Fire Safety Bill on thousands of blameless leaseholders may make residents more cautious in considering making changes to their properties.

We were informed about the Ashden Climate Action Co-benefits Toolkit: ‘31 climate actions for councils’ which presented 31 actions every council declaring a climate emergency should consider implementing, quantified by cost and carbon saved. We felt that this may be a useful comparator for the Council’s Action Plan.

The Group discussed the Council's work with schools in monitoring air quality outside school sites. This was a potential "nudge" through sharing the air quality data with parents, thereby encouraging them to cut idling engines and improve the air breathed by their children. This could be considered as part of the Council's anti-idling strategy.

The Group received a presentation on the work of Giki, a social enterprise which helped residents to identify ways to adapt their lifestyles and diet in order to reduce carbon emissions. The presentation showed that UK residents generated around 9 tonnes of CO₂e per annum compared to the global average of 5 tonnes per person and the US average of 16 tonnes. Giki worked with partner organisations such as schools, universities and councils and sought positive media coverage. It ran a programme for community groups which shared ideas and suggestions relating to carbon reduction issues.

Dr Richard Carmichael had worked with James Hand from Giki on the report "Reduce, Replace, Repair – A practical pathway for individuals to reach Net Zero". The report set out a representative pathway for individuals which showed tangible steps to reduce their carbon footprint.

The Group noted the constant challenge relating to information and people's attention spans. Engagement was most effective if delivered by trusted sources such as councils. It was suggested that the Council could include information about Giki (or other carbon calculators) in its newsletters and other public communications. Giki also ran an Eco Champions programme for Councillors and other community leaders. This involved free access to Giki Zero, a monthly virtual webinar and meeting and access to information and resources to support community engagement work. The Group noted the benefits of the carbon counting app approach. It was more about enabling than encouraging, providing individuals with the tools to assess their carbon footprint and take the necessary steps to change their lifestyles and consumption.

In relation to deliberative processes, the Group revisited discussions in 2020 on the role of citizens' assemblies and other deliberative processes. We heard about the work of the Leeds Climate Change Citizens' Jury which involved 25 residents meeting for 30 hours over a two month period. In our 2020 report, we stated:

"The Group believes that it is important to understand the impact of the Borough's demography and to engage with residents at an early stage, before strategic and policy decisions are taken. There is a risk that a perception may build that development and implementation of the CEAP is being carried out by a relatively small number of Members and officers."

The Group felt that it was important to make a decision on the most appropriate deliberative process and implement it as quickly as possible. The value of public engagement was to inform decision making at the start of the process. The longer the delay the greater the risk that the outcomes would not be incorporated into the key priorities in the Action Plan.

Due to the timescales involved, the Group suggested that the evaluation of potential deliberative processes be submitted to the Overview and Scrutiny Management Committee for evaluation and scrutiny prior to implementation.

7.4 Recommendations

- i) 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.
- ii) Recognise that lack of familiarity with new technology is a significant barrier to take-up and tackle this through short-term displays in empty shops (or pop-up facilities) in town centres and community locations. The displays to include workshops and demonstrations. Recruit, develop and support community champions to engage with local communities.
- iii) 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 deliberative process into the annual CEAP update.

Section 8 – Progress against Other Priorities

8.1 Update

As set out above, the Group's 2021 report focuses on four key priority areas: transport, homes, renewable energy and behaviour change. During the Group's discussions additional evidence was provided on other priority areas. This information is summarised below along with some additional recommendations.

- WBC properties - 116 WBC properties had been identified with an annual energy spend of £2.3m. Energy efficiency schemes were being implemented including low energy lighting, loft insulation, double glazing, boiler upgrades, solar panels and improved building controls.
- Greening the Environment – grant of £300k from the Woodland Trust to support the tree planting programme. Project officer appointed to support the programme and liaise with Town and Parish Councils.
- Schools - £900k of Salix funding had been confirmed, delivering improvements such as LED lighting, insulation, control upgrades, heating upgrades and renewable energy generation technologies.
- Support for Climate Committees in 10 schools, a second Youth Climate Conference and a decarbonisation toolkit for schools.
- Carbon Positive – the Dinton Activity Centre will be the first carbon positive building in the Borough. The centre featured as a case study in an online conference hosted by the Built Environment Network in November 2020.
- Funding – development of a Green Bond to fund Climate Emergency actions – increase funding for CEAP priorities and enable residents contribute to the delivery of the CEAP.
- Covid-19 Recovery Plan – includes Climate Emergency as one of the eight pillars in the plan.
- LEP commissioned review of the Climate Emergency Action Plans of the six Berkshire unitary authorities.

