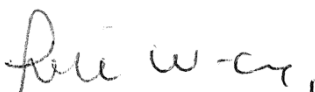


Date of issue: Wednesday, 20th November 2019

MEETING:	NEIGHBOURHOODS AND COMMUNITY SERVICES SCRUTINY PANEL (Councillors Plenty (Chair), Wright (Vice Chair), Ajaib, Gahir, M Holledge, Hulme, Matloob, Minhas and S Parmar) <u>Non-Voting Co-Opted Members</u> Manvinder Matharu (Residents Panel Board), Trevor Pollard (Residents Panel Board) and Dave Watkins (Residents Panel Board)
DATE AND TIME:	THURSDAY, 28 TH NOVEMBER, 2019 AT 6.30 PM
VENUE:	COUNCIL CHAMBER - OBSERVATORY HOUSE, 25 WINDSOR ROAD, SL1 2EL
DEMOCRATIC SERVICES OFFICER: (for all enquiries)	DIFAF SHARBA 01753 875411

NOTICE OF MEETING

You are requested to attend the above Meeting at the time and date indicated to deal with the business set out in the following agenda.



JOSIE WRAGG
Chief Executive

AGENDA

PART 1

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
CONSTITUTIONAL MATTERS			

1. Declarations of Interest

*All Members who believe they have a Disclosable
Pecuniary or other Interest in any matter to be considered
at the meeting must declare that interest and, having*



<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
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regard to the circumstances described in Section 4 paragraph 4.6 of the Councillors' Code of Conduct, leave the meeting while the matter is discussed.

2. Minutes of the last meeting held on 1 - 4

3. Member Questions

(An opportunity for panel members to ask questions of the relevant Director / Assistant Director, relating to pertinent, topical issues affecting their Directorate – maximum of 10 minutes allocated.)

SCRUTINY ISSUES

4. Food Hygiene 5 - 10 All

5. Low Emission Strategy Update (EV Network & Car Clubs) 11 - 74 All

6. Local Plan Update 75 - 86 All

7. Housing Strategy Update Report 87 - 118 All

ITEMS FOR INFORMATION

8. Asbestos report (for information) 119 - 122 All

9. Forward Work Programme 123 - 126

10. Members' Attendance Record 2019/20 127 - 128

11. Date of Next Meeting – 14 January 2020

Press and Public

You are welcome to attend this meeting which is open to the press and public, as an observer. You will however be asked to leave before the Committee considers any items in the Part II agenda. Please contact the Democratic Services Officer shown above for further details.

The Council allows the filming, recording and photographing at its meetings that are open to the public. By entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings. Anyone proposing to film, record or take photographs of a meeting is requested to advise the Democratic Services Officer before the start of the meeting. Filming or recording must be overt and persons filming should not move around the meeting room whilst filming nor should they obstruct proceedings or the public from viewing the meeting. The use of flash photography, additional lighting or any non hand held devices, including tripods, will not be allowed unless this has been discussed with the Democratic Services Officer.



Neighbourhoods and Community Services Scrutiny Panel – Meeting held on Thursday, 31st October, 2019.

Present:- Councillors Plenty (Chair), Ajaib, Gahir, M Holledge, Hulme, Matloob, Minhas, S Parmar and Pollard

Also present under Rule 30:- Councillors Strutton

Apologies for Absence:- Councillor Wright

PART 1

21. Declarations of Interest

Councillor Hulme declared an interest as a former employee of DWP in connection with the Member question on Slough Foodbank.

22. Minutes of the previous meeting held on 5th September 2019

RESOLVED: That the minutes of the meeting held on 5 September 2019 be approved as a correct record.

Matters arising

1 Key Worker Housing (Minute 4 resolution 2)

It was noted that an evaluation of the key worker housing scheme will take place when the next phase of the Stoke Road units are let, which was anticipated to be the end of November 2019;

2. Maintenance and Investment (RMI) Update (Minute 5 resolution 5)

It was noted that information on the number of properties where asbestos had been removed would be included in the comprehensive report on issues appertaining to Osborne that was due to be submitted to the Panel.

23. Member Questions

Members noted the tabled response to Members questions regarding Slough Foodbank, food hygiene and benefits. Responses were given to a number of supplementary questions from Members.

With regard to the question on foodbanks, Members expressed concern at the increasing reliance on food banks and similar provision in Slough and sought further information to enable a greater understanding of the issue. The discussion included the sources of such food available in Slough, the various organisations involved in the distribution, advertising and compilation of the referral forms. In addition, Members sought statistics on provision made by the Council.

RESOLVED: That

1. a task and finish group be set up on food poverty comprising the Chair and Councillors Hulme and Ajaib. The terms of reference to be to identify the reasons for the increasing number of people who were relying on sources of food such as the Slough Foodbank, to look at the reasons for this reliance and whether Council policies and procedures could help to alleviate this issue;
2. a more detailed explanation of the difference between the Food Hygiene Rating scheme score rating and the risk rating of the business and the monitoring of the system be submitted to the 28 November 2019 Panel meeting;
3. the statistics from the DWP on the number of residents on working age benefits was noted;
4. the responses to the Members' questions as circulated be noted.

24. Licensing of Houses in Multiple Occupation

The Panel received a progress report on the implementation of the property licensing schemes introduced in Spring 2019 under the Housing Act 2004.

The Housing Regulation Manager introduced the report, outlining the mandatory licensing, additional licensing and selective licensing schemes in operation in Slough. The Panel noted the rationale and legal justification for the property Licensing, the application process and enforcement.

In response to questions from Members, it was noted that:

- over 1000 applications had been submitted and approximately 800 were in process. The early bird discount finished that day;
- the licensing provisions did not apply to Air B&B properties in general terms unless there were long term lets;
- adoption of a selective licensing scheme required a consultation period of six to nine months. Introduction of the selective licensing schemes in Chalvey and Central Slough had required the submission of evidence to justify such a scheme including the link between anti social behaviour and high levels of private renting;
- officers were unable to take action regarding 'beds in sheds' if enforcement action was current;
- applications for HMOs were rarely refused. It was more likely that a reduced term and conditions to bring up the property up to standard would be agreed;
- an additional member of staff had been recruited and it was hoped to recruit further additional staff dependant on the Council's resources. A new online system had hastened the process;

- should a licence not be awarded there was a statutory requirement for the Local Authority to take on interim management which could be extended and a charge be put on the property if necessary.

The Panel was informed of current initiatives including;

- the progression of the procurement of mobile inspection software;
- ongoing measurement of effectiveness;
- ongoing communication with Thames Valley Police and Royal Berkshire Fire and Rescue Services;
- a presentation to the tenants forum a couple of months previously with the aim to repeat early the following year.

The Panel made reference to individual cases and attention was drawn to Members' obligations to inform officers and encourage others to do so.

RESOLVED: That

1. the progress made so far in implementing the Licensing Schemes be noted;
2. an update be provided in a year.

25. Consideration of reports marked to be noted/for information

26. High Street Redevelopment Update

The Chair advised the Panel that a verbal update on the town centre redevelopment would not be provided at the meeting as a report was in the course of preparation for Cabinet and Council in November. There would subsequently be the opportunity for the Panel to receive an update.

27. Voids Update

The Panel received a report from the Service Lead, Housing (People) Services on an update on void performance. Attention was drawn to the review of the voids performance scrutiny overview indicator based on the average re-let time which excluded any period of time that a void property was in actual major works.

In response to questions, it was noted that:

- the length of the average void days had been influenced by the discovery of asbestos, a long term tenant or where there was no next of kin;
- there had only been one minor void in quarters one and two due to the long turnaround time. Ways to reduce this were being considered and would be available for scrutiny. A review would be undertaken with Osborne on all aspects of the void operation

RESOLVED: That

1. information be circulated to the Panel as to why the average void days were greater for the standard voids than the major works voids;
2. that a further explanation of the situation regarding the void volume over the past 12 months for secure and fixed term tenancies be included in the forthcoming comprehensive report on maintenance and repairs.

28. Forward Work Programme

The Panel reviewed its work programme and

RESOLVED: That the work programme be updated to include the following:

1. a special meeting be held in February on all aspects of the RMI contract. The Chair to liaise with the officers to ensure a comprehensive review and attendance. As a result the item on Osborne missed appointments be deleted from the list of items for 14 January 2020;
2. the 28 November 2019 meeting to include an item on Food Hygiene;
3. confirmation be sent to the Panel as to whether there is a meeting on 1 April 2020.

29. Members' Attendance Record 2019/20

The Members received the Members' attendance records and

RESOLVED: That the Members' Attendance Record be noted.

30. Date of Next Meeting - 28 November 2019

The date of the next meeting was confirmed as 28 November 2019.

(Note: The meeting opened at 18.30 and closed at 20.30).

Chair

(Note: The Meeting opened at Time Not Specified and closed at Time Not Specified)

SLOUGH BOROUGH COUNCIL

REPORT TO: Neighbourhoods and Community Services Scrutiny Panel

DATE: Thursday, 28th November 2019

CONTACT OFFICER: Ginny deHaan, Service Lead Regulatory Services, (ext 7912)
Levine Whitham, Food & Safety Manager, (ext 7901)

(For all Enquiries) (01753) 477901

WARD(S): All

PART I

FOR COMMENT AND CONSIDERATION

FOOD HYGIENE RISK RATINGS AND THE FOOD HYGIENE RATING SCHEME

1. **Purpose of Report**

To give information on the hygiene risk rating of food businesses which is specified under the Food Standards Agency's (FSA) Food Law Code of Practice and advise on the FSA Food Hygiene Rating Scheme (FHRS) and reassessment of scores.

2. **Recommendation(s)/Proposed Action**

The Panel is requested to note the report and comment on it.

3. **The Slough Joint Wellbeing Strategy, the JSNA and the Five Year Plan**

Food hygiene within food businesses in Slough links into the SJWS and the 5 year plan via:

3a. **Slough Joint Wellbeing Strategy Priorities**

Increasing life expectancy by focussing on inequalities

Supporting and encouraging all the food outlets in Slough to provide safe food through inspections and interventions and the FHRS.

3b **Five Year Plan Outcomes**

Slough will be an attractive place where people choose to live, work and stay

Supporting businesses to achieve and maintain high levels of food hygiene and safety, creating an attractive place where people choose to eat out and creating a good food offer within the Borough. Secure improvements where there is an evident concern, and taking appropriate enforcement action where compliance is poor in line with the Council's Enforcement Policy.

Food hygiene ratings give consumers the information necessary on the hygiene of a food business so they can make informed decisions when eating out and purchasing food within the Borough.

Slough will attract, retain and grow businesses and investment to provide opportunities for our residents

Supporting food businesses thrive within the Borough by providing free signposting to food safety support and self help tools to improve FHRS. We also provide tailored support to businesses to help businesses improve their FHRS, at cost recovery.

Secure improvements where there is evident concern and take enforcement action where compliance is poor, in line with the Council's Enforcement Policy. All businesses are treated fairly and consistency, creating an attractive place where businesses can operate on a fair level playing field with the ability to grow.

Slough children will grow up to be happy, healthy and successful and Our people will be healthier and manage their own care needs.

The food safety inspection regime supports the sale of safe food and the FHRS encourages an informed choice for both children and adults

4. Other Implications

(a) Financial

There are no financial implications. The food hygiene inspection regime and FHRS assessments are delivered within the service budget. However, where extra resource is required additional funds have previously been made available to ensure the council meets its statutory inspection targets.

(b) Risk Management

There are reputational risks for the council in not completing all the statutory food inspections and also risks to public health if timely interventions and proportionate enforcement action is not delivered.

(c) Human Rights Act and Other Legal Implications

The Food Hygiene inspection regime is based upon national regulation and guidance which has been assessed in terms of Human Rights

(d) Equalities Impact Assessment

The Food Hygiene inspection regime is based upon national regulation and guidance which has been assessed for Equality Impact Assessment

5. Supporting Information

- 5.1 All food businesses receive an initial food hygiene inspection when they register their businesses with the Council. During this visit they are assessed against set criteria within the FSA Food Law Code of Practice and given a food hygiene 'risk rating'. The risk rating assesses compliance with regards to, levels of hygiene, structure of the premises and confidence in the food safety management, along with 'other aspects' such as the type of food being handled, number of consumers, methods of food processing, and if the business serves food to vulnerable groups.
- 5.2 The food hygiene risk rating given to a business determines the ongoing frequency of food hygiene 'interventions', which usually consists of an inspection. The risk rating can change following an inspection depending on the standards found. Food hygiene inspections are usually undertaken unannounced.

The frequencies of inspections are:

- Category A – Inspected every 6 months
 - Category B – Inspected every 12 months
 - Category C – inspected every 18 months
 - Category D – Inspected every 2 years
 - Category E – Inspected every 3 years, or alternative enforcement strategy (AES)
- 5.4 During food hygiene inspection, a business is automatically assessed and given a FHRS score using the 'hygiene standards' within the risk rating (Hygiene, Structure and confidence in management).
- 5.5 The FHRS is a national scheme governed by the FSA. Local authorities operating the scheme must follow a standard set by the FSA, namely the 'Brand Standard', to ensure consistency of the FHRS nationally. The Scheme gives businesses a rating from 5 to 0 which can be displayed at their premises (display is not mandatory). The score is also published on the FSA website. The aim of the scheme is to give consumers information to allow them to make more informed choices about where to buy and eat food.

The score descriptions are:

- 5 – Hygiene standards are very good
- 4 – Hygiene standards are good
- 3 – Hygiene standards are generally satisfactory
- 2 – Some improvement is necessary (non compliance business)
- 1 – Major improvement is necessary (non compliance business)
- 0– urgent improvement is required (non compliance business)

- 5.6 Following a food hygiene inspection, if a business is deemed non-complaint with requirements, achieving a FHRS 2 or below, it will be re-visited to check compliance, usually within 4-6 weeks. The food hygiene risk rating or the FHRS cannot be changed following a re-visit, regardless if there has been a change in food safety standards. The food hygiene risk rating and FHRS are determined on a food hygiene inspection only, and can remain with a business for several years, determined by their risk rating inspection frequency.

However, it's important to note that a non compliant business with a FHRS of 2 or below would be subject to re-visits to secure improvements. Progressive and proportionate enforcement action is undertaken to non compliance businesses, based on risk and in accordance with the Council's enforcement policy.

- 5.7 If a food business wanted to change their FHRS before their next routine food hygiene inspection, this is a business decision, and they can request re-score visit. A re-score visit costs £210 in line with FSA guidance, based on cost recovery. Before we undertake a re-score, we would speak to the business to ensure they have made improvements in order to achieve the best outcome on the re-score visit.

A food business can also appeal their FHRS, following a procedure set out in the FSA Brand Standard.

- 5.8 Since April 2019, 6 businesses have requested a re-score visit. In 2018/19, 13 businesses requested a re-score. All re-score visits are undertaken within 3 months if the request. Following the re-score visit, the FHRS score could go up or down, depending on standards found.

The display of a FHRS score is not mandatory. However the FSA are hoping to introduce mandatory display of ratings to match that within Wales and Scotland, and it is extremely likely that this will be introduced post Brexit, as part of the FSA review of food regulation within UK, namely, 'Regulating our Future'.

- 5.9 The Food and Safety team aim to undertake **all** of the interventions required by the FSA's Food Law Code of Practice which includes 100% of all due food hygiene interventions. However, if there is a gap between the resources available to deliver these interventions and the demands on the service then our priority will be to complete interventions to businesses which present the highest risk. In order to maximise the effective use of resources we will take

advantage of Alternative Enforcement Strategies (AES) for low risk category E premises.

5.10 To date, for the target for the year to end March 2020 we have completed:

- 100% of due A rated premises (High risk premises)
- 59% of due B rated premises (high to medium risk)
- 59% of due C rated premises (medium risk)
- 52% of D rated premises (Low risk)

5.11 Meeting the statutory inspection targets can be challenging, especially if the team have a number serious incidents to respond to within legal timeframes. Since October 2019, two agency officers have been employed, funded from within the budget, solely to focus on overdue food premises inspections. We are also in the process of recruiting a part time Officer to address this issue on a long term basis. The team have spent a considerable amount of time on several enforcement cases, for serious food safety and health and safety offences. An additional pressure on inspection requirements is that Slough has a high churn of food businesses, which takes a significant amount of resources.

The intervention figures for 2018/19 show that we completed 100% of due inspections to our high and medium risk premises ('A', 'B', 'C' & 'D' rated premises), and 69% of due inspections to low risk premises (E rated).

6. **Comments of Other Committees**

Not applicable

7. **Conclusion**

The assessment of FHRS award is linked to but independent of the risk rating assessment for food business. The delivery of both assessments is governed and overseen by regulation and specific guidance issued by the Food Standards Agency.

8. **Appendices Attached**

None

9. **Background Papers**

SBC Website – Food Safety Statutory Service Plan

<http://www.slough.gov.uk/business/environmental-health/the-food-hygiene-and-safety-service.aspx>

FSA - FHRS

<https://www.food.gov.uk/safety-hygiene/food-hygiene-rating-scheme>

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SLOUGH BOROUGH COUNCIL

REPORT TO: Neighbourhoods and Community Services Scrutiny Panel

DATE: 28th November 2019

CONTACT OFFICER: Jason Newman, Environmental Quality Team Manager

(For all Enquiries) 07860 784526

WARD(S): ALL

PART I NON-KEY

FOR INFORMATION AND FOR COMMENT

Low emission strategy update (particularly on electric car charging points and car clubs)

1. Purpose of Report

The Panel have requested an update on the low emission strategy (LES) with particular emphasis on electric car charging points and car clubs.

The report addresses both requests and provides more comprehensive details within the attached appendices.

2. Recommendation(s)/Proposed Action

The Committee is requested to note the report and comment on it. There are no proposed actions.

3. The Slough Joint Wellbeing Strategy, the JSNA and the Five Year Plan

3a. Slough Joint Wellbeing Strategy Priorities

By tackling air pollution through a co-ordinated programme of vehicle emission improvement measures and policies, the LES seeks to reduce the impact of poor air quality on the health of local residents in line with the Wellbeing Strategy.

The LES supports three key priorities within the Slough Joint Wellbeing Strategy:

- protecting vulnerable children
- increasing life expectancy by focussing on inequalities
- improving mental health and wellbeing

3b. **Five Year Plan Outcomes**

Transport has a major role to play in helping to address the challenges we face with respect to poor air quality. Better transport, and the improved connectivity and accessibility which results, combined with the promotion of a shift to sustainable transport modes and vehicle emission reductions, outlined in the LES, can support some of the important Five-Year Plan Outcomes identified, in particular:

Outcome 2 – Our people will be healthier and manage their own care

- Work with all our partners to improve the health and wellbeing of our residents through improved communication and awareness of the effects of poor air quality on human health and by advising on actions residents can take to reduce their exposure and reduce their emissions.

Outcome 3 – Slough will be an attractive place where people choose to live, work and stay.

- The Low Emission Strategy will promote the acceleration of ultra low emission vehicles, electric vehicle infrastructure, and sustainable travel as well as undertaking a feasibility assessment, if necessary, for implementing a Clean Air Zone/s within Slough to reduce air pollution which will improve the attractiveness of Slough.

4. **Other Implications**

(a) Financial

This report is an update status report on the Councils Low Emission Strategy. There are no direct financial implications relating to this report.

The Low Emission Programme does require significant funding to be secured in order to enable its successful delivery. One of the primary sources of this funding is via developers' s106 contributions.

(b) Risk Management

There are no recommendations contained within the report so there is no risk associated with this report.

This report outlines the current status of the Low Emission Strategy and also outlines the current outline delivery plan, which is subject to further analysis and change before being submitted to Cabinet for formal approval.

(c) Human Rights Act and Other Legal Implications

There are no Human Rights Act issues as a result of this report.

(d) Equalities Impact Assessment

There is no requirement for an equalities impact assessment as there are no recommendations contained within the report.

(e) Workforce

CMT have approved the creation of new posts to enable the delivery of the Low Emission Strategy and Programme.

5. Supporting Information

5.1 The Slough Low Emission Strategy was approved by Cabinet on 17th September 2018 and by Full Council on 27th September 2018. The details of the low emission strategy are contained within the SBC webpage <http://www.slough.gov.uk/pests-pollution-and-food-hygiene/low-emission-strategy-2018-2025.aspx>. The strategy forms part of the Councils Air Quality Action Plan.

The principal aim of the LES is to:

- Improve air quality and health outcomes across Slough by reducing vehicle emissions through the accelerated uptake of cleaner fuels and technologies.

5.2 The strategy is detailed and broad. It extends to 2025 and it can be broken down into three key themes:

- Evidence for Change – why are we taking action to improve air quality?
- Creating a Low Emission Future: Leading by Example - what the council can do with its powers to improve emissions.
- Clean Air Zone (CAZ) Framework for Slough: A framework to control emissions delivery in partnership with key stakeholders.

5.3 The CAZ framework also encourages the take-up of ultra-low emission vehicles (ULEV) through a **Slough Electric Vehicle Plan**. This plan includes the expansion of the EV network in Slough and the roll out of the EV car club.

5.4 In total there are 19 LES objectives contained within the strategy. Details and progress relating to these themes and objectives are contained within **Appendix A** and an outline delivery plan is attached to **Appendix B**. Overall we have made progress in the key themes Evidence for Change and Creating a Low Emission Future, but have yet to make significant progress with the Clean Air Zone Framework for Slough. There is a need to finalise our low emission programme and obtain funding to complete a clean air zone feasibility study.

5.5 Slough Borough Council (SBC) has designated 5 Air Quality Management Areas (AQMA) due to elevated levels of nitrogen dioxide (NO₂)

which breach the National Air Quality Objective (annual mean NO₂) and where there is relevant exposure to residents. The AQMA's are located around the M4, Tuns Lane, Bath Road, Town Centre/A4 and Brands Hill/A4 and cover over 2,000 residential properties. We operate both a continuous and passive AQ monitoring regime, and are replacing our older AQ monitors in 2020 with new AQ monitors, as well as proposing to install a new AQ monitor in Langley. Details of the AQMA's and comprehensive AQ monitoring network are shown in **Appendix C**.

5.6 We have a statutory duty to prepare an annual report to DEFRA on the progress we are making to address poor AQ in Slough. This report includes AQ monitoring and measures, including low emission strategy measures we are taking to improve AQ. This is known as the annual status report. The latest annual status report 2019 is published on the SBC webpage <http://www.slough.gov.uk/pests-pollution-and-food-hygiene/air-quality-reports.aspx>). Air quality is improving in the Borough but at a slow rate, and none of the AQMA can be revoked.

5.7 In order to promote and support the take-up of ultra-low emission plug-in vehicles, including cars, taxis and commercial vehicles, we have implemented a Slough Electric Vehicle Plan.

The Slough Electric Vehicle Plan has a number of objectives and progress on the most relevant objectives is outlined below.

Objective/ Programme	Progress	Status of Programme	Action	Key Issues/Risks/Incentives
1) Support home and workplace EV charging utilising the local planning process, business support and private sector investment	<p>Policies within the LES requires that all new developments must include EV charging provision where parking is provided above 10 spaces.</p> <p>All new homes with dedicated off street parking must provide an EV charging point.</p> <p>The Government offers both residential and workplace charging schemes which we</p>	Green – on track	<p>We require all new developments that supply more than 10 car parking spaces to adopt these EV standards through the planning process.</p> <p>The type 1 mitigation and EV requirements for planning applications are outlined within the Low Emission Strategy Page 41.</p> <p>The types of EV sockets are outlined in the Low Emission Programme.</p> <p>Any change to EV standards will need to be reflected in a revised LES and programme.</p>	<p>There are energy capacity issues with the grid that are raising resistance from developers due to increasing cost of energy supply.</p> <p>The Government are now proposing to make it a national planning policy framework requirement to install EV chargers in all new developments.</p> <p>The Government provides both home and workplace EV charger grant schemes for eligible plug-in vehicles.</p> <p>https://www.gov.uk/government/collections/government-grants-for-low-emission-vehicles</p>

	promote through our 'better by programme'			
2) Creation of a strategic Slough public charge point network that ensures electric car users reach their destination through a simplistic access, usage and payment model EV (rapid and fast) off-street and Car Park Programme	<p>We have recently expanded our EV public network with 5 additional public EV chargers and 1 rapid charger at the new leisure Centre, Farnham Road.</p> <p>We will be installing new public EV chargers at our Chalvey Hub site</p>	Green – on track	<p>The current Slough EV network is shown on Appendix D. We currently operate 22 public EV chargers (46 sockets) which includes 2 rapid chargers.</p> <p>We will continue to seek opportunities to expand the network across all Council sites</p> <p>Also shown on the map are Public EV network Pod Point (Tesco), Chargemaster (Holiday Inn) and Tesla Destination Chargers at Bayliss House Hotel, Stoke Poges and Heathrow Hilton, Poyle.</p>	<p>It is important that the EV public network is built up across the Council sites and that other stakeholders play their role in providing public access to EV charging. We have received interest from EV providers to set up EV hubs in Slough.</p> <p>The Government is proposing an open protocol with public chargers to remove a requirement for membership. This will remove barriers for the EV user requiring a specific RFID membership card to access an EV charger.</p>
3) Ensure charging opportunities are available for residents with and without private driveways. EV (rapid and fast) on-street Programme	<p>We have not yet made progress with on-street EV charging points – we do have public EV provision at our car parks and leisure centres for residents to use.</p>	Amber – more work required to develop on street EV charging programme	<p>Residents with off-street parking are eligible to access the Government Home charger scheme</p> <p>https://www.gov.uk/government/collections/government-grants-for-low-emission-vehicles#electric-vehicle-homecharge-scheme</p>	<p>The Government are promoting and offering funding towards on-street charging points for plug-in electric vehicles. The programme would require the support of other stakeholders i.e. parking team as it would require enforcement.</p> <p>https://www.gov.uk/government/publications/grants-for-local-authorities-to-provide-residential-on-street-chargepoints</p> <p>The funding would need to be applied for in 2020.</p>
4) In line with our Air Quality & Planning Guidance, we will work with developers to provide practical charging solutions and support plug-	<p>We have LES policies that require 10% of car parking spaces to have EV infrastructure.</p> <p>We have engaged with</p>	Green – on Track	<p>We engage at the pre-application process stage, and developed suitable s106 packages and conditions to ensure there is appropriate EV charging solutions in place and secure contributions towards the low emission programme.</p>	<p>Key issues revolve around access to power and the cost of supply, and providing suitable EV infrastructure to meet future EV demand (phasing).</p> <p>This is difficult to forecast because the number of registrations of new plug-</p>

in vehicle demonstration schemes on new residential and commercial developments	developers on larger development schemes to provide practical on site EV infrastructure and support for EV car clubs, and will seek where appropriate support for plug-in vehicle demonstration schemes.		It is clear that on-site EV charging even at lower power rating (trickle charge over night charge) will play an important role in accelerating the uptake of EVs.	in cars remains relatively low in the UK at just 2.3% in 2018, and slightly higher 2.7% in 2019 of all new registrations. The EV charging solution is also evolving with the introduction of more powerful super chargers 125Kw and 350kW which are likely to be located in hubs similar or service stations.
5) Work with bus operators to develop ultra-low emission corridors, including potential for the Slough Mass Rapid Transit (SMaRT) Scheme Slough Electric Bus Programme	We are at very early stages with our bus partner Reading buses, and are currently developing a trial to run an Electric bus from Langley via Colnbrook to Heathrow. We have set down Euro VI standards in the tendering of new bus routes.	Green – on track. This programme is developing a pathway to 2025	Electric Bus Trial in 2020. Operate a Euro VI compliant Mass Rapid Transit Scheme. Look at introduction of Clean Air Zone to require all bus fleet in Slough to meet Euro VI standards. Maintain dialogue with all bus companies, and support where appropriate retro-fit bus scheme to reduce bus fleet emissions. Also consider the installation of electric bus infrastructure.	Funding will continue to remain a significant barrier to adoption. An electric bus costs significantly more to purchase than a diesel bus. Although it is cheaper to operate and run, the charging cycle time also presents a barrier due to the operation of the service, and may require additional buses to operate on a route. Consider opportunities for joint funding applications to DfT for ultra low emission buses when these become available.
6) Install a network of rapid charging hubs to facilitate a high growth rate in plug-in taxis and the use of smart technology to link taxi operators with charging infrastructure and customers Taxi EV Rapid Charger	This programme is 18 months behind schedule. This is due to a lack of dedicated resources being able to deliver the rapid charger network. Low emission standards have been incorporated within the licensing regime which	Red – this programme is behind schedule and requires significant resource input	CMT has approved the creation and appointment of a low emission programme/project manager and project officer to deliver this programme, the EV car club programme and the EV (rapid and fast) off-street and Car Park Programme. Discussions have taken place with OLEV to advise there is a delay in delivery of the programme, but a commitment to deliver over 2020 and 2021.	Funding has been secured from Office of low emission vehicles (OLEV) to provide for seven rapid chargers for future take up of electric taxis. This funding has been matched by Slough through its capital programme. The roles will be capital funded so will not stress the revenue budget of the Council. There is a low risk that the OLEV funding will be

Infrastructure Programme	requires all taxis to be Ultra Low Emission from 2025.			clawed back if the money has not been spent in 2020.
7) Develop an Electric Car Club across the Borough Slough Electric Car Club Programme	Informal discussions have been held with car club operators. A high level programme has been developed.	Green – on track. Programme to set up our first EV car club by 2020	Enterprise operates a car club vehicle (Ford Fiesta) on Windsor Road and this forms part of their national network. See Appendix D. Enterprise is very keen to discuss setting up an EV car club with Slough. Appoint Project Manager 2020 Conduct market research and meetings with all major car club operators – (early 2020) Set up Car Club Contract with preferred supplier (procurement ITT exercise – (summer 2020) Agreed Branding (i.e. slough e car) Site selection and options (may deploy low emission cars before EV cars to launch the scheme) (Autumn 2020)	An information sheet on car clubs has been prepared for Members. See Appendix E. First phase Town Centre focussed car club – electric chargers and EVs (2021) Second Phase Crossrail Hubs (2022) Third Phase (across Borough) (2023) Major Town Centre developments to provide car club provision and EV infrastructure (within their development – contributions towards Memberships and free EV hours) Significant s106 funding is still required to launch a town centre car club and to expand into future phases.
8) Link and compliment with a potential Ultra-Low Emission Zone at Heathrow Slough Clean Air Zone Framework	Heathrow are currently consulting on their proposed ULEZ	Green – on track	Ongoing dialogue with Heathrow regarding their ULEZ. Slough has expressed concerns regarding potential displaced emissions impacts of their ULEZ, such as airport parking in Slough. Slough has queried why the Heathrow ULEZ does not include Heathrow cargo centre. We will be undertaking our Clean Air Zone feasibility study, subject to funding, in 2020.	The Heathrow ULEZ is planned to be implemented in 2022. There is a need to ensure any proposed Slough CAZ is complementary with the Heathrow ULEZ otherwise we will have a two tier emission system in very close geographical proximity.
9) Tackle the perceived and	No progress made on this	Green – on track	Once the car club is set up we will offer discounts and	Current registrations of EV and plug in hybrid in

actual barriers to EV ownership through targeted marketing, promotion and information;	objectives but this will be covered by the EV car club and scheme and its promotion.		<p>incentives for residents and businesses to hire EVs.</p> <p>We will continue to update the website to advise what EVs are available and any plug-in grant initiatives for new EVs.</p>	<p>the UK remain low at 2.7% of all new registrations.</p> <p>Slough bucks this trend due to the high number of EV and plug in hybrid registrations which suggest a lot of the fleet companies are registering these plug-in vehicles in Slough.</p>
<p>10) Deliver an exemplary public sector ULEV operation – demonstrating to employees, business and the wider community the benefits and savings of ULEV vehicles and related air quality improvements through the SBC Fleet Challenge</p> <p>Fleet Challenge Programme</p>	<p>Fleet Challenge programme has been running on a trial phase for 2 years – more than 31,000 EV business miles have been travelled by Slough employees.</p> <p>Additionally we have secured Euro VI DSO RCVs, and highway fleet.</p> <p>We operate 6 EV pool cars, 4 community EV cars, and are now procuring Euro VI mini buses.</p> <p>Our Housing RMI and Building Management contractors operate 10% EVs with the rest of the fleet operating to Euro 6 standards.</p>	Green – on track	<p>The fleet challenge programme is being expanded in 2020 to include 20 EV operating as pool fleet, the provision of a low emission hire car service for staff that need to undertake longer journeys and also the provision of electric and other low emission vehicles across the Council services and operations, i.e. community fleet.</p> <p>Appointment of a fleet manager and fleet officer to run the programme and identify further efficiencies and savings when rolling out the programme across the Council hubs.</p> <p>Significant progress has been made in improving our direct and indirect fleet emissions.</p> <p>All our operational fleet will be Clean Air Zone compliant by 2022.</p>	Promote the approach to local business once our fleet challenge programme is fully operational and demonstrates both financial and environmental savings.

