

# WOKINGHAM BOROUGH COUNCIL CLIMATE EMERGENCY ACTION PLAN



**FIFTH PROGRESS REPORT | SEPTEMBER 2024**



**WOKINGHAM  
BOROUGH COUNCIL**



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## MESSAGE FROM COUNCILLOR JORDAN MONTGOMERY, EXECUTIVE MEMBER FOR ENVIRONMENT & CLIMATE EMERGENCY



Climate change is happening: the scientific evidence is compelling and undeniable. There has always been climate change, however the change we are now experiencing is different, because this time it's being caused by us. The emissions from fossil fuels since the start of the industrial revolution has greatly increased the amount of carbon dioxide and similar gases in our atmosphere, creating a warming, greenhouse effect around the planet. This is increasing global and UK average

temperatures, making the world's weather more extreme. We are in a climate emergency.

We have already begun to experience these extreme weather events in Wokingham Borough. From the increase in flooding and storms, the higher number of heatwaves and more unpredictable weather events. It is a threat to our economy, environment, health, way of life and to our community.

Climate impacts and extreme weather events can affect anyone, but some people are more affected than others particularly the poorest and most vulnerable groups in our society. The climate emergency is intertwined with the cost of living and fuel poverty crisis.

The good news is that it doesn't have to be like this. We can mitigate the impacts of climate change if we act now and act together. Even though all of us are a small part of the change, if we take action and consciously try to live a lower-carbon lifestyle, we can create a new normal.

A low-carbon lifestyle does not only benefit the environment. There are so many benefits to taking action now, from improving air quality which positively impacts on our health and well-being, reducing energy costs which alleviates poverty, and decreasing our reliance on imported oil and gas.

To tackle climate emergency, we need to decarbonise our economy and infrastructure, and this is where the Climate Emergency Action Plan comes in. It is our collective plan which lays out the actions, we have committed to deliver to become a carbon neutral Wokingham Borough by 2030.

We recognise that we cannot achieve our carbon neutrality goal by working in isolation. We need our residents, businesses, schools, and community organisations to contribute to the actions set out in this plan. By empowering our community to take action locally, we can build momentum for change and drive progress to tackle the climate emergency together.



## OUR CLIMATE EMERGENCY RESPONSE

In July 2019, Wokingham Borough Council (WBC) members unanimously declared a climate emergency. The declaration commits WBC to do as much as possible to achieve carbon neutrality by 2030. Subsequently, the council published its first Climate Emergency Action Plan (CEAP).

The CEAP establishes 9 key priority areas and 91 actions to mitigate carbon emissions and work towards our 2030 goal. These are:

1. **Transport**
2. **Renewable Energy Generation**
3. **Building Retrofitting**
4. **Carbon Sequestration**
5. **Waste & Recycling**
6. **New Developments**
7. **Procurement**
8. **Engagement & Behaviour change**
9. **Council specific actions**

This report details the progress and associated carbon savings against each action. It covers the 2023/24 period (April to April).

For enquires about this report, please email Wokingham Borough Council's Climate Emergency team at:

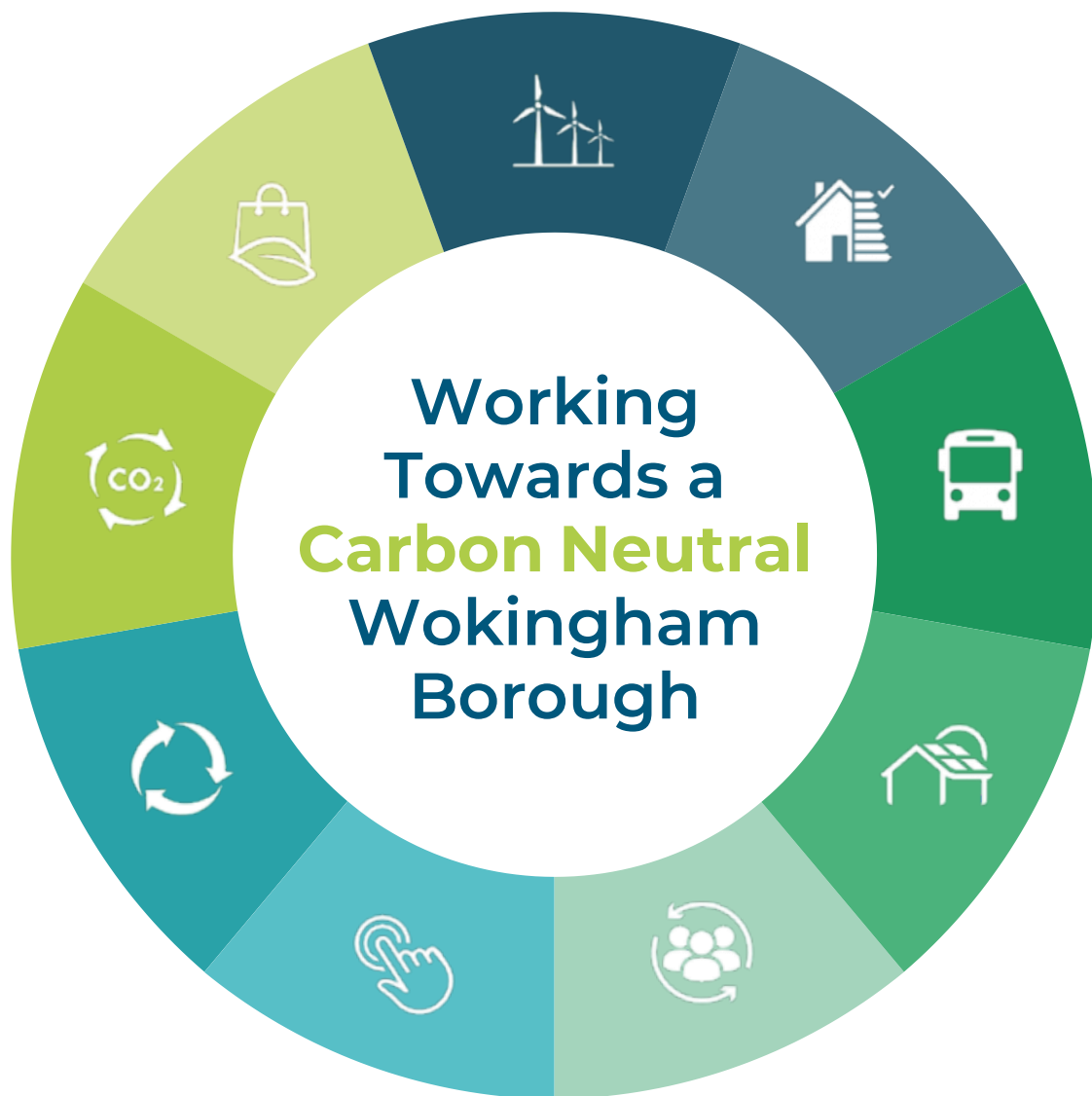
[climate.emergency@wokingham.gov.uk](mailto:climate.emergency@wokingham.gov.uk)

This report includes recommendations that were shared by our residents, businesses, local organisations, schools and other stakeholders during the “Let’s Talk Climate” workshops and survey that took place in early 2022.

We will continue to engage with the community in discussions around the climate emergency and empower them to take action and support our aspiration to become a carbon neutral borough.

WBC is committed to tackling inequality and promoting inclusion in the delivery of this CEAP. We conduct Equality Impact Assessments on all significant projects, to identify and act on impacts on different groups of people. The climate emergency affects us all, but we are acutely aware that those most at risk from the impacts of climate change include people with respiratory health conditions, children, older adults, people on low income and people from minority backgrounds.





In a carbon neutral Wokingham Borough, our community would breathe clean air and enjoy clean and green bio-diverse spaces. People would walk, wheel, scoot or cycle, use accessible public transport and low-emission vehicles. Homes, businesses, places of work and leisure would be low-carbon and energy efficient, powered by renewables and use innovative technologies that pave the way forward for future generations. Wokingham Borough would be an inclusive and diverse community, where everyone plays their part in contributing towards a low-carbon future.

*A dream for a carbon neutral Borough, developed following the "Dream session" of the 2022 Community Deliberative Process "Let's Talk Climate"*

## OUR CLIMATE EMERGENCY ACTION PLAN PROGRESS



### 1. TRANSPORT

- 94 on-street chargepoints installed to date.
- 2,125 children received Bikeability training.
- £264,000 LEVI grant successfully received to install on-street electric vehicle chargers across the Borough.



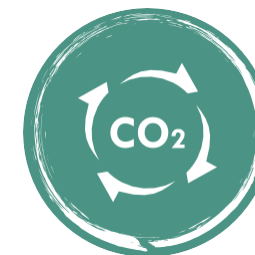
### 2. RENEWABLE ENERGY GENERATION

- 30,886 MWh generation of renewable electricity in the Borough saving 6,395 tCO<sub>2</sub>e\*
- 3184 solar panels installed across 301 dwellings as part of the Berkshire wide Solar Together scheme.
- Barkham solar Farm 2026 grid connection date confirmed.



### 3. RETROFITTING BUILDINGS

- 16 properties at the Gorse Ride development completed which includes energy efficiency improvements.
- Over 140 residents have accessed the newly adopted council Home Decarbonisation Service
- 24 schools in the Borough have been retrofitted to improve energy efficiency

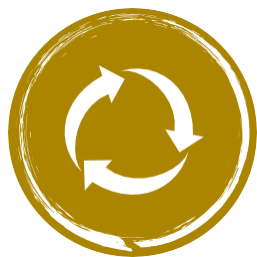


### 4. CARBON SEQUESTRATION

- 10% biodiversity net gain is now mandatory in all planning applications.
- 45,906 trees or hedgerows planted over 17 hectares since 2021.
- 26 schools participated the tree planting projects with Freely Fruity charity.

\*tonnes of carbon dioxide equivalent (tCO<sub>2</sub>e)

## OUR CLIMATE EMERGENCY ACTION PLAN PROGRESS



5.

### WASTE & RECYCLING

- 2,415 tCO<sub>2</sub>e\* estimated savings per year from new alternate weekly collections changes.
- 18,500 residents engaged with waste & recycling newsletter
- 25,284 tonnes of waste recycled this year.



6.

### NEW DEVELOPMENT

- Local Plan Update currently in development which includes key Climate Emergency policies around minimum energy standards in future developments.



7.

### PROCUREMENT

- Climate emergency questionnaire now being provided to new suppliers as part of procurement processes.
- Pilot studies to identify opportunities for carbon savings have been carried out for key contracts



8.

### ENGAGEMENT AND BEHAVIOUR CHANGE

- A new Climate Emergency Hub launched on the council website
- over 500 people within the community have attended events related to Climate Emergency
- Wokingham Borough Council is working with the University of Reading to support schools develop their School Climate Action Plans



9.

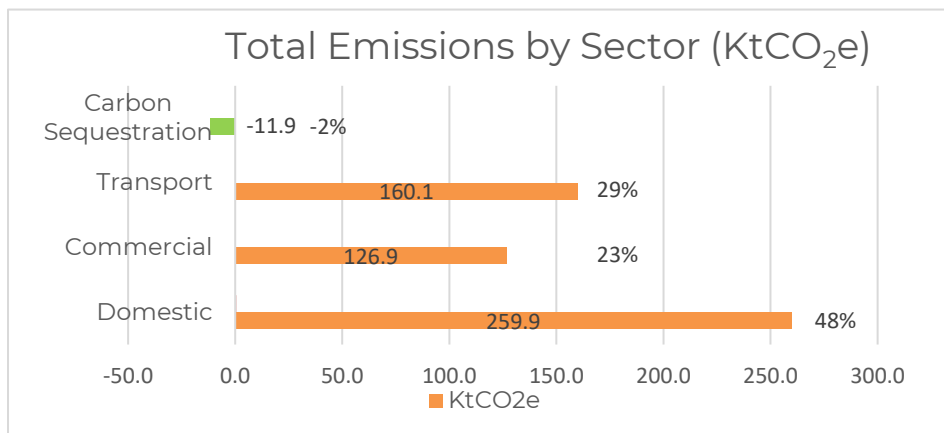
### COUNCIL SPECIFIC ACTIONS

- 184 properties being assessed for energy efficiency as part of council wide energy action plan
- Electric Vehicle salary sacrifice scheme introduced for council staff.
- 1,476 tCO<sub>2</sub>e\* Reduction of council specific emissions this year

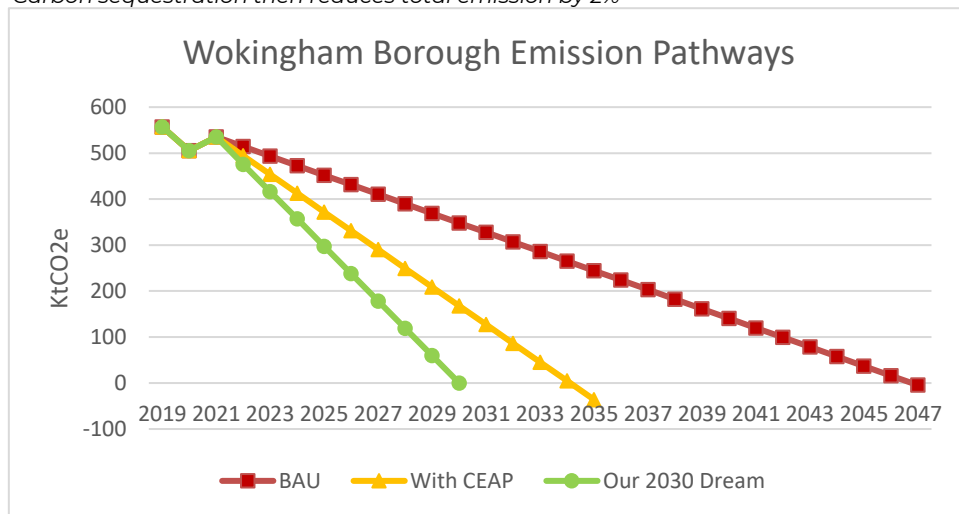
\*tonnes of carbon dioxide equivalent (tCO<sub>2</sub>e)



## CURRENT AND FUTURE EMISSIONS



**Figure 1.** Wokingham Borough's Carbon Footprint 2021 (ktCO<sub>2</sub>e). Domestic, Commercial and Transport sectors add up to 100% of emissions sources and Carbon sequestration then reduces total emission by 2%



**Figure 2.** Wokingham Borough Emissions Trajectories for 2030 (ktCO<sub>2</sub>e). The 3 lines represent 3 potential scenarios for emissions based on the extent of actions taken by the council and wider borough. A 'business as usual' line showing minimal intervention, a 'with CEAP' line to show the impacts of the actions in this plan, and a '2030 Dream' line to show the extent of actions needed to achieve this by 2030.

### Figure 1

Wokingham Borough's carbon footprint as of 2021 was 535 kilotons of carbon dioxide equivalent (ktCO<sub>2</sub>e), the breakdown of this is shown in Figure 1. This incorporates a negative figure for carbon sequestration (e. g. tree planting) and is based on government data that is reported three years in arrears (DESNZ 2021). The full breakdown is available in Appendix 2.

### Figure 2

Figure 2 shows Wokingham Borough's emission trajectories to 2030. Current business as usual (BAU) projections from SCATTER, follow a methodology based on government strategies and targets, and estimate a 25% fall in emissions from 2021 to 2030 based on the UK doing minimal mitigation actions. For information on SCATTER please refer to Appendix 2.

This represents a 186 ktCO<sub>2</sub>e saving by 2030, as shown as the "BAU" line. Actions within this plan are estimated to save an additional 180 ktCO<sub>2</sub>e, meaning a shortfall of 167 ktCO<sub>2</sub>e remains, as shown by the "With CEAP" line in figure 2. This demonstrates the scale of the issue and outlines the importance of delivering the CEAP actions, alongside the need for wider government support, as without statutory powers and funding, the major actions required to reach the "2030 Dream" line are not currently achievable.

These 3 trajectories represent respective falls of approximately 20, 40 and 60 ktCO<sub>2</sub>e per year.



“Emissions are split into 3 different “scopes”. Examples of emission sources for each scope are shown in **Figure 3** below



## Scope 1:

Emissions associated with combustion of fuels directly by a consumer. Within Wokingham this mainly refers to gas use for heating, cooking and hot water or directly used in industry, and petrol/diesel used by vehicles whilst they are on the borough's roads, again either for domestic or commercial purposes.

## Scope 2:

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

## Scope 3:

Emissions resulting from the behaviour and activity of a consumer but occurring from sources outside of their control. Within Wokingham these are generally consumption-based emissions, which, from a carbon accounting perspective, are out of the scope of the borough's carbon footprint as they occur outside the borough's boundary. Indeed, all other emissions that occur outside the borough boundary, as a result of activities taking place within the borough boundary, fall into the category of scope 3 emissions. For example, the production and transport of goods from other countries, residential waste being treated outside of the borough, as well as with distribution losses and emissions from water supply and treatment. It may also include investments made by stakeholders within the borough in external locations.



## OUR 9 PRIORITY AREAS AND CARBON SAVINGS

The CEAP identifies actions to reduce carbon dioxide emissions across 9 priority areas.

Within the CEAP, short term actions would be completed within a few years of this report (2025 to 2026), medium term actions take several years to reach fulfilment (2027 to 2028), and long-term actions take many years to come to fruition (2029 to 2030).

The emission targets within this document are best estimates based on the information we currently have; the carbon accounting methodology is subject to ongoing refinement. For simplicity, the carbon saving figures are rounded down to the nearest whole number. Where possible, targets are aligned with government ones, though stretched to be more ambitious than the 2050 Government goal.

Not all carbon savings for the projects listed in this plan have been calculated, as some of the information needed for this calculation is not yet available. Once this information is available it will be added in.

Estimated costs are provided for projects where feasible and will be updated when possible.

Many of the measures planned will support the council and residents financially in the long term, through energy efficiency improvements and reduced recovery costs from extreme events. Many councils are already reporting noticeable savings, such as Wiltshire council who are currently saving around £2m per year from building improvements<sup>11</sup>.

The council recognises the importance of the United Nations' Sustainable Development Goals (SDGs) and so the CEAP is aligned to the SDG framework.

In doing so, the council hopes to ensure that its actions contribute to global level action and lead to a socially just response.





The council seeks to ensure accurate and quality information in the CEAP, and that our response to climate change is as robust as it can be. Actions within this plan are continually revisited to adjust or re-evaluate in line with new policies or learning, and global events.

To ensure we monitor progress against our 2030 target, a RAG rating system is in place. Each action has been assigned a colour, green represents being on track, amber indicates at risk of being slightly delayed and red indicates at risk of being significantly delayed.

This plan is externally and independently reviewed through Council Climate Action Scorecards and the Carbon Disclosure Project (CDP), an internationally accepted process. To scrutinise the Action Plan, a Climate Emergency Overview and Scrutiny Management Committee is in place.

This panel includes representatives from all major council parties and gives residents the opportunity to submit questions and scrutinise the climate-related work of the Council.

The tables on the next few pages summarise our actions across the 9 priorities. Each priority area is presented in more detail later in this document. The carbon savings outlined by each target represent the cumulative annual savings, towards carbon neutrality, i.e. they will contribute that amount of savings against the total emissions from the borough in 2030.

Some of these targets will not directly represent carbon savings but are essential to the delivery of other targets; these are identified as 'Neutral'.



Priority area	Carbon Savings (tCO <sub>2</sub> e)
<b>1. TRANSPORT</b>	
1A 50% Reduction in ICE private car mileage	
33% From EV Registration	<b>40,713</b>
5% From Reduced Travel	<b>7,075</b>
2% From Public Transport Increase	<b>2,830</b>
10% From Active Transport Increase	<b>14,149</b>
1B 22% Reduction in Road Freight	<b>18,967</b>
1C Local Transport Plan 4	<b>Included in total</b>
<b>Subtotal</b>	<b>83,733</b>

Priority area	Carbon Savings (tCO <sub>2</sub> e)
<b>2. RENEWABLE ENERGY GENERATION</b>	
2.1 Increase the generation of renewable energy through investment in solar farms to generate 49,000 MWp	<b>10,304</b>
2.2 Support the generation of renewable energy in the Borough to generate the equivalent of approx. 1,550 kWh per household	<b>15,748</b>
<b>Subtotal</b>	<b>26,052</b>



Priority area	Carbon Savings (tCO <sub>2</sub> e)
<b>3. RETROFITTING DOMESTIC AND COMMERCIAL BUILDINGS</b>	
3.1 Implement a Passivhaus housing scheme for 249 Council homes	<b>914</b>
3.2 Improve energy performance of Council Housing stock	<b>3,229</b>
3.3 All local schools to be retrofitted by 2029	<b>310</b>
3.4 75% of homes to be EPC C rated or above, an increase of 18,900 homes	<b>55,490</b>
<b>Subtotal</b>	<b>59,944</b>

Priority area	Carbon Savings (tCO <sub>2</sub> e)
<b>4. CARBON SEQUESTRATION</b>	
4.1 Cover 170 hectares with new trees in the form of woodlands, hedgerows and orchards	<b>2,329</b>
4.2 Improve carbon sequestration in future land management decisions	<b>2,031</b>
4.3 Implement a programme of carbon sequestration opportunities	<b>Included in total</b>
4.4 Implement a climate change adaptation programme for the Council and Borough	<b>Neutral</b>
<b>Subtotal</b>	<b>4,360</b>





Priority area	Carbon Savings (tCO <sub>2</sub> e)
<b>5. WASTE &amp; RECYCLING</b>	<b>(Out of Scope)</b>
5.1 Achieve 70% recycling target	<b>3,955</b>
5.2 Achieve 3% of waste going to landfill	<b>2,073</b>
<b>Subtotal</b>	<b>6,028</b>

Priority area	Carbon Savings (tCO <sub>2</sub> e)
<b>6. NEW DEVELOPMENT</b>	
6.1 Towards the end of 2025, residential and commercial development to be designed and built to carbon neutral standards.	<b>Neutral</b>
6.2 Establish a spatial strategy and design framework which promotes active and sustainable travel, sustainable design and construction, and enable biodiversity gain.	<b>Neutral</b>
6.3 Support low carbon and renewable energy generation	<b>Neutral</b>
6.4 All new residential and non-residential buildings to be designed and built to be EV ready by 2025	<b>Neutral</b>
6.5 100% of council new development is built to carbon neutral standards	<b>Neutral</b>
<b>Subtotal</b>	<b>Neutral</b>



Priority area	Carbon Savings (tCO <sub>2</sub> e)
<b>7. PROCUREMENT</b>	
7.1 Achieve sustainable procurement practices throughout the Council as part of corporate procurement strategy.	<b>Neutral</b>
7.2 The Council will incorporate social value within procurement processes.	<b>Neutral</b>

Priority area	Carbon Savings (tCO <sub>2</sub> e)
<b>8. ENGAGEMENT AND BEHAVIOUR CHANGE</b>	
8.1 Raise awareness in the community about climate emergency agenda	<b>Neutral</b>
<b>Subtotal</b>	<b>Neutral</b>

Priority area	Carbon Savings (tCO <sub>2</sub> e)
<b>9. COUNCIL SPECIFIC ACTIONS</b>	
9.1 Reduce by 70% CO <sub>2</sub> e emissions produced by Council travel by 2030	<b>Included in travel emissions</b>
9.2 Council car fleet to become entirely ultra-low emission by 2028	<b>53</b>
9.3 All buildings (laser framework procured) will be retrofitted to carbon neutral standards by 2030	<b>6,340</b>
<b>Subtotal</b>	<b>6,393</b>





# 1. TRANSPORT





# 1. TRANSPORT

## Annual Carbon Savings: 83,733 tCO<sub>2e</sub>

Being one of the key contributors towards our emissions, and with higher-than-average car ownership in the borough, transport saving is a priority area.

