

Date of issue: Friday, 8 March 2024

MEETING:	CABINET	
	Councillor Smith	Leader of the Council – Improvement & Recovery, Performance, Governance and Young Futures
	Councillor Chahal	Deputy Leader of the Council – Finance, Council Assets, Procurement and Revenue & Benefits
	Councillor I. Ahmed	Community Cohesion, Public Health, Public Protection, Leisure and Planning
	Councillor Bedi	Education and Children’s Services
	Councillor Kelly	Highways, Housing and Transport
	Councillor Manku	Environment, Environmental Services and Open Spaces
	Councillor Muvvala	Customer Service, Resident Engagement, Digital, Data & Technology
	Councillor Wright	Adult Social Care, Mental Health & Learning Disabilities
DATE AND TIME:	MONDAY, 18TH MARCH, 2024 AT 6.30 PM	
VENUE:	COUNCIL CHAMBER - OBSERVATORY HOUSE, 25 WINDSOR ROAD, SL1 2EL	
DEMOCRATIC SERVICES OFFICER: (for all enquiries)	NICHOLAS PONTONE	07749 709 868

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.



STEPHEN BROWN
Chief Executive

AGENDA

PART I

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
	Apologies for absence.		
1.	Declarations of Interest	-	-
	<i>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 regard to the circumstances described in Section 9 and Appendix B of the Councillors' Code of Conduct, leave the meeting while the matter is discussed.</i>		
2.	Minutes of the Meetings held on 26th February and 5th March 2024	1 - 16	
3.	Electric Vehicle Charging Infrastructure Strategy 2024 - 2029	17 - 106	All
4.	Energy Contracts	107 - 138	All
5.	Microsoft Licencing: Upgrade from Tier E3 to Tier E5	139 - 144	All
6.	Special Educational Needs and Disabilities (SEND) Update	145 - 194	All
7.	Individual Placement Support Grants	195 - 210	All
8.	Children and Young People's (Placement) Sufficiency Strategy - update	211 - 218	All
9.	Recruitment and Retention of Foster Carers, including benefits of Fostering Friendly Employer status	219 - 224	All
10.	Disposal of Land at Uxbridge Road - Site of Former Rochfords Youth Hostel	To Follow	All
11.	Disposal of Former Police Station, High Street, Langley, Slough	To Follow	All
12.	References from Scrutiny	To Follow	All
13.	Exclusion of Press and Public	-	-

It is recommended that the Press and Public be excluded from the meeting during consideration of the item in Part 2 of the Agenda, as it involves the likely disclosure of exempt information relating to the financial and business affairs of any particular person (including the Authority holding the information) as defined in Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972 (amended).

PART II

- | | | | |
|-----|---|-----------|-----|
| 14. | Disposal of Land at Uxbridge Road - Site of Former Rochfords Youth Hostel - Appendix | To Follow | All |
| 15. | Disposal of Former Police Station, High Street, Langley, Slough - Appendix | To Follow | All |

Press and Public

Attendance and accessibility: 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 any items in the Part II agenda are considered. For those hard of hearing an Induction Loop System is available in the Council Chamber.

Webcasting and recording: The public part of the meeting will be filmed by the Council for live and/or subsequent broadcast on the Council's website. The footage will remain on our website for 12 months. A copy of the recording will also be retained in accordance with the Council's data retention policy. 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.

In addition, the law allows members of the public to take photographs, film, audio-record or tweet the proceedings at public meetings. Anyone proposing to do so 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.

Emergency procedures: The fire alarm is a continuous siren. If the alarm sounds Immediately vacate the premises by the nearest available exit at either the front or rear of the Chamber and proceed to the assembly point: The pavement of the service road outside of Westminster House, 31 Windsor Road.

Key decisions shown in **bold**.

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Cabinet – Meeting held on Monday, 26th February, 2024.

Present:- Councillors Smith (Chair), Chahal (Vice-Chair), I. Ahmed, Bedi, Kelly, Manku, Muvvala and Wright

Also present:- Councillors Dhillon, Iftakhar and W. Sabah

Apologies for Absence:- None.

PART 1

89. Declarations of Interest

No declarations were made.

90. Minutes of the Meeting held on 15th January 2024

Resolved – That the minutes of the meeting of the Cabinet held on 15th January 2024 be approved as a correct record.

91. Budget Management Quarter 3 2023/24

The Lead Member for Finance, Council Assets, Procurement and Revenues & Benefits introduced a report that set out the forecast position of the Council for the financial year 2023/24 as at the end of the third quarter to 31st December 2023.

The Council's forecast overspend at the end of Quarter 3 was £17.8m, which was a further increase from the £8.2m reported at the end of Quarter 2. The Cabinet noted the accounting adjustments of £6.978m attributable to the Balance Sheet and ledger reviews, and that these would mitigate the headline forecast outturn, reducing it from £17.8m to £10.8m. Service budgets were forecast to overspend by £21.3m in 2023/24. Medium Term Financial Strategy savings of £21.2m were expected to be delivered against planned savings of £22.4m. The capital programme was forecast to underspend in 2023/24 by £29.1m, primarily due to late starts on various projects and it was proposed and agreed that approval be given to slip this to 2024/25.

The Lead Member commented that it had been a challenging year in delivering a budget that had been set by the previous administration that he believed had contained inadequate provision for services such as adult social care and temporary accommodation. These were among the areas reporting significant overspends and the Cabinet was seeking to manage the in-year pressure and address the issues by 'rightsizing' the budgets for 2024/25 and beyond. The measures being taken to mitigate the in-year overspends were summarised and robust financial controls had been put in place.

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The Cabinet was asked to note the position as at the end of the third quarter and approve virements and the slippage to the capital programme. The recommendations were agreed.

Resolved –

- (a) That a virement from centrally held budgets to service directorates in respect of costs of the additional Employer contributions to the Local Government Pension Scheme, amounting to £0.7m be authorised.
- (b) That a one-off virement from the Redundancy Reserve to Children's Services in respect of redundancies arising from the review of Children's Centres, amounting to £67k be authorised.
- (c) That slippage of £25.8m in the General Fund capital programme to 2024/25 be authorised.
- (d) That it be noted that:
 - i. The Council's forecast overspend at the end of Quarter 3 was £17.81m. Overall this represented a further increase from the £8.2m reported at the end of Quarter 2. The risk was therefore high that the Council would be unable to balance its budget within the Capitalisation Direction, unless it draws upon the Budget Smoothing Reserve, other reserves and provisions and continued to take action to reduce expenditure and increase income.
 - ii. The accounting adjustments of £6.978m attributable to the Balance Sheet and ledger reviews, and that these would mitigate the headline forecast outturn, reducing it from £17.81m to £10.83m. At this stage, no virements were being recommended until the end of the financial year when further work was concluded.
 - iii. Service revenue budgets were forecast to overspend by £21.3m in 2023/24. There were Corporate overspends in respect of interest costs and receipts (£2.3m) and the MRP of £3.2m. This was balanced by an underspend on the Corporate Contingency budget (£7.7m) and a number of other variances within the Corporate budget amounting to £1.3m. Service and Corporate budgets combined are showing an overspend of £17.81m prior to the recommended virement of £6.98m.
 - iv. Medium Term Financial Strategy Savings (MTFS) of £21.2m were expected to be delivered in 2023/24 against planned savings of £22.4m.

- v. That the Capital programme was forecast to underspend in 2023/24 by £29.1m. Of this, £25.8m was due to delayed starts on various projects slippage and it was one of the recommendations of the report that approval was granted to slip this to 2024/25.

92. General Fund Capital Programme 2024/25 to 2027/28

The Lead Member for Finance, Council Assets, Procurement and Revenues & Benefits introduced a report that set out the Council's capital programme from 2024/25 to 2027/28. The Cabinet was being asked to recommend approval of the strategy to full Council on 7th March 2024.

The programme was for £43m of projects over the next four years. In accordance with the Cabinet's commitment that the Council 'live within its means', it was stated that no external borrowing was required and that projects were funded from grants, Section 106 contributions and capital receipts from the asset disposal programme. There were a range of projects in the capital programme which focused on schemes such as Destination Farnham Road, SEND expansion and flood defence works.

The Leader commented that previous capital programmes had been beyond the Council's ability to deliver and there had been high levels of borrowing and slippage. He stated that the proposed programme was deliverable and affordable. The Cabinet discussed a number of the individual projects that were part of the programme such as the DEFRA funding secured for the flood prevention measures for the Salt Hill stream which involved working closely with partners and communities. The public consultation on Destination Farnham Road had recently closed and approximately 500 responses on issues such as parking, access and amenities had been received which were now being considered before plans came forward for approval.

The Cabinet discussed the management of the programme and the Executive Director Finance & Commercial stated that additional monitoring would be taking place to improve profiling.

At the conclusion of the discussion the Cabinet agreed to recommend approval of the capital programme to full Council.

Recommended – That approval of the Capital Programme for 2024/25 to 2027/28 be recommended to full Council as set out in Appendix A to the report.

93. Treasury Management Strategy

The Lead Member for Finance, Council Assets, Procurement and Revenues & Benefits introduced a report on the Treasury Management Strategy 2024/25 which included the investment strategy, borrowing and debt reduction strategy, Minimum Revenue Provision (MRP) policy, the prudential indicators and the Capital Strategy 2024/25.

It was noted that the Audit & Corporate Governance Committee would be the Member body that considered the strategy in detail and be asked to recommend approval to full Council. However, the Cabinet was being asked to consider and note the strategy as part of the wider budget papers. Since publication of the report to Cabinet, it was noted that additional indicators had been incorporated within the Treasury Management Strategy that would be considered by the Audit & Corporate Governance Committee. In summary these were:

- A £4m minimum level of HRA general reserve.
- A £5m minimum level of Major Repairs Reserves.
- A 1.25 times HRA interest cover ratio.

The Leader drew attention to the fact that the strategy set out how the Council would reduce borrowing over time to make it sustainable and affordable. The Cabinet was committed to returning the authority to sound financial management and the Treasury Management Strategy was an important part of that approach. The Cabinet agreed to note the strategy and the updates that would be incorporated into the final version to be considered by the Audit & Corporate Governance Committee on 29th February 2024 and full Council on 7th March 2024.

Resolved –

- (a) That it be noted that the Treasury Management Strategy 2024/25 would be considered by the Audit & Corporate Governance Committee on 29th February 2024 with the following recommendation:

"Audit & Corporate Governance Committee is asked to recommend to Council the following:

- a. *Approve the Treasury Management Strategy (TMS) for 2024/25 at Appendix 1 including:*
 - i. *the Annual Investment Strategy for 2024/25 (within Appendix 1 page 23)*
 - ii. *the Annual Borrowing Strategy for 2024/25 (within Appendix 1 page 13)*
 - iii. *Minimum Revenue Provision Policy Statement for 2024/25 (within Appendix 1 page 33)*
 - iv. *the Prudential Indicators for the period 2024/25 to 2026/27 (Appendix 1 page 18)*
 - v. *the Capital Strategy for the 2024/25 (Appendix 1 page 17)"*

- (b) That it be noted that an updated version of the TMS would be provided to the Audit & Corporate Governance Committee prior to 29th February 2024, which included the following additional indicators be incorporated within the Treasury Management Strategy.

- A £4m minimum level of HRA general reserve
- A £5m minimum level of Major Repairs Reserves
- A 1.25 times HRA interest cover ratio

94. General Fund Revenue Budget 2024-25, and Medium Term Financial Strategy 24/25 to 27/28

The Leader of the Council introduced a report on the General Fund Revenue Budget 2024/25 and the Medium Term Financial Strategy 2024/25 to 2027/28. The Cabinet was being asked to recommend approval of the budget to full Council on 7th March 2024.

The key aspects of the budget were summarised, including the main changes from the draft budget that had been approved by Cabinet in December 2023. The revenue budget for next year was £162.1m, which included growth for pressures of £13.855m; inflationary pressures of £4.472m; proposed savings by directorates of £12.206m next year with a further £6.836m and £1.796 in the following two years.

It was recognised that the Council remained in a very challenging financial position. The Leader highlighted that the report contained a Medium Term Financial Strategy for the first time in several years and this was the right starting point from which to make plans to move towards financial sustainability. It was recognised that the budget could not be balanced without exceptional financial support which would be £23.078m for 2024/25. In relation to Council Tax, the Leader explained the reasons for the change from the proposed increase of 4.99% set out in December's draft budget to the 8.5% (7.99% Council Tax and 0.51% adult social care precept) that was now recommended. It was noted that the proposed increase was below the full permitted level of 9.99%.

The Executive Director Finance & Commercial drew Members attention to the Section 25 report in Appendix 1 that set out her view on the robustness of the estimates made for the purposes of budget calculations and adequacy of reserves which Members should carefully consider before taking budget decisions.

The Leader thanked the Lead Member for finance, Commissioners, the Executive Director Finance & Commercial and her finance team and other officers across the Council who had contributed to the development of the proposals for their work in being able to present the budget to Cabinet and Council. Lead Members discussed various aspects of the budget relevant to their portfolios including the commencement of a food waste collection trial, initially for 5,000 households before roll-out across the town; £8m increase in the adult social care budget; investment in customer services; a new lease for Slough Town Football Club; and £1.4m for temporary accommodation.

The Cabinet considered and noted the comments and recommendations of the Corporate Improvement Scrutiny Committee that were set out in section 8 of the report.

At the conclusion of the discussion it was agreed to recommend the revenue budget to full Council on 7th March 2024, subject to any minor textual amendments.

Recommended –

That Cabinet recommend to Council that it:

1. Note the section 25 Report of the Executive Director of Finance and Commercial at Appendix A that confirms in particular the robustness of the estimates and the adequacy of the proposed financial reserves.
2. Approve the 2024/25 budget on the basis of an increase in the general element of Council Tax of 7.99% and an increase in the Adult Social Care Precept element of 0.51%.
3. Approve the Council Tax Resolution 2024/25 as set out in Appendix B on the basis that it is not excessive in accordance with the principles approved under section 52ZB and 52ZC of the Local Government Finance Act 1992 and as permitted by the proposed The Referendums Relating to Council Tax Increases (Principles) (England) Report 2024/25.
4. Delegate authority to the Executive Director of Finance and Commercial, to place a notice in the local press of the amounts set under recommendation 3 within a period of 21 days following the Council's decision.
5. Approve the Medium-Term Financial Strategy (MTFS) as set out in Appendix C, based on the estimated financial deficit in the Capitalisation Direction and to be funded by capitalisation of:
 - a. £23.078m for 2024/25
 - b. NOTE that the remaining years of the MTFS imply an estimated financial deficit totalling £27.460m, approval of which will be subject to annual approval to DLUHC
6. Approve the overall General Fund revenue budget for 2024/25, as set out in Appendix D1 of £162.1m to include:
 - a. Growth for pressures of £13.855m
 - b. Inflationary pressures of £4.472m including pay and contract inflation
 - c. Proposed savings by Directorates of £12.206m in 2024/25, with further savings of £6.836m in 2025/26 and £1.796m in 2026/27

7. Approve measures to control spending and improve the finances of the Council at Appendix F.
8. Note the impact of a change in legislation to implement a 100% premium on Council Tax for properties left unoccupied for 1 year as opposed to 2 years as set out in Appendix G1, such change to take effect on 1 April 2024.
9. Determine that Council Tax will be increased for furnished properties periodically occupied from 1 April 2025 in accordance with the Scheme for Properties Occupied Periodically at Appendix G2 and s.11C of the Local Government Finance Act 1992.
10. Agree that the Council Tax Support Scheme approved on March 9th 2023 should remain in place, with the exception of minor amendments for clarification purposes as set out in Appendix B1.
11. Delegates to Cabinet the authority to approve an increase in funding for the new Transformation project on receipt of a report and robust Business Plan.

Resolved –

1. That the write-off of individual debts over £15,000, with a total value of £646,000, as set out in Appendix H, be approved.
2. That the proposed fees and charges for 2024/25 as set out in Appendix J (where these relate to executive functions) be approved;
3. That the Contract Sum for Slough Children First Limited for 2024/25 be approved as £39,044,000.

95. Housing Revenue Account (HRA) 30-year Business Plan and Medium Term Budgets 2024/25

The Lead Member for Highways, Housing and Transport introduced a report that set out the proposed 30-year Business Plan for the Housing Revenue Account (HRA) including both the revenue and capital position.

The revenue business plan over a 5-year period projected total income of £236.72m and expenditure of £222.268m. The HRA capital programme provided for a total capital investment of £105.313m over the next 5 years and a total of £683.188m over the 30-year period. The Business Plan demonstrated that the Council was able to fund the proposals subject to the assumptions within the plan, and that the HRA remained sustainable and viable over the 30-year period.

The Cabinet agreed the importance of robust, forward looking strategy that would maintain and improve the Council's housing stock. It was noted that £13m had been set aside for damp and mould issues and general repairs.

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The investment over the full 30-year period of the plan would be circa £1bn. Members asked a number of questions including about the plans for decarbonisation and it was noted that £8.2m had been allocated for new boilers in social housing.

After due consideration it was agreed to recommend the HRA business plan to full Council on 7th March 2024.

Resolved –

Cabinet agreed to note the HRA 30-year Business plan as set out in Appendices A & B.

Recommended –

Cabinet agreed to recommend to Council to:

- Approval of the HRA revenue budget for 2024/25 as set out in Table 3 & Appendix C which reflects the annual rents & service charges increases already approved by Cabinet.
- Approval of the HRA 5-year Capital Programme as set out in Table 4 & Appendix D.
- That it note the draft 5-year HRA reserves and balances as set out in Appendix E.

96. School Funding Report - Dedicated Schools Grant 2024/2025

The Lead Member for Education and Children's Services introduced a report that sets out details of the 2024/2025 Dedicated School Grant (DSG) and the formula funding to be used in the Authority Proforma Tool submission which indicated the level of funding for each mainstream school in Slough.

The report outlined the four blocks of the DSG and current proposals to allocated the published DSG allocation. It was noted that the Schools Forum had received the Schools Block and Early Years Block proposals at a meeting on 11th January 2024 as well as allocation information for High Needs and Central Services.

ESFA required Member ratification of the formula funding to be used in the Authority Proforma Tool (APT) prior to distribution of final budgets to schools by 29th February 2024. The completed APT was returned to ESFA by the deadline of 22 Jan 2024. On this occasion, schools would receive indicative budgets with confirmation of ratification following the Council meeting. In future years, the service would work with Democratic Services to ensure that the budget paper for DSG was discussed at a Council meeting in February to enable this deadline to be achieved.

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At the conclusion of the discussion it was agreed to recommend the report to full Council on 7th March 2024.

Recommended –

Cabinet agreed to recommend to Council to:

- (a) Note the DSG allocations for Slough (Table 1) as published by the Education and Skills Funding Agency (ESFA)
- (b) Approve the local authority formula for allocating resources to Slough schools for 2024/25 as set out in Appendix A, the Authority Proforma Tool (APT).
- (c) Approve a transfer from the Schools Block allocation of £100,000 to the Central Schools Services Block and £761,539 to the High Needs Block in the 2024/25 financial year (£861,539 being 0.5% of the total schools' block allocation).
- (d) Approve the Dedicated Schools Grant Budget for 2024/25 at £231,514,470 including the allocations between the four funding blocks as set out in this report.
- (e) Delegate authority to the Executive Director – Children's Services, in consultation with the Lead Member for Children and Education and the Executive Director for Finance and Commercial, to make minor changes to the schools' budget in year.

97. Contract for Shared Legal Service with Harrow Council

The Leader of the Council introduced a report that recommended the continuation of the provision of a shared legal service by Harrow Council under the Inter-Authority agreement dated 1 June 2023 and expiring on 31 March 2028.

The legal service had been outsourced to HB Public Law (HBPL), a shared legal service hosted by the London Borough of Harrow, in 2018 primarily due to the number of challenges faced by the former internal legal department which included a lack of critical mass given the size of the authority, resilience and recruitment difficulties. The current agreement ran to 31st March 2028 and was terminable on 6-months notice which could be served on 1st April or 1st October of each year of the agreement. The first point at which the Council could serve a break notice to terminate the agreement was 1st April 2024 and the purpose of the report was to consider whether that should be done.

The report set out a financial analysis, performance reporting arrangements, details of a survey conducted by the Monitoring Officer into the customer satisfaction levels with HBPL and the measures being taken to improve

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performance. A soft market testing exercise had been carried out that concluded that HBPL provided the best value. The option to bring the service back in house had been considered, however, it was recommended that the current arrangements with HBPL continue at the current time. This would enable continuity of service provision whilst keeping open the opportunity for further market testing and/or consideration of in-sourcing the service to take place in the future.

Having made a request to speak, Councillor Sabah was invited to address the Cabinet. He expressed the view that the report lacked detail in a number of areas and that the Council should seek to bring the service back in-house from 1st October 2024. The Cabinet noted the comments made and the Monitoring Officer offered to answer any more detailed questions outside of the meeting. It was restated that the option of internalising the service would be kept under review but it was not considered to be the right time to bring it back in house, primarily for the same reasons as it was originally outsourced.

Lead Members asked a number of questions about the proposal including about the low response to customer satisfaction survey and the ways in which performance could be improved to deliver better value and service quality to the Council.

After due consideration the recommendation to continue the current arrangement with HBPL was endorsed.

Resolved – That the continuation of the provision of a shared legal service by Harrow Council under the Inter-Authority agreement dated 1 June 2023 be endorsed.

98. References from Scrutiny

The recommendations of the Corporate Improvement Scrutiny Committee from its meeting held on 30th January 2024 in relation to the budget were considered and noted under Item 6: General Fund Revenue Budget 2024/25, and Medium Term Financial Strategy 2024/25 to 2027/28.

There were no other recommendations from scrutiny.

Chair

(Note: The Meeting opened at 6.30 pm and closed at 8.09 pm)

Cabinet – Meeting held on Tuesday, 5th March, 2024.

Present:- Councillors Smith (Chair), Chahal (Vice-Chair), I. Ahmed, Bedi, Kelly, Manku, Muvvala and Wright

Apologies for Absence:- None.

PART 1

99. Declarations of Interest

No declarations were made.

100. Slough Autism Strategy 2024-29

The Lead Member for Adult Social Care, Mental Health and Learning Disabilities introduced a report that sought approval of the Autism Strategy 2024-29 including the Autism Action Plan.

The aim of the strategy was to ensure that Slough was a place where autistic people lived long and purposeful lives, experienced good health and achieved a desired quality of life. The Strategy sought to minimise the negative impacts of social isolation and loneliness and aimed to prevent or delay crises. The strategy had been developed following a number of engagement events with autistic adults and the wider community, and with active support of the Co-Production Network and partners.

The Cabinet welcomed this important strategy and particularly commended the high level of engagement with service users in its production. Lead Members asked about the financial implications and officers responded that this was a high level strategy with no direct financial implications, however, it was anticipated that delivery of the action plan would help deliver cost efficiencies through effective preventative work.

The Cabinet agreed to approve the strategy and to receive an annual update on progress.

Resolved –

- (a) That the Slough Autism Strategy 2024-29 set out at Appendix 2 to the report be approved.
- (b) That it be noted that a report would be brought back to Cabinet annually setting out the progress against the Action Plan and recommending any amendments to the Strategy.

101. Direct award of Contract for Housing Related Support service for homeless people (HRS)

The Lead Member for Adult Social Care, Mental Health and Learning Disabilities introduced a report that sought approval to make a direct award of an 18-month contract to Look Ahead for an accommodation-based housing related support service for homeless people with complex needs.

It was noted that the service would operate out of a purpose built property which had been used for this purpose for 17 years. This would ensure the Council was able to meet its duty to support residents who were homeless, or at risk of homelessness and with complex needs, and for whom the Council held a housing duty.

The Part II appendix which contained exempt information relating to the procurement process, was considered and noted in Part I without disclosing any of the exempt information.

Lead Members recognised the importance and value of these services in supporting some of the most vulnerable residents of the town. A question was asked about the financial implications and the steps that would be taken to achieve best value in the contract. Officers explained the approach that would be taken and commented on the importance of using good quality data and monitoring the key performance indicators.

After due consideration the recommendations were agreed.

Resolved –

- (a) That an 18-month direct contract award for an accommodation-based housing -related support service for homeless people from 31st October 2024 to 30th April 2026 be approved.
- (b) That funding for the direct contract award of £415,500 for the 18-month period (£277,000 p.a. pro rata) be approved.
- (c) That delegated authority be given to the Executive Director for People (Adults) in consultation with the Lead Member for Adult Social Care, Mental Health and Learning Disabilities, Lead Member for Highways, Housing and Transport and the Lead Member for Finance, Council Assets, Procurement and Revenues to negotiate the final contract terms and to enter into the contract with Look Ahead.

102. Housing Homelessness Residents in Affordable rented Housing widening the housing Choice for Slough Residents

The Lead Member for Highways, Housing and Transport introduced a report on a revised housing placement policy.

The revised policy aimed to increase choice for those impacted by homelessness and enabled the Council to secure access to affordable rented accommodation in areas outside the borough subject to the necessary criteria outlined in the placement policy which was set out at Appendix A to the report.

The Lead Member outlined some of the current challenges in the homelessness and temporary accommodation budget which was reporting a significant overspend. The current budget deficit was estimated at £6.7m and whilst action was being taken to achieve additional savings in 2024/25 estimated at £1.6m in the full year and a further £1.3m over the next two years, it was not anticipated that these financial objectives would be sustainable over the medium to longer term using the current traditional operational model of service.

The new Placement Policy set out the criteria that would be used to prioritise vulnerable residents for the scarce supply of social housing, local private rented accommodation and temporary accommodation. It aimed to end the use of hotel accommodation except for the use in critical emergencies by the end of the 2024/25 financial year and to deliver sustained reductions in temporary accommodation costs. The policy had carefully considered all the necessary regulatory statutory, partner consultation when considering placement, and partnering to support those placed out of borough, to allow such placements to be safely made and improve the longer-term affordable housing prospects for those placed.

Members agreed the necessity to reduce temporary accommodation costs and provide appropriate support to vulnerable residents. The revised placement policy was agreed.

Resolved –

- (a) That the Placement Policy be approved.
- (b) That it be noted that housing officers in placing clients out of borough would develop the necessary bespoke support arrangements consistent with the needs of residents and the local areas in which placements are made.
- (c) That it be agreed that a report on the progress made in implementing the new placement policy and its operational and financial impacts be submitted within 6 months from the date of implementation.

103. Berkshire Prosperity Board

The Leader of the Council introduced a report on a proposal of the six Berkshire local authorities to set up a joint committee, known as the Berkshire Prosperity Board, to enable funding previously held by the Local Enterprise Partnership (LEP) to be provided for Berkshire wide prosperity projects.

This report set out details of the proposed governance structure and functions, with proposed delegation to officers to finalise these arrangements to take account of Government guidance and any grant conditions.

Core funded from central government to Local Enterprise Partnerships was being withdrawn from April 2024 with LEP functions transferring to local authorities where appropriate. The Leader updated the Cabinet on discussions between local authority leaders in Berkshire about how positive collaboration on relevant issues could continue. The recommended option the establishment of a Berkshire Prosperity Board to discharge the following functions:

- Work to a shared vision of inclusive and sustainable economic prosperity through working together to address challenges and meet opportunities.
- Have a strengthened case to Government and private investors for greater investment into strategic projects across Berkshire.
- Function as a vehicle to commission the Thames Valley Berkshire Local Enterprise Partnership (LEP) core functions in response to the Government's review of Local Economic Partnerships.
- Have a stronger, collective voice in lobbying Government and other agencies using a systems leadership approach.
- Advantageously position Berkshire in readiness for potential devolution proposals to benefit from additional responsibilities and funding opportunities.
- Progress joint working on the six identified work themes and be agile in responding to new opportunities as they arise.

The Cabinet were supportive of the proposal in principle and asked about any costs to the Council. In response it was noted that the Board would operate within existing budgets, utilising any transferred funding from the LEP and external grant monies.

At the conclusion of the discussion the matters relating to executive functions were approved and it was agreed to recommend the non-executive aspects of the report to full Council.

Resolved –

- (a) Approve the setting up of a joint committee across the six Berkshire local authorities to exercise executive functions in relation to economic prosperity.
- (b) Delegate authority to the Chief Executive, in consultation with the Leader of the Council and the Executive Director of Finance and Commercial, to agree and enter into an inter-authority agreement between the six Berkshire local authorities to facilitate decision-making by the Berkshire Prosperity Board Joint Committee (BPB)

Recommended to full Council –

- (c) Approve of the functions and procedure rules for the Berkshire Prosperity Board Joint Committee (BPB) as set out in Appendix 1 be added to Part 3.5 of the Constitution;
- (d) Delegate authority to the Monitoring Officer, in consultation with the Leader of the Council, to amend the Constitution to make minor amendments to the functions and procedure rules for the BPB and to amend other parts of the Constitution, including Article 13 – Decision Making, Part 4.2 - Access to Information Procedure Rules and Part 4.4 of the Executive Procedure Rules, to take account of the existence of the BPB.

104. Capital Point, 33 Bath Road, Slough – Lego Reversionary Leases

The Lead Member for Finance, Council Assets, Procurement and Revenues & Benefits introduced a report that sought approval for the grant of reversionary leases between Lego Company Ltd (tenant) and the Council (landlord) at Capital Point, 33 Bath Road, Slough.

The proposed reversionary leases would secure additional rental income for the Council should the asset be retained or would have a positive impact in the event the Council chose to dispose of the asset in the future. The current leases were due to expire on 23rd June 2024. Terms had been negotiated with Lego Company Ltd and were detailed in the Part II appendices which were considered and noted during Part I of the meeting without disclosing any of the exempt information. Avison Young had provided advice to the Council and facilitated the negotiations with the tenant. The advice from Avison Young was that the terms agreed represented the best consideration reasonably obtainable in the current market conditions.

In response to a question from a Lead Member it was confirmed that there was a break clause in the lease should it be required to be utilised. The Cabinet welcomed the fact that Lego was a strong brand and employer within Slough and had a good rent payment history. Lead Members agreed the recommendations.

Resolved –

- (a) Approved the grant of reversionary leases and effectively, the grant of further lease terms prior to expiry of the current leases, with the Tenant at Capital Point, 33 Bath Road, Slough.
- (b) Delegated authority to the Executive Director of Regeneration, Housing and Environment, in consultation with the Lead Member for Financial Oversight, Council Assets, Procurement, Revenue & Benefits and the Executive Director of Finance and Commercial, to negotiate and finalise the new lease terms and to enter into the reversionary leases

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with the Tenant consistent with the terms detailed in Appendix 1 – Lease Report.

105. Exclusion of Press and Public

All business was conducted in Part I of the meeting therefore it was not necessary to exclude the press and public.

106. Direct award of Contract for Housing Related Support service for homeless people (HRS)

Resolved – That the Part II Appendices be noted.

107. Capital Point, 33 Bath Road, Slough – Lego Reversionary Leases - Appendices

Resolved – That the Part II Appendices be noted.

Chair

(Note: The Meeting opened at 6.30 pm and closed at 7.20 pm)

Slough Borough Council

Report To:	Cabinet
Date:	18 March 2024
Subject:	Electric Vehicle Charging Infrastructure Strategy 2024 - 2029
Chief Officer:	Pat Hayes
Contact Officer:	Savio DeCruz / Jason Newman
Ward(s):	All
Portfolio:	Councillor Manku – Lead Member for Environment, Environmental Services, and Open Spaces
Key Decision:	YES
Exempt:	NO
Decision Subject To Call In:	YES
Appendices:	<p>Appendix A – Draft Electric Vehicle Charging Infrastructure Strategy 2024 – 2029</p> <p>Appendix B – Equality Impact Assessment (EIA)</p> <p>Appendix C – LEVI Application Process</p>

1. Summary and Recommendations

1.1 This report requests approval of the Electric Vehicle Charging Infrastructure (EVCI) Strategy 2024 – 2029. The Strategy is a step requirement of the Government’s Local Electric Vehicle Infrastructure (LEVI) grant funding scheme. Officers will be preparing an application for April 2024 to claim the allocated £2.233m capital grant funding for installation of EVCI to primarily serve residents without the ability to charge at home.

Recommendations:

Cabinet is recommended to:

- a) Approve the EVCI Strategy 2024 – 2029 set out in Appendix A.
- b) Adopt the British Vehicle Renting & Leasing Association (BVRLA) Fleet Pledge at Figure 2.
- c) Delegate authority to the Executive Director of Regeneration, Housing & Environment, in consultation with the S.151 Officer and the Lead Member for the Environment, Environmental Services and Open Spaces, to approve submission of the Stage 2 & 3 funding applications under the LEVI scheme.
- d) Approve the addition of new capital programmes of up to £5 million in connection with the LEVI scheme on the basis that all expenditure is covered by external grant and third-party funding.
- e) Delegate authority to the Executive Director of Regeneration, Housing & Environment, in consultation with the Lead Member for the Environment,

Environmental Services and Open Spaces, to commence the process for commissioning suppliers for EVCI using a compliant procurement route.

- f) Delegate the decision to award and enter into the contract(s) to the Executive Director – Regeneration, Housing & Environment, in consultation with the S.151 Officer and the Lead Member for Environment, Environmental Services & Open Spaces, subject to the funding being available from the LEVI grant and match funding from the private sectors.

Cabinet is asked to note that:

- g) A report will be brought to Cabinet by 31st December 2024 to update on the application under the LEVI Scheme and the procurement of EVCI.

Reason:

- 1.2 Agreement to these recommendations will enable the Council to proceed without delay with its application for capital grant funding for provision of EVCI under the Office for Zero Emission vehicles (OZEV) LEVI Scheme, to meet the future charging needs of residents and fleet vehicles; and where possible develop an EVCI network to generate an income.

Commissioner Review

Commissioners have reviewed this report and have no specific comments to add.

2. Report

Introductory paragraph

- 2.1 The Council’s Corporate Plan 2023 – 2027 includes priorities which are supported by the decisions described in this report:

- **A cleaner, healthier and more prosperous Slough** – facilitating transition to electric vehicles reduces exhaust emissions of air pollutants and represents key actions in the Council’s adopted Climate Change Strategy and Action Plan, Air Quality Action Plan and Low Emission Strategy. Within this third priority the Corporate Plan focuses on improving air quality, promoting active travel and sustainable forms of transport, and taking action to prevent or minimise the impact of climate change.

Options considered: -

Option	Description
<p>1 – Approve and implement the EVCI Strategy 2024 - 2029</p> <p><i>This option is recommended.</i></p>	<p>Preparation of an EVCI Strategy is a requirement of the LEVI scheme. The Council needs to be able to demonstrate a strategic approach to planning EVCI installation across the relevant parts of the Council in order to meet the conditions of the funding. If the Strategy is not approved, the Council will not fulfil the Stage 2 application criteria and may not be successful in its funding claim. The funding allocated is £2.233m, with an expectation of at least 50% match funding from the private sector. The strategy is therefore an opportunity to help unlock</p>

	<p>upwards of £5m of investment into electric vehicle charging in the Borough.</p> <p>The Stage 2 application also requires the Council to submit a procurement approach and draft Heads of Terms. The Strategy sets out a procurement approach using a specialist framework to select a charge point operator supplier on a concession contract. Using a framework is the most efficient approach to procurement and will enable preparation of documentation in a timely manner ahead of the Stage 2 application deadline. It will also ensure that the Council prepares a robust, attractive tender with competitive bids to achieve best value for money. A concession approach removes the financial and operational risks of installation and operation of the network from the Council, while providing most favourable commercial terms to secure an income from the infrastructure. The contract will require the charge point operator to own and operate the above ground hardware, taking responsibility for maintenance, payments and customer service.</p>
<p>2 – Reject the EVCI Strategy</p> <p><i>This option is not recommended.</i></p>	<p>Uptake of electric vehicles is continuing to grow rapidly. Usage of existing EV charge points has risen year on year. This will continue in the coming years as we move toward the ban on sale of cars and vans solely powered by petrol and diesel in 2035. While the Borough currently has comparable numbers of rapid charge points to neighbouring Boroughs (in absolute terms and by population levels), it lags other Boroughs in provision of lower powered and on-street charge points. This area of the charge point market requires public sector assistance to mature the market and bring forward suitable sites. Government has introduced the LEVI scheme to give highways authorities grant funding to resource and inject capital into boosting this provision. Without an EVCI Strategy the Council cannot take advantage of the Government funding and may in future be forced, as a statutory requirement, to provide on-street EV charging without funding.</p>
<p>3 – Agree specific aspects of the EVCI Strategy</p> <p><i>This option is not recommended.</i></p>	<p>The government funding under the LEVI scheme focuses on providing charging for residents without access to home charging. This type of charging can also help EV uptake by car clubs, and professional drivers (e.g. taxi drivers, trades and delivery drivers). Unlike London boroughs, streetlight lampposts are not universally located at the front of pavement in Slough, which would enable a uniform approach of dual use of this existing infrastructure. In addition, the differing styles of housing and parking arrangements in the suburbs of the Borough mean that a combination of approaches is required. No one approach or technology is likely to work for all parts of the Borough. The Strategy therefore is based on providing charging points within 5 minutes walk of homes of residents without access to home charging through both on-street and off-street placement using highways land and wider Council owned land as appropriate. A combination of approaches will be essential to maximise the number of households reached by the charging infrastructure provided for the funding available, and to provide value for money through flexibility of approach – i.e. not having to install one specific technology or in set locations.</p>

Background

- 2.2 Although recently postponed, the Government's ban on the sale of all new petrol and diesel cars and vans is still due to come into force in 2035 (previously 2030). By 2023 the market share of sales of new Battery Electric Vehicles (BEVs) and Plug-in Hybrid Electric Vehicles (PHEVs) accounted for nearly a quarter (>24%) of new car registrations. The total number of plug-in vehicles in the UK climbed past 1 million in September 2022, accounting for 2.5%, or 1 in 40, of all registered vehicles on the road.
- 2.3 The Department for Transport publish quarterly statistics on vehicles of different fuel types registered to each local authority area. Over recent years this has consistently placed Slough within in the top three local authorities in England for total numbers of plug-in vehicles registered. However, statistics are now disaggregated for company and private vehicles confirming that the overwhelming majority of these ultra-low emission vehicles are company vehicles, mostly likely to be associated with major vehicle leasing companies head quartered in the Borough. While 18.5% of the company fleet registered to Slough is comprised of ultra-low emission vehicles, only 1.9% of the private fleet registered to Slough were battery or plug-in hybrid electric vehicles as at the end of June 2023.
- 2.4 Access to sufficient, reliable and reasonably priced public charge points remains to be one of the main barriers, both real and perceived, to EV uptake. This is particularly relevant as the price of new EV cars and vans (relative to petrol and diesel models) begins to fall and the supply of second hand EVs increases, thereby alleviating the barrier of high initial purchase costs. The above figures on the number of private vehicles registered to Slough highlight that EV uptake lags the national and regional average and that more needs to be done to ensure that residents are supported to make the transition from combustion fuelled vehicles to electric or alternative fuels.
- 2.5 Slough has not previously had any detailed operational strategy or policy for the deployment and management of EV charging infrastructure. Programmes for installation of public and taxi charging infrastructure networks were included in the Council's Low Emission Strategy 2018 – 2025 (updated in December 2020).
- 2.6 The Council owns an existing network of 20 public EV charge points installed over the past 5 to 10 years, operated by BP Pulse, and 11 public EV charge points operated by PodPoint. Several charge points have had to be removed from the network due to being no longer viable to repair and maintain. Refreshing the existing network, and where appropriate adding extra charge points at these locations, will also form part of the Council's EVCI Strategy.
- 2.7 Cabinet approval was given in May 2023 to stop offering free vend charging at any of the Council's public EV charge points, and a user tariff has now been implemented at the last five free*¹ charge points. In addition, following the Cabinet approval, the Council has opened up 11 PodPoint charge points, originally installed as Council fleet workplace chargers in Herschel car park basement, to the public.