5.8 A Slough Low Emission Programme currently in **draft form** along with maps illustrating potential locations for ultra low emission infrastructure and AQ monitoring has been developed as part of the approved LES and these can be found in **Appendix F**. The low emission programme is the essential delivery component of the Low Emission Strategy and Slough Electric Vehicle Plan that

outlines our vision with respect to accelerating the uptake of low emission vehicles and technologies within Slough. Delivery of the Low Emission Programme will depend on successfully securing funding and resources.

5.9 The funding for the programme will be secured through a variety of mechanisms, in particular **s106 pooled contributions from major developments. Please see Appendix G for the current s106 status for our Low Emission programme**, Capital Borrowing, LEP funding bids, HAL community funding bids, DEFRA funding bids, OLEV funding bids, and DFT funding bids and private sector investment.

5.10 Once funding has been secured for the delivery of one of our low emission programmes, a project team will be set up and a detailed Project Initiation Document (PID) will be developed in conjunction with the PMO team. The projects will be submitted to CMT and where appropriate Cabinet for approval dependent on funding levels. The governance structures will allow for regular project reporting, and risk management. The programmes will report at operational project level to the PMO through a monthly highlight report. Any issues that require formal escalation will be reported to CMT.

5.11 We currently have one active low emission programme set up with our corporate PMO, the **Fleet Challenge Programme**. This programme was set up in 2016 and reports to the PMO on a monthly basis. We are scaling up this programme, which has been running on a trial phase for just over two years, by procuring additional workplace EV chargers and EVs to operate as pool fleet. The expansion of this programme also requires the recruitment of additional staff (fleet manager and fleet officer to manage Fleet Challenge and Community Transport Fleet (home to school) and this has been approved by CMT. This programme runs until 2025.

5.12 We have obtained government, S106 and capital funding for some of our other low emission programmes:

To prepare, scope, procure (EV charger supplier) and deliver:

- Taxi EV Rapid Charger Infrastructure Programme– 2 year programme (2020 – 2022)

To prepare, scope, and procure (EV charger supplier and car club operator) and where we have sufficient s106 funding to deliver:

- EV (rapid and fast) off-street and Car Park Programme (Capital and s106 funding) – 5 year programme (2020 – 2025)
- Slough Electric Car Club Programme (Capital and s106 funding) – 5 year programme (2020 – 2025)

5.13 However, we still need to secure significant additional s106 contributions for the EV (rapid and fast) off-street and Car Park Programme and Slough Electric Car Club Programme in order to enable expansion of these

programmes across the Borough into future phases. CMT have approved two fixed term (2 years) posts to enable set up and delivery of these programmes, a programme/project manager and project officer and we will be recruiting for these posts in the New Year.

5.14 The Low Emission Programme will be continually subject to further revisions, by its nature it needs to be very adaptable. A good example is the ongoing dialogue with Berkley Homes regarding their Horlicks site. We are currently negotiating that they actually build out the public EV infrastructure and EV car club within their site and provide s106 contribution to incentivise its operation. This means we do not have to find highway land off site, and also obtain all the relevant permissions i.e. traffic orders and new power supply. This may be an evolving theme with some of our larger developments that are coming through the planning system.

5.15 Delivery of the Programme will be included in the final LES Delivery Plan and an outline plan has been enclosed in **Appendix B**. A Delivery and Communications Plan will be developed, detailing how we can communicate key AQ messages through our Public Health team (this has already been completed), set out project delivery roles and responsibilities and timescales for delivery of the programme, while monitoring implementation and updating the strategy when necessary. The final Delivery & Communications Plan will be submitted to the Cabinet for approval early in 2020. The LES will be reviewed within 2 years of implementation.

6. **Comments of Other Committees**

There are no comments from other committees on this status report.

There is a requirement to undertake a full review of the low emission strategy within 2 years. This will be presented to Cabinet in October 2020.

7. **Conclusion**

The Low Emission Strategy (LES) 2018 – 2025 forms part of the Councils Air Quality Action Plan (2012). This report outlines the current status of the LES in particular with respect to the Slough Electric Vehicle Plan.

An outline delivery plan has also been prepared. There is a need to resource the delivery of the low emission programme. CMT has approved the recruitment of additional staff to enable the delivery of the low emission programme with particular focus on:

- The expansion and mandatory adoption of the Fleet Challenge Programme (a programme focussed on the decarbonisation of the Councils grey fleet and service fleet by providing electric and ultra low emission vehicles to conduct business travel). This programme runs until 2025.
- The procurement and delivery of the Taxi EV Rapid Charger Infrastructure Programme between 2020 and 2022.

- The procurement and delivery of EV (rapid and fast) off-street and Car Park Programme between 2020 and 2025.
- The procurement and delivery of the Slough Electric Car Club Programme in partnership with a national car club provider over several phases from 2020 - 2025.
- The procurement and delivery of the EV (rapid and fast) on-street Programme between 2020 – 2025.

Funding and resources continues to remain a significant barrier to the effective delivery of the LES objectives. S106 contributions will continue to remain an important source of funding for the delivery of low emission infrastructure in Slough.

The Delivery and Communication plan will be presented to Cabinet for approval early in 2020.

8. **Appendices Attached**

- 'A' - Low Emission Strategy Objectives Update
- 'B' - Outline Low Emission Delivery Plan
- 'C' - Map of AQMA and AQ monitoring
- 'D' - Map and Table of current Public EV network and car club
- 'E' - Information sheet on car clubs
- 'F' - Draft Low Emission Programme and Maps
- 'G' - Current S106 funding for Low Emission Programme

9. **Background Papers**

- '1' - Low Emission Strategy and associated LES documents (see <http://www.slough.gov.uk/pests-pollution-and-food-hygiene/low-emission-strategy-2018-2025.aspx>)
- '2' - ASR 2019 Report (see <http://www.slough.gov.uk/pests-pollution-and-food-hygiene/air-quality-reports.aspx>)

Appendix A: Low Emission Strategy Objectives Update

1. General

a. Ensure all relevant Council strategies consider and support measures to improve air quality and health outcomes in partnership with stakeholders

Low Emission Strategy supports a number of Slough strategies in improving air quality.

The Low Emission Strategy (LES) seeks to reduce the impact of poor air quality on health of residents in line with the Wellbeing Strategy. The LES supports three key priorities within the Slough Joint Wellbeing Strategy:

- protecting vulnerable children
- increasing life expectancy by focussing on inequalities
- improving mental health and wellbeing

The LES also supports outcomes within the Five-Year Plan, in particular:

- Outcome 2 – Our people will be healthier and manage their own care
SBC are working with partners to improve health and wellbeing of Slough's residents through improved communication and awareness of air quality impacts, and advising actions to reduce exposure and emissions.
- Outcome 3 – Slough will be an attractive place where people choose to live, work and stay.

The LES promotes acceleration of ultra-low emission vehicles (ULEVs), electric vehicle infrastructure and sustainable travel. The Clean Air Zone feasibility study will aid in the uptake of ULEVs if the feasibility study demonstrates it is a suitable option to improve air quality, which will make the borough more attractive.

A new Local Plan is currently being developed, which includes development of the existing Core Strategy and forms part of the Slough Local Development Framework. The Core Strategy includes policies to minimize and mitigate any development impacts on air quality and also prevent future occupants of developments being exposed to levels of poor air quality.

One of the key challenges which the emerging Local Plan aims to address is how to tackle congestion on Slough's roads. The Transport Vision which ties in with the Low Emission Strategy provides important inputs into the review of the Local Plan and the Centre of Slough Development Strategy, to reduce car use, improve congestion and sequentially, improve air quality in the borough.

Through implementation of the Low Emission Strategy, developments are encouraged to consider air quality improvements through controls on emission standards of construction vehicles, provision of electric vehicle charging infrastructure and contributions towards Low Emission Projects such as the EV car club project, which all aid in reducing poor quality and result in improved health outcomes.

2. Evidence for Change

a. Provide a robust framework for monitoring and modelling air quality across Slough

A key theme of the LES is 'evidence for change – why are we taking action to improve air quality'. Evidence for change can be observed in air quality monitoring data.

The Council continuously monitors air quality at six locations; 6 monitoring stations monitor nitrogen dioxide (NO₂) concentrations; 4 monitoring stations monitor particulates (PM₁₀) concentrations, using established reference methods (TEOM or BAM). The Council also currently operates 2 indicative particulate monitors these measure (PM_{1.0}), (PM_{2.5}) and (PM_{1.0}). Additionally, the Council has access to air quality data (NO₂), (PM₁₀) and (PM_{2.5}) from a monitoring station operated by Grundon's Lakeside Energy from Waste plant in Colnbrook. Some of these existing air quality monitoring stations require replacement or improvements. Proposed improvements to the network are as follows:

- Replacement of monitors and enclosures at Pippins School, Colnbrook with a new walk-in cabinet.
- Decommissioning of Salt Hill monitoring station due to its close proximity to Windmill monitoring station on Bath Road.
- Replacement of Chalvey monitoring station due to age of the instruments
- Installation of a new continuous roadside monitor in Langley, to observe air quality trends in the area and aid determination of an AQMA in the future for Langley.

The Council also operates a comprehensive (non-automatic) passive diffusion tube network. The Council expanded its diffusion tube network in late 2016 to cover Langley village and the surrounding area, adding a further 5 monitoring sites. The Council has also co-located diffusion tubes with its new air quality monitors in late 2017. Additionally, the Council decommissioned its temporary air quality monitoring station (TRL) and relocated the diffusion tubes to three new sites (Tuns Lane, Windsor Road and Castle Street) in 2017. In 2018, the Council operated 65 diffusion tubes across 53 sites. In October 2019, diffusion tube provision increased to 97 to cover:

- Monitoring commissioned by Highways England to monitor the impact of the Smart M4 Scheme on nearby receptors on Spackmans Way, Winvale and Paxton Avenue (30 tubes).
- New monitoring in residential locations that are affected by high % volume of HGVs on the local road network (one tube on the property opposite proposed HGV access road in the Poyle area).

The Council will commission detailed air quality modelling and source apportionment during 2019, to take account, as far as practicable, significant development schemes and future traffic growth forecasts in Slough, as well as baseline monitoring data, air quality monitoring, traffic count data and weather data. Modelling will be used to determine:

- The baseline NO₂ concentrations within Slough (update to 2014 modelling results)
- If any existing AQMA's should be revoked or amended

- If any new AQMAs should be declared within Slough (particularly Langley due to the impact of the Western Rail Link to Heathrow)
- The effectiveness of the Low Emission Strategy/Air Quality Action Plan measures in addressing poor air quality
- The effectiveness of implementing transport measures (e.g. dedicated bus lane, junction re-design etc.) in addressing poor air quality
- The effectiveness of implementing a Clean Air Zone/Zones within Slough to deal with poor air quality

b. Use national and local data to assess the impact on health of Slough residents arising from air pollution

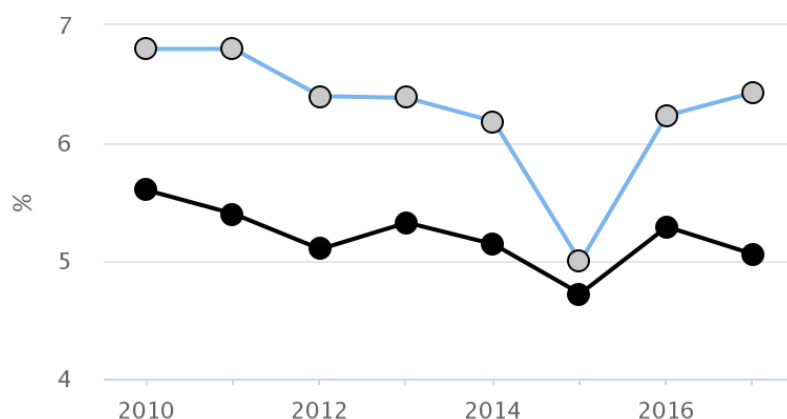
Data recorded from the continuous and passive monitoring locations is presented in Slough's Annual Status Report (ASR) every June. The most recent report (ASR 2019) presents data from 2018 and trends over the last 5 years. This can be found on the following link: <http://www.slough.gov.uk/pests-pollution-and-food-hygiene/air-quality-reports.aspx>.

Although Slough's concentrations of particulate matter (PM_{2.5} and PM₁₀) are below the EU limit value of 40µg/m³, there are significant health impacts associated with PM in any concentration and must be addressed. PM_{2.5} concentrations are of particular concern due to the impact on health, which includes damage to organs via inhalation and absorption into the blood, resulting in a range of health impacts including respiratory and cardiovascular illness. Slough does not measure PM_{2.5} using reference methods therefore data is supported by national data provided by Public Health England. Information is available from the following link:

<https://fingertips.phe.org.uk/profile/public-health-outcomesframework/data#page/4/gid/1000043/pat/102/par/E06000039/ati/101/are/E06000039/iid/30101/age/230/sex/4>

Work carried out by Public Health England as part of the Public Health Outcomes Framework (PHOF) shows that the fraction of mortality associated with particulate air pollution in 2017 within Slough Borough Council is 6.4%. This is slightly higher than 2016 (6.2%) but is still significantly higher than 2015 when the mortality associated with particulate air pollution within Slough Borough Council was 5%.

The Figure below shows the fraction of mortality attributable to particulate air pollution calculated for Slough Borough Council over the past 5 years and compares this with the England average. It is noted over this 5 year trend the mortality has slightly improved since 2016. The England average in 2017 is 5.1% and the regional average in the south east is 5.6%. Slough continues to remain above these mortality rates, at 6.4% (2017).



Due to the significant health effects associated with exposure to PM_{2.5}, the government is considering adopting the WHO guideline levels for PM_{2.5} (10µg/m³). As stated in the Clean Air Strategy 2019, the government has committed to halve the number of people living in areas above the WHO guideline limits on PM_{2.5} by 2025 and will set a new long-term target to reduce exposure to PM_{2.5}. Evidence to determine the actions required to meet the WHO annual mean guideline limit of 10µg/m³ is available on the following link:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/825472/air-quality-who-pm25-report.pdf

c. Work with local health professionals to promote awareness of the impact of vehicle emissions on health

Collaboration is required between public health and environmental quality to improve local engagement regarding health. This can be achieved by:

- Encouraging educational awareness through council air quality webpages: <http://www.slough.gov.uk/pests-pollution-and-food-hygiene/air-quality.aspx>
- Promoting the free app, AirTEXT, which provides accurate air quality alerts, and health advice for At-Risk Groups and the General Population, on <http://www.airtext.info/>
- Implementation of the communication Campaign in 2018 to raise awareness of poor air quality and to advise what actions can be taken at a local level to address air pollution. This will be published on the website. <http://www.slough.gov.uk/pests-pollution-and-food-hygiene/low-emission-strategy-2018-2025.aspx>.
- Increasing communications between the council and health professionals, to educate them on the dangers and importance of understanding air quality issues, and inclusion of air quality matters on regular GP newsletters.

In May 2019, Public Health Slough launched a new website. A dedicated air quality page has been set up and will be populated with information on air quality, how members of the public can reduce their impact on air quality and the health benefits. This can be found on the following link: <https://www.publichealthslough.co.uk/campaigns/air-quality/>

3. Creating a Low Emission Future: Leading by Example

a. Provide measures to improve vehicle emissions through the Transport Strategy and Local Transport Plans

To date, there has been no update of the emerging Transport Strategy 2019, however in support of this strategy, in February 2018 Slough Borough Council's Executive Member for Planning and Transport requested that work commence on a new transport-led vision for the centre of Slough which could guide development and regeneration to 2040 and beyond. The Transport Vision went to Cabinet on 25th February 2019 and was subsequently published. Local Transport Plans tie in with Transport Vision and is supported by the Low Emission Strategy objectives.

The Transport Vision is designed to support a town fit for the 21st Century, one which would improve the quality of life of those living in, working in, and visiting the Borough, and which would support the creation of a stronger, more sustainable and viable centre of Slough. The Transport Vision seeks to deal with congestion problems by reducing traffic volumes, which brings benefits to air quality, road safety, and improved journey times for buses, pedestrians and cyclists.

Currently, the amount of traffic in the Borough (excluding trunk roads such as the M4) has grown by 15% since the mid-1990s. Slough's road network is under significant pressure, particularly at peak times, resulting in congestion and air quality issues, which could hinder the growth proposed in the Local Plan Review.

A key element of the Low Emission Strategy is to improve the vehicle emissions in Slough, through implementation of an electric vehicle car club and installation of electric vehicle charging points across the borough. The aim of the Transport Vision, similarly to the Low Emission Strategy, is to reduce congestion and create a low car urban core. This can be achieved by focusing on the following areas:

Public Transport:

- Elizabeth line services serving Burnham, Langley and Slough create direct services to central London.
- WRLtH, due for completion in 2028, enabling direct link from Slough to Heathrow T5 in 6-7 mins.
- Park and Ride site near M4 junction 5
- Slough Mass Rapid Transit (SMaRT) bus priority scheme east of the centre of slough via the A4 to the airport. Programme will provide quick and reliable bus services.
- Implementation of Mobility as a Service (MaaS): integration of transportation services from public and private providers through a platform that creates and manages a complete journey from start to finish. This can be used to encourage sustainable transport use, causing improvements to air quality and health.
- Planned changes to strategic road network and local road network. M4 smart motorway upgrade between junctions 3 and 12, designed to relieve congestion, improve safety and resilience on the M4. This will take pressure off the A4 through Slough.

Walking and Cycling:

This has been funded through the Local Transport Plan programme, the Government's Local Sustainable Transport Fund and developer contributions. Measures have included the Heart of Slough pedestrian environment, the Salt Hill cycle route, pedestrian crossing and lighting upgrades, Slough Cycle Hire and the Cycle Hub.

The aim is to deliver high quality walking and cycling environments to encourage people to travel between suburbs and centre by walking or cycling. This can be promoted through integration of cycling/walking routes within developments, e.g. use of building layouts and streetscape design to include pedestrian priority and connections between pedestrian destinations such as the station, shopping centre, TVU site and high street. Projects include:

- A northern gateway scheme along Stoke Road / William Street.
- Cycle super-highway style treatments on key radial corridors such as Uxbridge Road and Windsor Road.
- Creation of attractive walking routes, such as via Church Lane towards Herschel Park (making the most of Slough's heritage environments).
- High quality links to new developments (such as the former Horlick's factory).
- New connections to overcome severance features, such as new pedestrian and cycle crossings of the Great Western Main Line and Windsor Branch line.

Highway Network:

- Creation of a low-car zone within the centre of Slough where only motorised vehicles allowed in these areas are public transport vehicles
- Improvements to the northern gateway streetscape into the centre of Slough to make a more attractive gateway to the regenerated Slough centre

Parking Supply:

- Reduce parking in the town centre and Locate car parking in areas whereby vehicles avoid the low-car zone by concentrating parking outside the urban core
- Encourage parking outside the urban core with park and ride provision on the periphery. The P&R at the M4 Junction 5 will have ~1000 spaces.
- Consolidate parking at three primary locations on the edge of the low-car zone with 1500 parking spaces each, and removal of temporary car parks and those which are earmarked for development
- Parking reduction as car ownership decreases in favour of car club use (specifically Slough electric vehicle car club).

b. Provide policies to support improvements in air quality through the Local Plan

The Planning and Compulsory Purchase Act 2004, amended by the Localism Act 2011, requires planning authorities to prepare Local Plans. Currently, a new Local Plan (2016-2036) is being developed, which will act as guidance for development in Slough up until 2036 and will contain policies to guide business and residential development to meet the needs of Slough's expanding population. The Local Plan update will include development of the existing Core Strategy and Site Allocations.

One of the key challenges which the emerging Local Plan aims to address is how to tackle congestion on Slough's roads. The Transport Vision which ties in with the Low Emission Strategy, sets out the core principles based on technical work and stakeholder engagement, as such it provides important inputs into the review of the Local Plan and the Centre of Slough Development Strategy. The overall strategy for the Review of the Local Plan is to deliver balanced cohesive growth which meets local needs as far as possible given all of the constraints to development.

The NPPF states that "Local Plans may need to consider:

- the potential cumulative impact of a number of smaller developments on air quality as well as the effect of more substantial developments;
- the impact of point sources of air pollution (pollution that originates from one place); and,

- ways in which new development would be appropriate in locations where air quality is or likely to be a concern and not give rise to unacceptable risks from pollution. This could be through, for example, identifying measures for offsetting the impact on air quality arising from new development including supporting measures in an air quality action plan or low emissions strategy where applicable”.

The Local Plan will take account of air quality issues in identifying areas for future development and include development policies relating to local air quality management that will fulfil the NPPF sustainable development criteria. The LES supports the implementation of the strategic and development policy framework provided by the Local Plan.

c. Develop air quality and planning guidance to promote air quality mitigation at design stage and support wider air quality improvements through off-set mitigation

Air Quality Planning Guidance

In Chapter 3.3 of the Low Emission Strategy, there is detailed guidance on the classification of developments regarding their impact on air quality, which is written in line with Institute of Air Quality guidance and the National Planning Policy Framework (NPPF).

Developments can be classified as minor, medium or major. The dominant factor which influences this classification is the amount of traffic that is generated from the development, as proposals which result in large volumes of traffic will contribute to a worsening of air quality and will be in breach of the NPPF, unless mitigation is sought.

Developments which have a major impact on air quality are those which:

- Are within or adjacent to an AQMA or CAZ;
- Are in areas where sustained compliance with EU Limit Values may be at risk;
- Propose to increase traffic in either the construction or operational phase beyond SBC’s specified annual average daily traffic flow limits;
- Involve significant changes to road traffic including speed, congestion and road layout;
- Involve significant demolition or construction works;
- Involve combustion power generation including short term power generation units, all biomass boiler applications and centralised combustion units with >300kWh thermal input.

Minor developments require Type 1 mitigation measures which are to be agreed during the design stage and implemented once permission is granted. This includes mitigation measures to address both the operational and construction phases of the development, to control air quality impact from the start of the development. The mitigation for minor developments includes 10% EV charging provision for unallocated parking spaces and 100% provision for allocated parking spaces,

installation of low NO_x boilers and enforcement of emission standards for construction related vehicles. A monitored Travel Plan, commercial fleet emission standards and support for Slough Electric Vehicle Plan is incorporated into type 2 mitigation, for medium impact developments.

The greater the traffic increase and greater the impact that the proposal has on air quality, the greater the mitigation required.

Off-set Mitigation

Developments which do not have mitigation integrated into the proposal or cause greater impacts to air quality which cannot be addressed by the mitigation measures described in the Low Emission Strategy alone, off-set mitigation can be sought. This is secured through S106 agreements and are used to support wider air quality improvements.

Contributions are sought to fund the Low Emission Strategy Projects, which includes:

- Support of the air quality monitoring programme
- Slough Electric Car Club Programme
- EV Infrastructure Programme
- Taxi EV Rapid Charger Infrastructure Programme
- EV (rapid and fast) off-street and Car Park Programme
- EV (rapid and fast) on-street Programme:
- Clean Air Zone Feasibility Programme:
- Cycle Infrastructure and Hire Programme
- Bus Retrofit Programme
- Electric Bus A4 Smart Service
- HDV gas station programme

To date, many developments have incorporated electric vehicle charging facilities into their design proposals to meet the Low Emission Strategy requirements, or contributed towards public charging points. Details of charging point locations are presented in Appendix D.

d. Introduce specifications for electric vehicle charging as part of new development scheme

The specification for charges for both commercial and residential use are described in Chapter 3.3 of the Low Emission Strategy.

These specifications are referred to when developments are required to install electric vehicle charging facilities into the design.

e. Implement vehicle emission standards through Social Value procurement practices

This has been adopted through the implementation of the Low Emission Strategy – information is available in Section 3.4 of the LES: <http://www.slough.gov.uk/pests-pollution-and-food-hygiene/low-emission-strategy-2018-2025.aspx>

f. Consider whole life costs and alternatives to diesel in SBC vehicle fleet procurements

The Council's fleet is being expanded in 2020 to include 20 additional vehicles, which will all be electric vehicles. Although the upfront cost of purchasing the electric vehicle will be higher than a diesel vehicle, running costs and therefore whole life costs are considerably lower. Procurement processes ensure value for money is considered, therefore electric vehicles will be more favourable than diesel vehicles.

g. Introduce Clean Air Taxi emission standards and infrastructure to support the take-up of ultra-low emission taxis

SBC have obtained government, S106 and capital funding to support LES programmes, such as the preparation, scope, procurement and delivery of the Taxi EV Rapid Charger Infrastructure Programme (2020 – 2022).

The installation of rapid charging hubs to facilitate growth in electric taxis and smart technology to link taxi operators with EV charging infrastructure is identified as an objective within the Slough Electric Vehicle Plan. To enable the delivery of this project during 2020-2021, a low emission programme/project manager and project officer within the Environmental Quality Team will be appointed.

h. Implement the Fleet Challenge to reduce emissions from the SBC 'grey fleet'

The Fleet Challenge is continuing to encourage staff to carry out work related activity, meetings and site visits using clean vehicles. There are X fleet cars available which are fully electric, reducing the need for staff to bring in their own vehicles for work purposes.