Targets here are based around the overall goal of reducing ICE (internal combustion engine) mileage, both for private and commercial purposes. They are therefore split under these 2 primary areas.

Key aims around transport include encouraging and supporting residents and businesses to transition to sustainable and active methods. Active transport targets are currently ahead of the target estimation. Public transport and travel reductions are currently behind, with negative covid influences still remaining around public transport, meaning the carbon savings have been limited, and more actions or expansion of the current actions will be required in the future, to reduce Transport emissions. More focus is also recognised to be required around train usage, with work underway to include targets on this area in future progress reports.

The scale of transport projects requires significant external funding to implement, with a number of bids submitted this year alone.

Transport targets do not exist in isolation, with many reliant on others to reach their full potential and hence all projects are being progressed simultaneously. For example, active travel increases will require supporting infrastructure.

Working with partners will be key to this, such as bus and rail companies or electric vehicle (EV) infrastructure providers, to maximise the benefits for all parties.

## Key Achievements this year:

- EV strategy completed and 44 on-street EV chargepoints installed.
- Advice and online webinars for businesses and voluntary sector organisations have been delivered around EVs.
- EV chargepoints added to the parking app, Flowbird enabling charges for parking and charging to be combined.
- WBC supported a successful bid with Reading Council for a zero-emission bus for Route 21 which covers the Lower Earley area.
- A cumulative total of 2,125 children have now been trained across the 3 levels of Bikeability.
- Enhanced bus partnership now in place.
- Healthy school streets programme to start pilot in September 2024.
- Cargo bikes now in use, with one covering over 1,000 miles.
- Love to Ride scheme now has 2,770 users across 126 companies and 2 million miles travelled this year, saving 155 tonnes of CO<sub>2e</sub>.

## Action Changes from last year:

- No major action changes in this section.



Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<b>T1A. 50% Reduction in Internal Combustion Engine (ICE) private car mileage</b>			<b>64,766 tCO<sub>2</sub>e</b>	<b>TBC</b>	
<b>1A.1 33% From Electric Vehicle (EV) Registration</b>			<b>40,713 tCO<sub>2</sub>e</b>	<b>TBC</b>	
<p><b>1A.1.1 To develop an EV strategy for Wokingham Borough.</b></p> <p>Borough wide strategy to specify the infrastructure for EV charging point to encourage the uptake of EVs.</p>	<ol style="list-style-type: none"> <li>1. Carry out an initial mapping assessment of the EV requirements and existing chargers for the Borough.</li> <li>2. Obtain a baseline on current electric vehicle market, current ownership, forecast growth and charging infrastructure technologically.</li> <li>3. Assess the potential for an integrated network of EV charge points. This would include encouraging the installation of EV charging points at motorway service areas and at large fuel retailers.</li> <li>4. Create a business case for funding.</li> <li>5. Develop and agree policy for EV charge point provision, which will maximise uptake of EV. Including policy, processes and protocol for responding to requests for charge points and how they can be operated and maintained.</li> <li>6. Agreeing partnerships, income streams and service providers to ensure best uptake.</li> <li>7. Produce EV strategy report and present to senior leadership teams for approval.</li> </ol>	<p>The draft EV strategy is complete and has been reviewed by Energy Saving Trust. It will be going out to final consultation next.</p> <p>A shorter summary paper has also been produced to provide a quicker overview of key points.</p>	Included in total	<p>Short term (2025/26)</p> <p>£32,000</p>	<b>GREEN</b>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>1A.1.2 Provide a uniform method of accessing public and private charge points</b></p>	Action completed	Action completed	Included in total	Action Completed	<b>GREEN</b>
<p><b>1A.1.3 Review the residential charge point infrastructure for those who have communal parking facilities such as flatted developments.</b></p> <p>As of 2020, 27% residential buildings (approximately 12,000 households) did not have off-street parking and therefore direct access to safely charging an EV vehicle. This represents a barrier for these occupants to own an EV and so reduces the uptake of EVs in the borough.</p>	<ol style="list-style-type: none"> <li>1. Implement a pilot of EV charging points in selected locations, aim at installing 19 new charging points for residents with communal parking facilities.</li> <li>2. Based on the experience gained during stage 1, the council will seek to extend charging point facilities across the borough dependent on government funding phases being announced.</li> </ol>	<p>94 chargers have been installed in total under the on-street charging scheme.</p> <p>44 chargers installed this year and Volkors now working on road markings as part of the £264k local electric vehicle infrastructure bid for capital scheme residential low power charge schemes. These have also been added to the ZAPmap app for visibility.</p>	542 tCO <sub>2</sub> e	<p>Long term (2029/30)</p> <p>£173,500</p>	<b>GREEN</b>



Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>1A.1.4 Ensure that all electric vehicle charging points installed in the borough are ‘smart ready’ to balance the electricity load demands on the grid.</b></p> <p>This will ensure reliability of power supply in the system. Maintaining confidence in the network and increasing the uptake of EVs. Overall carbon savings cannot be achieved without this.</p>	<ol style="list-style-type: none"> <li>1. Identification of dynamic load balancing or local storage systems that could be implemented in WBC.</li> <li>2. Engage with service providers about generic support for WBC EV chargers through standards such as open charge point protocol (OCPP).</li> <li>3. Analysis on current EV provisions and process in place.</li> <li>4. Assessing the potential implementation of fast charging at a premium rate to assist load balancing.</li> <li>5. Establish the parameters for the management of available energy in an area through methods like dynamic load balancing or local storage systems.</li> <li>6. Ensure that charge points are smart ready by setting requirements prohibiting installation of charge points unless they meet certain load management specifications.</li> </ol>	<p>Action ongoing for existing chargers. Some sites have limited capacity so load balancing for multiple charging sessions are planned to be implemented in the coming years.</p>	<p>Included in total</p>	<p>Ongoing</p> <p>Long term (2029/30)</p> <p>Nil</p>	<p><b>GREEN</b></p>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>1A.1.5 Support local businesses, including commercial property owners, to transition their commercial fleets to electric vehicle. Also to encourage employees to switch to electric vehicle for private use.</b></p>	<ol style="list-style-type: none"> <li>Consult with local businesses to understand needs, including taxi fleets, to develop the required charging infrastructure to support the uptake of EVs.</li> <li>Engage local business with Workplace Charging Scheme.</li> <li>Provide information on salary sacrifice schemes to support employees to transition to EV.</li> <li>Assess opportunities to support the development of plug-in taxi programs within the borough, considering the requirements for charge points.</li> <li>Promote the benefits of EVs and electric transport overall through the climate conversation series and newsletters. This includes providing advice on applying for grants and funding for purchase and installation cost, etc.</li> <li>Aiming for the transition of 20% vehicles used for commercial purposes to ultra- low or electric.</li> </ol>	<p>One scheme has been done via a commercial tenant request, with the potential for more in the future.</p> <p>A few businesses have also been contacted specifically following low carbon workspace grants and the benefits and viability of EVs highlighted.</p> <p>EV online webinars for businesses and voluntary sector organisations have been delivered to help them understand how to change their fleet to electric, as well as encouraging employees to change their personal cars to electric.</p> <p>Advice is provided online for businesses and property owners about currently available grants.</p>	<p>1,807 tCO<sub>2</sub>e</p>	<p>Medium term (2027/28)</p> <p>Nil</p>	<p><b>GREEN</b></p>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>1A.1.6 Promote uptake of electric vehicles with our residents through engagement.</b></p> <p>As 60% of residential buildings have parking facilities, we can support and educate our residents about the benefits of transitioning to EVs.</p>	<ol style="list-style-type: none"> <li>1. Engagement with residents via:               <ol style="list-style-type: none"> <li>a. Social media – e.g. Facebook</li> <li>b. Emails and Newsletters</li> <li>c. Physical media – e.g. leaflets</li> <li>d. Stalls at events</li> </ol> </li> <li>2. These cover topics such as:               <ol style="list-style-type: none"> <li>a. Transitioning to EVs.</li> <li>b. Chargepoints</li> <li>c. Frequently asked questions</li> <li>d. Government grant schemes.</li> </ol> </li> <li>3. Providing an avenue of contact for residents to submit queries and request support on chargepoints.</li> </ol>	<p>Officers have responded to emails received from residents without off-street parking about the closest charge points and the process for requesting a potential charger installation in their area if appropriate, along with <a href="#">FAQs</a>.</p> <p>An EV event is planned for September in Wokingham Town through Let’s Experience Electric to showcase electric vehicles and infrastructure solutions to residents and businesses.</p> <p>Advice on EVs and links to the Energy Saving Trust is provided on the My Journey and Climate Emergency Hub webpages.</p>	<p>Included in total</p>	<p>Long term (2029/30)</p> <p>Nil</p>	<p><b>GREEN</b></p>



Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>1A.1.7 Coordinate the installation of EV charging points into both council buildings and private or commercially owned land, in line with the EV network plan approved in the strategy.</b></p> <p>The EV network plan will have standardised EV charging point requirements to make charging easy to access.</p>	<ol style="list-style-type: none"> <li>1. Explore potential locations for charging points, including commercial property such as business parks, shopping centres, etc.</li> <li>2. Align the EVs installation requirements to the building retrofitting programs.</li> <li>3. Potential pilot with flow-bird where they can pay for parking and charging at the same time . Requires integration into ticketing machine infrastructure with single operator rather than different back offices.</li> <li>4. Targets for charger installation will be included in the EV Strategy.</li> <li>5. Ensure all council-owned assets comply with the standard . This includes locations such as libraries, leisure centres, parks, etc.</li> </ol>	<p>The EV standards from highways design guide is being used.</p> <p>Ongoing process of exploring new options for charging points.</p> <p>Targets for charger installations are now included in the EV strategy.</p> <p>112 active sockets installed, with a further 77 planned, totalling 1,091 tCO2e identified.</p> <p>These are also to be added to ZAPmap for visibility.</p> <p>Discussions with provider Flowbird are underway to support integration.</p>	<p>Included in total</p>	<p>Medium term (2027/28)</p>	<p><b>GREEN</b></p>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<b>1A.2 5% From Reduced Travel (Removing Journeys)</b>			<b>7,075 tCO<sub>2</sub>e</b>	<b>TBC</b>	
<p><b>1A.2.1 Engage businesses to promote home and remote working when possible.</b></p> <p>Capitalise on the unintended consequences of the national lockdown by engaging with businesses to understand their working practices and encourage them to consider new ways of working in their recovery plans.</p>	<ol style="list-style-type: none"> <li>Engage businesses through a survey to assess their working practices during the national lockdown and encourage new ways of working as part of their recovery plans.</li> <li>Deliver a communications campaign to encourage local business to learn from COVID-19 unintended consequences.</li> <li>Reduce the CO<sub>2</sub> emissions caused by travel from workers of local businesses by 30%.</li> </ol>	<p>Homeworking study results have been collected and full feasibility report with recommendations under review. This will support the Economic Development Strategy.</p> <p>Following Covid, homeworking has continued and new working practices have been embedded by businesses.</p>	4,121 tCO <sub>2</sub> e	<p>Short term (2025/26)</p> <p>Nil</p>	<b>GREEN</b>
<p><b>1A.2.2 Promote Liftsharing schemes /Opportunities through My Journey to help individuals and businesses develop bespoke travel policies.</b></p> <p>Reduce transport related CO<sub>2</sub>e emissions, reduce congestion, improved road safety and air quality by promoting Lift-sharing, which helps companies assess staff travel patterns to promote car sharing.</p>	<ol style="list-style-type: none"> <li>Map commuter trips across the borough and provide access to live data on how many miles/CO<sub>2</sub> can be saved by people lift sharing across the borough and for each business.</li> <li>Set up CO<sub>2</sub> targets for local businesses.</li> <li>Procurement process.</li> <li>Launch Lift-share scheme</li> <li>Deliver a communications campaign to promote active and sustainable travel modes through competitions.</li> <li>Aiming for a 10% reduction in the number of single occupancy car trips to and from businesses.</li> </ol>	<p>Currently in the process of putting a business case together for a lift-share scheme.</p> <p>Liftsharing is promoted through business engagement.</p> <p><b>Amber to green</b> A liftshare offer is being explored as part of future My Journey activities.</p>	1,373 tCO <sub>2</sub> e	<p>Short term (2025/26)</p> <p>£30,000</p>	<b>AMBER</b>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<b>1A.3 2% From Public Transport Increase</b>			<b>2,830 tCO<sub>2</sub>e</b>	<b>TBC</b>	
<p><b>1A.3.1 Produce Bus Service Improvement Plan (BSIP).</b></p> <p>Examining bus routes, companies and various opportunities to set a vision, plan, policy framework and targets for bus passenger growth within the borough.</p>	<ol style="list-style-type: none"> <li>1. Gap and other analysis to produce policies of what will need to be improved.</li> <li>2. Engagement and consultation local bus operators, internal stakeholders.</li> <li>3. Engagement with consultants to produce reports.</li> <li>4. Converting these reports into combined strategy.</li> <li>5. Setting the policy framework for bus services to recover from Covid and for establishing longer-term growth.</li> <li>6. Publishing the bus service improvement plan.</li> <li>7. The plan aims to boost passenger numbers to 3 million following a recent decline from 2.8 million before the covid-19 outbreak to 1.8 million, or roughly 65 per cent of pre-pandemic levels.</li> </ol>	<p>The BSIP Update (2024-2040) published in Summer 2024 will be submitted for future rounds of bidding.</p>	<p>Included in total</p>	<p>Short term (2025/26)</p> <p>£45,000</p>	<b>GREEN</b>



Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>1A.3.2 Establish an enhanced partnership with contractors to improve usage.</b></p> <p>Working with Bus companies as partners to increase bus usage through more accessible services.</p>	<ol style="list-style-type: none"> <li>1. Make a legally binding document with bus operators - define levels of service and provision of infrastructure in relation to the schemes.</li> <li>2. Identifying key corridors and setting frequency of bus service - set up bus priority and how to improve journey times</li> <li>3. Have an Enhanced Partnership in Place</li> </ol>	<p>This is now in place and includes variation clauses for: more frequent and more reliable bus services, better access in rural areas, more attractive fares for young people, better marketing and improved buses themselves.</p>	<p>Included in total</p>	<p>Action Completed</p> <p>Nil</p>	<p><b>GREEN</b></p>
<p><b>1A.3.3 Support electrification of local buses under Zero Emission Bus Regional Areas (ZEBRA).</b></p> <p>Depending on Reading buses having the required funding for fleet renewal Gov will fund 75% and the local authority need to fund the rest</p>	<ol style="list-style-type: none"> <li>1. Identification of the route/buses/ specifications</li> <li>2. Applying and achieve funding for ZEBRA</li> <li>3. This will be included in the BSIP update</li> </ol>	<p>WBC supported a successful bid with Reading for Route 21 as this covers the Lower Early and University areas.</p> <p><b>Amber to green</b></p> <p>This will be revisited if suitable funding opportunities arise from the Department for Transport (DfT).</p>	<p>Included in total</p>	<p>Medium term (2027/28)</p>	<p><b>AMBER</b></p>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>1A.3.4 Improve the bus public transport network for Wokingham Town.</b></p> <p>Identifying the key transport needs for the public travelling between Wokingham and surrounding areas: Wokingham Town, Finchampstead, Winnersh, Twyford, and Woodley.</p>	<ol style="list-style-type: none"> <li>1. Launch public consultation</li> <li>2. Re-tender the public transport contract to procure an improved contract</li> <li>3. This will be included in the BSIP</li> <li>4. Decrease the number of people arriving in personal vehicles at public transport interchanges (rail stations &amp; Park &amp; Ride sites) by 5% by March 2022.</li> </ol>	<p>Contracts have gone out for retender with bus companies due to the costs involved. Thames Valley Buses appointed to provide the services for 3 additional years.</p>	<p>Included in total</p>	<p>Short term (2025/26)</p> <p>£2.35m</p>	<p><b>GREEN</b></p>
<p><b>1A.3.5 Bus stop infrastructure works to support Arborfield Green bus strategy.</b></p> <p>Public Transport infrastructure enhancement includes more shelter from poor weather, more seating capacity and real time information displays to encourage more residents to use the bus network.</p>	<ol style="list-style-type: none"> <li>1. Create a bus strategy for Arborfield Green.</li> <li>2. Develop and agree an implementation plan.</li> <li>3. Start works on site.</li> </ol>	<p>The strategy has been published and an implementation plan agreed.</p> <p>This has been assessed as part of an ongoing enhanced partnership agreement process, with new bus stops added and routes amended as part of wider works.</p>	<p>Included in total</p>	<p>Medium term (2027/28)</p> <p>£96,000</p>	<p><b>GREEN</b></p>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>1A.3.6 Increase peak-hour bus transport for Lower Earley.</b></p> <p>Increase the capacity of bus transport between Lower Earley and Reading as surveys suggest morning services are at capacity and leaving passengers at stops.</p>	<ol style="list-style-type: none"> <li>1. Review contract with Reading buses.</li> <li>2. Identify capacity requirements.</li> <li>3. Bid for funding.</li> <li>4. Deliver increased capacity in the short term.</li> <li>5. Re-assess requirements post covid and home working.</li> <li>6. 5% decrease in the number of people arriving in single occupancy vehicles at public transport interchanges (rail stations &amp; Park &amp; Ride sites).</li> </ol>	<p>Currently the route is still operating with capacity, so there is not a case for increasing the resource, though it is being monitored regularly.</p>	<p>Included in total</p>	<p>Action Completed</p> <p>Nil</p>	<p><b>GREEN</b></p>
<p><b>1A.3.7 Implement the South of M4 bus strategy.</b></p> <p>Increasing the frequency of the Leopard Bus services, serving the South of M4 Strategic Development Location.</p>	<ol style="list-style-type: none"> <li>1. Launch public consultation to understand demand for travel.</li> <li>2. Deliver increased frequency of services.</li> <li>3. Review capacity requirements under covid changes.</li> <li>4. This will be included in the BSIP.</li> <li>5. Increase the number of residents using this by 5%.</li> </ol>	<p>This will be reviewed as part of an ongoing Enhanced Partnership agreement process for new pattern of service, dependent on the joint review with Reading Borough - collaborating on this project towards shared goals. More frequent services are required.</p>	<p>Included in total</p>	<p>Action Completed</p> <p>Short term (2023/24)</p> <p>£480,000</p>	<p><b>GREEN</b></p>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>1A.3.8 Investigate demand services opportunities and on- demand flexi-routes.</b></p> <p>Improve access to rural areas by implementing an uber style public transport service for people living in remote locations where a full service would be unviable but still help reduce car usage.</p>	<ol style="list-style-type: none"> <li>1. Investigate ARRIVA Click success.</li> <li>2. Assess Twyford under the rural mobility fund bid as a pilot area.</li> <li>3. Submit bid for extra funding in this area.</li> <li>4. This will be included in the BSIP as a longer-term aspiration for improvement to rural transport and early morning / late evening transport.</li> <li>5. Leading to a 5% increase in the number of trips from our public transport interchanges by bus and rail.</li> </ol>	<p>A bid submitted to the Department for Transport as part of the bus service improvement plan, was unsuccessful. Under consultation to explore this further, with recent changes to focus more on fixed routes.</p> <p>Detailed assessment has identified that demand responsive transport is currently not viable and at this stage it is better to continue with fixed route services.</p> <p><b>Red to green</b></p> <p>This will be monitored, including opportunities with neighbouring authorities.</p>	Included in total	Long term (2029/30)	<b>RED</b>
<p><b>1A.3.9 Home to school transport project.</b></p>	Action Completed	Action Completed	2.55 tCO <sub>2</sub> e	Action Completed	<b>GREEN</b>



Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<b>1A.4 10% From Active Transport Increase</b>			<b>14,149 tCO<sub>2</sub>e</b>	<b>TBC</b>	
<p><b>1A.4.1 To provide primary school children with the opportunity to develop practical skills and an understanding of how to cycle safely.</b></p> <p>Offer bikeability training up to level 3 to more primary school children in Wokingham borough to improve cycling skills amongst children and improve air quality by substituting cycling for car journeys.</p>	<ol style="list-style-type: none"> <li>1. Compile and deliver an annual events programme for Bikeability courses.</li> <li>2. Monitor impact of programme on take up of cycling to school.</li> <li>3. Aiming for an estimated 5% reduction in the number of children being driven to Wokingham borough schools by March 2023.</li> </ol>	<p>Courses still underway. Project fully funded with a total of 2,125 children trained across the 3 levels of Bikeability, alongside 15 families as part of a new scheme.</p> <p>This is an ongoing programme of training which we intend to continue subject to future funding.</p>	<p>348 tCO<sub>2</sub>e (Included in total)</p>	<p>Short term (2025/26) £540,000</p>	<b>GREEN</b>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>1A.4.2 Encourage and support local schools to join Modeshift Awards scheme for active and sustainable travel.</b></p> <p>Create a culture of active travel amongst school children, having a direct impact on air quality, carbon savings and helps improve student health and concentration levels.</p>	<ol style="list-style-type: none"> <li>10 schools targeted within the Wokingham Town, Finchampstead and Twyford air quality management areas, to achieve Modeshift STARS accreditation at bronze, silver, gold or platinum level, as appropriate for the school, supported by active travel officers.</li> <li>Promote the following campaigns in schools in the air quality management area: a car free day, an anti-idling campaign, national clean air day campaign, and Beat the Street.</li> <li>Leading to a 10% reduction in the number of children being driven to school by March 2026.</li> </ol>	<p>Ongoing work with schools via certification and competitions.</p> <p>This includes Modeshift awards, which are continuing, with 12 schools currently receiving awards.</p> <p>Engagement with parents is also being delivered as part of the air quality programme for anti-idling.</p> <p>The 'Beat the Street' campaign has been launched this summer</p>	<p>135 tCO<sub>2</sub>e (Included in total)</p>	<p>Medium term (2027/28) £190,101</p>	<p><b>GREEN</b></p>
<p><b>1A.4.3 Roll out the Healthy School Streets programme.</b></p> <p>Trial programme at school streets to tackle congestion, road safety and air quality by restricting motor traffic at the school gates for a short period of time, generally at drop-off and pick-up times. This will make it more difficult to drive to the school for the school run, resulting in a reduction in students being driven to school.</p>	<ol style="list-style-type: none"> <li>Design how the scheme will work.</li> <li>Assess potential schools and create tender opportunity.</li> <li>Select a school to pilot scheme.</li> <li>Review the results of the pilot.</li> <li>Roll out the scheme more widely.</li> <li>Leading to an estimated 10% reduction in the number of children being driven to school by March 2026.</li> </ol>	<p>This will be starting in September 2024, with 1 school selected, following design and consultation.</p> <p>Feedback from this pilot and the beat the street campaign will support further steps of this programme.</p>	<p>135 tCO<sub>2</sub>e (Included in total)</p>	<p>Long term (2029/30) £50,000</p>	<p><b>GREEN</b></p>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>1A.4.4 Increase the uptake of cycling from local business by promoting the Love to Ride programme.</b></p> <p>Encourages people to choose cycling as their main mode of travel.</p>	<ol style="list-style-type: none"> <li>Run 4 campaigns per year to promote cycling to work.</li> <li>Work in partnership with local businesses to promote active travel breakfast.</li> <li>Aiming to reduce the CO<sub>2</sub> emissions from employees of local businesses travelling to work by 5%.</li> </ol>	<p>Love to Ride scheme now has 2,770 users across 126 companies and 2million miles travelled this year, saving 155 tonnes of carbon dioxide.</p> <p>There is a dedicated business page on the My Journey website which identifies support to encourage sustainable commutes to work.</p>	<p>611 tCO<sub>2</sub>e (Included in total)</p>	<p>Medium term (2027/28) £73,600</p>	<b>GREEN</b>
<p><b>1A.4.5 Develop the Local Cycling and Walking Infrastructure Plan (LCWIP) to be borough wide and implement 50% LCWIP.</b></p> <p>Create a comprehensive network of walking/cycling routes across the borough which are joined up.</p>	<ol style="list-style-type: none"> <li>Completion of LCWIP studies across the borough to provide evidence and data on existing and proposed usage and measures.</li> <li>Implementation of measures from the reports.</li> <li>Undertake a feasibility study on Carnival Hub crossing with Network Rail, to deliver a new walking and cycling crossing here.</li> <li>Aiming to increase cycling modal share by 4% and walking modal share by 5%.</li> </ol>	<p>LCWIP has been adopted by the council and is being used for bidding for funds.</p> <p>The Woodley to Reading route has been discussed with Active Travel England.</p> <p>£600k has been awarded for the design of A329 Reading Road, with the design and consultation now complete.</p> <p>Network rail have replaced the Carnival Hub bridge, the council are working to add ramps.</p> <p><b>Amber to green</b></p> <p>Analysis work is underway to ensure schemes that deliver the biggest benefits are prioritised.</p>	<p>12,265 tCO<sub>2</sub>e (Included in total)</p>	<p>Long term (2029/30) £135m</p>	<b>AMBER</b>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>1A.4.6 Deliver engagement and cycle training events across the borough through My Journey.</b></p> <p>My Journey activities and engagement include:</p> <ol style="list-style-type: none"> <li>Road Safety</li> <li>Community Events</li> <li>Businesses</li> <li>Cycle Training</li> </ol>	<ol style="list-style-type: none"> <li>Organise and deliver cycling training events in local areas, including free Dr Bike checks, smoothie bike, Bike Bonanza with cycle skills and bike obstacle course, bike maintenance courses.</li> <li>Organise and deliver road safety education with Louis Taylor shows for primary and Streetwise for secondary schools</li> <li>Engage with businesses to promote active travel and sustainable transport and educate companies and measures to support employees with alternative modes to diesel/petrol car travel</li> <li>Cycle training at bike hubs including Balance Bike and Learn to Ride sessions, adult cycle training and inclusive led rides.</li> </ol>	<p>A number of cycling events for all ages have been delivered, including:</p> <ul style="list-style-type: none"> <li>3,502 people participated in Streetwise and Louis Taylor shows.</li> <li>A mindset event attended by approx. 2,500 residents.</li> <li>A Reading university joint event attended by approx. 1,500 people.</li> <li>Continuing to engage with individual businesses and business parks, talking to 200 businesses.</li> <li>1,538 people attended adult cycle training</li> </ul>	<p>209 tCO<sub>2</sub>e (Included in total)</p>	<p>Ongoing  £40,000 (section 106 funding)</p>	<b>GREEN</b>
<p><b>1A.4.7 Over 55s cycle training.</b></p> <p>Encouraging outdoor cycling for people over 55 for travel.</p>	<ol style="list-style-type: none"> <li>Deliver over 55's rides events as planned in the Events Programme.</li> <li>Leading to a 3% reduction in car use by residents over 55.</li> </ol>	<p>Adult cycle training continuing in spring/summer in Finchampstead etc, with this being run as a course this year. 13 events have already been delivered through this approach.</p>	<p>1,609 tCO<sub>2</sub>e (Included in total)</p>	<p>Ongoing  £1,500</p>	<b>GREEN</b>



Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>1A.4.8 Completion of the Cross Berkshire Cycle Route – NCN 422.</b></p> <p>This is included within the Thames Valley Berkshire Local Growth Deal. between Newbury and Windsor (approx. 30 miles), including a section within Reading, Wokingham Borough, West Berkshire, Bracknell Forest and Windsor &amp; Maidenhead.</p>	<ol style="list-style-type: none"> <li>Creation of a new national cycle route with a combination of shared use and on-carriageway cycle lanes on the A329.</li> <li>This will encourage more residents to cycle by connecting people with key destinations.</li> </ol>	<p>Note that this route was constructed to previous design standards and in the longer term will need to be upgraded to align with LTN 1/20. This will be done as part of the LCWIP.</p>	<p>Included in total</p>	<p>Action Completed</p> <p>Short term (2025/26)</p> <p>£1m</p>	<p><b>GREEN</b></p>
<p><b>1A.4.9 Promote active and sustainable travel modes amongst new residents at new developments.</b></p> <p>Inform new residents of alternatives to single occupancy car use, promoting the wider benefits of active and sustainable travel, while providing a local context.</p>	<ol style="list-style-type: none"> <li>Deliver personalised travel planning to new residents in new developments via transport advice about alternative modes of travel, including free taster tickets and tailored travel packages.</li> <li>Deliver welcome packs for Deer Leap Park and Orchard Rise in the Spencers Wood, Arborfield and Wokingham areas. This includes offers for sustainable travel, like bus taster tickets and cycle shop discounts, as well as localised cycle, bus and walking maps.</li> <li>Aiming to achieve 25% of new residents travelling sustainably on a daily basis across the Strategic Development Locations each year by 2026.</li> </ol>	<p>This is ongoing, with a number of locations reached this year.</p>	<p>Included in total</p>	<p>Medium term (2027/28)</p> <p>£240,000</p>	<p><b>GREEN</b></p>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<b>1B. Reduced Road Freight</b>			<b>18,967 tCO<sub>2</sub>e</b>	<b>TBC</b>	
<p><b>1B.1 Develop a domestic and industrial freight management policy alongside LTP4.</b></p> <p>To develop a borough wide traffic distribution hierarchy to understand traffic capacity, and traffic carrying routes to improve operational logistics and reduce the number of 'empty runs' and consequently the number of trucks on the road.</p> <p>The framework will support decision making on the traffic distribution, based on air quality, carbon emissions and energy savings.</p>	<ol style="list-style-type: none"> <li>1. Data gathering and assessment creating an accurate baseline.</li> <li>2. Develop route hierarchy.</li> <li>3. Incorporate the first draft freight management policy into LTP.</li> <li>4. Carry out a study to assess transport movements in Twyford in particular routes. Specifically for lorries and heavy- duty vehicles. This will be delivered through freight management work.</li> <li>5. Deliver a 22% decrease in distance travelled by road freight.</li> </ol>	<p>Not Started – Awaiting LTP4 adoption</p> <p><b>Red to green</b> This policy is a daughter document of the LTP4 and is planned to start being drafted in Spring 2025.</p>	18,967 tCO <sub>2</sub> e	Short term (2025/26)	<b>RED</b>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>1B.2 Support the transition of business vans to cargo bikes.</b></p> <p>Establishing a short-term business grant fund for businesses to apply for funds to switch their large vans to smaller petrol or electric vehicle cargo bikes.</p>	<ol style="list-style-type: none"> <li>1. Feasibility study to understand viability.</li> <li>2. Secure funding from the capability fund</li> <li>3. Set up the business grant.</li> <li>4. Monitor applications and results.</li> </ol>	<p>A number of cargo bikes are in use, with one example of Shinfield Parish Council already covering 1,000 miles. Additionally, a 'pedal and post' scheme is aimed to be brought to one of the current park and ride sites, with the aim for all deliveries to this site to be fulfilled by cargo bikes.</p>	<p>Included in total</p>	<p>Short term (2025/26) £20,000</p>	<b>GREEN</b>
<b>1C Local Transport Plan 4</b>			<b>Included in total</b>	<b>£200,000</b>	
<p><b>1C.1 Develop a Local Transport Plan to combine and vitally support the above strategies and actions, enabling greater coordination and opportunities for government funding.</b></p> <p>Local Transport Plans (LTPs) provide information on how the council intend to manage transport responsibilities including objectives, policies, and plans for transport improvements. Once adopted the progress of this plan will be measured by the individual strategies it defines and supports.</p>	<ol style="list-style-type: none"> <li>1. Collect data and consult stakeholders for the evidence base.</li> <li>2. Complete draft report including data and options which will support the delivery of other strategies and actions.</li> <li>3. Consult more widely with residents and further stakeholders, ensuring compatibility with other strategies.</li> <li>4. Finalise the draft and go through approval stages.</li> <li>5. Adopt the strategy and apply the measures in the relevant areas.</li> </ol>	<p>The details for the evidence base for the initial stages of this report have been collected and options which will inform the strategies in above sections are being developed for the draft of the full report.</p> <p>Draft plan completed and under final approval processes, following consultation.</p>	<p>Included in total</p>	<p>Short term (2025/26) £200,000</p>	<b>GREEN</b>



## 2. RENEWABLE ENERGY GENERATION





## 2. RENEWABLE ENERGY GENERATION

### Annual Carbon Savings: 26,053 tCO<sub>2</sub>e

Emissions from fossil fuel burning to supply electricity is a significant contributor to the borough's emissions. The majority of electricity is provided via the national grid and hence emissions are calculated based on the current composition of energy providers.

By generating our own renewable energy through large schemes such as solar farms we can feed that back into the grid and reduce the overall requirement and composition of fossil fuel provision. This is how the carbon savings are calculated, by identifying how much MWh (Megawatt Hour) the renewable generation in our borough will reduce the need for such alternatives in the national grid system.

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

As renewable energy relates to all forms not just solar, installations of alternative energy sources are incorporated into assessments for future projects and support schemes where viable. This includes exploring the continued installation of varied renewable energy systems in public buildings.

Wokingham Borough Council has established the complex planning and procurement necessary to deliver significant projects intended to increase the generation of renewable energy across the borough. The Council remains committed to the delivery of large-scale ground mounted solar farms.

### Key Achievements this year:

- The generation of 30,886 MWh renewable electricity in the borough at the end of the last recorded year (2022) saved the borough 6,395 tCO<sub>2</sub>e.
- Grid connection date of 2026 confirmed with SSEN for Barkham Solar Farm
- Connection dates approved for two further solar farm sites.
- 3,184 solar panels installed across 316 dwellings, as part of the Berkshire-wide Solar Together scheme. Wokingham had the highest number of installations across the six participating authorities.
- A second round of Solar Together was launched in summer 2024.
- The Home Decarbonisation Advice scheme has been running for 10 months.

### Action Changes from last year:

- Action 2.1.3 added to include a 3<sup>rd</sup> planned solar site.



Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<b>2.1 Increase the generation of renewable energy through investment in solar farms to generate 49,000 MWp</b>			<b>10,304 tCO<sub>2</sub>e</b>	<b>£53.2M</b>	
<p><b>2.1.1 Deliver the installation of a solar farm in Barkham with the capacity to generate in excess of 29 MWp of energy.</b></p> <p>Installation of a large-scale solar farm on council owned land will allow the council to offset its carbon emissions from electricity and gas usage and possibly 'retail' any excess.</p> <p>New route for walkers, cyclists and horse-riders are being considered.</p>	<ol style="list-style-type: none"> <li>Asset review board to identify potential sites - consultant briefing for review of master planning of specific sites.</li> <li>Site feasibility, options appraisal and establishment of business case.</li> <li>Public consultation.</li> <li>Planning submission/approval.</li> <li>Grid connection application/agreement</li> <li>Executive/Council approval of business case.</li> <li>Secure vacant possession - Site tenant one year notice.</li> <li>Procurement of construction contractor, including framework and due diligence process.</li> <li>Solar Farm Construction.</li> <li>Large scale solar farm installed in Barkham with the potential of generating 29 MWp (Megawatt potential) output achieving 28,563,000 kWh's per annum.</li> <li>Circa 10,000 new trees planted on the farmland.</li> </ol>	<p>Project has secured planning permission. Executive/Council has approved the business case, and the main contractor has been appointed. Vacant possession of the site has been secured.</p> <p>Consultation processes with local residents is complete.</p> <p>The project has accepted a grid connection offer from SSEN of 2026 and is progressing for delivery.</p> <p>Finances for this project have recently been updated and released.</p>	5,914 tCO <sub>2</sub> e	<p>Programme of delivery to be confirmed in due course.</p> <p>£25.2M</p>	<b>GREEN</b>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>2.1.2 Deliver the installation of a solar farm in Site 2 with the capacity to generate in excess of 20 MWp of energy. This will be reviewed case by case depending on surveys and other considerations.</b></p> <p>A large-scale solar farm on council owned land will allow the council to offset its carbon emissions from electricity and gas usage and possibly 'retail' any excess.</p>	<ol style="list-style-type: none"> <li>1. Initial site identification.</li> <li>2. Site feasibility, options appraisal and establishment of business case.</li> <li>3. Public consultation.</li> <li>4. Planning submission/approval.</li> <li>5. Grid connection application/agreement.</li> <li>6. Executive/Council approval of business case.</li> <li>7. Secure vacant possession - Site tenant one year notice.</li> <li>8. Procurement of construction contractor, including framework and due diligence process.</li> <li>9. Solar Farm Construction.</li> <li>10. Installation of solar farm in Site 2 with the potential of generating 20+ MWh generation.</li> </ol>	<p>Potential site has been identified and initial feasibility/options appraisals are currently underway.</p> <p>A connection date has been provided by SSEN for August 2028.</p>	<p>4,141 tCO<sub>2</sub>e</p>	<p>Long term (2029/30)</p> <p>Circa £25M</p>	<p><b>GREEN</b></p>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>2.1.3 Deliver the installation of a small-scale solar farm in site 3 with the capacity to generate approximately 1,200,000 KWh of energy. This will be reviewed case by case depending on surveys and other considerations.</b></p> <p>A small-scale solar farm on council owned land will allow the council to offset its carbon emissions from electricity and gas usage and possibly 'retail' any excess.</p>	<ol style="list-style-type: none"> <li>1. Initial site identification.</li> <li>2. Site feasibility, options appraisal and establishment of business case.</li> <li>3. Public consultation.</li> <li>4. Planning submission/approval.</li> <li>5. Grid connection application/agreement.</li> <li>6. Executive/Council approval of business case.</li> <li>7. Secure possession</li> <li>8. Procurement of construction contractor, including framework and due diligence process.</li> <li>9. Solar Farm Construction.</li> <li>10. Full site installation</li> </ol>	<p>Potential site has been identified and initial feasibility/options appraisals are currently underway.</p> <p>A connection date has now been provided by SSEN.</p>	<p>248 tCO<sub>2</sub>e</p>	<p>Short term (2025/26)</p> <p>Circa £3M</p>	<p><b>GREEN</b></p>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<b>2.2 Support the generation of renewable energy in the borough to generate the equivalent of approx. 1550 kWh per household</b>			<b>15,748 tCO<sub>2</sub>e</b>	<b>TBC</b>	
<p><b>2.2.1 Set up a Community Energy Fund for Wokingham</b></p> <p>A Community Energy Fund will help accelerate the uptake of renewable energy generation within the borough.</p> <p>The World Circular Economy Forum (WCEF) funds renewable energy installations through local shares from the community, enabling individuals and local organisations to support and benefit from the scheme.</p>	<ol style="list-style-type: none"> <li>Wokingham Borough Council will partner with Wokingham Energy Community (WEC) and will put forward potential buildings that could be considered for the scheme. These will include schools without solar PV, Young and Community Centres, etc.</li> <li>Next steps with key stakeholders to set up the shares value and future delivery of the scheme.</li> <li>Facilitate access to external funding to cover the cost of renewable energy installations across the borough.</li> <li>An annual report will be provided by WEC and Energy4all one year after it has been launched.</li> <li>The scheme aims to generate an average of 27,000 kWh/year of renewable energy.</li> </ol>	<p>This action is on hold due to staff issues. Plan to follow the Reading model, being partnered with Reading and Energy4All to assess viability of a number of potential buildings.</p> <p>This remains a community led initiative to be supported by council officers.</p>	5 tCO <sub>2</sub> e	<p>Short term (2025/26)</p> <p>Nil (Marketing only)</p>	<b>RED</b>



Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>2.2.2 Support residents to reduce their energy usage and carbon emissions and increase the uptake of green energy.</b></p> <p>Deliver a comprehensive service of energy efficiency measures, consultancy, and advice to residents. This also includes the potential to directly provide green energy in the future.</p>	<ol style="list-style-type: none"> <li>1. Provide advice to residents on energy efficiency measures, along with more accurate information about energy consumption and costs, so consumers can easily understand how to save money on their bills.</li> <li>2. Support the delivery of relevant smart grid technologies to residents.</li> <li>3. Feasibility assessment for the council to commence a 'Green label' energy procurement initiative for council properties.</li> <li>4. Development of the scheme, aiming to reach approximately 15,000 properties.</li> <li>5. Initial conversations with potential partners.</li> <li>6. Scheme approval by Executive and launched.</li> <li>7. Provide a scheme which allows for Public and businesses to 'buy' Green electricity / Gas through WBC (referral).</li> </ol>	<p>The Berkshire-wide Solar Together scheme was delivered in 2023-24. Wokingham had the highest number of solar panel installations across the six participating authorities with 316 installations.</p> <p>This scheme is planned for a 2nd round in June 2024 following the success. The scheme offers both solar panels and battery storage installation.</p> <p>Exploring opportunity to initiate a Big Community Switch Scheme to enable residents to make a switch to greener and cheaper energy tariff.</p> <p>Home upgrade grant 2 scheme sent out information with material to direct residents for referrals.</p>	<p>7,765 tCO<sub>2</sub>e</p>	<p>Long term (2029/30)</p>	<p><b>GREEN</b></p>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>2.2.3 Support local businesses and voluntary organisations to reduce their energy usage and carbon emissions and increase the uptake of green energy.</b></p> <p>Deliver a comprehensive service of energy efficiency measures, consultancy, and advice to businesses. This also includes the potential to directly provide green energy in the future.</p>	<ol style="list-style-type: none"> <li>1. Provide advice to businesses and Voluntary and Community Sector organisations (VCS) on energy efficiency measures, along with more accurate information about energy consumption and costs, so consumers can easily understand how to save money on their bills.</li> <li>2. Support the delivery of relevant smart grid technologies to businesses.</li> <li>3. Provide a scheme which allows for Public and businesses to 'buy' Green electricity / Gas through WBC (referral).</li> </ol>	<p>Developing an offer for businesses and VCS organisations to understand and reduce their carbon footprint, uptake renewable energy options and work together with the Council on our carbon neutral dream.</p>	<p>3,276 tCO<sub>2</sub>e</p>	<p>Long term (2029/30) Costs TBC</p>	<p><b>AMBER</b></p>





### 3. RETROFITTING DOMESTIC AND COMMERCIAL BUILDINGS



### 3. RETROFITTING DOMESTIC AND COMMERCIAL BUILDINGS

#### Annual Carbon Savings: 59,944 tCO<sub>2</sub>e

While energy supply elements are primarily targeted in priority two, reducing the demand for such, by retrofitting domestic and commercial buildings, is also vital in minimising overall energy emissions. The government also recognises this as a key area to address, so targets are aligned to such where possible, being measured primarily via the Energy Performance Certificate (EPC) ratings of properties.