¹ Parking fees applied at four of the five free vend charge points in Herschel and Hatfield car parks, and restricted opening hours applied at Cippenham Library.

- 2.8 Plug-in electric vehicles now account for nearly 25% of new car sales in the UK and have a small but rapidly growing overall market share. Nationally there has also been a sharp growth in the number of charge points, especially rapid charge points, where the commercial market is strongest. The majority of current EV drivers charge their vehicles at home, being more convenient and much cheaper than reliance on the public charging network. However, only about 60% of Slough households have access to off-street charging, and currently only 20%² of households that would be reliant on public charging are within 5 minutes walking distance of an existing public charge point. This is geographically skewed towards residents in the town centre or near the A4 Bath Road, leaving many residential suburbs poorly served by existing public charging infrastructure (see Figure 1).
- 2.9 The Council has a role in taking a strategic view to ensure a balanced public charging network that does not just serve the most commercially viable locations but provides an equitable network for our residents and businesses. As highway authority and a major landowner, the Council is ideally placed to work with the private sector charge point providers to boost the availability of charging closer to residential areas that need it. By the Council ‘leading’ in this area of charging (see Table 1), and ‘enabling’ the private sector to develop EV charge point solutions for commercial sites and new buildings, the Council can focus its efforts and resources where it would best serve residents without access to home charging.

Table 1: The Council’s role in EV charge point provision

EV charging policy area	Strategic priority (lead/ enable)
Residential (on-street)	Lead
Residential (hub charging)	Lead
Residential (council owned housing)	Lead
Across the council estate	Lead
E-car clubs	Lead
Fleet	Enable*
Planning of new development	Enable
Destination charging	Enable
On-route charging	Enable
Workplace charging	Enable
Bus/ taxi electrification	Enable

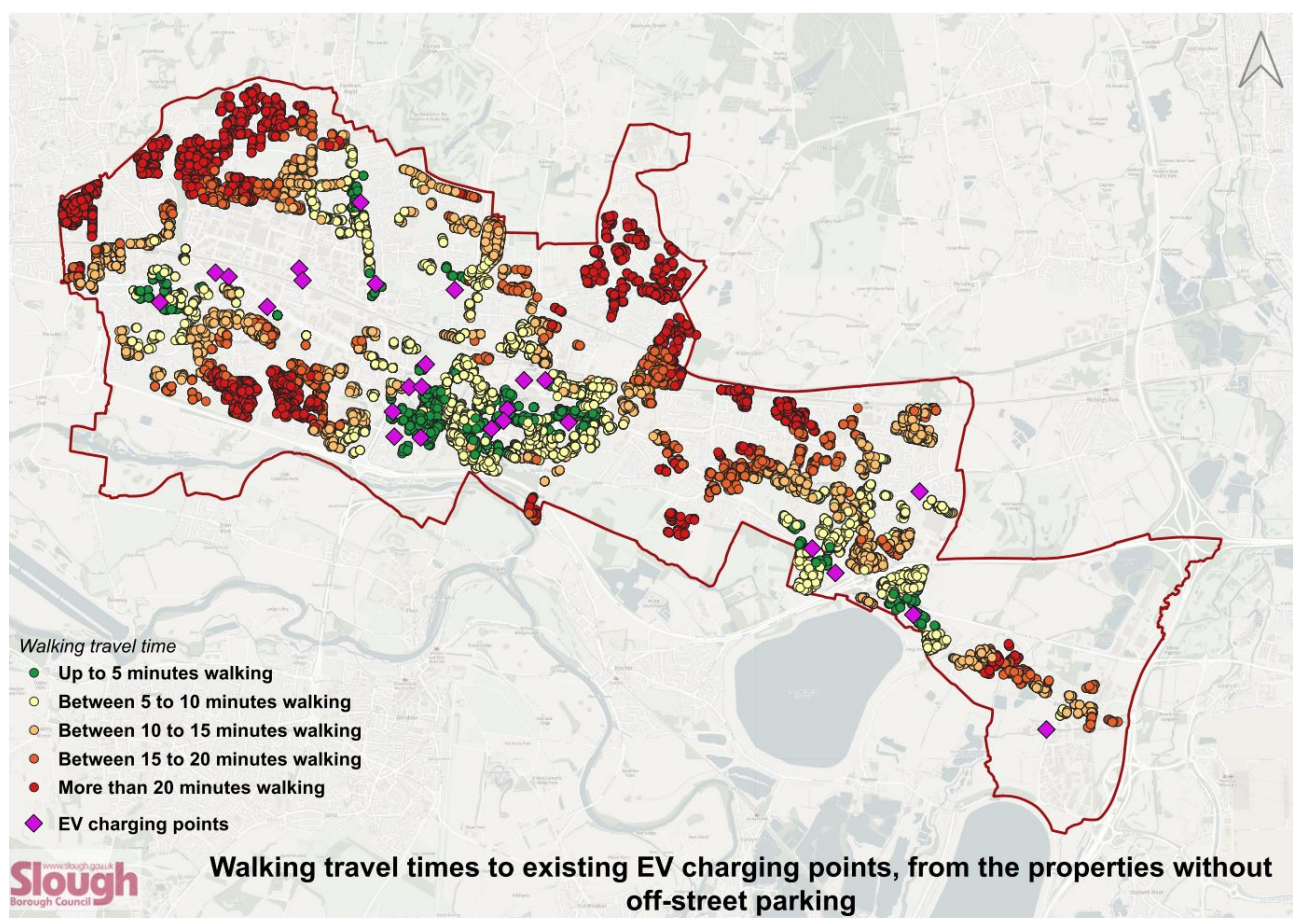
** Note: Fleet – Enabling includes ensuring residential and wider Council estate charging provision can accommodate small fleet vehicles wherever possible – i.e. in terms of height restrictions and lengths of bays*

- 2.10 These areas where the Council will be ‘leading’ form the primary focus of the EVCI Strategy. The headline aim is “to develop a comprehensive plan for EV charging infrastructure in Slough that ensures both residents and visitors have sufficient access to affordable, reliable and accessible charging, thus enabling the switch to EV and delivering against our sustainability goals”.

² <https://onstreetcharging.acceleratedinsightplatform.com/>

2.11 Over 170,000 national lease fleet vehicles are registered in Slough. It is therefore difficult to obtain forecast information on future projected growth of electric vehicle numbers in the local vehicle park, and from this an estimated number of charge points required to service those vehicles, that is not skewed by those vehicles registered to Slough but whose keepers are spread around the UK. All current published projections for Slough are impacted in this way. Working with the private sector, we have access to a bespoke projection that indicates that by 2030 there could be in the region of 11,000 electric vehicles in Slough without access to home charging. The number of electric vehicles that can be served by a charge point depends on a number of factors such as power (i.e. duration of charge), number of sockets and any dwell time restrictions. A ratio of 10 EVs to each public charge point is a commonly used gauge. This means that by 2030 Slough could require approximately 550 charge points (assuming dual sockets) to serve the projected number of vehicles reliant on public charging infrastructure. Using the National EV Insights and Support service (NEVIS) projection methodology, which includes a ratio of four EVs to each charge point, geared towards low powered on-street charging, around 1,000 – 1,100 charge points are projected to be required by 2030. Government statistics for end of Q2 2023 report a current total of 96 charge points in the Borough.

Figure 1 Walking times to existing public EV charge points for properties without off-street parking



2.12 Currently only about a fifth of households reliant on public charging in Slough are within a 5-minute walk of a public charge point. This is geographically skewed towards residents in the town centre or near the A4 Bath Road, leaving many residential suburbs poorly served by existing public charging infrastructure (see Figure 1). Our aim within the Strategy is to provide and enable public charging such

that 80% of such households are within a 5-minute walk of a charge point(s). This is an aspirational target. Research published in 2022 indicates that in Great Britain the only local authority areas to currently surpass a 60% coverage are London Boroughs and Brighton and Hove Council. The small, compact and urban geographical area of Slough makes this aspiration more achievable than in other neighbouring or Berkshire authorities for example.

2.13 The Strategy considers several challenges associated with providing EV charging infrastructure, particularly in respect of on-street charging, as outlined in Table 1:

Table 1 Electric Vehicle Charging Infrastructure Installation Challenges in Slough

Issue	Challenge
<i>Car ownership</i>	There are high levels of car ownership in Slough. Nearly two-fifths of households have 2 or more cars or vans, while 10% of households in Slough have 3 or more cars or vans. Combined with a lack of off-street parking, this creates parking pressure.
<i>Parking</i>	High parking pressure and the nature of street layouts means that in many areas of the Borough the demarked, accepted or customary parking practice is either wholly on the pavement or half on-half off the pavement to make space for parking without blocking running lanes of traffic. This is often at the detriment of footway space, where traditional on-street charging would be sited.
<i>Street furniture clutter</i>	Lampposts in the Borough were refreshed in 2017/18 for LED streetlights, with many being moved to the back of the pavement. The successes in London Boroughs achieving good coverage of EV charge points have been driven in a large part by charge points integrated into street lighting columns situated kerbside, creating a cheap and practical charging solution that can be rolled out quickly on mass to reduce the need for Traffic Regulations Orders to restrict bays just for EV charging. There are some estates and areas within Slough where lamppost charging may be suitable, but this is unlikely to be the sole solution for the Borough.
<i>Tenure of household</i>	Officers have been working to map residential areas likely to be dependent on public charging by housing types without off-street parking (typically period terraced housing), and those with communal parking or allocated parking remote from the main property, including flats. However, tenure can also mean that those in rental properties, even with off-street parking, are not able to install home charging due to their tenure type. Over half of households in Slough are rental tenancies – 19.6% socially rented and 30.9% privately rented. While grants are available to freeholders and landlords towards costs of installation of charge points for their tenants, this can be practically very difficult to achieve as a rental tenant.

Grid capacity constraints	On-street residential charging solutions can often be low powered due to longer dwell times for charging, and individually are less likely to create electricity grid capacity issues, but a roll out programme of tens or hundreds of charge points could in combination be constrained by grid capacity.
Commercial opportunity sites	it can reasonably be expected that public EV charge points will be brought forward at sites such as petrol stations, supermarkets, retail parks, out of town stores, pubs, and drive-thrus, as an ancillary income stream for the business owner. Such sites would offer an option for household's dependent on public charging, but these charge points are often offered at premium tariffs and have dwell time restrictions. In addition, in Slough the location of these types of sites do not align with areas most poorly served currently by charge points, so the Council cannot rely on commercial sector provision to meet the needs of our residents.

- 2.14 The approach proposed within the Strategy is that the Council will work with the private sector to secure concession contracts to provide on-street charging to residential areas in need where possible. In neighbourhoods where on-street charging cannot be provided due to a lack of suitable sites, the Council will look to provide charge points on Council owned land, including housing land, car parks and the wider Council estate. This could include small charging hubs – siting multiple charge points in one location to serve a wider community.
- 2.15 The UK Government has recognised the need for local authorities in England to work with the charge point industry to improve the roll out and commercialisation of local charging infrastructure. To this end they have established the Local Electric Vehicle Infrastructure (LEVI) fund including: capital funding to contribute to the costs of delivering charge points; and capability funding for Councils to employ and train new staff specifically to plan and deliver charge points. As a highways authority the Council has been allocated funding to provide EV charging for the primary benefit of residents without off-street parking. The LEVI funding and other funding sources that will be used to deliver the strategy are discussed further in Section 3.1.
- 2.16 LEVI funded projects can also benefit other groups of EV drivers such as visitors, commuters, car clubs, taxis and commercial vehicles. As such it is important that charge points provided by the Council for the public must work for all types of road users where possible and are accessible adhering to published accessibility standards such as PAS1899 where feasible. This can also help increase the viability of charge points, achieving better value for money.
- 2.17 As such, the Strategy proposes that the adopts the British Vehicle Rental & Leasing Association's (BVRLA) Fleet Friendly Charging Infrastructure Pledge (see Figure 2). By supporting fleet charging it will encourage fleet investment into EVs, driving the second-hand market to be more affordable, and support professional drivers and local businesses based in the Borough. Without fleet consideration, drivers can be blocked from using EV bays due to short bay lengths or height barriers, for example.

Figure 2 **BVRLA Fleet Friendly Charging Pledge**

Fleet Friendly Charging Infrastructure Pledge

We will endeavour to:

- **Consider fleet operators and drivers in our charging infrastructure plans and strategies.**
- **Engage with the fleet sector to understand their EV charging requirements.**
- **Provide fleet focused EV charging information and guidance.**

Visit www.bvrla.co.uk/LApledge

2.18 In order to be eligible for the Government’s LEVI funding, the Council will need to complete the next stage of the application process (see flow chart in Appendix 3) from April 2024. Following that the Council can commence procurement of private sector supplier(s). The LEVI Capital Fund timetable will dictate the delivery timeframes of the EVCI Strategy. Preparation of the LEVI applications and internal approvals will be supported by funding from the LEVI Capability Fund (see Sections 2.15, 3.1.1 and 3.7.5) and will be led by the Environment Lead and an interim EV Project Officer within the Carbon & Sustainability team – with recruitment pending of a fixed term post for the EV Project Officer in 2024 for the duration of the Capability Fund grant. The funding will also support input of officers from procurement and other technical teams such as highways/ parking.

2.19 While officers have undertaken a lot of mapping and research into areas of need and potential sites, the Strategy and the procurement exercise to follow have not, and do not, commit the borough to individual locations for charge points. Following procurement, the borough will work with the chosen charge point operator(s) to identify specific sites suitable for charge point installation, based upon localised demand and available power supply. These sites would then be subject to local public consideration, recognising that it will be important that the resulting installations meet the needs of all street users whilst enabling more people to have the confidence to switch to an EV. The Council has an existing e-form inviting residents to suggest charge point locations ([Electric cars – Slough Borough Council](#)). We will take account of these requests in planning for EV charging infrastructure.

3. Implications of the Recommendation

3.1 Financial implications

3.1.1 In March 2023, the Council was awarded £72,180 from the Local Electric Vehicle Infrastructure (LEVI) Capability Fund for additional officer resource to develop an EV Infrastructure Strategy for Slough, to contribute towards a Berkshire-wide Strategy, and project manage EV infrastructure projects. At the end of March 2023, the Council was allocated a further £328,820 from the Capability Fund across

financial years 2023/24 and 2024/25, and up to £2.233m from the LEVI Capital Fund.

- 3.1.2 The LEVI Capital Fund is for deployment of electric vehicle charging infrastructure for the primary benefit of residents without off-street parking. The funding will be available to the Council in a second tranche of authorities, in financial year 2024/25. While the funding has been allocated to the Council the Council is still required to comply with an application process (see Appendix C) whereby it will be required to demonstrate how the funding will be utilised in compliance with the aims, objectives, terms and conditions of the funding³.
- 3.1.3 The first stage of the application process was to complete an Expression of Interest outlining the Council's proposal for this funding by 26 May 2023. The Stage 2 application, which will open for Tranche 2 authorities from 1 April 2024, will involve preparation of a full business case and detailed deployment plans (based on the Electric Vehicle Charging Infrastructure Strategy). Following approval of the Stage 2 application, 90% of the Capital Fund allocation would be released to the Council and the Council could open procurement. Therefore, subject to approval of the Council's Stage 2 application, capital receipts of up to £2.010m would be obtained in mid 2024/25. A flow chart summarising the LEVI scheme application scheme is provided in Appendix C.
- 3.1.4 The requirements of the LEVI scheme are for the Council to leverage the grant funding to achieve match funding from the private sector. The expectation is to achieve investment for at least 50% of the contract value. If the Council also includes existing grant funding and S.106 development contributions for electric vehicle charging, the total contract value for installation of EVCI is likely to be in the order of £5-6m.
- 3.1.5 The Council is in receipt of £157,500 capital grant funding for taxi priority rapid charging infrastructure awarded in 2017/18 and 2018/19 under the Ultra Low Emission Vehicle Taxi Scheme. The funding was for 50% of capital costs of seven rapid chargers to be match funded by the Council from the Capital Programme for the remaining purchase and installation costs. Following the Section 114 notice and withdrawal of the capital budget associated with the EV programme, the project has been deferred. The Council has also lacked the officer resource to-date to implement the scheme. The LEVI scheme offers the opportunity to utilise this grant and deliver the project.
- 3.1.6 Under the Low Emission Strategy programme the Council has been requiring implementation of EV charging at new developments and S.106 developer contributions towards off-site public EV charging and EV car clubs. As of December 2023, the Council is in receipt of £78.5k for public EV charging and £149k for car club schemes, with a further £1.681m in future S.106 Obligations. Legal agreements associated with S.106 contributions often have limitations on how and where (i.e. proximity to funding development) the contributions can be used, so those conditional requirements will still need to be met.

³ Energy Savings Trust, Local electric vehicle infrastructure fund. [Local electric vehicle infrastructure fund - Energy Saving Trust](#)

3.2 *Legal implications*

3.2.1 The Council's legal advisors, HB Public Law, have reviewed the recommendations made to Cabinet and provided the following supporting information:

- Recommendations 1.1 a) and b):

In relation to Recommendation 1.1 a) and b) these are permissible in accordance Part 3.5 of Responsibility for Executive Functions and The Local Authorities (Functions and Responsibilities) (England) Regulations 2000.

- Recommendations 1.1 c) and f)

In relation to Recommendations 1.1 c) and f) relating to the delegations of the submission of the funding applications under the LEVI scheme; and the awarding and entering into the concession contracts to the Executive Director of Regeneration, Housing and Environment (in consultation with the Executive Director of Finance and Commercial (the S151 officer) and the Lead Member for the Environment, Environmental Services and Open Spaces), these are permissible under section 9E of the Local Government Act 2000.

- Recommendation 1.1 d)

Cabinet is able to approve the capital virement referred to in the recommendation in accordance with paragraph 2.4.6 of the Council's Financial Procedure Rules which states "*Cabinet can approve spend on new capital projects up to £5m where expenditure is covered by external grant, is in accordance with the Council's treasury management strategy, has no full year revenue implications and does not exceed £20m in total in any one year*".

Council officers must maintain an appropriate audit trail to ensure that the aforementioned financial procedure rules are adhered to.

- Recommendation 1.1 e):

The Public Contracts Regulations 2015 (PCRs 2015), The Concession Contracts Regulations 2016 (CCRs 2016) and the Council's Contract Procedure Rules, specifically Slough Borough Council Procurement Application and Authorisation Table (Services), are applicable to this procurement. As the value exceeds £500,000 then authorisation must be via a Cabinet Report; a mini business case to be approved by Strategic Procurement Review Board; and a full business case to the relevant Procurement Review Board.

Due to the value of the services/concession being procured the procurement strategy must comply with the PCRs 2015, CCRs 2016 and the Council's Contract Procedure Rules. Council Officers must consult with HB Public Law and the Procurement Service to agree a compliant procurement method prior to any procurement commencing.

Council Officers may use an established framework, as per the main body of this report, however Council Officers must ensure any framework passes the following tests:

- The framework agreement was procured in accordance with Public Contracts Regulations 2015 and that any call-off contract complies with the CCRs 2016.
- The framework agreement has not expired.
- The Council was named as a contracting authority that may call-off the services from the framework agreement.
- The services to be called off fall within the scope of the framework agreement.
- The estimated value of the framework agreement as advertised has not been exceeded.

Once the contract has been entered into this will need to be recorded on the Council's contract register.

As it is a concession type arrangement that is being called-off, then the Council must take cognisance of The Concession Contracts Regulations 2016 specifically Regulation 18(3) which states "*For concession contracts lasting more than 5 years, the maximum duration of the concession contract shall not exceed the time that a concessionaire could reasonably be expected to take to recoup the investments made in operating the works or services together with a return on invested capital taking into account the investments required to achieve the specific contractual objectives. more particularly the duration of such concession type arrangements*".

- General property law legal implications:

The Council will assess and appropriately deal with any title or other restrictions affecting the locations and properties which are identified for the installation of EV charge points.

3.2.2 There is currently no statutory duty on the Council to provide public electric vehicle charging, although the Council has other overarching duties in relation to air quality, planning, transport and environmental standards. However, the UK electric vehicle infrastructure strategy (DfT, 25 March 2022, [Taking charge: the electric vehicle infrastructure strategy](#)) outlines that the Government will transform local on-street charging by putting an obligation on local authorities (subject to consultation) to develop and implement local charging strategies to plan for the transition to a zero-emission vehicle fleet.

3.2.3 Ahead of any legal obligations, to support local authorities the Government has introduced the Local Electric Vehicle Infrastructure (LEVI) Fund comprising a Capability Fund for additional resources and a £400m Capital Fund for deployment. All highways authorities in England have been allocated a maximum funding amount from each pot, rather than being required to competitively bid⁴. To receive the funding, the Council will be required to demonstrate how the funding will be used to meet the scheme objectives. Utilising this capital grant funding now while it

⁴ Local Electric Vehicle Infrastructure (LEVI) funding amounts: Capital Fund <https://www.gov.uk/government/publications/local-ev-infrastructure-levi-funding-amounts/local-electric-vehicle-infrastructure-levi-funding-amounts-capital>
Capability Fund: <https://www.gov.uk/government/publications/local-ev-infrastructure-levi-funding-amounts/local-ev-infrastructure-levi-capability-funding-amounts>

is available, will reduce the risk of the Council having to respond to a future statutory duty to install public charging infrastructure. These grant payments will be made under Section 31 of the Local Government Act 2003.

3.2.4 In order to access the available Capital grant funding under the LEVI scheme, the Council is required in its Stage 2 and 3 applications (see Appendix C) to comply with the LEVI Capital Fund conditions: [LEVI capital fund infopack \(energysavingtrust.org.uk\)](http://energysavingtrust.org.uk). The conditions include requirements and considerations that the Council must make in respect of contract length, revenue and profit share, control over tariffs charged to consumers, time of use tariffs, CPO exclusivity and competition, ownership of local connection assets, ownership of charging assets, operation and maintenance costs, reporting on installed charge points to Government and project delivery tracking using required KPIs.

3.2.5 The Government has made the capital funding available to stimulate the commercial market to improve viability of on-street charging infrastructure. Due to the lag between installation and profitability of charge points, and the scale of the upfront investment and the numbers of charge points to be installed, longer contract durations are expected for on-street charging infrastructure. LEVI scheme support body advises that contract lengths of 8-20 years are to be anticipated.

3.3 Risk management implications

3.3.1 The following key risks have been assessed: -

No.	Potential Risk	Mitigation
1	Not accessing Capital Funding due to unsuccessful Stage 2 application	Officers are drawing upon the learning of other Berkshire authorities in tranche 1 whom have already submitted their Stage 2 applications; and will continue to utilise the available free resources and help provided by the LEVI scheme's support body to ensure that the Council's Stage 2 application includes the expected information and detail to meet the terms and conditions of the LEVI scheme.
2	Inability to procure	<p>Officers will be using reference contract materials from the LEVI scheme support body. The Stage 2 application will include a procurement strategy and evaluation approach and draft Heads of Terms to be reviewed by OZEV and its support body.</p> <p>Continued market engagement ahead of formal procurement and use of a specialist framework offering a range of providers will also ensure that procurement documentation does not deter bidders.</p> <p>Soft market testing has demonstrated that providers are keen to install EVCI in Slough due to its geographical location adjacent to Greater London where EVCI demand is strong and the infrastructure is already more developed, and suppliers having existing local networks and technical teams. The level of Capital Funding available to the Council, the</p>

		compact nature of Slough and the density of future demand also makes Slough attractive to potential suppliers.
3	Commercial failure of the procured supplier	<p>Robust review at procurement will consider the financial sustainability of the bidders. Contracts will include break clauses to provide the Council with an exit from the contract if the supplier consistently fails to perform.</p> <p>The Council will own the below ground infrastructure. Securing electricity supply is the highest proportion of installation costs. By procuring installation using interoperable systems, it would be relatively cheap and easy for a new supplier to retrofit to existing charge points in comparison to the initial installation costs and timeframes.</p>
4	Lack of use by public of installed infrastructure	<p>Good quality existing charge point infrastructure is already well utilised. By ensuring good design standards and appropriate locations for charge points the risk can be minimised.</p> <p>Usage will vary across the charge point network. The aim of the EVCI Strategy is to make charge points available to as many residents in need as possible and not just deploy in the most profitable locations. The Council has a role in equitable provision.</p>
5	Slow roll out of infrastructure installation	Using a concession agreement approach the operator will be incentivised to install charge points ahead of the demand curve to maximise their revenue.
6	Poor quality performance of installed infrastructure	Using a concession agreement approach KPIs and contract renewal terms mean operators can be held to account on performance. Suppliers are incentivised to maintain and upgrade hardware during the life of the contract as they retain most of the network's revenue.
7	Cost escalation and pressure on Council revenue budgets	<p>Using the LEVI Capital Funding and other existing grant deposits and S.106 contributions no capital outlay is required by the Council.</p> <p>Using a concession agreement approach, the operator takes most of the operational and financial risk away from the Council. The operator will be required to fund all maintenance and operating costs during the contract. An appropriate level of contingency will be incorporated into the contract and should it be necessary the programme will be condensed within the available funding envelope.</p> <p>The terms of the contracts will give a revenue income to the Council to reinvest into management and development of the EVCI network.</p>

8	Insufficient electricity supply to meet demand	<p>Through the Berkshire EV officer and the chosen charge point operator the Council will engage early with the DNO about its EVCI Strategy and proposed delivery plans. Early awareness of available capacity and upgrade plans will greatly assist in planning.</p> <p>The primary focus of the EVCI Strategy is to deliver lowered powered charge points in residential areas. Therefore, individually charge points are less likely to be constrained by capacity issues on the electricity grid, but collectively in high numbers may present an issue.</p>
9	Increased parking pressure and resident dissatisfaction with charge point locations	<p>With the amount of capital funding available to the Council, combined with private investment, the Council intends to be able to roll out sufficient charge point infrastructure (i.e. multiple charge points at each location) so as not to require enforcement of electric charging spaces through Traffic Regulations Orders where possible.</p> <p>The Council will retain an e-form to allow residents to suggest charge point locations and will take account of resident requests in planning charge point sites.</p>
10	Lack of Officer resource to manage the network and develop the EV Infrastructure Strategy	<p>The Council has been allocated ring-fenced funding under the LEVI Capability Fund for officer resource for 3 years to drive forward EV projects. This funding is anticipated to cover some officer time through to 2025/26.</p> <p>A contractual requirement for ground rent and or profit/revenue share by the charge point operator will provide the Council with an income that can be reinvested into contract management officer resource during the lifetime of the contract.</p>

3.4 *Environmental implications*

- 3.4.1 The proposals align with the Council's Climate Change Strategy and Action Plan and Low Emission Strategy.
- 3.4.2 The Council's Climate Change Strategy and Action Plan, adopted December 2021, evidences that emissions from transport represent 30.8% of Slough's emissions profile, with 23.2% of emissions from on-road transport. The Climate Change Strategy outlines that one of the most important steps to reducing transport emissions in Slough is the transition to electric vehicles.
- 3.4.3 A key aim of the Council's Low Emission Strategy is to improve air quality and health outcomes across Slough by reducing vehicle emissions through the accelerated uptake of cleaner fuels and technologies. The Strategy supports home and workplace charging as the primary charging locations utilising the local planning process, corporate social responsibility and private sector investment, but recognises the need for a strategic Slough public charge point network and ensuring charging opportunities are available for residents with and without private driveways.

- 3.4.4 The Council's electricity supply contract is from 100% renewable energy sources to minimise the Council's carbon footprint. This is proposed to also be a contractual requirement where operators are purchasing energy themselves for new charge points.
- 3.4.5 Under the terms of the LEVI Capital Fund the Council will be required to request suppliers to evidence the consideration of carbon reduction within the installed charge point lifecycle, including, but not limited to, charge point design, manufacture, transport, installation, operation and decommissioning.
- 3.5 *Equality implications*
- 3.5.1 The Equality Act 2010 outlines the provisions of the Public Sector Equalities Duty and under s.149 it requires Public Bodies as decision makers to have 'due regard' to achieving several equality goals, which includes the need to:
- a. Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010.
 - b. Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
 - c. Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 3.5.2 Relevant protected characteristics are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.
- 3.5.3 The broad purpose of this duty is to integrate considerations of equality into day-to-day business and keep them under review in decision making, the design policies and the delivery of services.
- 3.5.4 Accessibility to EV charging infrastructure is an issue potentially impacting upon age and disability, particularly for EV drivers and prospective users of charge points, with regard to the need to connect cables to vehicles, trailing cables, weight of cables, lack of space around bays to circulate, height of user interfaces with the charge point and any kerbs or anti-vandalism barriers around charge point units.
- 3.5.5 Motability, the charity, have worked with the UK Government Office for Zero Emission Vehicles (OZEV) to sponsor a new accessibility standard for public EV charge points (PAS 1899:2022, Electric vehicles – Accessible charging – Specification), developed by the British Standards Institute (BSI). Research from the charity Motability predicts that by 2035, 1.35 million disabled people will rely on public electric vehicle (EV) charging points either some or all the time. The Publicly Available Specification (PAS) sets out the minimum accessibility requirements for EV charge points and includes settings where more enhanced accessibility measures can be used. A requirement to consider accessibility and implement the PAS standards wherever possible will be included within the Council's procurement documentation for EVCI installation.
- 3.5.6 The Council will also need to consider whether a scheme can be introduced to bring on-street charging to disabled parking bays on the public highway. Where rolling out EV charging in Council car parks the Council will also need to consider providing charging to existing yellow disabled bays in addition to the accessibility of all charge points. The Council will also seek to promote to residents where they can access information about the safety and accessibility of charge points and encourage our

local EV community to review and rate charge points using Apps and websites such as Charge Safe ([EV ChargeSafe](#)), ZapMap, and Electroverse.

3.5.7 An Equality Impact Assessment has been prepared highlighting these issues, with an action plan of how the PAS standards will be taken forward into procurement and delivery of new EV charging infrastructure to maximise accessibility to charging for all users. This is presented in Appendix B.

3.6 *Procurement implications*

3.6.1 The existing charge points on the Council's public charging network are currently predominantly operated by BP Pulse, a subsidiary of British Petroleum (BP). A 12-month data management or maintenance contract currently in place with BP Pulse is due to expire in Summer 2024. It will be appropriate for the Council to consider refreshing and where appropriate extending the number of charge points available at existing sites within the procurement of charging infrastructure under the LEVI scheme.

3.6.2 To access the LEVI scheme Capital Funding the Council is required to prepare a Stage 2 application (see Appendix C) which must include a procurement strategy and evaluation approach together with a proposed contract Heads of Terms. The procurement approach is required to demonstrate that, with a very high level of confidence, the Council can deliver high-quality, financially sustainable charge point provision which maximised the charging provision for the available Capital Funding allocated.

3.6.3 The Council cannot proceed to procurement using the LEVI Capital Fund allocation until the Stage 2 application has been approved by the Office for Zero Emission Vehicles and its support body. The application will be required to demonstrate value for money and additionality. The Council is expected to leverage the Capital Funding allocated to derive private investment equivalent to at least 50% match funding. If the Council inputs additional funding on receipt (capital grant funding from OZEV from the Ultra Low Emission Taxi Scheme and S.106 developer contributions), the total contract value of EVCI procurement is therefore expected to be in the order of £5-6m.

3.6.4 At the Stage 3 application the Council will be required to submit its draft contract(s) with a preferred supplier(s) for Contract Review before it can begin installation of funded charge points.

3.6.5 In line with the Council's Contract Procedure Rules, if the expected value of the contract for works is greater than £1,000,000 Cabinet approval will be required for contract award. Specific delegated authority is requested from Cabinet to permit awards of contract to be made. The procurement will also be subject to mini business case approval by the Strategic Procurement Review Board and following this, full business case and quotation paperwork submission to the Review Board (Procurement, Legal and Finance), as well as Capital Monitoring Board Approval.

3.6.6 Within its Stage 2 Capital Fund application the Council is required to demonstrate the expected commercial arrangement and to have undertaken broad market engagement to test the commercial arrangements and the procurement approach to mitigate key risks. Soft market testing has therefore been on-going through 2023, and while the Stage 2 application documentation is still under development, procurement options have been considered. The experience of other local authorities has shown that drafting a bespoke tender is highly complex and could not be completed in time

for the bid. There are a handful of established and well-used public procurement frameworks and dynamic purchasing systems that are available for the council to use instead. For example, the Oxford Dynamic Purchasing System (DPS), run by Oxfordshire County Council, has been found to closely match the technical contract specifications that we are seeking, whilst also having a large number of prospective suppliers registered – supporting a competitive bidding environment.

- 3.6.7 It is proposed that an Invitation to Tender and tender evaluation documents are prepared, for submission as part of the LEVI capital funding bid, and ultimately in readiness to use a specialist framework to identify a supplier (or suppliers) that the council will award concession contracts to for EV charge point delivery, operation and maintenance.
- 3.6.8 Concession contracts, in the long-term, offer the council the opportunity to generate new income streams from ground rent and/or profit share. An average on-street charge point is not expected to be profitable, however, until 2030 at the earliest, based upon projected consumer demand – income generation opportunities are limited before this date. (This lag before there is sufficient consumer demand to make a typical charge point profitable is also the reason that the Government are offering a capital grant to encourage charge point suppliers to bid.) Part of the tender through a framework will allow the council to identify the most appropriate terms on which to partner with charge point suppliers though it must be noted that there is a trade-off between capital investment, maintenance and revenue sharing.
- 3.6.9 If the Stage 2 bid is successful and the council invites tenders as a result, these would be for public-private commercial partnership concession contracts for the delivery, operation and maintenance of charge points on public highways and on other council-owned land.
- 3.6.10 The council is receiving procurement advice from a DfT-funded support consortium on best practice contract terms. Indicative, principal terms with charge point providers are:
- 15-year contract term (national standard, based upon charge points being unlikely to be profitable before 2030 in light of projected demand)
 - Non-exclusivity, to create a multi-operator environment over time for consumer choice and price competition
 - Council to receive fixed indexed annual charge (rent) plus proportion of gross profit in longer term
 - Portfolio approach to site selection, with charge point operator proposing the majority of sites and the council a minority. All sites would continue to need to be found to be safe and suitable by the council as Local Highway Authority.
 - The council to own the power connection to the site, at the end of contract term (for re-letting). The charge point operator to maintain during the term of contract
 - The charge point operator to own and maintain the charge point itself and remove at end of contract.
- 3.6.11 The requested approval relates to the intention to prepare procurement documentation for submission as part of the LEVI funding bid that align with the use of specialist framework as a means to run a competition with suppliers and does not commit the council to any length of contract, just access to the procurement framework through which to issue tenders.

3.7 *Workforce implications*

- 3.7.1 The Government's Local Electric Vehicle Infrastructure (LEVI) scheme is aimed at supporting local authorities in England to work with the charging infrastructure industry to enable deployment of local charging infrastructure, particularly low power on-street charging infrastructure. The LEVI scheme currently includes ring-fenced funding for additional dedicated EV officer resource (under the Capability Fund) for 3 years.
- 3.7.2 As outlined above, the Council was initially allocated £72,180 from the Capability Fund. To claim the funding officers were required to demonstrate how the funding will be used to improve capacity and capability for the planning and delivery of EV infrastructure, including the preparation of an EV infrastructure strategy and how the additional resource will help deliver EV infrastructure projects.
- 3.7.3 At the end of March 2023, a further allocation of £328,820 capability funding for the Council for financial years 2023/24 and 2024/25 was announced by the Department for Transport. Again, officers were required to complete a further proforma (by 26 May 2023) to demonstrate how the funding will be used to meet the scheme objectives. Ring-fenced funding of £164,410 was received in October 2023.
- 3.7.4 The capability funding allocation is based upon a methodology where higher levels of funding have been awarded to Local Authority areas with a greater proportion of properties without access to off-street parking, where current dedicated officer resource for electric vehicle infrastructure is low, and where indices of multiple deprivation and or rurality are high. Consequently, Slough Borough Council has received the highest capability fund allocation¹ in Berkshire and on a comparable level to Buckinghamshire Council.
- 3.7.5 Recruitment for a fixed-term officer resource, for up to 3 years, is now underway. Interim EV Project Officer resource has been in place since November 2023 to help develop the EVCI Strategy and prepare for the Stage 2 Capital Fund application. Additional dedicated officer resource will be pursued in 2024/25. Further revenue receipts from the Capability Fund allocation are expected in Spring 2024. The resources will be within the Carbon and Sustainability service, which will continue to lead on EV strategy and infrastructure projects. A part of the funding, ~£10,000 per year, will be set aside to fund development of a Berkshire EV Infrastructure Strategy in partnership with the other Berkshire authorities.

3.8 *Property implications*

- 3.8.1 The LEVI Capital Fund aims to accelerate the deployment of local, primarily low power, on-street charging infrastructure across England. LEVI funded projects must therefore primarily benefit residents without off-street parking, though it can also benefit other groups like commuters, taxis and commercial vehicles (excluding at the businesses' addresses) and can include establishment of local authority supported car clubs. Charge point powers greater than 22kW (i.e. rapid or ultra-rapid) are acceptable in the minority.
- 3.8.2 Given the objectives of the funding, deployment of charge points under Capital Fund projects will be required on Council owned highway land to facilitate on-street charging infrastructure and is also likely to include deployment (or further deployment) in Council owned car parks, Council owned community-based assets

(such as leisure centres, libraries, community centres and hubs), and at Council owned housing land.

- 3.8.3 Layout of streets, street lighting, housing types and parking issues mean that not all roads in the Borough with households unable to home charge will be suitable for installation of electric vehicle charging infrastructure. Therefore, for some streets provision of charge points will be 'displaced' to other suitable on-street sites in adjacent roads or areas, or to nearby off-street sites. The private commercial charge point operating sector is expected to lead the way in providing opportunity charging at destination locations (e.g. supermarkets, retail parks, pubs & restaurants, drive-thru's, petrol stations etc). In some cases, this may also provide suitable and sufficient charging to also meet the needs of local residents reliant on public charging. However, from existing planning, it is already anticipated that such commercial opportunities are not evenly spread across the Borough and are absent in some residential areas. Consequently, the Council's EVCI Strategy is also to look to provide charging for residents reliant on public charging using Council owned housing land (with existing parking areas and new dedicated charging hubs where feasible) and the wider Council property estate.
- 3.8.4 Officers will therefore need to take forward the principles from the EVCI Strategy into implementation planning to consider Council owned highways and non-highways land, working closely with the transport planning, parking and property teams, especially with reference to the development of the Council's Phase 2 Estate Strategy.
- 3.8.5 Compulsory conditions of the LEVI Capital Fund require that the Council must finish any contractual term with a charge point installer or operator with ownership of the Local Connection Assets. This will ensure that the funding invested into deployment of charge points will yield income generation assets for the Council beyond the initial contract term.

4. Background Papers

None.

Slough Electric Vehicle (EV) Charging Infrastructure Strategy

1. Foreword

TBA

2. Preface

As a result of the UK's international environmental commitments, central government has set out a range of policies to reduce, and eventually eliminate our contribution to climate change by 2050 (otherwise known as 'Net Zero'). Transport is a central part of these policies, being the largest emitting sector with 26% of all greenhouse gas emissions across the UK (BEIS, 2023), greater at 30.8% across Slough (SBC, 2021a), and electric vehicles have been identified as a key enabler in tackling the shift to Net Zero transport. Nationally, the sale of new petrol and diesel cars will be banned from 2035 onwards, and locally, there is a Net Zero target of 2040, both of which necessitate action by all council departments to work towards these goals.

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3. Introduction

3.1. Why does Slough need an EV Charging Infrastructure Strategy?

Electric Vehicles (EVs) are becoming an increasingly common sight on Britain's roads, with market maturity delivering a wide choice of increasingly affordable and practical models. Supported by central government policy and industry investment, this growth is set to continue.