The push towards cleaner vehicles has been supported by the move to 25 Windsor Road, which has restricted parking options. This encourages staff to either travel to work via sustainable travel options, such as bus, cycling or walking, or to park on the outskirts of the town centre and walk in, relieving congestion in the town centre. A prominent issue with the previous headquarters was that parking was available for all staff for free. The introduction of Hatfield car park with charges capped to £6 per week is another incentive to travel in using alternative methods to car use and help Slough Borough Council achieve mode shift goals.

The existing fleet is due to increase to 20 vehicles, to ensure there is adequate provision for staff use.

4. Slough Clean Air Zone (CAZ) Framework

a. Look at the feasible implementation of a Borough-wide Clean Air Zone (CAZ) including emission standards for buses, taxis, lorries and vans, in line with National Air Quality Plans

The Clean Air Zone is designed to target the worst affected areas of the borough. The three main areas of concern where a clean air zone could bring about compliance in the shortest possible timeframe is AQMA 2 (Brands Hill), AQMA 3 (Tuns Lane) and AQMA 4 (Town Centre).

Brands Hill AQMA is of particular concern, as NO₂ concentrations were recorded at 53.2ug/m³ using local diffusion tubes, and the continuous air quality monitoring station has shown an increase in both NO₂ and PM since from 2017 to 2018. Major developments in the area, including Heathrow Expansion proposals, indicate that air quality will worsen in this area due to increased volumes of traffic and HGVs. Introducing a Clean Air Zone is likely to be the most effective method in reducing use of and disincentivising access to the A4 via Brands Hill, and encouraging cleaner vehicles to enter the borough (such as EURO 6 emission HGVs), thus improving air quality in the local area.

Proposed locations to be modelled during the Clean Air Zone feasibility study are as follows:

- Brands Hill gyratory
- Junction 6 of the M4 leading to Tuns Lane
- A4 Bath Road leading to Wellington Street

The Clean Air Zone feasibility study is due to commence imminently, subject to funding. Some funding has been obtained through S106 agreements, however the total cost of the study is in the region of £100,000 so additional funding is required. The Slough Electric Vehicle Plan will support the uptake of ULEVs and ensure that vehicles are Clean Air Zone standard.

b. Implement measures to support the take-up of ultra-low emission vehicles (ULEV) through the development of a Slough Electric Vehicle Plan

In order to promote and support the take-up of ultra-low emission plug-in vehicles, including cars, taxis and commercial vehicles, the Slough Electric Vehicle Plan has been implemented. This plan has a number of objectives, which are as follows:

- Support home and workplace EV charging utilising the local planning process, business support and private sector investment: policies within the LES ensure EV charging infrastructure is incorporated into new developments which have more than 10 parking spaces. Specific details are outlined within the LES Programme.
- Creation of a strategic Slough public charge point network that ensures electric car users reach their destination through a simplistic access, usage and payment model: Slough currently operate 22 public EV chargers (2 of which are rapid chargers). The EV charging network has recently increased to include an addition 5 public chargers and 1 rapid charger at the new leisure centre on Farnham Road.
- Ensure charging opportunities are available for residents with and without private driveways: this is under development, however public EV charging is available at car parks and leisure centres for residential use. Government funding is also available for residents with off-street parking.
- In line with our Air Quality & Planning Guidance, we will work with developers to provide practical charging solutions and support plug-in vehicle demonstration schemes on new residential and commercial developments: in line with the LES, 10% of car parking in new developments must have access to EV charging infrastructure.

- Work with bus operators to develop ultra-low emission corridors, including potential for the Slough Mass Rapid Transit (SMaRT) Scheme: work is ongoing with Reading Buses and a trial of an electric bus route is planned for 2020. Slough will maintain dialogue with all bus companies, and support where appropriate retro-fit bus scheme to reduce bus fleet emissions.
- Install a network of rapid charging hubs to facilitate a high growth rate in plug-in taxis and the use of smart technology to link taxi operators with charging infrastructure and customers: Low emission standards have been incorporated within the licensing regime which requires all taxis to be Ultra Low Emission from 2025. A commitment has been agreed with OLEV for project delivery in 2020-2021.
- Develop an Electric Car Club across the Borough: discussions have been initiated with car club providers (including Enterprise who currently operate in Slough) and a high level plan has been produced.
- Link and compliment with a potential Ultra-Low Emission Zone at Heathrow: dialogue with Heathrow regarding their ULEZ (implemented 2022) is ongoing. The Clean Air Zone feasibility study will compliment Heathrow's ULEZ to ensure they have a consistent approach.
- Tackle the perceived and actual barriers to EV ownership through targeted marketing, promotion and information: once the car club is operational, discounts and incentives will be offered to residents and businesses.
- Deliver an exemplary public sector ULEV operation – demonstrating to employees, business and the wider community the benefits and savings of ULEV vehicles and related air quality improvements through the SBC Fleet Challenge: the Fleet Challenge has been trialled for 2 years and has been successful in recording 31,000 EV business miles across 6 EV pool cars. The council fleet is being expanded in 2020 to incorporate 20 EV vehicles in total.

c. Work in partnership with bus and freight operators to reduce emissions

An objective of the Slough Electric Vehicle Plan is to work with bus operators to develop ultra-low emission corridors, including potential for the Slough Mass Rapid Transit (SMaRT) Scheme. This is at an early stage with Slough's bus partner Reading Buses, and Slough are currently developing a trial to run an electric bus from Langley to Heathrow via Colnbrook in 2020.

Euro VI standards have been specified when tendering for new bus routes. This is supported by implementation of the Clean Air Zone, which will ensure all of Slough's bus fleet will meet Euro VI standards.

d. Work in partnership with Highways England to reduce the impact of vehicles on the Strategic Road Network (M4)

Highways England have commenced works on the Smart M4 Motorway. The Smart Motorway uses traffic management methods to increase capacity and reduce congestion during busy periods, by using the hard shoulder as a running lane and using variable speed limits to control the flow of traffic. The Smart Motorway is

designed to minimise environmental impact, cost and time to construct by avoiding the need to build additional lanes.

Three forms of Smart Motorway exist:

- All lane running schemes
- Controlled motorway
- Dynamic hard shoulder running schemes

Highways England have commissioned air quality monitoring in three areas of Slough where receptors may be at risk from increased emissions during the construction period, to ensure air quality impact is kept to a minimum. This is described in greater detail in Section 2.a.

e. Ensure Heathrow Airport expansion does not impact on pollution levels but help us realise the potential benefits of this opportunity to improve air quality in Slough

The Heathrow Expansion proposals involve the extension of the Heathrow boundary into Colnbrook to accommodate the third runway, and alteration to the surrounding road networks including the A4, A3044 and M25.

Through the Heathrow Expansion proposals, land in Colnbrook and Poyle is to be released for airport related development and gives Slough the opportunity to grow and develop infrastructure investment. Discussions are underway around bus prioritisation lanes and improvements to the cycle network to promote sustainable travel to the airport, aimed primarily at colleagues who work at the airport travelling from Slough.

The proposals have potential to aid Slough in achieving mode share goals and to improve air quality in the borough.

Two key improvements to Heathrow's expansion proposals are as follows:

- **M4 Spur:**

Air quality in Brands Hill is at risk of worsening due to the expansion proposals, particularly the construction phase, in conjunction with the large quantities of HGVs that already travel through this area. Construction traffic on the A4 and London Road through Brands Hill is likely to peak in 2022/2023 in consequence of the expansion.

The overlapping of several different traffic flows and transport schemes across all modes of transport and during both construction and operation of the Heathrow Airport Consultation suggest that the A4 corridor should be subject to mitigation and improvement measures at an early stage of the project. It is therefore proposed that Heathrow provide direct access from the M4 to ensure that construction traffic originating from the west can easily access the airport and to mitigate unnecessary construction traffic flows through the Slough Borough Council Major Route Network (MRN). A direct access from the M4 to the construction site would ensure air quality in Brands Hill does not continue to worsen.

- **Bus Prioritisation on diverted A3044:**

During construction, as traffic is predicted to increase on the M4 with knock-on effects impacts on the A4, an early implementation of bus priority measures would ensure that the connectivity between Heathrow airport and Slough Borough Council

is maintained. Provision of bus priority measures will aid in the promotion of sustainable transport modes to the airport and improve air quality in this area.

f. Prepare a Low Emission Programme to deliver measures within the LES

The Low Emission Strategy Programme outlines the different projects which are involved in making the strategy successful in improving air quality for the borough.

5. Communication and Delivery Plan

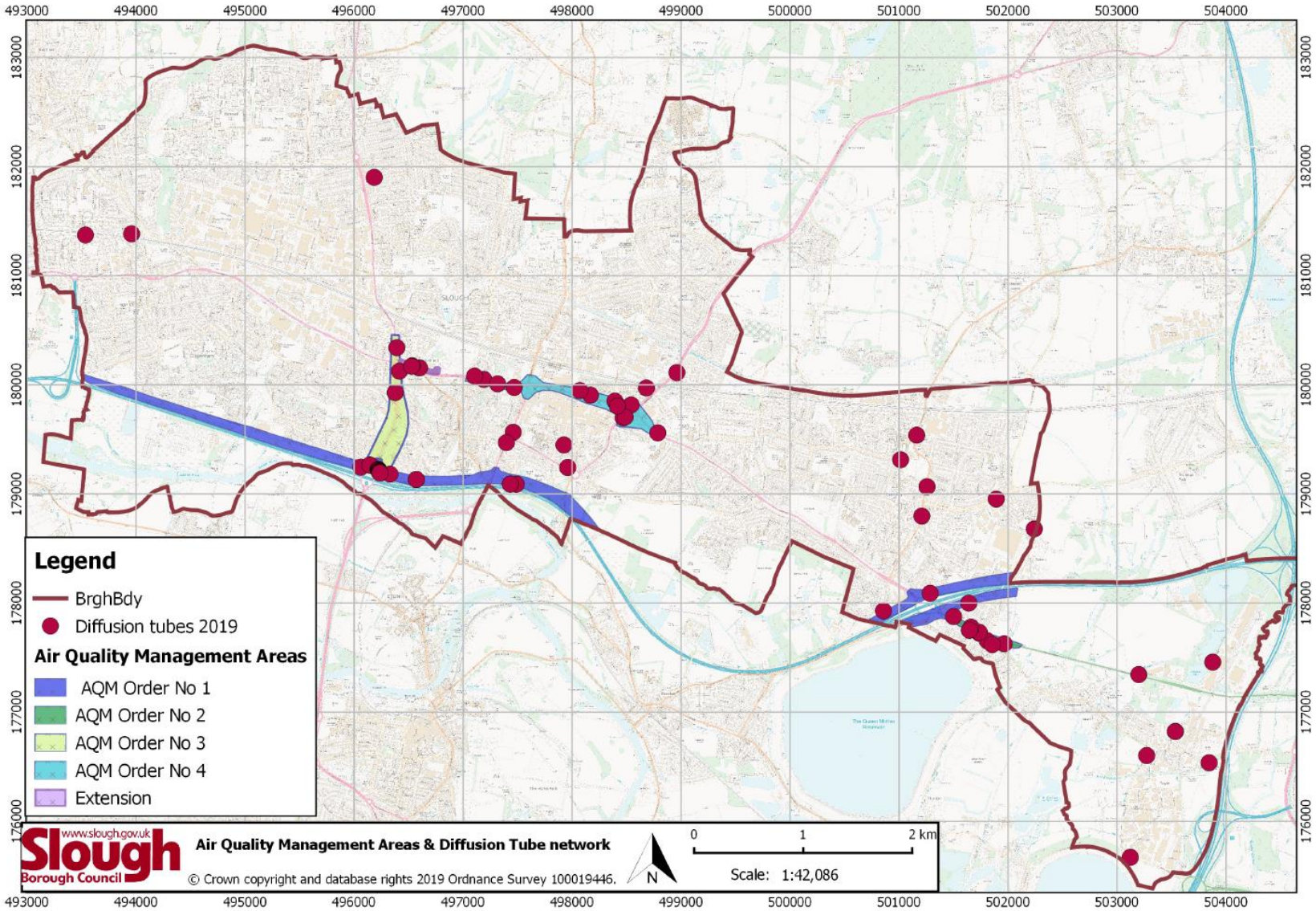
a. Produce an integrated communications and delivery plan

A communication plan has been designed and is on the SBC webpage.
This communication plan is being developed in conjunction with public health.

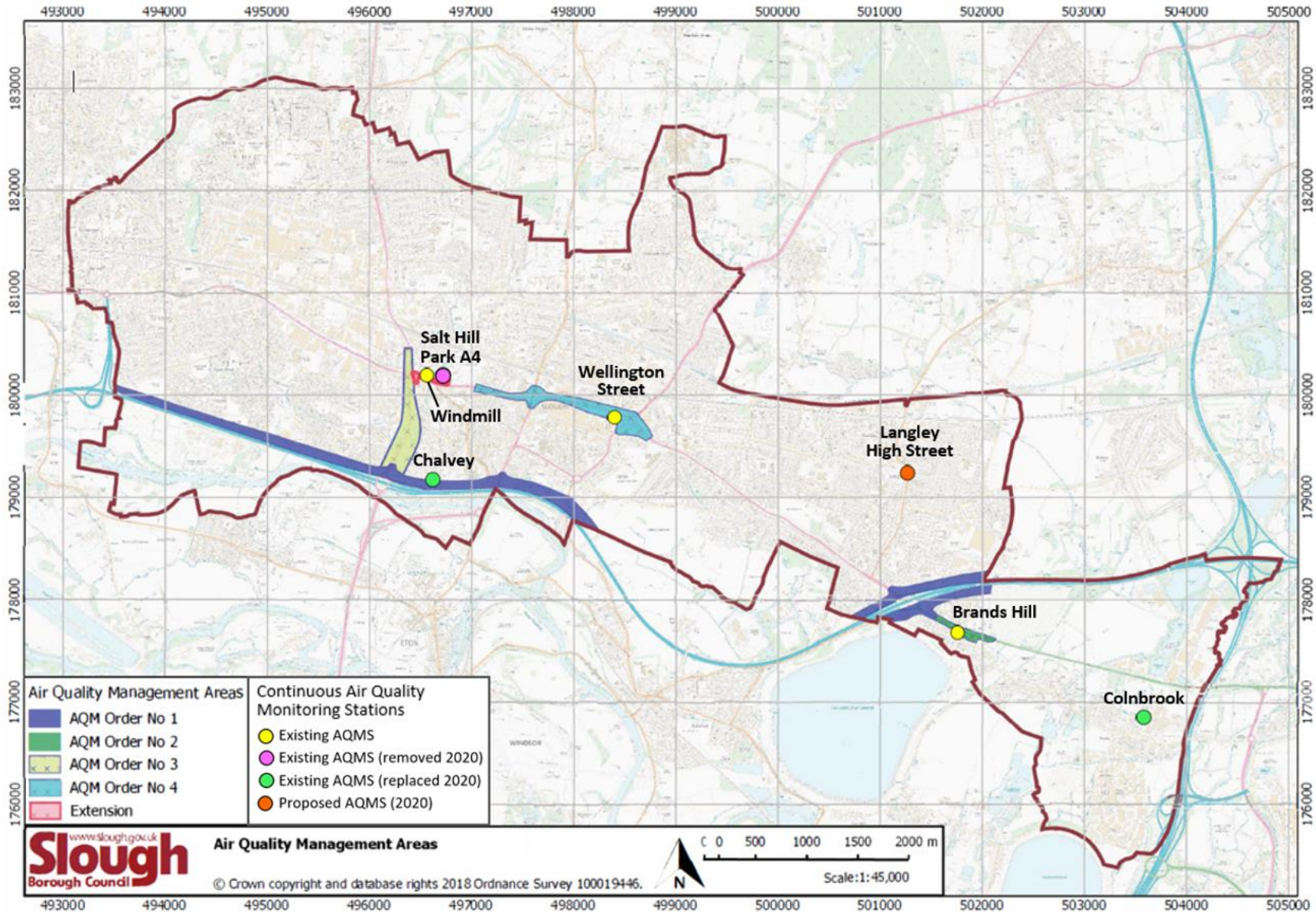
Appendix B: Outline Low Emission Delivery Plan

Appendix C: Map of AQMA and AQ Monitoring.

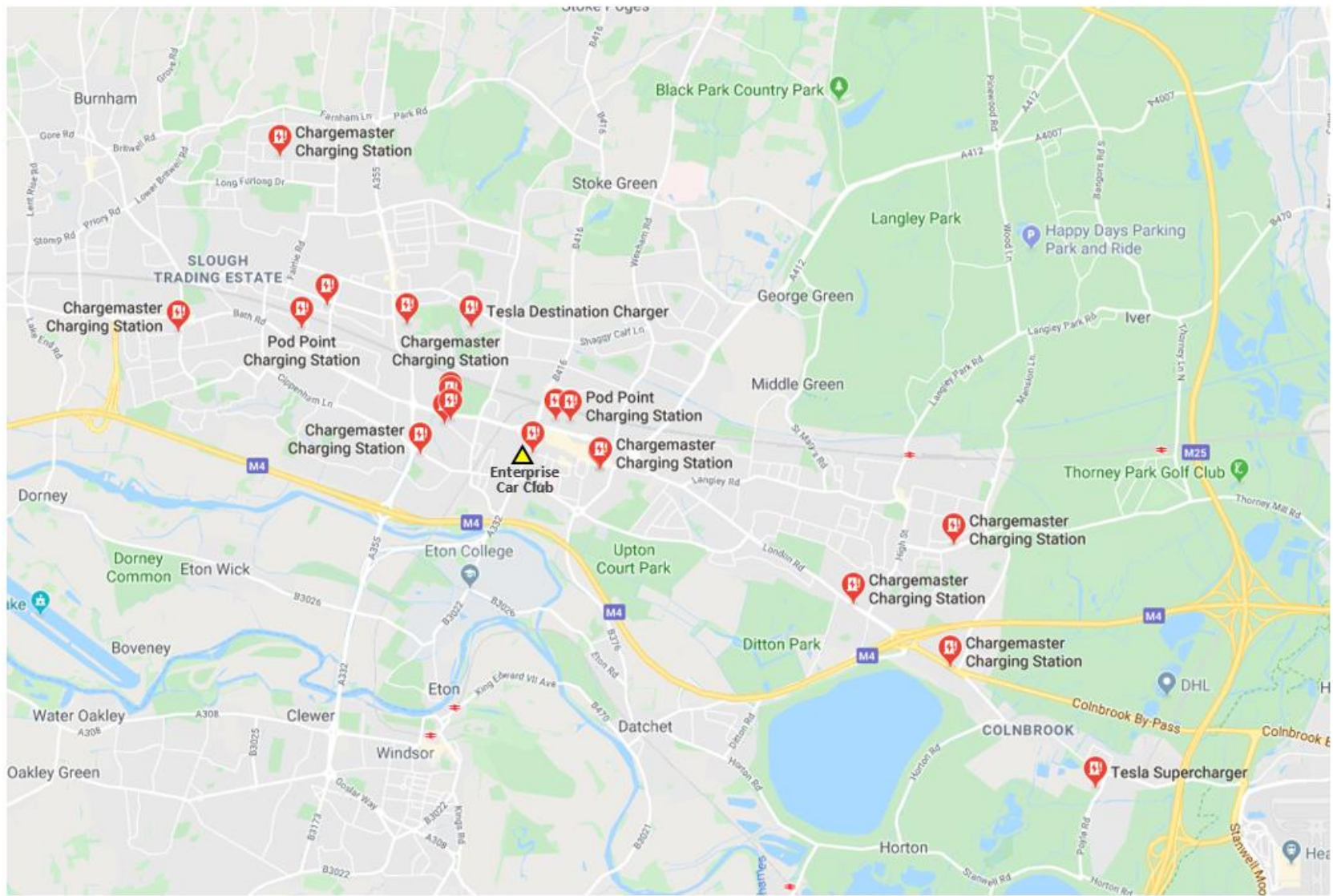
Diffusion Tube Monitoring Locations





Continuous Air Quality Monitoring Stations



Appendix D: Map and Table of current Public EV network and car club



- EV Charging Points 
- Enterprise Car Club 

Appendix E: Information Sheet on Car Clubs

What are car clubs?

- A car club is a rental company but instead of being restricted to offices and opening hours, it allows users to hire a car when required, typically for occasional local use rather than long periods.
- Car clubs provide vehicles (cars and vans) to members on a pay as you drive basis, most suitable to those who drive <8,000 miles per year, 2-3 car households who have non-essential use of extra car, and businesses that can replace pool cars/own staff vehicle with a car club vehicle.
- Car clubs are typically organized on a community basis with cars positioned close to clusters of members (typically within 10 min walk from the nearest car station), with larger cities having several car stations as part of one scheme. The fleet is usually concentrated in high population areas.

How do they work?

- A user must sign up to a Car Club organisation to become a member (online or over the phone).
- To sign up, the user must provide the club with driving license details and declare endorsements, convictions and confirm insurance claims history.
- Many car clubs allow options to hire a vehicle within a few minutes, dependent on availability. This can be done via a dedicated app, text or over the phone.
- Vehicles can be accessed from a car station using smart proximity card that automatically unlocks the vehicle and initiates the booking, or using a dedicated app.
- The smart card or app is used to lock the vehicle at the end of the booking, when the vehicle automatically sends all the user and mileage information back to a central computer for billing.
- Many car club memberships include fuel, insurance, servicing and MOTS – so only pay for vehicle when it is needed.

What are the different car club models?

There are 3 types of car clubs:

- Round-trip car clubs: involve a car club member booking a specific car, located in a dedicated parking bay, for a period of time and then returning the car to the same dedicated parking bay, before the end of the reserved time.
- Fixed one-way car sharing: involves a member starting a reservation in an available car at a designated parking bay and driving to another designated parking bay, where the reservation ends.
- Floating one-way car sharing: involves a member spontaneously identifying an available nearby car, reserving that car and driving it to their destination, wherever that may be. To end their reservation they must park the car within a specified geographical operating area, allowing for one-way trips or round-trips

There are a number of variations on how car club schemes operate. In the UK, the main model to date has been the round-trip scheme. A more recent innovation is the emergence of one-way 'free-floating' schemes, however they can also be used for round-trips.

Why are they useful in sustainable travel?

Car clubs provide many environmental benefits over conventional car ownership. These include:

- Reduction of car use: Car clubs reduce total car miles driven and break the link between car use and car ownership. This encourages the public to travel less and in more sustainable ways i.e. public transport, walking and cycling, whilst improving congestion. In the UK, former car owners increase their use of non-car transport modes by around 40% after joining a car club. This results in traffic related pollution (NOx and PM) to decrease.
- Shift to newer more sustainable vehicles: Car club vehicles are cleaner (lower NOx and PM), more fuel efficient (lower CO2) and better maintained than older privately owned vehicles. Many car clubs are moving to electric or hybrid vehicles to operate with zero tailpipe emissions.
E.g. a car club in UK: 45% of the private cars replaced were more than 10 years old.
- Reduced need for multiple vehicle ownership: Users typically give up additional cars or don't purchase a car in favour of car club use. 72% of members of a car club with locations in Bristol and London have given up one or more of their privately owned vehicles or deferred the purchase of a vehicle. UK studies suggest that each car club car typically replaces at least 6 private cars (up to 20).

How much do they cost?

- Car clubs use a 3 tier pricing model:
 1. Membership: This is paid either monthly or annually. Simply join selecting a rate plans available in the town or city within which you live. This will also enable access to vehicles across the UK.
 2. Rental: For each trip you'll be charged for the vehicle based on the type of car or van you've selected and the length of the reservation. An estimate for your rental will be displayed before you confirm your reservation based on the specific rates of the car or van you've selected. To give you peace of mind, our price guarantee means we charge you the daily rate if it is lower than the hourly rate. This daily cap will only be applied to one reservation per day. You may cancel for FREE up to 5 hours before your reservation starts.
 3. Mileage: This is a per-mile charge that is calculated based on how far you drive during your reservation. This is added to your rental charge and billed at the end of your trip.
- Once a member, the user will pay for the duration of their reservation and mileage (example prices are shown in the table below).

- Most clubs offer day and weekend rates. Some clubs partner with major hire companies to provide long term hire options and ensure car club is available for shorter journeys.
- The cost of membership and journey duration includes fuel, insurance, servicing, MOT, road tax, breakdown cover. Fuel purchased during the reservation is typically refunded by the car club operator.
- Some car clubs memberships include additional benefits. For example, Enterprise Car Club give 10% discount from Enterprise Rent-A-Car, NCS parking discounts, and discount vouchers.

Table 1: Car Club Costs

Service Provider	Joining/annual fee	Per-hour charge	Per-mile charge
City Car Club	£60 per year	From £4.95	23p/mile (EVs 5p/mile)
Co-Wheels	£25 one-off and £5 per month	From £3.75; Daily rate: £17.50	13p/mile (EVs 0p/mile)
E-Car Club	£50 per year	From £5.50	0p/mile
ZipCar	£50 per year	From £4.95	60 miles free, then 23p/mile
Hertz 24/7	Free	From £4.50	20 miles free, then 25p/mile

Slough Membership - Enterprise Car Club example:

Enhanced Plan	Standard Plan	Under 22s
starting from £3.45 /hour	Pay a standard rental rate, with no mileage included For casual users starting from £4.95 /hour	For those aged between 19-21 y.o. with 1 years driving history For young users starting from £5.95 /hour
SELECT THIS PLAN	SELECT THIS PLAN	SELECT THIS PLAN
Monthly membership fee £20	Monthly membership fee £7	Monthly membership fee £6
Annual membership fee N/A	or Annual membership fee £60	Annual membership fee N/A
MORE DETAILS	MORE DETAILS	MORE DETAILS

Cost includes hourly, membership and mileage fees (21p per mile on cars or 27p per mile on vans). Physical Damage/Liability Protection is included with an excess of £750 as standard. Hourly rental charges are capped at the day rate.

Who can use them?

- Car clubs are available for anyone with full valid license (held for 12 months minimum and including non-UK driving licences), aged 18-75. This may also include those with driving offences.

- Some car clubs may introduce usage caps for drivers under certain ages, for example Enterprise Car Club have an Under 22 Plan, which restricts users under 22 years old to small and medium vehicles from 5am to 10pm.
- Car Clubs with stations across the UK may allow access to all their vehicles and provide a range of vehicle choices (e.g. small city cars, medium hatchbacks, larger estate vehicles, electric vehicles, easy to park small vans and larger vans).
- There are also car club options for businesses. Car club vehicles can replace expensive and time consuming company cars, taxi and grey fleet with access to hundreds of vehicles nationwide. Multiple drivers from a business can be added to the membership and can receive monthly invoices which details all reservations by drivers. This is very beneficial for businesses in London that would be affected by the ULEZ, as they are able to continue operating whilst saving money by avoiding ULEZ fees and reducing emissions in the city.

Why they are economically beneficial for urban/town residents who use cars infrequently?

Car Clubs have multiple benefits. These include:

- Economic benefits: Users can avoid expense and hassle of private car ownership by hiring a vehicle from a car club as and when needed. Car club costs are low when compared to costs of owning a private vehicle (such as running costs, depreciation, insurance, road tax, servicing, parts – estimated to cost £1,731 a year to run a motor of an equivalent size to a Ford Fiesta). Car ownership costs can be calculated on the following link:
<https://www.enterprisecarclub.co.uk/gb/en/about/calculator.html>
- Environmental benefits: As car club membership increases, car ownership and use will decrease, resulting in fewer cars on the network, reducing congestion and emissions. Car club vehicles are typically newer and cleaner than older vehicles, as many car clubs are moving to electric or hybrid vehicles to operate with zero tailpipe emissions.

Who are the current national operators?

- City Car Club – the first UK car club.
 - Zipcar – who also operate in the US and Canada.
 - Co-Wheels – a community interest car club.
 - Hertz 24/7 – a service offered by Hertz.
 - E-Car Club – the UK's first entirely electric car club.
 - Easy Car Club – a peer-to-peer car sharing network.
 - HiyaCar – person-to-person car sharing community
- Full details can be found here: <http://www.carplus.org.uk/list-of-car-clubs/>

Appendix F: Draft Low Emission Programme and Maps

Slough Low Emission Programme

The low emission programme is the essential delivery component of the low emission strategy that outlines our vision with respect to accelerating the uptake of low emission vehicles and technologies within Slough. Slough intends to lead by example in e-mobility and will work strategically and operationally with its partners to develop and install the electric and gas infrastructure to maintain its commitment to drive down emissions, improve air quality and improve the public health of our communities.

This programme is aspirational. The maps show the general location of the low emission infrastructure, these will be subject to full site surveys and hence the final locations may change slightly. The programme is designed on the basis of obtaining sufficient funding and resources to enable its delivery from concept to implementation.

The primary focus of the programme is to deliver a dedicated network of public and taxi rapid EV chargers and EV car clubs across Slough over the next 5 years. The programme is fluid, is subject to alteration, change and improvement. The delivery of the programme and its measures and any changes will be reported annually within our statutory annual status report (ASR) to DEFRA and published on our SBC website

The Low Emission Programme supports the:

- Low Emission Strategy
- Air Quality Action Plan
- Slough Electric Vehicle Plan
- Councils Fleet Challenge Programme
- Councils EV Taxi Project (part funded by OLEV)
- Councils Transport Strategy
- Corporate Sustainable Procurement Objectives

The programme also supports the strategic direction of the Government's Road to Zero Strategy, a key element of the Government's Industrial Strategy and Clean Growth Strategy.