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

In addition, the council are keen to work with local businesses to improve commercial properties, to deliver similar benefits. This is again in line with government aspirations. This work will involve working with many partners, such as the Energy Company Obligation (ECO) and Green Homes Grant schemes.

Social houses are also included in this section. Offices, leisure centres and libraries, and other Council owned buildings are included in the council section at the end of the CEAP, as this relates directly to council energy use.

#### Key Achievements this year:

- Building retrofitting works so far have cumulatively contributed towards savings of 741.89 tCO<sub>2</sub>e.
- First 16 Gorse Ride properties to be completed for residents to move into in August.
- Local Area Delivery (LAD) schemes 2 and 3 completed.
- A successful bid has been completed for the home upgrade grant 2.
- An audit is underway with registered providers to assess their current stock.

#### Action Changes from last year:

- The Home Decarbonisation advice scheme milestone has been moved from action 2.2.3 to 3.4.2 here as it is more applicable.
- Action 3.4.4 Green Bank scheme removed due to viability.
- Action 3.4.5 Smart City Cluster action removed due to viability.
- Action 3.3.2 is the previous schools action relating to retrofitting which has been relocated to this section.



Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<b>3.1 Implement a Passivhaus housing scheme for 249 council homes</b>			<b>914 tCO<sub>2</sub>e</b>	<b>TBC</b>	
<p><b>3.1.1 Gorse Ride Regeneration Project</b></p> <p>These 249 new council homes will follow the Passivhaus housing scheme to provide residents with more efficient, warmer homes, with cheaper running costs.</p>	<ol style="list-style-type: none"> <li>1. Assess and identify a suitable site for Passivhaus scheme to be applied, based on optimal savings.</li> <li>2. Contact developers and discuss requirements/design ideas, along with required consultants.</li> <li>3. Apply measures.</li> <li>4. Monitor performance and feedback from users</li> </ol>	<p>The site has houses designed to the first stage of Passivhaus which ensures that all properties are highly insulated, airtight buildings with low energy costs for the residents. The design has been updated so that air source heat pumps are being installed and all properties are gas free. Installation of solar panels to the apartments is being explored, primarily to support electric vehicle chargers which are being provided on site.</p> <p>The first 16 properties will be completed and occupied by August.</p> <p>Phase 2A under construction, aimed for completion in 2025.</p>	914 tCO <sub>2</sub> e	Medium term (2027/28)	<b>GREEN</b>



Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<b>3.2 Improve energy performance of council housing stock</b>			<b>3,229 tCO<sub>2</sub>e</b>	<b>TBC</b>	
<p><b>3.2.1 Improve energy performance of council housing stock.</b></p> <p>Improve energy efficiency of around 2,600 council owned housing units to Energy Performance Certificate (EPC) band C.</p>	<ol style="list-style-type: none"> <li>1. Survey the whole stock to develop and energy benchmark.</li> <li>2. Carry out assessment to Public Energy Supplier funding that could be used to improve the energy profile of council housing.</li> <li>3. Pilot energy improvement work to a property increasing it from SAP* D to B.</li> <li>4. Carry out independent EPC ratings for each property.</li> <li>5. Establish and deliver a building retrofitting programme for council housing based on EPC baseline and available budgets.</li> </ol>	<p>Condition surveys have been completed, with the vast majority of council housing stock being C rating due to previous installation work. Initial pilot schemes have been completed and are performing well. Individual work on really low (D or less) properties is also continuing alongside this.</p> <p>Work has begun under Social Housing Decarbonisation Fund wave 2.1 to assess the viability of improving the Energy Performance Certificates (EPC) of 115 social homes from D to C.</p>	3,229 tCO <sub>2</sub> e	<p>Medium term (2027/28)</p> <p>£7m</p>	<b>GREEN</b>

*\*The Standard Assessment Procedure (SAP) is the methodology used by the government to assess and compare the energy and environmental performance of dwellings.*

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<b>3.3 By 2029 all local schools to be retrofitted</b>			<b>310 tCO<sub>2</sub>e</b>	<b>TBC</b>	
<p><b>3.3.1 Upgrade various energy measures in the schools to improve their energy performance.</b></p> <p>Improving the energy efficiency of our schools will significantly reduce demand and save money on their bills. Works will typically include LED lighting, Insulation measures, controls upgrades, heating upgrades/ replacements and Renewable Energy Generation technologies.</p>	<ol style="list-style-type: none"> <li>1. Carry out energy audits to all schools to identify possible energy reduction projects.</li> <li>2. Establish and deliver the schools retrofitting programme which will be based on carbon 'paybacks.' Priority given to energy 'payback' calculations of less than five years against energy spend.</li> </ol>	<p>Projects are ongoing.</p> <p>Measurable kWh consumption has fallen ~2% over the past year.</p> <p>The assessment mapping is regularly monitored and updated, with a rolling programme for identifying unusual energy usage and scheduling retrofit work to address these.</p> <p>Retrofit interventions have been delivered across 6 more schools this year, taking the total number of schools to 24.</p> <p>Over the next couple of years, we aim to deliver 8 additional projects totalling 1,800,000 kWh.</p> <p>An initiative where schools buy the energy from council installed panels has been implemented and is ongoing.</p>	310 tCO <sub>2</sub> e	<p>Medium term (2027/28)</p> <p>TBC</p>	<b>AMBER</b>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>3.3.2 Encourage schools to adopt sustainable property and operational management practices that reduce carbon emissions and support the environment.</b></p> <p>Develop a sustained campaign to encourage schools to focus on environmental issue to promote behavioural change.</p>	<ol style="list-style-type: none"> <li>1. Work with schools to encourage building retrofitting and raise awareness about energy ratings, usage and consumption.</li> <li>2. Work with schools to identify the school's carbon footprint including consumption emissions where possible, such as from food choices.</li> </ol> <p>Academies and trusts will only receive support from this action in the form of advice. Any changes to the number of schools as a result of national or other changes will be incorporated as appropriate.</p>	<p>Gas installation has been completed in ~70% of schools in the borough. This produces accurate consumption information. Feedback is then given to schools to address unusual energy spikes.</p> <p>This service has yet to be promoted formally but will be part of an offer launched via the new council climate emergency online Hub.</p> <p>Engagement with schools will also be explored to support this action, as part of the strategic partnership with Reading University.</p>	<p>Neutral</p>	<p>Medium term (2027/28)</p> <p>Nil</p>	<p><b>AMBER</b></p>

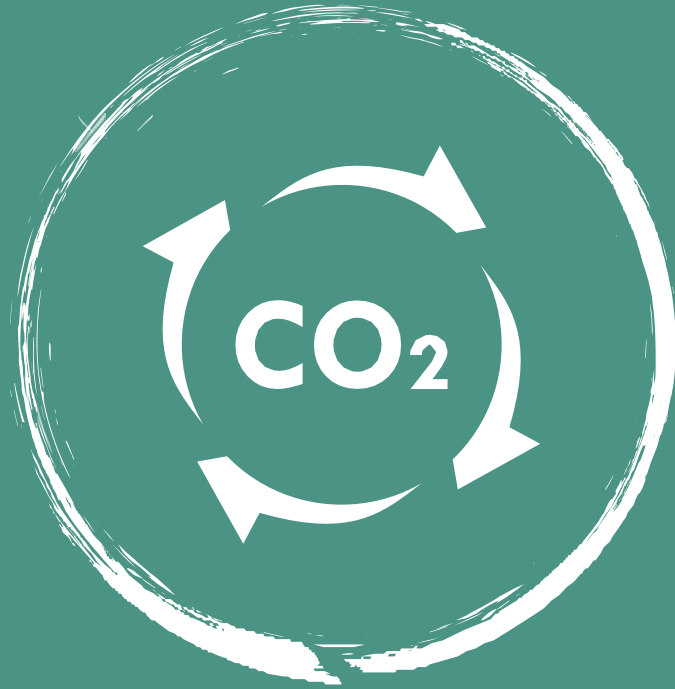
Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<b>3.4 75% of Homes to be EPC C rating or above, an increase of 18,900 homes</b>			<b>55,490 tCO<sub>2</sub>e</b>	<b>TBC</b>	
<p><b>3.4.1 Develop and deliver schemes to support retrofitting of homes - ECO (Energy Company Obligation) offering.</b></p> <p>Support residents to reduce their energy usage and carbon emissions and increase the uptake of green energy technologies. This scheme will include energy efficiency measures.</p>	<ol style="list-style-type: none"> <li>1. Set up the scheme. Identify the type of measures that can be implemented.</li> <li>2. Identification of suppliers that will help deliver the scheme.</li> <li>3. Scheme approval by Executive.</li> <li>4. Launch the scheme – identify and contact the residents that can benefit from the scheme.</li> <li>5. Continue advertising and implementation.</li> </ol>	<p>The ECO flex scheme is ongoing, with 1600 homes since the start upgrading, mainly from D to C or E to D.</p> <p>The Great British installation scheme follows this and is currently being explored.</p>	Included in total	<p>Long term (2028/30)</p> <p>Nil</p>	<b>GREEN</b>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>3.4.2 Develop and deliver schemes to support retrofitting of homes.</b></p> <p>Support residents to reduce their energy usage and carbon emissions and increase the uptake of green energy technologies. This scheme will include energy efficiency measures.</p>	<ol style="list-style-type: none"> <li>1. Deliver Green Homes Grant Local Authority Delivery (LAD).</li> <li>2. Green Homes Grant LAD.</li> <li>3. Deliver a Home Decarbonisation Advice Scheme (HDAS) to help residents identify potential efficiency improvements and be put in contact with approved suppliers.</li> <li>4. Continue application for the various upcoming grants with different names in this area.</li> </ol>	<p>LAD 2 and 3 Completed.</p> <p>A successful bid has been completed for the home upgrade grant 2.</p> <p>The Local Authority Retrofit Scheme (LARS) is also under consideration.</p> <p>A bid has been submitted to National Lottery Community Fund to purchase thermal imaging cameras and retrofitting resources that can be loaned from our libraries.</p> <p>The Home Decarbonisation Advice scheme (HDAS) has been running for 10 months, with the plan builder now in place. 140 residents have used the plan builder. This online estimation tool is aimed at residents who have their own money to invest on projects to improve their home but are unsure on what they could do or the potential savings these might give.</p>	<p>Included in total</p>	<p>Medium term (2027/28)</p> <p>£5,000 for HDAS.</p>	<p><b>GREEN</b></p>



Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>3.4.3 Engage with Housing Associations to support retrofitting of homes.</b></p> <p>Demonstrate and discuss the opportunities around retrofitting homes to social housing providers, towards greater energy efficiency, reduced energy usage and associated costs.</p>	<ol style="list-style-type: none"> <li>1. Discuss opportunities for collaboration with housing associations/landlord on social housing improvements.</li> <li>2. Direct towards Social Housing Decarbonisation Fund scheme.</li> <li>3. Support delivery of measures.</li> <li>4. Monitor and provide advice.</li> </ol>	<p>Commitment added to the Registered Preferred Partnership Agreement stating: “Bring all properties to an Energy Performance Certificate C rating by 2030 &amp; “Purchase &amp; build all new Housing Association homes in Wokingham Borough to the highest energy efficiency standards”.</p> <p>An externally recognised retrofitting bootcamp has been delivered at Shute end as part of The Social Housing Retrofit Accelerator (SHRA) - fully funded support service to help social housing providers across England successfully bid into the Government’s Social Housing Decarbonisation Fund. Delegates from 10+ organisations attended training, including our Registered Providers (RPs).</p> <p>An audit is underway with RPs to assess their current stock. This will be completed annually and recorded to monitor progress.</p>	<p>Included in total</p>	<p>Long term (2029/30)</p> <p>Costs TBC</p>	<p><b>GREEN</b></p>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>3.4.4 Street lighting project</b></p> <p>Major street lighting LED Upgrade Scheme to significantly reduce energy consumption and equip the streetlights with remote control/monitoring.</p>	<ol style="list-style-type: none"> <li>Part-night lighting: Apply “part-night” timing to highway streetlights, where they switch off between 00:30 and 05:30.</li> <li>The council will explore how this scheme could be extended to other roads.</li> <li>Dimming: All of the new LED lights are dimmable and in the majority of locations we currently dim them to 80% power at 9pm and 60% power at midnight. The council will explore the possibility to further fine-tune these dimming levels.</li> <li>With the department for transport reducing requirements for lighting signs and traffic bollards we will continue to de-illuminate these where possible.</li> <li>The expected new infrastructure and housing projects lighting requirements, along with new traffic signals across the borough will be minimised where possible, but some increase is anticipated from such.</li> </ol>	<p>Further updates following the LED Upgrade Project are currently being made, with the few remaining sites where the street/sign lighting is to be upgraded (e.g. Market Place) to be completed in 2024/25.</p> <p>Proposals to develop a formal “Adaptive Lighting” policy covering “part-night” lighting and dimming are being explored.</p> <p>Approximately 2,000 lights currently follow part night timing. The part night lighting scheme was previously approved by Committee for expansion across the borough subject to an agreed set of criteria including a requirement for Police approval. Further dimming part-night expansion is being explored as part of the “Adaptive Lighting” policy proposal but may be dependent on police involvement.</p> <p>General timings and levels for street light dimming will be reviewed as part of the “Adaptive Lighting” policy proposal. Fine tuning street lighting dimming to individual locations is also possible but would require individual design for each road so will be a gradual process.</p> <p>Compared to 2019/20 figures we have at this point achieved savings of 471 tCO<sub>2</sub>e.</p>	<p>Included in total</p>	<p>Long term (2029/30)</p> <p>Costs TBC</p>	<p><b>AMBER</b></p>



## 4. CARBON SEQUESTRATION



## 4. CARBON SEQUESTRATION

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

Some emission sources will be nearly impossible to eliminate, hence some carbon sequestration will be required. This will always be done as a final response, with emission minimisation being prioritised. In addition to reducing emissions, carbon sequestration projects offer considerable benefits to biodiversity and public health.

Key measures here revolve around land management, aiming to increase both the area utilised for sequestration and biodiversity through more trees and allotments, alongside maintaining or improving the quality of these areas, through better soil/grassland management. Through this approach trees are planted towards overall objectives through optimal schemes, be it as part of hedgerows, orchards or full woodlands. As trees take some time to reach their full maturity in terms of carbon sequestration and size, figures used are those for the final number of hectares that will be covered by any trees, hedgerows or orchard once fully grown, coming from the Woodlands Trust.

2023 delivered a Tree Strategy developed in 2023, which will help meet statutory biodiversity obligations, while maximising the wide range of benefits that trees and woods can deliver. The focus is now on the groundwork to support large scale planting sites, aiming to ensure the long-term sustainability of carbon sequestration projects, consider the essential maintenance and select the trees for each location.

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

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

However, agricultural emissions remain a noticeable element of the boroughs overall profile, so future iterations of the CEAP will aim to incorporate targets to minimise these where possible by working alongside landowners to improve the efficiency of their operations.

### Key Achievements this year:

- Alongside hedgerows and land management, the total 45,906 trees planted over 17ha is an increase of 5,664 since the last reporting period. This will support an additional 56 tCO<sub>2</sub>e sequestered per year.
- A 10% biodiversity net gain is now mandatory in all planning applications.
- A total of 4,400 trees have now been distributed to residents as part of the Garden Forest Scheme.
- Revised tree strategy adopted in July 2023.
- 2 large-scale sites have progressed ready for the 2024/25 planting season, with additional sites identified.
- Ecological Emergency declared in January 2024

### Action Changes from last year:

- No major changes to actions.



Action / Co - Benefits	Description / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<b>4.1 Cover 170 hectares with new trees in the form of woodlands, hedgerows and orchards</b>			<b>2,329 tCO<sub>2</sub>e</b>	<b>£2.215m</b>	
<p><b>4.1.1 Deliver large-scale woodland planting on council estate in existing parks and opens spaces sites to improve carbon capture and biodiversity net gain.</b></p> <p>Large-scale (greater than 5 hectare) woodland planting on council owned land on high carbon capture potential sites (e.g arable land, improved grassland).</p> <p>These larger sites are determined by size and the need for further permissions at such scale.</p>	<ol style="list-style-type: none"> <li>1. Initial feasibility study, project plan and business case development.</li> <li>2. Identify council owned land that is suitable for a major tree planting scheme.</li> <li>3. Review our estate portfolio for agricultural land / improved grassland, which has the potential to be converted to woodland.</li> <li>4. Engage forestry specialist contractor to advice on feasibility, constraints, and process.</li> <li>5. Prepare consultant brief.</li> <li>6. Preparing plans and consulting public.</li> <li>7. Environmental Impact Assessment Screening / Planning.</li> <li>8. Grant and other scheme applications.</li> <li>9. Ordering and planting trees (with protection).</li> <li>10. Installation of other site infrastructure.</li> <li>11. Produce forest management plan.</li> <li>12. Handover to site manager (phased) -Ongoing management</li> </ol>	<p>Barkham and Covid Memorial Woodland sites have encountered some delays due to archaeological investigations however both sites are being progressed for the 2024/25 planting season. In addition, another 5 hectare site (Ashridge) due for adoption in 2024 is being progressed for potential implementation of a woodland planting scheme in 2024/25.</p> <p>Identification of more sites is also underway, including extension to Rooks Nest.</p> <p>The woodland trust grant has been extended to December 2024 to further support schemes being taken forward in the 2024/25 planting season.</p>	Included in total	<p>Medium term (2027/28)</p> <p>£705,500</p>	<b>GREEN</b>



Action / Co - Benefits	Description / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>4.1.2 Deliver small-scale woodland planting on council estate in existing parks and opens spaces sites to improve carbon capture and biodiversity net gain.</b></p> <p>Identify potential programme to invest in small-scale woodland planting on council estate in existing parks and opens spaces sites. This small-scale planting can be deployed with shorter time scales than larger afforestation schemes.</p> <p>Potential for the sites to be planted as Community Orchards for local food production and biodiversity action plan targets.</p>	<ol style="list-style-type: none"> <li>1. Assessment of council estate portfolio to identify areas in existing public open space that has potential to be converted to woodland.</li> <li>2. Carried out an internal review of constraints, costing, and scheduling. Preferably looking to target small low risk areas.</li> <li>3. Preparing plans.</li> <li>4. Implement public consultation on identified sites.</li> <li>5. Grant and other scheme applications</li> <li>6. Ordering and planting trees (with protection).</li> <li>7. Ongoing management - Produce/review woodland management plan.</li> <li>8. Promote tree planting campaigns to engage with residents, schools and local businesses (e.g. National Tree Week).</li> </ol>	<p>To date, across Phase 1 31,506 trees have been planted on council owned public open space, town and parish owned public land and school sites, consisting of hedgerow, orchard and woodland planting, with adoption of semi-natural greenspaces on an ongoing basis.</p> <p>Officers have worked with volunteers, community groups, friends of associations and schools to provide opportunities for participation in planting activities to encourage community engagement.</p> <p>Opportunities for further small sites are always being explored dependent on viability.</p>	<p>Included in total</p>	<p>Medium term (2027/28)</p> <p>£618,000</p>	<p><b>GREEN</b></p>

Action / Co - Benefits	Description / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>4.1.3 Support woodland and hedgerow creation on private sites.</b></p> <p>Set up a grant scheme for local private landowners to apply for funding to create new woodland and hedge roads on privately owned sites.</p>	<ol style="list-style-type: none"> <li>1. Produce the Wokingham Borough Tree strategy to establish guidance for the delivery of the scheme.</li> <li>2. Set up the scheme. Define the thresholds, suitability assessment and grants or plants.</li> <li>3. Call for sites - Scheme promotion and engagement with local landowners Selection for piloting with a beacon site.</li> <li>4. Tranche 1 - Planting plan design and approval, establishing contract negotiation, payment mechanism, compliance checking and other grant and carbon trading scheme support.</li> <li>5. Review of tranche 1 take-up and feasibility assessment for tranches 2 &amp; 3.</li> </ol>	<p>Officers developed a 'Greening the Borough' application on Wokingham Engage to provide an opportunity for private landowners to register their interest in participation of the tree planting scheme. During Phase 1 approximately 10,000 trees have been planted on private sites across the borough in the form of hedgerows and woodlands.</p>	<p>Included in total</p>	<p>Medium term (2027/28) £705,500</p>	<p><b>GREEN</b></p>