8.2 Evidence and Analysis

The Group welcomed the progress in improving energy efficiency for WBC properties across the Borough. It was important that the Council led from the front on this issue, even though its carbon footprint amounted to less than 2% of the Borough's footprint.

The Group welcomed the proposal to establish a Green Bond with the aim of funding Climate Emergency actions. We noted that West Berkshire Council had launched the first local government Green Bond in 2020 with the aim of raising £1m from residents to fund solar panels, sustainable transport and invest in projects to protect and enhance the natural environment. The West Berkshire Bond had attracted 640 investors who each invested an average of £1,500. 20% of the investors were West Berkshire residents.

We noted the importance of ensuring that key policies and plans (e.g. Local Plan and LTP4) were aligned with the CEAP. It was also crucial that services were working together with a clear understanding of the CEAP. Consequently, we concluded that Climate Emergency training should be provided for Members, officers and contractors. We were not aware of any current plans for Member training on Climate Emergency.

We recognised the importance of maximising funding opportunities to support the CEAP. Funding programmes accessed to date are set out at Annex D. Improved Green finance know-how would be useful in maximising future funding opportunities.

8.3 Recommendations

- i) Provide regular training for Members, staff and partners to enable them to support the targets in the CEAP. Ensure integration between departments and that Climate Emergency awareness is embedded into every service and key decision.
- ii) 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.
- iii) Develop project and financial appraisal systems that include CO₂ emissions and climate impacts.
- iv) Review the following CEAP projections and targets:
 - 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);
 - 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).

Section 9 - Conclusions and Next Steps

- 9.1 In our 2020 report, the Group concluded that the CEAP was an ambitious document which was in line with best practice across the sector. We also recommended a number of changes which, we believed, would make the Action Plan more robust and credible. Since then, the Council has committed significant resources to successfully tackling the Covid-19 pandemic. The pandemic has had a number of impacts on the priorities in the CEAP, from greater levels of home working, to more active travel and a significant reduction in public transport usage. As communities begin to reopen it will be interesting to see how these impacts unwind and how they impact on the CEAP.
- 9.2 In spite of the huge focus on tackling the pandemic, we noted that the Council had continued to make progress on the CEAP. We congratulate officers and Members for the progress made. In our 2020 report we noted the carbon gap in the CEAP of 72 ktCO₂e. Our discussions indicate that this gap may have increased in 2021. We await the CEAP update in July 2021 to assess the current size of the gap. For the reasons set out in the report, we believe that the 2022 CEAP update will be able to provide a clearer picture of the national strategy to achieve Net Zero and the support and funding available to local authorities. Progress on key Council plans, such as the Local Plan and LTP4) will also provide more clarity on the deliverability of the CEAP.
- 9.3 In light of the Government's target of achieving Net Zero by 2050, we sought views on the feasibility of the Council's 2030 target. It was suggested that achieving net zero by 2030 was the safest way to restrict global warming to the Paris target of 1.5%. However, 2030 was only eight years away and the task facing us was enormous. Net zero by 2030 was technically feasible but was unlikely to be politically or financially feasible. Instead, we should focus on making significant progress by the mid-2030s. By then we would be riding the innovation curve which would enable new technologies to drive progress towards the achievement of Net Zero.
- 9.4 The Task and Finish Group report will be submitted to the Overview and Scrutiny Management Committee on 16 June 2021, for discussion and approval. Subject to any amendments it will then be submitted to the Council's Executive for consideration of the Group's recommendations.
- 9.5 We hope that the report helps to demonstrate the value of the Scrutiny process in providing constructive challenge and support in developing the Council's Climate Emergency Action Plan. The Council's Constitution requires the Executive to agree which recommendations (if any) are acceptable (with a timeframe for implementation) and which recommendations are not (with reasons).
- 9.6 The Overview and Scrutiny Management Committee will monitor the implementation of the Group's recommendations. The Committee may decide to scrutinise further specific aspects of the CEAP in 2022.

Climate Emergency Task and Finish Group Recommendations – 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.

Progress – ongoing. Aim to complete in 2021/22.

2. That the annual progress report on the Climate Emergency Action Plan include 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.

Progress – completed. To be included in the 2021 CEAP update.

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.

Progress – completed. To be included in the 2021 CEAP update,

4. That the Council consider the impact of climate change on all its actions with key decision reports to 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”.

Progress – partially completed. Executive reports contain a section on Climate Emergency impacts but do not include carbon impact assessment assessments.

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.

Progress – ongoing. Specialist in carbon and climate change to support the process. Independent audit of CEAP to be commissioned by the Council’s Audit Team. LEP commissioned review of each of the Berkshire Unitary action plans.

6. That the six monthly update of the Action Plan, in January 2021, address the gaps and errors in the current version.

Progress – six-monthly report submitted to the Task and Finish Group.