However, despite huge strides in the EV market, the landscape of infrastructure required to charge such vehicles has some way to go in addressing current and future demands. The industry is complex, inconsistent, and can be a daunting prospect for new EV drivers, as well as a deterrent for those yet to make the switch. Furthermore, whilst some areas of the UK are well served, others are effectively 'charging deserts' with little to no provision.

Government guidance and funding at all levels is beginning to address this, in tandem with the private sector. We believe local government's role in this is to make the best use of available funding, working and negotiating with private operators, to deliver an effective, accessible, reliable, and value for money EV charging network for their constituents across all areas.

This strategy sets out how Slough Borough Council aims to achieve this, outlining our guiding principles, ultimate objectives, and detailing the funding sources that will enable this work.

3.2. Who is this strategy for?

As a consequence of the pressures outlined above, combined with prevailing market research and technological forecasting, EVs are increasingly seen as the primary solution for road transport decarbonisation, likely becoming the new standard for all new passenger and light goods vehicles going forward. Slough Borough Council has a responsibility to ensure in an EV-led road transport future, residents and visitors alike can charge when and where required, with the greatest ease possible. Doing so allows residents and businesses in Slough to maintain their mobility, and therefore their access to opportunity and vital services, protecting the economic prosperity and wellbeing of the borough. Unfortunately, the private sector alone cannot be relied upon to provide such a network without local authority guidance.

Research shows that the majority of EV owners usually charge their vehicles at home, and 78% said they regularly charge overnight - when we are to assume they are most likely at home (Faraday, 2022). However, with only about 60% of Slough households having access to off-street parking (RAC, 2021), where they can charge easily and cheaply using domestic infrastructure, there are still large numbers of households that will rely on some form of public infrastructure in order to switch. Consequently, this strategy primarily focuses on our role in increasing the provision of residential EV charging, both on-street and through charging hubs, in areas where home charging represents a barrier to EV uptake (and where the private sector needs to work with highways authorities to provide adequate infrastructure). Prioritising the roll-out of a network of public charge points where they are most

needed and providing public sector support to this market area will provide confidence to those drivers thinking of making the switch.

3.3. Our Role

As a council, we must approach this issue with the best interests of Slough residents as our primary concern. Nevertheless, working positively with Charge Point Operators (CPOs) is crucial to understand and address their views and concerns, to ensure a successful and competitive procurement process. The reason for the Council's involvement in stakeholder engagement and the competitive procurement process as a whole is to most effectively leverage our allocated central government funding. This allows us to both maximise the amount of additional investment brought forward by the chosen provider, as well as encouraging an equitable infrastructure network that balances commercial priorities with public need, as opposed to one which just serves the most commercially viable locations.

Furthermore, continued market engagement throughout implementation of this strategy will help to grow in-house knowledge and expertise to achieve best value in executing this strategy. Therefore, we need to continue to consult and engage with industry and government groups, support organisations, as well as review best practice and similar policy in other authority areas across the South-East and wider UK.

Overall, we must properly consider the social, financial, practical, and technical implications of expanding Slough's EV charging infrastructure, utilising our local knowledge and understanding of the Borough's unique characteristics to develop a sound and effective strategy, that we can then take forward in applying for funding.

3.4. Economic Opportunity

XX text to be added here from Shanaaz Carroll – Head of economic development and regeneration

4. Aims and Objectives

4.1. Scope

The scope of this strategy includes:

- An overview of the existing national, regional, and local policy framework guiding the roll-out of EV charging infrastructure.
- Opportunities and challenges for EV charging infrastructure in Slough
- Projections of the likely uptake of EVs across Slough by 2030 and 2035
- A framework of EV charging options for residents without access to private off-road parking, with plans to address this using upcoming funding.
- How we will promote public EV charging infrastructure and promote uptake of EVs

The strategy will inform our implementation plan to provide and enable public EV charging, to ensure that it is accessible and convenient while aligning to our broader 'Avoid, Shift, Improve' hierarchy:

- Avoid – reducing the need for trips.
- Shift – mode change from the private car to sustainable public transport.
- Improve – improving road networks and reducing emissions.

This strategy covers the Borough of Slough. It focusses on EV charging for cars, car-based vans, and taxis (hackney carriages and private hire vehicles) for three user groups with differing needs for EV charging:

- Slough residents, particularly those without access to home charging
- Local businesses, their employees, taxis, van-based logistics operations, and car clubs
- Visitors to Slough

The strategy does not cover EV charging for buses or large goods and service vehicles, where technological solutions are still in development and charging requirements are uncertain.

Furthermore, Hydrogen Fuel Cell vehicles and refuelling infrastructure are not currently deemed a priority for the Council, as we focus on more pressing and severe provision gaps such as those in residential EV charging infrastructure for private cars. Moreover, both the UK Government Hydrogen Strategy (BEIS, 2021a) and a more recent report by the Department for Energy Security & Net Zero (DESNZ, 2023) explain that although hydrogen will be crucial in achieving a decarbonised transport system, its role as a transport fuel will likely be constrained to heavy road transport, aviation, and shipping (where concerns such as long-ranges, heavy loads, and energy density are likely to preclude the use of batteries).

Similarly, charging for e-bikes, electric motorbikes and micro-mobility solutions are not included, but may be considered in a future revision.

4.2. Strategic Aims and Objectives

Headline aim:

To develop a comprehensive plan for electric vehicle charging infrastructure in Slough that ensures both residents and visitors have sufficient provision of affordable, reliable, and accessible charging, thus enabling the switch to EV and delivering against the Council's environmental goals.

Objectives

1. Develop a plan, suited to Slough's specific characteristics, for EV charging infrastructure provision in residential areas that currently have little to no access to home charging (**Primary Objective**).
2. Set out operational priorities and performance targets for future EV charging infrastructure being deployed across the borough, both in residential areas and in destination locations.
3. Using our learnings, work with private sector providers to achieve the desired network using available funding.
4. Undertake campaigns to promote targeted information about EV charging infrastructure and electric vehicles, to help residents with the transition and provide information on what we are doing, why we are doing it, and the benefits to the community.

4.3. Quantitative Targets

To make the best use of the funding we have, we are utilising mapping and quantitative data to inform decisions and derive targets. This work will help the Council understand the sort of EV charging infrastructure network required to meet our objectives and overall aim. In summary, our analysis focuses on the metric of walking distance from each EV charging infrastructure site, aiming to provide local EV charging within <5 mins walk for 80% of Slough residents without access to off-street parking for 1 or more vehicles. As outlined in section 6.1.2, currently only 20.9% of households that would be reliant on public charging are within 5 minutes walking distance of an existing public charge point (Field Dynamics, 2022). This is geographically skewed towards residents in the town centre or near the A4 Bath Road, leaving many residential suburbs poorly served by existing public charging infrastructure (see Figure 1). This is an aspirational target. Research published in 2022 indicates that in Great Britain the only local authority areas to currently surpass a 60% coverage are London Boroughs and Brighton and Hove Council. The small, compact and urban geographical area of Slough is more similar to London Boroughs and makes this aspiration more achievable than in other neighbouring or Berkshire authorities for example.

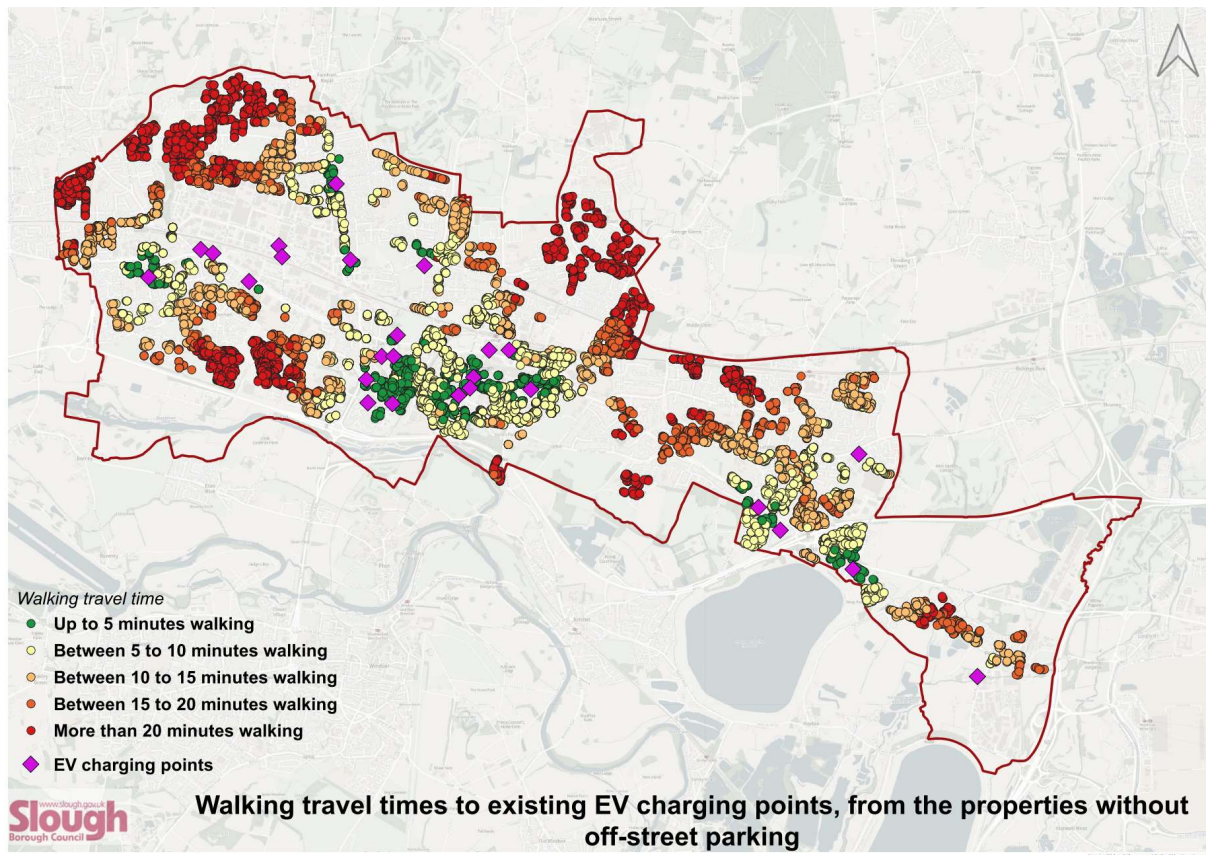


Figure 1: Walking times to existing EV charge points from properties without off-street parking

4.4. Development of this Plan

4.4.1. The development of this plan has been informed by:

- A range of quantitative and qualitative data sources, relevant studies and research by consultants or academia, and policy documents referenced in this strategy.
- Participation in Berkshire and Transport for the South East (TfSE) officer working groups on transport, transport decarbonisation, and electric vehicle charging.
- Professional advice from stakeholders (e.g. Scottish and Southern Electricity Networks, Charge Point Operators), third sector organisations (e.g. Cenex and Energy Savings Trust – designated support organisations involved in the delivery of the LEVI scheme), and highways authorities across the UK.
- Residents of Slough, including those who have submitted requests for EV charge points in their area.
- Discussions and seminars as part of the Energy Savings Trust Local Authority EV Forum.
- A review of other council strategies, documents, and best practice case studies and guidance.

5. Context

5.1. National Policy Context

Transport is central to the UK Government's decarbonisation plans, being the largest single category of emissions (32%), and 91% of this portion is a result of road transport (BEIS, 2021b). Thus far, emissions in this sector have been challenging to reduce, but this is something that will have to change rapidly in the years remaining before the UK's 2050 net zero target. With this in mind, the UK's current Net Zero Strategy aims for an interim target to reduce UK transport emissions (from 1990 levels) by between 47 and 59 per cent by 2035 (BEIS, 2021b).

Although recently postponed, the Government's ban on the sale of all new petrol and diesel cars and vans is still due to come into force in 2035 (previously 2030). Despite the delay, much of the industry is geared up to switch to primarily zero emission vehicle production around this earlier date and policymakers must ensure the public at large are able to make the switch. For the vast majority of car and van drivers, this will take the form of an electric vehicle.

Key Government policies that underpin this Strategy are:

5.1.1. Taking charge: the electric vehicle infrastructure strategy (2022)

A Department for Transport led central government strategy which:

- Plans for a minimum of 300,000 public charge points in the UK.
- Focuses on two sectors, high powered chargers on the strategic road network and local on-street charging.
- Sets out a commitment to ensure there are at least six high powered charge points at each motorway service area by the end of 2023.
- Will consult on the design of the £950m Rapid Charging Fund which will support at least 6,000 high powered charge points across England's motorways and major A-roads by 2035.
- A new £450m Local EV Infrastructure Fund (LEVI) to facilitate the rollout of larger-scale charge points infrastructure projects.

5.1.2. Net Zero Strategy: Build Back Greener (2021)

A central government strategy led by Department for Energy Security and Net Zero and Department for Business, Energy & Industrial Strategy, which includes the following relevant commitments:

- Introduce a zero-emission vehicle mandate setting targets for a percentage of manufacturers' new car and van sales to be zero emission each year from 2024.
- Take forward the commitment to end the sale of all new, non-zero emission road vehicles by 2040, from motorcycles to buses and HGVs, subject to consultation.

5.1.3. LEVI (Local Electric Vehicle Infrastructure) Scheme (2022)

Central government announced in March 2022 that they would be launching a new scheme (LEVI) to provide funding to local authorities throughout England for significant EV charging infrastructure investments. This includes:

- A Capital Fund – For the procurement and installation of EV charging infrastructure hardware.
- A Capability Fund – Providing a range of tools, insight, and support to enable the development of well-informed and effective EV charging infrastructure networks.

Funding is pre-allocated for different areas of the country, including Slough, but must still be applied for, providing in-depth plans and justifications to ensure taxpayer’s money is spent conscientiously and in line with the policy’s aims.

Slough has been designated as a ‘Tranche 2’ authority, meaning our application will be submitted in 2024/25.

5.1.4. Other Grant Schemes

Table 1 below provides details on the range of other government funding schemes available in England.

Table 1: Government Funding Schemes Available in England (DfT, 2023)

Scheme	Details
Workplace Charging Scheme	<p>The Workplace Charging Scheme (WCS) is a voucher-based scheme open to businesses, charities and public sector organisation. It provides support towards the upfront costs of the purchase and installation of EV charge points that are dedicated to staff or fleet use. The scheme provides up to £350 for each charge point socket installed at a site, with applicants being able to receive up to 40 grants.</p> <p>As of 2024, this scheme has been amended to increase the per-socket amount of funding available to educational institutions from £350, to £2,500. Paid for by the Department for Transport, the grant is available for state-funded schools, colleges, nurseries and academies to boost the charge point facilities for staff and visitors. This could also help schools to generate revenue by making their charge points available to the public.</p>
Electric vehicle infrastructure grant for staff and fleets	<p>This is a grant for small and medium-sized businesses aimed at providing funding toward the cost of wider building and installation work that is needed to install multiple charge point sockets.</p> <p>The grant covers 75% of the cost of the work, up to a maximum of £15,000:</p> <ul style="list-style-type: none"> • Up to £350 per charge point socket installed • Up to £500 per parking space enabled with supporting infrastructure. <p>You can receive up to 5 grants across 5 different sites. This cannot be used towards the same charge points as the Workplace Charging Scheme.</p>

<p>Electric vehicle charge point and infrastructure grants for landlords</p>	<p>There are two grants that you can apply for towards installing charge points for EVs at a property you own,</p> <ol style="list-style-type: none"> 1. EV charge point grant – You can get 75% off the cost to buy and install a socket, up to a maximum of £350 per socket. You can receive up to 200 grants a year for residential properties, and a further 100 for commercial properties; and 2. EV infrastructure grant – this grant gives you money off the cost of wider building and installation work that’s needed to install multiple charge point sockets. The work can be for sockets you want to install now and in the future. For example, an EV infrastructure grant can cover things like wiring and posts. You can get 75% off the cost of the work up to a maximum of £30,000. The amount depends on how many parking spaces the work covers. You can get: <ul style="list-style-type: none"> • up to £350 per charge point socket installed • up to £500 per parking space enabled with supporting infrastructure <p>You can receive up to 30 grants each financial year for installing infrastructure in residential carparks. You cannot apply for the infrastructure grant if you’re a commercial landlord.</p>
<p>EV charge point grant for renters and flat owners</p>	<p>The grant provides electric vehicle (EV) drivers who are renters or own a flat with support towards the costs of the purchase and installation of EV charge points. An electric vehicle (EV) charge point grant can help towards the cost of installing an electric vehicle charge point socket at your property.</p> <p>You can get 75% off the cost to buy and install a socket, up to a maximum of £350. You can apply for this grant if you either:</p> <ul style="list-style-type: none"> • own and live in a flat • rent any residential property (this includes properties under the shared ownership scheme) <p>You must own an eligible vehicle and your home must have its own private off-street parking space.</p>

5.2. Regional Policy Context

5.2.1. TfSE EVCI Strategy and Action Plan

The primary regional document relevant to this strategy is TfSE’s (Transport for the Southeast) 2023 EVCI Strategy and Action Plan, authored by Arcadis. The plan has a set of ambitious aims, including making the Southeast a “leading global region for net-zero carbon”. To achieve this, the EVCI strategy prescribes widespread, future-proofed infrastructure networks. Furthermore, in line with the objectives of this strategy, it stresses the importance of high-quality residential EVCI networks:

“Establishing an extensive residential EVCI network in the TfSE area will be essential to ensure inclusive access to EVCI and supply future demand across the region. It will provide potential EV users with confidence in the availability of EVCI, which in turn will promote EV adoption.” (TfSE, 2023a).

5.3. Local Policy Context

This EV charging infrastructure strategy sits within the Council’s Corporate Plan (2023 – 2027) priority for a cleaner, healthier and more prosperous Slough through improvements to air quality, promoting active travel and sustainable forms of transport, and taking action to prevent or minimise the impact of climate change. The strategy also supports a number of wider corporate plans and the work of a range of technical officer teams, as shown in Figure 2.

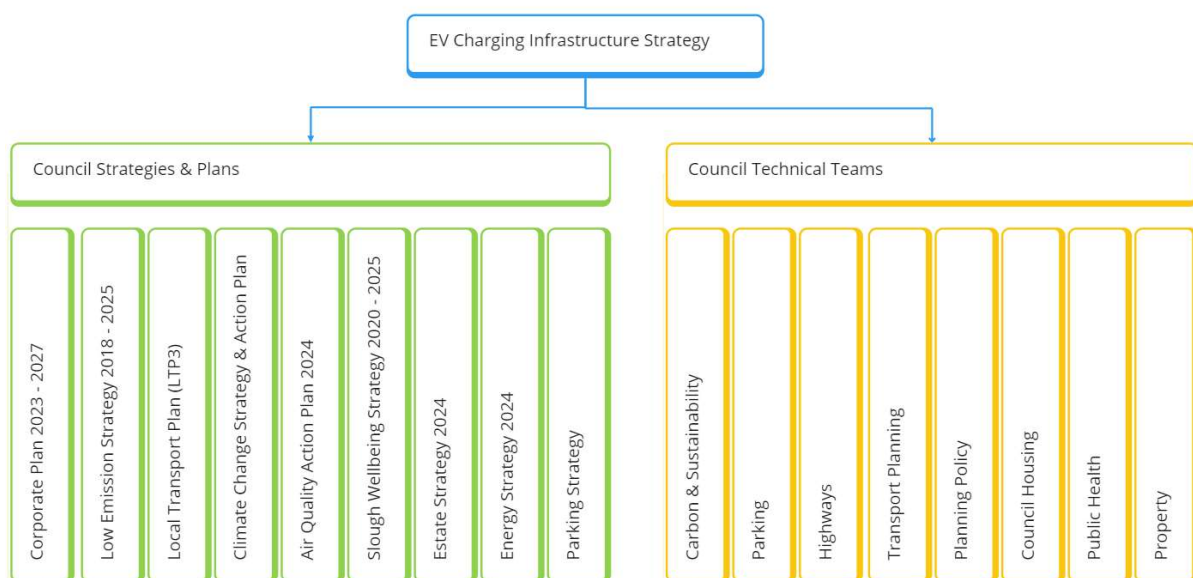


Figure 2: How the EV strategy supports council plans

5.3.1. Low Emission Strategy 2018-2025

The Low Emission Strategy 2018-2025 (LES) was adopted as a council strategy in September 2018 (SBC, 2018). The wellbeing of those living in Slough are the highest priority and this is reflected in the measures detailed in the low emission strategy programme.

The relevant principal outcomes targeted by the strategy include:

- Improving air quality within the whole Borough.
- Improving communication and raising awareness of vehicle emissions and their impact on air quality and health.
- Implementing electric public charging infrastructure (public ‘fast’ and ‘rapid’ electric charging points) to cater for and allow for the acceleration of EVs in the Borough.

- Implementing and enabling the operation of electric/ULEV taxis through changes to the Licensing emission standards and provision of dedicated EV taxi infrastructure.
- Working with bus operators to upgrade the emission standards of their buses operating in the Borough (including through retrofitting) with a view to promoting and facilitating (through the provision of low emission infrastructure) electric/hybrid/gas buses.
- To implement and operate in partnership a dedicated town centre wide electric/ULEV car club for all residents to use, and to expand the car club to transport hubs (Burnham and Langley).
- Adopting planning policies for new developments to support sustainable transport (including restrictions on parking) and implementation of low emission technologies and vehicles standards (including on site EV charging, low emission NOx boilers and requiring the latest EURO standards for HDVs servicing new major commercial developments).

The LES therefore provides the overarching approach of the Council to reducing vehicle emissions. The Strategy, refreshed in December 2020, includes a number of EV projects within its an unfunded programme of projects intended to be brought forward subject to S.106 developer contributions, grant funding applications or third-party investment:

- 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

The scope of the LES does not include residential on-street charging needs and considered framework projects over mitigation zones, rather than specific locational planning. The LES will be due for review from the end of 2024.

5.3.2. Climate Change Strategy and Action Plan

The Climate Change Strategy and Action Plan (SBC, 2021a) sets out the ambitions of the Council in reducing and mitigating the carbon emissions, with an overall aim of eliminating the Borough's contribution to climate change over the next 20 years. This covers a range of carbon emission sources, including transport. The five key focus areas are as follows:

- Reducing emissions from our estate and operations
- Reducing energy consumption and emissions by promoting energy efficiency measures, sustainable construction, renewable energy sources, and behaviour change
- Reducing emissions from transport by promoting sustainable transport, reducing car travel and traffic congestion, and encouraging behaviour change
- Reducing consumption of resources, increasing recycling, and reducing waste
- Supporting council services, residents, and businesses to adapt to the impacts of climate change.

The council’s target for borough-wide carbon neutrality is 2040 (with a stretch target of 2030), as outlined in Slough’s Climate Change strategy vision (SBC, 2021b). This target complies with the UK’s national target of net zero emissions by 2050 and a reduction of 78% of emissions by 2035 relative to 1990.

5.3.3. Air Quality Action Plan & Public Health Benefits

To be published in 2024, the Council’s emerging Air Quality Action Plan (AQAP) will seek to address the key areas of poor air quality in the borough, chiefly the AQMAs designated by the Council, with a comprehensive long-term plan. Although focused on these AQMAs, the AQAP will also address other identified poor air quality hotspots, to deliver cleaner air and improved wellbeing for all residents of Slough. The Council will consult on this plan in Spring 2024 and then publish in summer of that year.

This strategy aims to deliver a range of public health benefits to residents of Slough by tackling key pollutants. Although many of the measurable benefits of transport decarbonisation, e.g. climate change mitigation, may seem remote and unconnected from life in Slough, there are in fact a range of significant public health impacts resulting from the current fossil fuel vehicle fleet, many of which will be significantly reduced as a result of EV proliferation.

Crucially, emissions from the transportation sector are a leading contributor to ambient air pollution and adverse public health, with the pollutants of greatest concern being nitrogen oxides (NOx – from vehicle exhausts), and particulate matter (PM2.5 and PM10 – from vehicle exhausts, brake wear, and tire wear) (Cenex, 2022). For clarity, EVs do still produce particulate emissions, but these are significantly reduced when compared to equivalent ICE vehicles. Table 2 outlines these key pollutants, and how they can adversely impact human health.

Table 2: Key Road Transport Pollutants and Potential Adverse Health Impacts

Pollutant	Potential Adverse Health Impacts
Nitrogen Oxides (NOx)	Through its precursory effect on ozone exposure, NOx can induce more frequent hospital or emergency room visits, and in extremely prolonged cases lead to premature mortalities
Particulate Matter (PM2.5, PM10)	Toxic to human health and can lead to heart and lung disease, or cancer when exposed for long periods of time.

5.3.4. Local Transport Plan 3

The Local Transport Plan details Slough’s long-term strategy for transport. The current iteration is the third Local Transport Plan (LTP3) (SBC, 2011). It covers 2011-2026.

Table 3 below shows how this strategy contributes to achieving some of the key objectives of LTP3.

Table 3: LTP3 Objectives and EV charging infrastructure Measures

Local Transport Plan 3: 2011-2026	How the EV charging infrastructure Strategy will contribute
<ul style="list-style-type: none"> - Environment: To reduce carbon emissions, protect heritage and habitats, and adapt to a changing climate. 	<ul style="list-style-type: none"> - Enabling greater numbers of Slough’s residents to switch to electric vehicles sooner by addressing current gaps in EV charging infrastructure provision will contribute to reducing air quality pollutants, carbon emissions, and therefore to addressing climate change.
<ul style="list-style-type: none"> - Economy and Skills: To make sure Slough remains a competitive place to do business as well as to facilitate development for new jobs and housing. 	<ul style="list-style-type: none"> - Advice regarding policies for new developments outlining minimum standards and provision for EV charging infrastructure guarantee new businesses and residents alike workplaces ready for a sustainable transport future, attracting inward investment (to be incorporated into the updated 2024 Low Emission Strategy).
<ul style="list-style-type: none"> - Community cohesion: To improve access to opportunities such as jobs and education, and reduce social exclusion. 	<ul style="list-style-type: none"> - Addressing gaps in provision in less-commercially attractive areas, enabling all Slough residents to easily access EV charging infrastructure which is crucial for protecting local people’s mobility by maintaining their access to vital services and opportunities.
<ul style="list-style-type: none"> - Health and wellbeing: To encourage people to be fitter and healthier through walking and cycling, and to improve air quality and local neighbourhoods. 	<ul style="list-style-type: none"> - Enabling greater numbers of Slough’s residents to switch to electric vehicles sooner, by addressing current gaps in EV charging infrastructure provision, will make a huge contribution to tackling poor air quality in the Borough. - Local neighbourhoods will benefit in other ways such as reduced noise pollution.
<ul style="list-style-type: none"> - Safer Communities – to reduce the number of road accidents and to tackle anti-social behaviour and crime. 	<ul style="list-style-type: none"> - Applying best practice principles and accessibility standards to the procurement of EV charging infrastructure will ensure good quality design of new infrastructure and street furniture to minimise accidents and vandalism.

We are currently refreshing the Local Transport Plan (LTP4) and this strategy will be updated at review to align with any new priorities. A Transport Vision was approved by the Council’s Cabinet in February 2020, setting out key principles for transport strategy over a 20-year period – primarily to create a low-car central urban core. Key principles relevant to planning for EV charging infrastructure include to:

- Create an attractive environment in which people are put first in terms of movement and use of space for interaction creating safe, healthy, and vibrant urban spaces which encourage people to live, work, and relax locally.
- Use the high-quality design of transport infrastructure to enhance the quality of the public realm.
- Minimise the impacts of roads, parking, and motorised vehicles on the urban realm and on people, including improved air quality and road safety.

LTP3 recognises that due to key transport corridors and proximity to Heathrow airport, in conjunction with high car ownership in Slough, the borough suffers from poor air quality and traffic congestion, which adversely affects communities.

Other local issues highlighted by LTP3 are that (when LTP3 was developed), 14% of residents had a limiting long-term disability which can limit their access to transport services, and that footway parking is prevalent in the Borough and creates conflicts between road vehicles, pedestrians and cyclists on shared footpaths leading to traffic accidents and injuries.

5.4. Current Status

5.4.1. Vehicle Fleet

National market share for Battery Electric Vehicles (BEVs) continues to grow considerably, increasing from 1.7% in 2019, to 16.3% in 2023. Sales for Plug-in Hybrid Electric Vehicles (PHEVs) have also grown from 1.5% in 2019 but have levelled off at around 7% since 2021 (SMMT, 2023). Although national economic and cost of living pressures in recent years have curtailed growth in both overall car sales, as well as in comparatively expensive plug-in vehicle market share, this disruption is easing and as vehicle sales recover, plug-in market share is expected to continue exponential growth.

Table 4, Figure 3, Figure 4, and Figure 5 show a range of statistics on the number of EV and ULEV vehicles nationally, regionally, and within Slough itself. These statistics are useful to understand the scale of the fleet, the continued growth quarter on quarter (see Figure 4 and Figure 5), and where Slough is at in comparison to neighbouring boroughs (Table 4 and Figure 6). It is important to note, although Figure 5 shows a high number of ULEVs in Slough, this number is highly distorted by the presence of vehicle leasing companies in Slough, and the information in Table 4 and Figure 6 show that the percentage of private ULEVs, which is likely more representative of vehicles in Slough, is the second lowest in the region at 1.9%. This statistic shows the need for further work to enable and unlock greater EV uptake across Slough.

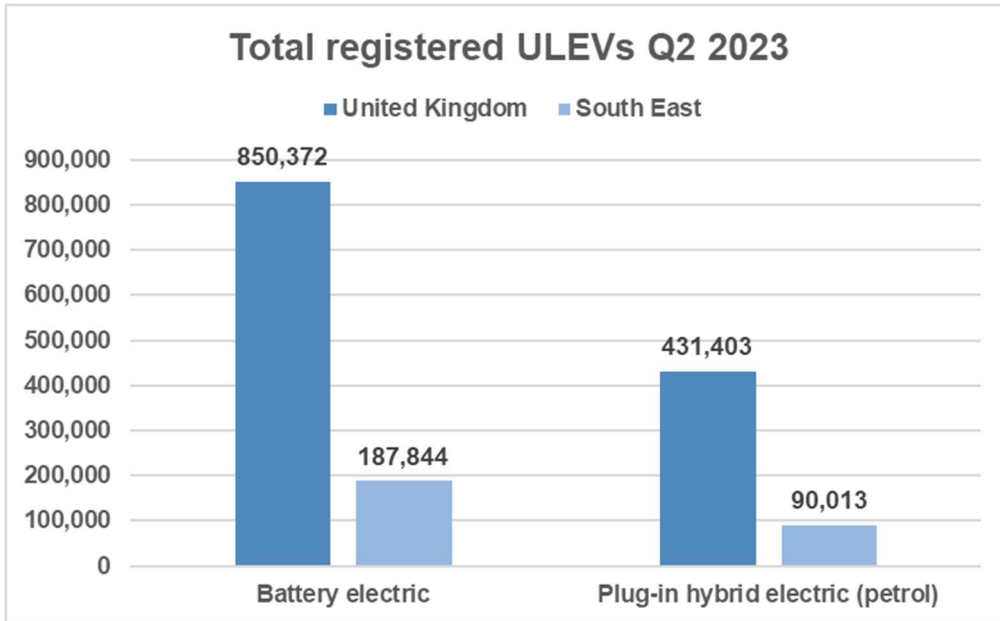


Figure 3: Total Registered ULEVs Q2 2023 (UK and South East)

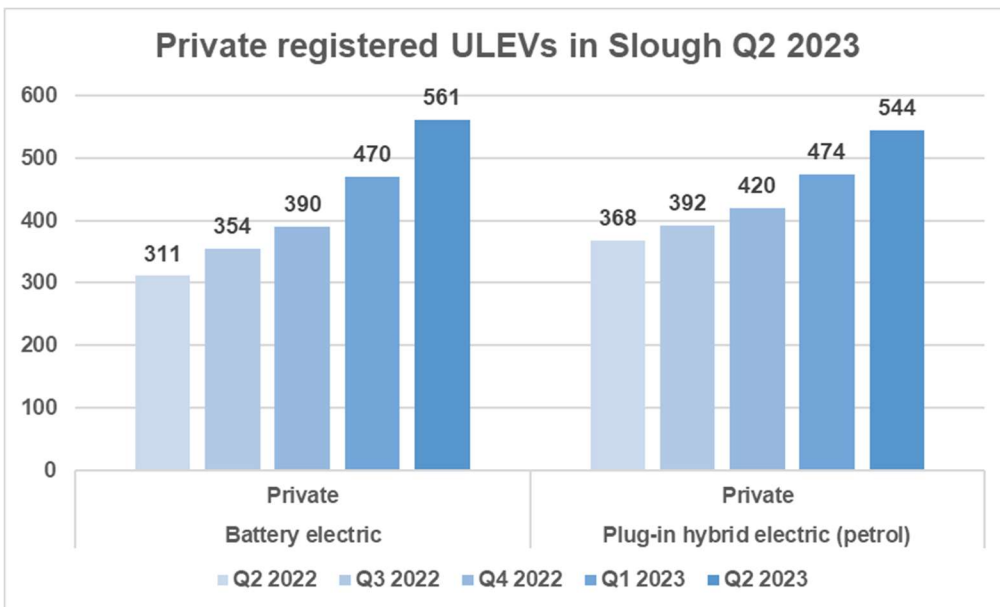


Figure 4: Private registered ULEVs in Slough Q2 2023

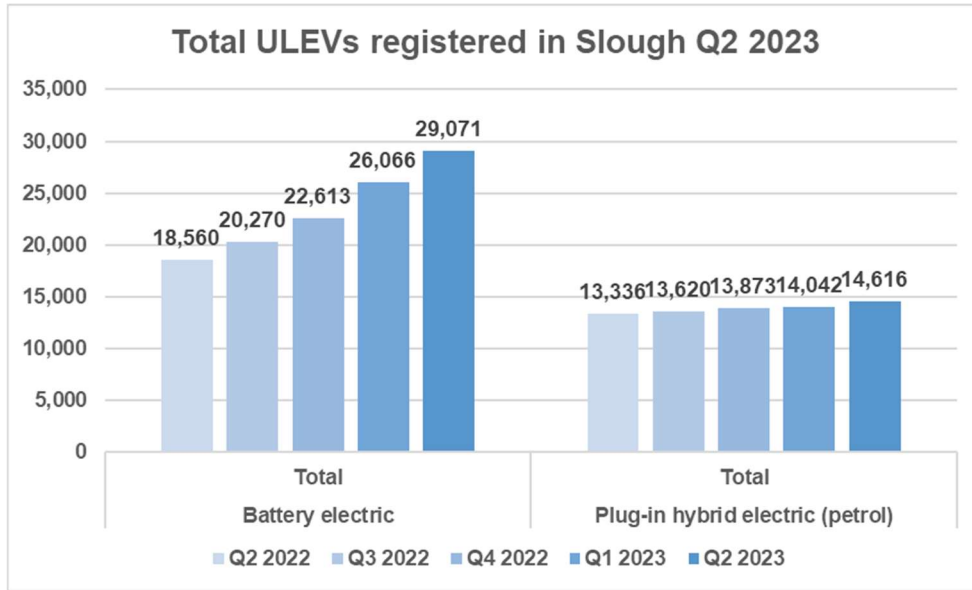


Figure 5: Total ULEVs registered in Slough Q2 2023

Table 4: Private Licensed Vehicles/ULEVs/ULEV % in Slough Q2 2023

Q2 2023	Private Licensed Vehicles	Private Licensed ULEVs	ULEV %
Slough	62,288	1,196	1.9%
Windsor & Maidenhead	81,727	2,642	3.2%
Wokingham	99,826	3,150	3.2%
West Berkshire	90,782	2,265	2.5%
Bracknell Forest	68,109	1,531	2.2%
Reading	63,942	1,155	1.8%
Buckinghamshire	309,442	9,462	3.1%
Hillingdon	118,185	3,454	2.9%
Hounslow	89,384	2,927	3.3%
Spelthorne	52,874	1,131	2.1%

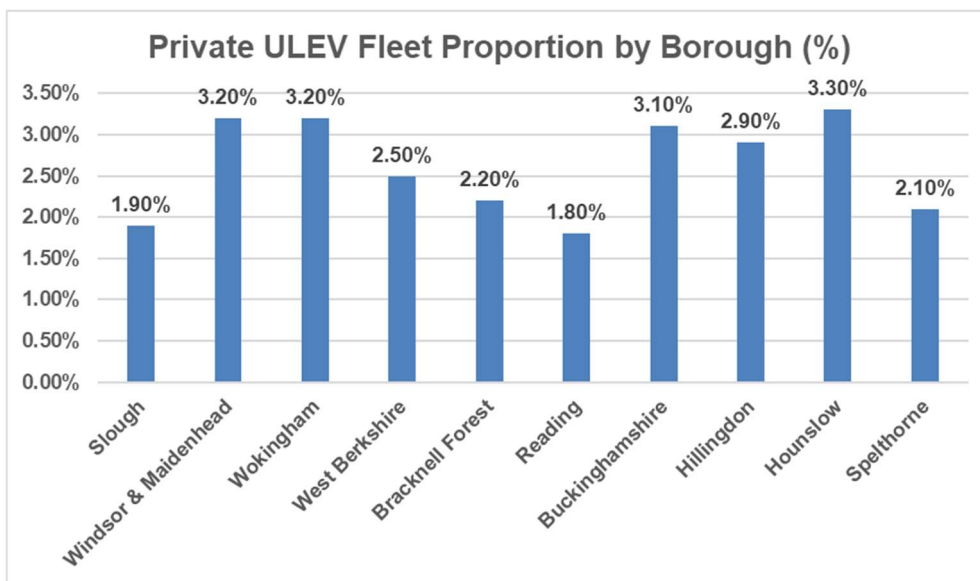


Figure 6: Private ULEV Fleet Proportion by Borough (%)

5.4.2. National and Local AQ Emissions

Source apportionment modelling of air quality pollutants commissioned by the Council in late 2023 indicates that in 2022 contributions from road emissions represent an average of 46.0% of total nitrous oxide (NOx) emissions. This is a significantly higher, almost double, contribution to local air quality than across the UK as a whole. The England Air Quality Strategy (DEFRA, 2023) reported that for 2021 road transport accounted for 27% of total UK NOx emissions.

In Slough, diesel cars represent the greatest proportion of NOx emissions from road transport, on average, 24.2% of total NOx emissions. At locations kerbside to the A4 or at properties close to the M4 motorway road emissions accounted for up to 65% of total NOx emissions, with diesel vehicles accounting for in the order of 42% of total NOx emissions alone. Battery electric vehicles have zero exhaust emissions and therefore generate zero NOx emissions at source. Transition to electric vehicles could therefore aid significant improvements to local air quality in Slough through delivering sizeable reductions in local NOx emissions from road transport.

5.4.3. Infrastructure Network

The UK's EV charge point network, which in recent years has been accused of not keeping pace with the growth in EVs on the road, is now growing at an exponential rate (a 45% increase in the last year alone). This now brings the current total to over 50,000 points across the UK, with London and the Southeast leading the way with 47% of charge points nationwide. With ever greater investment in the sector, alongside an increasingly competitive marketplace, this exponential growth is expected to continue in the coming years.

Rapid charge points are key in understanding how the EV infrastructure picture will look in a few years' time. Although they represent just under 20% of UK charge points figure, they account for much of the national infrastructure growth, increasing by 96% over the past year versus 47% on average.

Figure 7 below shows a comparison between the total number of charge points in Slough against neighbouring and Berkshire authority areas. The high total number of charge points for Hounslow can be explained by its high number of lamppost-based chargers. Hounslow has utilised this solution to provide a widespread network of residential charge points in areas with little to no off-street parking.