Action / Co - Benefits	Description / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>4.1.4 Make Wokingham a Garden Forest by promoting and encouraging residents to plant new trees.</b></p> <p>Establish general process and guidance that could allow residents and local businesses who want to plant and maintained their own trees either with our permission on our land, or to help them have a successful tree on their own land.</p> <p>A community of garden tree owners - scheme will be required to engage the community and ensure the legacy of the tree planting, securing that trees will be looked after.</p>	<ol style="list-style-type: none"> <li>1. Produce Wokingham Borough Tree strategy to establish guidance for the delivery of the scheme.</li> <li>2. Design the scheme; include considerations on types of trees, maturity.</li> <li>3. Provide the mechanism to select the right tree for the right place.</li> <li>4. Establish the delivery mechanism.</li> <li>5. Launch the scheme and engage with residents and local businesses. Provide guidelines on the types of trees to be planted, the pathway for application of new trees and the benefits from the tree (carbon savings, biodiversity gain, etc.).</li> <li>6. Implementation of the scheme. System to take and register the orders - place tree orders and delivery. Record keeping.</li> <li>7. Legacy - is there ongoing support offered. Long-term recording of benefits Opt-out (local offsetting).</li> <li>8. Annual review and monitoring of the scheme.</li> </ol>	<p>Potential for further schemes to be re-run in the future if funding is available.</p> <p>Officers worked to develop a native tree palette that helped guide the species offering for the Garden Forest Scheme.</p> <p>Total of 4,400 trees distributed to Wokingham residents over the two Garden Forest rounds.</p> <p>Pre-collection guidance, species information and planting advice developed and sent to all eligible applicants. Cross service and collaborative working with town and parish councils enabled collection points to be available across the borough fostering an efficient, accessible and convenient collection process.</p>	<p>Included in total</p>	<p>Action completed</p> <p>£160,000</p>	<p><b>GREEN</b></p>

Action / Co - Benefits	Description / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<b>4.2 Carbon sequestration by design - improving carbon sequestration rates in future land management decisions.</b>			<b>2,031 tCO<sub>2</sub>e</b>	<b>TBC</b>	
<p><b>4.2.1 Develop the Wokingham Borough Tree Strategy to support long-term creation and retention of woodland and trees.</b></p> <p>This will help define: Appropriate species and locations, along with improving retention rate of trees and a greater veteran tree population. It will also encourage more planting on private land.</p>	<ol style="list-style-type: none"> <li>1. Identification of requirements for Tree Strategy.</li> <li>2. Development of Feasibility study brief (including land appropriation and/or acquisition)</li> <li>3. Develop and builds upon existing studies.</li> <li>4. Identify land available and type of habitat.</li> <li>5. Verify likely carbon sequestration.</li> <li>6. Confirm more detailed cost estimates</li> <li>7. Allows milestone point for decision to continue with full funding.</li> </ol>	<p>A canopy cover survey was carried out and a tree report produced to provide carbon sequestration and asset value of Council owned trees.</p> <p>Working with internal and external stakeholders a draft Tree Strategy was developed and following review of the consultation feedback, a revised strategy was produced and formally adopted in July 2023.</p>	660 tCO <sub>2</sub> e	<p>Action completed</p> <p>Included within 4.1 costs</p>	<b>GREEN</b>

Action / Co - Benefits	Description / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>4.2.2 Incorporate carbon sequestration, habitats and biodiversity into the new Local Plan Update and associated policies and guidance.</b></p>	<ol style="list-style-type: none"> <li>Require a review of ability to enhance carbon sequestration rates for all new policies and design guides to be published alongside.</li> <li>Independent assessment - design policy approach to: <ul style="list-style-type: none"> <li>Maximise carbon sequestration, including green and blue infrastructure encouraging low intensity (maintenance) habitat and carbon sinks.</li> <li>Avoid loss of established habitat will help retain carbon stores.</li> <li>Retain and enhance biodiversity (particularly botanic diversity) will aid carbon sequestration in soils.</li> </ul> </li> </ol>	<p>A 10 % biodiversity net gain is now mandatory for all applications.</p> <p>Biodiversity considerations to be incorporated within the local plan update policies as per the description.</p> <p>An Ecological Emergency was declared on January 5<sup>th</sup> and a further plan is currently under assessment.</p>	<p>42 tCO<sub>2</sub>e</p>	<p>Medium term (2027/28)</p> <p>£10,000</p>	<p><b>GREEN</b></p>

Action / Co - Benefits	Description / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>4.2.3 Support the development of the Local Nature Recovery Strategy to provide complementary funding source to aid land use change towards being a carbon sink.</b></p> <p>Developing a Local Nature Recovery Strategy that covers the borough will provide a 5% uplift on the number of biodiversity net gain units that can be generated in areas identified as part of a local nature recovery network. The ability of soil to sequester carbon correlates positively with biodiversity.</p>	<ol style="list-style-type: none"> <li>Develop the Local Nature Recovery Strategy through the Berkshire Local Nature Partnership.</li> <li>Initial analysis of 30% target area - mapping exercise.</li> <li>Develop Berkshire wide habitat inventory to update The Regulation on land, land use change and forestry</li> <li>Consultation exercise with stakeholders</li> <li>Revising the Local Nature Recovery Strategy and taking it through the local authority adoption process.</li> <li>Additional biodiversity net gain unit capacity raises the value of land (for making improvements for biodiversity) and will leverage funding for habitat improvement that will lead to soil restoration and carbon sequestration.</li> </ol>	<p>To be delivered under a Berkshire wide strategy, led by Windsor and Maidenhead council as the responsible authority with Wokingham Borough Council as a supporting authority.</p> <p>The strategy is aimed to be published in April 2025 and consultation is being undertaken, including landowner meetings and workshops.</p>	Included in total	<p>Medium term (2027/28)</p> <p>Nil</p>	GREEN
<p><b>4.2.4 Develop a Natural Flood Management partnership and scheme.</b></p> <p>Creation of wetland habitat as part of a programme of restoration of natural flood management processes to sequester carbon and reduce soil degradation.</p>	<ol style="list-style-type: none"> <li>Initial mapping exercise to identify locations that will provide wetland habitat and could be put forward into the scheme.</li> <li>Consultation exercise with stakeholders, including Environment Agency, water companies, and other Loddon Catchment Partnership partners.</li> <li>Revising the Strategy and taking it through the local authority adoption process.</li> </ol>	<p>Ongoing work with Environment Agency to reduce fluvial flood risk in the borough.</p> <p>All new developments come with drainage responsibility, so measures are incorporated.</p> <p>There are plans to investigate the feasibility of additional catchment capacity with biodiversity benefits, initial focus will look at Hurst.</p>	Included in total	<p>Long term (2029/30)</p> <p>Costs TBC</p>	RED



Action / Co - Benefits	Description / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>4.2.5 Work to transition Grassland Management to less frequent cutting scheme allowing wildflowers to bloom and set seed.</b></p> <p>Considerations to the BLUE heart campaign style management of grassland moving away from improved grassland habitat under an intensive cut cycle and allowing rewilding of highway verge and other areas increasing.</p>	<ol style="list-style-type: none"> <li>Pilot the principle of cut and collect to highways verge to improve biodiversity and soil restoration in selected areas. Run a 5% conversation pilot for highways verge and rural highways verge.</li> <li>Target of 12.5ha of wildflower grassland creation across Environmental Localities sites.</li> <li>Working with ecosystem services team to manage land in more sustainable manner.</li> </ol>	<p>Reduced the frequency of grass cutting on our urban highway verges and smaller open spaces to 4 cuts a year.</p> <p>Expanding long grass/ meadow areas – extending BLUE heart campaign.</p> <p>Introducing more biennial grass cuts at existing long grass areas.</p>	642 tCO <sub>2</sub> e	<p>Action completed</p> <p>Medium term (2027/28)</p> <p>£130,000</p>	<b>GREEN</b>
<p><b>4.2.6 Work to transition Grassland Management to support the Restoring Biological Processes.</b></p> <p>Natural greenspace grassland will perform better at carbon sequestration where:</p> <ol style="list-style-type: none"> <li>Soil compaction from machinery is kept to a minimum.</li> <li>Structural diversity is encouraged by 'conservation' grazing (instead of uniform cutting).</li> </ol>	<ol style="list-style-type: none"> <li>A feasibility study for applying a Legacy Grazing approach will set out the steps towards reducing our reliance on machine cutting and restoring soils.</li> <li>With the additional natural greenspaces being taken on alongside development, the scale required to justify an internally owned and managed conservation- grazing herd may be reached.</li> </ol>	<p>Trialling management of some sites by our countryside services team to help improve biodiversity net gain.</p> <p>Cut and collect trial is still to be agreed due to upfront costs and infrastructure required.</p>	642 tCO <sub>2</sub> e	<p>Medium term (2027/28)</p> <p>Costs TBC</p>	<b>GREEN</b>

Action / Co - Benefits	Description / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>4.2.7 Implement Citizen Science Engagement for Hedgerow Restoration.</b></p> <p>There is approximately 1534 km of (mapped) hedgerow in Wokingham Borough. Hedgerows are a good target for restoration work to increase the number of standing mature trees storing carbon.</p>	<ol style="list-style-type: none"> <li>1. Thames Valley Environment Record Centre (TVERC) product development to take Peoples trust for Endangered Species (PTES) hedgerow survey data and project in an interpreted way to inform hedgerow management for land managers.</li> <li>2. Tool can be used by Trees &amp; Landscape officers for enforcement of the Hedgerow Regulations.</li> <li>3. To inform a planting and restoration plan (as a part of the tree strategy), a citizen science condition assessment programme would greatly enhance the targeted planting of trees in suitable locations.</li> </ol>	<p>This is planned to be delivered as part of the wider local nature recovery strategy but is delayed as the wider strategy is the priority.</p> <p>TVERC (the group of officers from various councils led by Maidenhead) is delivering this and they are currently under resourced.</p>	45 tCO <sub>2</sub> e	<p>Medium term (2027/28)</p> <p>£15,000</p>	RED
<p><b>4.3 Implement a programme of further carbon sequestration opportunities</b></p>			Included in total	Nil	
<p><b>4.3.1 Engage the community with Community Garden Schemes.</b></p> <p>Allow new allotment site due to be opened as part of the South Wokingham Strategic Development Location (SDL), contributing to positive behavioural changes.</p>	<ol style="list-style-type: none"> <li>1. Work with the university of Reading in assessing the 'Life Cycle Sustainability Analysis (LCSA) of Urban Food Production – the Case of Allotment Gardens and identify future opportunities for engagement.</li> <li>2. Explore the opportunity to plant hazel trees on sites for future purposes, including the local provision of hazel beanpoles, to reduce consumption emissions.</li> </ol>	<p>Funding bid for University of Reading research not successful but open lines of communication remain with the university through the strategic partnership for future funding for similar research.</p> <p>Not started hazel coppice creation/restoration.</p>	Included in total	<p>Medium term (2027/28)</p> <p>Nil</p>	RED

Action / Co - Benefits	Description / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>4.3.2 Support schools to implement carbon sequestration projects.</b></p> <p>Connect schools to voluntary sector and the community in projects such as planting in care homes, working with local allotments and farms.</p>	<ol style="list-style-type: none"> <li>1. Planting trees and plants to create a small-scale young forest in school grounds or council owned land.</li> <li>2. Promote tree planting campaigns in school's grounds as part of education in climate change issues.</li> <li>3. Make more allotment plots available to people on council owned ground to encourage young people to grow their own food.</li> </ol>	<p>Collaborative working with Freely Fruity and the woodland trust with schools across the borough has resulted in 26 schools participating in the tree planting project. These consisted of hedgerows, small woodland and fruit tree planting.</p>	<p>Neutral</p>	<p>Medium term (2027/28)</p> <p>Nil</p>	<p><b>GREEN</b></p>

Action / Co - Benefits	Description / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<b>4.4 Implement a climate change adaptation programme for the Council and borough</b>			<b>Neutral</b>	<b>£40,000</b>	
<b>4.4.1 Draft a climate change risk register to support the future design and implementation of an adaptation plan for the borough.</b>	<ol style="list-style-type: none"> <li>1. Assess the climate risk that the Council and borough are exposed to, looking at past, current and future climate impacts.</li> <li>2. Carry out focus groups with WBC departments to identify risks, costs and adaptation actions.</li> <li>3. Draft a climate change risk register, involving all relevant services in the draft and maintenance of it.</li> <li>4. Use the risk register to support the design and implementation of an adaptation plan for the Council and borough.</li> </ol>	<p>Work has begun to draft a climate change risk register. This will support the design and implementation of a plan with adaptation options for the council and the borough.</p> <p>A Berkshire-wide adaptation working group has been set up to share best practice and to identify opportunities to collaborate on adaptation work across Berkshire.</p>	Neutral	Medium term (2027/28) £40k	<b>AMBER</b>





## 5. WASTE AND RECYCLING



## 5. WASTE AND RECYCLING

### Annual Carbon Savings: 6,028 tCO<sub>2</sub>e (Out of scope)

To reach carbon neutrality as a country, it is vital to minimise the amount of waste produced, following the waste hierarchy., therefore a reduction in overall waste is the primary goal of the Waste Strategy, followed by an increase in the percentage of total waste being recycled, supporting the further goal of minimising the amount going to landfill or incineration. This means the potential savings by 2030 are reduced as they are instead saved by lowering the total waste produced, as reflected in the key achievements.

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

The 70% recycling target is the overall goal of this section and, this is how the overall saving is calculated with other individual actions all contributing towards this.

The majority of waste which is not recycled is currently incinerated, to generate energy as this is a marginally more sustainable alternative to landfill. However, it is certainly not the aim and is used as a last resort. It is also recognised that some outlying/unusual materials such as asbestos will never be fully recyclable or used for incineration, so 0% of waste going to landfill cannot be realistically achieved, however we can get very close and have moved this target forward to reflect our ambition here.

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

Private: Information that contains a small amount of sensitive data which is essential to communicate with an individual but doesn't require to be sent via secure methods.

### Key Achievements this year:

- Overall, 25,284 tonnes of waste was recycled, representing 53% of the borough total. This meant 12,029 tonnes of CO<sub>2</sub> savings.
- Implementation of alternate weekly collections to save over £1m and 2,415 tonnes of CO<sub>2</sub>e per annum.
- Direct engagement with over 18,500 residents via the newsletter.
- Two new engagement officers recruited and targeted material developed for hard-to-reach areas.
- Increase in locations that residents can collect extra green bags.
- Pilots underway to optimise collection routes.

### Action Changes from last year:

- Engagement actions 5.1.2 and within 5.2 amended to reflect the new, more direct and increased, council approach.
- Carbon savings updated to be included within the overall 70% target.

SDGs:





Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<b>5.1 Achieve a 70% recycling rate</b>			<b>3,955 tCO<sub>2</sub>e</b>	<b>TBC</b>	
<p><b>5.1.1 Implement a new waste and recycling collection system and approaches, with improved facilities.</b></p> <p>Following consultation, a full Waste Strategy will be devised and implemented which will focus on waste minimisation, a high recycling rate, improved quality of recycling and reduced collection/ disposal costs and reduced carbon emissions. It will deliver an improved system in general, facilitating this across all materials.</p>	<ol style="list-style-type: none"> <li>1. Prepare consultants briefing, Options appraisal in early 2021, Market research and Decision making.</li> <li>2. Devise and adopt the communications plan.</li> <li>3. Development of the Waste Strategy.</li> <li>4. Communication with residents pre- delivery.</li> <li>5. Delivery of new waste collection methods.</li> <li>6. Ongoing communication with residents post-delivery.</li> <li>7. Assess impact of the new initiative on the property stock.</li> <li>8. The council operations are included in this target.</li> </ol>	<p>The council will switch to alternate weekly collections (AWC) from Sept 2024 to improve the efficiency of waste collections and save approx. £1m per year and reduce emissions. This includes analysis and ongoing monitoring of the impacts of such, along with analysis of refuse sacks to continually update estimated savings and assess contamination and the potential for further supportive measures.</p> <p>Further measures as part of the full waste strategy and new contract in 2026 will be informed by the full government environment bill.</p> <p>Approximately 50 specialist collections have switched to normal collections, reducing the number of collections from this pilot area, with aims to expand this if successful.</p>	<p>2,415 tCO<sub>2</sub>e (Included in total)</p> <p>This figure is only from AWC and that further changes are expected from this action once the full national waste policies come in and the new waste contract occurs in 2026 – i.e. more will come from contract, electric waste, soft plastics, wheeled bins etc, along with the below supporting actions.</p>	<p>Medium term (2027/28)</p> <p>£1.9m</p>	<b>GREEN</b>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>5.1.2 Improve residents' engagement with waste and recycling initiatives.</b></p> <p>Utilise numerous methods to encourage greater engagement with residents and behaviour changes, towards increasing the recycling rate and reducing waste.</p>	<ol style="list-style-type: none"> <li>1. Engagement with residents via:                             <ul style="list-style-type: none"> <li>- Social media – e.g. Facebook</li> <li>- Emails and Newsletters</li> <li>- Physical media – e.g. leaflets</li> <li>- Stalls at events</li> </ul> </li> <li>2. These cover topics such as:                             <ul style="list-style-type: none"> <li>- Presenting waste / recycling optimally.</li> <li>- Waste reduction campaigns.</li> <li>- Renewing Garden Waste.</li> <li>- Promote online bulky waste collection service.</li> </ul> </li> <li>3. Providing increased options and support to enable residents to choose recycling options.</li> </ol>	<p>Going forward the council has taken over the delivery of comms internally, utilising newsletters, social media and more to reach over 18,500 residents.</p> <p>Engagement work, includes:</p> <ul style="list-style-type: none"> <li>- Leaflets delivered directly to residents.</li> <li>- Improved response times on social media and email for queries.</li> <li>- Share and scrap up schemes</li> <li>- An increase in locations that residents can collect extra green bags</li> </ul>	<p>Included in 70% target total</p>	<p>Short term (2025/26)</p> <p>£126,240</p>	<p><b>GREEN</b></p>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>5.1.3 Target low participation areas to increase food waste tonnage to increase participation above 70%.</b></p> <p>Improve uptake in food waste recycling to increase food waste tonnage, hence reducing loss of recyclable material.</p>	<ol style="list-style-type: none"> <li>1. Veolia to identify areas where food waste recycling requires improvement.</li> <li>2. Veolia to give tonnage reports from vehicles rounds to help identify progress and localities requiring improvements. Subject to having the capacity and sign off to this request.</li> <li>3. Straw poll of food waste participation to ensure meets 50% figure being used.</li> <li>4. Ticker system use to be investigated to identify in more detail areas requiring support with food waste.</li> <li>5. Letters to be sent out to low participation areas.</li> <li>6. Build up and maintain a network of recycling champions made up of residents, primarily from those raising concerns about the service as they have demonstrated a concern and care about recycling issues.</li> <li>7. Increase food waste &amp; Recycling signage in communal bin stores - Create Signage to promote food waste recycling as well as general recycling. Assess 10/15 sites per quarter through site visits and contact with champions and increase signage accordingly.</li> <li>8. Food waste directed from blue bags to food caddies to save funds against financial plan.</li> </ol>	<p>2 engagement officers have now been recruited to promote the waste changes in low participation areas (who still mainly use blue bags), along with delivering road shows/events.</p> <p>Further engagement via social media, newsletters and more (as in 5.1.2) have also been delivered on this specific topic.</p> <p>This includes distributing material to hard-to-reach areas and ensuring these areas have appropriate amount of green and blue waste sacks.</p>	<p>Included in 70% target total</p>	<p>Short term (2025/26)</p> <p>Costs TBC</p>	<p><b>GREEN</b></p>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>5.1.4 Increase &amp; improve facilities for glass recycling.</b></p> <p>Increase capture rate of glass from general waste through new collection methods, making it more convenient for residents and reducing loss of recyclable material.</p>	<ol style="list-style-type: none"> <li>Identify potential new specific and sheltered sites by communicating with parishes &amp; town councils and other private businesses &amp; partners such as the company 'FCC environment'.</li> <li>Install bottle banks once approved and communicate this with site management and residents.</li> </ol>	<p>Re3 (the councils waste disposal contractor) are reviewing glass collection in conjunction with likely outcomes of environment bill as a way to collect glass from kerbside or other. Work is ongoing with 3 councils in Berkshire to review options.</p>	<p>Included in 70% target total</p>	<p>Medium term (2027/28)</p> <p>Costs TBC</p>	<p><b>AMBER</b></p>
<p><b>5.2 Achieve 3% of waste going to landfill</b></p>			<p><b>2,073 tCO<sub>2</sub>e</b></p>	<p><b>TBC</b></p>	
<p><b>5.2.1 Identify, establish &amp; deliver necessary measures to achieve zero waste to landfill from domestic properties.</b></p> <p>Reuse, recycle and recover 100% of WBC waste from domestic properties by moving waste up the waste hierarchy and increasing potential savings from landfill diversion.</p>	<ol style="list-style-type: none"> <li>Communication campaigns on "Reuse" and "Appropriate Recycling" to divert as much recycles from waste as possible. These will be delivered through the same mechanisms as in 5.1.2.</li> <li>Identify contaminated recycling and leave uncollected.</li> <li>Identify alternate markets for hard to recycle items.</li> </ol>	<p>Ongoing campaigns and actions are significantly contributing towards a reduction in waste to landfill. Consultation regarding enforcement is ongoing.</p> <p>Combustion has been identified as one potential avenue of energy generation to minimise existing fossil fuel use.</p> <p>19,832 tonnes of waste going to EFW (so only 6% landfill) providing over 67,000 kWh of electricity this year.</p>	<p>2,073 tCO<sub>2</sub>e</p>	<p>Long term (2029/30)</p> <p>Costs TBC</p>	<p><b>GREEN</b></p>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>5.2.2 Engage school children in recycling and improve awareness of recycling and its benefits in school children.</b></p> <p>Deliver events and material to support schools in increasing awareness and knowledge of waste and recycling, as part of a wider climate emergency programme towards this demographic.</p>	<ol style="list-style-type: none"> <li>1. Speak about the circular economy at the Youth Council climate change themed event &amp; link it to the borough’s waste &amp; recycling practices, introducing the circular economy. Include an activity for participants.</li> <li>2. Develop activities for primary school aged children. A Wokingham waste &amp; recycling themed board game designed as an activity for teachers to use in- between curriculum topics with the aim activity to gamify waste and recycling (for primary school aged children).</li> <li>3. Deliver benches to the town centre area using plastic from recycled bottles as a major part of the material, with support from one of our waste collection companies and material supplied by schools.</li> </ol>	<ol style="list-style-type: none"> <li>1. Talks are now being delivered at schools, with this now also being applied to lesson plans at some schools. 12 schools have been engaged with so far, delivering material on recycling such as leaflets etc, along with delivering a recycling section as part of climate assemblies to classes or whole schools.</li> <li>2. Not Started.</li> <li>3. A number of benches have now been delivered to schools from recycled waste including Wescott Infants school and St Cecilia’s CofE Primary School.</li> </ol>	<p>Included in total</p>	<p>Medium term (2027/28)</p> <p>Nil</p>	<b>AMBER</b>





## 6. NEW DEVELOPMENT





## 6. NEW DEVELOPMENT

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

With the need for new homes, including the level of need calculated through government planning policy, it is essential new homes are provided in a sustainable manner, which minimises the overall long-term cost of reaching carbon neutrality (with retrofit much more expensive). By using this information, combined with industry knowledge, and government policy, planning requirements are being established within actions in this section. These are preventative targets, with neutral savings against the 2030 goal.