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.

Progress – ongoing. Officers are developing an engagement strategy to consider the immediate and long-term actions required. Communications plan will highlight the importance of addressing consumption emissions.

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 and other community stakeholders to deliver transport solutions and a transport network and infrastructure which focuses on active travel and public transport.

Progress – ongoing. LTP4 in development. Low Carbon Transport Strategy produced. Government published Bus Back Better in 2020 and will publish the Decarbonising Transport Plan shortly.

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.

Progress – not completed. Green Bank Project not proceeding at this stage.

10. That the Overview and Scrutiny Management Committee scrutinise the impact of the Local Plan Update on the Climate Emergency as part of its review of the new Local Plan later in 2020/21.

Progress – ongoing. Local Plan Update to be considered by the Overview and Scrutiny Management Committee in 2021/22. Specialist consultancy advice on climate change to inform the new Local Plan.

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.

Progress – ongoing. No work carried out yet on land availability. Discussions with Town and Parish Councils on range of Climate Emergency issues continuing.

12. That the annual update report on the Action Plan:

- 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 timelines for key activities and progress on 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);
- Include an assessment methodology which measures the likelihood (as a %) of success or failure for each item.

Progress – ongoing. Data collected will inform the 2021 CEAP update.

- 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.

Progress – completed. Two additional staff recruited in 2021.

- 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.

Progress – completed. Meetings held with Town and Parish Council Members and Clerks. WBC hosting drop-in sessions for Clerks.

Sixth Carbon Budget – CCC Recommendations to the UK Government

Policy

- 1 Develop a Net Zero Delivery Framework which aligns and clarifies national, sub-national, regional and local delivery roles and areas for collaboration as part of the Government's Net Zero Strategy.
- 2 Consider introducing a Duty on local authorities to act in accordance with a Net Zero by delivering climate action plans within a common reporting system – any new duty should be fully funded.
- 3 Make policies consistent with delivering Net Zero by reviewing evidence provided in this and other reports, and in requests from local authorities – e.g. planning policies, financial appraisal and managing public transport as a whole system.
- 4 Support area wide planning for regional delivery of energy, transport systems and building retrofit – this should support governance and delivery stakeholders and a strong process for public engagement.

Funding and Support

- 5 Increase funding and support for local authorities to develop skills and capacity to plan and implement climate action across both emissions reduction and climate adaptation – embedding climate skills in all roles.
- 6 Provide coherent cross-departmental support on climate action, building on positive models of support to local authorities – support local authority staff to deliver on buildings and transport decarbonisation in particular.
- 7 Introduce significant, non-competitive long term investment in retrofit, heat decarbonisation infrastructure and public transport. Ensure that the National Infrastructure Bank finances Net Zero schemes and the UK Shared Prosperity Fund provides long-term funding through development funds to kick start infrastructure investments at scale which can be refinanced at a later date.
- 8 Align public spending with Net Zero – review the Government's Green Book Policy and business case tools to incorporate a stronger focus on carbon reduction. Funding for LEPs should strongly align with the Net Zero agenda.
- 9 Ensure that funds for pilot and innovation projects include budget for evaluation and the longer-term consideration of replication and scaling up viable models – the CCC's scenarios identify large gaps in national policy for buildings and transport decarbonisation.

Communication and Engagement

- 10 Deliver a national climate communications and public engagement programme that can be tailored at a local level – funding to local authorities and their partners to deliver such a programme will enable public engagement and support local delivery of national objectives.

Sixth Carbon Budget – CCC Recommendations to Local Authorities

- 1** Develop Net Zero or Climate Action Plans with delivery projects that prepare the area to make the transition to net zero choices from 2030 and align with climate adaptation, biodiversity net gain and other key local strategies.
- 2** Monitor and report on progress in reducing emissions to local communities and government – where possible, share standardised data, benchmark and provide clear evidence to inform policy.
- 3** Conduct Policy and Service reviews to align policy, spending and functions with Net Zero – identify contradictions, then put in place mitigation plans to align them. Develop project and financial appraisal systems that include emissions and climate impacts.
- 4** Implement training and capacity building to deliver Net Zero within the local authority and with key suppliers and contractors – climate change should be central to Elected Member and Director training.
- 5** Develop capacity to innovate and scale up – Action Plans help to identify future delivery projects for future funding availability – see recommendation to Government on longer term funding windows and flexibility to blend funding streams and recommendation for increased funding for local authorities to act on climate change.
- 6** Collaborate with neighbouring authorities and other key delivery bodies on strategies and plans which ensure systems-wide transformation is coherent and supportive of Net Zero – this should include energy, transport, housing, infrastructure and skills.
- 7** Develop Green Finance know-how – private sector investment and Green Finance will be required to deliver the scale of change needed. Local authority legal and finance teams and project delivery teams will need to develop their knowledge of the finance industry.
- 8** Communicate and engage with local communities, businesses and partners on Net Zero so that a mandate for action is maintained – assess the skills needed locally to deliver the transition, developing green and low-carbon jobs and supporting a resilient recovery.
- 9** Local Authority Pension Funds should disclose their approach to assessing and managing climate risks and should consider investing in Net Zero aligned schemes within their legal duties.