The Programmes are broken down as follows:

Air Quality Monitoring 10 year programme:

The air quality monitoring programme is the essential bedrock of the statutory local air quality management (LAQM) regime – allowing us to report to our residents, businesses and developers and DEFRA on our local air quality monitoring and management on an annual basis. The air quality monitoring programme will enable us to monitor the effectiveness of our transport and low emission measures over time. The monitoring allows us to determine:

- compliance with EU Limits and National Air Quality Objectives
- to determine trends in pollution
- the air quality impacts of road traffic schemes
- the air quality impact of low emission schemes
- hot spot pollution areas which will require special focus.

There will be both a need to roll out new air quality monitoring stations (replacing older stations) on a permanent and temporary basis within our AQMAs and other hot spot areas within Slough.

The funding requirement is both Capital and Revenue. The capital funding is for the commissioning, purchasing, installation, servicing, replacing, and maintaining the monitors. The Revenue funding relates to the management of the air quality monitoring programme, the data management requirement, the QA/QC process, the running costs of the stations, the costs associated with ratifying of data, the auditing of sites, the publication of real time data on a web platform for the public to access. We will seek S106 funding towards the programme.

Slough Electric Car Club Programme:

Car clubs can help unlock a new model of urban mobility for Slough by offering an alternative to private car ownership. Car clubs provide access to shared vehicles to members on a pay-as-you-drive basis. They provide much of the convenience of owning a car without the hassle or costs of repairs, depreciation, insurance, servicing and parking. Car clubs tend to be organised on an area basis with cars located in clusters so that if one car is not available, a member will only have a short walk to access another car.

Slough is experiencing a sustained period of population growth and there is a need to build up to 20,000 additional residential homes across Slough over the next 20 years, a significant proportion of these residential units will be built in the town centre, which currently experiences elevated air pollution and congestion and has an AQMA declared along the A4 route. Congestion costs the local economy in significant delays and lost productivity. A focus on modal shift to public transport, limiting parking on new developments, and the promotion of car clubs to reduce overall car dependence by making access to cars more flexible, thereby reducing pressure on road space and encouraging sustainable transport is a key priority of the low emissions strategy and transport strategy.

Car clubs can also bring wider benefits such as:

- Freeing up parking spaces – through members selling a car or deferring a planned purchase of a car
- Environmental benefits – including improved air quality, reduced CO2 emissions through use of cleaner vehicles (particularly if electric vehicles are used in the fleet) and greater use of sustainable transport
- Increased familiarity with electric vehicles – making them more visible, desirable and accessible to a wider audience
- Reduced costs of living – the true costs of owning a car (including upkeep, maintenance and depreciation) are often under-estimated by owners. Car club users can make significant savings when switching from private ownership.
- Reduced costs of doing business – car clubs can have financial benefits for businesses through rationalised business travel and reduced commuting by car

Our approach is to set up strategically located car clubs in the town centre, and around our railway hubs (Burnham and Langley railway stations), and our large industrial zones (Slough Industrial Estate/Bath Road), Axis Park and Poyle Industrial Estate) and Wexham Hospital.

We intend to take this a step further by considering the feasibility of setting up an EV car club, and seeking S106 funding contributions towards the setting up the EV car club, building EV car club infrastructure, providing car club bays and signage on the public highway and car parks, and covering associated infrastructure costs. We are looking at pooled S106 contributions across all our different air quality zones and areas to set up and expand the EV car club network. The EV car club forms part of our Slough Electric Vehicle Plan. We will actively tender for a partner EV 'car club provider' during 2019 with a view to setting up our first EV car club in Slough by 2020. The partner will manage the EV car club, bookings and administration of the scheme.

EV Infrastructure Programme

Slough is in a unique position to grow its EV programme, with its fantastic road transport links, and having the 4th highest ULEV (plug-in) registrations in the Country, the embryonic expansion of EVs has truly taken root in Slough. Already across our existing EV infrastructure more than 2000 EV charge events have been recorded since 2014. As part of the Slough Electric Vehicle Plan we intend to rapidly expand our public (both on and off street Rapid EV chargers) across Slough.

This compliments our existing public EV infrastructure, to date we have already secured Office of Low Emission (OLEV) Funding (75% contribution) towards our Rapid EV charger, and four of our Fast EV chargers. We have also been successful in our bid to OLEV for electric taxi funding (£157,000) to install 7 Rapid Chargers to meet the uptake of electric taxis and Private Hire Cars and we will match fund through S106 contributions and capital borrowing.

Types of Chargers

Rapid chargers are the fastest way to charge an EV, often found in motorway services or in locations close to main roads. Units supply high power direct or alternating current – AC or DC – to recharge a car to 80% in 20-40 minutes. All come with the charging cable tethered to the unit, with one of three connectors attached. Rapid charging can only be used on vehicles with rapid-charging capability. With two of the three different connector types available being rapid-charging specific.

Types of Rapid Charger Connectors¹:

Rapid DC chargers provide power at up to 50kW (125A), use either the CHAdeMO or CCS charging standards. Both connectors are typically able to charge an EV to 80% in 20-40 minutes depending on battery capacity and starting state of charge. Once charging reaches 80%, the unit's power output will drop to a slower rate to preserve battery life and maximise charging levels. Users of rapid DC units select the appropriate connector for their vehicle and use the tethered cable to plug the car in, rather than their own cable.

¹ Details taken from <https://www.zap-map.com/charge-points/connectors-speeds/>



CHAdeMO – 50kW DC

CCS – 50kW DC

(Slough Rapid Chargers will include both types of DC connectors)

Rapid AC chargers provide power at up to 43kW (three-phase, 63A) and use the Type 2 charging standard. Rapid AC units are typically able to charge an EV to 80% in 20-40 minutes depending the model's battery capacity and starting state of charge. Once charging reaches 80%, the unit's power output will drop to a slower rate to preserve battery life and maximise charging levels. Users of rapid AC units select the Type 2 connector for their vehicle and use the tethered cable to plug the car in, rather than their own cable.



Type 2 – 43kW AC (Slough Rapid Chargers will include Type 2 42kW AC)

The rapid chargers we install in Slough will have both DC and AC Type 2 connectors.

Tesla's Supercharger network also provides Rapid DC charging to drivers of its cars, but at a much higher rate of up to 120kW. Like other Rapid DC units, the cable is tethered to the unit, but the connector at the end is Tesla's version of Type 2. While all Tesla models are designed for use with Supercharger units, many Tesla owners use adaptors which enable them to use a 50kW rapid units fitted with a CHAdeMO connector. While these provide less power than a Supercharger, they are far more common in the UK and elsewhere. Other EV car owners are unable to use the Tesla Supercharger network.



Tesla Type 2- 120kW DC (Only Tesla drivers can use these chargers)

Fast chargers most chargers are fast chargers all of which are AC, are typically rated at either 7kW or 22 kW (single- or three-phase 32A). Charging times vary on unit speed and the vehicle, but a 7kW charger will recharge a compatible EV in 3-5 hours, and a 22kW charger in 1-2 hours.

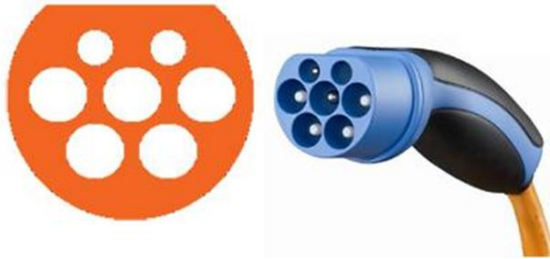
These type of chargers tend to be found at destinations, such as car parks, supermarkets, or shopping centres and on street parking – somewhere that an EV will potentially be parked at for an hour or more.

The majority of fast chargers are untethered, though some home and workplace based units have cables attached. The latter units mean only those vehicles that can use that connector type will be able to charge on them; in contrast to the more common use of a driver's own connector cable. **Untethered units are therefore more flexible and can be used by any driver that has the correct cable. These will be the units we will install in Slough.**

The most common type of fast charger is an untethered 7kW Type 2, though fast chargers can also be found with Type 1 or Commando connectors. Fast charge units commonly have two sockets to charge two cars at the same time, though one is not unusual.

Charging speeds from fast chargers will depend on the car's on-board charger, with not all models able to accept 7kW or more. These models can still be plugged in to the charge point, but will only draw the maximum power accepted by the on-board charger. For example, a Nissan Leaf with standard 3.3kW on-board charger will only draw a maximum of 3.3kW, even if the fast charger is 7kW or 22kW.

All our fast chargers we install in Slough will be Type 2 7Kw or 22kW AC chargers. We will also require larger commercial and industrial developments to install these types of chargers as part of on-site mitigation.



Type 2 – 7-22kW AC (Slough will be installing this type of Fast Charger)



Type 1 – 7kW AC

Slow charging units are rated at 3kW. Charging times vary on unit speed and vehicle, but a full charge for an EV will typically take 6-12 hours.

Commando – 7-22kW AC

Slow charging is the most common method of charging electric vehicles, used by many owners to charge at home overnight. Slow units aren't necessarily restricted to home use, with workplace and public points also able to be found. Because of the longer charging times over fast units, slow public charge points are less common.

Home charge points are commonplace though, largely because those who buy an electric car often find themselves qualified to apply for the Electric Vehicle Homecharge Scheme². This gives buyers money off a fully installed EV home charging unit. **Slough will recommend Type 2 inlet EV chargers to be installed in new residential developments to accelerate the uptake of EVs.**

Slow charging units can be either tethered or untethered, with untethered charge points often using a Type 2 inlet to connect an EV with. Tethered points typically have a Type 1 connector where this type is required by an owners' EV model.

² <https://www.gov.uk/government/publications/electric-vehicle-homecharge-scheme-guidance-for-customers-version-22>

Although termed 3kW units, slow home charge points can actually potentially charge at up to 3.6kW, because they can be rated for 16A, rather than the 13A or less available from the mains.

While slow charging can be carried out via a three-pin socket too using a standard 3-pin socket, because of the higher current demands of EVs and the longer amount of time spent charging, it is strongly recommended that those who need to charge regularly at home or the workplace get a dedicated EV charging unit installed by an accredited installer. **We will not specify 3 pin socket chargers for new residential dwellings.**



3 pin – 3Kw AC (not recommended)



Type 1 – 3kW AC (Nissan and Mitsubishi) tethered



Type 2 – 3kW AC (non tethered) these are the ones we would recommend to be installed in new homes

Taxi EV Rapid Charger Infrastructure Programme:

We have secured 50% of funding from OLEV (£157,000) toward seven dedicated Electric Taxi rapid chargers located close to our Crossrail hubs (Burnham, Slough and Langley) and also Slough Town Centre. The precise geographical location for these chargers may change once the final taxi and site surveys have been updated and completed, the locations are shown on our Low Emission Programme maps. We will be going out to tender later in 2018 to secure our rapid charger EV partner. These rapid chargers will be installed during 2019 and 2020. We intend to match fund this amount through a combination of s106 contributions and capital borrowing.

These rapid chargers whilst dedicated to taxis will also be accessible to the public where they are not located on taxi ranks, but taxis will always be given priority through a booking app. In addition to the taxi rapid chargers we will also be installing public Rapid Chargers at several strategic locations across Slough, both on street and off street within our highway assets and car parks so that they are readily accessible, in most cases 24 hours a day.

EV (rapid and fast) off-street and Car Park Programme:

We will also continue to install both fast and rapid EV infrastructure in our Car Parks and other off-street locations to cater for the increasing demand for EV charging provision. We will secure funding through S106 contributions and capital funding. We will also consider securing funding through an EV charging partner who operates a public EV network and wants to invest in Slough. We are looking to deploy off-street EV infrastructure over the lifetime of the current LES.

EV (rapid and fast) on-street Programme:

The Government recognise that a significant barrier to EV take up is access to EV infrastructure. This is particularly an issue in urban areas, where terrace housing does not have off-street parking and flatted developments does not always have dedicated

parking provision or has limited parking provision, or no parking provision. Whilst we will require through the planning system that new residential developments, included flatted development provide EV charging this will still remain a significant challenge in the adoption of EVs.

Evidence indicates that most plug-in vehicle owners will wish to do the largest proportion of their charging at home. The availability of affordable and accessible domestic charging options is therefore critical to increasing the uptake of plug in vehicle in the UK. To this end the Government currently offers the Electric Vehicle Homecharge scheme (EVHS), for residents to receive a grant towards the installation of domestic chargepoints at their homes. But to be eligible they must have dedicated off-street parking in the form of a garage or driveway. Many areas of the UK, including large parts of our cities, have residential areas where off-street parking is not an option, presenting a barrier to plug-in vehicle adoption.

In order to help their residents overcome this barrier, and prepare for the future, relevant Local Authorities are encouraged to apply for the Governments on-street residential charger point scheme³, to get on the front-foot, and access funding to help with the costs of procurement and installation of on-street charging points for residential use.

Additionally funding will be sought for Rapid Charger on-street infrastructure to cater for residential and business communities, and fast chargers to cater for residents. We will seek funding via OLEV grants and S106 contributions.

Clean Air Zone Feasibility Programme:

We have committed to developing a Clean Air Framework for Slough. As part of this approach we are committed to carrying out a detailed Clean Air Zone feasibility study in consultation with all key stakeholders. This feasibility assessment will require up to date air quality modelling, and will include assessment of the air quality impacts associated with introducing non-charging Clean Air Zones, Charging Clean Air Zones, and different categories of Clean Air Zones. In addition to undertaking stakeholder consultation, awareness campaigns and cost benefit analysis. We will seek to obtain S106 funding towards our clean air zone feasibility study. We intend to carry out the CAZ feasibility in 2019.

Cycle Infrastructure and Hire Programme:

Cycling is the lowest emission form of transport on wheels. As Slough, is flat and small 32.54 km² cycling provides an alternative to the car which makes it flexible, cost effective, quicker, as well as offering significant health benefits.

The low emission programme maps illustrate our existing cycling infrastructure in Slough (green hatched line), it clear there is a need for additional cycling infrastructure and improved connectivity.

Additionally, we have set up docking stations in 11 locations across Slough, and operate more than 70 bikes on our bike hire scheme. <http://www.slough.gov.uk/parking-travel-and-roads/cycle-hire-slough.aspx>

³ <https://www.gov.uk/government/publications/grants-for-local-authorities-to-provide-residential-on-street-chargepoints>

We will consider opportunities to expand our bike hire scheme, and also improve/enhance our existing cycle network and where possible expand it inline with our cycling strategy. <http://www.slough.gov.uk/parking-travel-and-roads/cycling-in-slough.aspx>

The funding will be sourced through Government DfT grant schemes, LEP Funding, Capital Borrowing and S106 from larger infrastructure projects.

Bus retrofit programme:

As part of our Clean Air Zone Framework we work with bus operators to achieve continuing improvements in bus emissions and consider alternatives to diesel technology. There is the potential opportunity to develop a bus retrofit programme for our existing bus operators. As a number of our bus fleet still operate to Euro III, IV, V standards. A retrofit programme would have significant environmental benefits.

In order to implement such a programme it will require legal agreements with the bus operators to keep their retro-fitted buses operating within Slough. There are potential Government grant funding opportunities for bus retro-fitting, such as future rounds of the Clean Bus Technology Fund and where relevant we can seek S106 contributions towards funding the retrofit programme.

Electric Bus A4 Smart Service:

As part of our Slough Electric Vehicle Plan, we will work with bus operators to develop ultra-low emission corridors, including the potential for the Slough Mass Rapid Transit (SMaRT) Scheme. It is the ambition of the Council to work in partnership with our preferred bus operator to operate ZE (zero emission) capable buses on the A4. Reading Buses undertook a 2 week trial of an electric bus in July 2018, which was supported by Slough Borough Council. We believe electric buses are likely to become more financially viable as technology improves. The cost of the bus is a significant factor as well as building out the EV infrastructure.

We have started dialogue with bus operators, bus manufacturing companies and EV bus charger installation companies to determine the appetite, the feasibility, cost and benefits associated with operating ZE buses. We will prepare a business case, and seek Government funding, where appropriate to develop the electric bus service. We may also consider pooling S106 contributions towards installing electric bus infrastructure. This is a longer term strategic low emission project.

HDV gas station programme:

We have already undertaken a Local Government Association funded study into operating Refuse Vehicle Fleet on gas. We have identified two potential sites which could be developed to operate as compressed natural gas stations. One is our waste transfer site in Chalvey and the other is the AkzoNobel site which has a gasometer and significant high pressure gas infrastructure. **This site is currently identified in the local plan for residential development, so it may not be feasible to operate as a gas station.** This project will be developed during the lifetime of the plan.

Low Emission Programme Funding

The funding for the programme will be secured through a variety of mechanisms including s106 pooled contributions from major developments, Capital Borrowing, LEP funding bids, HAL community funding bids, DEFRA funding bids, OLEV funding bids, and DFT funding bids.

The programme has been designed in a way that it flexible in its delivery, prioritising available funding streams to enable implementation in a timely fashion. The primary focus will be on implementation of the Taxi and Public EV Rapid Chargers programme and the Slough Electric Car Club Programme as well as working with our bus partners to delivery an electric bus route on the A4 Smart lane.

Strategic Partners

We will work closely with our strategic partners (Segro, HAL, Reading Buses, Osborne and Bouygues etc.), with our businesses who are open to low emission adoption, the freight industry, Highway England, the LEP and NHS Trust. We will also work closely with the Taxi Trade, both Private Hire and Hackney Carriage to enable adoption of ULEVs within the trade. We will continue to explore opportunities for strategic and operational partnerships with low emission businesses i.e. car clubs and EV infrastructure.

Low Emission Programme Delivery

Once funding has been secured, project teams will be set up and a detailed PID will be developed in conjunction with the PMO team. The projects will be submitted to CMT and where appropriate Cabinet for approval. The governance structures will allow for regular project reporting, and risk management. The programmes will report at operational project level, within the Carbon Management Board and other/or strategic Boards.

Low Emission Innovation

The LES and the LES programme are designed to be fluid, current, and open to innovation. It is adaptable and will respond to market trends and forces, new technologies, and Government Policy. We will also take on board our partners approach to low emissions technologies, and we are keen to develop best practice.

Low Emission Programme Maps

The low emission programme is split into 8 strategic zones (called Air Quality Mitigation Zones, including Wexham Hospital). These zones are not necessarily in areas where air quality is poor (AQMA), but are in areas where there is significant traffic generation. Each Programme has an attached pdf Map which will also be published on the Low Emission Strategy Webpage. Some of the infrastructure will be located outside these Air Quality Mitigation Zones, i.e. Burnham Station and Bath Road. The icons on the map represent different programmes. It is important to understand the icons are only representative locations, which may change subject to full site surveys and other project considerations.

Low Emission Programme Map Icons



Potential sites for HDV CNG gas station



Potential sites for EV Car Club Bays + EV infrastructure



Rapid Chargers ULEV Taxis



EV Infrastructure (Rapid Charging Points and Fast Charging)



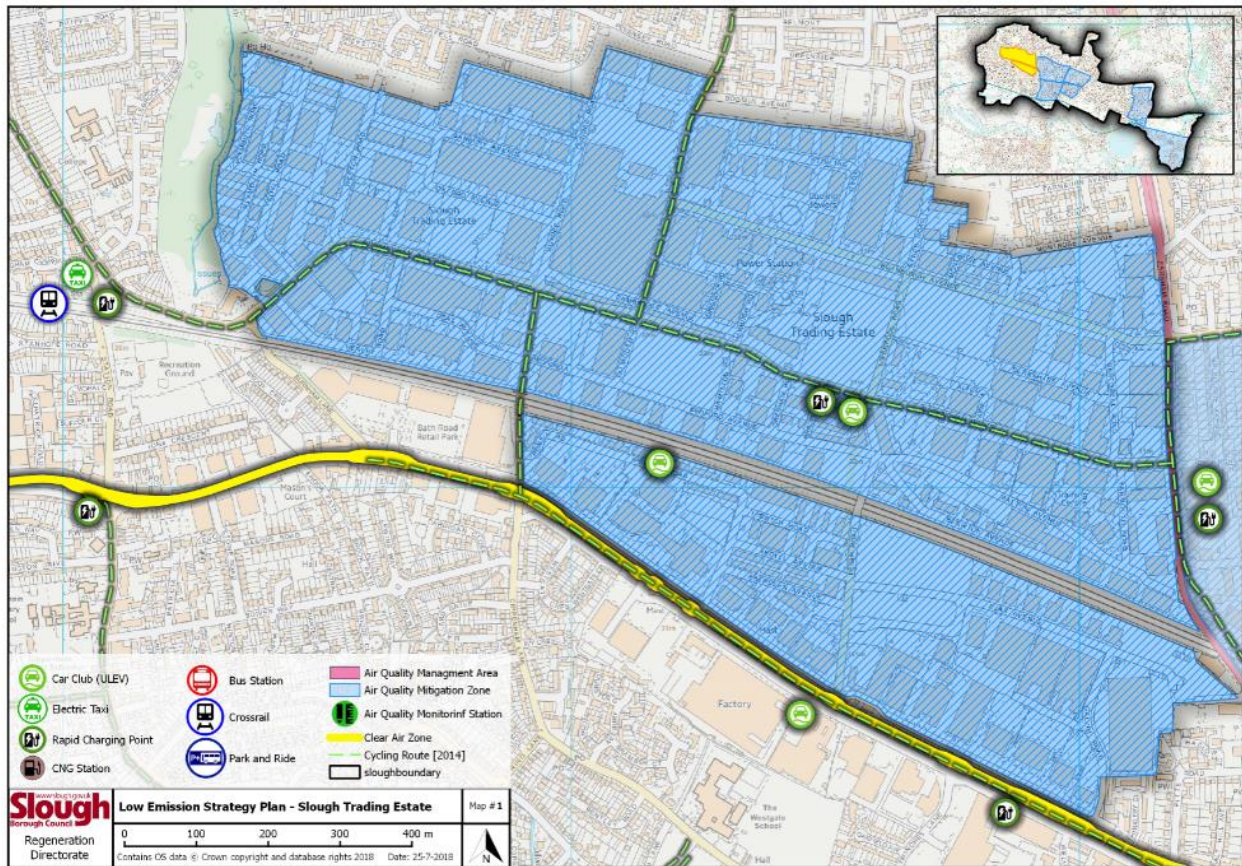
Existing Air Quality Monitoring Stations



Yellow line – represents the potential Clean Air Zone this is not currently in place.

Low Emission Programme

Map 1 – Slough Trading Estate Air Quality Mitigation Zone, Burnham Station Hub and Bath Road



Burnham Station Hub

Taxi EV infrastructure

Project 1: Provision of a dedicated EV Rapid charger for EV Taxi/Licensed Private Hire Vehicle. **The Total cost profile for this project to cover procurement, DNO Connection, civil works, installation and commissioning, data and revenue management systems is £50,000**

Public Rapid Charger Infrastructure

Project 2: Development of Public rapid Charging Infrastructure for Burnham Station Car Park (A total of 1 rapid charger will be installed within or close to the Burnham Car Park) to promote ultra-low emission vehicle take-up to improve air quality. **The Total cost profile for this project to cover procurement, civil works, DNO connection, installation and commissioning, data and revenue management systems is £50,000**

Bath Road

Public Rapid Charger Infrastructure

Project 3: Development of Public rapid Charging Infrastructure for Elmshott Lane Car Park (A total of 1 rapid charger will be installed within or close to the Burnham Car Park) to promote ultra-low emission vehicle take-up to improve air quality. **The Total cost profile for this project to cover procurement, civil works, DNO connection, installation and commissioning, data and revenue management systems is £50,000**

Public Rapid Charger Infrastructure

Project 4: Development of Public rapid Charging Infrastructure for on street Bath Road (A total of 1 rapid charger will be installed on the Bath Road) to promote ultra-low emission vehicle take-up to improve air quality. **The Total cost profile for this project to cover procurement, civil works, DNO connection, installation and commissioning, data and revenue management systems is £50,000**

Bath Road EV Car Club

Project 5: Bath Road EV Car Club to set up 2 bays with one electric charging point on Bath Road (5 year contract with EV Car Club Provider as part of overall procurement of Electric Car) Club. **The total cost profile for 5 year contract plus installation of dedicated EV charging point, TRO, Signage and civil works is £100,000**

Slough Trading Estate Air Quality Mitigation Zone

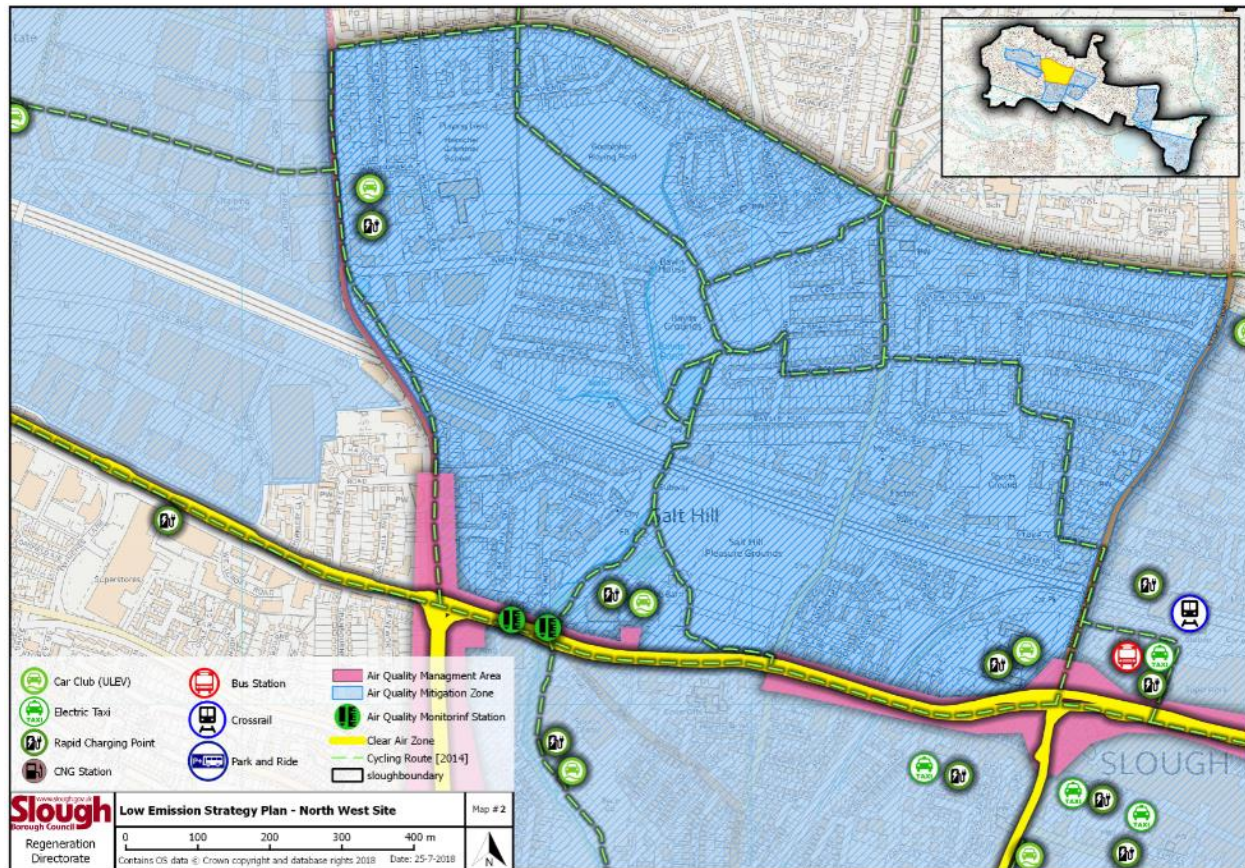
Slough Trading Estate EV Car Club

Project 6: Slough Trading Estate EV Car Clubs to set up 4 bays in two locations within the Slough Trading Estate. The bays will have an electric charging point. (5 year contract with EV Car Club Provider as part of overall procurement of Electric Car) Club. **The total cost profile for 5 year contract plus installation of dedicated EV charging point, TRO, Signage and civil works is £150,000**

Public Rapid Charger Infrastructure

Project 7: Development of Public rapid Charging Infrastructure for Slough Trading Estate (A total of 1 rapid charger will be installed within the Trading Estate) to promote ultra-low emission vehicle take-up to improve air quality. **The Total cost profile for this project to cover procurement, civil works, DNO connection, installation and commissioning, data and revenue management systems is £50,000**

Map 2 – North West Town Centre Air Quality Mitigation Zone



Air Quality Monitoring Station

Project 8: Air Quality Monitor in NW of Town Centre within AQMA – contributions sought to purchase a continuous air quality monitor/analyser (monitoring NOx Concentrations, MCERTS approved), maintain, service, audit, repair and ratify air quality data over 10 years (2020 – 2030) and maintain fully functional air quality website. **The total cost profile for this project over 10 years is £110,000.**