The majority of the actions in this section are currently included within, or revolve around, the Local Plan Update process. This will review all existing planning policy and provide an opportunity to establish a new strategy to manage development locally as well as performance standards for all types of new development.

These actions are therefore dependent on the outcomes of discussions to establish the Future Homes Standard, which can influence the minimum energy performance standards for all new homes and commercial properties.

Building homes to carbon neutral standards will result in massive savings compared to building standard homes. So, while these actions are defined as neutral for the purposes of this plan, they demonstrate the significant scale of the benefits that can be achieved through their implementation.

Within this, the council will also utilise its influence over its own properties, to set standards for our own leased and owned properties, along with land sold for development.

Key challenges in this area will be convincing the government appointed Planning Inspector, who will examine any new planning policies, of the need for ambitious standards. Subsequently, the challenge will be to ensure developers achieve these standards due to the lack of government policy and regulation in this area.

Therefore, engagement and cooperation with numerous parties is vital, including the council's Development Management and Delivery teams, Building Control assessors, developers, housing associations and the highways authority, as well as consulting with the local community.

### Key Achievements this year:

- Initial policies drafted for Local Plan Update

### Action Changes from last year:

- Action 6.2 merged into 6.1 to combine residential and commercial.



Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<b>6.1 Towards the end of 2025, residential and commercial development to be designed and built to carbon neutral standards.</b>			<b>Neutral</b>	<b>£100,000</b>	
<p><b>6.1.1 Require residential and commercial development to be built to carbon neutral standards.</b></p> <p>Policy within the emerging Local Plan Update (LPU) proposes to require residential developments to achieve net zero operational performance. A definition of what net zero means in this context will be provided within LPU documents</p> <p>Where there is robust evidence that this cannot be achieved on site, as a last resort the Council proposes to accept appropriate financial contributions to provide carbon offsetting.</p> <p>Use of certification schemes such as BREEAM* is still supported for commercial elements as an alternative way to demonstrate compliance to an acceptable level.</p>	<ol style="list-style-type: none"> <li>1. Prepare climate change evidence base to support of the Local Plan Update (LPU). This will be a key part of evidencing the requirements set out in the draft plan and will contribute towards the goals relating to new development in the CEAP.</li> <li>2. Consult on draft policy as part of the Draft Local Plan.</li> <li>3. Publish draft policy as part of the Pre- Submission Local Plan.</li> <li>4. Promote draft policy through the Local Plan Examination.</li> <li>5. Policy included within adopted Local Plan.</li> </ol>	<p>The latest government National Planning Policy Framework (NPPF) included considerable changes which will in turn require substantial changes to our LPU. Namely, previously overdelivered housing is likely to no longer be incorporated into the required housing delivery, meaning additional developments and land will be required. This also means the full plan will now be delayed until after elections, going to full council ASAP after this.</p> <p>WBC are currently investigating the current whole energy approach against the government's recent Written Ministerial Statement (WMS) which seeks to preclude the use of energy efficiency standards unless they are expressed as a percentage improvement on building regulations requirements. WBC are working with the Town and country planning association and other councils to assess the best options around this.</p>	Neutral	<p>Medium term (2027/28)</p> <p>Circa £75,000</p>	<b>AMBER</b>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>6.1.2 Provide guidance to support major residential and non-residential development to achieve carbon neutrality.</b></p> <p>A Supplementary Planning Document (SPD) will support the new Local Plan Update by providing additional detail on how development proposals of all types are expected to demonstrate the achievement of the policy requirements, including zero carbon. The SPD will itself be subject to consultation and formally adopted, following the Local Plan Update.</p>	<ol style="list-style-type: none"> <li>1. Prepare draft Supplementary Planning Document.</li> <li>2. Consult on draft Supplementary Planning Document.</li> <li>3. Adopt Supplementary Planning Document.</li> </ol>	<p>This is to follow on from, and provide additional detail to, the Local Plan Update.</p>	<p>Neutral</p>	<p>Medium term (2027/28) Circa £25,000</p>	<p><b>AMBER</b></p>

*\*Full definition: BREEAM (Building Research Establishment Environmental Assessment Methodology) is a way to measure the sustainability performance of buildings. A BREEAM assessment uses recognised measures of performance, which are set against established benchmarks, to evaluate a building's specification, design, construction and use. The measures used represent a broad range of categories and criteria from energy to ecology. Each category focuses on the most influential factors, including reduced carbon emissions, low impact design, adaptation to climate change, ecological value and biodiversity protection.\**

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<b>6.2 Establish a spatial strategy and design framework which promotes active and sustainable travel, sustainable design and construction and enables biodiversity gain.</b>			Neutral	Nil	
<p><b>6.2.1 Minimise unnecessary travel from new development, better house design for working from home and better integrated IT capability.</b></p> <p>The Local Plan Update will establish a spatial strategy which secures a pattern of development which allows for more people to live and work where journeys can be undertaken by walking, cycling and public transport.</p>	<p>1. Buildings, services and infrastructure need to be able to respond to new working patterns and needs.</p>	<p>This is being incorporated into the Local Plan Update and draft policies within this as in 6.1.1.</p>	Neutral	<p>Medium term (2027/28)</p> <p>Nil</p>	<b>AMBER</b>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>6.2.2 Require development, including the public realm, to be accessible to all and prioritise walking, cycling and other sustainable modes of transport.</b></p> <p>The emerging Local Plan Update will establish a spatial strategy which secures a pattern of development which allows for more people to live and work where journeys can be undertaken by walking, cycling and public transport.</p>	<p>1. Developments will be expected to include measures to make walking and cycling the mode of choice for shorter journeys, both within and through the site, including links to facilities, services, bus stops and train stations. They will be designed so that they are easily navigable for people of all ages and physical ability.</p>	<p>This is being incorporated into the Local Plan Update and draft policies within this as in 6.1.1.</p> <p>Transport network modelling has been undertaken to test the impacts on a range of sites. Locations and developments are being designed to support active travel.</p> <p>All developments are required to contribute towards sustainable travel plans.</p>	<p>Neutral</p>	<p>Medium term (2027/28)</p> <p>Nil</p>	<p><b>AMBER</b></p>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>6.2.3 Require allocations for major development to secure smart and sustainable approaches that champion climate change resilience and adaptation.</b></p> <p>Buildings and spaces, services and infrastructure need to be able to respond to the impacts of climate change. Part of this ability relates to ensuring that new development is designed to adapt to more intense rainfall and the possibility of flooding, plus heat waves and droughts.</p>	<ol style="list-style-type: none"> <li>The design of developments, including the use of materials, must consider matters such as shading, insulation and ventilation, surface water runoff and storage and the use of appropriate tree and other planting.</li> </ol>	<p>This is being incorporated into the Local Plan Update and draft policies within this as in 6.1.1.</p> <p>The Strategic Flood Risk Assessment (SFRA), part of the evidence base supporting the local plan process, includes modelling that incorporates climate change impacts as advised by Environment Agency guidance. An updated SFRA is complete.</p> <p>Policies specifically regarding adaptation will be included within the local plan.</p>	<p>Neutral</p>	<p>Medium term (2027/28)</p> <p>Nil</p>	<p><b>AMBER</b></p>
<p><b>6.2.4 Provide positive policy framework for retrofitting existing buildings.</b></p> <p>There are limitations in the role of planning policy and decision making to influence existing buildings, but highlighting a permissive approach will assist in raising the profile of retrofit and provide a positive policy framework for when planning permission is required.</p>	<ol style="list-style-type: none"> <li>Apply a permissive policy approach to retrofitting the existing building stock with measures that enhance sustainability and energy efficiency will assist in reducing emissions.</li> </ol>	<p>This is being incorporated into the Local Plan Update and draft policies within this as in 6.1.1.</p>	<p>Neutral</p>	<p>Medium term (2027/28)</p> <p>Nil</p>	<p><b>AMBER</b></p>



Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<b>6.3 Support low carbon and renewable energy generation.</b>			<b>Neutral</b>	<b>Nil</b>	
<p><b>6.3.1 Provide positive policy supporting low carbon and renewable energy generation.</b></p> <p>Due to the benefits which low carbon and renewable energy generation bring to tackling climate change, the emerging Local Plan Update proposes a positive framework which supports such proposals unless there are unacceptable impacts that outweigh the benefits.</p>	<p>1. Provide greater clarity and assurance to local groups and businesses wishing to support renewable energy schemes in their areas. Leading to an increase of renewable energy generation projects being developed across the borough by local businesses and community energy groups.</p>	<p>This is being incorporated into the Local Plan Update and draft policies within this as in 6.1.1.</p>	<p>Neutral</p>	<p>Medium term (2027/28) Nil</p>	<p><b>AMBER</b></p>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<b>6.4 All new residential and non-residential buildings to be designed and built to be EV ready.</b>			<b>Neutral</b>	<b>Nil</b>	
<p><b>6.4.1 Ensure new developments make adequate provision for Electric Vehicles (EV). Make all new houses EV ready by establishing requirements for EV charging points in new dwellings as described in the EV strategy.</b></p> <p>Electric and hybrid vehicle ownership is increasing, and likely to become more prevalent. Lack of charging infrastructure is a principal barrier to increased use of low-emissions vehicles.</p> <p>Therefore, all new developments will be expected to design in electric vehicle charging facilities.</p>	<ol style="list-style-type: none"> <li>1. Development of policy alongside transport documentation.</li> <li>2. Developers to be informed of policy and requirements shall be listed in planning application.</li> <li>3. New developers to ensure that there is sufficient power serving new developments.</li> <li>4. Establish the requirement for EV charging point infrastructure for new dwellings in the borough where appropriate.</li> <li>5. Make sure that new homes planning applications submitted from 2027 and where appropriate, have a charge point available. This will ensure there is no barrier for new homeowners or occupants of new dwellings to own or leased an electric vehicle.</li> <li>6. 100% new buildings are EV ready from 2025.</li> </ol>	<p>This is being incorporated into the Local Plan Update and draft policies within this as in 6.1.1.</p> <p>LPU policy will require EV charging to be provided in accordance with local standards.</p>	Neutral	<p>Medium term (2027/28)</p> <p>Nil</p>	<b>AMBER</b>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<b>6.5 100% of council new development is built to carbon neutral standards</b>			<b>Neutral</b>	<b>TBC</b>	
<p><b>6.5.1 All new council properties non-residential will be built to the highest efficiency standards.</b></p> <p>Consult on all future council builds and developments and engaged with developers to ensure that carbon neutrality is considered from the design stage.</p>	<ol style="list-style-type: none"> <li>1. Initial assessment to all new council development to assess stage of development and possible interventions to committed buildings.</li> <li>2. Assessment of possible interventions to Dinton Activity Centre, Arborfield School, carnival hub leisure centre and Toutley care home, among others.</li> <li>3. Move away from 'gas provision' to cleaner technology for new build properties when possible.</li> <li>4. Contact providers.</li> <li>5. Agree program of works.</li> <li>6. Implement viable measures.</li> <li>7. Monitor performance to inform future, further and wider work.</li> </ol>	<p>This is being incorporated into the Local Plan Update and draft policies within this as in 6.1.1.</p> <p>A policy covering current council properties/assets is currently under development.</p> <p>Examples such as Dinton Activity Centre and Carnival Hub have already been delivered successfully.</p>	Neutral	<p>Medium term (2027/28)</p> <p>Nil</p>	<div style="background-color: #f4a460; height: 100%; text-align: center; color: white; font-weight: bold; padding: 5px;">AMBER</div>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>6.5.2 All new council homes will be built to the highest efficiency standards.</b></p> <p>Consult on all future council builds and developments and engaged with developers to ensure that carbon neutrality is considered from the design stage and associated costs are identified.</p>	<ol style="list-style-type: none"> <li>Initial assessment to all new council development to assess stage of development and possible interventions to committed buildings.</li> <li>Assessment of possible interventions to Carnival Hub apartments and London Road among others.</li> <li>Contact providers.</li> <li>Agree program of works.</li> <li>Implement viable measures.</li> <li>Monitor performance to inform future, further and wider work.</li> </ol>	<p>This is being incorporated into the Local Plan Update and draft policies within this as in 6.1.1.</p>	<p>Neutral</p>	<p>Medium term (2027/28)</p> <p>Nil</p>	<p><b>RED</b></p>





# 7. PROCUREMENT



## 7. PROCUREMENT

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

The Council recognises its ability to reduce its carbon emissions through its own procurement processes.

This will be achieved by encouraging our suppliers to improve their own sustainability measures, prioritising those who have done so where possible, through implementing policies which encourage this to be applied as a consideration within procurement processes of tender and evaluation. Doing so will also set an example for others, demonstrating the viability of such actions and outlining our commitment to enacting them ourselves.

Engaging with our suppliers will be key to this goal, with many required due to the scale of our operations. These stakeholders and their expertise on available options will themselves provide an insight into available opportunities.

With a number of significant contracts and strategies set to expire or be reviewed before the 2030 goal, these opportunities will be utilised to review and improve the sustainability elements of these services.

Goals under this section also covers training staff on climate change and other methods through which climate change considerations can be embedded into the governance and decision making within the council.

Social value will form a noticeable element of these considerations as this will incorporate the environment and climate emergency, to provide further information and justification to suppliers for the purpose behind these changes.

Carbon savings here are neutral as they apply to future procurement or are captured in other existing actions.

### Key Achievements this year:

- A climate emergency questionnaire is now being provided alongside all new contracts to gather data from suppliers.
- Pilot studies have been carried out for some key contracts to identify opportunities and assess viability.
- Some considerations have already been applied to contracts for housing and waste.

### Action Changes from last year:

- These actions have been reworded to clarify the outcomes and approach involved, though the overall aims remain consistent.
- Two actions (8.2.1 and 8.2.2) from the fourth progress report have merged to form 7.2.1





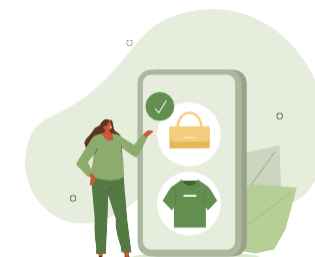
Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<b>7.1 Achieve sustainable procurement practices throughout the council as part of Corporate Procurement Strategy.</b>			<b>Neutral</b>	<b>Nil</b>	
<b>7.1.1 Update the Procurement Strategy to directly align with the ambitions of the climate emergency action plan.</b>	<ol style="list-style-type: none"> <li>Climate emergency to be highlighted as a council ambition and to encourage and remind officers to include this as a consideration when procuring goods and services.</li> <li>This would then be followed by a reminder within the options appraisal and other required procurement documentation.</li> <li>Include links and direction towards the climate emergency action plan, website and team via links within the strategy in the appropriate section.</li> <li>Once adopted, include mention of the social value policy.</li> <li>Strategy to be updated as appropriate with upcoming procurement legislation.</li> </ol>	<p>Initial strategy approved July 2021.</p> <p>Procurement board now in place.</p> <p>For any project worth 50k or over a question on the required options paper prompts officers to clarify if climate emergency has been appropriately considered within the process.</p> <p>Papers over 100k also go to a strategic board for review where this aspect is discussed.</p> <p>Impacts of the new procurement bill are being reviewed and will determine further amendments.</p>	Neutral	<p>Short term (2025/26)</p> <p>Nil</p>	<b>AMBER</b>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>7.1.2 Develop a sustainable procurement culture and associated skills for green procurement.</b></p> <p>Support relevant council officers by providing the required tools to improve their knowledge on climate emergency and how it relates to and can be acted on within procurement process.</p>	<ol style="list-style-type: none"> <li>Design of an online learning module to increase knowledge and awareness of climate emergency.</li> <li>Work with procurement specialists to apply further aspects to this module on how this relates to and can be acted on within procurement process.</li> <li>All staff in council who procure to complete this module.</li> </ol>	<p>A climate emergency online learning module has been completed and is to be uploaded to the councils training website.</p> <p>A section on procurement specifically is being explored to be added, including elements on specific legislation.</p> <p>A training module for procurement is also under development and will include climate emergency links.</p>	<p>Neutral</p>	<p>Short term (2025/26)</p> <p>Nil</p>	<p><b>AMBER</b></p>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>7.1.3 Incorporate sustainability considerations into the existing procurement process.</b></p> <p>To apply our influence and reduce scope 3 emissions to have a wider impact across the borough, the council will apply sustainability considerations into its existing procurement process where possible. This will also demonstrate best practice for other companies to follow and so encourage wider adoption.</p>	<ol style="list-style-type: none"> <li>Review suppliers to understand current market capabilities.</li> <li>Where relevant and proportionate to contract and financial constraints, to include sustainability considerations within tender documents and evaluation criteria, towards the council's climate emergency and carbon neutrality ambition, including the below aspects: <ul style="list-style-type: none"> <li>Electric vehicle usage and optimisation of routes to reduce mileage.</li> <li>Carbon emissions reporting, reduction goal and plan.</li> <li>Renewable energy usage and efficient buildings.</li> <li>Energy efficient design and approaches.</li> <li>Sustainable material use, including recycled material and circular economy principles.</li> </ul> <p>These aspects will vary per contract and will be applied on a case-by-case basis via questions included within the standard selection questionnaire and supporting documents to clarify scoring mechanisms (whether pass/fail or more specific).</p> </li> <li>Create clear documentation and tools to support officers and suppliers on how sustainability considerations can be implemented and scored.</li> <li>Ongoing review of supplier and officer feedback of the process and successful applications to optimise this process.</li> </ol>	<p>A questionnaire is now being provided for suppliers with each tender, to gather information on standard climate emergency considerations such as their adoption of a climate emergency action plan and emission goals.</p> <p>This questionnaire is optional but over a 6-month review period will collect data to support the further optimisation of the questionnaire and direct its further use.</p> <p>Pilot stages and market engagement has been carried out with suppliers for some key contracts in order to better understand the current market capabilities and impacts for sustainability improvements for the largest emissions sectors.</p> <p>Some considerations have already been applied to contracts within housing and waste.</p>	<p>Neutral</p>	<p>Medium term (2027/28)</p> <p>Nil</p>	<p><b>AMBER</b></p>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>7.1.4 Implementation of sustainable procurement KPIs amongst suppliers.</b></p> <p>To monitor the application of the above criteria, measures will be applied where relevant to contracts to enable this and ensure targets are delivered during the lifetime of the contract.</p>	<ol style="list-style-type: none"> <li>1. Consult with suppliers and key stakeholders on realistic applications of how to monitor the sustainability considerations mentioned in 7.1.3 within contracts.</li> <li>2. Include within procurement documentation, information for suppliers on how these sustainability considerations included within tender processes and scoring will then be monitored throughout delivery.</li> <li>3. Where relevant, officers to apply Key Performance Indicators (KPI's) within procurement contracts, aligned with the initial sustainability considerations within that contract.</li> <li>4. Ongoing review of supplier and officer feedback of the process and successful applications to optimise this process.</li> </ol>	<p>Further implementation will depend on the full review process denoted in 7.1.3.</p> <p>Pilot stages and market engagement has been carried out with suppliers for some key contracts in order to better understand the current market capabilities and impacts for sustainability improvements for the largest emissions sectors. This includes discussion on how these elements could be realistically monitored within contracts.</p>	<p>Neutral</p>	<p>Medium term (2027/28)</p> <p>Nil</p>	<p><b>AMBER</b></p>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<b>7.2 Incorporate social value within procurement processes.</b>			<b>Neutral</b>	<b>Nil</b>	
<p><b>7.2.1 Incorporate the environmental and sustainability elements of a WBC Social Value Policy within procurement processes.</b></p> <p>Utilise these elements to provide further information and justification for suppliers to offer as much as possible towards the sustainability considerations within tender processes and documents, as outlined in 7.1.3.</p>	<p>1. Development of the WBC Social Value Policy, including input from both the climate emergency and procurement teams. This will include detail on why the council is pursuing these objectives and cover a number of key areas which can then be applied under the procurement process as follows:</p> <ul style="list-style-type: none"> <li>- Environment and Sustainability considerations will be applied under action 7.1.3.</li> <li>- Local economic and social considerations can also be applied separately by adding additional considerations to relevant contracts to cover the use of local businesses within a contract.</li> </ul>	<p>A draft social value policy framework is currently under development, which will support further implementation stages. This will be informed by the full borough community vision.</p> <p>Implementation will depend on the full review process denoted in 7.1.3.</p>	Neutral	<p>Medium term (2027/28)</p> <p>Nil</p>	<b>AMBER</b>





## 8. ENGAGEMENT AND BEHAVIOUR CHANGE





## 8. ENGAGEMENT AND BEHAVIOUR CHANGE

### Annual Carbon Savings: Neutral as per below

WBC recognises it cannot reach this ambitious 2030 goal alone. Alongside the successful delivery of mitigation and adaptation projects the success of the CEAP requires stakeholders including residents, businesses, schools, Town and Parish Councils, partners and community organisations to engage with the CEAP and minimise their carbon footprint by shifting to more sustainable behaviours.