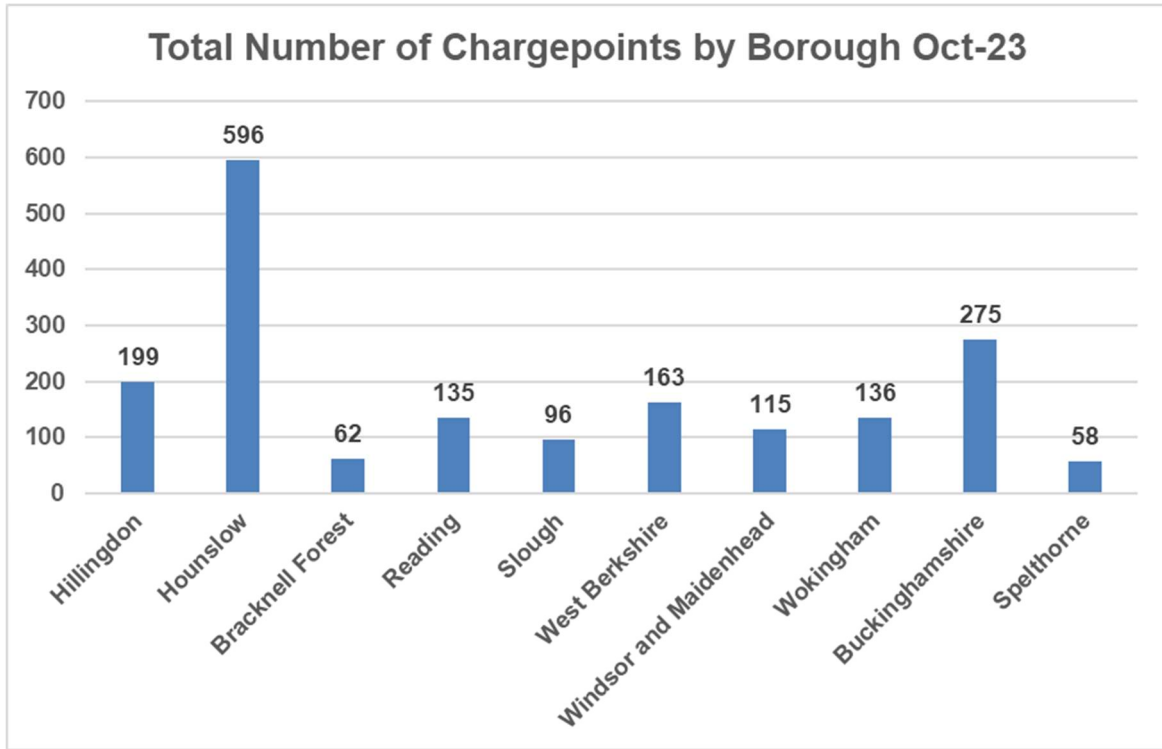


Figure 7: Total Number of Charge points by Borough Oct-23 (DfT, 2023)

Figure 8 shows that the number of rapid, on-route charge points in the borough is relatively high. Furthermore, when compared to a similarly urban borough of a similar size, Reading, Slough contains more than double the number of charge points of this type. This data supports the Council's decision to focus on residential charging, as the area where provision is not being met as well by private sector operators as rapid charging.

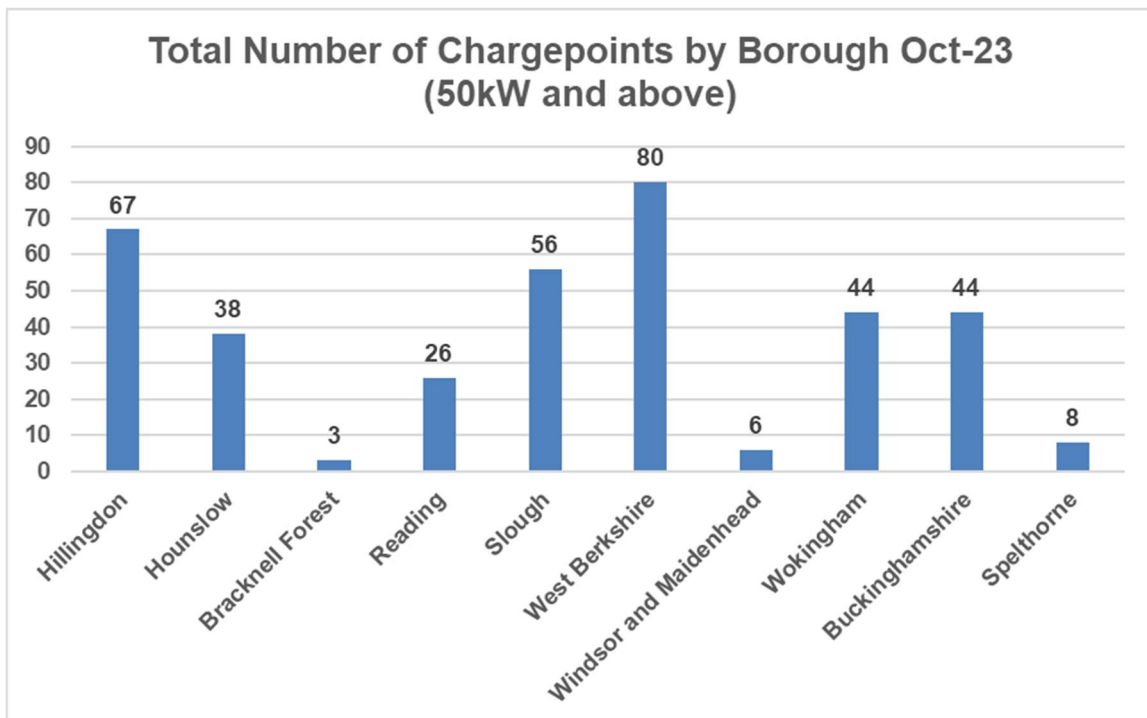


Figure 8: Total Number of Charge points by Borough Oct-23 (50kW and above) (DfT, 2023)

5.4.4. Data by Population

To ensure our inferences regarding Slough's primary EV charging infrastructure needs are justified, we have also analysed data on charge points weighted for total borough population. This data (shown in Figure 9 and Figure 10) confirms that when population is considered, Slough is not currently as well served by charging infrastructure as neighbouring Boroughs in provision of overall charge points as opposed to the rapid on-route chargers, reaffirming the priority for the Council being toward residential charge point provision.

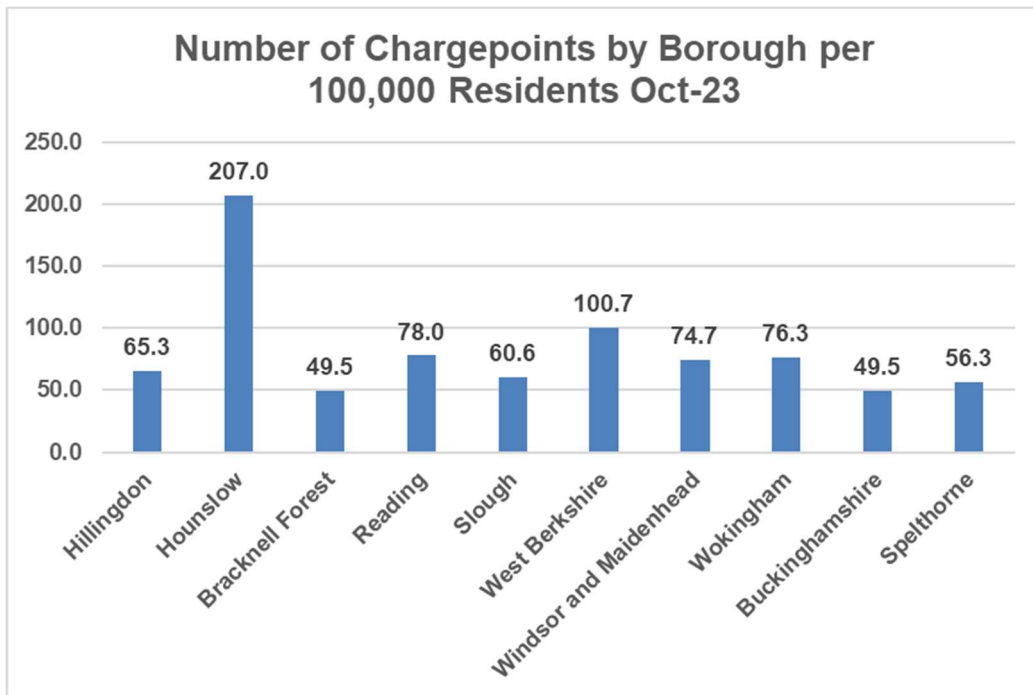


Figure 9: Number of Chargepoints by Borough per 100,000 Residents Oct-23 (DfT, 2023)

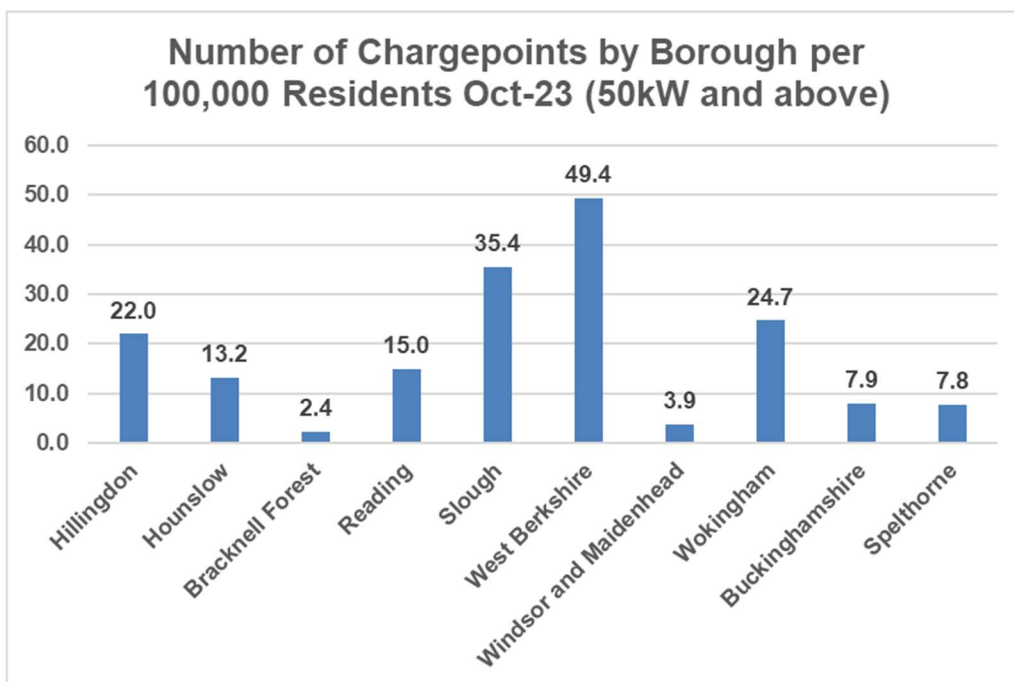


Figure 10: Number of Chargepoints by Borough per 100,000 Residents Oct-23 (50kW and above) (DfT, 2023)

5.4.5. Utilisation Data

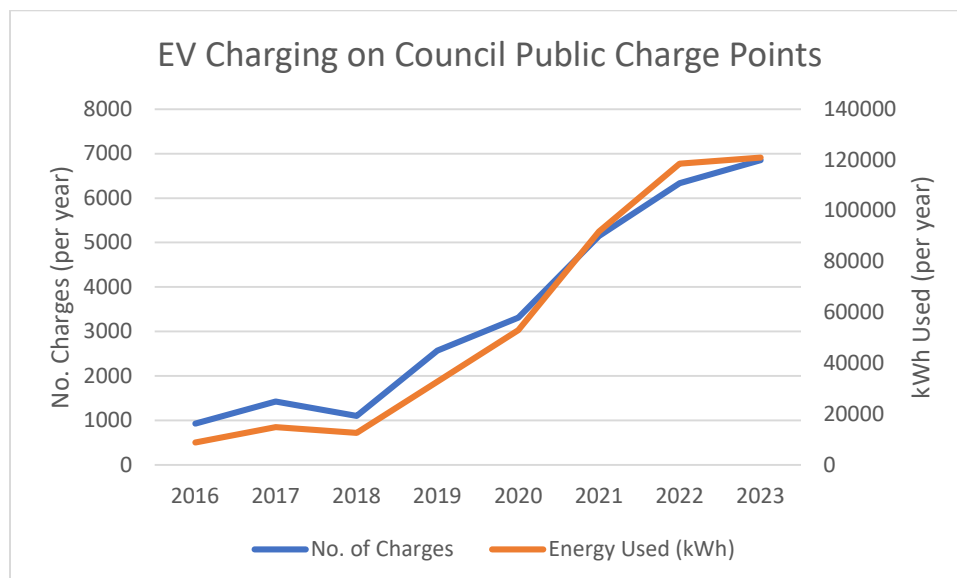


Figure 11: EV Charging on Council Public Charge Points - Utilisation Data (2016-2023)

Utilisation data shows the total number of charging sessions on the Council's public EV charging network since 2016 is over 28,000, with more than 450,000kWh of energy drawn. At an average of 3.0 – 3.5 miles per kWh, this equates to 1.3 – 1.6m miles driven by cars and vans charged on our public network. Figure 11 shows that despite closure of some charge points since 2020 due to infrastructure aging out of viable use, the number of charging sessions and energy drawn continues to grow year on year.

Utilisation data by charging location on the Council's public EV charging network is shown in Table 5. The network overall was utilised by 693 distinct users in 2023, with 6,858 charging sessions drawing over 121,000 kWh of energy. The most popular sites were the two town centre car parks which were free to use during 2023 and no dwell time restrictions were enforced, though parking fees applied. At all other sites while no parking charges apply, dwell time (and reduced charging durations) are enforced. All sites have height barriers except Salt Hill Activity Centre. All locations are predominantly destination charging locations, and not ideal for residential users.

Consequently, the time-based utilisation of the Council charge point sites is lower than the average time-based utilisation calculated by The Green Finance Institute (GFI, 2023) from Zap Map data for Q4 2022 of 15.7% for fast (7kW – 22kW) charge points. Energy-based utilisation is expected to be lower than time-based utilisation as charge points may not always be able to charge at their maximum power rating, especially 22kW charge points as many current EVs cannot charge at this rate and will only draw up to 7kW/h. It is very important to note that target utilisation rates would not be 100%. For public rapid charge points, utilisation rates of 25-30% would be considered to be too high, as there would likely be long queuing times at peak periods. For slower charge points and on-street charging, commercial viability is typically achieved at between 10-20% energy utilisation, giving a balance between investment and an accessible and reliable network for users.

Table 5: Council Public EV Charging Network Utilisation (2023)

Location	Power rating (kWh)	No. Sockets	Tariff/ Free	Parking fees?	No. Charges	Sum of kWh Used	Average of kWh Used ²	Distinct users	Total Duration	Average Duration	Av Charges/ Day	Time-based Utilisation (%)	Energy-based Utilisation (%)	Notes
Cippenham Library, Elm shot Lane, Cippenham, SL1 5RB	7	2	Free	N	264	6,816.6	25.82	31	785:22	2:58:30	1.26	7.8	9.7	Only have data to Jan to June & Sept
Hatfield Car Park, Hatfield Road, SL1 1QE	7	4	Free	Y	1320	37,137.6	28.13	84	8545:24	6:28:26	4.89	33.0	20.5	Missing July & Aug, data to end Nov 23
Harschal Car Park, Harschal Street, SL1 1XS	7	4	Free	Y	1934	36,996.6	19.13	123	9,004:53	4:39:22	7.16	34.7	20.4	Missing July & Aug, data to end Nov 23
Lingley Leisure Centre, Parlaunt Road, SL3 8BA	22	6	Tariff	N	799	6,896.70	8.63	102	1,203:12	1:30:21	2.94	3.1	0.8	Data to end of Sept
Montem Lane, Ice Arena, SL1 2QG	7	4	Tariff	N	525	4,069.20	7.75	79	1,021:24	1:56:44	1.93	7.8	2.2	Data to end of Sept, plus missing most data for new post
Salt Hill Family Activity Centre, Salt Hill Park, Bath Road, SL1 3SR	7	4	Tariff	N	496	7,707.00	15.54	112	1,865:49	3:45:42	1.82	14.3	4.2	Data to end of Sept, plus missing most data for new post
The Centre, Farnham Road, SL1 4UT (FAST)	22	8	Tariff	N	1033	11,738.50	11.36	213	1,558:29	1:30:31	3.80	3.0	1.0	Data to end of Sept
The Centre, Farnham Road, SL1 4UT (RAPID)	43	1	Tariff	N	487	9,670.60	19.86	131	388:58	0:47:55	1.79	6.0	3.4	Data to end of Sept
TOTAL					6858	121,032.80	17.65	693	24,373:31					

Note – Dwell time restrictions currently apply at all sites where parking charges are not levied.

5.4.6. Public Infrastructure Requests

Installation of public EV charging infrastructure takes significant coordination and planning, as well as financing, procurement, and delivery arrangements. Certain provisions may not be suitable in specific locations or may require costly enhancements to the energy grid. The Council will therefore not be able to deliver this infrastructure 'on demand' in response to individual requests, at least in the short term.

However, the Council's website includes an EV charging point survey for residents, as existing or aspiring EV owners, to suggest charge point locations and is helpful for officers to understand more about where and why our residents cannot access home charging, and where there is current and future demand. Survey responses will therefore be used to help inform the location of charge points and their phasing. It will also enable officers to engage with the EV community in Slough and promote awareness of existing and forthcoming charging infrastructure.

5.5. Forecasting

Forecasting the number of EV charge points needed in Slough is highly complex. Understanding which charging solutions are most suited for people without off-street parking is unclear and may vary by area of the Borough due to the different on-street parking arrangements that exist. Charging options are becoming widespread across a mix of location types, which helps to create charging flexibility and choice. For example, high demand for workplace or destination charging will reduce the level of on-street charging needed.

This Strategy focuses on supporting residents without driveways, for whom a network of conveniently located charge points is essential if they are to adopt electric vehicles. Our approach is to increase access to and provision of residential EV charging (on-street and through charging hubs), as well as deploying across the council estate. With help from the National EV Insights and Support service (NEVIS) modelling tool, we have been able to make some projections regarding the number of EVs we should plan for, and the number of chargepoints that will be required to serve them.

5.5.1. NEVIS Vehicle Growth Projections

Using the NEVIS tool, we have produced a projection of the future vehicle parc (total number of vehicles) makeup in Slough, outlining the proportion of EVs within it (see Figure 12). Although this data is to be interpreted with caution, especially considering distortive elements including the presence of vehicle lease companies. For example, about 101,000 cars and 75,000 vans are currently registered to one lease vehicle company in Slough. These cars, while registered in Slough, could be being kept anywhere in the UK. This compares to a total of about 62,000 cars and vans in private ownership by Slough residents. Figure 12 does demonstrate the precipitous rise in EVs currently underway and widely expected to continue by both government and private sector experts.

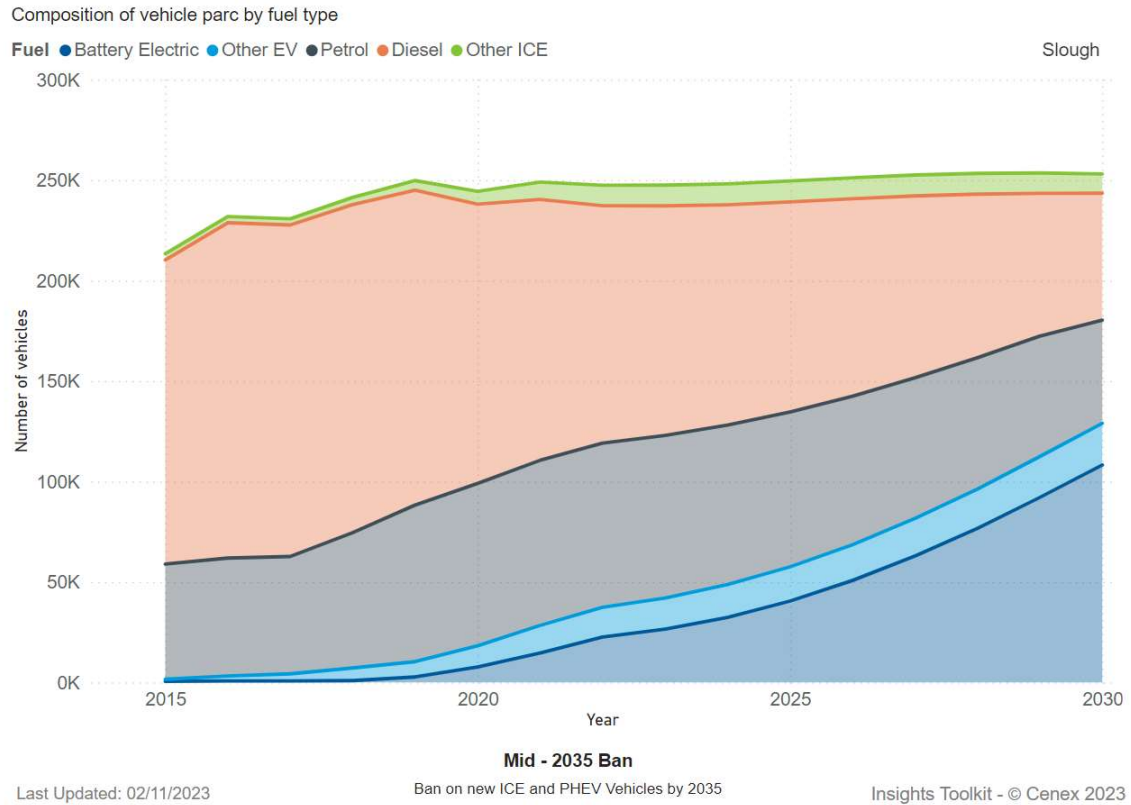


Figure 12: Composition of Vehicle Parc Projection by Fuel Type - Slough -2030 (Cenex, 2023)

5.5.2. NEVIS Required Infrastructure Projections

NEVIS also allows for the projection of EV charging infrastructure provision required to appropriately provide for the projections re the total vehicle parc (see Figure 14 and Figure 15). However, it is important to understand these projections derive from the data in Figure 12, which in Slough’s case is heavily distorted by the aforementioned presence of lease companies.

For this reason, although we agree with the general trend demonstrated by these projections, we have also put together our own projections, adjusted to remove the vehicles registered with these lease companies, but using the same basic model as

Figure 14 and Figure 15. The results of this are show in

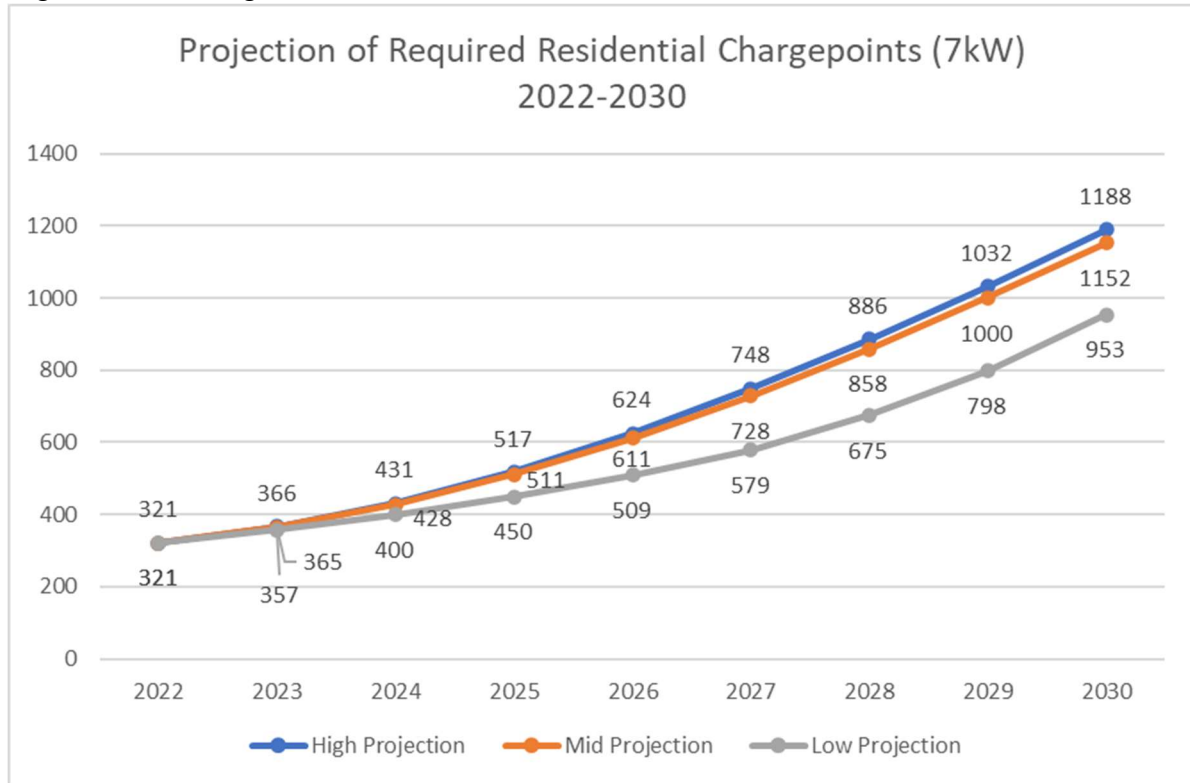


Figure 13, demonstrating much lower numbers of residential charge points up to 2030 (around 1000-1100 depending on the projections scenario), a much reduced figure compared to the 4.5k-6.5k show in Figure 14 and Figure 15.

This projection methodology by NEVIS is based on one charge point per four electric vehicles, a ratio leaning toward a focus on lower powered on-street slow chargers. Alternative approaches using the often-quoted ratio of one dual charge point per ten electric vehicles (associated with fast or rapid chargers) would thus project to around 500 dual socket charging points being required by 2030. In either case, these projections represent a significant uplift (a four-to-ten-fold increase in total charge point numbers) by 2030.

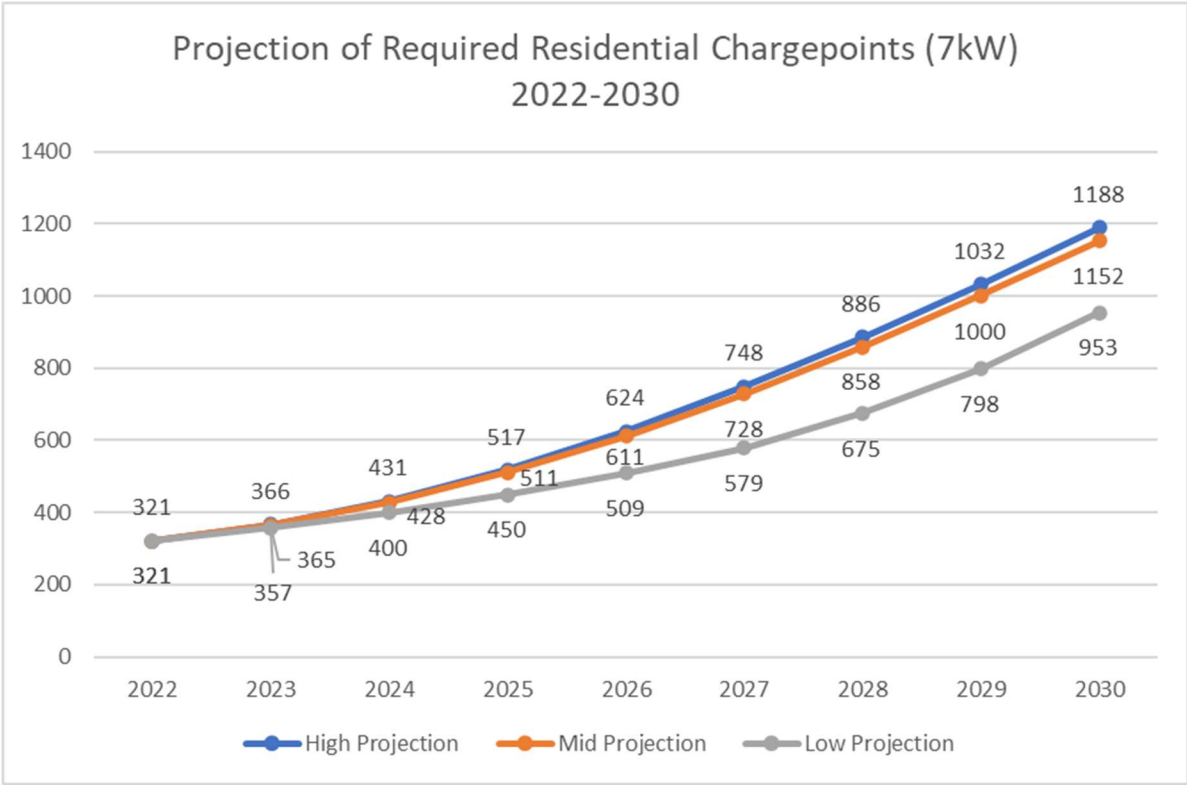
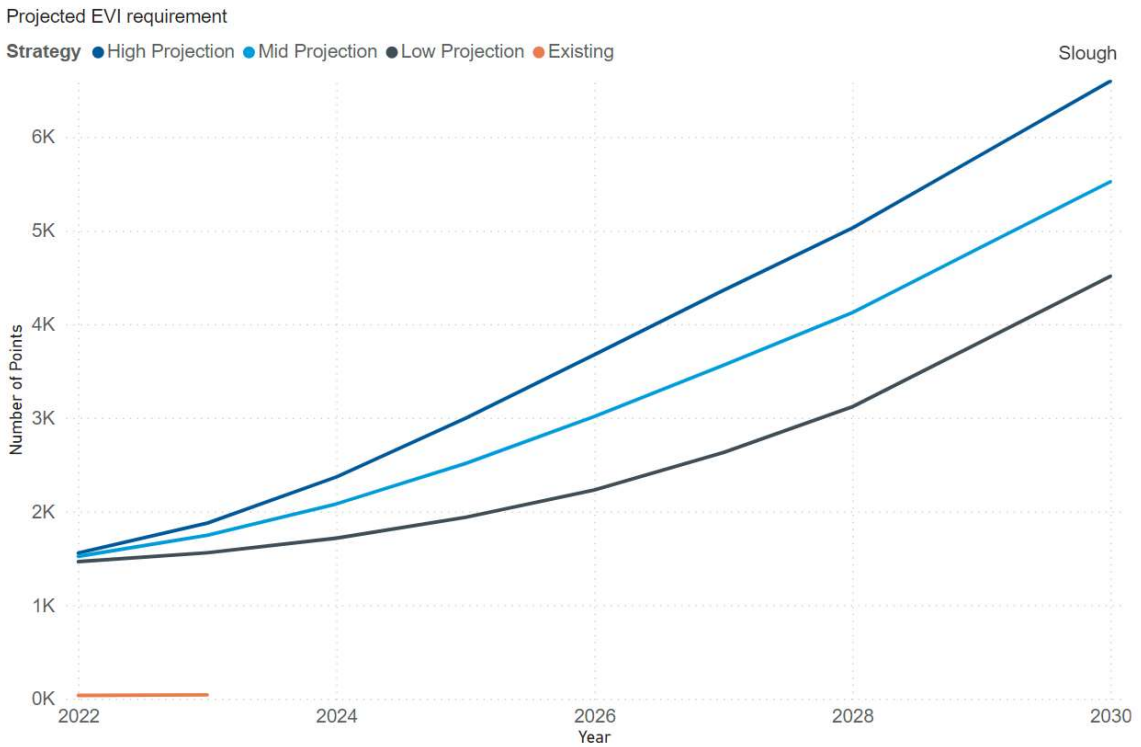


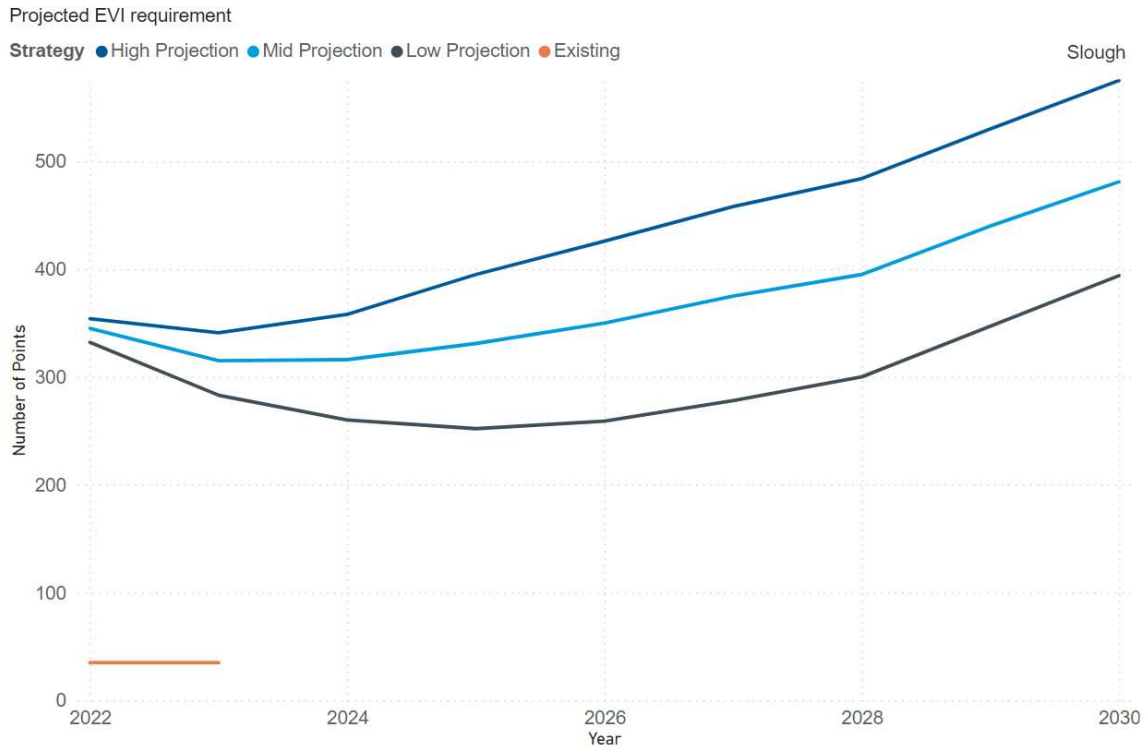
Figure 13: Projection of Required Residential Chargepoints (7kW) 2022-2030



Last Updated: 02/11/2023

Insights Toolkit - © Cenex 2023

Figure 14: Projected EVI Requirement Slough -2030 (Cenex, 2023)



Last Updated: 02/11/2023

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Figure 15: Projected EVI (>= 25kW) Requirement Slough -2030 (Cenex, 2023)

6. Strategic Delivery Plan

6.1. Practical Considerations

6.1.1. DNO and Power Grid

As it stands, Slough’s electricity grid is very highly constrained, something which has frustrated a number of development projects in recent years. SSEN (Scottish and Southern Energy Networks) who are the local DNO (Distribution Network Operator), attribute much of the issue to the huge growth in data centres being built in the region over the past decade, which each demand as much power as a typical town or small city (SSEN, 2022). As a result, SSEN say that in some areas their planned spare capacity for the rest of this decade has already been allocated as of 2022.

This is demonstrated in Figure 16 and Figure 17, which both show Slough lies well within the areas of constraint identified by SSEN and National Grid. However, the situation is preferable to other areas within SSEN’s jurisdiction (particularly those in West London) which have no spare capacity whatsoever. As demonstrated in Figure 17, the peak capacity utilisation for slough is between 85% and 100%, leaving the best-case capacity headroom at 15%.

Despite these challenges, SSEN’s current position is that this will only act as a barrier for larger-scale developments demanding over circa 1MVA, and smaller-scale installations (such as EV charging infrastructure) may still proceed, albeit on a case-by-case basis. Therefore, we do not expect this regional issue to affect our ability to deploy EV charging infrastructure as part of this project.

West London Electricity Capacity Mapping (National Grid)

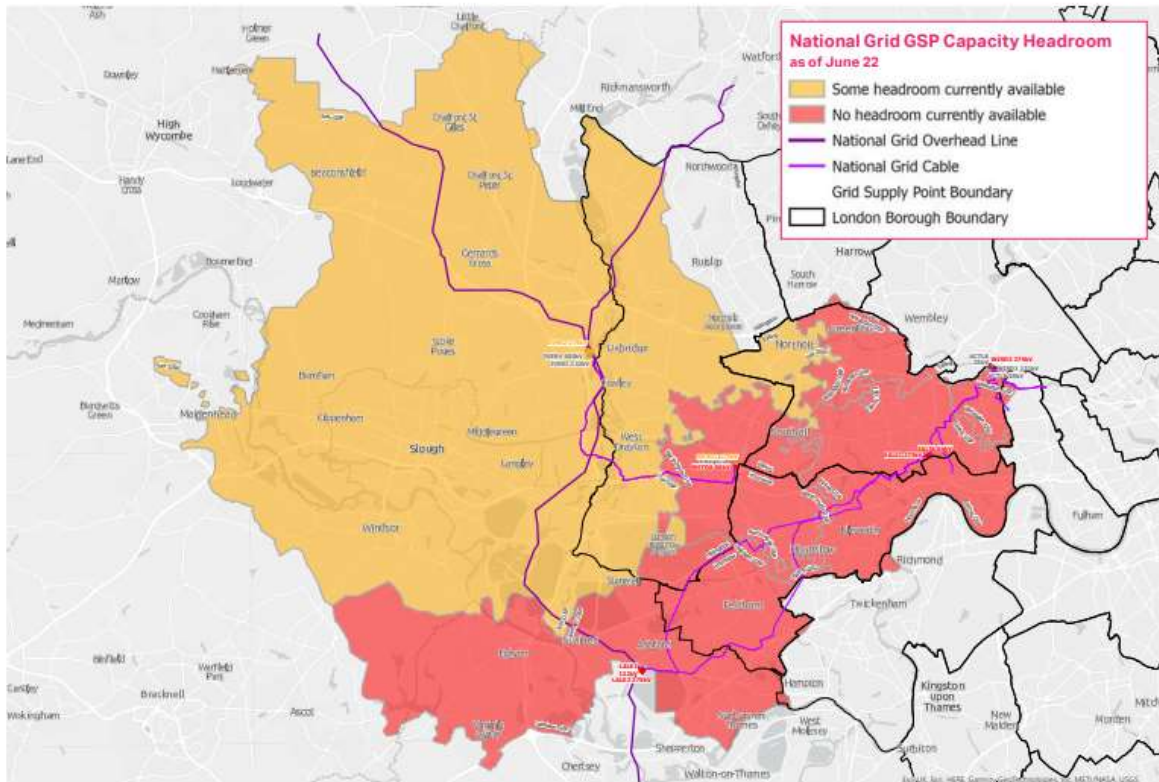


Figure 16: West London Electricity Capacity Mapping - National Grid (SSEN, 2022)

1.1.1. Housing type and tenure

This strategy has a primary focus on provision of EV charging to support residents without access to home charging and the Council is taking action to map where these properties are primarily based on property type. The Council will use a range of data sources to consider need, demand, and phasing of roll-out of public EV charge points to support residents.

Analytics company Field Dynamics has undertaken research, refreshed in 2022, in collaboration with partners Zap-Map and Ordnance Survey, to identify every household in Great Britain without space to park a small EV next to their house to charge. They term these On-Street households. They then calculated how many On-Street households are within 5 minutes' walk (or catchment) of an existing public charger. This data has been published for every local authority area. This indicates that there are 22,205 households in Slough with no access to off-street parking, equating to 41% of all households. Of these, Field Dynamics has calculated that 79%, totalling 17,570 households, are not within the <5-minute walk catchment of an existing public EV charger (see Figure 18).