Public Rapid Charger Infrastructure

Project 9: Development off-street rapid Charging Infrastructure for the new Leisure Centre, Farnham Road (A total of 1 rapid charger will be installed within the Centre car park) to promote ultra-low emission vehicle take-up to improve air quality. **The Total cost profile for this project to cover procurement, civil works, DNO connection, installation and commissioning, data and revenue management systems is £50,000**

Project 10: Development off-street rapid Charging Infrastructure for Salt Hill Park (A total of 1 rapid charger will be installed within the Salt Hill Car Park) to promote ultra-low emission vehicle take-up to improve air quality. **The Total cost profile for this project to cover procurement, civil works, DNO connection, installation and commissioning, data and revenue management systems is £50,000**

Project 11: Development of Rapid and Fast Charging Infrastructure Hub on the TVU development (An EV Charging Hub with at least 5 Rapid Charger and 5 Fast EV Chargers to be installed within the new TVU development) to promote ultra-low emission vehicle take-up to improve air quality. **The Total cost profile for this project to cover procurement, civil works, DNO Connection, installation and commissioning, data and revenue management systems is £250,000**

North West Town Centre EV Car Club

Project 12: Farnham Road EV Car Club to set up 2 bays and one electric charging point on Farnham Road (5 year contract period part of overall procurement of Town Centre Electric Car Club). **The total cost profile for 5 year contract plus installation of dedicated EV charging point, TRO, Signage and civil works is £100,000**

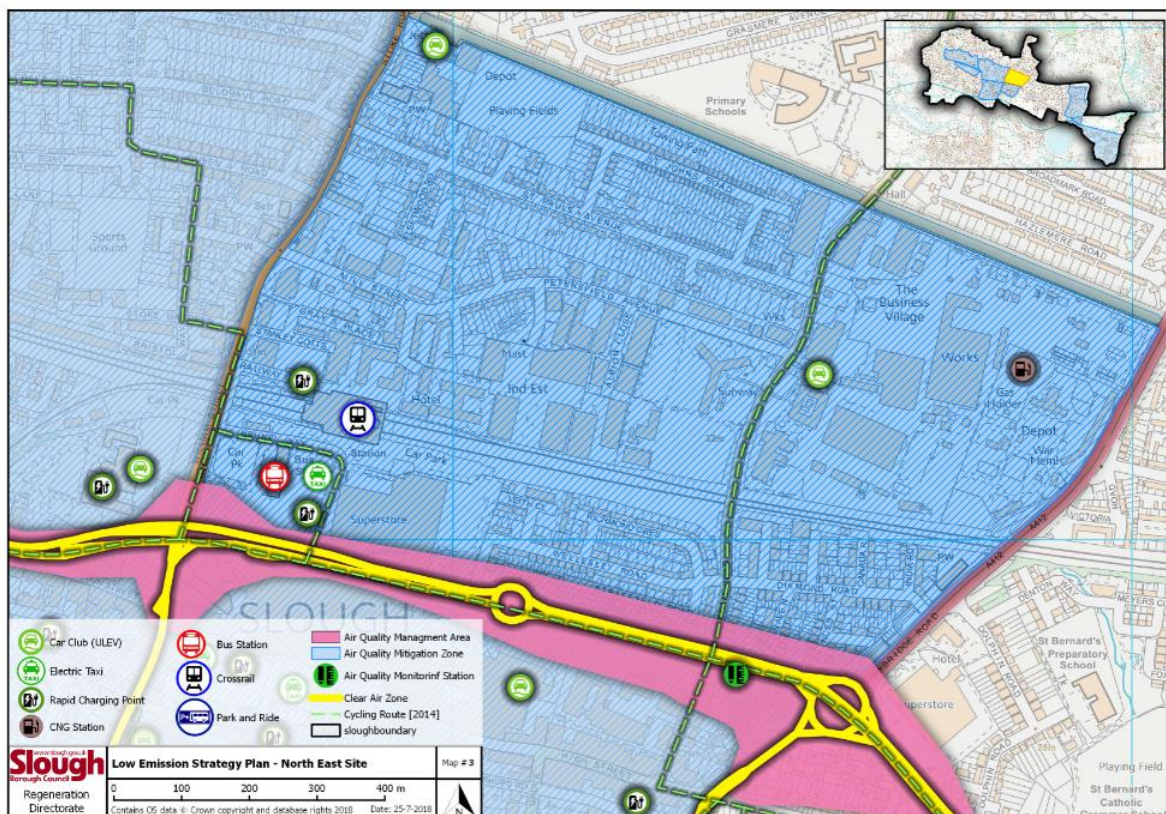
Project 13: Salt Hill EV Car Club to set up 2 bays and one electric charging point in Salt Hill Area (5 year contract period part of overall procurement of Town Centre Electric Car Club). **The total cost profile for 5 year contract plus installation of dedicated EV charging point, TRO, Signage and civil works is £100,000**

Project 14: TVU EV Car Club to set up 20 bays and 10 electric charging points within the TVU Development (5 year contract period part of overall procurement of Town Centre Electric Car Club). **The total cost profile for 5 year contract plus installation of dedicated EV charging point, TRO, Signage and civil works is £500,000**

Cycle Provisions

Project 15: Expansion of existing Slough Bike Hire Scheme – Tuns Lane/A4 Hub, 10 bikes, maintenance, and operation of scheme. **The total cost profile for 3 year contract plus installation of dedicated hub, 10 bikes, signage, civil works, maintenance, operation and monitoring of scheme £60,000.**

Map 3 – North East Town Centre Air Quality Mitigation Zone



Air Quality Monitoring Station

Project 16: Air Quality Monitor in NE of Town Centre within AQMA – contributions sought to purchase a continuous air quality monitor/analyser (monitoring NOx Concentrations, MCERTS approved), maintain, service, audit, repair and ratify air quality data over 10 years (2020 – 2030) and maintain fully functional air quality website. **The total cost profile for this project over 10 years is £110,000.**

Taxi EV infrastructure

Project 17: Provision of dedicated EV Rapid charging infrastructure for EV Taxi/Licensed Private Hire Vehicle on Station Square/Brunel Way. **The Total cost profile for this project to cover procurement, DNO Connection, civil works, installation and commissioning, data and revenue management systems is £100,000**

Public Rapid Charger Infrastructure

Project 18: Development rapid Charging Infrastructure in Station Square/Brunel Way (A total of 1 rapid charger will be installed) to promote ultra-low emission vehicle take-up to improve air quality. **The Total cost profile for this project to cover procurement, civil works, DNO connection, installation and commissioning, data and revenue management systems is £50,000**

Project 19: Development off-street rapid Charging Infrastructure for Railway Terrace or nearby road (A total of 1 rapid charger will be installed within Railway Terrace) to promote ultra-low emission vehicle take-up to improve air quality. **The Total cost profile for this project to cover procurement, civil works, DNO connection, installation and commissioning, data and revenue management systems is £50,000**

Town Centre EV Car Club

Project 20: Station Square/Brunel Way EV Car Club to set up 2 bays and one electric charging point in Brunel Way Area (5 year contract period part of overall procurement of Town Centre Electric Car Club). **The total cost profile for 5 year contract plus installation of dedicated EV charging point, TRO, Signage and civil works is £100,000**

Project 21: Canal Basin EV Car Club to set up 2 bays and one electric charging points as part of the Canal Basin Development (5 year contract period part of overall procurement of Town Centre Electric Car Club). **The total cost profile for 5 year contract plus installation of dedicated EV charging point, TRO, Signage and civil works is £100,000**

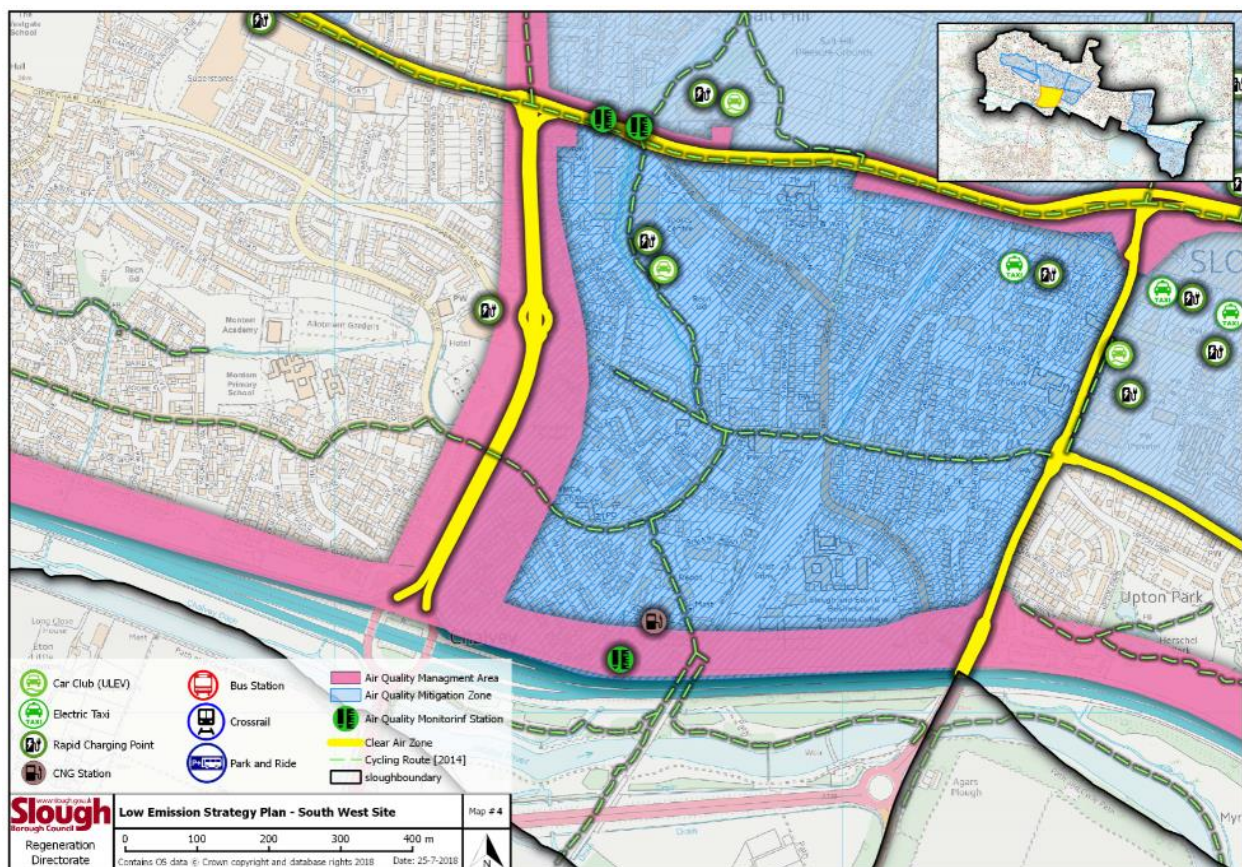
Project 22: AkzoNobel re-development to set up 6 bays and three electric charging points as part of the AkzoNobel redevelopment (5 year contract period part of overall procurement of Town Centre Electric Car Club). **The total cost profile for 5 year contract plus installation of dedicated EV charging point, TRO, Signage and civil works is £200,000**

Bus/Freight Town Centre (CNG) Gas Station AkzoNobel Site*:

Project 23: Development of a commercially operated CNG gas station to power Gas buses, Gas HDVs and other CNG vehicles. **The estimated total capital cost profile for the installation of the gas station from feasibility, permission, commissioning and installation to completion is £2,500,000.**

***note the AkzoNobel site has been designated for residential redevelopment under our Local Plan process and it may not be feasible to allocate land to operate a gas station. A full business case would need to be developed and approved before the implementation of this low emission project.**

Map 4 – South West Town Centre Air Quality Mitigation Zone



Public Charger Infrastructure

Project 24: Development on-street rapid Charger Infrastructure in cul-de-sac off Cippenhams Lane (A total of 1 rapid charger will be installed) to promote ultra-low emission vehicle take-up to improve air quality. **The Total cost profile for this project to cover procurement, civil works, DNO connection, installation and commissioning, data and revenue management systems is £50,000**

Project 25: Development off-street public rapid Charger Infrastructure close to or on the Montem re-development Site (A total of 1 rapid charger will be installed) to promote ultra-low emission vehicle take-up to improve air quality. **The Total cost profile for this**

project to cover procurement, civil works, DNO connection, installation and commissioning, data and revenue management systems is £50,000

Project 26:** Development Burlington Car Park Rapid Charger Infrastructure (A total of 1 rapid charger will be installed) to promote ultra-low emission vehicle take-up to improve air quality. **The Total cost profile for this project to cover procurement, civil works, DNO connection, installation and commissioning, data and revenue management systems is £50,000**

Taxi EV infrastructure

Project 27:** Provision of dedicated EV Rapid charging infrastructure for EV Taxi/Licensed Private Hire Vehicle at Burlington Road Car Park. **The Total cost profile for this project to cover procurement, DNO Connection, civil works, installation and commissioning, data and revenue management systems is £50,000**

****Burlington Road Car Park may be redeveloped and therefore the Rapid Charger infrastructure may need to be move to on-street locations close to the town centre car park**

Town Centre EV Car Club

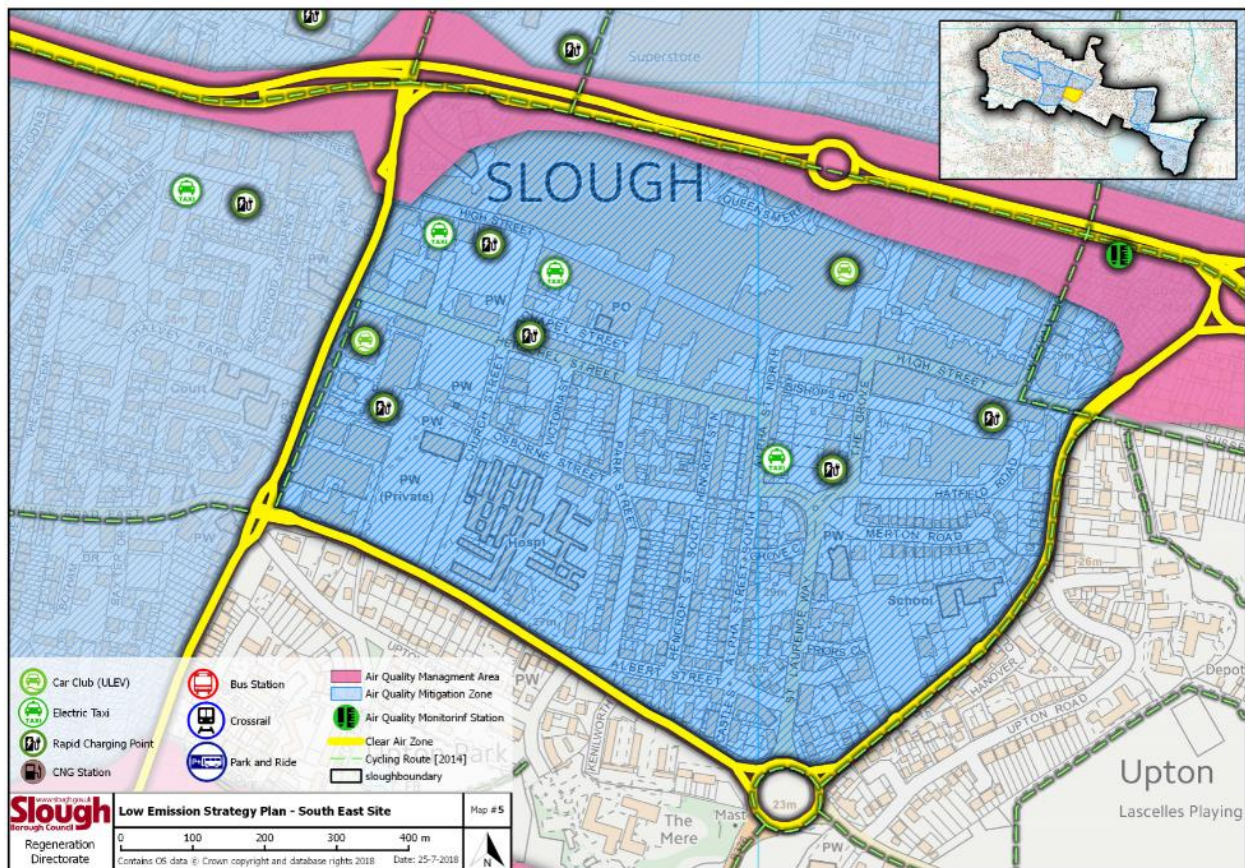
Project 28: Montem EV Car Club to set up 2 bays and one electric charging point in Montem Road re-development (5 year contract period part of overall procurement of Town Centre Electric Car Club). **The total cost profile for 5 year contract plus installation of dedicated EV charging point, TRO, Signage and civil works is £100,000**

HDV Gas Station (waste vehicles)

Project 29*:** Development of a compressed natural gas station and operation within Chalvey Depot to operate a low emission waste service with potential to expand out to other HDV gas operators. **The estimated capital total cost profile for the implementation of this infrastructure, including all associated planning and DNO consents, civil works, pipeline works, station installation and certification is £1,500,000.**

*****note a business case has already been developed for the waste transfer station. However, with emerging low emission technologies it may be this project will consider electric waste vehicles. The procurement of the gas/electric waste vehicles is an additional one off cost during the next phase of fleet upgrades due from 2023.**

Map 5 – South East Main Town Centre Air Quality Mitigation Zone



Town Centre Air Quality Monitoring

Project 30: Town Centre Air Quality Monitoring – contributions sought to purchase a continuous air quality monitor/analyser (monitoring NO_x Concentrations, MCERTS approved), maintain, service, audit, repair and ratify air quality data over 10 years (2020 – 2030) and maintain fully functional air quality website. **The total cost profile for this project over 10 years is £110,000.**

Town Centre Ultra Low Emission Vehicle Recharging Infrastructure

Project 31: Development of Comprehensive low emission on-street rapid Charging Infrastructure for Town Centre (A total of 2 rapid chargers) will be installed within and around the town centre to promote ultra low emission vehicle take-up to improve air quality. **The Total cost profile for this project to cover procurement, civil works, installation and commissioning, data and revenue management systems is £100,000**

Project 32: Development of Comprehensive low emission on-street fast Charging Infrastructure for Town Centre (A total of 10 fast chargers will be installed within and around the town centre to promote ultra low emission vehicle take-up to improve air quality. **The Total cost profile for this project to cover procurement, civil works, installation and commissioning, data and revenue management systems is £100,000.**

Project 33: Development of Comprehensive low emission off street (Council Car Parks) Charging Infrastructure for Town Centre (A total of 10 additional fast chargers and 2 rapid chargers) will be installed within and around the town centre council car parks to promote ultra low emission vehicle take-up to improve air quality. **The Total cost profile for this project to cover procurement, civil works, installation and commissioning, data and revenue management systems is £150,000.**

Project 34**:** Development of SBC work place EV infrastructure for our Town Centre Office site (A total of 5 Rapid Chargers (pool fleet use) and 15 Fast Chargers (staff and pool fleet) will be installed to cater for staff EVs and Pool Fleet EVs). This will be a phased in programme to align with the office move and expansion on the Fleet Challenge Programme. **The Total cost profile for this project to cover procurement, civil works, installation and commissioning, DNO permission and potential DNO upgrading, data and revenue management systems is £500,000.**

****** This will be funded through the Councils Fleet Challenge Programme via Capital Funding.**

Town Centre EV Car Club

Project 35: Windsor Road EV Car Club –to set up 2 bays and one electric charging point on Windsor Road Area (5 year contract period part of overall procurement of Town Centre Electric Car Club). **The total cost profile for 5 year contract plus installation of dedicated EV charging point, TRO, Signage and civil works is £100,000**

Project 36: High Street EV Car Club to set up 2 bays and one electric charging point on High Street Area (5 year contract period part of overall procurement of Town Centre Electric Car Club). **The total cost profile for 5 year contract plus installation of dedicated EV charging point, TRO, Signage and civil works is £100,000**

Project 37: Alpha Street EV Car Club to set up 2 bays and one electric charging point on Alpha Street Area (5 year contract period part of overall procurement of Town Centre Electric Car Club). **The total cost profile for 5 year contract plus installation of dedicated EV charging point, TRO, Signage and civil works is £100,000**

Taxi EV infrastructure

Project 38: Provision of a dedicated EV Rapid charger for EV Taxi/Licensed Private Hire Vehicle in High Street. **The Total cost profile for this project to cover procurement, DNO Connection, civil works, installation and commissioning, data and revenue management systems is £50,000**

Project 39: Provision of a dedicated EV Rapid charger for EV Taxi/Licensed Private Hire Vehicle in Church Street Taxi Rank. **The Total cost profile for this project to cover procurement, DNO Connection, civil works, installation and commissioning, data and revenue management systems is £50,000**

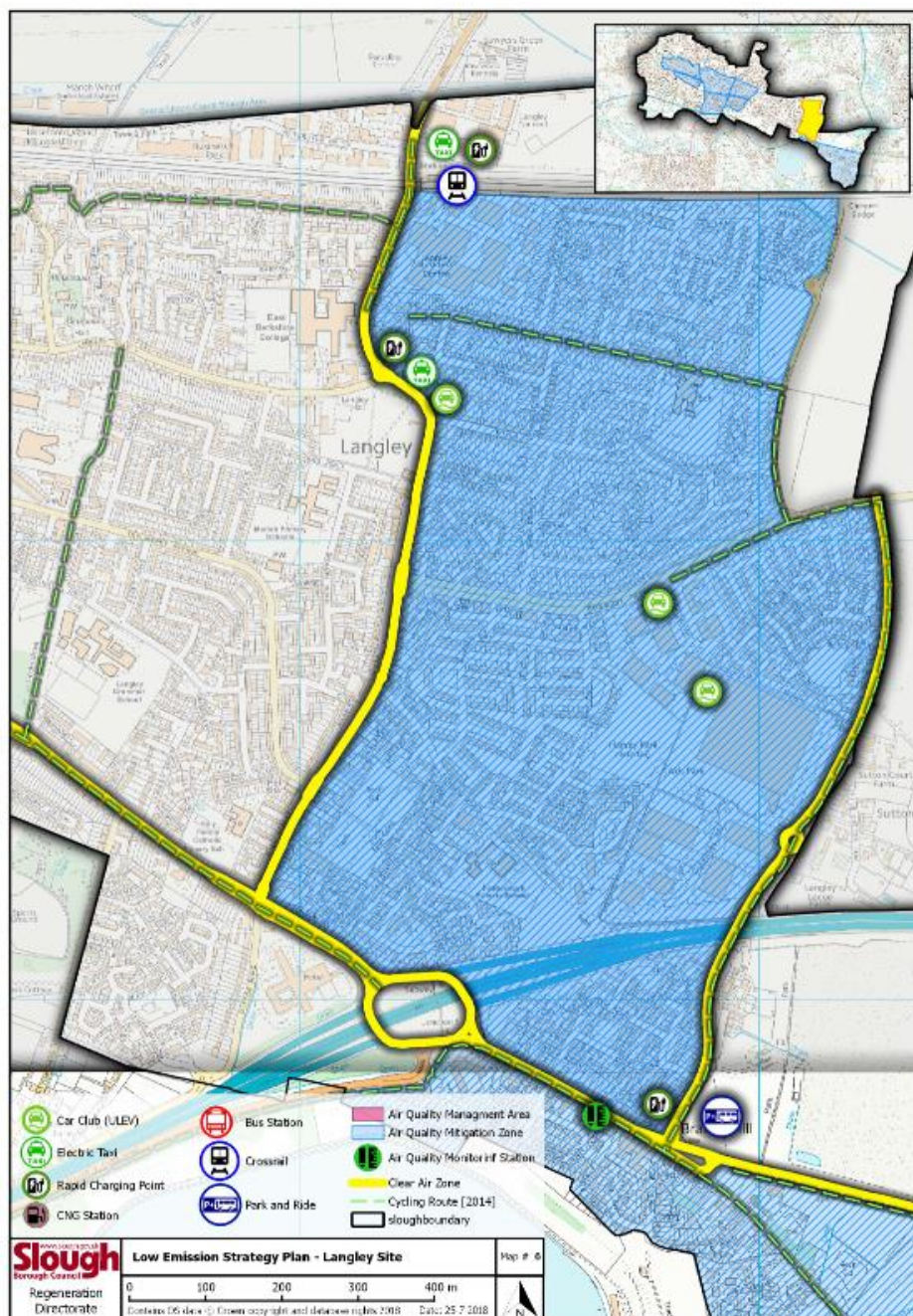
Project 40: Provision of a dedicated EV Rapid charger for EV Taxi/Licensed Private Hire Vehicle in Grove Road Car Park. **The Total cost profile for this project to cover procurement, DNO Connection, civil works, installation and commissioning, data and revenue management systems is £50,000**

Cycle Provisions

Project 41: Town Centre E-Bike Hire Scheme - set up an E-Bike hub (consisting of a minimum of 10 e-bikes and safe secure parking facility for public access based on membership scheme (3 year contract period competitive tendering procurement for Town Centre E-Bike). **The total cost profile for 3 year contract plus installation of dedicated hub, 10 E-bikes, signage, civil works, maintenance, operation and monitoring of scheme £80,000.**

Project 42: Expansion of existing Slough Bike Hire Scheme - Town Centre hub, 20 bikes, maintenance, and operation of scheme. **The total cost profile for 3 year contract plus installation of dedicated hub, 20 bikes, signage, civil works, maintenance, operation and monitoring of scheme £100,000.**

Map 6 – Langley Air Quality Mitigation Zone



Air Quality Monitoring

Project 43: Brands Hill Air Quality Monitoring – contributions sought to purchase a continuous air quality monitor/analyser (monitoring NO_x Concentrations, MCERTS approved), maintain, service, audit, repair and ratify air quality data over 10 years (2019 – 2029) and maintain fully functional air quality website. **The total cost profile for this project over 10 years is £110,000.**

Taxi EV infrastructure

Project 44: Provision of dedicated EV Rapid charger for EV Taxi/Licensed Private Hire Vehicle at The Harrow Market. **The Total cost profile for this project to cover procurement, DNO Connection, civil works, installation and commissioning, data and revenue management systems is £50,000**

Project 45: Provision of dedicated EV Rapid charger for EV Taxi/Licensed Private Hire Vehicle at Langley Station. **The Total cost profile for this project to cover procurement, DNO Connection, civil works, installation and commissioning, data and revenue management systems is £50,000**

Public Charger Infrastructure

Project 46: Development off-street rapid Charger Infrastructure at Harrow Market (A total of 1 rapid charger will be installed) to promote ultra-low emission vehicle take-up to improve air quality. **The Total cost profile for this project to cover procurement, civil works, DNO connection, installation and commissioning, data and revenue management systems is £50,000**

Project 47: Development off-street public rapid Charger Infrastructure at Langley Railway Station (A total of 1 rapid charger will be installed) to promote ultra-low emission vehicle take-up to improve air quality. **The Total cost profile for this project to cover procurement, civil works, DNO connection, installation and commissioning, data and revenue management systems is £50,000**

Project 48: Development Sutton Lane Rapid Charger Infrastructure (A total of 1 rapid charger will be installed) to promote ultra-low emission vehicle take-up to improve air quality. **The Total cost profile for this project to cover procurement, civil works, DNO connection, installation and commissioning, data and revenue management systems is £50,000**

Langley EV Car Club

Project 49: High Street/Harrow Market EV Car Club – to set up 2 bays and one electric charging point in Harrow Market Car Park (5 year contract period part of overall procurement of Town Centre Electric Car Club). **The total cost profile for 5 year contract plus installation of dedicated EV charging point, TRO, Signage and civil works is £100,000**

Project 50: Parlaunt Road EV Car Club to set up 2 bays and one electric charging point on Parlaunt Road (5 year contract period part of overall procurement of Town Centre