The engagement actions within this section generally cover all areas of the CEAP (transport, energy, waste, carbon sequestration etc), while communication which relates only to one specific area are included within the relevant priorities. Our engagement and communication plan is used as a guide to work with stakeholders, share ideas, and to collaborate on initiatives, in a positive and inclusive way.

The communication and engagement plan will also help us to consider and develop actions, for inclusion in the CEAP, that will have the most impact in delivering behavioural change to meet our dream for a carbon neutral borough by 2030.

This section outlines some of the specific measures for each stakeholder group focusing on raising awareness of the existing climate impacts that the Council and borough are experiencing, along with providing examples and opportunities for change.

The carbon savings here will feed into carbon savings achieved elsewhere in the CEAP. The majority of the actions are therefore listed as 'Neutral' for their carbon savings against the 2030 target.

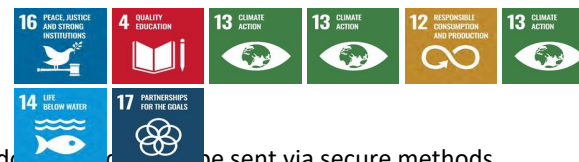
### Key Achievements this year:

- Over 6,800 subscribers to the climate emergency newsletter with regular articles on how to reduce emissions.
- A new Climate Emergency Hub is now live on the council website
- A partnership with University of Reading has been established and areas for collaboration around engagement with residents, and businesses is being explored.
- Working closely with the University of Reading to support schools develop their climate action plans.
- A number of events reaching over 500 people have been delivered to different groups including residents, voluntary sector, businesses and schools to raise awareness of the climate emergency.
- Regular targeted communications including a top 10 tips to reduce your carbon footprint leaflet and social media articles on climate emergency topics to help raise awareness and embed new behaviours within the community.

### Action changes from last year:

- Relevant actions from the previous school section have been incorporated into this section under 8.1.5, 8.1.6 and 8.1.7.
- School actions 8.1.5 and 8.1.6 are new actions to align to the Department for Education's Sustainability & Climate Change strategy.

SDGs:



Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<b>8.1 Raise awareness in the community about the climate emergency agenda</b>			<b>Neutral</b>	<b>TBC</b>	
<p><b>8.1.1. Implement a Wokingham Borough Council Climate Emergency Communication and Engagement Plan.</b></p> <p>Ensure there is a long-term plan for the delivery of sustained communication with all stakeholders in the borough needed to tackle the climate emergency, including residents, businesses, young people, council staff and the Town and Parish Councils.</p>	<ol style="list-style-type: none"> <li>Complete a visioning project (Let's Talk Climate) to allow residents, businesses, community organisations and young people to create a dream for a carbon neutral borough.</li> <li>Develop the Climate Emergency Engagement &amp; communications Plan to identify how we will:                             <ul style="list-style-type: none"> <li>Raise the profile of what we are doing as a council to reduce emissions.</li> <li>Invite dialogue from our stakeholders and allow the community to constructively challenge our CEAP.</li> <li>Empower the community to take action by supporting and incentivising residents, businesses and the wider community to make sustainable choices and pledges.</li> <li>Prioritise engagement with under-represented groups who are likely to experience the more immediate effects of climate change.</li> </ul> </li> <li>Develop a programme of engagement events and communication campaigns to enable residents, businesses and the wider community to shift to more sustainable choices and understand the benefits of doing so. This will use a variety of communications channels and incorporate key messaging as outlined in the Climate Emergency Engagement &amp; communications plan.</li> <li>Support Town and Parish councils and other key stakeholders to share best practice and lessons learned to set out a path to carbon neutrality in their own operations, where possible.</li> </ol>	<p>This plan was completed in 2023 and approved by the Climate Emergency overview and scrutiny committee. The plan is now used as a working guide for all Climate Emergency communications and engagement.</p> <p>An annual programme for engagement and communication campaigns is produced each year in line with the aims of the Climate Emergency Communication &amp; Engagement plan including support for Town and Parish councils.</p> <p>The Forest of Imagination project is being delivered in 2024/2025. A key aim of this project is to engage different groups on the climate emergency in a creative and imaginative way.</p>	Neutral	<p>Long term (2029/30)</p> <p>£30,000</p>	<b>GREEN</b>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<b>Residents</b>					
<p><b>8.1.2. Actively communicate the progress of the climate emergency initiatives delivered borough wide.</b></p> <p><b>Provide and share information with residents on how to reduce their carbon emissions.</b></p> <p>Develop a sustained campaign to provide information, advice, and signposting to promote behavioural change amongst residents to drive engagement with council initiatives.</p>	<ol style="list-style-type: none"> <li>Set up a community climate emergency newsletter to promote the actions the council are taking and focus on how individual actions can make a big difference to shift to more sustainable choices and behaviour change.</li> <li>Deliver campaign of events to residents during COP week and other themed weeks/days each year.</li> <li>Ensure climate emergency messaging is intertwined with communications and engagement initiatives for projects within the climate emergency action plan such as transport, waste and building retrofitting.</li> <li>Provide residents with opportunities to improve energy performance of homes and buildings, reduce carbon emissions from transport, adopt new behaviours.</li> </ol>	<p>The CE monthly newsletter now has over 6,800 subscribers and continues to deliver advice, support, and motivate residents to take action and reduce their carbon emissions.</p> <p>A series of successful events were delivered for COP28 across the community in Nov 2023. Residents were also encouraged to take part in switch off for Earth Day and No Mow May.</p> <p>All communications from projects within the Climate Emergency Action plan is checked to ensure climate messaging is embedded.</p> <p>New initiatives and opportunities are communicated through a range of communication channels including the new Climate Emergency online Hub launched in June 2024 to provide information on Climate Emergency to all stakeholders.</p>	<p>Neutral</p>	<p>Long term (2029/30)</p> <p>Nil</p>	<p><b>GREEN</b></p>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<b>Council Staff</b>					
<p><b>8.1.3. Support changes in work practices and behavioural change amongst council staff.</b></p> <p>WBC staff to be better informed of their impact as an organisation and how to drive this impact. To be done through projects and communications, providing information, advice &amp; signposting to promote behavioural change.</p>	<ol style="list-style-type: none"> <li>1. Deliver a sustained communications campaign through the council's Net Zero Heroes team to inspire staff to reduce their personal carbon footprints by making sustainable shifts in their daily routines and when working.</li> <li>2. Investigate and promote the carbon footprint of Wokingham Borough Council as an organisation and workplace and how individual actions of staff contribute towards this.</li> <li>3. Investigate a behaviour change platform for business use.</li> <li>4. Communicate environmental benefits and carbon savings to staff working in the office and at home through targeted communications.</li> </ol>	<p>Internal communication through articles in the staff newsletter raise awareness on key issues of Climate Change and ways to encourage colleagues to maintain 'greener' habits. The newsletter has 1,580 staff recipients.</p> <p>A Net Zero Heroes team has also been formed within the council of staff motivated around this topic, to create and implement ideas both internally and externally towards reducing emissions.</p> <p>A Climate Emergency intranet page was created in Spring 2024 with links to articles and useful information on our work as a council on the Climate Emergency.</p> <p>A Climate Change e-learning module has been developed for all staff and due to go-live in 2024/25.</p>	<p>Neutral</p>	<p>Long term (2029/30)</p> <p>Nil</p>	<p><b>GREEN</b></p>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<b>Businesses</b>					
<p><b>8.1.4. Support changes in work practices and behavioural change amongst local businesses.</b></p> <p>Provide information, advice, signposting to promote sustainable behaviours amongst local businesses.</p> <p>Promote working from home practices to reduce the proportion of staff at corporate sites.</p>	<ol style="list-style-type: none"> <li>Host events to stimulate the conversation around sustainability in business between the council and the business community.</li> <li>Engage with providers to gather information on what more can be done with businesses.</li> <li>Assessment of unintended consequences from the national lockdown (COVID-19) and the effects to energy consumption and site occupancy of corporate sites.</li> <li>Ensure the conversation is kept going through regular climate emergency articles in the Business Matters newsletter.</li> <li>Provide monthly spotlights for businesses to demonstrate real actions they can take from people in a similar position.</li> <li>Ensure the climate emergency action plan is fully aligned with the Wokingham Borough Council's Economic Development Strategy, Town Centre Strategy and the government's plan for a Green Recovery, which focuses on enabling local business to Build Back Better.</li> </ol>	<p>A green fayre to promote sustainable businesses and vacancies was held in 2023.</p> <p>The Climate Emergency and Economic Development teams are working with University of Reading to explore support that can be provided to businesses and voluntary organisations to help understand and reduce their carbon footprint. A climate action planning workshop was delivered to the organisation Involve in March 2024.</p> <p>The Climate Emergency newsletter now has over 6,800 subscribers and continues to deliver advice, support, and motivation to the community in reducing emissions, these continue to be included in the Business Matters newsletter which has over 8,000 subscribers.</p>	<p>Neutral</p>	<p>Long term (2029/30)</p> <p>Nil</p>	<p><b>GREEN</b></p>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<b>Schools</b>					
<p><b>8.1.5 Ensure all education settings produce a climate action plan to work towards carbon neutrality.</b></p> <p>This is part of the Department of Education (DfE) Sustainability and Climate Change Strategy.</p> <p>This includes early years settings, schools, multi-academy trusts, colleges, and universities.</p>	<ol style="list-style-type: none"> <li>Each setting to produce a climate action plan by 2025. The detailed plan will enable each education setting, or trust, to progress or commence on sustainability initiatives.</li> <li>Each setting is required to have a nominated sustainability lead by 2025 responsible for the development and implementation of the education settings climate action plan. This will lead to reduction in carbon dioxide emissions by providing an opportunity for students, teachers, parents and the local community to work together to support the delivery of climate related projects.</li> <li>Schools to sign up to the Sustainability Support for Education online digital hub. This is a new Hub being developed by DfE which will signpost sustainability leaders to training, guidance and support and carbon literacy training if required as well as other school resources.</li> <li>All Wokingham Education settings to sign up to the South-East Climate ambassador scheme. Working in collaboration with UoR, climate ambassadors from the scheme will link up with teachers and educational leaders to support them to integrate climate education into a range of disciplines and reduce their environmental impact.</li> </ol>	<p>The launch of this is planned for September 2024</p> <p>The Climate Ambassador South East manager was appointed in March 2024 by the University of Reading and will start engaging with schools in the borough from June 2024. The scheme will have professional volunteers help and support schools with the development of their climate action plans. Wokingham Borough Council is one of the pilot authorities for this scheme.</p>	<p>Neutral</p>	<p>Short term (2025/26)</p> <p>Nil</p>	<p><b>GREEN</b></p>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<b>Schools</b>					
<p><b>8.1.6 Schools to participate in the National Nature Parks and Climate awards scheme.</b></p> <p>This is an awards scheme implemented by the DfE to recognise and celebrate the efforts and achievements of local schools and their engagement with climate emergency.</p>	<ol style="list-style-type: none"> <li>The free program provides educators with resources, support and guidance to embed nature across everyday teaching and learning.</li> <li>The Climate Action Awards will recognise schools and colleges who have brought about change and support their students in developing green skills, championing nature and working towards a sustainable future.</li> </ol>	<p>In partnership with University of Reading, Wokingham schools will be invited to participate in the Nature Park pilot scheme from September.</p>	<p>Neutral</p>	<p>Short term (2025/26)</p> <p>Nil</p>	<b>GREEN</b>
<p><b>8.1.7 Implement an engagement programme within schools that would support the adoption of sustainable behaviours.</b></p>	<ol style="list-style-type: none"> <li>Deliver engagement campaigns to inspire children, parents and school staff to adopt more sustainable behaviours. Through creative initiatives, targeted engagement events, assemblies and competitions. This is not an exhaustive list.</li> <li>The Youth Council set up in the summer of 2021 with 33 representatives from 11 schools, will continue to cover a wide range of council areas. The climate emergency is one of the 10 Youth Council priorities.</li> </ol>	<p>The council delivers and supports events within schools including assemblies, PGCE student lectures and attending school events and running competitions, this is not an exhaustive list.</p> <p>The new Climate Emergency Hub on the council website has a dedicated school's section to provide information and resources for schools.</p> <p>The Youth Council attended the Mock COP 28 event in June 2023 held at Wellington College to discuss how to tackle climate change.</p>	<p>Neutral</p>	<p>Long Term (2029/30)</p> <p>Nil</p>	<b>GREEN</b>





# 9. COUNCIL SPECIFIC ACTIONS



## 9. COUNCIL SPECIFIC ACTIONS

### Annual Carbon Savings: 6,393 tCO<sub>2</sub>e (transport included in section 1)

The council aims to lead the way on carbon neutrality, by improving its own operations, to become a carbon neutral organisation by 2030. To do so a number of key areas have been identified to target high emission activities.

Currently the council emits approximately 23.4 ktCO<sub>2</sub>e, which represents only 4% of the boroughs total. From the below summary the 3 main areas of council emissions are Energy, Transport and Waste, though the latter remains out of scope for the CEAP emission reporting. As such these are the key areas the actions in this section focus on, with the carbon savings for 9.1 accounted for in the transport section. The exceptions are actions 9.2 and 9.3, which is regarding the council fleet and buildings specifically in addition to above metrics and so is noted separately here.

The council has an internal team of officers from across the organisation, who are interested in driving sustainable shifts, through behaviour change and workplace practice change. This group – Net Zero Heroes – is volunteering their time to meet regularly, assess progress, and provide updates and insight into potential improvements in sustainability for internal practices. These projects and ideas, which often also help staff minimise their impact at home too, are included in regular internal communication.

### Key Achievements this year:

- Energy action plan development underway of 184 properties.
- Introduction of a salary sacrifice scheme for ultra-low emission and electric vehicles

### Action changes from last year:

- Action 9.2.2 has been incorporated within the more relevant procurement section 7.1.3.

SDGs:



Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<b>9.1 Leading by example - Reduce by 70% CO<sub>2</sub>e emissions produced by council related travel by 2030</b>			<b>555.27 tCO<sub>2</sub>e</b>	<b>£10,000</b>	
<p><b>9.1.1 Deliver a strategy to reduce miles produced by council staff work related travel.</b></p> <p>To investigate the possibility to introduce electric vehicle car clubs for council staff between Monday to Friday and with the option to open to the public during the weekends.</p>	<ol style="list-style-type: none"> <li>1. Carry out assessment for car clubs and produce a strategy</li> <li>2. Analyse saving from Mileage paid to staff vs cost paid to provider</li> <li>3. Aiming to reduce grey miles by 30% from transport related trips.</li> </ol>	<p>Feasibility study on grey mileage complete and under review, including assessment for pool cars, and enhanced management.</p>	<p>55.93 tCO<sub>2</sub>e (Included in section 1 totals)</p>	<p>Medium term (2027/28)  Nil overall  (£2,000 per year extra for pool cars offset by additional actions)</p>	<b>AMBER</b>
<p><b>9.1.2 Promote homeworking and remote working practices amongst council staff.</b></p> <p>In addition to home working, expand remote working practices in other locations to reduce unnecessary travel and the need for central office accommodation.</p>	<ol style="list-style-type: none"> <li>1. Capitalise on the unintended consequences of the national lockdown by reviewing working from home practices in the council and consider new ways of working in the recovery plan for the council.</li> <li>2. Deliver a staff survey to assess working from home preferences amongst council staff.</li> <li>3. Aiming to reduce the CO<sub>2</sub> emissions travelled from council staff to work by 40% by 2022.</li> </ol>	<p>Managers have discussed the need for and preferences of home or flexible working patterns with staff, completing the staff surveys.</p> <p>Only those staff required will be coming into the office at this stage.</p>	<p>399.46 tCO<sub>2</sub>e (Included in section 1 totals)</p>	<p>Short term (2025/26)  Nil</p>	<b>GREEN</b>

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<p><b>9.1.3 Incentivise council staff to mode shift to active and sustainable transport or Electric Vehicles (EVs)</b></p> <p>Investigate incentives that can be given to council staff to support their commute to work being more sustainable by implementing schemes that make such methods more accessible.</p>	<ol style="list-style-type: none"> <li>1. Carry out an assessment of viability of salary sacrifice schemes that could be offered to council employees for sustainable transport or EVs.</li> <li>2. Assess alternative transport options for council staff.</li> <li>3. Communicate these options and advice to relevant staff on how to reduce their commuting emissions.</li> <li>4. Aiming to reduce the CO2 emissions from staff travelling to work by 10%.</li> </ol>	<p>A salary sacrifice scheme for ultra low emission and electric vehicles is now in place for permanent or fixed contract officers.</p> <p>Feasibility study underway for a Liftshare scheme to analyse employee commuting patterns and car-share or active/sustainable travel opportunities.</p>	<p>99.86 tCO<sub>2</sub>e (Included in section 1 totals)</p>	<p>Medium term (2027/28) £10,000</p>	AMBER
<p><b>9.2 Council's car fleet becomes entirely ultra-low emission by 2028</b></p>			<p><b>53 tCO<sub>2</sub>e</b></p>	<p><b>£176,971</b></p>	
<p><b>9.2.1 Ensuring 100% of the car fleet operated by the council is ultra-low emission by 2028</b></p> <p>Leading the way by transitioning the 16 WBC owned and leased vehicles to EV or low carbon vehicles at the end of their leasing contract/ life. Vehicles range from minibuses, cars and a tractor in Dinton Pastures.</p>	<ol style="list-style-type: none"> <li>1. Deliver the programme to transition WBC owned vehicles to be ultra-low vehicles by 2028.</li> <li>2. Review lease contracts and establish a programme for transitioning leased vehicles to EV when engaging in new contracts.</li> <li>3. Embed requirements for EV's or Low Emission vehicles in WBC Fleet Guidelines Policy and WBC Vehicle Procurement Guidelines.</li> <li>4. Update the Vehicle Procurement Application form to include the consideration of EV's or Low Emission vehicles as a standard with no sign off from the Board for any vehicle that does not meeting this requirement.</li> </ol>	<p>Recommendations available for a transition of council fleet to EV alternatives. This is subject to sufficient funding availability.</p>	<p>53 tCO<sub>2</sub>e</p>	<p>Medium term (2027/28) £176,971</p>	AMBER

Action / Description	Milestones / Outcome	Current Status	Carbon Savings	Timescale / Total Cost	RAG
<b>9.3 All council owned buildings (Laser framework procured) will be retrofitted to carbon neutral standards by 2030.</b>			<b>6,340 tCO<sub>2</sub>e</b>	<b>£13.5M</b>	
<p><b>9.3.1 Improve energy performance of council owned buildings to carbon neutral standards, excluding schools as this is a separate action.</b></p> <p>Implement a wide range of energy efficiency projects at existing properties to improve energy efficiency. These include, installing LED lighting, Cavity Wall, loft insulation etc., all to make the property 'consume' less energy.</p> <p>Programme for retrofitting corporate assets based on energy performance baseline and energy improvement requirements.</p>	<ol style="list-style-type: none"> <li>1. Establish baseline energy performance for each council-owned asset.</li> <li>2. Three-year assessment, average kilowatt value (FY from 2017-20).</li> <li>3. Develop energy action plan.</li> <li>4. Identify energy performance improvement requirements to all corporate sites and recorded in the Corporate Assets Carbon Reduction Database.</li> <li>5. Programme for asset retrofit set up.</li> <li>6. Feasibility assessment on Woodley Library as a pilot project.</li> <li>7. Establish guidelines of energy improvements that can be used for all corporate assets.</li> <li>8. Deliver the building retrofitting programme.</li> </ol>	<p>A full review of 184 council owned and leased properties is underway, to ensure alignment with the 2030 Energy Performance Certificate B regulation and assess further opportunities. This will follow a high-level approach similar to the LPU, where high standards will be applied to council commercial properties in general, while larger specific buildings will have their own targeted actions.</p> <p>These are currently being assessed towards a report in late 2025. An average of 30 council properties are undergoing development each year to improve energy efficiency and renewable generation. This includes installations of renewables up to 2MW at sites across the borough.</p>	6,340 tCO <sub>2</sub> e	<p>Medium term (2027/28)</p> <p>£13.5M (£4.5M per year)</p>	<b>GREEN</b>



# COUNCIL EMISSIONS 2023/2024



## COUNCIL ACTIONS AND EMISSIONS 2023/24

The council monitors its gross emissions within the borough to measure progress to become carbon neutral. This is done through the Local Authority GHG Accounting Tool, which applies standard emissions factors to usage figures and is designed specifically for local authorities. Data used within this tool is the most accurate and up to date available at the time, though some estimations are included where it is not possible to collect to the level of detail required by the tool.

This currently applies to scope 1+2 emissions where the council has direct accountability and can have the most impact through solutions, though scope 3 elements are also taken into account where it is possible for the council to influence. Going forward, as an organisation we will begin measuring and targeting a reduction in scope 3 emissions. Within this tool the following scopes for emissions are defined for businesses/councils.

### Scope 1 and 2:

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

### Scope 3:

Indirect emissions produced by external factors but as a result of council operations and consumption. This includes elements such as staff commuting, contractors, waste production and working from home. Outsourced scope 3 emissions are not currently measured due to the large number of contractors that the Council works with.

Scope	Emissions Type	Emissions (tCO <sub>2</sub> e)	Percentage of Total Emissions
Scope 1	Heating	4,650.37	56.7%
	Fugitive Emissions	0.00	0.0%
	Authority's Fleet	38.14	0.5%
	Authority's Fuel Use	0.00	0.0%
Scope 2	Electricity	2,199.46	26.8%
Scope 3	Staff Business Travel	171.51	2.1%
	Staff Commuting	918.67	11.2%
	Working From Home	0.00	0.0%
	T & D Losses	190.29	2.3%
	Water	29.15	0.4%
	Material Use	0.00	0.0%
	Waste generated from own operations	0.44	0.0%
	Outsourced Scope 3	Not Currently Measured	Not Currently Measured
<b>Total Emissions</b>		<b>8,198.04</b>	<b>100%</b>
<b>Green Tariff Electricity</b>		<b>(-) 1649.60</b>	
<b>Final Emissions</b>		<b>6548.44</b>	



## Emissions Summary:

A brief explanation on the sources of the emissions contributing to each of these areas is provided in the below analysis, along with the actions which have already been outlined regarding council operations specifically.