WBC Capital Programme 2021/22 to 2023/24 - Climate Emergency

Project Name	Project Description from the Medium Term Financial Plan	2021/22 £'000	2022/23 £'000	2023/24 £'000
Clean Energy Generation				
Solar Farms (additional projects)	Renewable energy infrastructure feeding into a battery or grid arrangement – either selling the energy or using against our own consumption	6,000	6,000	6,000
Renewable Energy Infrastructure Projects	Ditto	6,500	8,000	0
CO2 Reduction				
Managing Congestion	Improvement to traffic flow and reducing incidents on the network	5,000	5,000	7,000
Energy Reduction Projects	Energy efficiency projects including LED lighting, cavity wall and loft insulation, boiler controls, etc.	1,500	1,500	1,500
Electric Vehicle Chare Points	Installation of electric vehicle (EV) charge points	300	600	1,200
Support Services Energy Reduction Schemes	Energy reduction schemes e.g. lighting, insulation, etc.	0	500	250
Waste and Recycling Schemes	Purchase of waste receptacles to enable the Borough to enhance waste and recycling	89	89	89
Food Waste Collection	To provide food waste containers	20	20	20
Biodiversity Capital Projects	Rolling programme aimed at enhancing the biodiversity value of various sites and assets	25	0	0
Air Quality Monitoring PM2.5	Air quality monitoring	20	0	0
Alternative Transport				
Feasibility and first stage of new non-highway crossing	New foot and cycle structures in the Borough	0	1,500	1,500
Local Cycling and Walking Infrastructure Plans	Improvements to walking and cycling in the Borough	300	1,200	1,200
Greenways	Network of commuting and leisure routes for pedestrians and cyclists	874	742	1,000
Wokingham Borough Cycle Network	Investment in cycle networks in the Borough	500	1,000	1,000
Public Rights of Way Network	Investment in public rights of way and other non-motorised routes	737	737	737
A327 Cycleway	Investment in cycle networks in the Borough	250	350	0
Byways	Foot/bridal/cycleways enhancement in the Borough	100	0	0
Bus Stop Infrastructure– North Arborfield SDL	Transport infrastructure enhancement – SDL Bus Strategy	0	0	30
Climate Emergency Total		22,215	27,238	21,526

WBC Capital Programme 2021/22 to 2023/24 – New Roads

Project Name	Project Description from the Medium Term Financial Plan	2021/22 £'000	2022/23 £'000	2023/24 £'000
Scape – Road Infrastructure (distribution roads, etc.) initial costs	Investment in future road building/enhancement across WBC road network (including new relief roads)	71,287	35,000	2,200
Nine Mile Ride Extension	Ditto	6,419	3,310	0
Shinfield Eastern Relief Road	Residual payments to Reading University for the completed scheme	3,491	2,751	1,308
California Crossroads	Investment in future road building/enhancement across the WBC road network (including new relief roads)	4,447	0	350
Completed Road Schemes Retention	Completed road scheme retention	0	62	64
	New Roads Total	85,644	41,123	3,922

Climate Emergency Action Plan - Funding Sources

Scheme	Purpose	Eligible	Outcome
Green Homes Grant Local Authority Delivery (LAD) scheme 1a, direct application - August 2020	Household energy efficiency retrofit	Low income households, social housing, private rented and owner occupier. Average spend £10k per property. Combined maximum household income of £30k	Joined bid for £900k with Bracknell Forest. Successful
LAD 1b – December 2020	Household energy efficiency retrofit	Ditto	Joined bid for £1.2m with Bracknell Forest Unsuccessful
Green Homes Grant LAD2 – South East Energy Hub March 2021	Household energy efficiency retrofit	Ditto	33 properties. External wall insulation – aim to assist 5 properties with underfloor heating £80k secured
Green Homes Grant Voucher Scheme - Sept2020 - March 2021	Household energy efficiency retrofit works – must be completed by March 2021	Open for direct application by householders and landlords	Comms campaign to inform residents September 2020 - March 2021
Woodland Trust Funding	To help deliver the goals of Woodland Trust's Emergency Tree Plan	This is a grant and agreement for reimbursement for the purchase and installation of trees to support the delivery of the 250K Trees project	£300k secured
Public Sector Decarbonisation Fund – Salix Dec 2020	Focus on the decarbonisation of heat, insulation, solar PV & supporting economic recovery	Available for capital energy efficiency and heat decarbonisation projects within public sector non-domestic buildings. All public sector orgs including universities, academies Expect shovel ready projects	£390,396 awarded for energy efficiency improvement works across a number of Council assets
DEFRA Air quality grant 2020 to 2021 – March 2021	Develop solutions over the longer term by increasing awareness and encouraging behaviour change	The council will work in partnership with the PPP on anti-idling projects, alongside a focus on the impacts of pollution around schools, encouraging a behavioural change	£259k secured
DEFRA Air quality grant – March 2021	Grant extended – eco-travel officer	The purpose of the grant is to provide support to LAs to develop or implement measures that deliver air quality benefits, developing solutions to increase awareness and encourage positive behavioural changes	£125k secured