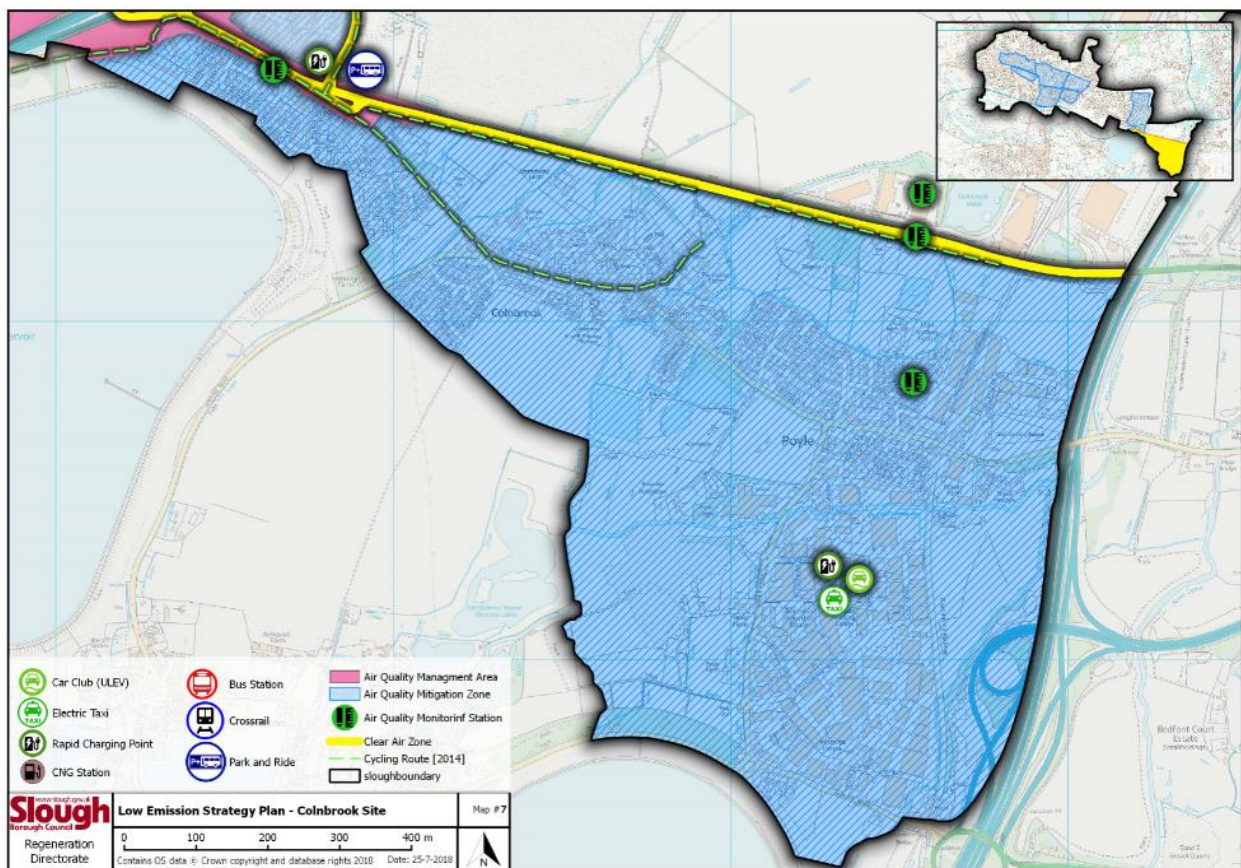
Electric Car Club). **The total cost profile for 5 year contract plus installation of dedicated EV charging point, TRO, Signage and civil works is £100,000**

Project 51: Axis Park EV Car Club to set up 2 bays and one electric charging point on Axis Business Park (5 year contract period part of overall procurement of Town Centre Electric Car Club). **The total cost profile for 5 year contract plus installation of dedicated EV charging point, TRO, Signage and civil works is £100,000**

Cycle Provisions

Project 52: Langley E-Bike Hire Scheme - set up an E-Bike hub (consisting of a minimum of 10 e-bikes and safe secure parking facility for public access based on membership scheme (3 year contract period competitive tendering procurement for Town Centre E-Bike). **The total cost profile for 3 year contract plus installation of dedicated hub, 10 E-bikes, signage, civil works, maintenance, operation and monitoring of scheme £80,000.**

Map 7 – Brands Hill, Colnbrook and Poyle Air Quality Mitigation Zone



Air Quality Monitoring

Project 53: Brands Hill Air Quality Monitoring – contributions sought to purchase a continuous air quality monitor/analyser (monitoring PM2.5, MCERTS approved), maintain, service, audit, repair and ratify air quality data over 10 years (2020 – 2030) and maintain fully functional air quality website. **The total cost profile for this project over 10 years is £110,000.**

Project 54: Pippins School Air Quality Monitoring – contributions sought to purchase a continuous air quality monitor/analyser (monitoring NOx and PM10, MCERTS approved), maintain, service, audit, repair and ratify air quality data over 10 years (2020 – 2030) and maintain fully functional air quality website. **The total cost profile for this project over 10 years is £110,000.**

Public Charger Infrastructure

Project 55: Development of on-street rapid Charging Infrastructure in Colnbrook Village (A total of 1 rapid charger) will be installed within and around the Colnbrook Village Area to promote ultra-low emission vehicle take-up to improve air quality. **The Total cost profile for this project to cover procurement, civil works, installation and commissioning, data and revenue management systems is £50,000**

Project 56: Development of on-street rapid Charging Infrastructure in Poyle Village (A total of 1 rapid charger) will be installed within and around the Poyle Village Area to promote ultra-low emission vehicle take-up to improve air quality. **The Total cost profile for this project to cover procurement, civil works, installation and commissioning, data and revenue management systems is £50,000**

Project 57: Development of rapid Charging Infrastructure within Poyle Industrial Estate (A total of 2 rapid chargers) will be installed within and around the Poyle Industrial Estate to promote ultra-low emission vehicle take-up to improve air quality. **The Total cost profile for this project to cover procurement, civil works, installation and commissioning, data and revenue management systems is £100,000**

Taxi EV infrastructure

Project 58: Provision of dedicated EV Rapid charging infrastructure for EV Taxi/Licensed Private Hire Vehicle at Poyle Industrial Estate. **The Total cost profile for this project to cover procurement, DNO Connection, civil works, installation and commissioning, data and revenue management systems is £50,000**

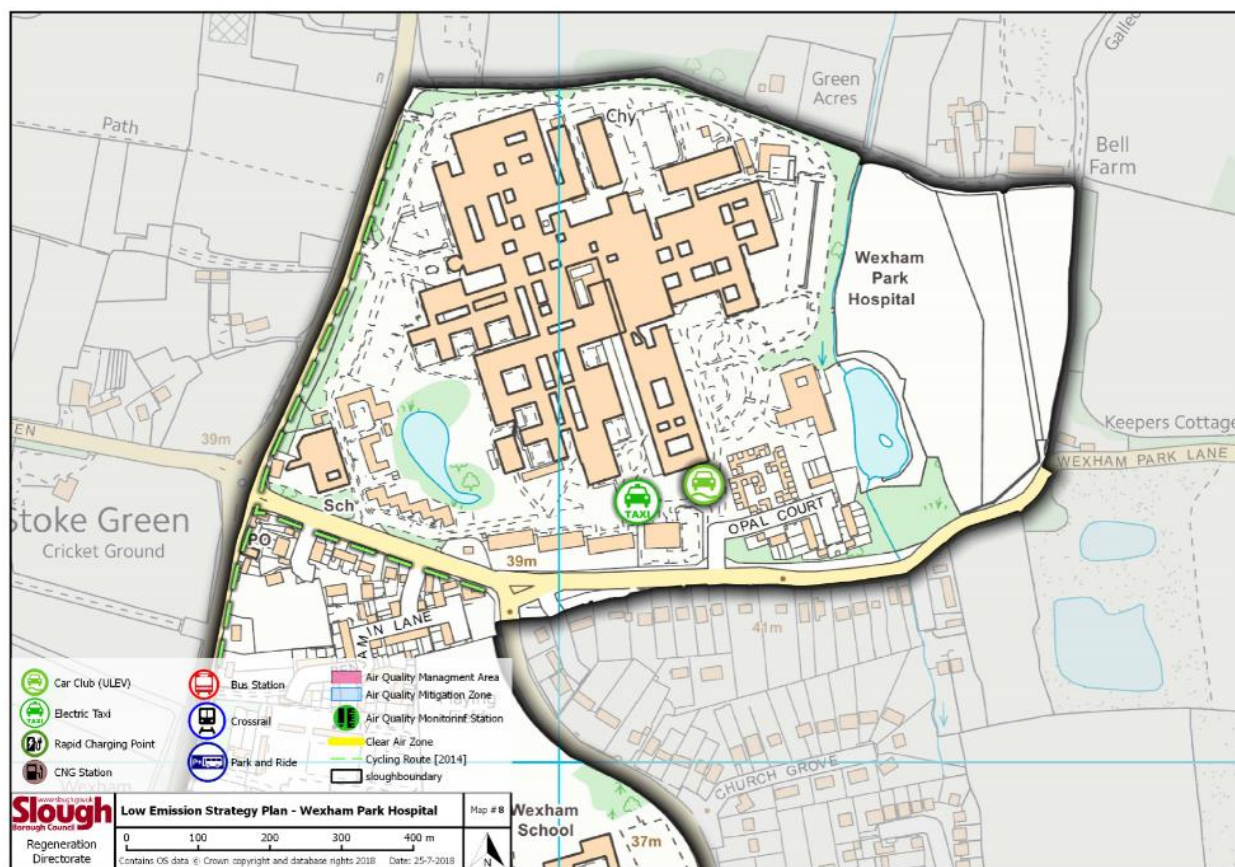
Poyle Estate EV Car Club

Project 59: High Street/Harrow Market Electric Car Club –to set up 2 bays and one electric charging point in Harrow Market Car Park (5 year contract period part of overall procurement of Town Centre Electric Car Club. **The total cost profile for 3 year contract plus installation of dedicated EV charging point, TRO, Signage and civil works is £100,000**

Cycle Provisions

Project 60: Expansion of Slough Bike Hire Scheme – into Colnbrook Village Hub, 10 bikes, maintenance, and operation of scheme. **The total cost profile for 3 year contract plus installation of dedicated hub, 10 bikes, signage, civil works, maintenance, operation and monitoring of scheme £60,000.**

Map 8 Wexham Park Hospital Air Quality Mitigation Zone



Public Charger Infrastructure

Project 61: Development of Rapid Charging Infrastructure at Wexham Park Hospital (A total of 2 rapid chargers) will be installed within and around the hospital to promote ultra-low emission vehicle take-up to improve air quality. **The Total cost profile for this project to cover procurement, civil works, installation and commissioning, data and revenue management systems is £100,000**

Taxi EV infrastructure

Project 62: Provision of dedicated EV Rapid Charger for EV Taxi/Licensed Private Hire Vehicle at Wexham Park Hospital. **The Total cost profile for this project to cover procurement, DNO Connection, civil works, installation and commissioning, data and revenue management systems is £50,000**

Wexham Park EV Car Club

Project 63: Wexham Park EV Car Club –to set up 2 bays and one electric charging point in Harrow Market Car Park (5 year contract period part of overall procurement of Town Centre Electric Car Club. **The total cost profile for 3 year contract plus installation of dedicated EV charging point, TRO, Signage and civil works is £100,000**

Cycle Provisions

Project 64: Expansion of Slough Bike Hire Scheme – into Wexham Park Hospital, 10 bikes, maintenance, and operation of scheme. **The total cost profile for 3 year contract plus installation of dedicated hub, 10 bikes, signage, civil works, maintenance, operation and monitoring of scheme £60,000.**

Borough Wide Low Emission Programmes

Electric Bus Programme (A4 SMaRT)

Project 65: Development of Electric Bus service for A4 SMaRT service to Heathrow, including provision of dedicated Bus rapid EV charging systems at the Town Centre Bus Station and Park and Ride in Brandshill, civils and DNO connections and subsidising the provision of the electric buses for SBC nominated operator. **The Total cost profile for this project to cover procurement, DNO Connection, civil works, installation and commissioning, data management systems is £1,000,000**

Bus Retrofit Programme

Project 66: Development of Bus retro-fit programme for all Euro III, IV, and V buses operating in Slough in collaboration with bus operators to retro fit older buses with SCR (Selective Catalytic Reduction). **The total cost profile for this Programme over 5 years is £500,000.**

Clean Air Zone Feasibility Programme:

Project 67: Development of Clean Air Zone/s in Slough to reduce air pollution. The project relates to undertaking a clean air zone feasibility business case, including air quality modelling, non-charging and charging CAZ, different categories of CAZ, business and public surveys, outlining of clear business case for implementing a CAZ and costs associated with its implementation. **The total cost profile for this project is £100,000**

Cycle Infrastructure Programme

This programme needs to be developed and a number of projects will be added to the low emission programme over the next year to improve the cycle infrastructure within the Borough.

Monitoring of the Low Emission programme

The Low Emission Programme will be monitored on an annual basis, and reported within our Annual Status Report to DEFRA. Projects will be removed on completion and new projects will be added to the programme on a quarterly-basis to maintain the currency of the programme. Some projects by their nature and scale will run over several years before completion. Where funding for a project has been secured for a project these will be highlighted within this programme.

Appendix G: Current S106 Funding for Low Emission Programme

S106	Development	Contribution for	Total Deposited	Total Spent	Balance	Available	Total Committed	Total Spent	Remaining Committed
106/127	1-7 High Street	Towards a nitrogen dioxide monitoring project on Bath Road within vicinity of the site until 2010 plus index linking.	5,091.94	5,091.94	0.00	0.00	0.00	5,091.94	0.00
106/140	Land to the East of Horton Road	Towards the installation and subsequent operation of a solar powered traffic loop to monitor vehicle movements in the Brands Hill AQMA.	8,912.70	8,912.70	0.00	0.00	0.00	8,912.70	0.00
106/140	Land to the East of Horton Road	Towards the purchase installation operation and maintenance of a NOX monitor within the Brands Hill AQMA.	14,854.50	14,854.50	0.00	0.00	0.00	14,854.50	0.00
106/141	78 Uxbridge Road, Slough	The owner shall pay the Air Quality Contribution to the council prior to carrying out or permitting the carrying out of A Material Operation.	45,000.00	7,988.36	37,011.64	37,011.64	37,011.64	7,988.36	37,011.64
106/201	1 Brunel Way, Slough	Air Quality monitoring contribution to be paid before occupation	10,000.00		10,000.00	10,000.00	10,000.00		10,000.00
106/205	Cornwall House, 67 High St	Towards a new air quality monitoring network	10,000.00		10,000.00	10,000.00	10,000.00		10,000.00
106/217	9 to 15 High Street, Slough	Air Quality Monitoring Contribution towards a new air quality monitoring network, reporting and action planning	7,750.00		7,750.00	7,750.00	7,750.00		7,750.00
106/245	Observatory House, Windsor Road, Herschel Street, Slough	Air Quality Monitoring Contribution towards Town centre air quality monitoring	10,000.00		10,000.00	10,000.00	10,000.00		10,000.00
106/243	Land at Brunel Bus Station site	Air Quality Contribution	15,000.00		15,000.00	15,000.00	15,000.00		15,000.00
TOTAL			111,609.14	36,847.50	74,761.64	74,761.64	74,761.64	36,847.50	89,761.64

106/201	1 Brunel Way, Slough	Charging infrastructure towards development of comprehensive low emission on street rapid charging infrastructure in the town centre	30,000.00	30,000.00	0.00	0.00	0.00	30,000.00	0.00
106/243	Land at Brunel Bus Station site	Phase 1 Electric Vehicle Infrastructure	21,407.69	10,635.64	10,772.05	10,772.05	10,772.05	10,635.64	21,407.69
106/245	Observatory House, Windsor Road, Herschel Street, Slough	Public Rapid Chargers Infrastructure Contribution towards the development of comprehensive low emission on street rapid charging infrastructure serving the Windsor Road area	10,000.00		10,000.00	10,000.00	10,000.00		10,000.00
TOTAL			61,407.69	40,635.64	20,772.05	20,772.05	20,772.05	40,635.64	31,407.69

106/201	1 Brunel Way, Slough	Brunel Way Car Club contribution towards the provision of 2 bays and 1 electric charging point on Windsor Road	10,000.00		10,000.00	10,000.00	10,000.00		10,000.00
106/225	Northgate House, 1A Stoke Road	Car Club Contribution	14,405.72		14,405.72	14,405.72	14,405.72		14,405.72
106/273	83-127 Windsor Road	Car Club contribution towards the provision of a car club for the period of 3 years from first occupation of development, with free membership for each occupier of the development	37,500.00		37,500.00	37,500.00	37,500.00		37,500.00
106/286	Relating to land at Windsor House, Mathisen Way, Colnbrook SL3 0HB	Car club contribution due towards the Poyle industrial estate car club	17,500.00		17,500.00	17,500.00	17,500.00		17,500.00
M518-2019-16	2 Stoke Gardens	Contribution towards local infrastructure improvements which include £30,000 towards Stoke Road Car Club and £2,250 towards the shortfall of amenity space.	32,350.00		32,350.00	32,350.00	32,350.00		32,350.00
TOTAL			111,755.72	0	111,755.72	111,755.72	111,755.72		111,755.72

	Air Quality Programme
	Electric Vehicle Network
	Car Club

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SLOUGH BOROUGH COUNCIL

REPORT TO: Neighbourhoods and Community Services Scrutiny Panel

DATE: 28th November 2019

CONTACT OFFICER: Paul Stimpson, Planning Policy Lead Officer
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Phillipa Hopkins, Senior Policy Planner, (01787) 5863

WARD(S): All

PART I
FOR COMMENT AND CONSIDERATION

LOCAL PLAN FOR SLOUGH 2013-2036

1. **Purpose of Report**

The purpose of this report is to provide Members with an update on the progress being made in reviewing the Local Plan for Slough which includes an update on the current housing supply position in Slough.

2. **Recommendation(s)/Proposed Action**

The Panel is requested to comment on the progress made in reviewing the Local Plan for Slough.

3. **The Slough Joint Wellbeing Strategy, the JSNA and the Five Year Plan**

3a. **Slough Joint Wellbeing Strategy Priorities**

The review of the Local Plan is directly linked to the following priorities in the Slough Joint Wellbeing Strategy:

- Housing

3b. **Five Year Plan Outcomes**

The Local Plan will help deliver the following Five Year Plan outcomes:

- Slough will be an attractive place where people choose to live, work and stay
- Our residents will live in good quality homes

4. **Other Implications**

(a) Financial

There are no financial implications to this report.

(b) Risk Management

There are no risk management implications arising from this report.

(c) Human Rights Act and Other Legal Implications

There are no Human Rights Act Implications as a result of this report.

(d) Equalities Impact Assessment

There are no equality impact issues

5. **Supporting Information**

- 5.1 The progress on the review of the Local Plan was last reported to this Panel in January this year. This included an update on the Preferred Spatial Strategy.
- 5.2 Since then there have been a number of developments which directly or indirectly affect the preparation of the Local Plan. These include the publication of the Interim Planning Framework for the Centre of Slough, Heathrow's Airport Expansion consultation and the submission of the Chiltern South Bucks Local Plan.
- 5.3 There has also been a significant deterioration in Slough housing supply which means that we have failed the Housing Delivery Test and no longer have a five year housing land supply.
- 5.4 The implications of all of these for the Local Plan are explained below.

Background

- 5.5 The overall strategy for the Review of the Local Plan is to deliver balanced cohesive growth which meets local needs as far as possible given all of the constraints to development. Our ambition is for Slough to become a place where people want to "*live, work, rest, play and stay*".
- 5.6 The main conclusion from the Issues and Options consultation was that there are no reasonable spatial options or combination of options that would allow

Slough to meet all of its identified housing and employment needs within its boundaries.

- 5.7 As a result we have prepared the emerging Preferred Spatial Strategy in accordance with the Local Plan Objective of meeting housing needs either within the Borough or as close as possible to where the need arises within a balanced housing market.

Emerging Preferred Spatial Strategy

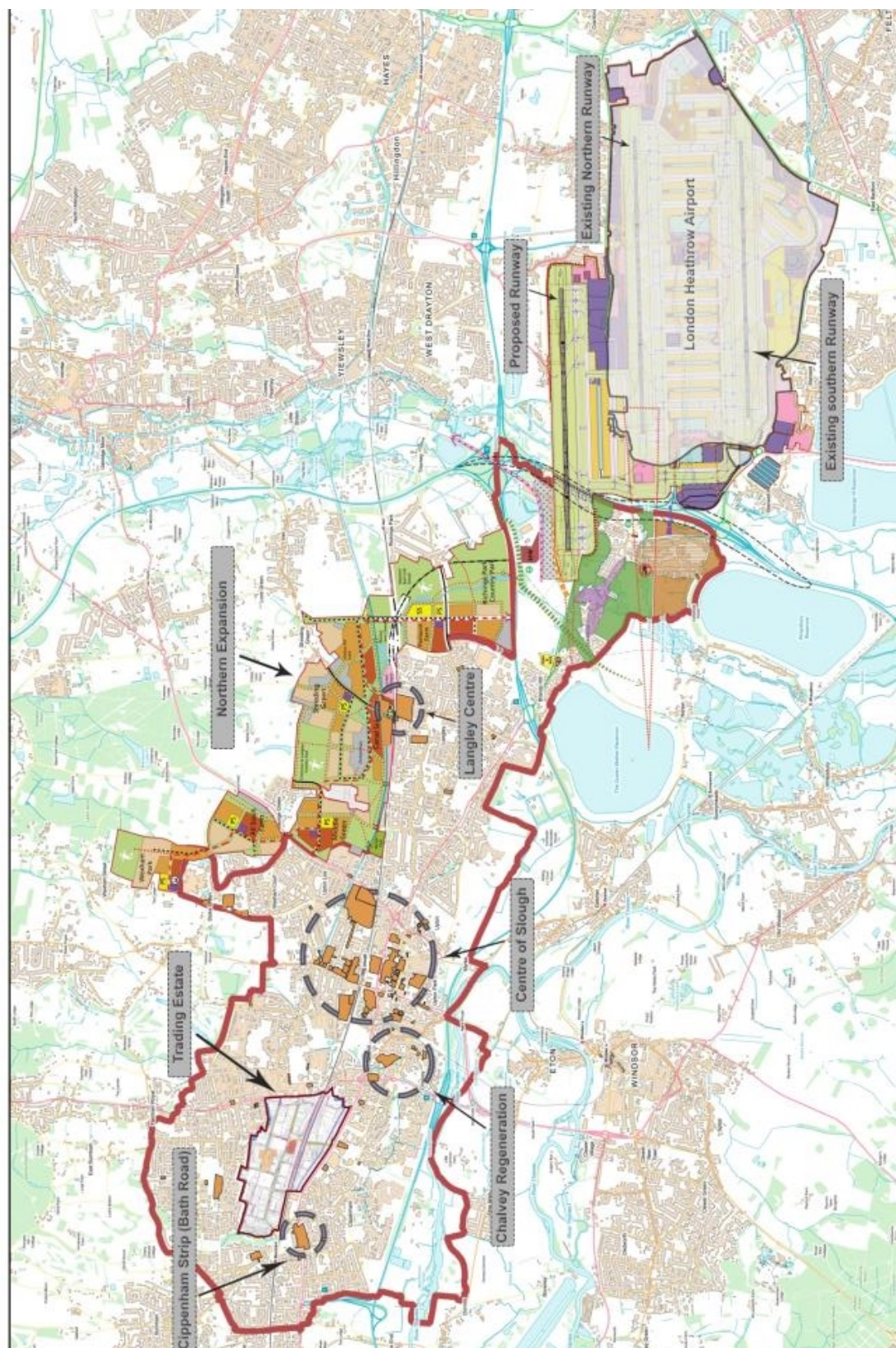
- 5.8 The emerging Preferred Spatial Strategy has been developed using some basic guiding principles which include locating development in the most accessible location, regenerating previously developed land, minimising the impact upon the environment and ensuring that development is both sustainable and deliverable.

- 5.9 As a result the emerging Preferred Spatial Strategy has the following five key elements:

- ***Delivering*** major comprehensive redevelopment within the “Centre of Slough”;
- ***Selecting*** other key locations for appropriate development;
- ***Protecting*** the built and natural environment of Slough including the suburbs;
- ***Accommodating*** the proposed third runway at Heathrow and mitigating the impact;
- ***Promoting*** the northern expansion of Slough in the form of a “Garden Suburb”;

- 5.10 A diagram of the Preferred Spatial Strategy can be seen in Figure 1. An explanation of some of the key elements is set out below.

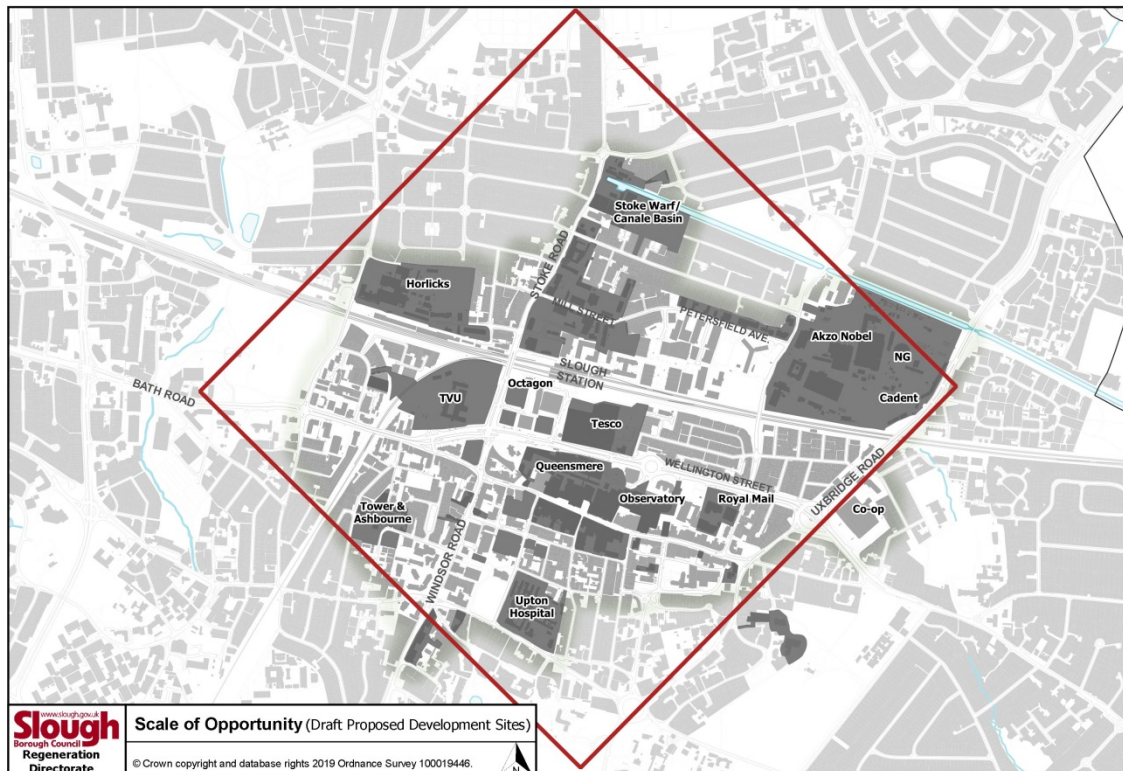
Figure 1: The Preferred Spatial Strategy



Delivering Major Comprehensive Redevelopment within the “Centre of Slough”

- 5.11 One of the key elements of the Preferred Spatial Strategy is delivering major comprehensive redevelopment within the centre of Slough. As part of this we have previously identified sites for around 9,000 dwellings within a “Square Mile” in the centre as shown in Figure 2.

Figure 2: The Centre of Slough “Square Mile”



Interim Planning Framework

- 5.12 The next stage was the production of an Interim Planning Framework which was approved in July 2019. This is a “land use” framework which sets out how sites could come forward for development in a comprehensive way. It promotes an “activity” led strategy which seeks to maximise the opportunities for everyone to use the centre for a range of cultural, social, leisure and employment activities which are unique to Slough.
- 5.13 The main elements for developing such a strategy are already in place. The centre can become a world class transport hub; it has the potential to be a thriving business area and can accommodate a large amount of new housing. It also recognises the aspiration to create a new cultural hub in Slough. All of

these will generate the footfall and spending power that can be captured by a regenerated and revitalised shopping and leisure centre.

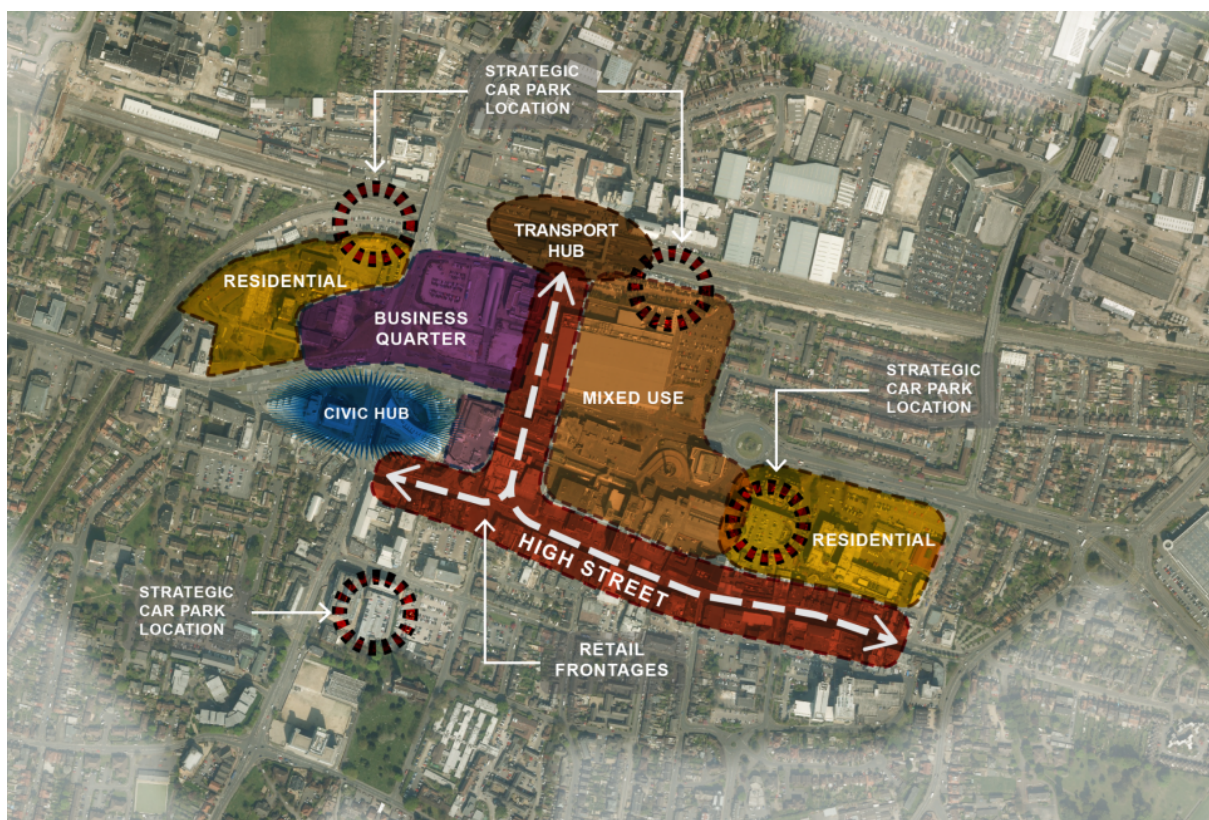
5.14 The Framework promotes the redevelopment of the Queensmere and Observatory shopping centres in a way which “rediscovers the High Street” and makes it the focal point. It also proposes to create a new pedestrian street which links the High Street to the station via Mackenzie Square and Brunel Way. This will help to break down the barrier that is currently formed by amount of traffic on the A4 Wellington Street and start to knit the centre back together.