West London Electricity Capacity Mapping (SSEN)

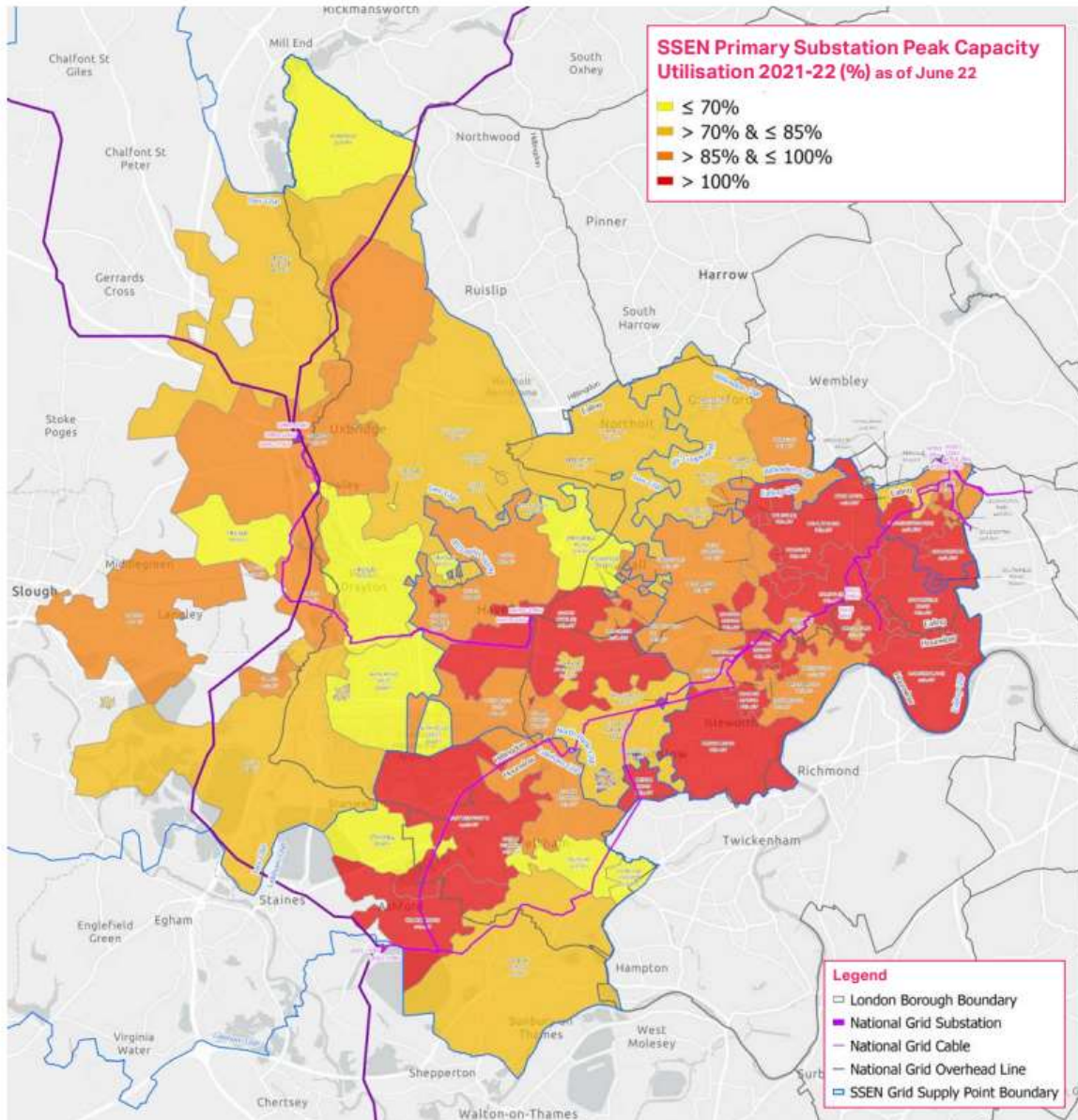


Figure 17: West London Electricity Capacity Mapping - SSEN (SSEN, 2022)

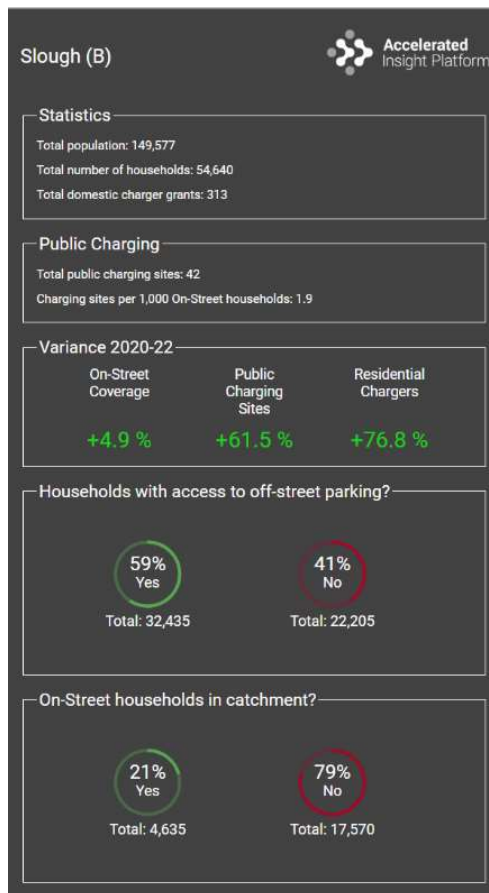


Figure 18: Residential Insight Statistics (Field Dynamics, 2022)

A mapping exercise by Council officers in late 2023 identified in excess of 25,800 properties in the Borough where home charging would likely not be possible, made up of approximately:

- 5,800 dwellings without off-street parking.
- 7,300 dwellings with communal parking or parking remote from the main property.
- >12,700 flats.

This represents 49% of the total households documented in Slough at the 2021 Census. Caution is required as the number of households is not the same as counting the number of properties as multiple households can be present in one dwelling. However, it is clear though that both approaches estimate that there about two-fifths to half of households in Slough are unlikely to be able to access home charging and will be dependent on public or workplace charging in the future.

We are aware that the type of property is not the only barrier to home charging – type of tenure (e.g. leasehold) or tenancy (i.e. rental properties) can also impact on the feasibility of home charging. This is mainly because residents are not able to simply install their own charging infrastructure, and additionally, may have unallocated parking that is not connected to their domestic power supply.

Over half of households in Slough are rental tenancies – 19.6% socially rented and 30.9% privately rented. Figure 19 and Figure 20 show the density of rental properties

per Census Output Area according to the 2021 Census. While grants are available to freeholders and landlords towards costs of installation of charge points for their tenants (see Table 1), this can be practically very difficult to achieve as a rental tenant.

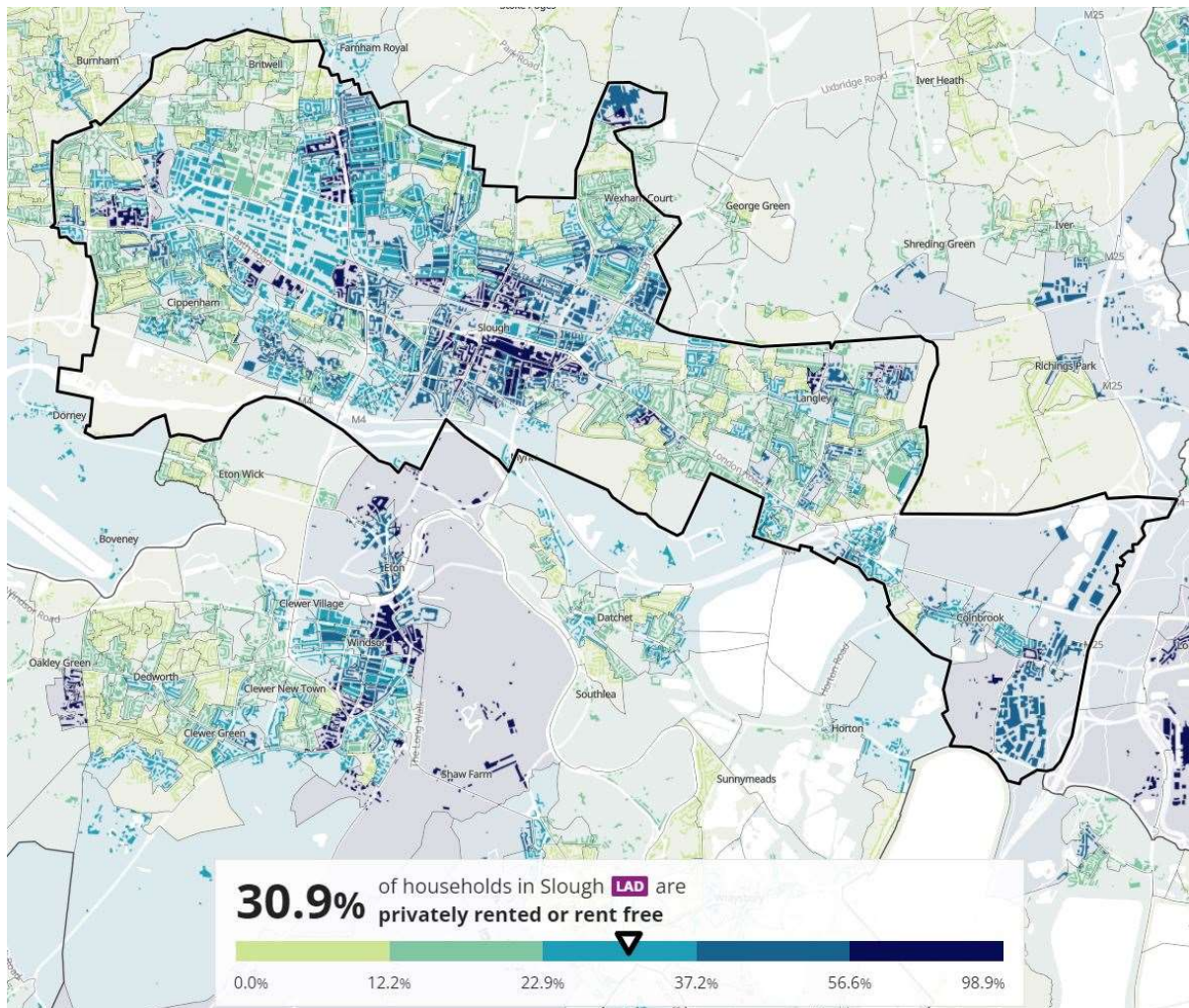


Figure 19: Density of Privately Rented Housing in Slough by Output Area– 2021 Census

1.1.1. Controlled Parking Zones (CPZs) and Traffic Regulation Orders (TROs)

A key area of consideration for the future deployment of EV charging infrastructure in Slough, particularly where it is cited on-street, is that of parking and traffic regulations. These regulations can affect the accessibility and general practicality of an EV charging infrastructure site, and therefore have a strong influence on its commercial viability. Changing these regulations to better accommodate an installation presents additional costs and can also be unpopular with local residents if not communicated effectively.

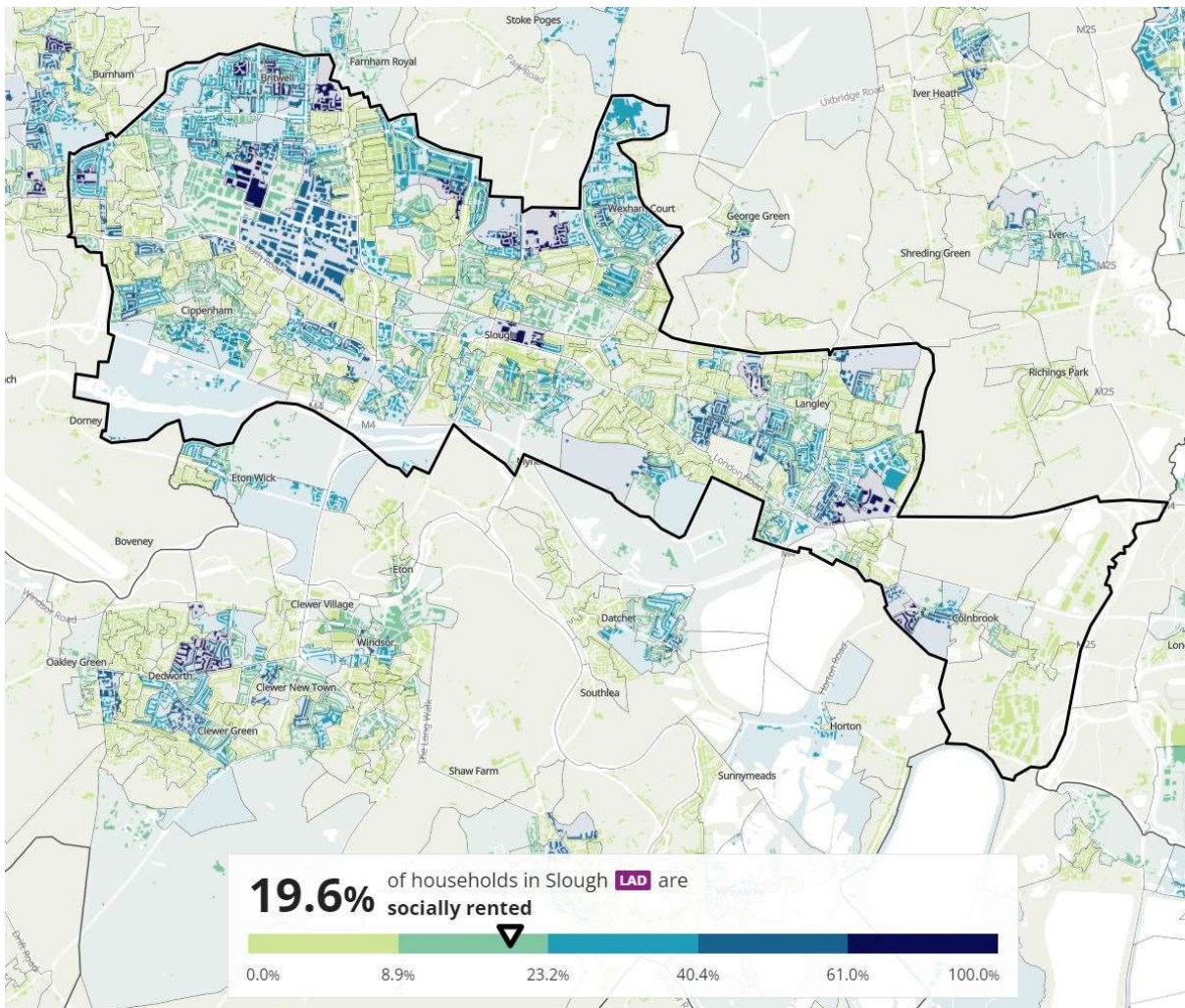


Figure 20: Density of Socially Rented Housing in Slough by Output Area– 2021 Census

Controlled parking zones, by their nature, coincide strongly with areas where housing without off-street parking is prevalent. In Slough there are currently 29 controlled parking zones, many of which cover only a couple of streets and prevent cross-parking by residents of different zones.

Ultimately EVCI will need to be deployed to serve all Controlled Parking Zones, but as EV charging infrastructure is rolled out in phases there will be a need to consider dedicated bays restricted to EV charging through changes to regulations to allow access by wider zone residents. This will be assessed on a site-by-site basis as sites are selected and charging deployed, and any changes will be kept under review.

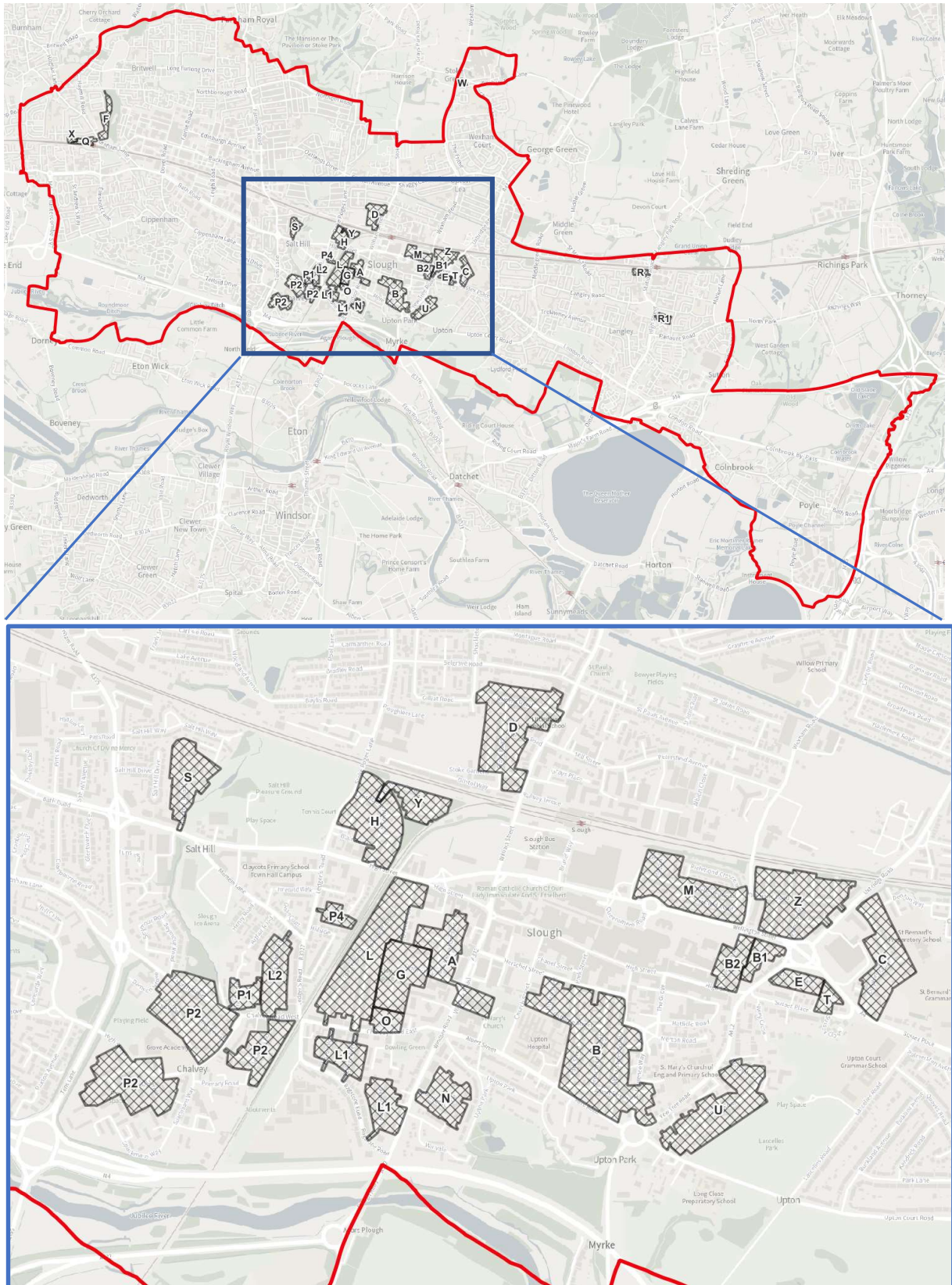


Figure 21: Controlled Parking Zones in Slough (2023)

1.1.2. Car Ownership and Parking Pressure

Slough has a particularly difficult set of circumstances when it comes to providing EV charging infrastructure to those without off-street parking. There are high levels of car ownership, particularly in specific areas of the borough (see areas in blue on Figure 22 below – Cippenham, Baylis, Langley, Upton Lea, and Colnbrook), and Slough also has a greater proportion 3+ car households than the England average, and higher than similar local authorities such as Reading (see Figure 23).

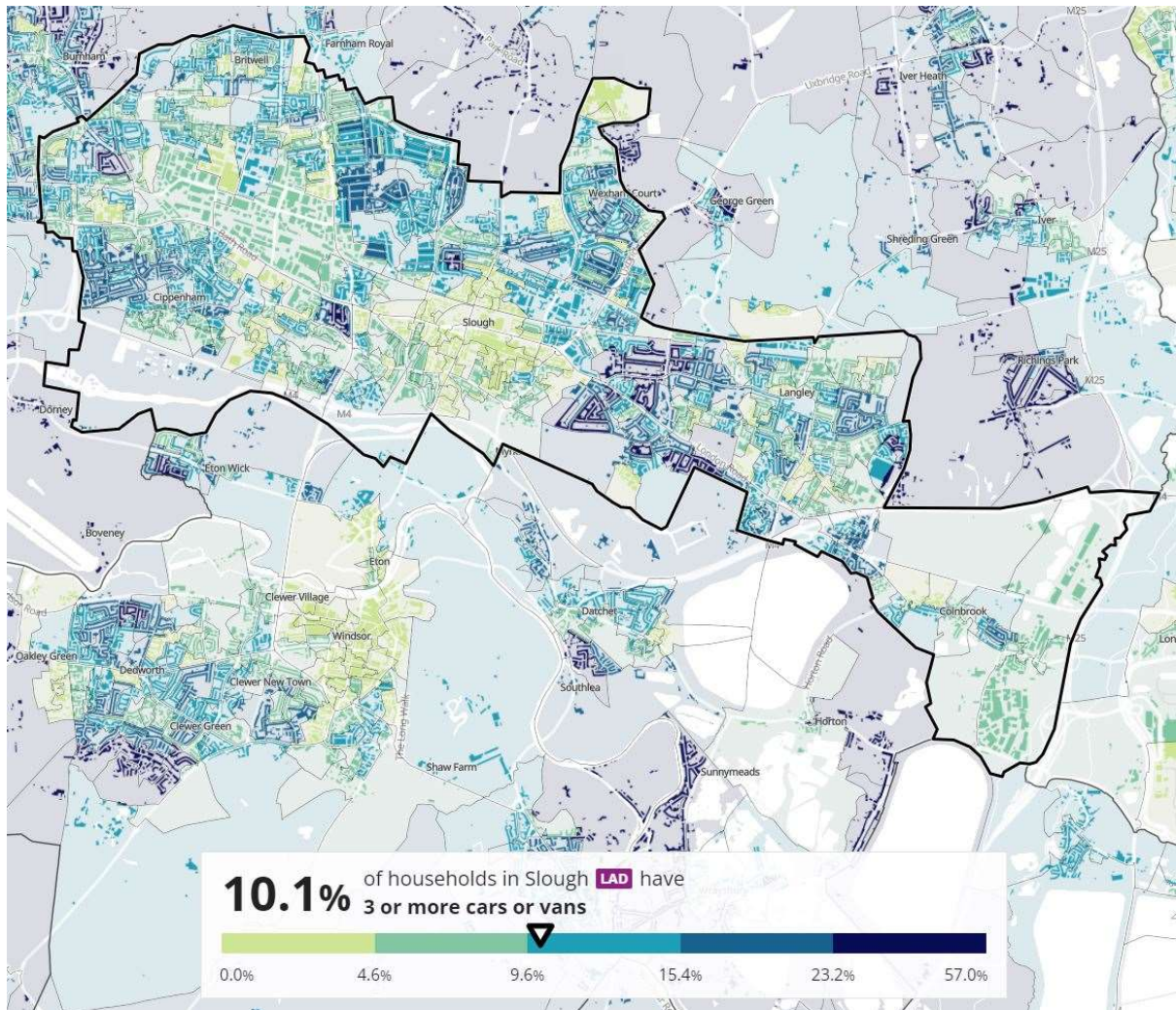


Figure 22: Percentage of Slough households with three or more cars (2021 Census)

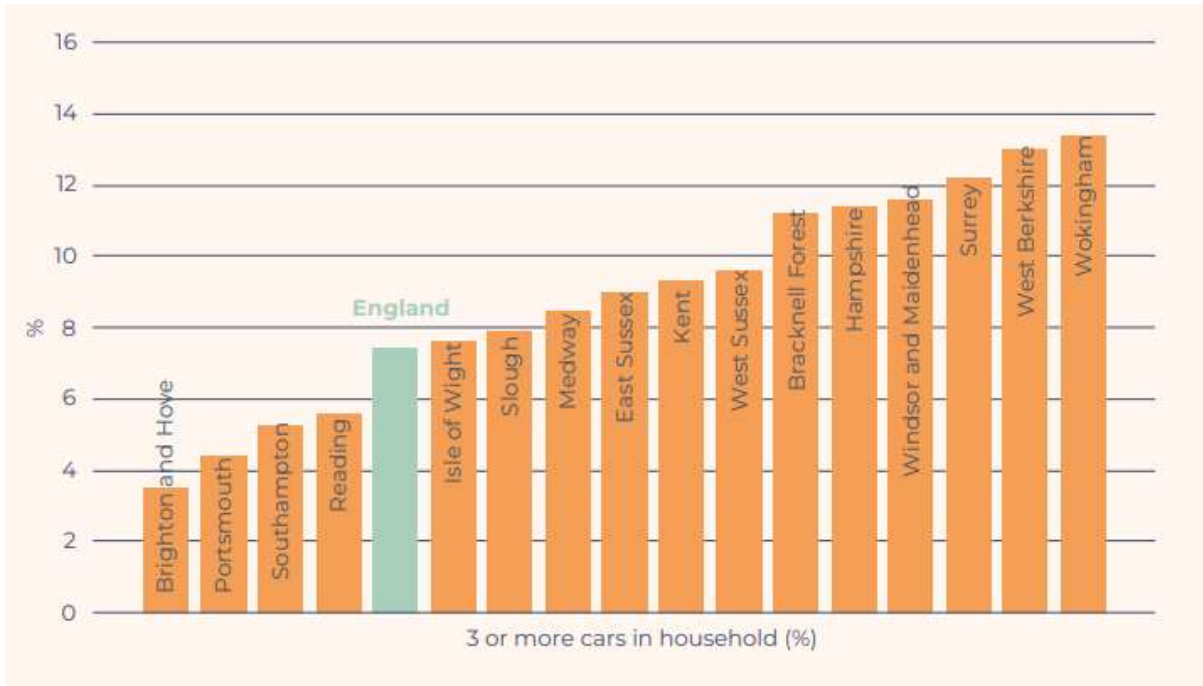


Figure 23: Percentage of Households with 3 or more cars (TfSE, 2023b)

Furthermore, the nature of street parking and layout in much of these areas is quite prohibitive to many traditional on-street EV charging infrastructure installations. For example, Figure 24 shows 2 streets in Slough in which vehicles park fully on the pavement. In some areas (left) the parking area is shaded differently to the walkway, in others (right) they block the walkway itself. Both sites in Figure 24 would likely be unsuitable for traditional on-street charging units as they may be vulnerable to damage and/or worsen already extreme parking pressure but may be appropriate for lamppost charging as lampposts are located where cables would not further block the walkway and could be provided at frequent intervals along a street.



Figure 24: Images of residential pavement parking in Slough (on pavement)

Some areas, as show in Figure 25, permit parking half on, and half off the pavement. This is present across numerous areas sometimes permitted with bay markings (Right) or unpermitted and without bay markings (Left). These areas similarly limit traditional on street bollards, and Figure 25 also shows an example of lampposts located at the back of the kerb (now true of most in Slough), which precludes the use of lamppost charging as cables would trail across the already restricted footpath.



Figure 25: Images of residential pavement parking in Slough (half on pavement)

Figure 26 shows another example of where vehicles in Slough are parked half on, half off the pavement, but in these cases perpendicular to the pavement and blocking the footpath entirely. Although there are bay markings in one of these images (left), this is unpermitted. These parking scenarios preclude almost all forms on on-street infrastructure.



Figure 26: Images of residential pavement parking in Slough (perpendicular to pavement)

Overall, this situation indicates that traditional on street charge points are likely to be unsuitable in many of the residential areas we are looking to provide for. Flush charge point solutions or island buildouts may need to be considered. There are though several residential housing areas, typically mid-century terraced estates, where lampposts remain front of kerb and or set within grass verges in front of the footpath. Here utilisation of lamppost charging solutions are likely to be feasible and would enable quicker roll out of on-street residential EV charging infrastructure at a

lower cost than traditional bollard solutions, enabling funding to stretch further and more charge points to be provided.

In areas where both lamppost-based and stand-alone bollard on-street options prove to not be practicable, this strategy looks to utilise council land such as shared residential car parks to install community hubs that would help to provide EV charging infrastructure for residents in that area. An example of such a car park is shown in Figure 27.



Figure 27: Image of shared off-street residential car park in Slough

1.1.3. Legacy Infrastructure

The Council has been working with suppliers to install public EV charging infrastructure on a non-concessional basis over the past decade. Many have recently reached, or are approaching, the end of their viable lifespan. As part of the upcoming procurement for residential charging infrastructure, the Council will seek to refresh, and where appropriate, extend charging infrastructure at these locations. This will provide a more reliable wider public network for residents.

1.1.4. Our Approach

The neighbourhoods in which the Council most want to deliver improvements to Slough's EV charging infrastructure network, and the primary objective of this strategy, are residential areas with a low proportion of off-street parking. We will approach this through two main ways:

1. On-street EV Charging Infrastructure

The Council plans to work with a charge point operator(s) to identify areas that are suitable for the on-street deployment of lamppost EV charging infrastructure and/or traditional EV charging infrastructure units, seeking to prioritise lamppost-based charging where this is feasible and types of dedicated stand-alone charging infrastructure that meets the needs of the locations where it is being deployed. This could include flush charging solutions (see Figure 28).



Figure 28: UrbanElectric and UrbanFox pop-up charge point (This is Money, 2019; UrbanFox, 2024)

2. Residential EV Charging Infrastructure Hubs

In some neighbourhoods, on-street EV charging may be problematic or not feasible due to factors such as power supply locations or costs, and pavement widths. Creation of mini-charging hubs on Council-owned off-street parking or housing land may present a more workable solution.

The exact distribution and balance of the 2 approaches above will be the outcome of negotiations during the procurement process and throughout the life of the contract.

The Council will also set up an application process for residents to apply for installation of a charging cable gully across the footway outside of their property. These solutions involve the installation of discrete cable channels via an approved supplier, embedded within the pavement, outside an EV owner's home. This enables EV owners to safely run a cable from a home charge point to charge their car without obstructing the pavement (see Figure 29). This solution is not suitable for all properties, depending on parking restrictions, but can enable access to home charging for some residents. A cable gully can often be installed such as to enable the cable to reach parking either side of the gully channel, but there is no guarantee that the resident will be able to always park in that location. As most EV owners only need to charge about once per week this type of solution can facilitate home charging and reduce reliance on the public charging network.



Figure 29: Charging Cable Gully (Leighton Buzzard Observer, 2022)

When parking your vehicle for charging it is the responsibility of the person charging the vehicle to adhere to any parking restrictions that may apply and to not obstruct the footway or any accesses. It is the responsibility of the person charging the vehicle to avoid putting themselves and others at risk when trailing a cable across a footway or an area people may cross:

- Vehicles should be parked as close to the property as possible.
- Where the vehicle cannot be parked immediately outside the property, the cable should be run along the carriageway channel against the kerb. The recommended maximum distance from a point outside the property should be no more than 2 car lengths.
- The cable should not cross the carriageway. Therefore, your vehicle should always be parked on the same side of the road as your property.
- Whenever you are charging your vehicle, you should always follow the guidance and recommendations in your manufacturer's handbook (this may differ depending on the vehicle).
- Any extension lead that is required should be suitable for external use and have a power breaker. You should read any instructions on the correct use provided with your extension lead.
- Cables should be laid flat and never be extended from an upper storey to a vehicle, nor should they be hung from any street furniture including lamp columns or trees.
- Always use a cable protector if laying your charging cable across a footway or path. Cable protectors should extend the full width of any footway and verge between the property and vehicle
- A cable should only be placed over the footway when the vehicle is charging and should always be removed when not in use.
- Currently an EV charging cable does not require a licence. However, as policies are reviewed and updated this may change in the future.

- Where a location is not suitable the Council has existing powers under Section 162 of the Highways Act to seek to have the cable removed.
- A license is required for all other temporary placement of cabling on or over the Highway



Figure 30: Guidance for laying of EV charging cables across a footway

The characteristics of Slough mean that a mix of charging technologies and approaches is likely to be required. However, we do not anticipate the use of wireless charging solutions within the lifetime of this strategy. Wireless charging solutions involve installing charging pads on, or within the road surface, which can charge compatible vehicles parked above, without the need for any cables or physical connections (see Figure 31). While this removes the need for cables, giving advantages with respect to accessibility and reducing street clutter, there currently remain some significant drawbacks. These units are significantly more expensive than most other technologies. This type of technology is not compatible with nearly all existing EV models, and vehicle manufacturers have indicated this is unlikely to change in the near future. It is possible to retrofit the necessary equipment to an EV, but this is prohibitively expensive and impractical. As wireless charging is still very much an emerging technology, still undergoing R&D, reliability of these solutions is uncertain and deployment/supply delays are likely.



Figure 31: Wireless Charging Pad & EV (Auto Express, 2018)

1.1.5. Business and Public Sector Fleets

EV uptake in the new car market is currently being led by businesses, with companies buying more electric vehicles than the wider personal market across both car and van fleets. Fleet users are diverse, they include car club and rental fleets, people who have a leased vehicle for personal use or for work (including taxi drivers) - or due to a disability - and vans based at home or in depots. All users have different demands of the charging infrastructure. By 2025, the vehicle rental, leasing and fleet industry will be registering 400,000 battery electric cars and vans each year.

- Zero emission vehicles in business leasing fleets grew from 17% in 2022 to 28% in 2023 - driven by new additions in BEV company cars (53%) and salary sacrifice (92%) vehicles.
- In 2022, 19% of new personal leasing vehicles were electric vehicles, ahead of the wider car market (16%).

The charging infrastructure provided by the Council for the public must work for all road users. Fleets need access to the right chargers, in the right place, at the right time, supported by effective payment systems.

The British Vehicle Rental & Leasing Association (BVRLA) represents over 1,000 companies engaged in vehicle rental, leasing and fleet management, and has a membership responsible for a combined fleet of four million cars, vans and trucks – one-in-ten of all vehicles on UK roads. The BVRLA has a high-level Pledge (The Fleet Friendly Charging Infrastructure Pledge – see Figure 33) for local authorities to commit to considering the needs of fleets as part of the development of their local EVI strategy.

As part of the adoption of this EV charging infrastructure Strategy, the Council's Cabinet will be asked to endorse Slough Borough Council signing up to the pledge publicly demonstrating their commitment to support road transport decarbonisation. By supporting fleet transition to EVs, it will also expand the number of affordable EVs in the used market as fleets cycle through vehicles at a more regular rate than other vehicle users.

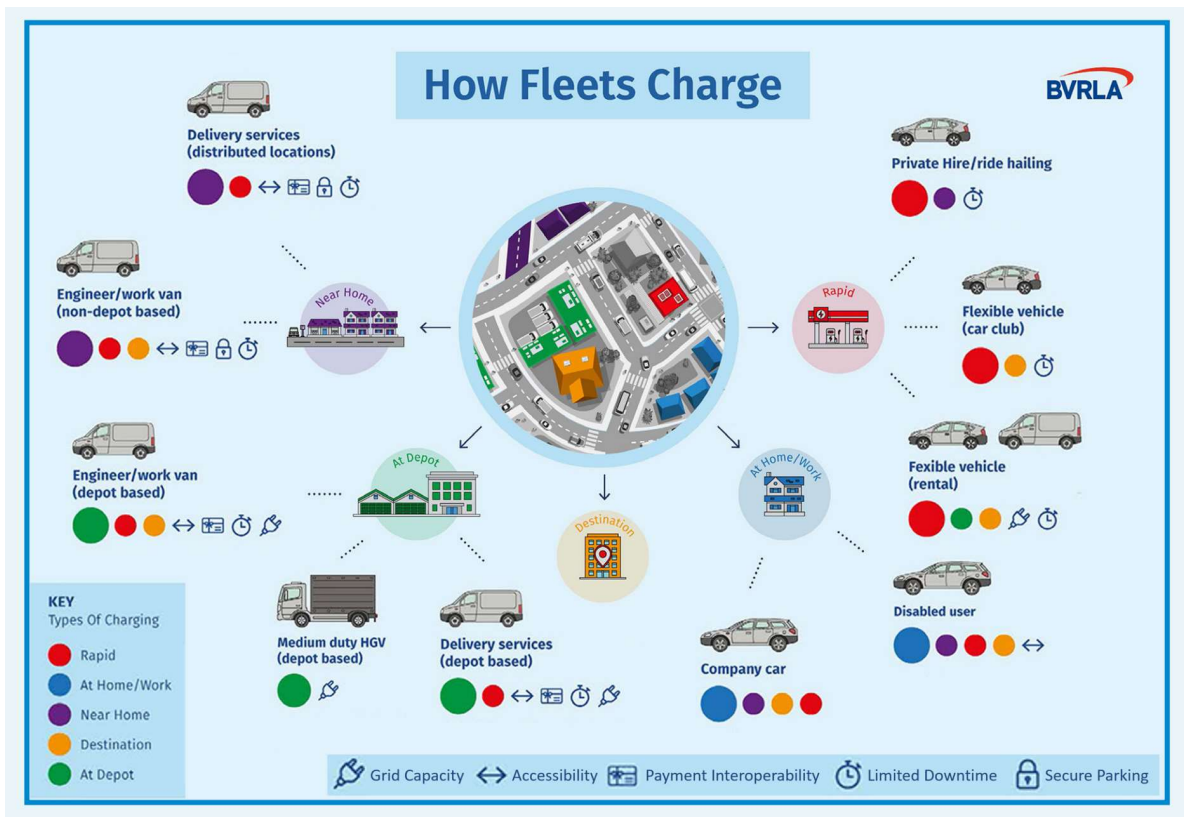


Figure 32: Fleet Charging Diagram (BVRLA, 2023a).

Fleet Friendly Charging Infrastructure Pledge

We will endeavour to:

- Consider fleet operators and drivers in our charging infrastructure plans and strategies.
- Engage with the fleet sector to understand their EV charging requirements.
- Provide fleet focused EV charging information and guidance.

Visit www.bvrla.co.uk/LApledge

Figure 33: Fleet Friendly Charging Infrastructure Pledge (BVRLA, 2023a).

Accompanying the Pledge is a set of practical points that give a steer as to how Councils might collaborate with the sector to create ‘fleet friendly’ charging infrastructure (BVRLA, 2023b). In order to provide fleet friendly infrastructure, the Council will have regard to guidance from the BVRLA, particularly including:

- Having a single point of contact that the fleet industry can engage with – environmentalquality@slough.gov.uk ;
- Have regard to fleet vehicles when utilising funding through the OZEV Local EV Infrastructure Scheme.

- Engaging with the LEVI support body (EST, Cenex & PA Consulting), sector trade bodies, charge point Operators (CPOs) and other LAs to help gather insight and data into where charge points are best placed and how they can meet all users' needs.
- In procuring EV charge points, consider how charge point operators (CPOs) will facilitate roaming (enabling 'EV fuel cards') and contactless payments, as well as the bookability of charge points and sharing live data on whether it is in use.
- Install signage that clearly shows where charge points are located, whether it is fast or slow, suitable for a van and how long people can stay.

Slough is located on the periphery of Heathrow Airport. Via the BVRLA, rental operators indicate a role for more reliable infrastructure in and around the airport, to facilitate customers re-charging vehicles when they set out from or return to a rental branch. The customers may not be familiar with the UK's charging network or even with charging a BEV, so the infrastructure needs to have easy payment options and signposting.

POLICY EV1	The Council plans to adopt the BVRLA's Fleet Friendly Charging Infrastructure Pledge
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1.1.6. Taxis

Under the Low Emissions Strategy, a taxi (hackney and private hire) licensed vehicle emissions policy was adopted in 2018 to phase out internal combustion engine vehicles by 2025. However, the COVID-19 pandemic had a particularly acute impact on the local taxi trade and planned programmes under the Low Emission Strategy to provide additional support to the local taxi trade to make the transition to electric vehicles through vehicle trials, grants and provision of dedicated infrastructure have not yet been initiated.