Active Travel Fund - Department for Transport	Improvements to cycling and walking facilities	https://wokinghamactivetravelschemes	£577k secured
Office for Zero Emission Vehicles (OZEV) - April 2021 Funding TBC	Electric vehicle homecharge, workplace charging and on-street residential chargepoint scheme	The On-street Residential Chargepoint Scheme (ORCS) provides grant funding for local authorities towards the cost of installing on-street residential chargepoints for plug-in electric vehicles	Released May 2021
Zero Emission Bus Regional Areas (ZEBRA) Fund - March 2021 Funding TBC	Zero Emission Bus Regional Areas (ZEBRA) 2021-2022 scheme - place based scheme that will allow areas, led by local transport authorities, working in partnership with bus operators or as consortia with more stakeholders, to bid for funding to purchase ZEBs and the infrastructure needed to support them	Funding available to local transport authorities in England, outside London, to purchase Zero Emission Buses (ZEBs) and the infrastructure needed to support them	Released May 2021
Bus Strategy £100K - March 2021	By October 2021 all bus operators need to publish a Bus Services Improvement Plan and deliver this through the Bus Services Act 2017's Enhanced Partnership model	Bus operators partnership to produce bus service improvement plan by October 2021. This needs to be developed by LTAs in collaboration with local bus operators, community transport bodies and local businesses, services and people	Released May 2021
Capability Fund £94K revenue May 2021	The Government will fund and work with local authorities across the country to help make it easier for people to use bikes to get around	LFT revenue funding to promote cycling & walking - This fund will support an infrastructure officer to deliver the LCWIP plan for October 2021	Released May 2021

References:

- Sixth Carbon Budget – Climate Change Committee (CCC), 2020.
- Local Authorities and the Sixth Carbon Budget – CCC, 2020.
- Sixth Carbon Budget – Surface Transport - CCC, 2020.
- Sixth Carbon Budget – Buildings – CCC, 2020.
- Achieving Net Zero – National Audit Office, 2021.
- Ten Point Plan for a Green Industrial Revolution – HM Government, 2020.
- Reducing Carbon Emissions from Cars – National Audit Office, 2021.
- Decarbonising Transport Plan – Setting the Challenge – Dept. for Transport, 2020.
- Bus Back Better – Department for Transport, 2020.
- Improving Local Bus Services in England – National Audit Office, 2020.
- Gear Change: A Bold Vision for Cycling and Walking – Dept. for Transport, 2020.
- LTN1/20 Cycle Infrastructure Design – Dept. for Transport, 2020.
- The Carbon Impact of the National Roads Programme – Lynn Sloman and Lisa Hopkinson, 2020.
- Great British Railways: The Williams-Shapps Plan for Rail – Department for Transport, 2021.
- UK Housing: Fit for the Future – Climate Change Committee, 2019.
- Reduce, Replace, Repair – James Hand and Richard Carmichael, 2021.
- Behaviour Change, Public Engagement and Net Zero – Richard Carmichael, 2019.
- Changing Our Ways? Behaviour Change and the Climate Crisis – Cambridge Sustainability Commission, 2021.
- Individuals and Climate Change: Facilitating Behaviour Change for Societal Transformation – Climate Institute, 2020.
- How to Run a Citizens’ Assembly – Dept. for Digital, Culture and Sport, 2020.
- UK Citizens’ Assembly – Report and Recommendations, 2020.

This page is intentionally left blank

Agenda Item 9.

TITLE	Work Programme 2021/22
FOR CONSIDERATION BY	Overview and Scrutiny Management Committee on 16 June 2021
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.

RECOMMENDATION

The Committee is requested to:

- 1) review its work programme for 2021/22 (Annex A);
- 2) prioritise items in the work programme and make an initial allocation of items to forthcoming meetings;
- 3) consider any other potential items for inclusion in the work programme for 2021/22;
- 4) note that additional items can be included in the work programme during the year.