5.15 The Framework also sets out the broad principles for how the centre should look in terms of building heights, street patterns, key linkages and design quality.

5.16 This is the starting point for the preparation of a Regeneration Strategy for the centre of Slough.

5.17 The overall strategy for the Interim Planning Framework is shown in Figure 3 below.

Figure 3: Interim Planning Framework for the Centre of Slough Overall Strategy



Accommodating the Proposed Third Runway at Heathrow and Mitigating the Impact

5.18 Managing the expansion of Heathrow is an important part of the Local Plan.

5.19 A formal response to Heathrow's consultation on its initial master plan was made in March 2018.

5.20 In June 2018 Slough responded to the Planning Inspectorate on the Scoping Report for the Environmental Impact Assessment which will accompany the Development Consent Order application.

5.21 In order to set out this Council's aspirations for way that the proposed third runway and associated development could be accommodated in the Colnbrook and Poyle area we produced a Spatial Strategy for the area in December 2019. This set out nine guiding principles which should be applied to the expansion of Heathrow. These were:

- Protect Colnbrook and Poyle villages in a "Green Envelope" and enhance the Conservation Area and built realm.
- Prevent all through traffic but provide good public transport and cycle routes to the airport
- Provide for the replacement of Grundons energy from waste plant and the rail depot north of the new runway
- Ensure that there are good public transport links into Heathrow from Slough.
- Enlarge the Poyle Trading Estate for airport related development but with access only from the M25.
- Provide mitigation for the Colne Valley Park and ensure that existing connectivity is maintained through Crown Meadow.
- Develop tangible measures to improve air quality in the Heathrow area
- Ensure that all homes in the Borough that are eligible for noise insulation are provided for under the Quieter Homes Scheme.
- Ensure measures to address flood risk from the proposals include mitigation to reduce the risk of existing flooding for residents and businesses in Colnbrook and Poyle.

5.22 The Colnbrook and Poyle Spatial Strategy was used in discussions with Heathrow about the development of their masterplan and subsequently

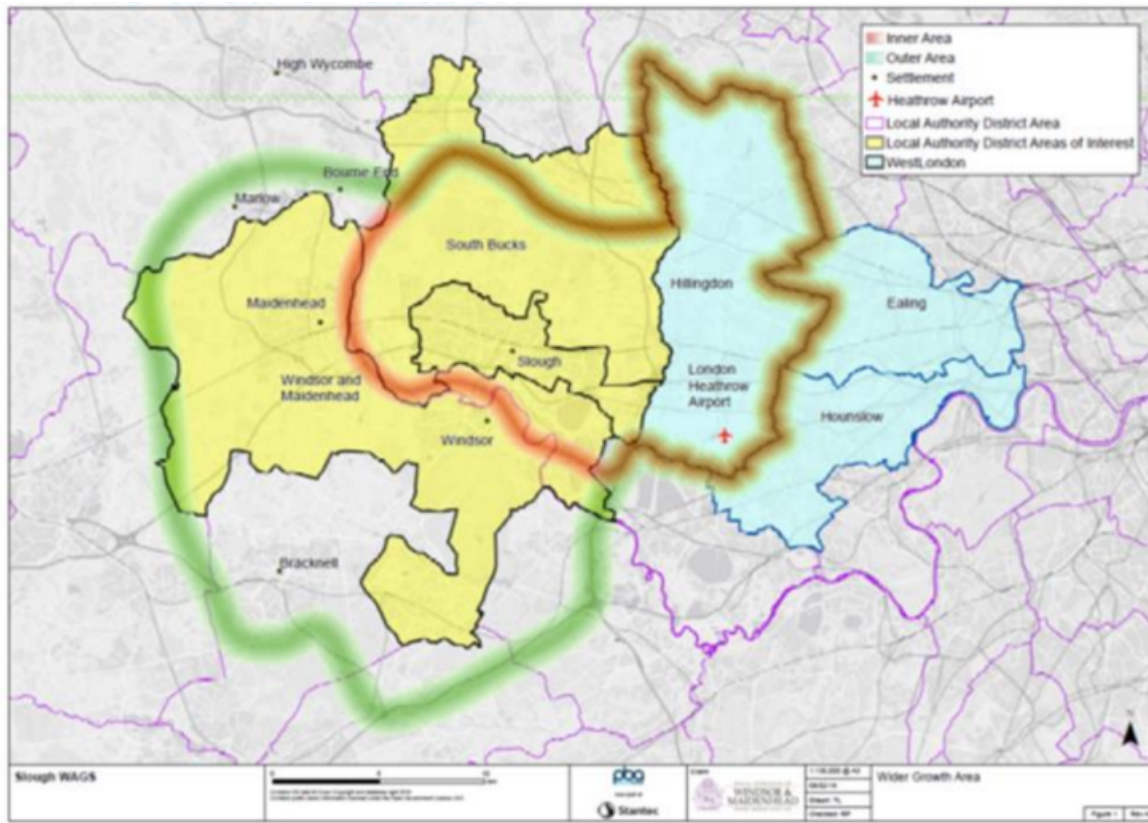
informed the Council's formal response to the Airport Expansion consultation which was approved by Cabinet in September 2019.

- 5.23 The Council is now working with other authorities in the Heathrow Strategic Planning Group (HSPG) to produce a non-statutory Joint Spatial Planning Framework for the core area. This will focus upon identifying the future strategic planning issues and opportunities of the Sub-region addressing both background growth and growth projected over the next 30 years and additional growth arising from Heathrow's expansion.
- 5.24 We will use this to identify the potential for Slough town centre to accommodate major new office and hotel development which can support the growth of Heathrow.

Promoting the Northern Expansion of Slough in the form of a Garden Suburb

- 5.25 In order to help promote the northern expansion of Slough, the Council has worked with Windsor & Maidenhead, South Bucks and Chiltern Councils to undertake a joint Growth Study.
- 5.26 This Wider Area Growth Study is being undertaken in two parts. Part 1, has already been carried out by PBA who published their report in June 2019. The purpose of this was to define the geographic area of the study and the area of search for accommodating the future housing needs of the Slough, Windsor and Maidenhead core areas.
- 5.27 The Study concluded that the future housing needs of Slough are best met as close to Slough as possible, in areas where house prices are, or house prices in new developments could be, no higher than in Slough and close to areas that Slough residents commute out to.
- 5.28 As a result the Study had identified a very small 'narrow area of search', restricted to parts of adjoining local authority areas plus Hillingdon Borough. The later was included, not because it would necessarily be expected to take net migration from Slough, but because the inter relationship is such that if more housing was built in Hillingdon the net migration outflow to Slough is likely to be reduced. This area of search is shown in Figure 4.
- 5.29 Part 2 of the study will identify the potential locations within the respective areas of search that could accommodate the future housing need growth of the Slough, Windsor and Maidenhead core areas, in line with national policy, regardless of administrative boundaries.
- 5.30 As part of this work a draft Local Housing Needs Assessment has been produced by GL Hearn which identifies a potential shortfall of 4,300 homes in the southern part of South Bucks over the next 20 years. This is in addition to Slough's potential unmet need which has been identified below.

Figure 4: Area of Search for Meeting Unmet Housing Needs



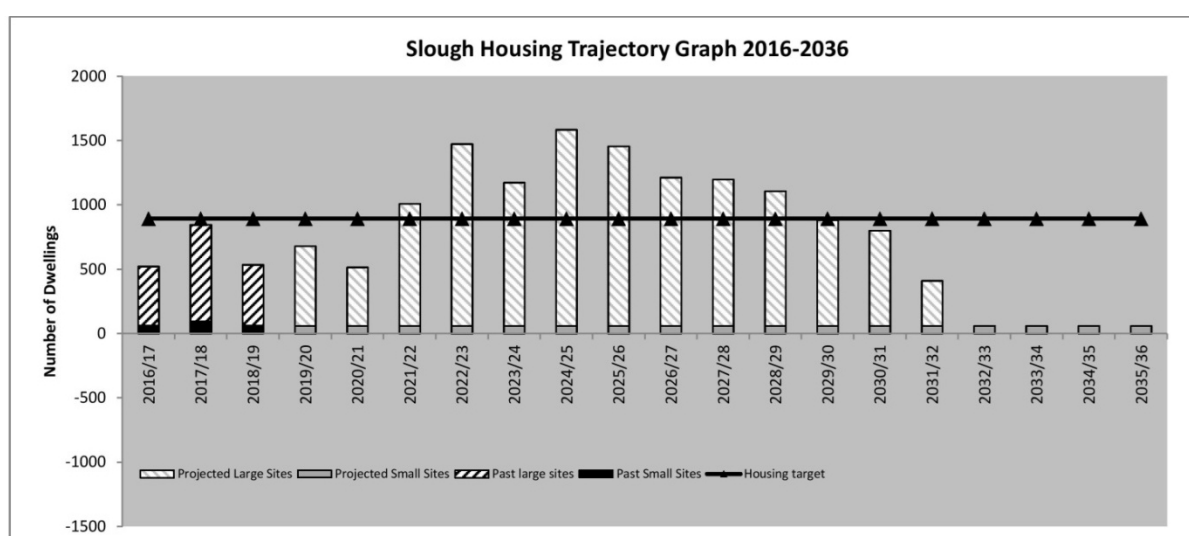
- 5.31 The results of the Wider Area Growth Study will be submitted to the Chiltern and South Bucks Local Plan examination in support of this Council's request that there should be an immediate partial review of the plan to bring forward the Northern Expansion of Slough to meet unmet needs from South Bucks and Slough.
- 5.32 The initial questions raised by the Inspectors who are holding the examination have asked why Chiltern and South Bucks are seeking to deal with this issue though a review and not part of the plan?

Housing Supply

- 5.33 One of the biggest issues facing the review of the Local Plan for Slough is how we can maintain our housing supply.
- 5.34 The monitoring report shows that 534 net additional dwellings were completed in Slough in 2018/19. There were actually 585 new builds last year but 51 were lost due to demolitions or change of use. The average net completions over the last 5 years is 654 dwellings per year.

- 5.35 Housing targets for Local Plans and 5 year land availability calculations are now required to be calculated using the Government's new standard methodology published in the National Planning Policy Framework and Planning Guidance. This takes account of household projections and affordability ratios published by the Government.
- 5.36 The latest Local Housing Need figure for Slough is an average of 893 per annum. This is the figure that will be used for the preparation of the Local Plan and five year land supply calculations.
- 5.37 There are a number of housing schemes in the pipeline with 858 under construction and 1297 with planning permission that had not started by April 2019.
- 5.38 This is not, however enough to provide the five year land supply that is required by the national Planning Policy Framework (NPPF). As at April 2019 we only had a 2.1 year supply of housing.
- 5.39 This means that, in accordance with the NPPF there now is a presumption in favour of granting all planning applications for housing development.
- 5.40 Looking further forward the updated Housing Trajectory for 2016 to 2036 in Figure 5 below shows that from 2030 onwards no potential major housing sites have been identified. Overall it is expected that, after applying a discount rate for sites coming forward there could be a shortfall of around 6,000 dwellings compared to the Local Plan housing requirement. This is why the emerging Preferred Spatial Strategy is promoting the northern expansion of Slough into South Bucks to assist Slough meeting local housing needs as close as possible to where they arise.

Figure 5: Local Plan Housing Trajectory for 2016 to 2036



Next Steps

- 5.41 We have produced a new Local Development Scheme which sets out a timetable for the preparation of the Local Plan.
- 5.42 This is partly dictated by events that are outside of our control such as the need to wait for the Secretary of State's decision about the third runway and the need to consider the outcome of the Chiltern and South Buck Local Plan examination.
- 5.43 We aim to put a report to Planning Committee on the update to the Emerging Preferred Strategy in February 2020 and go out to consultation in Summer 2020.
- 5.44 Key milestones identified in the LDS in May 2019 can be seen in Table 1 below:

Table 1: Local Development Scheme Key Milestones

Key Milestones	
Evidence Base preparation	2015 ongoing
Call for Sites consultation	January 2016
Issue and Options Consultation	January 2017
Preferred Options Consultation	February 2020
Publication	Summer 2021
Submission to the Secretary of State	Winter 2021
Independent examination	Spring 2022
Receipt of binding report	Summer 2022
Adoption	Summer 2022

6 Conclusions

- 6.1 This report explains the progress that is being made with the review of the Local Plan for Slough and what the main issues are. It also sets out the latest timetable for next stages of the plan making process.

7 Background Papers

None.

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SLOUGH BOROUGH COUNCIL

REPORT TO: Neighbourhoods and Community Scrutiny Panel

DATE: Thursday, 28th November 2019

CONTACT OFFICER: Colin Moone, Service Lead, Housing (People) Services

(For all Enquiries) (01753) 474057

WARD(S): All

PART I
FOR COMMENT & CONSIDERATION

Housing Strategy Update**1. Purpose of Report**

To provide the Neighbourhood and Community Scrutiny Panel with an update on the progress of the new Housing Strategy.

2. Recommendation(s)/Proposed Action

- 2.1 This report presents the emerging themes of the Housing Strategy and requires comments and/or suggestions about these themes.

3. The Slough Joint Wellbeing Strategy, the JSNA and the Five Year Plan**3a. Slough Joint Wellbeing Strategy Priorities**

Housing is one of the key priorities of Slough's Joint Well Being Strategy (SJWS). It contributes to reducing inequalities in health through access to quality housing. There are clear links between housing and the JSNA priorities around improving health conditions so that people can manage their own health and wellbeing and live independently in their communities.

3b. Five Year Plan Outcomes

This report and the new Housing Strategy will touch all of the priority outcomes: -

Outcome 1: Slough children will grow up to be happy, healthy and successful;

Outcome 2: Our people will be healthier and manage their own care needs;

Outcome 3: Slough will be an attractive place where people choose to live, work and stay;

Outcome 4: Our residents will live in good quality homes and

Outcome 5: Slough will attract, retain and grow businesses and investment to provide opportunities for our residents.

3c. The Housing Strategy

Slough's Housing Strategy 2016-2021 sets out the Council's shared vision and priorities to provide sufficient, good quality, affordable housing. This report is about the new strategy and its delivery.

4. **Other Implications**

(a) Financial

Although any financial implications of the new strategy cannot currently be quantified, the completed strategy will clearly lay out any financial requirements needed to deliver particular aspects. In order to deliver a step-change in housing supply, for example, the council must accept that investment, be it from partners or any other routes, must be increased to fulfil the ambitions of the strategy.

(b) Risk Management

There are no direct risk management implications arising from this report. However, once the action plan is agreed, governance arrangements will incorporate risks to the specific aspects of the plan.

(c) Human Rights Act and Other Legal Implications

There are no Human Rights or other Legal implications arising from this report.

(d) Equalities Impact Assessment

The compilation of this report has not required an Equalities Impact Assessment.

(e) Workforce

It is possible that the implementation of this strategy will require some short-term capacity to give it all the chances of success.

5. **Supporting Information**

- 5.1 This report attaches two appendices. Appendix A is a short update which describes the consultation steps, Campbell Tickell (the consultants), are taking in writing the strategy. There are three stages for the consultation: information gathering; consultation based on the interim draft strategy and public consultation. The process is currently at the second stage and Campbell Tickell have invited comments on the interim strategy from stakeholders who have been interviewed within the Council by 29th November 2019.
- 5.2 Campbell Tickell have spoken to over 40 stakeholders including the Leader, the Cabinet Member for Housing, the Corporate Management Team, Council Officers from across departments, voluntary sector, health, housing associations, developers and Homes England.
- 5.3 Appendix B is the emerging interim strategy. It is not structured in the traditional way, which draws the reader to focus on the most acute housing needs and which separates each tenure/sector by chapter. Instead, it has been framed in terms of what needs to happen within a broad context of the housing market and 'inclusive growth'.
- 5.4 The chapter headings, which have been chosen should allow the reader to see how the proposed actions on housing fit within a dynamic relationship between

people, homes, health, place and the wider economy and how this will help to move Slough closer to its stated ambitions. Structuring the strategy this way means that actions relating to specific tenures, teams or other parts of the council's or partners' activity are spread throughout the document and across all chapters. This should help teams to see how their combined efforts might help to achieve broader outcomes and this should reinforce the 'One Council' messaging in the Our Futures programme.

5.5 The chapter headings are:

- Introduction – housing for an economically inclusive Slough
- Successes, challenges and opportunities
- How many homes and what sort of new homes does Slough require
- Delivering new homes to support the right housing development
- Increasing supply through better use of existing homes
- Improving access to homes
- Supporting people, improving health and well-being
- Building healthy, thriving places with Slough's residents
- Action plan – currently actions run throughout the chapters above.

5.6 Appendix B gives the details behind each chapter and this is what is being consulted on. The deadline for this stage of the consultation is just after this Panel and all of the consultation contributions will then be discussed widely before the first real draft is produced. See Appendix A, item 12 for the consultation timeframe.

6. **Comments of Other Committees**

6.1 None

7. **Conclusion**

7.1 This report attaches the emerging interim Housing Strategy. It touches on the key housing issues in Slough and proposes how these issues should be tackled going forward. The strategy also attempts to tackle how the whole Council and partners should tackle these issues and frames this in the Council's transformation programme, Our Futures.

8. **Background Papers**

8.1 A similar report will be presented to the Health and Social Care Partnership Board on Tuesday 26th November 2019.

9. **Appendices**

Appendix A - Housing Strategy progress update, November 2019

Appendix B – Slough Interim Housing Strategy

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Appendix A- Housing Strategy progress update November 2019

1. This briefing report is to inform on progress in developing a new borough wide housing strategy.
2. Slough Borough Council have commissioned Campbell Tickell to prepare a housing strategy that will set the framework for activity and practical measures required to achieve the Council's housing priorities: maintain council housing to a high standard; delivery of new affordable homes; reduce the number of households in temporary accommodation; and drive up standards in the private rented sector. At the same time the strategy needs to be grounded in the Council's Five Year Plan and help the Council achieve its overall strategic objectives, within the wider place (Berkshire/Outer London), including those relating to health and well-being. It needs to dovetail and be consistent with existing and emerging planning documents.
3. There are three key stages in compiling the strategy: data analysis; consultation; and drafting the strategy. Compiling the strategy is an iterative process with each phase adding to the content, quality and buy-in.
4. We have completed the data analysis stage. We reviewed a range of Council strategy documents and housing market and needs assessments. This helped set the context for consultation stages and ensured that the strategy will reflect the wider context and priorities.
5. There are three stages for the consultation: information gathering; consultation based on the interim draft strategy and public consultation. We are currently at the second stage and have invited comments on the interim strategy from people we have interviewed within the Council by 29 November 2019.
6. We have spoken to over 40 stakeholders including the Leader, Cabinet Member for Housing, Corporate Management Team, Council Officers from across departments, voluntary sector, health, housing associations, developers, Homes England.
7. In addition, a Sounding Board has been set up with representatives from across the Council with whom we are liaising throughout the development of the strategy. The Sounding Board has met three times, most recently on 13 November 2019 to review the interim strategy.
8. This Housing Strategy is not structured in the traditional way, which draws the reader to focus on the most acute housing needs and which separates each tenure/sector by chapter. Instead, we have framed what needs to happen within a broad context of the housing market and 'inclusive growth'.

9. The chapter headings we have chosen should allow the reader to see how the proposed actions on housing fit within a dynamic relationship between people, homes, health, place and the wider economy and how this will help to move Slough closer to its stated ambitions. Structuring the strategy this way means that actions relating to specific tenures, teams or other parts of the council's or partners' activity are spread throughout the document and across all chapters. This should help teams to see how their combined efforts might help to achieve broader outcomes and this should reinforce the 'One Council' messaging in the Our Futures programme.
10. The chapter headings are:
- Introduction – housing for an economically inclusive Slough
 - Successes, challenges and opportunities
 - How many homes and what sort of new homes does Slough require
 - Delivering new homes to support the right housing development
 - Increasing supply through better use of existing homes
 - Improving access to homes
 - Supporting people, improving health and well-being
 - Building healthy, thriving places with Slough's residents
 - Action plan – currently actions run throughout the chapters above.
11. We have invited comments back by 29 November 2019 following which we will update the strategy which can be used for wider consultation within the Council and external stakeholders. We will also produce an Action Plan alongside the strategy so that we think about deliverability throughout and provide sufficient time to raise any deliverability issues. Feedback will be then incorporated into the final draft for public consultation.
12. The timeline for development the strategy is as follows:

Stage	Dates
Interim draft strategy	Comments back by 29 November 2019
Draft strategy	Mid-December 2019
Final draft for public consultation	January 2020
Public consultation	January / February 2020
Final draft	March 2020

Appendix B- Slough Interim Housing Strategy

Slough Interim Housing Strategy – for feedback

Focus	Recommendations / Questions for Slough BC
1. Housing for an economically inclusive Slough	
Inclusive growth – based on BLIS and 5-year plan statements ... so that people living in Slough will contribute to and benefit from the region's economic growth.	<p>This is what we are hearing about the contextual story and drivers.</p> <p><i>Is this the right story for Slough?</i></p> <p><i>See Appendix 1 - is this the right tone?</i></p>
Housing roles: ensuring local firms have access to a pool of labour with varying skill levels and that the housing also acts as a draw for new skilled residents to support further economic growth	
Other key factors: <ul style="list-style-type: none"> • Increasing skills/qualifications of Slough's residents • The overall vision for Slough especially the Town Centre • Quality of place and environment • Health and Wellbeing of Slough's residents 	

2. Successes, Challenges and Opportunities	
Successes	<p>Please see Appendix 2 for a list</p> <p><i>Is it a good idea to set these out at the start of the strategy document?</i></p> <p><i>Are they the right ones for the strategy?</i></p> <p><i>What is missing?</i></p> <p><i>What else do you want to see in this section of the strategy?</i></p>
Challenges	
Opportunities	
<p>Opportunity of the Council's Transformation Programme</p> <p>This needs to unequivocally drive an expectation of</p> <ul style="list-style-type: none"> • Openness and transparency • Communication across teams • Information-sharing • Evidence-based solutions (with evidence shared across teams) • Joint working across teams to address Slough's issues • Devolvement of decision-making to an appropriate level • Better governance arrangements for joint decisions e.g. regarding site development 	<p><i>How should we express this in the strategy?</i></p>

3. How many and what sort of new homes does Slough require?

The numbers:

The HNA has established that the 893 homes per annum over the 10-year period from 2019 to 2029 cannot be met within the constraints. The broad proportions as below:

	1-bed	2-bed	3-bed	4+bed
Market homes	0-5%	20-25%	50-55%	20-25%
Affordable home ownership	20-25%	40-45%	25-30%	5-10%
Affordable rent	35-40%	25-30%	25-35%	5-10%

We will also include figures for Older People's housing needs.

The type of homes required:

To achieve the ambition for inclusive growth and for people to 'stay' living in Slough, we are recommending that Slough looks at five stages of life:

1. Slough's young residents seeking independence
2. Young professionals from Slough and elsewhere
3. People settling in Slough
4. Maturing families
5. Older people (both active and frail older people)

Specialised and supported housing for vulnerable people across the life course will also be considered within this section

Every effort should be made to maximise housing delivery at the same time as explaining why it is not possible.

Broadly, we recommend (more below)

- Seeking/securing high level support for expansion beyond Slough's boundaries.
- Continuing delivery on existing large sites
- A phased plan for/delivering of estate renewal and intensification

Please see Appendix 3 for our ideas about the sort of homes and access for people at different stages of life

Recommend further consultation to develop a deep and nuanced understanding of what sort of housing people are looking for at different stages of life.

Do you agree with these stages?

Is it realistic for Slough to provide for all these stages?

What should be prioritised?

4. Delivering new homes to support the right housing development - *comments? what is missing? what would you prioritise?*

A Slough Housing Fund

This could include: surpluses from JEH/SUR, s106 commuted sums, RTB receipts, New Homes Bonus, surpluses generated through the Council's other commercial activity, sources (in line with the ambition ***to pursue commercial and other funding opportunities to maximise benefits for Slough***)

A Housing Fund would provide the possibility of leverage; the Council can use these funds in a flexible way to provide gap funding to make sites viable with the right type and mix of homes.