Consequently, in November 2023, following a consultation, the licensed vehicle age and specification policy was amended. From the 1st January 2026, the Council will cease to license diesel vehicles for new licensed vehicle applications, and from 1st January 2027, the Council will cease to grant new vehicle licences to petrol and mild hybrid vehicles. This will mean that all vehicles (with the exception of wheelchair accessible vehicles or 'WAVs', and specialist vehicles) must be:

- Less than 5 years old at the first time of licensing.
- Either a plug-in hybrid or a battery electric vehicle.
- Capable of travelling a minimum of 30 miles with zero emissions.

Prior to the pandemic, the locally licensed taxi fleet comprised over 450 licensed private hire vehicles and more than 100 licensed hackney vehicles. Three-quarters of the taxi fleet were diesel vehicles, with 20% mild hybrids, less than 4% petrol driven and only 1 battery electric vehicle licensed. As at January 2024, the Slough licensed taxi fleet comprises **XX**.

In addition to the locally licensed fleet of taxis, Transport for London data, published June 2023, indicates that 2879 of their registered taxi drivers have home addresses

within the three main Slough postcode areas of SL1, SL2 and SL3 (see Table 6). This is one of the most significant clusters of TfL registered taxi drivers outside of central London:

Table 6: TfL registered taxi drivers in Slough postcodes.

Postcode area	Taxi (Hackney)	PHV	Total by postcode area
SL1	20	1297	1317
SL2	11	936	947
SL3	19	596	615
Total by type	50	2829	2879

As of January 2023, all PHVs licensed for the first time by TfL must be zero emission capable (i.e. plug-in hybrid or battery EVs) and meet the Euro 6 emissions standard. Previous standards required vehicles registered for the first time over 18 months old to be zero-emission capable and meant that by the Dec of 2023, 25% of the TfL PHV fleet was already zero emission capable. Since 1 January 2018 taxis presented to TfL for licensing for the first time have needed to be zero emission capable (and a maximum 15-year age limit remains in place), phasing out diesel taxis. Therefore, a high proportion of the TfL registered taxi drivers will already have plug-in or battery electric vehicles or will be required to transition out of older vehicles soon into zero emission capable vehicles – as of Dec 2023, over 50% of London taxis are ZEC. These TfL registered drivers add nearly 3,000 potential EVs to the area that may be wholly or at least partly dependent on the public charging network.

The Council, under the Low Emission Strategy programme, was successful in applications to obtain grant funding from the Office for Zero Emission Vehicles and the Department for Environment, Food and Rural Affairs (defra) for provision of taxi priority charging infrastructure and an assistance programme to help the taxi trade made the transition to electric vehicles. In combination with the LEVI Capability Fund to provide officer resource and the LEVI Capital Fund, it is intended to now bring these programmes forward under this strategy.

POLICY EV2	The council will support taxi drivers to switch to EVs by providing adequate local charging infrastructure that meets their needs.
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1.1.7. Disabled EV Drivers

1 in 5 people in the UK report a disability. Research commissioned by Motability estimated that there are 2.7 million UK drivers or passengers with a disability by 2035, and further that 50% (1.35 million) of all drivers or passengers with a disability will be partially or wholly reliant on public charging when transitioned to electric vehicles, accessibility standards also need to be a key consideration for the Council in procuring EV charge points.

For valid Blue Badge holders, who are a car driver or lives with the driver, and who have no off-street parking, such as a garage or driveway, can apply to the Council to have a disabled parking bay on-street outside their home. These bays are not reserved for the applicant and are in fact open to anybody with a valid Blue Badge. In Slough, there are currently **XX** such disabled bays on-street in the Borough. Users of these bays may not be able to access on-street charging provided elsewhere in their area. The Council will need to consider whether a scheme can be introduced to bring on-street charging to these bays.

Residents in receipt of a qualifying mobility allowance can exchange their allowance, via the Motability Scheme (www.motability.co.uk) for a brand-new car, Wheelchair Accessible Vehicle, scooter or powered wheelchair. The scheme promotes the transition to electric vehicles and provides guides to help scheme users find the right vehicle for their needs. Under the Motability Scheme the cost of a home charge point and a standard installation is covered by the scheme, which would not include those reliant on on-street parking. The scheme does though give users without a home charger a subscription to the bp pulse network of public chargers with discounted charging. The Council will continue to engage with the charge point industry on accessible charging.

Figure 34 below shows the density of Motability customers by Lower Super Output Area (LSOA) across Slough. Although reasonably consistent, this gives some indication of the areas where more focus might be needed on this issue, and where local EV charging infrastructure installations might need greater requirements for the supplier to provide accessible facilities.

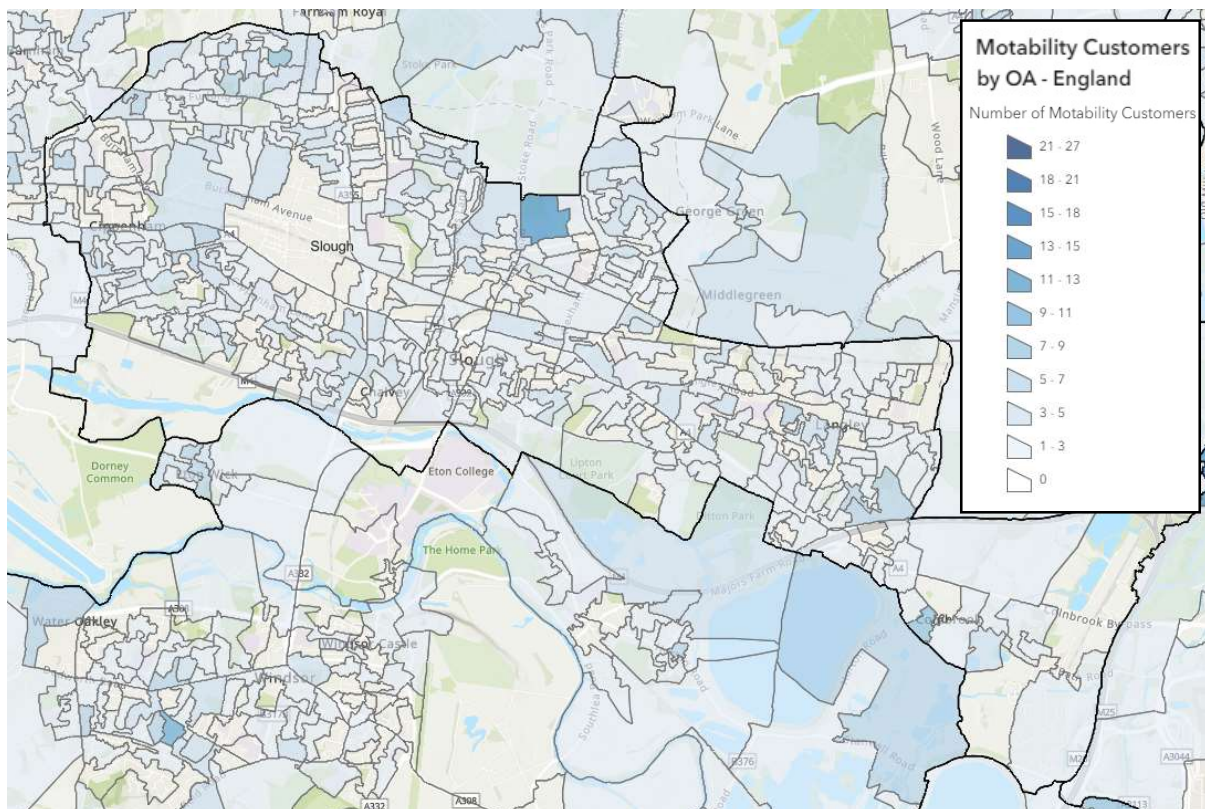


Figure 34: Slough Motability Customers by OA (NEVIS, 2023)

OZEV, the British Standards Institute and Motability jointly published accessibility standards in 2022 (PAS 1899). In procuring electric vehicle charge points the Council will specify that PAS Standards are to be applied wherever possible. Where rolling out EV charging in Council car parks the Council will also need to consider providing charging to existing yellow disabled bays in addition to the accessibility of all charge points.

Improved accessibility of charge points will improve public charge point user experience for all, and needs to consider issues such as:

- Chargepoint – height, space around the charge point, bollards, confusing interfaces, heavy cables
- Built environment – lack of signage, high kerbs, placement of charge point relative to kerb/ bay, lighting

The Council will also seek to promote to residents where they can access information about the safety and accessibility of charge points, and encourage our local EV community to review and rate charge points using Apps and websites such as Charge Safe ([EV ChargeSafe](#)), ZapMap, and Electroverse.

POLICY EV3	The Council commits to designing and specifying all new EV charging infrastructure installed via the LEVI funding to high accessibility standards and will explore the provision of EV charging infrastructure in disabled-allocated bays.
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1.1.8. Car Club

Under the Low Emission Strategy, the Council has been requesting developer contributions for provision of suitable car club bays and developer contributions to establish a borough-wide car club

“To implement and operate in partnership a dedicated town centre wide electric/ULEV car club for all residents to use, and to expand the car club to transport hubs (Burnham and Langley).” – Slough Borough Council (2018).

The council is therefore ready to test the demand for an e-car club in the town and will use the DfT’s recently published ‘Car Clubs: local authority toolkit’ to introduce a pilot scheme. This strategy does not formulate any additional policy position regarding car clubs, however, we will endeavour to include accessibility requirements for all installations, and explore joint procurement for infrastructure for car club sites at a later date.

POLICY EV4	As outline in the Council’s Low Emission Strategy, we will <i>“implement and operate in partnership a dedicated town centre wide electric/ULEV car club for all residents to use, and to expand the car club to transport hubs (Burnham and Langley).”</i>
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1.1.9. On-route charging

On-route charging describes a type of EV charging made by people on longer journeys, usually along motorways or major A-roads. As this type of charging is

necessary as part of a longer journey, there is a requirement for on-route charging to be rapid or ultra-rapid. These speeds can charge a car from 0-80% charge in less than 45 minutes.

The on-route sector is the focus of government’s future interventions; funding the rollout of at least 6,000 high powered charge points across England’s motorways and major A-roads by 2035. ³⁷

Despite the positive data shown in Figure 8 and Figure 10, and the location of Slough at the confluence of the M4 motorway and the M25 motorway, there is currently a lack of on-route charging infrastructure along the major strategic road network in Slough.

- The nearest motorway service station to the west is Reading (which GridServe are currently upgrading);
- M4 Eastbound into London - Heston Services, 7 mi from M4 Jn5 - Has 3 rapids on the Eastbound side and three on the Westbound side (though only one on each side has a CHAdeMO port);
- M25 Northbound (Clockwise) – South Mims, 30 mi from M4 Jn5 – Has 2 rapids and a Tesla only Supercharger site (12 chargers); and
- M25 southbound (Anti-Clockwise) – Cobham Services, 20 mi from M4 Jn5 – Has 3 rapids and 6x 350kW superchargers.

The Borough has three junctions of the M4 (J5, J6, and J7) and two junctions of the M25 (J14 & 15) within or bordering its area, and is therefore ideally located for this type of charging infrastructure if suitable sites/ land is available.

For this area of the market, the Council aims to be supportive of a commercially led approach, increasing consumer choice and facilitating on-route charging close to the Strategic Road Network without adding to congestion issues in the town. The Council will also work with other Berkshire and neighbouring authorities to coordinate planning for on-route charging where possible. Through the Council's emerging Asset Strategy, there may also be commercial opportunities on Council owned land and property assets to host private sector rapid or ultra-rapid charging hubs.

POLICY EV5	The Council will look to work with CPOs, as well as fellow Thames Valley LEP authorities, to assess the region’s on-route needs, and support the identification and development of suitable sites as low emission hubs.
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1.1.10. Destination Charging

It is widely expected that the number of charge points delivered by private developers, without any intervention from the public sector, is to rise rapidly – particularly in the commercial destination charging space. This could mean upgrading, increasing or retrofitting charge points at existing sites and/or deploying new chargers, in new places.

As a result of this market insight, the expansion of destination charging in commercial locations (e.g. gyms, retail parks, hotels, supermarkets) will not be a

focus of the Council's interventions as outlined in this strategy. We also anticipate that in the future public EV charging will be available at all petrol stations, drive-thrus, pubs and restaurants via commercial agreements ancillary to the main business. Destination charging does have a role in enabling visitors and residents to top-up, but nevertheless, the Council expects this sector of the market to develop significantly without the need for public sector support. The Council itself will continue to host destination charging at its public facilities, car parks and offices where appropriate as part of its wider public EV charging network.

The Council recognises that key strategic partners, such as Heathrow Airport, Slough Estates Group (SEGRO) and NHS Frimley Health Foundation Trust have a significant opportunity to roll-out charge points at scale for its staff, leaseholders and visitors. The Council is committed to working with these partners to support them bring forward solutions across the wider land estates.

POLICY EV6	Although we consider this area to be primarily private sector led, the Council will reach out to both local commercial landowners, as well as CPOs, to understand where new commercial EV charging infrastructure is coming and support installation of reliable, accessible and affordable charging infrastructure.
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1.1.11. Charger Sharing

Peer-to-peer charging creates another charging option for EV owners without access to home charging in addition to destination charging, public chargers and workplace charging.

Charge point sharing is like an Airbnb but for a home electric car charger. Instead of renting out your house or spare room, hosts rent out their electric car charging point on occasions when it's not needed to charge their own electric vehicle. The host gets paid for the energy used and the chargee (the person paying to use the charger) pays a lower price for a charge session at a convenient location that will save them money compared to using public charging networks.

VAT on domestic electricity is set at 5% whereas the rate is set at 20% for public charging networks, so even with a small margin for the host, the chargee can access a price per kWh more favourable than commercial public charge points.

This charging model is not limited to private households, as businesses can also sign up to help pay for workplace charge point installation and or as an ancillary business activity.

There are a number of peer-to-peer charging facilitators and apps, including:

- Co-Charger - [Co Charger - Co Charger: Neighbourhood EV charger sharing made easy \(co-charger.com\)](https://www.co-charger.com)
- Place2Park - [Rent out your electric vehicle charger| Place2Park](https://www.place2park.com)
- Bookmycharge - [Bookmycharge | Home](https://www.bookmycharge.com)
- Octopus Energy Community Charging - [Community Charging | Octopus Electric Vehicles \(octopusev.com\)](https://www.octopusenergy.com/ev)

The Council does not propose to endorse any particular peer to peer charging service but will promote the existence of this type of charging network amongst residents, and recognises that wider access to private home chargers has the potential to dramatically increase the total number of charge points available for public use.

For example, as at December 2023 there were 6 hosts in Slough registered on the Co-Charger app renting out their home charge point and 26 EV car owners registered as users on the Co-Charger network:

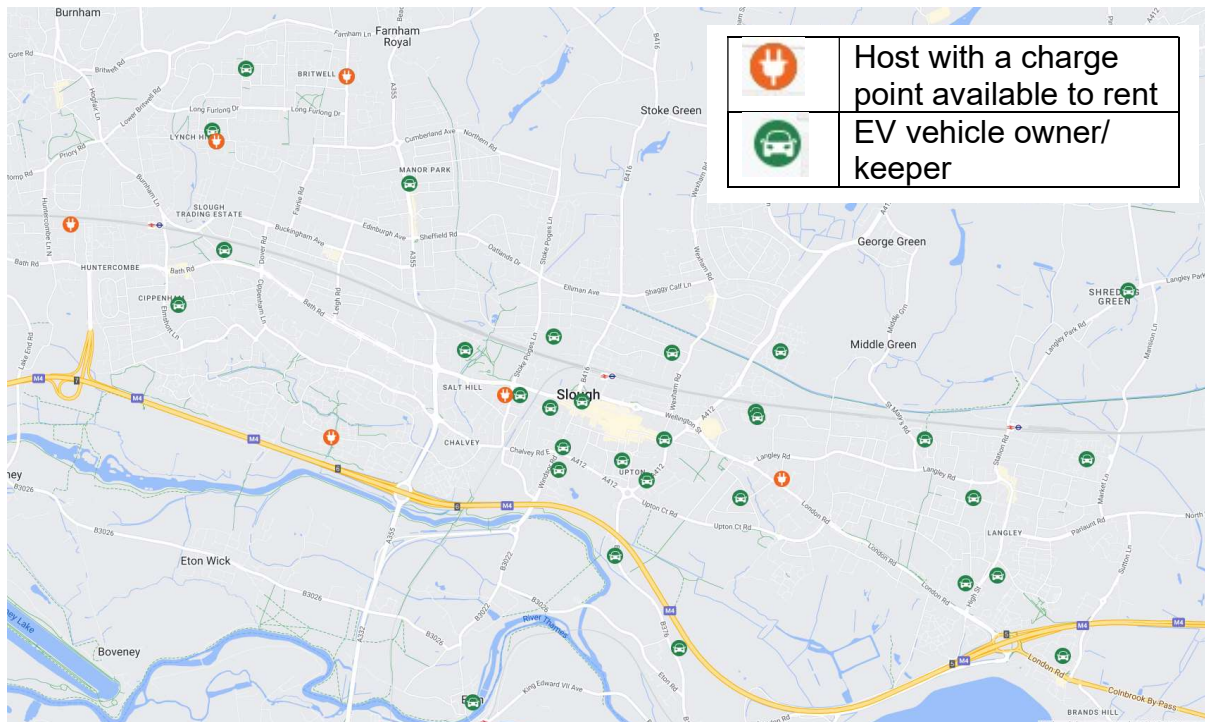


Figure 35: Co Charger Sites in Slough Source: Map - Co Charger (co-charger.com) [Accessed 1/12/23]

POLICY EV7	The Council will work to encourage and promote charger sharing schemes, including as part of our public consultation process, especially in communities with lower levels of off-street parking.
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1.1.12. New Developments Policy

As part of Slough’s 2018-2025 Low Emission Strategy, planning policy was adopted by the Council regarding minimum EV charge point provision for all new developments that included any parking provision. The details of these requirements are outlined in Figure 36 below.

In reflection of the increasing market share of electric vehicles, the current standards will be updated in the forthcoming Low Emission Strategy review. It is anticipated there will be a number of incremental step-ups in the standards over the next 5-10 years.

Plug-in Vehicle Re-Charging:

Residential:

1 charging point per unit (dwelling with dedicated parking) or 1 charging point per 10 spaces (unallocated parking) and ensure appropriate cabling is provided to enable increase in future provision. The residential EV charging points must have a 'Type 2' socket and be rated to at least 3.6kW 16amp 0 7kW 30amp single phase

Commercial/Retail:

At least 10% EV charging provision for all car parking spaces. The commercial/retail EV charging points must have at least a 'Type 2' sockets, and be Mode 3 enabled EV charging units and be rated at least 7.4Kw 32 amp to 22Kw 32 amp (single or 3 phase). The number of EV charging points required at the opening of the development must meet at least 50% EV charging provision, with the remainder of the EV chargers being installed at an agreed date. At least 1 charging unit should be provided for every 10 disabled parking spaces. On retail sites where 50 parking spaces or more are provided as part of the development then one rapid charging unit (43kW/50kW) per 50 spaces shall also be considered and parking time limited to a maximum of 1 hour to allow for public access car parks.

Industrial:

At least 10% of parking spaces which may be phased with at least 50% initial provision and the remainder at an agreed date. At least 1 charging unit should be provided for every 10 disabled parking spaces. The EV charging points must have 'Type 2' sockets, be Mode 3 enabled EV charging units and be rated at least 7.4Kw 32 amp to 22Kw 32 amp (single or 3 phase).

Electric Vehicle Charging Standards will be kept under continuous review and amended as required to comply with the relevant British Standards, ISO standards, IET Codes of Practice and The Alternative Fuels Infrastructure Regulations 2017 (and subsequent amendments).

Figure 36: SBC New Developments EV charging infrastructure Requirements (SBC, 2018)

1.2. Commercial Considerations

1.2.1. Ownership and Operation Models

There are a number of commercial models that have been employed by local authorities across the UK for procuring EV charging infrastructure networks. Table 7 below outlines the key ones which were considered by the Council, when developing this strategy.

Table 7: Positives and Negatives of Key EV Charging Infrastructure Procurement Models

Procurement Model	Positives	Negatives
Own and operate	<ul style="list-style-type: none"> ✓ The Council retains all revenue. ✓ The Council can decide where EV charging infrastructure is located, irrespective of commercial viability (ensuring equity of access). ✓ A simpler and quicker procurement process. 	<ul style="list-style-type: none"> - Grant funding may specifically exclude this model. - The Council is responsible for all operation and maintenance costs. - The Council would be directly competing with the private sector, in an increasingly tough and evolving sector. - Financial and political risk of using taxpayer's money.

		<ul style="list-style-type: none"> - KPIs will be harder to define and enforce, as operators have little or no stake in the network's success.
Concession agreement	<ul style="list-style-type: none"> ✓ The Council retains some revenue. ✓ The Council can influence EV charging infrastructure locations, helping serve areas of limited commercial viability that CPOs might normally avoid (ensuring equity of access). ✓ KPIs and contract renewal terms mean concessionaires can be held to account on performance. ✓ Concessionaires are incentivised to maintain and upgrade hardware as they retain most of the network's revenue. ✓ The concessionaire takes most of the operational and financial risk away from the Council. ✓ Grant funding can be used to form the Council's match contribution to the concession. 	<ul style="list-style-type: none"> - The Council revenue is lower than full ownership. - Negotiations will be required with the concessionaire to balance commercial viability with equitable provision. - Not all providers will be interested in such models.
Externally funded	<ul style="list-style-type: none"> ✓ No capital outlay from the Council. ✓ Extremely low political and financial risk to the Council. ✓ Provider would likely retain all revenues, creating incentive to maintain and upgrade network. 	<ul style="list-style-type: none"> - The Council are unlikely to retain any revenue. - The Council would struggle to influence EV charging infrastructure locations and provision may be restricted to only the most commercially viable areas - The Council would likely have no influence over the tariff charged to users.

1.2.2. Preferred Approach

In light of the various positives and negatives of each option (outlined in Table 7), due to the terms of the current grant funding available as well as the Council's own financial position, we are proposing to procure Slough's EV charging infrastructure network expansion using the 'concession agreement' model. We believe this option, when combined with central government grant funding we have been allocated as part of the LEVI scheme, will enable a good balance between the Council's ability to

influence the shape and spread of the network, whilst minimising organisational and financial risk, and retaining some revenues with which we can resource contract management of the network to ensure a reliable, accessible and affordable network.

1.2.3. Contract Performance

EV charging infrastructure concession agreements only deliver their full benefits when both sides understand their relevant obligations, deliver on their promises, and if required, are held to account. Therefore, as part of the concession agreement, we will include a number of clauses and requirements to ensure that the provider is meeting its service obligations and delivering the EV charging infrastructure network in accordance with set standards. These contract performance measures include:

KPIs – Key Performance Indicators (KPIs) will be defined and monitored throughout the contract, covering various metrics such as unit uptime, charging sessions/time between unit failure (to track reliability), maintenance response times etc. Full details/chosen indicators will be confirmed at time of procurement.

Minimum Service Requirements – A clear definition of the Council's expectations when it comes to EV charging infrastructure network delivery will be set out, covering working practices, materials and workmanship, installation and civils, infrastructure performance, and lifecycle planning.

Maintenance and Response – Both maintenance plan and reactive maintenance requirements will be specified during procurement and will subsequently be tracked during the contract.

Break Clauses – In addition to the X+X tenure structure of the concession, break clauses will be included in the contract to allow the Council to break the contract and find a replacement provider in the event of serious breach of contract. This will only be employed as a last resort, in cases where delivery standards are consistently not being met and direct mediation with the provider has failed.

Technical Specifications – Based on the Council's understanding of public need in the borough, we will set a minimum specification as part of the procurement to ensure residents receive suitable infrastructure. Bidders will be welcome to go above and beyond these specifications and may receive higher scores for doing so (should it provide genuine added value to users).

Customer Support – The concessionaire will be required to provide 24/7 customer support to users of the EV charging infrastructure network, and this will be tracked during the contract.

Promotion and Marketing – The concessionaire will commit to making a reasonable contribution to the Council's campaigns, such as coordinating on social media posts and attending a small number of launch events and/or community events.

1.3. Delivering the Strategy

1.3.1. Timeline

	Milestone
<i>Spring 2024</i>	Submission of LEVI Funding Bid
<i>Summer 2024</i>	Development, publication, assessment, and award of competitive tender over approx. 12-week period.
<i>Autumn 2024</i>	Kick-off meetings between the Council and the supplier
<i>Autumn 2024 - Spring 2025</i>	Deployment planning and public consultation
<i>Spring 2025</i>	First EV charging infrastructure being installed in Slough as part of LEVI scheme
<i>2030</i>	Achievement of the Council's aim to put 80% of all residents <5mins from EV charging infrastructure

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EQUALITY IMPACT ASSESSMENT TEMPLATE

Completing an EIA is the simplest way to demonstrate that the Council has considered the equality impacts of its decisions and it reduces the risk of legal challenge. EIAs should be carried out at the earliest stages of policy development or a service review, and then updated as the policy or review develops. EIAs must be undertaken when it is possible for the findings to inform the final decision.

SUMMARY (to be completed once you have undertaken the assessment)

<p>Please summarise the findings of the assessment. This should be included in any Committee report to provide information to the relevant decision-maker.</p>	<p>Positive impacts are expected to be experienced by all groups through provision of additional electric vehicle charging infrastructure closer to the homes of those who will be most reliant on the public charging network.</p> <p>Accessibility to EV charging infrastructure is an issue potentially impacting upon age and disability, particularly for EV drivers and prospective users of charge points, with regard to the need to connect cables to vehicles, trailing cables, weight of cables, lack of space around bays to circulate, height of user interfaces with the charge point and any kerbs or anti-vandalism barriers around charge point units.</p> <p>While the Council has deployed a network of electric vehicle charging infrastructure over the past 10 years during the infancy of the technology to promote EV uptake, Slough has not previously had any detailed operational strategy or policy for the deployment and management of EV charging infrastructure. The lack of an electric vehicle charging strategy could negatively impact on disabled and elderly service users. The Strategy seeks to ensure accessibility of charge points is a key consideration and that specific additional provision is made to disabled parking spaces. The impact of the Strategy on these groups is therefore anticipated to be positive.</p> <p>However, given that charge point design can have a disproportionate impact on disabled persons' ability to use electric vehicle charging, it is appropriate to ensure that this is monitored and kept under review throughout the project.</p>
<p>Please indicate a colour code based on your assessment (see appendix A)</p>	

SECTION 1:

<p>Title</p>	<p>Electric Vehicle Charging Infrastructure Strategy</p>
<p>Briefly summarise what are you analysing:</p> <ul style="list-style-type: none"> • What is the policy/project/activity/strategy looking to achieve? • Who is it intended to benefit? Are any specific groups targeted by this decision? • What results are intended? 	<p>An Electric Vehicle Charging Infrastructure Strategy has been drafted for the Borough for 2024 - 2029. Although recently postponed, the Government’s ban on the sale of all new petrol and diesel cars and vans is still due to come into force in 2035 (previously 2030). By 2023 the market share of sales of new Battery Electric Vehicles (BEVs) and Plug-in Hybrid Electric Vehicles (PHEVs) accounted for nearly a quarter (>24%) of new car registrations. The total number of plug-in vehicles in the UK climbed past 1 million in September 2022, accounting for 2.5%, or 1 in 40, of all registered vehicles on the road.</p> <p>Electric vehicles, for passenger car and light goods vans, are no longer a novelty, and will become the dominant propulsion technology in the medium term future .While the Council has deployed a network of electric vehicle charging infrastructure over the past 10 years during the infancy of the technology to promote EV uptake, Slough has not previously had any detailed operational strategy or policy for the deployment and management of EV charging infrastructure.</p> <p>The Council has a role in taking a strategic view to ensure a balanced public charging network that does not just serve the most commercially viable locations but provides an equitable network for our residents and businesses. As highway authority and a major landowner, the Council is ideally placed to work with the private sector charge point providers to boost the availability of charging closer to residential areas that need it. Early adoption of electric vehicles was driven by those able to install home charging. However, only about 60% of Slough households live in properties that could get access to off-street charging, and due to more than 50% of properties in the Borough being rental tenure, this will bring the proportion of those able to home charge lower still. Currently only 20% of households that would be reliant on public charging are within 5 minutes walking distance of an existing public charge point. This is geographically skewed towards residents in the town centre or near the A4 Bath Road, leaving many residential suburbs poorly served by existing public charging infrastructure.</p> <p>Projections available to the Council indicate that by 2030 between 550 – 1,100 charge points will be required in the Borough to meet the needs of the forecast 11,000 electric vehicles in Slough. Our aim within the Strategy is to provide and enable public charging such that 80% of such households are within a 5-minute walk of a charge point(s).</p> <p>The Strategy is a step requirement of the Government’s Local Electric Vehicle Charging Infrastructure (LEVI) grant funding scheme, under which the Council has been allocated £2.233m capital grant funding for installation of electric vehicle charging infrastructure to primarily serve</p>

	<p>residents without the ability to charge at home. The strategy primarily focuses on our role in increasing the provision of residential EV charging, both on-street and through charging hubs, in areas where home charging represents a barrier to EV uptake (and where the private sector needs to work with highways authorities to provide adequate infrastructure). Prioritising the roll-out of a network of public charge points where they are most needed and providing public sector support to this market area will provide confidence to those drivers thinking of making the switch.</p>
<p>Details of the lead person completing the screening/EIA</p>	<p>(i) Full Name: Olivia Flint</p> <p>(ii) Position: Environment Lead</p> <p>(iii) Service Area: Carbon & Sustainability/ Regeneration, Housing & Environment</p> <p>(iv) Email Contact Details: Olivia.flint@slough.gov.uk</p> <p>(v) Date: 05 February 2024</p>
<p>Date sent to Finance (if budget savings)</p>	
<p>Version number and date of update</p>	<p>V1</p>
<p><i>You will need to update your EIA as you move through the decision-making process. Record the version number here and the date you updated the EIA. Keep all versions so you have evidence that you have considered equality throughout the process.</i></p>	

SECTION 2: Do you need to complete a full Equality Impact Assessment (EIA)?

Not all proposals will require a full EIA, the assessment of impacts should be **proportionate** to the nature of the proposal/project/policy in question and the extent of its *likely* impact. To decide on the level of detail of the assessment required consider the potential impact on persons with protected characteristics.

2.1	<p>Please provide an overview of who currently uses/will use your service or facility so you can identify who is likely to be impacted by the proposal</p> <ul style="list-style-type: none"> • <i>If you do not formally collect data about a particular group then use the results of wider census data/national trends/anecdotal information where available.</i> • <i>Depending on the nature of the proposal, you may need to consult stakeholders and the public, including members of protected groups, in order to gather information on potential impacts of the proposal</i>
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Who is likely to be impacted by this proposal?

Government statistics from Q2 2023 record that 1.9% of private vehicles registered to residents of Slough are ultra-low emission vehicles. The total number of electric vehicles based in Slough is unclear as Slough hosts offices of service national vehicle leasing companies, accounting for over 170,000 cars and vans in the Government statistics that while registered to Slough will be distributed across the UK. There will be a contingent of lease vehicles (both company and private) based in Slough, and as lease vehicles are typically newer than private vehicles on average, up to a quarter of these will typically be electric vehicles, pushing the overall proportion of electric vehicles in the local fleet towards the 3% national average.

There are currently over 62,000 privately owned vehicles in Slough. Ultimately in the future a very high proportion of vehicles would be anticipated to be electric vehicles due to the ban on sale of petrol and diesel cars and vans. In the 2022 National Travel Survey for England, 78% of households owned at least one car. In Slough, according to 2021 census data 20.3% of households do not own or have available a car or van. In Slough, 42.7% of households own or have available one car or van, 26.9% have 2 cars or vans in the household, and 10.1% have 3 or more cars or vans in the household.

Equality Protected Characteristic	Please insert details of current or expected make up of service users
Sex	<p>In the 2022 National Travel Survey for England, 75% of English residents aged 17 and over held a driving licence. Around 81% of males and 71% of females in this group hold a licence. For males, this percentage is unchanged since 2002, but for females, driving licence holding has increased by 9 percentage points in the same period. In 2022, males made 5% fewer trips than females, but travelled 20% further, reflecting more commuting trips than females.</p> <p>In the 2022 National Travey Survey for England, the mode share between active, private and public transport modes was similar for both males and females with 33% active transport modes, 58% private transport modes and 9% public transport modes by females and 32% active transport modes, 60% private transport modes and 8% public transport modes by males. The Survey also recorded that female</p>

respondents made more trips than males, but that males travelled 20% further (due to greater commuting trips).

Respondents to the National Travel Attitudes Survey (NTAS) Wave 9 from August – September 2023 were asked about their knowledge of electric cars. 45% of respondents said they had low to no knowledge (responded 1 to 3, out of 7), compared to the 37% who rated their knowledge high to complete (5, 6 or 7 out of 7). Males were more likely to rate their own knowledge highly (47%, compared to 28% of females), and conversely females were more likely to rate their knowledge towards the low end of the scale (56%, compared to 32% of males).

Data on the gender of current EV drivers is not available. Surveys of EV Drivers by trade bodies and charge point operators typically report a male, white, middle aged demographic in respondents, e.g. the EVA England survey of 1,619 drivers:



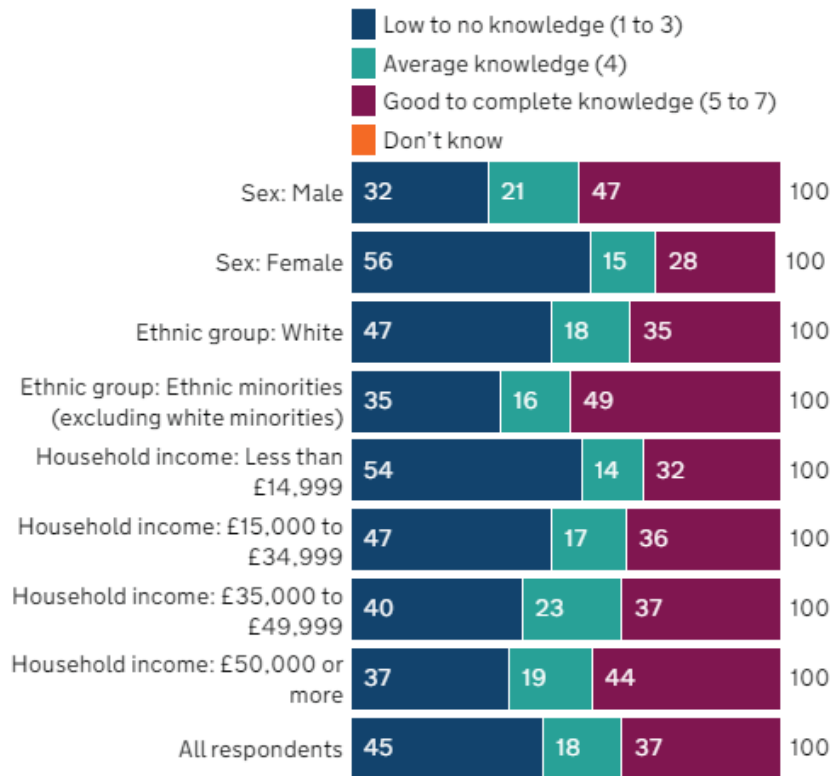
Source: <https://www.evaengland.org.uk/2023/12/15/the-great-ev-charging-report/>

However, it is unknown whether this demographic is reflective of the make-up of EV drivers on average across England, or just a factor of the demographic of the organisation, methodology of the survey or of those that take the time to complete such surveys.

While males may be more statistically likely to hold a driving licence and drive a higher mileage, provision of electric vehicle charging infrastructure closer to households without access to home charging would benefit both male and female EV drivers positively.

Ethnicity and Race

Contrary to the demographics reported in EV driver surveys, discussed above, the National Travel Attitudes Survey indicates a stronger self-reporting knowledge of EVs in non-white ethnic groups:



Source: National Travel Attitudes Study (NTAS) Wave 9: electric vehicles and charging - GOV.UK (www.gov.uk)

People of any race should benefit from the additional electric vehicle charging infrastructure to be delivered by the Strategy. Charging provision should be as clear and simple to use as possible for all users.

Disability

In the 2022 National Travel Survey for England, those with no mobility difficulties made a smaller proportion of their trips using private transport modes with 60% compared to 65% for those with a mobility difficulty, and a smaller proportion of their trips using public transport modes with 8% compared to 11% for those with a mobility difficulty.

Respondents were asked when they completed the NTS “how is your health in general?” and “do you have any physical or mental health conditions or illnesses lasting or expected to last for 12 months or more”. Of those people who said that their health was very good, 21% agreed that most public charge points for electric vehicles are not accessible to drivers with disabilities, compared to 31% of those who rate their health as “fair” to “very bad”. Similarly, 27% of those who said they had a physical or mental health condition or illness lasting or expecting to last for 12 months or more agreed that they are not accessible, compared to 23% of those who say they do not have such a condition.

Accessibility to EV charging infrastructure is an issue potentially impacting upon age and disability, particularly for EV drivers and prospective users of charge points, with regard to the need to connect cables to vehicles, trailing cables, weight of cables, lack of space around bays to circulate, height of user interfaces with the charge point and any kerbs or anti-vandalism barriers around charge point units.

Motability, the charity, have worked with the UK Government Office for Zero Emission Vehicles (OZEV) to sponsor a new accessibility standard for public EV charge points (PAS

	<p>1899:2022, Electric vehicles – Accessible charging – Specification), developed by the British Standards Institute (BSI). Research from the charity Motability predicts that by 2035, 1.35 million disabled people will rely on public electric vehicle (EV) charging points either some or all the time. The Publicly Available Specification (PAS) sets out the minimum accessibility requirements for EV charge points, and includes settings where more enhanced accessibility measures can be used. A requirement to consider accessibility and implement the PAS standards wherever possible will be included within the Council’s procurement documentation for EVCI installation.</p> <p>The Council will also need to consider whether a scheme can be introduced to bring on-street charging to disabled parking bays on the public highway. Where rolling out EV charging in Council car parks the Council will also need to consider providing charging to existing yellow disabled bays in addition to the accessibility of all charge points.</p> <p>The Council will also seek to promote to residents where they can access information about the safety and accessibility of charge points, and encourage our local EV community to review and rate charge points using Apps and websites such as Charge Safe (EV ChargeSafe), ZapMap, and Electroverse.</p>
Sexual orientation	People of any sexual orientation should benefit from the additional electric vehicle charging infrastructure to be delivered by the Strategy.
Age	The 2022 National Travel Survey for England recorded the largest share of trips using private transport modes such as car, motorcycle and other private transport with 65% of their trips being thus. EV Driver surveys such as the EVA England survey discussed above indicate that EV adoption over the past couple of years has included older drivers particularly in the 55-64 age category and 65 – 74 age group. Age can link to poorer health in general and therefore can relate to some of the similar issues that apply ensuring accessibility for those with disabilities, e.g. circulation space, interfaces and cabling.
Religion or belief	People of any religion and belief should benefit from the additional electric vehicle charging infrastructure to be delivered by the Strategy.
Gender Reassignment	People of any gender identity should benefit from the additional electric vehicle charging infrastructure to be delivered by the Strategy.
Pregnancy/ Maternity	People of who are pregnant or on parental leave should benefit from the additional electric vehicle charging infrastructure to be delivered by the Strategy.
2.2 Are there any groups with protected characteristic that are overrepresented in the monitoring information above relative to their size of in the wider Slough population?	