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 work programmes for itself and the Council's Overview and Scrutiny Committees. Recent discussions have indicated the need for the work programming process to be more robust and for improved monitoring during the year.

As this is the Committee's first meeting in the 2021/22 Municipal Year, the list of work programme items is attached for consideration and prioritisation.

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 23 March 2021 the Committee agreed the list of items to be included in its work programme for 2021/22 (Annex A). The Committee is now requested to prioritise the list of items and make an initial allocation of items to the following meetings:

- 7 July 2021
- 20 September 2021
- 18 October 2021
- 17 November 2021
- 11 January 2022
- 23 February 2022
- 17 March 2022

Each of the Overview and Scrutiny Committees is carrying out a similar exercise and is inviting the relevant Executive Members to attend a meeting to discuss priorities over the year ahead. The Leader of the Council and the Chief Executive have been invited to attend the Management Committee's meeting on 7 July 2021.

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 2021/22 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 is acting as a "critical friend" to the Council's Climate Emergency activities through the work of the Climate Emergency Task & Finish Group.

List of Background Papers

None

Contact Neil Carr	Service Resources and Assets
Telephone No 0118 974 6000	Email neil.carr@wokingham.gov.uk
Date 7 June 2021	Version No. 1.0

**OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE
WORK PROGRAMME 2021/22**

1.	Development of the Overview and Scrutiny Work Programmes and coordination of the work of the Overview and Scrutiny Committees
2.	Discussions with the Council Leader and Chief Executive to identify future priorities and monitor performance against priorities and targets – July 2021
3.	WBC response to the pandemic – including Green Recovery, co-produced Anti-Poverty Strategy and partnership working to tackle poverty
4.	Scrutinising the underpinning priorities and KPIs for the Corporate Delivery Plan 2020/24 and the Quarterly Performance Management Reports - Quarterly
5.	Scrutinising the Council's Continuous Improvement Programme – including post Covid-19 organisation of the Council
6.	Scrutinising the implications of Climate Emergency for the Borough through the Climate Emergency Task and Finish Group – June 2021
7.	Scrutinising progress on the Local Plan Update and the Five Year Land Supply
8.	Scrutinising delivery of affordable housing across the Borough
9.	Scrutinising the Council's Economic Development Strategy and the impact of the Thames Valley Berkshire Local Enterprise Partnership
10.	Scrutinising the Council's compliance with the Equality Act 2010 – implementation of the Equality Plan and Inclusion – access to services
11.	Scrutinising the impact of Brexit on the Borough and Council services
12.	Scrutinising the Council's emerging Waste Strategy and Recycling (green sacks), Food Waste service, Green Waste and the new Street Cleansing contract
13.	Scrutinising the break-up of the shared Public Protection Partnership (PPP) and re-establishment of a WBC service – transition and service impact
14.	Scrutinising the improvement plan for the WBC website and improvement to service delivery channels – roll-out of Broadband and inclusive services
15.	Scrutinising issues relating to Unauthorised Traveller Encampments
16.	Scrutinising the Council's role in Tree Protection through a Task and Finish Group – July 2021
17.	Scrutinising the Council's emerging Tree Strategy – later in 2021/22

18.	Scrutinising the Council's approach to Air Quality management across the Borough (joint item with HOSC)
19.	Scrutinising the Local Nature Recovery Strategy (new legislation) – later in 2021/22
20.	Monitoring progress against actions agreed in Motions approved by Council
21.	Approving the annual Overview and Scrutiny reports to Council
22.	Undertaking Call-In reviews of Executive decisions as necessary
23.	Reviewing the effectiveness of the Overview and Scrutiny function and the underpinning support and training provided for Officers and Members

This page is intentionally left blank

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 - June to September 2021

Updated 08 June 2021

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
---------	----------------------	-------------------------	--	------------------------------------	-------------------------	--

Executive Meeting 24 June 2021

17 WBC1193	Community Safety Strategy 2021-2024 Purpose: To seek ratification for the Wokingham Community Safety Strategy for 2021 to 2024	Executive		Director, Communities, Insight and Change - Keeley Clements/ Narinder Brar	Executive Member for Neighbourhood and Communities - Bill Soane	N/A The item was deferred from 25 March Executive in order to allow for a longer public and stakeholder consultation period, thereby allowing adequate time to consider, make and agree any amendments to the Strategy and related priorities
WBC1202	Procurement Approval for Countryside Catering Purpose: To approve the award of the catering contract for the Countryside Service	Executive		Director, Place and Growth - Steve Moore/ Richard Bisset	Executive Member for Environment and Leisure - Parry Bath	N/A
WBC1201	Enhanced Partnership Purpose: To agree a commitment to an Enhanced Partnership	Executive		Director, Place and Growth - Steve Moore/ Rebecca Brooks	Executive Member for Highways and Transport - Pauline Jorgensen	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