## Transport:

The vast majority of council staff are continuing to work from home where possible and will continue to do so for the foreseeable future.

This means this aspect is ahead of target, leading to a drop in transport emissions for the council. However, elements remain, primarily from the use of council owned or private vehicles for council work, representing a total of 1,128.32 tCO<sub>2</sub>e across all scopes. This figure has increased from last year due to the inclusion of staff commuting under scope 3 within the LGA accounting methodology, not necessarily due to increased use/activity. Indeed, specific emissions from fleet vehicles and business travel have both fallen from the previous year.

This area is being targeted by the actions in the council emissions section.

## Waste:

In 2023/24 the council’s Shute End office produced approximately 21 tonnes of waste, of which just over 7 tonnes was recycled, as shown in the below table. This waste is collected separately to domestic waste.

### **Waste and recycling figures from Shute End office.**

Type	Amount	tCO <sub>2</sub> e
<b>Commercial Waste</b>	14.28	0.30
<b>DMR (Dry Recyclables)</b>	1.021	0.13
<b>Food</b>	1.18	0.01

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

## Buildings and Energy:

As the scope in this report now includes all council run sites, not just offices, this now represents by far the largest area of emissions, directly contributing 83.6% and 6,849.84 tCO<sub>2</sub>e across all scopes. By excluding streetlighting, which the council has lower direct influence over, this figure would fall to 6,203.43 tCO<sub>2</sub>e.

In response, as explained fully in the plan, the council is currently implementing a wide range of energy efficiency improvements and renewable energy generation where possible at all current and future properties.

Meanwhile, the council is also working towards sourcing as much electricity as possible from green tariffs, with 75% of the current electricity purchased coming from these sources across the period. This means 1,649.60 tCO<sub>2</sub>e of these emissions would be negated in this respect. Therefore, the remaining total council emissions would be 6,548.44 tCO<sub>2</sub>e, as shown in the above table.



# APPENDIX



## APPENDIX 1. THE POLICY LANDSCAPE

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

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

**The COP28 Summit** in Nov 2023 restated the importance of a global commitment to tackling climate change due to the current estimations that progress on the Paris agreement has been far too slow, meaning the world temperature is on track to well exceed 2°C and cause intensive damage across the globe as a result. As such, through a 'global stockade' emphasis was placed reducing greenhouse gas emissions, to strengthening resilience to a changing climate, to getting the financial and technological support to vulnerable nations. A call was made for governments to speed up the transition away from fossil fuels to renewable sources.

**The IPCC Synthesis Report 2023** again highlights the importance of keeping the global temperature rise to below 1.5°C before 2040, and challenge this now presents, outlining the devastating impacts missing this target would have on global ecosystems, markets, and human settlements. Previous iterations of the IPCC report focused on what can be done now, to avoid this disaster, including: slashing coal usage and subsidies, removing CO2 from the atmosphere directly through carbon capture and storage, curbing demand from transport, accommodation and diets. This version expands on the above by examining and explaining the opportunities and importance of adaptation in response to the inevitable changes and climate impacts as a result of warming up to this threshold and beyond.

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

**The Environment Act 2021** defines a number of new measures to protect biodiversity and the environment more widely as part of the 25-year Environment Plan. This includes centrally prescribed lists of materials that local authorities must collect for recycling, extended producer responsibility for packaging and a deposit return scheme for drinks containers. It also includes key measures on air quality, with local authorities receiving new powers, including the ability to declare an Air Quality Management Area (AQMA) and establish plans to reduce public exposure to air pollution which exceeds air quality targets. This includes the local nature recovery strategy.

**The Transport Decarbonisation Strategy 2021** targets more sustainable options such as electricity and hydrogen, outlining that the future approach is about doing the same things but in a more efficient way by the target date of net zero by 2050. It prioritises moving away from transport planning based on predicting future demand to provide capacity, towards planning that sets an outcome communities want to achieve and provides the transport solutions to deliver those outcomes.

**The Hydrogen Strategy 2021** examines the potential to provide energy, not just for vehicles, but as a renewable energy source. This will require a drastic change, encouraged by supporting new technology and opportunities in this sector by 2030. It also acknowledges the beneficial role hydrogen can play as a storage mechanism for excess renewable energy, helping to cover the traditional shortcomings in reliability from other renewable methods.

**The Net Zero Strategy 2021** encompasses all of the above strategies and carbon budgets, outlining the next steps to cut our emissions, seize green economic opportunities, and leverage further private investment into net zero by 2050. It targets doing so in a sustainable way that still supports growth by improving the effectiveness and therefore viability of low carbon options. Delivery plans and roadmaps of the specific investment under this strategy have since been released, including for carbon capture, hydrogen and heat pumps. These, alongside the carbon budget plan provide more specific detail to support authorities in planning and understanding potential funding sources.

**The Heat and Buildings Strategy 2021** sets out the actions that central government will be taking to reduce emissions from buildings in the near term (2035) and provides a long-term framework to enable industry to invest and deliver the transition to low carbon heating but focuses primarily on hydrogen. Unfortunately, despite the ambition, there remains no statutory powers or funding for local councils as part of this.

**The EV Infrastructure Strategy 2022** outlines the governments approach towards delivering the essential infrastructure to support the EV transition, along with the anticipated barriers and engagement elements, all supported by models for understanding the anticipated demand. The aim is to remove all these perceived and real barriers by developing the supporting network and encouraging chargepoint operators to expand their provision early, in order to deliver ahead of demand and so inspire future confidence in EV adoption, towards the goal of all new vehicles sold from 2035 being zero emission. This now includes an EV Smart charging action plan.

**The Department for Education's (DfE) Sustainability and Climate Change Strategy 2022** acknowledges the vital role education plays in helping to tackle climate change and creating a better, greener world for future generations, aiming for net zero by 2050. The strategy also sets out how local authorities will need to consider environmental sustainability, carbon reduction and energy efficiency to develop solutions for projects.

**The Green Finance Strategy 2023** sets out how the UK Government is working with a range of public financing bodies to commercialise and finance the green technologies needed for the transition, complementing steps taken through Powering Up Britain and the UK emissions trading scheme, to deliver cheap, clean British energy sources to heat our homes and power our industries. It includes how the UK will use our leadership and the expertise of our financial sector to accelerate the shift, alongside how nature and adaptation will play a part in delivering net zero by 2050.

**The National Planning Policy Framework (NPPF) 2023** is the most recent update to this document which sets out the government's planning policies for England and how these are expected to be applied

**The Powering up Britain 2023** paper sets out how the government will enhance our country's energy security, seize the economic opportunities of the transition, and deliver on our net zero commitments by 2050.

**The Net zero business sector roadmap guidelines 2023** is a framework to help empower businesses to create tailored action plans to reduce emissions across their sector.

**The Environmental Improvement Plan 2023** set out a comprehensive plan for halting and then reversing centuries of decline in nature in the next 25 years. It aims to deliver cleaner air and water in our cities and rural landscapes, protect threatened species and provide richer wildlife habitats. This includes the introduction of 'Nature Markets', which enable private investment in nature, through creating units or credits that can be bought and sold. It also covers the growing problems of waste and soil degradation, alongside adaptation and the importance of sustainable development. This now includes the nature recovery network.

**The CCS (Crown Commercial Service) Carbon Reduction Policy 2022** affects local authorities across the country as this is the primary source of procurement for many. This policy sets out clear targets for reducing net Greenhouse Gas (GHG) emissions to zero by 2050.

**The Procurement Act 2023** introduces a new regime that is based on value for money, competition and objective criteria in decision-making. This criteria for thorough decision making will enable sustainability considerations to be more incorporated where relevant.

## APPENDIX 2. WBC CARBON FOOTPRINT DATA

**Table 5: SCATTER Summary GHG inventory table of Borough Emissions**

Summary Greenhouse Gas emissions by Sub Sector	Total (KtCO <sub>2</sub> e)
<b>Residential buildings</b>	302.40
Commercial buildings & facilities	55.67
Institutional buildings & facilities	19.28
Industrial buildings & facilities	88.11
Agriculture	3.31
Fugitive emissions	23.85
On-road	426.37
Rail	13.35
Waterborne navigation	0.00
Aviation	93.21
Off-road	2.93
Solid waste disposal	4.99
Biological treatment	0.00

Summary Greenhouse Gas emissions by Sub Sector	Total (KtCO <sub>2</sub> e)
Incineration and open burning	0.62
Wastewater treatment and discharge	3.06
Industrial process	44.25
Industrial product use	0.00
Livestock	9.36
Land use	-17.38
Other AFOLU	0.00
Electricity-only generation	0.00
CHP generation	0.16
Heat/cold generation	0.00
Local renewable generation	0.00
<b>Total</b>	<b>1073.55</b>



**Table 6: DESNZ Summary GHG inventory table of Borough Emissions**

Wokingham Carbon footprint	KtCO <sub>2</sub> e
Industry and Commercial Electricity	56.36
Industry and Commercial Gas	25.59
Large Industrial Installations	0.04
Industrial and Commercial Other Fuels	21.47
Agriculture	5.79
Domestic Electricity	59.36
Domestic Gas	190.01
Domestic 'Other Fuels'	10.55
Road Transport (A roads)	71.26
Road Transport (Minor roads)	80.38
Transport Other	8.46
LULUCF Net Emissions	-11.85
<b>Total</b>	<b>517.41</b>

DESNZ data (table 6) and SCATTER data (table 5) are compiled using different methodologies, but again follow the standard Greenhouse Gas Protocol. The SCATTER model (Setting City Area Targets and Trajectories for Emissions Reductions) operates on 2019 data.

DESNZ data is from 2021, as these are the most recent available, with this being the data used for our comparisons as it is from a government source, more consistent and more directly applicable in terms of scopes we are able to capture.

The DESNZ data therefore shows us that the boroughs emissions are comprised of emissions from: transport 29%, the industrial and commercial sector 23%, and the domestic sector 48%, with a contribution of -2% from carbon sequestration efforts.

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

The Direct Emissions Summary and Subsector categories are aligned to the World Resource Institute's Global Protocol for Community-Scale Greenhouse Gas Emission Inventories ("GPC"), as accepted by CDP and the Global Covenant of Mayors.

- The DESNZ Local Emissions Summary represents Local Authority level data published annually by the Department for Energy and Net Zero.
- Stationary energy includes emissions associated with industrial buildings and facilities (e.g. gas & electricity).
- IPPU specifically relates to emissions that arise from production of products within the following industries: Iron and steel, non-ferrous metals, Mineral products, Chemicals. These are derived from DUKES data (1.1-1.3 & 5.1).
- Waterborne Navigation and Aviation relate to trips that occur within the region. The figures are derived based on national data (Civil Aviation Authority & Department for Transport) and scaled to the City of Oxford region.

## Why does the DESNZ summary differ from the SCATTER summary?

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

## APPENDIX 3. SUSTAINABLE DEVELOPMENT GOALS

The 2030 United Nations Agenda for Sustainable Development provides a shared blueprint for peace and prosperity for people and the planet, now and into the future. At its heart are 17 Sustainable Development Goals (SDGs), which act as an urgent call for action

to all countries - developed and developing – to work as a global partnership. They recognize that ending poverty and deprivation must go hand-in-hand with strategies that improve health and education, reduce inequality, and spur economic growth – at the same time as tackling climate change and working to preserve our oceans and forests.

### Wokingham Borough Council and the Sustainable Development Goals

Each goal has been assigned an SDG number. For example, Good Health and Wellbeing is SDG3 and links back to the appropriate action in the Climate Emergency Action Plan demonstrating how Wokingham Borough are supporting the UN's 17 Sustainable Development Goals.

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

 <p><b>1 NO POVERTY</b></p>	<p><b>1 NO POVERTY</b></p> <p>Although Wokingham is an affluent borough, we will work hard to ensure the Climate Emergency action plan creates a sustainable, carbon neutral economy that will achieve economic justice as well as economic growth.</p>
 <p><b>2 ZERO HUNGER</b></p>	<p><b>2 ZERO HUNGER</b></p> <p>As a rural borough, sustainable agricultural practice is of high importance as well as promoting sustainable eating in the borough through the action plan which focuses on cutting down on meat consumption.</p>
 <p><b>3 GOOD HEALTH AND WELL-BEING</b></p>	<p><b>3 GOOD HEALTH AND WELL-BEING</b></p> <p>We will be encouraging sustainable transport such as cycling and converting to electric vehicles through our action plan to ensure we maintain our high level of well-being across the borough</p>
 <p><b>4 QUALITY EDUCATION</b></p>	<p><b>4 QUALITY EDUCATION</b></p> <p>The youthful population are a large part of our action plan to meet our 2030 carbon neutral goal and we aim to promote sustainable lifestyles throughout our schools and ensure we hear the voices of our children.</p>
 <p><b>5 GENDER EQUALITY</b></p>	<p><b>5 GENDER EQUALITY</b></p> <p>We hope the women and girls in the borough will take part to make the action plan the most effective in everyday situations like reducing waste and single use plastics.</p>
 <p><b>6 CLEAN WATER AND SANITATION</b></p>	<p><b>6 CLEAN WATER AND SANITATION</b></p> <p>There is a strong focus on reducing water waste in the borough which will comply with the sustainable management of water targets sat beneath this SDG.</p>



**7 AFFORDABLE AND CLEAN ENERGY**

We are determined to roll out sustainable energy generating methods through the implementation of solar panels, particularly in our SDLs, which are both clean and affordable in the long term.



**8 DECENT WORK AND ECONOMIC GROWTH**

Wokingham Borough benefits from a below average unemployment rate and bringing more sustainable enterprises to the borough will only enhance our working population further.



**9 INDUSTRY, INNOVATION AND INFRASTRUCTURE**

A large section of our action plan is dedicated to ensuring our new developments are carbon neutral through sustainable infrastructure and that we promote sustainable living within these new communities.



**10 REDUCED INEQUALITIES**

The UK suffers from vast disparities in wealth, but this can also be seen on a local scale within the borough. We aim to work the Climate Emergency action plan with economic development in mind to ensure we achieve economic equality throughout the borough.



**11 SUSTAINABLE CITIES AND COMMUNITIES**

Wokingham Borough is lucky to have an existent community that is resilient, inclusive and safe. We aim to build on this and strengthen this through the action plan to promote the same characteristics for the communities created in the new developments.



**12 RESPONSIBLE CONSUMPTION AND PRODUCTION**

The themes of this goal are woven throughout the action plan to promote and encourage a change in lifestyle of the residents in the borough starting with the council staff through the work of the Net Zero Heroes team.



**13 CLIMATE ACTION**

By working towards our 2030 carbon neutral borough target we have been able to put in place Officer groups and projects that reflect the targets under our action plan and enforce action to combat climate change.



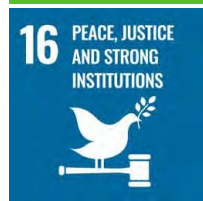
**14 LIFE BELOW WATER**

Protecting bodies of water is essential as they are facilities for residents to enjoy in green space for non-polluting recreational activities



**15 LIFE ON LAND**

Protecting our greenspace as a rural borough is of huge significance and is reflected in the action plan, as we aim to preserve the land as a carbon sink or sustainably develop on land in a way that allows the whole borough to reap the sustainable rewards.



**16 PEACE, JUSTICE AND STRONG INSTITUTIONS**

As an influential institution in the borough, we take our role in combating climate change very seriously and will show our respect of our communities through public consultation and incorporating resident's ideas throughout.



**17 PARTNERSHIPS FOR THE GOALS**

Creating partnerships are an essential aspect of our action plan, especially one which is tackling such a global problem. Partnerships, especially with the businesses in the borough, will allow us to achieve more.

## APPENDIX 4. GLOSSARY

Term	Definition
<b>Carbon Baseline</b>	The year against which target decreases in emissions are measured.
<b>Carbon dioxide (CO2)</b>	Carbon dioxide is a gas in the Earth’s atmosphere. It occurs naturally and is also a by-product of human activities such as burning fossil fuels. It is the principal greenhouse gas produced by human activity.
<b>Carbon Budget</b>	A tolerable quantity of greenhouse gas emissions that can be emitted in total over a specified time. The budget needs to be in line with what is scientifically required to keep global warming and thus climate change “tolerable.”
<b>Carbon dioxide equivalent (CO2e)</b>	Six greenhouse gases are limited by the Kyoto Protocol, and each has a different global warming potential. The overall warming effect of this cocktail of gases is often expressed in terms of carbon dioxide equivalent - the amount of carbon dioxide that would cause the same amount of warming.  For consistency in this climate emergency action plan, the figures on carbon dioxide emissions have been presented in tonnes tCO <sub>2e</sub>
<b>Carbon footprint</b>	The amount of carbon emitted by an individual, organisation, geographical area or during the manufacture of a product in a given period of time.

Term	Definition
<b>Carbon offsetting</b>	A way of compensating for emissions of carbon dioxide by participating in, or funding, efforts to take carbon dioxide out of the atmosphere. Offsetting often involves paying another party, somewhere else, to save emissions equivalent to those produced by your activity.
<b>Carbon Sequestration</b>	The process of storing carbon dioxide. This can happen naturally, as growing trees and plants turn carbon dioxide into biomass (wood, leaves, and so on). It can also refer to the capture and storage of dioxide produced by industry.
<b>Climate Change</b>	A pattern of change affecting global or regional climate, as measured by yardsticks such as average temperature and rainfall, or an alteration in frequency of extreme weather conditions. This variation may be caused by both natural processes and human activity. Global warming is one aspect of climate change.
<b>Climate Change Act (2008)</b>	At the core of the Act is the 2050 target to reduce UK greenhouse gas emissions by at least 80% relative to 1990, and the system of carbon budgets that provide five-year stepping stones to the 2050 target. In 2019 this target was altered to achieve net zero emissions by 2050.
<b>Climate Emergency</b>	A situation in which urgent action is required to reduce or halt climate change and avoid potentially irreversible environmental damage resulting from it.

Term	Definition
<b>Climate Emergency Declaration</b>	The recognition of the urgency of the Climate Emergency by organisations, businesses or government at any level, often resulting in setting a target date to become carbon neutral.
<b>The Committee on Climate Change (CCC)</b>	An independent, statutory body established under the Climate Change Act 2008 whose purpose is to advise the UK and devolved governments on emissions targets and to report to Parliament on progress made in reducing greenhouse gas emissions and preparing for and adapting to the impacts of climate change.
<b>Fossil fuels</b>	Natural resources, such as coal, oil and natural gas, containing hydrocarbons. These fuels are formed in the Earth over millions of years and produce carbon dioxide when burnt.
<b>Global warming</b>	The steady rise in global average temperature in recent decades, which experts believe is largely caused by man-made greenhouse gas emissions. The long-term trend continues upwards, even though the warmest year on record, according to the UK's Met Office, is 1998.
<b>Greenhouse gases (GHGs)</b>	Natural and industrial gases that trap heat from the Earth and warm the surface. The Paris Agreement, following The Kyoto Protocol restricts emissions of six greenhouse gases: natural (carbon dioxide, nitrous oxide, and methane) and industrial (perfluorocarbons, hydrofluorocarbons, and sulphur hexafluoride).

Term	Definition
<b>The Inter-governmental Panel on Climate Change (IPCC)</b>	A scientific body established by the United Nations Environment Programme and the World Meteorological Organisation. It reviews and assesses the most recent scientific, technical, and socio-economic work relevant to climate change, but does not carry out its own research. The IPCC was honoured with the 2007 Nobel Peace Prize.
<b>Land Use, Land-Use Change, and Forestry (LULUCF)</b>	Activities here provide a method of offsetting emissions, either by increasing the removal of greenhouse gases from the atmosphere (i.e. by planting trees or managing forests), or by reducing emissions (i.e. by curbing deforestation and the associated burning of wood).
<b>Mitigation</b>	Action that will reduce man-made climate change. This includes action to reduce greenhouse gas emissions or absorb greenhouse gases from the atmosphere.
<b>Carbon Neutral</b>	A scenario in which carbon emissions arising from human activity are minimised through improvements in efficiency and renewable energy generation methods, while any remaining carbon emissions are offset as a last resort through methods such as carbon sequestration, local to the origin of the activity, thus having a neutral impact on carbon emitted from the origin area.

Term	Definition
<b>Paris Agreement (2015)</b>	The Agreement's central aim is to strengthen the global response to the threat of climate change by 21 countries agreeing to keep the global temperature rise this century well below 2 degrees Celsius above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius.
<b>Per-capita emissions</b>	The total amount of greenhouse gas emitted by a country per unit of population.
<b>Renewable energy</b>	Energy created from sources that can be replenished in a short period of time. The five renewable sources used most often are: biomass (such as wood and biogas), the movement of water, geothermal, wind, and solar.
<b>SAP Rating</b>	Definition of "The Standard Assessment Procedure (SAP) is the methodology used by the government to assess and compare the energy and environmental performance of dwellings.

Term	Definition
<b>SCATTER</b>	Standing for Setting City Area Targets and Trajectories for Emissions Reductions, SCATTER is a local authority focussed emissions tool, built to help create low-carbon local authorities. SCATTER provides local authorities and city regions with the opportunity to standardise their greenhouse gas reporting and align to international frameworks, including the setting of targets in line with the Paris Climate Agreement.
<b>The United Nations Framework Convention on Climate Change (UNFCCC)</b>	One of a series of international agreements on global environmental issues adopted at the 1992 Earth Summit in Rio de Janeiro. The UNFCCC aims to prevent "dangerous" human interference with the climate system. It entered into force on 21 March 1994 and has been ratified by 192 countries.



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