2.3 If you have undertaken any specific consultation, please give summary of findings here. Has the consultation identified any specific equality impacts?

2.4 Does the project, policy or proposal have the potential to disproportionately impact on people with a protected characteristic? If so, what is the *likely* impact?

	None	Positive	Negative	Not sure
Men or women		x <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
People of a particular race or ethnicity	<input checked="" type="checkbox"/>	x <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
People with disabilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	x <input type="checkbox"/>
People of particular sexual orientation/s	<input checked="" type="checkbox"/>	x <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
People in particular age groups (consider in particular children, and over 65s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x <input type="checkbox"/>
People who are intending to undergo, are undergoing or have undergone a process or part of a process of gender reassignment	<input checked="" type="checkbox"/>	x <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
People who are pregnant	<input checked="" type="checkbox"/>	x <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
People of particular faiths and beliefs	<input checked="" type="checkbox"/>	x <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If any of the answers to the questions above is, “negative” or “unclear” you will need to undertake a detailed impact assessment.

2.5 Based on your responses, should a more detailed EIA be carried out on the project, policy or proposal?

Yes No

2.6 Provide brief reasons on how you have come to this decision?

Whilst generally positive impacts are expected to be experienced by all groups, there is a need to consider accessibility issues and mitigations to ensure all groups will benefit. The strategy will seek to provide additional electric vehicle charging infrastructure closer to the homes of those who will be most reliant on the public charging network. It is expected to strengthen the accessibility of charge points, although this needs to be monitored

The lack of an electric vehicle charging strategy could negatively impact on disabled and elderly service users. The Strategy seeks to ensure accessibility of charge points is a key consideration

and that specific additional provision is made to disabled parking spaces. The impact of the Strategy on these groups is therefore anticipated to be positive. However, given that charge point design can have a disproportionate impact on disabled persons' ability to use electric vehicle charging, it is appropriate to ensure that this is monitored and kept under review throughout the project.

The Office for Zero Emission Vehicles, the British Standards Institute and Motability jointly published accessibility standards for electric vehicle charge points in 2022 (PAS 1899). In procuring electric vehicle charge points the Council will specify that PAS Standards are to be applied wherever possible. Where rolling out EV charging in Council car parks the Council will also need to include provision to charging to existing yellow disabled bays in addition to the accessibility of all charge points.

If the answer in 2.5 above is "No" then sections 3 and 4 are not required to be completed

SECTION 3: Detailed Assessment of Impact and Mitigations

In order to be able to identify ways to mitigate any potential impact it is essential that we know what those potential impacts might be. Using the evidence gathered in section 2, explain what the potential impact of your proposal might be on the groups you have identified.

Protected Characteristic		Positive Impacts	Negative Impacts	Neutral or no Impact	Can any negative impacts be mitigated? If so please describe below.
Sex	Men	x			
	Women	x			
Race or Ethnicity	White	x			
	Mixed/Multiple ethnic groups	x			
	Asian/Asian British	x			
	Black/African/Caribbean / Black British	x			
	Gypsies / travellers	x			
	Other ethnic group	x			
Disability	Physical		Possible without mitigation		The Strategy seeks to mitigate impacts by bringing visibility to potential issues, and adopt best practice standards for infrastructure design to procurement and delivery of EVCI. Issues to be considered will be tethered/ untethered cables, kerbing, height, brightness and size of interfaces, abilities to pay by contactless and not be forced to use a phone app,
	Sensory		As above		
	Learning Difficulties		As above		
	Learning Disabilities		As above		

					size of parking bays, ramped access to bays. In planning deployment of EV charging consideration is also required of ensuring that new infrastructure, particularly on-street, does not inhibit circulation by persons past the infrastructure (i.e. blocking or restricting footways). Minimum footway widths will need to be maintained.
	Mental Health		As above	<input checked="" type="checkbox"/>	
Sexual Orientation	Lesbian, Gay, Bisexual			<input checked="" type="checkbox"/>	
Age			Possible without mitigation		Links exist between age and general health, and therefore some older people may experience some of the same difficulties as those with physical and sensory difficulties.
Pregnancy or maternity	Those pregnant or in maternity period.	x		<input checked="" type="checkbox"/>	
Gender Reassignment	Trans People	x		<input checked="" type="checkbox"/>	
Faith/Belief	People of particular faiths	x		<input checked="" type="checkbox"/>	




SECTION 4: ACTION PLAN

<p>4.1</p>	<p>Complete the action plan if you need to reduce or remove the negative impacts you have identified, take steps to foster good relations or fill data gaps.</p> <p><i>Please include the action required by your team/unit, groups affected, the intended outcome of your action, resources needed, a lead person responsible for undertaking the action (inc. their department and contact details), the completion date for the action, and the relevant RAG rating: R(ed) – action not initiated, A(mber) – action initiated and in progress, G(reen) – action complete.</i></p> <p>NB. Add any additional rows, if required.</p>						
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 102</p>	<p>Action Required</p>	<p>Equality Groups Targeted</p>	<p>Intended outcome</p>	<p>Resources Needed</p>	<p>Name of Lead, Unit & Contact Details</p>	<p>Completion Date (DD/MM/YY)</p>	<p>RAG</p>
	<p>Continue to liaise with Disability Advocates through Energy Saving Trust LEVI scheme and industry webinar events to keep up to date with current best practices, new infrastructure advances and appropriate standards</p>	<p>Disability groups</p>	<p>To ensure that new EV charging infrastructure is as accessible to all users as possible</p>	<p>Officer resources</p>	<p>Project manager</p>	<p>On-going</p>	<p>Green</p>
	<p>Ensure that PAS1899 requirements (or any superceding standards) are written into EVCI tender documents.</p>	<p>Disability groups</p>	<p>To ensure that new EV charging infrastructure is as accessible to all users as possible</p>	<p>Officer resources</p>	<p>Project manager</p>	<p>Autumn 2024</p>	<p>Green</p>
	<p>Ensure that site selection for EVCI includes disabled parking bays in any car park or Council asset sites taken forward</p>	<p>Disability groups</p>	<p>To ensure that new EV charging infrastructure is as accessible to all users as possible</p>	<p>Officer resources</p>	<p>Project manager</p>	<p>31/03/2025</p>	<p>Green</p>
	<p>Continue to develop a process by which charging could be provided for at</p>	<p>Disability groups</p>	<p>To provide accessible charging to this group of</p>	<p>Officer resources</p>	<p>Project manager</p>	<p>31/03/2025</p>	<p>Green</p>

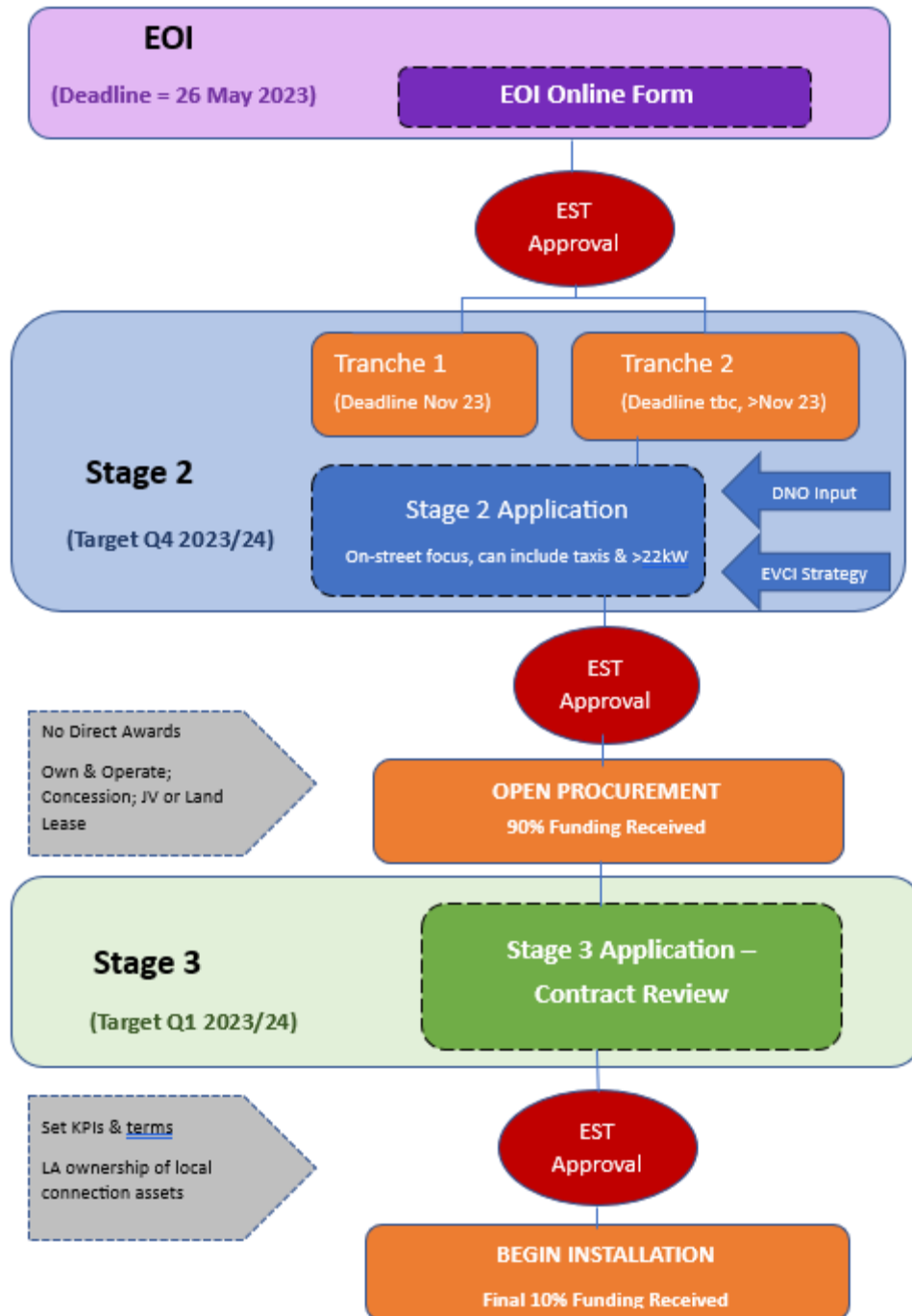
	individual on-street disabled parking bays (on request or as a rolling programme).		future users close to their homes				
	During installation phase ensure that infrastructure is being installed in accordance with agreed contract standards, and that installations are cited appropriately as planning so as not to restrict or prohibit circulation past them by non-users.	Disability groups	To ensure that new EV charging infrastructure is as accessible to all users as possible	Officer resources	Project manager	Post April 2025	Green

Appendix A

Equality Impact Assessment Decision Rating Guide
PLEASE SEE PAGE 1 FOR THE RATING OF THIS PROPOSAL

Decision	Action	Risk
<p>As a result of performing the EIA, there is a risk that a disproportionately negative impact (direct, indirect, unintentional or otherwise) exists to one or more of the nine groups of people who share a protected characteristic under the Equality Act 2010. It is not clear if mitigating actions are possible.</p>	<p>Further advice should be taken</p>	<p>Red </p>
<p>As a result of performing the EIA, there is a risk that a disproportionately negative impact (as described above) exists to one or more of the nine groups of people who share a protected characteristic under the Equality Act 2010. However, this risk may be removed or reduced by implementing mitigating actions.</p>	<p>Proceed pending agreement of mitigating action</p>	<p>Amber </p>
<p>As a result of performing the EIA, the proposal does not appear to have any disproportionate negative impact on people who share a protected characteristics or anticipated impacts will be either positive or neutral.</p>	<p>Proceed</p>	<p>Green: </p>

Appendix C LEVI Application Process



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Slough Borough Council

REPORT TO:	Cabinet
DATE:	18 th March 2024
SUBJECT:	Energy Contracts
CHIEF OFFICER:	Pat Hayes, Executive Director Regeneration, Housing and Environment
CONTACT OFFICER:	Jason Newman, Group Manager Carbon & Sustainability
WARD(S):	All
PORTFOLIO:	Cllr Chahal, Deputy Leader of the Council and Lead Member for Financial Oversight, Council Assets, Procurement, and Revenues and Benefits
KEY DECISION:	Yes
EXEMPT:	No
DECISION SUBJECT TO CALL IN:	Yes

APPENDICES

- A:** Gas & Electricity Risk Management Strategy 24/25
- B:** Flex Energy Contracts Assets and forecasts 24/25
- C:** NHH Energy Contracts and forecasts 24/25
- D:** UMS Energy Contracts and forecasts 24/25
- E:** HH, Gas and NHH Housing Energy Contracts and forecasts 24/25
- F:** Sensitivity Analysis Cap (Stop-Loss) Strategy

1 Summary and Recommendations

The wholesale energy markets are stabilising after 2 years of significant volatility with price fluctuations following the invasion of Ukraine, Russia's capping of gas supplies to Europe, emergency EU regulations to control gas demand and the establishment of new LPG supplies to the EU and UK markets. The wholesale cost of energy has fallen more than 50% over the past 12 months. The Council is entering the final year of its **flex** and **fixed** rate energy contracts; these will all expire on 31st March 2025.

To limit the Council's exposure to potential future energy price fluctuations during 24/25, and to provide opportunity to obtain additional market value, Cabinet is requested to delegate authority to the Executive Director of Regeneration, Housing and Environment to purchase energy below an approved cap price. Cabinet is also recommended to approve the procurement of new energy contracts to start on 1st April 2025 for a 3-year period.

1 Recommendations:

1.1 Cabinet is recommended to:

- i. Adopt and approve the Gas & Electricity Risk Management Strategy (Appendix A) as follows:
 - a. Approve the purchase of electricity on a 'month ahead' basis and gas on a 'day ahead' basis on the open wholesale energy market price.
 - b. Set wholesale energy market **price caps for power for the summer 24 period** (April 24 to September 24) to **£90/MWh** and the **winter 24** (October 24 to March 25) to **£110/MWh**.
 - c. Set wholesale energy market **price caps for gas for the summer 24 period** (April 24 to September 24) to **£35 MWh** and the **winter 24** (October 24 to March 25) to **£40/MWh**.
 - d. If the wholesale energy markets price increase such that the cap is expected to be exceeded, or is exceeded, then Cabinet approves the purchase strategy for eEnergy to buy the remaining energy volume in that summer and/or winter period to limit further cost exposure.
- ii. Delegate authority to the Executive Director of Regeneration, Housing and Environment, in consultation with the Executive Director of Finance and Commercial (the S151 officer) and the Lead Member (Financial oversight, council assets, procurement, and revenues and benefits) to purchase energy in line with the Gas & Electricity Risk Management Strategy.
- iii. Approve the compliant procurement of new energy supply contracts with an estimated **contract value between £8m and £11m** for the period 25/26, 26/27 and 27/28. The procurement will be based on the most competitive price, supplier performance, bill validation and meter services, and flexibility to amend volume to align with the Estate Strategy. Council officers will be required to report back to Cabinet by 31st December 2024 and seek approval to award new energy contracts for the period 25/26 – 27/28.

Reason: To achieve the best value for energy costs and maintain budgetary control.

Commissioner Review

The commissioners are content with the recommendations in this report, recognising that there remains risk associated with the proposed contracting arrangements which cannot be fully mitigated. Energy prices reflect the live market and price evolution in the spot market can be very volatile. Whilst we have seen a drop in wholesale prices and rates by 50% since October 2023, they are still materially higher than pre-pandemic levels. How prices will change in the future cannot be guaranteed and prices could continue to vary dramatically for as long as global market conditions remain so unpredictable.

2 Report

Purchasing Strategy Options Flex Contracts, HH and Gas:

2.1 The Council has considered three options:

- Option 1 – ‘**Do nothing**’ and allow the market to dictate unit price. Energy is procured under the flex contract, if the Council does not buy it in advance, the strategy will revert to ‘**default**’ purchasing, the supplier will purchase the energy on the market the day before delivery for gas and a month before delivery for electricity. The Council allows the market to dictate cost of energy which may be lower or high at the time of purchase each day/month. No price caps or floor price points are proposed. **This option is not recommended it is considered too risky and provides no budget certainty.**
- Option 2 – ‘**Purchase all energy volume in advance**’ for the 2024/25. This option is worth considering if the energy market prices are favourable below a **pre-approved floor price**, as was the case for our 23/24 strategy. The cost of energy is dependent on the energy market price at the time of trading, if it is high, the Council will pay more for its energy. A comparison on the past year energy prices would suggest buying energy early **below an agreed floor price** came at a premium as energy prices continued to fall, and therefore additional value was not obtained, although this approach does provide budget certainty it does not maximise value on the ‘supply side.’ **This option is not recommended for our 24/25 purchases as energy wholesale prices have fallen more than 50% and if this trend continues it will not maximise value within the final year of the flex contract.**
- **Option 3 – ‘Purchase 24/25 energy using a cap price (stop/loss) strategy’**, Stop loss is a trigger point that is set within a Risk Management Strategy that instructs our energy traders, eEnergy, to buy a predetermined volume should the market Gas or Power market trigger point be exceeded. This approach allows the trader to secure the Council ‘summer’ and ‘winter’ volume following Cabinet approval, at below the trigger point, based on purchasing gas a ‘day ahead’ and power a ‘month ahead’ at the market price within that period i.e., at the ‘**default**’ spot price basis, but only subject to the wholesale price remaining below the (stop/loss trigger) for summer and winter volume as outlined in the Gas & Electricity Risk Management Strategy (Appendix A). The risk with this option relates to any sudden increases in wholesale energy price that could mean the stop-loss trigger is breached and the broker executes the trade at a higher price well above the trigger level and thus presenting higher energy cost to the Council. To mitigate this risk the energy market is constantly monitored, and the broker will inform the Council in advance, if the trigger point is likely to be breached. **This option is recommended as maximises value but also sets a cap to mitigate against significant price rises.**

2.2 In Option 3 is based on achieving value when the wholesale market is stable, and prices remain well below the stop-loss trigger but also some protection if energy wholesale prices do suddenly increase. If the wholesale energy price increases such that the trigger is **likely to be breached**, then Cabinet approves the Executive Director in consultation with the S151 and Lead Member to purchase energy in line with the Gas &

Electricity Risk Management Strategy. If the trigger is breached than cabinet authorises eEnergy through the RMS to buy the remaining energy volume for that ‘summer’ or ‘winter period’ when the cap is breached, to limit further cost exposure. Once a season starts, the Stop Loss Trigger for the season will cascade to quarters and months if necessary. The brokers monitor the wholesale prices hourly, if the price starts to climb and move towards the trigger point, they will inform the Council to proceed to buy out the remaining volume, before the trigger is breached. This option is recommended as it provides value in buying at wholesale price below the cap price. This approach can save money for the Council if the market prices remain low or drop further; energy prices are currently well below the trigger level. It ensures that we meet best value within our contracts, but also provide a sufficient buffer to prevent escalating energy costs.

Background

Slough Borough Council Energy Contracts

2.3 Slough Borough Council (SBC) procured 8 new energy contracts in early April and May 2022 to cover its operational, highway and housing assets. The energy supply contracts are outlined in the Table 1 below.

Table 1: SBC Energy Contracts

Energy Contract Type	Assets Covered	Contract Term	Energy Supplier
Fixed			
Non half hourly (NHH) Commercial Contract	Small corporate operational assets, parks and allotments, EV (Electric Vehicle) chargers and Air quality stations etc...	3 years	SSE
Non half hourly (NHH) Housing Contract	Communal lighting for housing blocks and amenity lighting of housing estates	3 years (3 x 12-month contracts)	SSE
Half-Hourly (HH) Housing Contract	Pendeen Court, Brook House	1 year (annual renewal)	Centrica
Gas (Housing)	Housing communal heating of housing blocks	1 year (annual renewal)	Corona
Unmetered Supply (UMS) Housing	TV Aerials on housing land	3 years	EDF
Unmetered Supply (UMS) Contract	Street Lighting, Traffic lights, CCTV, bollards	3 years	EDF
Flexible			

Half-Hourly (HH) Commercial Contract	Operational assets, OH, Depot, Crematorium, Curve, Chalvey Hub, Private Finance Initiative (PFI) schools etc...	3 years	EDF
Gas Commercial Contract	Operational assets, OH, Depot, Crematorium, Curve, Chalvey Hub, PFI schools etc.	3 years	Corona

The types of energy contracts, the assets they cover and the forecast energy costs for 24/25 are covered in detail within Appendix B, C, D and E.

Fixed Energy Contracts

- 2.4 Six contracts are based on fixed unit price and term. The unit rates and standing charges are fixed each year for the full term of contract, these terms vary between (1 to 3 years). HMRC taxes Climate Change Levy (CCL) & VAT are passed through at cost. As the unit price is fixed the cost of energy is dictated **by energy consumption**, thus measures to reduce energy consumption will reduce the cost of energy and the reverse is also true.
- 2.5 Most of these energy contracts are fixed for a period of 3 years, with the housing energy contracts made up of 3 x 12-month Non-Half Hourly (NHH) meter contracts and an annual Half Hourly (HH) and gas contract which is due to be renewed on 1st April 2024. The actual 22/23 and forecast 23/24 and 24/25 annual cost of energy for these fixed rate contracts are shown in **Table 2 below**.
- 2.6 We are on track for over **£320,000 of fixed energy contract savings in 23/24 compared with 22/23** most of these savings resulting from the renewal of the housing HH and gas contracts in March 23 for a period of 1 year and the reduction in energy costs of Year 2 of the housing NHH contract. **We are currently forecasting a further £116,000 reduction in fixed contract energy costs in 24/25 and these will contribute towards the MTFs and HRA savings targets.** All costs are exclusive of VAT.

The savings will be achieved through:

- Procurement of annual Gas, HH housing energy contracts for 24/25;
- Reduced cost of the NHH housing energy contract;
- Adaptive lighting trials on the UMS street lighting contract.

Table 2 SBC Fixed Energy Contract costs (Actuals and Forecasts)

Fixed Energy Contracts	Forecast Annual Cost of Energy 24/25	Forecast Annual Cost of Energy 23/24	Actual Cost of Energy 22/23
	£000s	£000s	£000s
Non half hourly (NHH) Commercial Contract	220	220	241
Non half hourly (NHH) Housing Contract	550	590	799
Half-Hourly (HH) (Housing) Contract	27	30	47
Gas (Housing) Contract	187	220	328
Unmetered Supply (UMS) (Housing) Contract	1	2	1
Unmetered Supply (UMS) Contract	941	980*	948
Total Fixed Energy Contract Costs	1,926	2,042	2,364

* the slight increase in street lighting forecast costs is due to an increase in consumption of energy in the first six months of 23/24 due to repairs and increase in inventory (more street lights).

Flexible Energy Contracts

- 2.7 The two-flex energy contracts cover gas and HH supplies for 60 Council operational assets and 3 PFI schools in 22/23. The PFI schools left the contract on 31st March 2023. These two contracts allow the Council to purchase its energy volume in advance of supply, and over various forward periods (i.e., day ahead, month ahead, season ahead, year ahead) to attempt to extract value from the energy market. In addition, flexible contracts also allow the Council to readjust volume, within agreed tolerances, thus allowing the removal and/or addition of assets to the contract.
- 2.8 The risk with flexible energy contracts, are that they do not fix out the **unit rate p/kWh** the customer pays for their gas and power; this unit rate changes monthly in line with the wholesale market cost of power and gas that have been purchased in advance, the fixed costs built into the supply contract (metering, and standing charges) and the **reference cost of energy** (i.e., the contract rate). The contract value is based on an average cost of energy over the 36-month term.
- 2.9 The actual cost of energy for these flex contracts for 22/23 and the current forecasts for 23/24 and 24/25 (with the price cap) are shown in the Table 3 below. We are

forecasting a slight increase in energy costs in **23/24 of £49,000** on our flex contracts, followed by a **saving of £169,000 in 24/25 based on the recommended RMS strategy and this will contribute towards MTFS savings for 24/25.**

The increase in costs in 23/24 are due to:

- A slight increase in consumption of energy across our operational assets compared with 22/23.
- Removal of the Government Energy Bill Relief Scheme on 31st March 2023.
- Some of the 22/23 energy costs being paid in 23/24.

The saving in energy costs forecast in 24/25 are achieved through:

- A reduction in wholesale costs of energy;
- Implementation of the RMS, a competitively priced cap (Stop-loss trigger); and

Table 3 SBC Flex Energy Contract costs (excludes PFIs) Actuals and Forecasts

Flex Energy Contract	Forecast Annual Cost of Energy 24/25 Cap (stop/loss strategy)	Forecast Annual Cost of Energy 23/24 (floor price strategy)	Actual Cost of Energy 22/23 (includes EBRS relief)	Forecast Annual Cost of Energy 22/23 (excluding EBRS relief)
	£000s	£000s	£000s	£000s
Half Hourly (HH) Commercial Contract	1,260	1,385	1,141	1,528
Gas Commercial Contract	256	320	495	668
Total Flex Energy Contract Costs	1,516	1,685	1,636	2,196

These forecasts and costs do not include PFI school.

Energy Bill Relief Scheme (EBRS) impact on 22/23 energy costs

2.10 Due to the spiralling cost of energy over summer 2022 on all consumers the UK Government announced, in September 2022, the **Energy Bill Relief Scheme (EBRS)** to provide bill relief for non-domestic customers in Great Britain and Northern Ireland. The scheme applied discounts to energy usage between the **1st of October 2022 and 31st March 2023**. The discount was applied automatically to the supply bill. The scheme covered public sector organisations (schools and local authorities), businesses and charities. The supported price was set at:

- Electricity - £211/MWh (21.1p/kWh)
- Gas - £75/MWh (7.5p/kWh) (equivalent to 219p/therm gas is bought in p/therm)

2.11 The Council and PFI schools benefited from this scheme. Prior to its implementation, the forecast annual energy costs presented to Cabinet in July 2022 was just **under £6m for 22/23**. The forecast energy cost presented to Cabinet in February 23 demonstrated the positive impact EBRS had on the Council and PFI energy costs with forecast of a **£700k reduction in annual energy costs at £5.2m**. The **actual cost of energy for 22/23** has been confirmed through analysis of cost and consumption reports, **and the final energy costs were £4.95m**, the EBRS relief **exceeded £1m**. The **breakdown of forecast energy and actual costs for 22/23** are shown in Table 4 below:

2.12 There are no EBRS schemes for 23/24 and 24/25 that the Council will be eligible for, therefore savings can only be secured through 'supply side' and 'demand side', with most savings achieved through a reduction in energy consumption across its estate and in compliance with the evolving Housing and Estate Strategies.

Table 4 – SBC Energy Forecast and actual energy costs 22/23

Contract & Type	Forecast Spend 22/23 (Pre-EBRS)	Forecast Spend 22/23 (Includes EBRS)	Actual Spend 22/23 (Includes EBRS)
Presented to:	July 22 Cabinet	February 23 Cabinet	March 24 Cabinet
	£000s	£000s	£000s
Housing Revenue Account Funded			
HH Housing (Fixed)	47	46	47
NHH Housing (Fixed)	754	739	799
Gas Housing (Fixed)	410	382	328
Total	1,211	1,167	1,174
PFI Schools*			
Gas Commercial (Flex)	635	430	306
HH (Flex)	777	576	619
Total	1,412	1,006	925
General Funded			
Unmetered supplies (Fixed)**	887	921	948
NHH Commercial (Fixed)	275	268	242
Gas Commercial (Flex)	668	637	495
HH (Flex)	1,528	1,216	1,141
Total	3,358	3,042	2,826
Total Energy cost	5,981	5,215	4,925

*PFI left the contract on 31st March 23 ** Street lighting consumption increased by more than 10%

Energy Purchase Strategy 23/24 (Floor Price)

2.13 The Council executed its trades on 9th March 2023 purchasing the power and gas below an agreed **floor price** for the entire budget year 23/24 and in line with the risk management strategy approved by cabinet in February 2023. This strategy was based on two key objectives:

- securing energy budget certainty over 23/24, and
- obtaining best value and hence where possible a reduction in the overall cost of energy across its contracts

2.14 The Council reprocured its HH and Gas contracts for housing with Centrica and Corona on 28th March 2023 and entered the second year of its NHH contract with SSE at a reduced rate. The combined savings forecast across all energy **contracts for 23/24 is £273 k** when compared with the actual costs for 22/23 (noting those costs included more than £1m EBRS relief) **Table 5** combines the fixed contract table 2 and flex contract table 3:

Table 5 SBC Energy costs 23/24 and 22/23 (excludes PFIs)

Energy Contracts	Forecast Annual Cost of Energy 23/24	Actual Cost of Energy 22/23 (Includes more than £1m of EBRS mitigation)
	£000s	£000s
Fixed Contracts	2,042	2,364
Flex Contracts	1,685	1,636
Total Energy Costs	3,727	4,000

2.15 This forecast saving is set against a slight overall increase in volume, gas consumption across our operational and housing assets and electricity consumption across our operational assets. The increase in consumption for gas is forecast to be 286,000 kWh or (1.79% of the total portfolio). Any increase in consumption offsets the 'supply side' savings, focus should now turn to 'demand side' savings to secure further cost avoidance (i.e., that is the optimisation of buildings and street lighting, aimed at reducing energy consumption to save on energy costs).

Energy Purchase Strategy 24/25 (Stop/Loss trigger cap price)

2.16 The strategy proposed for 24/25 considers a risk/reward approach that is focussed on extracting further value from our flex energy contracts. The approach is to cap wholesale energy costs to a maximum level **cap price** (called stop/loss trigger) but with the specific aim to reducing energy cost exposure through purchasing our volume at lower market prices daily for gas and monthly for power. This approach offers the best opportunity for additional 'supply side' savings, but is of course subject to energy market conditions, which fall outside our control.

- 2.17 The wholesale cost of gas and power has reduced by more than 50% over these past 12 months, enabling the Council to set lower wholesale **'trigger values'** to buy its energy (gas and power) with sufficient head room to extract value from the market. This approach will sustainably reduce the average cost of the flex gas and HH contracts over the total contract duration of 3 years. However, noting the Council is entering the final year of both its gas and HH contracts, and noting the contract value is based on average cost of energy, the 'supply side' savings achieved in 24/25 will be limited by the fact the Council has already purchased two-thirds of its contracted volume for year 1 and year 2. Therefore, it only has the final one-third of volume to try and extract further value and cost reduction. Appendix F illustrates the Sensitivity Analysis of various Wholesale price scenarios at 5% increase and 5% reduction intervals against the price cap proposed.
- 2.18 The sensitivity analysis is based on using the 23/24 forecast energy consumption data and assumes **'no additional demand reduction'** or energy efficiency measures being implemented. It can be seen a 5% reduction in gas prices below the cap price leads to a reduction of £8,054 in energy gas costs and 5% reduction in power prices below the cap price leads to a reduction of £16,531 in energy electricity costs and conversely a 5% increase in gas prices leads to an increase of £8,054 in energy cost and 5% increase of power prices leads to an increase of £16,531 in energy costs
- 2.19 Table 7 illustrates the Cap Price with both the risk scenario of wholesale prices increasing at 5% and 10% intervals above the cap price and 5%, 10%, 15% and 20% below the Cap price along with the forecast costs. If the Council managed to purchase gas and energy at average wholesale price 20% below the cap price (stop/loss trigger) through the 'summer' and 'winter' period, this may lead to an additional 'supply side' saving **just under £100k**. Gas and power are currently trading around 20% below the Cap price.

Table 7 Cap (Stop/loss trigger) and wholesale cost scenarios flex energy contracts 24/25

Market Prices	Flex HH contract Cost	Flex Gas Contract Cost	Total contract Cost
	£	£	£
10% above Cap Price	1,292,945	272,220	1,565,165
5% above Cap Price	1,276,415	264,165	1,540,580
Cap Price*	1,259,884	256,111	1,515,995
5% below Cap price	1,243,353	248,057	1,491,410
10% below Cap price	1,226,822	240,003	1,466,825
15% below Cap price	1,210,292	231,949	1,442,241
20% below Cap price	1,193,761	223,895	1,417,656

*Trigger price set at £35/MWh Summer Gas, £40MWh Winter Gas, £90/MWh Summer Power, £110/MWh Winter Power

- 2.20 Additionally, we are also tendering energy contract renewals for the Housing gas and HH contracts. As the market is more stable and prices have reduced significantly over the past year, it is predicted we will save at least an additional **£36,000** in 24/25 on these housing contracts as reflected in Table 2.

Forecast Energy Costs 24/25

2.21 Forecast Energy costs for 24/25 are based on purchasing 100% of the volume at the cap price, securing savings through renewal of housing energy contracts, and reducing consumption of street lighting through an adaptive lighting policy by reducing our street lighting consumption by 1% in 24/25 through street lighting dimming trials across residential ward in Slough, see Table 8 for the forecast costs for 24/25, 23/24 and 22/23.

Table 4 Slough portfolio forecast energy cost 24/25, 23/24 and 22/23

Year	Fixed Contracts	Flex Contracts Cap Price	Total Energy Cost
3 (2024/25)	£1.926m	£1.516m	£3.442m (forecast)
2 (2023/24)	£2.042m	£1.685m	£3.727m (forecast)
1 (2022/23)	£2.364m	£1.636m	£4.000m (Actual)

2.22 The objective is to buy our energy volume well below the cap price, but we cannot guarantee the wholesale price at the time of reporting and approval. By reporting the costs at the 'cap price' Members will be aware of the potential energy costs the Council will be incurring in 24/25 and this should present a worst-case scenario.

2.23 Table 9 below shows the breakdown of these actual and forecast costs for 22/23, 23/24 and 24/25 between General Fund and Housing Revenue Account (HRA) Fund.

Table 9 Forecast Cost Portfolio breakdown

Portfolio	(2022/23) (EBRS) Relief Actual	(2023/24) Floor Price Strategy Forecast	(2024/25) Cap Price (stop/loss) Strategy Forecast
General Fund	£2.825m	£2.885m	£2.676m
HRA	£1.175m	£0.842m	£0.766m
Energy Cost	£4.000m	£3.727m	£3.442m

Energy Budgets, Savings and Pressure (24/25)

2.24 The cost exposure to the **General Fund for 2024/25** based on the purchase strategy at the 'cap price' proposed is **£2.676m**. The cost exposure for the HRA assets is **£0.766m** based on re-procurement of HH and Gas contracts and the reduced cost of the NHH contract.

2.25 Supply side savings on the flex contracts will be achieved if day ahead 'gas' and month ahead 'power' is purchased below the 'cap price.' The current forward market price trend for gas and power are trading around 20% below the cap price is possible and an additional 'supply saving' of **£98,000** achievable, but this cannot be guaranteed as

market prices fluctuate daily. In 2024/2025 an MTFS energy saving proposals to reduce energy costs across our operating estate of **£275,000** have also been submitted. An MTFS street lighting saving of **£175,000** has also been submitted. We are committed to achieve at least **£450,000** of savings on the General Fund.

2.26 The energy budgets were consolidated in 23/24. Table 10 show the consolidated energy budgets. A budget saving of **£508k** is forecast in 23/24.

Table 10 - Energy Budgets 2023/24

Portfolio	2023/24 Budget	Forecast Costs	Saving
General Fund	£3.035m	£2.885m	£0.150m
HRA	£1.200m	£0.842m	£0.358m
Total	£4.235m	£3.727m	£0.508m

3. Financial implications

3.1 The 24/25 general fund energy budget includes an MTFS saving proposal of £0.275m across the estate and £0.175m for street lighting resulting in a total general fund budget reduction of £0.450m to **£2.585m**. The budget reduction is based on a combination of 'supply side' i.e. purchasing cheaper energy and 'demand side' i.e. reducing consumption, transferring assets, disconnecting meters, and adopting a new adaptive street lighting strategy. Supply side savings will offer significant mitigation. There is potential for further savings in energy costs if all 'demand side' measure and 'supply side' savings can be secured. The 'supply side' are forecast costs for **£2.676m** based on adopting the stop-loss cap strategy. There is potential for additional 'supply side' savings if wholesale market prices remain stable and significantly below the cap (stop/loss trigger) price.

3.2 The 24/25 Housing Revenue Account energy budget as reflected in the HRA Business Plan is reduced to **£0.802m** plus inflation to meet the forecast energy costs for communal lighting and heating, a significant reduction from the 23/24 budget of **£1.2m**. This reflects the savings forecast in 23/24 of **£0.358m** and additional savings forecast in 24/25 of **£0.076m** through the re-procurement of HH and Gas contracts and reduced cost of the NHH contract. The HRA forecast costs for 24/25 is £0.766m based on procurement of housing energy contracts and demand reduction. An energy efficiency programme focussed on communal heating and lighting will help mitigate these costs further in future years.

4. Legal implications

Recommendation 1.1 (i):

In relation to Recommendation 1.1 (i), relating to adopting and approve the Gas & Electricity Risk Management Strategy, this is permissible in accordance Part 3.5 of Responsibility for

Executive Functions and The Local Authorities (Functions and Responsibilities) (England) Regulations 2000.

Recommendation 1.1 (ii):

In relation to Recommendation 1.1 (ii), relating to the delegation of the purchase energy in line with the Gas & Electricity Risk Management Strategy to the Executive Director of Regeneration, Housing and Environment (in consultation with the Executive Director of Finance and Commercial (the S151 officer) and the Lead Member for Finance, Council Assets, Procurement and Revenues & Benefits), this is permissible under section 9E of the Local Government Act 2000.

Recommendation 1.1 (iii)

The Public Contracts Regulations 2015 (PCRs 2015) Council’s Contract Procedure Rules, specifically Slough Borough Council Procurement Application and Authorisation Table (Services), are applicable to this procurement. As the value exceeds £500,000 then authorisation must be via a Cabinet Report; a mini business case to be approved by Strategic Procurement Review Board; and a full business case to the relevant Procurement Review Board.

Due to the value of the services being procured the procurement strategy must comply with the PCRs 2015 and the Council’s Contract Procedure Rules. Council Officers must consult with HB Public Law and the Procurement Service to agree a compliant procurement method prior to any procurement commencing.

5. Risk management implications

5.1 Risks

The risks of energy procurement and forecasted increase in energy prices for 2024/25 have been identified on the corporate risk register.

There are three key risks relating to this corporate energy purchase strategy and the cost of energy going forward.

Risk	Rating	Mitigation	Residual Risk
Further price increases in the energy market	Very High	Adopt a ‘stop-loss’ cap risk management strategy to mitigate the risk – to control the range of costs, costs will remain high.	High
Budget Pressure due to high energy costs	High	Estate Strategy will be essential in determining which assets should remain in the Council portfolio.	Medium

High Energy costs for remaining assets	Medium	Implement an energy optimisation and efficiency programme aimed at reducing consumption, carbon, and financial costs across the estate and streetlighting	Low
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6. Environmental implications

6.1 The disposal and or transfer of assets will result in a reduction in energy consumption which in turn will reduce the Council's carbon emissions over the period of the contract. This can be quantified through an energy and carbon audit. The dramatic increase in energy prices acts as an imperative for the Council to find ways to reduce consumption both for its own activities and those where it passes the cost of energy onto its residents and customers. However, this report focuses on the setting of strategy for purchasing energy, not on reducing consumption of energy.

7. Equality implications

7.1 There are no impacts on any group because of this decision on the RMS is from the general fund perspective. However, the wider impact on tenants in social housing (HRA) will be felt as communal lighting and heating costs are passed through to tenants and leaseholder, the Council may use some of the HRA reserve to absorb some of this additional cost. The Council buys communal energy for social housing tenants to limit fees and other charges associated within this collective purchasing process. These costs are forecast to reduce by another £76,000 in 24/25.

8. Procurement implications

8.1 The Council has adhered to its Contract Procedure Rules and the Public Contracts Regulations by submitting and obtaining procurement approval for the Gas and Electricity contracts up to 31st March 2025.