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
						business or financial affairs of individuals
WBC1205	Wokingham Recovery Strategy Purpose: To provide a strategy for the Council that addresses the key issues arising from the COVID-19 pandemic and attends to 'recovery' in the context of delivering the Corporate Plan	Executive		Deputy Chief Executive - Graham Ebers/ Javeria Ali	.Leader of the Council - John Halsall	N/A
WBC1197	Implementing the Leisure Strategy Purpose: To agree new developments in line with the implementation of the Leisure Strategy	Executive		Deputy Chief Executive - Graham Ebers/ Beverley Thompson	Executive Member for Environment and Leisure - Parry Bath	N/A
WBC1203	Capital Outturn 2020/2021 Purpose: To inform members of the Capital Programme outturn for 2020/2021, seek approval for the relevant budget carry forwards and demonstrate effective and safe use of our resources to deliver service improvements and service continuity through capital investments	Executive		Deputy Chief Executive - Graham Ebers/ James Sandford	Executive Member for Finance and Housing - John Kaiser	N/A
WBC1204	Revenue Monitoring 2020/21 - Outturn Purpose: To report the Revenue outturn position of the Council for the 2020/21 financial year highlighting the effective management of the	Executive		Deputy Chief Executive - Graham Ebers/ Mark Thompson	Executive Member for Finance and Housing - John Kaiser	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
	Council's finances to ensure value for money for council tax payers, housing tenants and schools					
Executive Meeting 29 July 2021						
WBC1199	Commercialisation Strategy Purpose: To agree and approve the updated Commercialisation Strategy for Wokingham Borough Council	Executive		Deputy Chief Executive - Graham Ebers/ Bob Watson	Executive Member for Finance and Housing - John Kaiser	N/A
WBC1200 #75	Procurement Strategy Purpose: To agree and approve the updated Procurement Strategy for Wokingham Borough Council	Executive		Deputy Chief Executive - Graham Ebers/ Bob Watson	Executive Member for Finance and Housing - John Kaiser	N/A
WBC1192	Investing in our Community Purpose: Refresh Commercial Property Investment Strategy	Executive		Deputy Chief Executive - Graham Ebers/ Damon Emes	Executive Member for Finance and Housing - John Kaiser	N/A This item was deferred from 25 March Executive in order that further work could be undertaken on the local implications of the proposal and further consultation could be carried out with Officers
WBC1206	Proposed Solar Farm - Barkham Purpose: To consider a proposal for a solar farm at Barkham, to generate 'green' energy for all of WBC's corporate property portfolio	Executive		Deputy Chief Executive - Graham Ebers/ Ian Gough	Executive Member for Resident Services, Communications and Emissions - Gregor Murray	N/A
WBC1207	Community Assets Transfer Review Purpose:	Executive		Deputy Chief Executive - Graham Ebers/	Executive Member for Business and Economic	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
	To consider revised terms and increased delegated powers			Dee Maddox-Hinton	Development - Stuart Munro	
WC1208	Heating Services Contract Purpose: To approve the procurement of a new Heating Services contract	Executive		Director, Communities, Insight and Change - Keeley Clements/ Rodney Coyle	Executive Member for Finance and Housing - John Kaiser	N/A
WBC1209	Local Development Scheme 2021 Purpose: To seek Executive's approval to adopt an updated Local Development Scheme (LDS), the document which sets out the timetable for the preparation of local plans for the following three year period	Executive	Draft Local Development Scheme 2021	Director, Place and Growth - Steve Moore/ Ian Bellinger	Executive Member for Planning and Enforcement - Wayne Smith	N/A
WBC1210	Home to School Transport Policy (inc. SEND) Purpose: To provide an update on the outcome of the consultation on the proposed new home to school transport policy and post 16 transport policies	Executive		Director, Children's Services - Carol Cammiss/ Sal Thirlway	Executive Member for Children's Services - Graham Howe	N/A

176

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

Executive Meeting 30 September 2021

**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
---------	----------------------	-------------------------	------------------------	------------------------------------	-------------------------	-------------------

Members of the Executive:-

John Halsall	Leader of Council
John Kaiser	Deputy Leader of the Council and Executive Member for Finance and Housing.
Stuart Munro	Business, Economic Development
Graham Howe	Children's Services
Gregor Murray	Resident Services, Communication and Emissions
Parry Bath	Environment and Leisure
Charles Margetts	Health, Wellbeing and Adult Services
Pauline Jorgensen	Highways and Transport
Wayne Smith	Planning and Enforcement
Bill Soane	Neighbourhood and Communities