The potential to increase HRA borrowing for new homes

Explore borrowing to build new Council homes directly to fill other gaps that the market won't provide for e.g. temporary accommodation, social rent

Best use of council and other public land to increase supply

Recommend

- One Public Estate to identify public sector sites (e.g. old hospital sites)
- An appraisal of all HRA sites for estate regeneration and intensification followed by a phased plan
- A phased plan for development on infill and garage sites following the estates capacity plan
- Maximise leverage on all Council-owned sites by requiring site buyers and development partners to commit to building homes that meet the vision in this strategy
- Continue to innovate and develop our financial and development models for small sites to meet Slough's housing requirements

Improving the land assembly and development process

Recommend

- proactive communication of the requirements of this housing strategy to all potential developers

	<ul style="list-style-type: none"> • Early engagement with developers ahead of purchase to provide clarity about expectations of the housing mix and place-making requirements. • proactive identification of strategic sites for acquisition using CPO powers if necessary • appointing a Housing Delivery Tsar - someone with authority to bust problems over delivery, kickstart stalled developments, revisit unstated planning permissions
Seeking to expand beyond Slough's boundaries	As well as making a strong argument for the northern expansion, we recommend early talks with MHCLG, Homes England as well as sub-regionally with colleagues. Test 'duty to co-operate'.
Delivery partnerships	Recommend that, going forward, SBC chooses development partners (RPs and developers) on the basis of their commitment to Slough's vision – to building the required housing mix in attractive neighbourhoods and providing apprenticeships for local people – and their track record in other places.
Roles of council-owned development vehicles	Recommend a review the purpose and operations of JEH and SUR to support delivery of the right mix of new homes and filling gaps in provision
Slough Living Rent (SLR) RPs tell us that SLR makes schemes unviable and Homes England can't fund it.	Recommend reviewing SLR in the light of Slough's inability to deliver many new homes at this rent level

<p>Potential for assistance from Homes England</p> <p>Homes England can provide funding to support new homes as follows:</p> <ul style="list-style-type: none"> • Continuous market engagement – affordable rent (including social rent) • Supported housing funding • Care and support funding – for older people • Move-on funding – for second stage schemes • LA small sites funding – can help unlock land • Legacy bids <p>Slough may not be making best use of these resources</p>	<p>Recommend</p> <ul style="list-style-type: none"> • Construct a 5-year plan for schemes, including funding request to Homes England • Develop a sustained and responsive relationship with Homes England to maximise funds for delivery across all sites.
<p>Stronger Towns Fund https://www.gov.uk/government/publications/stronger-towns-fund and Future High Street Funding https://www.gov.uk/government/publications/future-high-streets-fund</p>	<p>Please confirm if any bids have been made to either of these funds:</p>

5. Increasing supply through better use of existing homes – *comments? what is missing? what would you prioritise?*

Supported 'right-sizing' to enable people to live in a more suitable home	<p>Recommend</p> <ul style="list-style-type: none"> Supported Up-sizing to alleviate overcrowding Supported Down-sizing across all tenures (beyond TIS) to free up larger homes
Review the use of Disabled Facilities Grant (DFG)	We understand a review is ongoing to increase the flexibility in support for older and disabled people to live well in their homes and within their community.
Maintaining decent Council homes	Further work required here to establish status of planned maintenance, improvement etc
Reinventing our sheltered housing to meet modern expectations	<p>Recommend</p> <ul style="list-style-type: none"> undertaking a systematic review of our sheltered housing schemes constructing a 5 year plan for improvement
Reducing the turnaround time for void properties	<p>Commit to targets for improvement of relet periods:</p> <ul style="list-style-type: none"> to reach the national average relet period by March 2020 to reach upper quartile relet period by March 2021
Bringing empty homes back into use	<p>Developing a new Empty Homes Strategy. Including</p> <ul style="list-style-type: none"> Incentive scheme to bring back long-term empties use, for nominations for 3-5 year period. survey of empty properties above shops in the town centre and inclusion in town centre regeneration plans

6. Improving access to homes – *comments? what is missing? what would you prioritise?*

A Slough Rent to Buy scheme

Aimed at

- Slough's emerging households who are interested in home ownership but who can't afford to buy outright
- Key workers working in Slough (social workers, teachers)

Reasonable preference to Slough residents to access 'intermediate home ownership'

Aim to negotiate with private developers a 'reasonable preference' agreement, whereby Help to Buy, Rent to Buy and shared ownership properties built by developers are initially offered to Slough's residents for a period of 12 weeks before offering them on the open market

A self-build offer

Explore appetite for this with Slough residents

Community Land Trust

Explore appetite for this with Slough residents

Encouraging sharing options where appropriate

For example;

- Home Share – which is essentially supported lodgings
- Shared lives plus – a CQC registered model aimed at people with a learning disability or mental health problem but which could be offered to more people irrespective of vulnerability
<https://sharedlivesplus.org.uk/>

	<ul style="list-style-type: none">• Co-housing, where people live ‘independently together’ having their own private space as well as some shared facilities¹• Community Land Trust – to support intentional affordable home ownership communities.
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¹ See UK Cohousing for more information on cohousing: <https://cohousing.org.uk/>

7. Supporting people, improving health and wellbeing - *will these suggestions help to prevent homelessness? How best can housing co-ordinate with other teams to improve outcomes?*

Preventing people ‘at risk’ of becoming homelessness	<p>Recommend four priorities for action:</p> <ul style="list-style-type: none"> • Increasing our private rented tenancy sustainment activity • Mediation and housing advice for young people excluded from the family home • Fail-safe accommodation and support for care leavers • People with complex needs <p>A range of recommendations to get both the accommodation and the support offer right for each of these.</p>
Graded support for vulnerable people including in general needs homes	<p>Recommend a fundamental review of the types of support</p> <ul style="list-style-type: none"> • To prevent people from losing an existing tenancy in both social and private sectors • Asset-based, equip them with skills and confidence • So that number of hours and intensity of support can change as the persons needs change • More community-based, peer-led, networked support wherever possible (e.g. Key-ring https://www.keyring.org/) • ‘shared lives’ opportunities (e.g. Shared lives plus https://sharedlivesplus.org.uk/ and homeshare)
Relieving homelessness and rough sleeping	<p>Further work required here</p>

Coordinated action for better wellbeing	<p>Recommend housing’s participation in emerging sophisticated council-wide and NHS approaches to targeted action to support wellbeing, including:</p> <ul style="list-style-type: none">• A multi-agency approach to solving local problems – highlighting housing’s role in the Councils ‘Locality and Accommodation Strategy’• Towards a data-driven ‘healthy homes and lives’ programme• Hospital to home scheme <p>These developments will support a more enhanced approach to a range of matters.</p>
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8. Building healthy, thriving places with Slough's residents - *will these steps help create better neighbourhoods / places? What else needs to happen?*

Healthy place-shaping principles

Recommend adopt the ten 'Healthy New Towns' principles²:

1. Plan ahead collectively
2. Assess local health care needs and assets
3. Connect, involve and empower people and communities
4. Create compact neighbourhoods
5. Maximise active travel
6. Inspire and enable healthy eating
7. Foster health in homes and buildings
8. Enable healthy play and leisure
9. Develop health services that enable people to stay well
10. Create integrated health and wellbeing centres

Connecting, involving and empowering people and communities

Building on Stronger Healthier Attractive Neighbourhood programme to link grass-roots community work with large-scale regeneration programmes so local people help to shape their neighbourhoods' vision for the town

Adopting healthy and attractive place-shaping practices in new development

Through

- partnerships with providers genuinely want to create better places in Slough

² Putting Health into Place: <https://www.england.nhs.uk/ourwork/innovation/healthy-new-towns/>

	<ul style="list-style-type: none">• Masterplanning new development buildings and environments with communities where possible
Improving Slough’s neighbourhoods	Through a range of measures including Selective Licensing in areas with high levels of private rented housing

Appendix 1 – Introduction

1. Housing for an economically inclusive Slough

Slough is at the centre of Berkshire's growing economy.

Already economically strong, Slough's location on the edge of London and next to Heathrow makes it a focus for international business. The completion of Crossrail and potential for a third runway will intensify this bringing increased prosperity to Berkshire's towns and villages. Good rail and road links make Slough an easy place to travel to and from, and through, so the town offers a great deal to people who live in the surrounding areas; a global business centre, employment prospects, good schools and a convenient commuting hub.

Slough's residents have historically benefitted less from this economic activity than people living outside the town and it has not historically been a place where many people aspire to live the entire course of their lives. We want this to change. We want the town's economic success to be shared by its residents and we are asking the surrounding areas to play their part in enabling that.

Slough's ambition for economic growth is reflected in the county's Local Industrial Strategy which states that **'Berkshire should grow with ambition and intent ... but we also want to see good growth ... growth that is smart, knowledge-intensive, inclusive and resilient'**. It is developed further in Slough's Five Year Plan 2019-2024 which states that **'Slough will attract, retain and grow businesses and investment to provide opportunities for our residents'**. We will put people first and are determined that people living in Slough will contribute to and benefit from the region's economic growth, that they will progress, prosper and flourish as the economy grows.

Housing plays critical roles in ensuring local firms has access to a pool of labour with varying skill levels. It also acts as a potential draw attracting new skilled residents to support further economic growth. This strategy and action plan sets out how the Council will work and what it is requesting of partners in order to support inclusive growth within and beyond the town's boundaries.

Our vision for Slough

We want Slough to be **'an attractive place where people choose to live, work and stay'** [Five Year Plan 2019-2024].

We are working with developers, businesses and communities to develop the cultural, experience and leisure offer in Slough Town Centre so that it matches the town's impressive economy. Capitalising on the success of The Curve and new library we are building the infrastructure for lunchtime and early evening activity and theatre/film space for Slough's young people and young families, as well as others who work here, to enjoy.

Alongside this, Slough's residents are developing a new sense of pride in the town and in their neighbourhoods. This is being supported through programmes like Stronger Healthier Attractive

Neighbourhoods and is part of rebranding exercise that involves local people in building the vision for the place. The number of residents gaining an NVQ level 4 qualification has been increasing year on year since [xxx] which is enabling more of Slough's residents to secure good jobs within the towns' economy than in the past.

This is all part of our ambition for Slough's residents to participate in the economic future of the town.

Appendix 2

2. Successes, Challenges and Opportunities

Successes

Slough is a strong and resilient place that is not afraid of taking risks in order to achieve more for the town and wider region.

- Slough's schools are performing above the national average [find ref].
- 39% of Slough's residents hold a degree-level (NVQ4+) qualification, slightly more than the national average, with a further 15% holding an NVQ3 level qualification and the numbers holding these qualifications has increased in recent years [find ref].
- Slough was the first town in the country to trial revolutionary green technology which generates electricity from plant microbes. We have continued to make improvements to our highway network and trialled the use of electric buses along the Green Line.
- Slough Borough Council has positioned itself to benefit from Slough's commercial enterprise so that it can maximise its income for reinvestment in Slough
- Slough Borough Council has set up a housing company James Elliman Homes to buy homes and make them available at a reasonable rent for people who were either homeless or at risk of becoming homeless. So far x households have been helped in this way. The aim is for 230-250 homes to be owned and managed in this way over the 5 years to [add year] representing an asset of around £70m which the council might then be in a position to raise further funds for reinvestment in the town.

[Please advise and make further suggestions for successes to add to this list]

Challenges

There are some unusual dynamics in Slough's housing and land markets, that present some very significant challenges.

- The town is small and the boundary tight. Even if all the spatial options proposed in the Emerging Local Plan were implemented it would not be possible to accommodate all Slough's housing and employment needs within the Borough in a sustainable manner³.
- The strong and growing economy means there is competition on available sites between employment and housing use. The latest Housing Needs Assessment⁴ assumes that few of the jobs to be created will fall to residents, this generates an important policy dilemma

³ See Issues and Options Document on the Review of the Local Plan for Slough 2013 -2036 which was the subject of public consultation in January and February 2017

⁴ For example, page 20 East Berkshire Local Housing Needs Assessment 2019

over whether housing or employment generates more revenue for the which the council will need to resolve.

- Slough house prices are high relative to local earnings but more affordable than the surrounding areas [ref figures]. Rent levels are also high. There is a danger that Crossrail could increase prices further placing them out of the reach of people employed in lower and middle income roles.
- Fewer of Slough's residents hold a degree level qualification than in the surrounding areas while many of the jobs that exist in the Borough require a higher skill level than average. This means many of Slough's residents travel out of the town for work. However, this is starting to change.
- The market preference is to build small apartments but a wider range of type, sizes, tenures and affordability of homes is what is actually needed.
- Homeless acceptance increased four-fold between 2013/14 and 2017/18 with the biggest jump being between 2013/14 and 2014/15 [Homelessness review 2018]. As well as providing statutory assistance to Slough's residents who become homeless, being so close to London, yet having lower rents, makes Slough a key destination for placement of homeless people by many London boroughs.
- The town has an exceptionally large private rented sector; around 28% of homes are privately rented [BRE integrated Stock Model report] compared with a national average of 18-20%. In some wards levels of private renting is as high as 50%. England's experience suggests there will be several thousand small landlords which makes quality improvement and overall regulation challenging and potentially resource intensive.
- In some parts of Slough, levels of fuel poverty and cold homes in private housing are very high. We know that this is detrimental to people's health.
- The transition to Universal Credit has had a very large impact on arrears levels for council tenants. [add figures here]. Removing direct payments to landlords has also had the effect of reducing the number of private landlords who are prepared to let to benefit claimants. (We appreciate the welfare payment regime might change after the General Election. However, even if this happens the legacy of UC will continue to impact on potential landlord supply.)

[Please advise and make further suggestions for challenges to add to this list]

Opportunities

We have been diligent in creating opportunities where we think we can make a big difference.

- The development of a 20 year vision for Slough will provide a good context for this housing strategy enabling the whole Council and external partners to see how the housing strategy will help to achieve the town's long-term goals
- The Council's Transformation Programme provides a significant opportunity to better coordinate our activity across the Council and with partners which will improve our approach to many elements of this strategy. It will help us to change how we work, by asking "What is the best thing for Slough?" and working across teams and services areas – across and beyond the council – to think and deliver differently. It will help to become more transparent and to transform our approach to:

- Openness and transparency
- Communication, information-sharing and learning across teams
- Evidence-based solutions (with evidence shared across teams)
- Joint working across teams and organisations to identify, address, solve Slough's issues
- Devolvement of decision-making to an appropriate level
- Better governance and decision-making on sites for housing and other development
- Our ability to respond to neighbourhood problems through a multi-agency approach.
- Homes England has several funds that are relevant to Slough and there is the potential for additional funding to be drawn in to support elements of this strategy
- Slough Council has been actively buying sites and now has significant land holdings. This means that we have a degree of leverage to get the right type of new homes built alongside development for the economy
- Lifting of the Housing Revenue Account borrowing cap provides an opportunity for higher level of borrowing to fund new Council homes to fill gaps in the market
- Through a number of national schemes, energy companies have an obligation to provide resources to address fuel poverty. Through a partnership with the NHS, it may be possible to support some of the households living in these homes through securing dedicated funds.

[Please advise and make further suggestions for opportunities to add to this list]

Appendix 3

What sort of housing do people want at different stages of life?

We have identified five stages of life each of which brings different needs and aspirations for housing and an additional category of specialised housing for vulnerable people across the life-course. These are:

1. Slough's young residents seeking independence
2. Young professionals from Slough and elsewhere
3. People settling in Slough
4. Maturing families
5. Older people (both active and frail older people)
6. Specialised and supported housing for vulnerable people across the life course

Each of them is considered further in the section below.

1. Slough's young residents seeking independence

This could include, for example:

- Purpose-built 'Co-Living' accommodation with some private space and some shared spaces available at social/affordable rent level to people between the ages of 16 and 30 who have grown up in Slough.
- Innovative housing solutions such as ZEDpod, developed by Bill Dunster Architects, a low cost prefabricated super energy-efficient micro home designed to sit on an elevated platform above existing outdoor car parks. They utilise otherwise unused space and require only air rights, with no need for land. ZEDpods can be installed as singles or doubles and as a 'community cluster' offering an inexpensive rented starter home for young singles or couples. The entry level model of the fully installed homes costs around £65,000 and can be bought outright if air rights are signed over. They can also be easily relocated at low cost and with minimal wastage.
- Supported renovations. The council could buy empty and/or poor condition private homes on the open market and make them available for shared ownership through 'sweat equity'. A young person would be offered 'on the job' training through our refurbishment contractor and would be expected to participate in the renovations in return for an equity stake (of between say 20 and 50%) in the home.
- Homeshare⁵ where a young person shares accommodation with an older person who has a spare room in their home. The Council could offer a 'vetting' and management service for older people prepared to offer a room for rent to young people.

⁵ <https://homeshareuk.org/>

- Foyer-style accommodation for 16-21 year olds with part-time support for young people who, although they may not have grown up in the care system, nevertheless feel the need to move out of the family home.
- A trained mediator/advisor who can help young people to find the right housing option for them either through resolving differences with their families if staying in the family home is a good short-term solution for them or by accessing suitable accommodation.

2. Young professionals from Slough and elsewhere

Some of the actions we are considering include:

- An ethical lettings scheme – actively advertised both to young professionals through local businesses and to local private landlords – to set a new standard for private rental management in the town
- A Council-led build-to-rent and/or acquire-to-rent programme to broaden the range and increase the quality of market rental homes available for young professionals. This is about setting a high standard for property condition and safety
- New models and designs of rented accommodation that would attract young people to live in the town – as part of the town centre strategy
- Taking a more proactive approach to enforcement in hand with developing our private landlords' forum – with a view to promoting higher standards in private lettings.

3. People looking to settle down in Slough

We are looking into a range of options including, for example:

- Active encouragement and incentives for private developers to build new, high quality 2, 3 and 4 bedroom homes for sale on the open market or through Rent to Buy
- Council-led building of 2, 3 and 4 bedroom affordable homes including social homes and market homes that will allow for cross-subsidy – so that more lower income households can find a suitable home
- Encouragement of Registered Providers to build 2, 3 and 4 bedroom homes at social/affordable rents alongside market homes (enabling cross-subsidy)
- A Slough Rent-to-Buy scheme, that enables key-workers such as teachers at the new academy to purchase a home and settle in the town
- Active promotion of the council's means-tested 'Deposit Bond' scheme that assists households to cover the deposit on a private rented home
- Purchase, refurbishment and resale of empty homes for sale on the open market
- Homesteading options where low cost finance is provided to support refurbishment of poor condition homes
- Working with small local developers to establish 'self-build' – providing people with the option of building their own home (with support) or of having one built to their design.

4. Maturing families

The kind of options we are looking at include:

- To encourage the development of new 3, 4 and 5 bed homes with adequate parking facilities and not too far from good secondary schools and bus routes;
- To offer and promote more custom-build options for those who want to take charge of developing a home in a location they want to live in.
- A Community Land Trust development, led by members of the local community who want to live in a semi-communal environment and own property within a cooperative model of home ownership
- Intergenerational cohousing schemes where people of different ages live in close proximity, become friends and share many aspects of everyday living.
- Building a small number of new 5-bedroom social/affordable homes for extended families who are overcrowding to 'up-size' into
- Providing advice on the suitability of home extensions
- To establish a 'right-sizing' programme that helps older people living in large properties (in both the social private housing sectors) to decide whether to move to a more suitable home and with the process of moving. This is partly to make more larger homes available for other families to live in Slough in the long term.

5. Older people

While the number of older people living in Slough is lower than for Berkshire as a whole [Figure 48 Berkshire SHMA], the over-75 population is projected to increase by three quarters by 2039. A shortfall of 1,563 homes is calculated [East Berkshire HNA 2019]. This also creates significant challenges for the care and support sector.

Council's approach is to provide housing and forms of support that enable older people to live well within the community for as long as possible; to reduce reliance on long-term residential care home placements, avoid crises requiring hospitalisation and reduce delays within hospital. [OP Commissioning Strategy, Table 143 Berkshire SHMA, JSNA].

A recent study by Housing LIN argues for housing to support health and social care 'preventative' priorities and specifically to reduce residential care placements. It proposes:

- Building some homes in Slough's larger developments that meet the 'lifetime homes' criteria
- The development of additional extra care facilities appropriately designed with assistive technology that can provide high quality care especially for people with dementia.
- A future tenure split for older people's housing of 53% owner occupier 47% affordable housing by 2036 (SHMA).
- A range of floating support suitable for older people with different levels of need
- Cohousing options, for older people to live in close proximity with others and share some aspects of everyday living.
- We know that older people do better when they have level access homes and that today's older people have expectations that exceed some of our existing sheltered housing schemes.

6. Specialised and supported housing for vulnerable people across the life course

[To be completed]

7. Other aspirations

High levels of car ownership among Slough residents are straining parking arrangements. It is important, therefore, that all developments consider the arrangements for car parking and aim for a minimum of 1 parking space per unit.

Appendix 4

Preventing people ‘at risk’ of becoming homelessness

Homelessness acceptances have risen sharply over the last five years and, in line with the Homelessness Reduction Act 2017, we need to do more to help people to avoid being made homeless.

What we have already done

In late 2018 we undertook a review of our homelessness services. This told us that the focus for action going forward must be

- Private renters – over half of all people who present as homeless cite loss of an assured shorthold (private sector) tenancy as the main reason
- And 19-24 year olds facing family and friends exclusions – 52% of those in this age group presenting as homeless cited a ‘request to move out’ from friends and family as being the causal factor.

Over the first 18 months of this housing strategy we will concentrate our ‘homelessness prevention’ efforts in four areas where we think we can make a significant difference. They are:

1. Increasing our private rented tenancy sustainment activity
2. Fail-safe accommodation and support for care leavers
3. Mediation and housing advice for young people excluded from the family home
4. People with complex needs

We will aim to get both the accommodation and the support offer right for each of these.

1. Increasing our private rented tenancy sustainment activity

We intend to develop tenancy sustainment and support for private residents to help them at an early stage and to prevent them from being evicted from their home. We will do this by:

- Looking at national ‘best practice’ in private sector tenancy sustainment
- Providing tenants with information and advice about relevant matter such as tenancy, rent payment and benefit matters when they are offered a deposit guarantee through the Council’s scheme
- Developing a tenancy sustainment service through which we support negotiations between private renters and landlords, for example around rent levels, and aim to mediate in any disputes with a view to finding a solution and avoiding eviction
- Publicising this service to private tenants and locality workers, for example through our Locality activity (see section 5.3).

- Where appropriate, covering the shortfall in rent for a limited period whilst working on an alternative housing solution with the household

2. Mediation and housing advice for young people excluded from the family home

We believe that some homeless presentations could be avoided through mediation for young people and their families coupled with advice about options for moving into independence. This needs to run alongside better provision of purpose-built affordable rented shared accommodation for Slough's younger residents who are at the stage of becoming independent.

3. Fail-safe accommodation and support for care leavers [Priority]

The Council has 'corporate parenting' duties towards children leaving care up until the age of 25 affirmed in the Children and Social Work Act 2017. This includes making provision for them to be safe, for stability in their home lives and to prepare these children and young people for adulthood and independent living.

We intend to make it virtually impossible for our care leavers to fall through the gaps and become homeless.

We will do this by:

- Providing the Children's Trust with up to 20 nominations per annum to Slough BC homes for direct placement of children leaving care, foster homes or semi-independent accommodation. This is in addition to the existing route whereby children leaving care join the housing register and seek a home through the normal route. The route taken by each individual will be at the discretion of the Children's Trust in liaison with the young person.
- Removing the possibility for care leavers to be assessed as 'intentionally homeless' (up to age 30).
- Introduce an early warning mechanism when children who have been in the care system go into arrears (up to age 25), so that the Children's Trust is informed and a multi-agency meeting convened to look for solutions to specific cases.
- Providing asset-based, flexible support that has an elements of peer support on commencement of a 'general needs' tenancy. We will work with the young people to shape the support offer, the aim being to equip the young person with skills, confidence and contacts with others who have had similar experiences and who can offer them ongoing advice that enables them to live independently (or interdependently with others). The support will be withdrawn gradually as the individual becomes better equipped to live successfully independently.

4. People with complex needs

Slough currently has too little specialised accommodation for people with complex needs – usually a dual mental health and substance misuse diagnosis.

We propose:

- A Housing First approach to entrenched rough sleepers
- build new temporary accommodation dedicated for this group

[This section to be completed]

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SLOUGH BOROUGH COUNCIL

REPORT TO: Neighbourhoods and Community Scrutiny Panel

DATE: Thursday, 28th November 2019

CONTACT OFFICER: John Griffiths, Service Lead, Housing Development & Contracts

(For all Enquiries) (01753) 875463

WARD(S): All

FOR INFORMATION

ASBESTOS IN HRA HOUSING STOCK

1. **Purpose of Report**

To provide the panel with information on the current status of Asbestos within the HRA Housing Stock and the number of properties where asbestos had been removed.

2. **Recommendation(s)/Proposed Action**

The Panel is requested to note the report for information.

3. **The Slough Joint Wellbeing Strategy, the JSNA and the Five Year Plan**

The Council's Five Year Plan 2019-2024 sets out the aims and priorities of the Council for the five year period and addresses the challenges that the Borough faces.

By effectively managing materials that contain asbestos within the HRA Housing stock 'Outcome 4 – Our residents will live in good quality homes'.

4. **Other Implications**

(a) **Financial**

The management of Asbestos by its very nature is expensive and resource hungry. During 2018 and 2019, inspection and testing of materials, both internally within dwellings and to external and communal areas, have been carried out identifying where materials either need encapsulation or removal. Works are ongoing to manage these materials. Works are generally undertaken as part of other workflows, voids, fire risk assessment works, capital investment etc. Costs of works for 2019/20 are being contained within budgets for these

works. New IT software and management thereof has also been kept within HRA revenue budgets.

A 5-year programme of Asbestos Surveys of all dwellings is planned at an estimated cost of £190k per annum based upon circa 6100 homes = approx. £950k HRA, this investment will be funded from HRA revenue budgets.

Annual budgets for the management of the asbestos identified will be considered but as far as is possible will also be contained within current HRA revenue budgets

(b) Risk Management

The management of Asbestos by its very nature is a matter of risk management, each element of material containing asbestos needs to be assessed against the Council's Asbestos management plan. Decisions on whether to leave alone, encapsulate or remove are made based upon a number of factors set out in the management plan including, type and percentage of asbestos fibres, condition of material, how accessible material is, likelihood of damage due to proposed works

(c) Human Rights Act and Other Legal Implications

None

(d) Equalities Impact Assessment

None

(e) Workforce

All work contained within current structures

5. **Supporting Information**

- 5.1 SBC's Asbestos Policy has been reviewed, amended and approved.
- 5.2 SBC's Asbestos Management Plan has been updated and approved
- 5.3 SBC have a new Asbestos Database/Register 'Alpha Tracker'. This demonstrates our robust commitment to asbestos management through out the RMI delivery to HRA assets.
- 5.4 Alpha Tracker is operational and all data from March 2018 has been input, the tracker produces tasks if required to each building based upon this data.

5.5 Asbestos Management Surveys (non intrusive) completed in 2018 all de-designated schemes:

- Allington House
- Apsley House
- Garrick House
- Calstock House
- Redwood House
- Brook House
- Armstrong House
- Kennedy House
- Seymour House

5.6 Asbestos Management Surveys completed in 2018/19 to all flatted blocks.

5.7 Asbestos Surveys are undertaken to void properties, to properties where extensive works are to be undertaken, particularly Capital Investment programmes.

5.8 Information from all Asbestos Surveys downloaded into Alpha Tracker

5.9 For the current financial year (April to October 2019), there have been 21 occupied and 112 void individual dwellings where asbestos has been removed internally. Costs have yet to be calculated, but where works have been completed the average cost per property is £1,335.

5.10 Works are being undertaken to all 491 blocks of flats for works identified from Fire Risk Assessments (FRA's) undertaken in 2018/19. The removal/encapsulation of asbestos is undertaken as part of these works. So far, works to the communal areas of 64 three-storey and 56 two-storey blocks have been completed with the remainder due to be completed by April 2020. Typically the works include removal of Asbestos Insulation Board (AIB) within loft areas, discarded asbestos flues and redundant asbestos cement tanks.

5.11 A 5-year programme of R&D surveys to all HRA assets is now planned starting with all properties built between 1960 and 2000.

6. **Comments of Other Committees**

None

7. **Conclusion**

The Panel is asked to note this report.

8. **Background Papers**

None

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SLOUGH BOROUGH COUNCIL

REPORT TO: Neighbourhoods & Community Services Scrutiny Panel

DATE: 28 November 2019

CONTACT OFFICER: Difaf Sharba, Policy Insight Analyst
(For all Enquiries) (01753) 875411

WARDS: All

PART I
FOR COMMENT AND CONSIDERATION

NEIGHBOURHOODS & COMMUNITY SERVICES SCRUTINY PANEL
2019/20 WORK PROGRAMME

1. **Purpose of Report**

For the Neighbourhoods and Community Services Scrutiny Panel (NCS Scrutiny Panel) to discuss its work programme for 2019-20.

2. **Recommendations/Proposed Action**

That the panel review the work programme and potential items listed for inclusion.

3. **The Slough Joint Wellbeing Strategy, the JSNA and the Five Year Plan**

3.1 The Council's decision-making and the effective scrutiny of it underpins the delivery of all the Joint Slough Wellbeing Strategy priorities. The NCS Scrutiny Panel, along with the Overview & Scrutiny Committee and other Scrutiny Panels combine to meet the local authority's statutory requirement to provide public transparency and accountability, ensuring the best outcomes for the residents of Slough.

3.2 The work of the NCS Scrutiny Panel also reflects the priorities of the Five Year Plan, in particular the following:

- Our residents will have access to good quality homes

3.3 In particular, the NCS Scrutiny Panel specifically takes responsibility for ensuring transparency and accountability for Council services relating to housing, regeneration and environment, and safer communities.

4. **Supporting Information**

- 4.1 The current work programme is based on the discussions of the NCS Scrutiny Panel at previous meetings, looking at requests for consideration of issues from officers and issues that have been brought to the attention of Members outside of the Panel's meetings.
- 4.2 The work programme is a flexible document which will be continually open to review throughout the municipal year.

5. **Conclusion**

This report is intended to provide the NCS Scrutiny Panel with the opportunity to review its upcoming work programme and make any amendments it feels are required.

6. **Appendices Attached**

A - Work Programme for 2019/20 Municipal Year

7. **Background Papers**

None.

Neighbourhood and Community Services Scrutiny Panel Work Programme - 2019/20

Task & finish group	
<ul style="list-style-type: none"> Food poverty 	
Meeting Date	
28 November 2019	
<ul style="list-style-type: none"> Food hygiene Low emission strategy update (particularly on electric car charging points & car clubs) Local plan update Housing strategy update Asbestos (information only) 	
14 January 2020	
<ul style="list-style-type: none"> Housing rents and Service Charges update Market Lane Road/Hollow Hill Lane Network and the impact on Langley - update from Network Rail Five Year Plan Outcome 4 progress Food poverty task & finish group - Terms of Reference 	
27 February 2020	
<ul style="list-style-type: none"> Impact of the redevelopment of the leisure facilities - community The Home Improvement Agency - findings of the review Crime and disorder reduction panel <ul style="list-style-type: none"> Safer Slough Partnership Update 	

- Key Worker Housing Update (information only)

1 April 2020

- Housing Services Scrutiny Indicators
- Osborne
 - Missed appointments (including missed appointments by residents in the report back on performance with regard to missed performance)
 - Voids Update (including length of voids)
 - Non contractual routine repairs
 - Rechargeable repairs
 - % target for appointments kept (emergency and urgent) in a different visual to being based on volume as at present
 - Asbestos queries (if applicable)

To be programmed:

- Homeless Prevention Strategy
- Rough Sleeper Action Plan
- Licensing of Houses in Multiple Occupation update (October 2020)

MEMBERS' ATTENDANCE RECORD

NEIGHBOURHOODS & COMMUNITY SERVICES SCRUTINY PANEL 2019 – 20

	MEETING DATES						
COUNCILLOR	24/06/2019	05/09/2019	31/10/2019	28/11/2019	14/01/2020	27/02/2020	01/04/2020
N. Holledge	Ab	Ab	P				
Gahir	P	P*	P				
S Parmar	P	P	P				
Plenty	P	P	P				
Ajaib	P	Ap	P				
Matloob	P	P	P				
Hulme	Ap	P	P				
Minhas	P	P*	P				
Wright	P	P	Ap				

P = Present for whole meeting
Ap = Apologies given

P* = Present for part of meeting
Ab = Absent, no apologies given

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