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

This page is intentionally left blank

**WOKINGHAM BOROUGH COUNCIL
INDIVIDUAL EXECUTIVE MEMBER DECISIONS FORWARD PROGRAMME**

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

Individual Executive Member Forward Plan - May 2021 Update 2

Updated 08 June 2021

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)	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
<p>IMD 2021/16 6</p>	<p>Response to Government Consultation on Changes to Permitted Development Rights for Telecommunications Infrastructure <i>Purpose:</i> The Council's response to a current government consultation relating to changes to permitted development rights for telecommunications infrastructure Date 2 Jun 2021 Meeting Room and Time Council Chamber at 9am</p>	<p>Executive Member for Planning and Enforcement - Wayne Smith</p>		<p>Director, Place and Growth - Steve Moore/ Justin Turvey</p>	<p>N/A N/A</p>
<p>IMD 2021/17</p>	<p>Local Validation List for Planning <i>Purpose:</i> Update to the Local Validation List for the validation of planning applications submitted to the Council Date 2 Jun 2021 Meeting Room and Time Council Chamber at 9.10am</p>	<p>Executive Member for Planning and Enforcement - Wayne Smith</p>		<p>Director, Place and Growth - Steve Moore/ Marcia Head</p>	<p>N/A N/A</p>

IMD 2021/18	<p>Disposal of land between 14 & 15 Yeosfield Riseley Swallowfield RG7 1SG</p> <p>Purpose: To recommend the sale of Land between 14 & 15 Yeosfield Riseley Swallowfield RG7 1SG that will lead to receiving a capital receipt to put towards reinvestment into new homes in conjunction with retained right to buy receipts.</p> <p>It is anticipated the disposal of this asset will generate approximately £150,000 (estimate by Property Services) but the actual sale price will depend on market conditions at the time of sale.</p> <p>Date 23 Jun 2021 Meeting Room and Time Council Chamber at 1pm</p>	Executive Member for Finance and Housing - John Kaiser	Plan of the site	Director, Communities, Insight and Change - Keeley Clements/ Martin Forster	N/A
----------------	--	--	------------------	---	-----

18

Members of the Executive:-

- | | |
|-------------------|--|
| John Halsall | Leader of Council |
| John Kaiser | Deputy Leader of the Council and Executive Member for Finance and Housing. |
| Stuart Munro | Business, Economic Development |
| Graham Howe | Children's Services |
| Gregor Murray | Resident Services, Communications and Emissions |
| Parry Batth | Environment and Leisure |
| Charles Margetts | Health, Wellbeing and Adult Services |
| Pauline Jorgensen | Highways and Transport |
| Wayne Smith | Planning and Enforcement |
| Bill Soane | Neighbourhood and Communities |

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 6054 or by emailing democratic.services@wokingham.gov.uk

Agenda Item 11.

Overview and Scrutiny Management Committee – Action Tracker 2021/22

O&S Management Committee – 20 January 2021		
Agenda Item	Action	Update
WBC Response to the Covid-19 pandemic	<ul style="list-style-type: none"> • Chairman to write to the Leader with two additional recommendations; • Funding for early years settings to be considered at Children's Services O&S; • Add two new work programme items – Green Recovery and New Ways of Working 	<ul style="list-style-type: none"> • Completed • TBC • Completed
O&S Work Programmes 2021/22	<ul style="list-style-type: none"> • Begin process for developing 2021/22 work programmes; • Report to Feb meeting on ways to improve horizon scanning and work programme development 	<ul style="list-style-type: none"> • Completed • Completed
O&S Management Committee – 24 February 2021		
Agenda Item	Action	Update
Q3 Performance Report	<ul style="list-style-type: none"> • Written responses to Member questions; • Report to March meeting with options for making quarterly KPI reports more effective 	<ul style="list-style-type: none"> • Ongoing • Report to June meeting
Improving O&S Work Programming	<ul style="list-style-type: none"> • Invite Leader and CEX to June meeting; • Regular meetings with Executive and CLT as per the Executive-Scrutiny Protocol • Each O&S Committee to develop an Action Tracker report for 2021/22 	<ul style="list-style-type: none"> • Completed • Ongoing • Ongoing
O&S Annual Reports 2020/21	Submit to March Council meeting	Completed
O&S Management Committee – 23 March 2021		
Agenda Item	Action	Update
O&S Work Programmes 2021/22	Each O&S Committee to consider work programme and prioritise items	Ongoing
O&S Member Training	<ul style="list-style-type: none"> • Set up induction/refresher training on 15 June • Agree dates for further O&S training sessions 	<ul style="list-style-type: none"> • Completed • Ongoing
Action Tracker Report	Each O&S Committee to set up an Action Tracker report	Ongoing

This page is intentionally left blank