9. Workforce implications

9.1 There are no workforce implications relating to this report.

10. Property implications

10.1 There are no direct property implications relating to this report, but the energy purchase strategy does align with the estate strategy to maximise cost avoidance.

11. Background Papers

[Corporate Energy Procurement Strategy and Contracts \(April 2022 - March 2025\)](#)

[Cabinet - Urgency procedure - Leader's Action - 27 July 2022](#)

[Agenda item - Energy Flex Purchases 23/24 \(Purchase Strategy\) \(slough.gov.uk\)](#)

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1. Purchase Day Ahead / Month ahead Strategy

Slough Council has chosen a 'Purchase Day Ahead / Month Ahead' Risk Management Strategy (RMS) to govern how gas and electricity purchases will be made for the period 1st April 2024 to 31st March 2025, ensuring that exposures are managed within pre-defined risk tolerances.

The key feature of this strategy includes:

- Electricity purchases to be made on a "month ahead" basis
- Gas purchases to be made on a "day ahead" basis
- Stop Loss Triggers to protect from higher prices

Day Ahead / Month Ahead Purchases

All gas purchasing will be left to the default day ahead index, so no forward hedging is implemented.

All electricity purchasing is made on a month ahead basis by eEnergy at their discretion throughout the preceding month to the consumption month. No forward hedging is implemented. To avoid any doubt and as example, throughout the month of March 2024, eEnergy will make electricity purchases for the April 24 consumption month.

Stop Loss Triggers

Stop Loss Triggers protect the budget for the period 1st April 2024 to 31st March 2025

Stop Loss Triggers as follows:

Electricity

- Summer 24 (01/04/24 to 30/09/24) - £90/MWh
- Winter 24 (01/10/24 to 31/03/25) - £110/MWh

Gas

- Summer 24 (01/04/24 to 30/09/24) – 102 p/th (£34.8/MWh)
- Winter 24 (01/10/24 to 31/03/25) – 117 p/th (£39.9/MWh)

If the wholesale energy price increases such that the cap is exceeded, then Cabinet approves eEnergy to buy the remaining energy volume for that summer or winter period where the cap is breached, to limit further cost exposure.

Once a season starts, the Stop Loss Trigger for the season will cascade to quarters and months if necessary.

2. Initial Volume and Volume Reviews

Slough Council confirms that the volumes stated in the supply contracts are an accurate representation of their expected consumption. Slough Council hereby authorises eEnergy to calculate the volumes to purchase on this basis and execute trades immediately upon signature of this RMS.

If Slough Council knows of any expected material changes to the consumption volumes, it is their responsibility to let eEnergy know so that eEnergy can proactively reforecast future periods with the supplier.

3. Approval

Slough Borough Council:

Signature _____

Date

Print Name _____

Role

eEnergy Internal use only (Name / Date):

Document created by: Alastair Hutson (30/01/24)

4. Disclaimer

This RMS applies from the date of signature. But note that the strategy cannot be implemented until the supply contract has been locked in with the supplier. So, any delay to lock in may impact the purchasing.

Health warning: If the market rises very suddenly then we may not be able to purchase at the Stop Loss Triggers and the purchase cost may be greater. The strategy depends on the availability of live energy prices in the open market. During times of low liquidity or high market volatility, where a live price for a specified delivery period is not available, trades may be executed in alternative months/quarters/seasons so as to follow the spirit of the strategy.

The above information is supplied without any assumption of liability, and you agree, by accepting the information, that we are not liable to you for your use of the information. The views set forth are solely of those of the authors and not intended to provide advice or recommendations as the customer is solely responsible for its market decisions. Views expressed are subject to change without notice. The information must not be copied, distributed, or published without our express permission.

Appendix B Gas and HH Commercial Contracts 24-25 Forecasts

MPRN	Supplier	Contract Start Date - End Date	Site Address	Address information	AQ (kwh)	Apr24 (£)	May24 (£)	Jun24 (£)	Jul24 (£)	Aug24 (£)	Sep24 (£)	Oct24 (£)	Nov24 (£)	Dec24 (£)	Jan25 (£)	Feb25 (£)	Mar25 (£)	24-25 TOTAL (£)
7763864409	Corona Energy	08/04/2022 - 31/03/2025	Chalvey Community Hub	Ladbrooke Road Chalvey SL1 2SP	94,342	609	529	466	453	466	455	551	691	932	950	839	793	7,734
9164806	Corona Energy	05/05/2022 - 31/03/2025	Priors Close	Priors Close Slough SL1 2BQ	130,317	166	291	172	173	471	192	508	893	1,432	1,402	1,347	1,325	8,374
9737300	Corona Energy	05/05/2022 - 31/03/2025	Manor Park Pavillion	139 Villiers Road Slough SL2 1NW	51,844	266	155	115	137	119	139	188	338	519	483	411	410	3,279
9820006	Corona Energy	05/05/2022 - 31/03/2025	Manor Park Community Centre	Villiers Road Slough SL2 1NW	62,367	318	326	245	230	194	226	327	416	388	613	417	456	4,155
19393401	Corona Energy	05/05/2022 - 31/03/2025	St Martins Place	51 St Martins Place Bath Road Slough SL1 3UF	0	554	554	554	554	554	554	554	554	554	554	554	554	6,643
3327766007	Corona Energy	05/05/2022 - 31/03/2025	Langley Pavillion	Langley Road Slough Berkshire SL3 8BS	86,311	415	424	315	295	281	308	455	547	509	814	548	602	5,513
3331673110	Corona Energy	05/05/2022 - 31/03/2025	Upton Court / Lascelles Park Changing Rooms	Upton Court Road SL3 7NE	13,771	178	176	156	151	151	158	183	202	198	250	204	212	2,220
3341124801	Corona Energy	05/05/2022 - 31/03/2025	Vicarage Way	Vicarage Way Colnbrook Slough SL3 0JY	31,769	147	143	101	91	92	107	173	227	259	279	253	247	2,119
5066469408	Corona Energy	05/05/2022 - 31/03/2025	Westfield Community Centre	Severn Creasent Slough SL3 8AT	21,140	104	83	60	54	55	77	114	140	133	213	212	156	1,403
7450319801	Corona Energy	05/05/2022 - 31/03/2025	New Phoenix (Langley Resource Centre)	Spiritfire Close Slough SL3 8GZ	3,400	252	329	296	289	252	252	252	252	252	252	252	252	3,184
8818610410	Corona Energy	05/05/2022 - 31/03/2025	Slough Cemetery & Crematorium	Stoke Road Slough SL2 5AX	1,428,297	6,228	5,718	5,841	5,220	4,817	5,154	6,689	6,724	7,736	7,970	7,039	8,030	77,165
8932126405	Corona Energy	05/05/2022 - 31/03/2025	Cippenham Library	Elmscott Lane Slough SL1 5RB	45,789	334	232	123	146	99	140	187	278	392	363	365	419	3,079
8933452210	Corona Energy	05/05/2022 - 31/03/2025	New Horizons	Pursers Court SL2 5BX	158,728	854	621	407	356	390	408	564	929	1,269	1,335	1,142	1,204	9,479
8939467310	Corona Energy	05/05/2022 - 31/03/2025	Cippenham Community Centre	Earls Lane Slough SL1 5DJ	77,619	360	280	165	164	189	186	401	449	661	686	625	531	4,696
9102171006	Corona Energy	05/05/2022 - 31/03/2025	Monksfield Way Children Centre	Monksfield Way Slough SL2 1QX	46,367	279	219	155	139	140	162	256	323	306	493	166	400	3,037
9102171309	Corona Energy	05/05/2022 - 31/03/2025	Chalvey Grove Children Centre	Chalvey Grove Slough SL1 2TE	64,675	347	305	212	201	192	210	328	418	378	409	367	418	3,784
9103736202	Corona Energy	05/05/2022 - 31/03/2025	Elliman Resource Centre	27 Pursers Court Slough Berkshire SL2 5DL	78,673	648	485	685	95	98	100	180	287	415	437	342	747	4,519
9121098108	Corona Energy	05/05/2022 - 31/03/2025	Chalvey Waste Transfer Station	White Hart Road Slough SL1 2SF	209,964	692	583	365	346	341	382	2,018	1,989	2,170	2,451	1,184	835	13,355
9217454102	Corona Energy	05/05/2022 - 31/03/2025	Penn Road Children's Centre	Penn Road Slough SL2 1PH	28,215	185	180	160	159	161	161	183	213	222	264	244	260	2,393
9218079904	Corona Energy	05/05/2022 - 31/03/2025	Orchard Community Centre	73A Stoke Poges Lane Slough Berkshire SL1 3NY	73,327	319	235	148	127	94	117	314	438	514	560	501	485	3,851
9219980706	Corona Energy	05/05/2022 - 31/03/2025	Orchard Avenue Children Centre	Orchard Avenue Slough Berkshire SL1 6HE	23,860	122	118	82	73	68	78	126	165	188	203	184	178	1,585
9296533602	Corona Energy	05/05/2022 - 31/03/2025	Slough Bus Station	Brunel Way Slough SL1 1XN	0	69	69	69	69	69	69	69	69	69	69	69	69	825
9297119507	Corona Energy	05/05/2022 - 31/03/2025	Weekes Drive	Tamarisk Way Weekes Drive Slough SL1 2YP	85,457	366	374	285	268	302	330	473	567	285	762	792	770	5,574
9333206710	Corona Energy	05/05/2022 - 31/03/2025	Britwell Community Hub	41-45 Wentworth Avenue Slough SL2 2DS	144,478	828	668	109	99	98	113	890	1,032	1,133	1,224	1,095	1,168	8,457
9338626410	Corona Energy	05/05/2022 - 31/03/2025	The Curve	William Street Slough SL1 1XY	700,236	2,922	2,155	1,365	1,174	1,543	1,614	2,865	3,994	4,684	5,106	4,567	4,418	36,407
9347144707	Corona Energy	05/05/2022 - 31/03/2025	Observatory House	Windsor Road Slough SL1 2EY	296,636	1,055	370	329	260	255	243	1,221	2,758	2,678	3,119	2,554	1,808	16,649
9347241200	Corona Energy	05/05/2022 - 31/03/2025	Arbour Park Stadium	Stoke Road Slough SL2 5AY	120,225	537	550	399	371	372	412	573	721	668	1,090	722	796	7,212
9380112110	Corona Energy	05/05/2022 - 31/03/2025	Romsey Close Children Centre	Romsey Close Slough SL3 8PE	54,155	318	252	269	320	298	276	272	335	479	521	398	456	4,196
9737603	Corona Energy	05/05/2022 - 31/03/2025	Upton Lea Community Centre	Wexham Road Slough Berkshire SL2 5JW	82,351	442	453	332	309	249	271	402	503	566	605	551	543	5,227

4,215,313 19,914 16,877 13,978 12,323 12,410 12,894 21,315 26,451 29,989 33,478 27,942 28,540 256,111 Cap Price Excludes CCL & VAT 6.1 p/kWh

MPAN	Supplier	Contract Start Date - End Date	Address information	Address information	AQ (kwh)	Apr24 (£)	May24 (£)	Jun24 (£)	Jul24 (£)	Aug24 (£)	Sep24 (£)	Oct24 (£)	Nov24 (£)	Dec24 (£)	Jan25 (£)	Feb25 (£)	Mar25 (£)	24-25 TOTAL (£)
2000054252540	EDF	01/04/2022 - 31/03/2025	Langley Library	Trelawney Avenue Langley, Slough, SL3 7UF	32,004	1,032	1,173	945	791	846	823	924	1,395	1,559	1,539	1,123	1,234	13,384
2000027322570	EDF	01/04/2022 - 31/03/2025	Upton Court / Lascelles Park Changing Rooms	Upton Court Road SL3 7NE	28,075	899	636	623	638	688	660	871	941	1,481	1,734	1,127	698	10,996
200005498236	EDF	01/04/2022 - 31/03/2025	Unit 861-874 Plymouth Road	Plymouth Road SL1 4LP	87,139	2,743	1,827	1,599	1,649	1,681	1,614	2,176	3,112	4,275	5,199	4,138	4,493	34,506
2700003049238	EDF	01/04/2022 - 31/03/2025	Arbour Park Stadium	Stoke Road Slough SL2 5AY	166,284	4,426	4,002	4,523	4,590	4,654	4,958	5,808	5,860	5,245	6,658	5,998	6,501	63,223
2000052373837	EDF	01/04/2022 - 31/03/2025	Monksfield Way Children's Centre	Monksfield Way Slough SL2 1QX	28,070	928	964	1,032	939	772	1,086	869	929	935	1,102	924	1,114	11,595
2000054816016	EDF	01/04/2022 - 31/03/2025	Slough Bus Station	Brunel Way Slough SL1 1XN	410	215	215	215	215	215	252	316	215	215	215	215	215	2,721
2000027322686	EDF	01/04/2022 - 31/03/2025	Herschel car park	Herschel Street, Slough, SL1 1XS	222,191	6,296	5,487	4,926	5,298	5,221	5,788	6,744	5,383	10,119	9,912	9,310	9,522	84,007
2000027322560	EDF	01/04/2022 - 31/03/2025	Lascelles Playing Fields, Upton Court	Lascelles Road SL1 7PR	3,672	246	236	229	234	243	255	280	298	343	332	302	269	3,267
2000027323945	EDF	01/04/2022 - 31/03/2025	St Martins Place, Block A	51 St Martins Place Bath Road Slough SL1 3UF	0	505	505	505	505	505	505	505	505	505	505	505	505	6,065
2000054479660	EDF	01/04/2022 - 31/03/2025	Eltham Avenue Recreation Ground - Changing rooms	Eltham Avenue, Cippenham, Slough, SL1 5TQ	54,672	2,226	1,660	1,440	1,422	1,417	1,404	1,722	1,998	2,290	1,711	1,883	2,506	21,679
2000027323918	EDF	01/04/2022 - 31/03/2025	St Martins Place	51 St Martins Place Bath Road Slough SL1 3UF	736	145	145	145	145	145	145	145	194	195	194	189	196	1,982
2000027322880	EDF	01/04/2022 - 31/03/2025	Hatfield Car Park	Hatfield Road, Slough, SL1 1QE	131,012	3,735	4,104	4,520	4,748	5,102	5,212	183	3,480	3,376	3,913	3,606	4,440	46,418
2000027323963	EDF	01/04/2022 - 31/03/2025	St Martins Place, Block B	51 St Martins Place Bath Road Slough SL1 3UF	154	576	576	576	576	576	576	576	627	576	576	576	576	6,959
2000056560597	EDF	01/04/2022 - 31/03/2025	Observatory House	Windsor Road Slough SL1 2EY	1,272,168	32,921	36,753	38,718	33,521	35,514	39,376	54,149	42,081	47,727	45,014	37,525	40,884	484,183
2000051870039	EDF	01/04/2022 - 31/03/2025	New Horizon (MHRU)	Pursers Court SL2 5BX	85,951	2,412	2,338	2,406	2,309	1,851	1,889	2,286	2,677	3,204	3,231	2,652	2,829	30,085
200005562821	EDF	01/04/2022 - 31/03/2025	Britwell Community Hub	41-45 Wentworth Avenue Slough SL2 2DS	141,214	4,010	3,977	4,523	4,268	4,390	4,133	4,123	4,064	4,054	3,850	4,056	4,690	50,138
2000055790992	EDF	01/04/2022 - 31/03/2025	The Curve	William Street Slough SL1 1XY	469,877	10,770	13,985	16,330	15,518	14,493	15,381	14,650	16,000	14,057	15,528	13,823	16,483	177,017
2000056762435	EDF	01/04/2022 - 31/03/2025	Slough Cemetery & Crematorium	Stoke Road Slough SL2 5AX	141,615	4,207	4,092	4,524	4,059	4,126	4,156	4,314	5,557	4,986	5,102	4,678	5,102	54,903
2000027323936	EDF	01/04/2022 - 31/03/2025	St Martins Place tenant Block A	51 St Martins Place Bath Road Slough SL1 3UF	830	183	183	183	183	183	183	183	232	237	239	234	242	2,465
2000054982227	EDF	01/04/2022 - 31/03/2025	Unit 851-860 Plymouth Road	Plymouth Road Slough SL1 4LP	109,785	3,090	2,979	3,030	2,889	2,974	3,003	3,549	3,433	4,039	4,370	3,688	4,147	41,192
2500021059105	EDF	01/04/2022 - 31/03/2025	Chalvey Community Hub	Ladbrooke Road Chalvey SL1 2SP	75,876	2,305	1,989	1,992	1,949	1,884	2,098	2,306	2,711	3,240	3,264	2,744	3,005	29,487
2000052342820	EDF	01/04/2022 - 31/03/2025	New Sports pavillion (Kedermister)	Reddington Drive SL3 7QD	35,143	1,548	1,143	1,045	1,078	1,911	1,259	1,197	528	428	1,834	1,225	1,958	15,154
200005222561																		

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Appendix C Non-Half Hourly Commercial Contract Forecasts 24/25

MPAN	Meter Type	Meter EAQ	Address	Postcode	Supplier ID	Contract Start Date - End Date	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Total Annual Cost (£)
2000057797698	NHH	2,077	Kiosk Slough Crematorium Gate	SL2 5AX	Scottish & Southern	2022-04-01 2025-03-31	£54	£55	£54	£55	£55	£54	£65	£63	£65	£65	£58	£65	£706
2000050897410	NHH	14,050	Air Monitoring Station Raymond/Pippins	SL3 0PN	Scottish & Southern	2022-04-01 2025-03-31	£362	£375	£362	£375	£375	£362	£437	£423	£437	£437	£395	£437	£4,777
2000005653144	NHH	17	Allotments Hut	SL1 2TY	Scottish & Southern	2022-05-15 2025-03-31	£0	£0	£0	£0	£0	£0	£1	£1	£1	£1	£0	£1	£6
2000005775775	NHH	866	Burlington Road - Car Park	SL1 2JS	Scottish & Southern	2022-04-01 2025-03-31	£22	£23	£22	£23	£23	£22	£27	£26	£27	£27	£24	£27	£295
2000051452196	NHH	40,607	Cippenham Community Centre	SL1 5DJ	Scottish & Southern	2022-04-01 2025-03-31	£1,048	£1,083	£1,048	£1,083	£1,083	£1,048	£1,263	£1,222	£1,263	£1,263	£1,141	£1,263	£13,806
2000004845688	NHH	16,933	Cippenham Library	SL1 5RB	Scottish & Southern	2022-05-15 2025-03-31	£437	£451	£437	£451	£451	£437	£527	£510	£527	£527	£476	£527	£5,757
2000051505848	NHH	8,728	Elliman Daycentre	SL2 5BL	Scottish & Southern	2022-05-15 2025-03-31	£225	£233	£225	£233	£233	£225	£271	£263	£271	£271	£245	£271	£2,968
2000055982178	NHH	8,977	EV Charging points Bath Rd (SMP)	SL1 3UF	Scottish & Southern	2022-05-18 2025-03-31	£232	£239	£232	£239	£239	£232	£279	£270	£279	£279	£252	£279	£3,052
2000055980862	NHH	1,868	EV Charging points - Brunel Way	SL1 3UF	Scottish & Southern	2022-05-15 2025-03-31	£48	£50	£48	£50	£50	£48	£58	£56	£58	£58	£52	£58	£635
2000055980817	NHH	29,671	Feeder Pillar - Britwell Community Centre	SL1 3UF	Scottish & Southern	2022-04-01 2025-03-31	£766	£791	£766	£791	£791	£766	£923	£893	£923	£923	£834	£923	£10,088
2000055980808	NHH	13,084	Feeder Pillar - Cippenham	SL1 3UF	Scottish & Southern	2022-04-01 2025-03-31	£338	£349	£338	£349	£349	£338	£407	£394	£407	£407	£368	£407	£4,449
2000054956098	NHH	11,955	Feeder Pillar (Opp 43A), Upton Park, Herschel Park	SL1 2DA	Scottish & Southern	2022-04-01 2025-03-31	£308	£319	£308	£319	£319	£308	£372	£360	£372	£372	£336	£372	£4,065
2000054404130	NHH	4,005	FP5 Building	SL1 1PD	Scottish & Southern	2022-04-01 2025-03-31	£103	£107	£103	£107	£107	£103	£125	£121	£125	£125	£113	£125	£1,362
2000027559829	NHH	1,275	Granville Rec Ground	SL1 3JU	Scottish & Southern	2022-05-15 2025-03-31	£33	£34	£33	£34	£34	£33	£40	£38	£40	£40	£36	£40	£433
2000052395654	NHH	23,909	Harvey Park Changing Rooms	SL3 8SY	Scottish & Southern	2022-04-01 2025-03-31	£617	£637	£617	£637	£637	£617	£744	£720	£744	£744	£672	£744	£8,129
2000003840990	NHH	9,303	Ives Road - Foot Path Ltg	SL3 8PB	Scottish & Southern	2022-04-01 2025-03-31	£240	£248	£240	£248	£248	£240	£289	£280	£289	£289	£261	£289	£3,163
2000003829560	NHH	21,248	Langley Pavilion	SL3 8BS	Scottish & Southern	2022-04-01 2025-03-31	£548	£566	£548	£566	£566	£548	£661	£640	£661	£661	£597	£661	£7,224
2000051799050	NHH	3,007	Langley Resource Centre	SL3 8GZ	Scottish & Southern	2022-04-01 2025-03-31	£78	£80	£78	£80	£80	£78	£94	£91	£94	£94	£84	£94	£1,022
2000003745315	NHH	56,832	Lavender Court(St Lawrence way)	SL1 2BQ	Scottish & Southern	2022-04-01 2025-03-31	£1,466	£1,515	£1,466	£1,515	£1,515	£1,466	£1,768	£1,711	£1,768	£1,768	£1,597	£1,768	£19,323
2000005582663	NHH	2,541	Manor Park Pavilion	SL2 1NR	Scottish & Southern	2022-04-01 2025-03-31	£66	£68	£66	£68	£68	£66	£79	£76	£79	£79	£71	£79	£864
2000056098701	NHH	1,513	Monksfield Rec Ground Floodlights	SL2 2PH	Scottish & Southern	2022-04-01 2025-03-31	£39	£40	£39	£40	£40	£39	£47	£46	£47	£47	£43	£47	£514
2000027561066	NHH	17,899	Orchard Community Centre (Creative Academy)	SL1 3NY	Scottish & Southern	2022-04-01 2025-03-31	£462	£477	£462	£477	£477	£462	£557	£539	£557	£557	£503	£557	£6,086
2000053128275	NHH	32	Public Toilet at Allotment	SL1 2PR	Scottish & Southern	2022-05-15 2025-03-31	£1	£1	£1	£1	£1	£1	£1	£1	£1	£1	£1	£1	£11
2000003745894	NHH	558	Shop Mobility 19 Alpha Street Nrth (prev B151)	SL1 1RA	Scottish & Southern	2022-04-01 2025-03-31	£14	£15	£14	£15	£15	£14	£17	£17	£17	£17	£16	£17	£190
2000052341808	NHH	35,926	Mercian Way Changing Room	SL1 5NA	Scottish & Southern	2022-04-01 2025-03-31	£927	£958	£927	£958	£958	£927	£1,117	£1,081	£1,117	£1,117	£1,009	£1,117	£12,215
2000004048039	NHH	2,529	Starter Unit	SL3 7UJ	Scottish & Southern	2022-04-01 2025-03-31	£65	£67	£65	£67	£67	£65	£79	£76	£79	£79	£71	£79	£860
2000004878220	NHH	900	Station Road Tennis Courts	SL1 6JJ	Scottish & Southern	2022-04-01 2025-03-31	£23	£24	£23	£24	£24	£23	£28	£27	£28	£28	£25	£28	£306
2000054945398	NHH	7,079	The Kiosk	SL1 1XX	Scottish & Southern	2022-04-01 2025-03-31	£183	£189	£183	£189	£189	£183	£220	£213	£220	£220	£199	£220	£2,407
2000005832893	NHH	980	The Mryke Store Shed	SL3 9AE	Scottish & Southern	2022-04-01 2025-03-31	£25	£26	£25	£26	£26	£25	£30	£29	£30	£30	£28	£30	£333
2000055167790	NHH	11,137	Vicarage Way Children's Centre	SL3 0JY	Scottish & Southern	2022-04-01 2025-03-31	£287	£297	£287	£297	£297	£287	£346	£335	£346	£346	£313	£346	£3,787
2000005504284	NHH	25,204	Upton Lea Community Centre	SL2 5JW	Scottish & Southern	2022-04-01 2025-03-31	£650	£672	£650	£672	£672	£650	£784	£759	£784	£784	£708	£784	£8,569
2000005582672	NHH	21,467	Manor Park Community Centre	SL2 1NR	Scottish & Southern	2022-04-01 2025-03-31	£554	£572	£554	£572	£572	£554	£668	£646	£668	£668	£603	£668	£7,299
2000005658203	NHH	15,658	Weekes Drive - Community Centre	SL1 2YP	Scottish & Southern	2022-04-01 2025-03-31	£404	£417	£404	£417	£417	£404	£487	£471	£487	£487	£440	£487	£5,324
2000003958502	NHH	9,501	Westfield Community Centre	SL3 8UX	Scottish & Southern	2022-04-01 2025-03-31	£245	£253	£245	£253	£253	£245	£296	£286	£296	£296	£267	£296	£3,230
2000054616894	NHH	22,648	Orchard Avenue Children's Centre	SL1 6HE	Scottish & Southern	2022-08-19 2025-03-31	£584	£604	£584	£604	£604	£584	£704	£682	£704	£704	£636	£704	£7,700
2000052367578	NHH	52,988	Chalvey Grove Children's Centre	SL1 2TE	Scottish & Southern	2022-04-01 2025-03-31	£1,367	£1,413	£1,367	£1,413	£1,413	£1,367	£1,648	£1,595	£1,648	£1,648	£1,489	£1,648	£18,016
2000052464839	NHH	52,052	Penn Road Children Centre	SL2 1PG	Scottish & Southern	2022-04-01 2025-03-31	£1,343	£1,388	£1,343	£1,388	£1,388	£1,343	£1,619	£1,567	£1,619	£1,619	£1,462	£1,619	£17,698
2000056851280	NHH	5,712	Air Monitoring Station - 104 Bath Road	SL1 3SY	Scottish & Southern	2022-04-01 2025-03-31	£147	£152	£147	£152	£152	£147	£178	£172	£178	£178	£160	£178	£1,942
2000056865725	NHH	2,508	Air Monitoring Station - Verge near 136 Wellington Street	SL1 1RP	Scottish & Southern	2022-04-01 2025-03-31	£65	£67	£65	£67	£67	£65	£78	£75	£78	£78	£70	£78	£853
2000056937840	NHH	7,535	Air Monitoring Station - Outside 534 London Road	SL3 7JH	Scottish & Southern	2022-04-01 2025-03-31	£194	£201	£194	£201	£201	£194	£234	£227	£234	£234	£212	£234	£2,562
2000056758536	NHH	6,181	EV Charging Point, Salt Hill Park, SL1 3SR	SL1 3SR	Scottish & Southern	2022-04-01 2025-03-31	£159	£165	£159	£165	£165	£159	£192	£186	£192	£192	£174	£192	£2,101
2000056977220	NHH	18,020	Community Parking,Burnham Lane	SL1 6LZ	Scottish & Southern	2022-04-01 2025-03-31	£465	£480	£465	£480	£480	£465	£561	£542	£561	£561	£506	£561	£6,127
2000005516892	NHH	60,099	The Crematorium, The Depot	SL2 5AX	Scottish & Southern	2022-04-01 2025-03-31	£1,551	£1,602	£1,551	£1,602	£1,602	£1,551	£1,869	£1,809	£1,869	£1,869	£1,688	£1,869	£20,434
2000057594063	NHH	68	Allotment Site 2, College Road, Cippenham	SL1 5DQ	Scottish & Southern	2022-04-01 2025-03-31	£2	£2	£2	£2	£2	£2	£2	£2	£2	£2	£2	£2	£23
		649,148					£16,748.59	£17,306.99	£16,748.59	£17,306.99	£17,306.99	£16,748.59	£20,191.45	£19,540.14	£20,191.45	£20,191.45	£18,237.51	£20,191.45	£220,710

Exclude Vat and CCL

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Mpan/MPR	Meter Type	Z4-25	Line 1	Town	Postcode	Supplier ID	Start Date	End Date	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Total Annual Cost	CCL	£0	£1,475		
2000027515228	UMS	3,072	TV Amps (13 sites) - various site	Slough	XXX XXX	EDF Energy	2022-04-01	2025-03-31	£123	£123	£123	£123	£123	£123	£123	£123	£123	£123	£123	£123	£1,475		£0	£1,475		
2000050566264	UMS	2,787,098	Slough Street Lights/CCTV/Traffic Lights	Slough	SL1 1FA	EDF Energy	2022-04-01	2025-03-31	£67,457	£58,608	£51,467	£55,234	£64,303	£73,442	£88,617	£95,804	£103,555	£99,405	£83,690	£78,161	£919,742	£21,600.01	£0	£941,342		
		2,790,170																								
									Consumption																	
						Dimming Trial 1	23/24	KWh	206,480	179,393	157,536	169,066	196,827	224,798	271,250	293,248	316,972	304,269	256,167	239,245	2,815,250					
						Dimming Trial 2	24/25	KWh	204,415	177,599	155,960	167,376	194,858	222,550	268,537	290,316	313,802	301,226	253,606	236,853	2,787,098					
									7.334%	6.372%	5.596%	6.005%	6.991%	7.985%	9.635%	10.416%	11.259%	10.808%	9.099%	8.498%	100.000%					

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APPENDIX E HOUSING ENERGY CONTRACTS HH, GAS AND NHH FORECASTS FOR 24/25

Business Unit	Mpan/MPR	Meter Type	Meter EAQ (kWh)	Address	Postcode	Supplier ID	Start Date	End Date	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Total Annual Cost (£)
HH Housing	2000027322143	HH	14,969	1-30 Brook House	SL1 2SB	TBC	01/04/2024	31/03/2025	£305	£315	£305	£315	£315	£305	£397	£384	£397	£397	£359	£397	£4,189
HH Housing	2000027321060	HH	81,923	1-29 Pendeen Court	SL1 2UP	TBC	01/04/2024	31/03/2025	£1,667	£1,722	£1,667	£1,722	£1,722	£1,667	£2,173	£2,103	£2,173	£2,173	£1,963	£2,173	£22,927
																					£27,116
																					Exc VAT & CCL

Business Unit	Mpan/MPR	Meter Type	Meter EAQ (kWh)	Address	Postcode	Supplier ID	Start Date	End Date	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Total Annual Cost (£)
Gas Housing	3340258705	Gas	24,493	48 Goldsworthy Way (Gas) (Primrose Hall)	SL1 6AX	TBC	01/04/2024	31/03/2025	£ 154	£ 115	£ 72	£ 65	£ 65	£ 75	£ 167	£ 221	£ 260	£ 281	£ 249	£ 242	£ 1,965
Gas Housing	753701	Gas	464,662	Allington Court (old meter 61288505C)	SL2 5AL	TBC	01/04/2024	31/03/2025	£ 2,931	£ 2,176	£ 1,363	£ 1,236	£ 1,229	£ 1,415	£ 3,168	£ 4,191	£ 4,933	£ 5,328	£ 4,728	£ 4,589	£ 37,286
Gas Housing	889687102	Gas	85,556	91-133 Apsley Way (Communal Supply)	SL1 1UN	TBC	01/04/2024	31/03/2025	£ 540	£ 401	£ 251	£ 228	£ 226	£ 261	£ 583	£ 772	£ 908	£ 981	£ 870	£ 845	£ 6,865
Gas Housing	13542608	Gas	275,567	Garrick House & 90-124 Humber Way (Communal Boiler)	SL3 8SS	TBC	01/04/2024	31/03/2025	£ 1,738	£ 1,290	£ 808	£ 733	£ 729	£ 839	£ 1,879	£ 2,485	£ 2,926	£ 3,160	£ 2,804	£ 2,722	£ 22,113
Gas Housing	9151607009	Gas	84,003	Mallards, Childrens Res Cen	SL1 2PH	TBC	01/04/2024	31/03/2025	£ 530	£ 393	£ 246	£ 223	£ 222	£ 256	£ 573	£ 758	£ 892	£ 963	£ 855	£ 830	£ 6,741
Gas Housing	98214401	Gas	280,747	1-29 Pendeen Court	SL1 2UP	TBC	01/04/2024	31/03/2025	£ 1,771	£ 1,315	£ 823	£ 747	£ 743	£ 855	£ 1,914	£ 2,532	£ 2,981	£ 3,219	£ 2,856	£ 2,773	£ 22,528
Gas Housing	9736904	Gas	229,302	81-121 Redwood House (Communal Supply)	SL3 8LA	TBC	01/04/2024	31/03/2025	£ 1,446	£ 1,074	£ 673	£ 610	£ 607	£ 698	£ 1,563	£ 2,068	£ 2,434	£ 2,629	£ 2,333	£ 2,265	£ 18,400
Gas Housing	9821704	Gas	343,729	A-X Keyworth House (Communal Supply)	SL3 7HB	TBC	01/04/2024	31/03/2025	£ 2,168	£ 1,610	£ 1,008	£ 914	£ 910	£ 1,047	£ 2,343	£ 3,100	£ 3,649	£ 3,941	£ 3,497	£ 3,395	£ 27,582
Gas Housing	13543700	Gas	231,577	440-498 Trelawney Avenue (Communal Boiler)	SL3 7TS	TBC	01/04/2024	31/03/2025	£ 1,461	£ 1,084	£ 679	£ 616	£ 613	£ 705	£ 1,579	£ 2,088	£ 2,459	£ 2,655	£ 2,356	£ 2,287	£ 18,583
Gas Housing	14809504	Gas	90,737	30-44 & 62 Calstock House	SL3 8SY	TBC	01/04/2024	31/03/2025	£ 572	£ 425	£ 266	£ 241	£ 240	£ 276	£ 619	£ 818	£ 963	£ 1,040	£ 923	£ 896	£ 7,281
Gas Housing	3327353408	Gas	0	126-158 Humber Way	SL3 8SS	TBC	01/04/2024	31/03/2025	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -
Gas Housing	13548800	Gas	219,013	63-103 Fox Road	SL3 7SJ	TBC	01/04/2024	31/03/2025	£ 1,381	£ 1,026	£ 642	£ 583	£ 580	£ 667	£ 1,493	£ 1,975	£ 2,325	£ 2,511	£ 2,228	£ 2,163	£ 17,975
																					£ 186,919
																					Exc VAT & CCL

Business Unit	Mpan/MPR	Meter Ty	Meter EAQ	Address	Postcode	Supplier ID	Start Date	End Date	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Total Annual Cost (£)
NHH Housing	2000057847912	NHH	161	77-97 BELFAST AVENUE	SL1 3HF	Scottish & Southern	01/04/2024	31/03/2025	£4	£4	£4	£4	£4	£4	£5	£5	£5	£5	£5	£5	£56
NHH Housing	2000057470154	NHH	403	WENTWORTH AVENUE	SL2 2DG	Scottish & Southern	01/04/2024	31/03/2025	£11	£11	£10	£11	£11	£10	£13	£13	£13	£13	£12	£13	£140
NHH Housing	2000057620095	NHH	211	2-8 TURTON WAY	SL1 2ST	Scottish & Southern	01/04/2024	31/03/2025	£6	£6	£6	£6	£6	£6	£7	£7	£7	£7	£6	£7	£73
NHH Housing	2000003844104	NHH	6,472	27 Harrow Road	SL3 8SQ	Scottish & Southern	01/04/2024	31/03/2025	£172	£178	£167	£173	£167	£167	£207	£201	£207	£187	£207	£187	£2,245
NHH Housing	2000027515032	NHH	0	100w Alarm PL UMS A	SL2 2EG	Scottish & Southern	01/04/2024	31/03/2025	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
NHH Housing	2000004034444	NHH	6,108	118-134 Reddington Drive (LLS)	SL3 7QL	Scottish & Southern	01/04/2024	31/03/2025	£162	£168	£158	£163	£163	£158	£196	£189	£196	£196	£177	£196	£2,119
NHH Housing	2000004884056	NHH	2,395	110-132 Priory Road (LLS)	SL1 6DP	Scottish & Southern	01/04/2024	31/03/2025	£64	£66	£62	£64	£64	£62	£77	£74	£77	£77	£69	£77	£831
NHH Housing	2000003835944	NHH	2,126	110-120 Minster Way (LLS)	SL3 7EX	Scottish & Southern	01/04/2024	31/03/2025	£56	£58	£55	£57	£56	£55	£68	£66	£68	£68	£61	£68	£738
NHH Housing	2000004983183	NHH	902	1-11 Eyre Green (LLS)	SL2 2BW	Scottish & Southern	01/04/2024	31/03/2025	£24	£25	£23	£24	£24	£23	£29	£28	£29	£29	£26	£29	£313
NHH Housing	2000004038661	NHH	8,701	11-25 Churchill Road (LLS)	SL3 7QZ	Scottish & Southern	01/04/2024	31/03/2025	£231	£239	£224	£232	£232	£224	£279	£270	£279	£252	£279	£252	£3,018
NHH Housing	2000004992123	NHH	1,480	132-146 Rokesby Road (LLS)	SL2 2EE	Scottish & Southern	01/04/2024	31/03/2025	£39	£41	£38	£39	£39	£38	£47	£46	£47	£47	£43	£47	£513
NHH Housing	2000004983449	NHH	1,019	13-23 Eyre Green (LLS)	SL2 2BW	Scottish & Southern	01/04/2024	31/03/2025	£27	£28	£26	£27	£27	£26	£33	£32	£33	£33	£29	£33	£353
NHH Housing	2000005787042	NHH	1,391	1-8 Bembridge Court (LLS)	SL1 1TP	Scottish & Southern	01/04/2024	31/03/2025	£37	£38	£36	£37	£37	£36	£45	£43	£45	£45	£40	£45	£483
NHH Housing	2000004843370	NHH	338	10-24 Washington Drive	SL1 5RE	Scottish & Southern	01/04/2024	31/03/2025	£9	£9	£9	£9	£9	£9	£11	£10	£11	£11	£10	£11	£117
NHH Housing	2000004980331	NHH	583	14-28 Bromycroft Road (LLS)	SL2 2BQ	Scottish & Southern	01/04/2024	31/03/2025	£15	£16	£15	£16	£16	£15	£19	£18	£19	£19	£17	£19	£202
NHH Housing	2000004997177	NHH	1,580	144-166 Lynch Hill Lane (LLS)	SL2 2QA	Scottish & Southern	01/04/2024	31/03/2025	£42	£43	£41	£42	£42	£41	£51	£49	£51	£51	£46	£51	£548
NHH Housing	2000005704409	NHH	876	1-6 Oban Court (LLS)	SL1 2QH	Scottish & Southern	01/04/2024	31/03/2025	£23	£24	£23	£23	£23	£23	£28	£28	£28	£28	£25	£28	£304
NHH Housing	2000004036024	NHH	3,299	13-18 Sherwood Close (LLS)	SL3 7SN	Scottish & Southern	01/04/2024	31/03/2025	£88	£91	£85	£88	£88	£85	£106	£102	£106	£106	£95	£106	£1,144
NHH Housing	2000027548766	NHH	1,819	1-6 Sherwood Close (LLS)	SL3 7SN	Scottish & Southern	01/04/2024	31/03/2025	£48	£50	£47	£48	£48	£47	£58	£56	£58	£58	£53	£58	£631
NHH Housing	2000005787195	NHH	2,680	9-21 Bembridge Court (LLS)	SL1 1TP	Scottish & Southern	01/04/2024	31/03/2025	£71	£74	£69	£71	£71	£69	£86	£83	£86	£86	£77	£86	£930
NHH Housing	2000005624890	NHH	1,378	164-178 Long Readings Lane (LLS)	SL2 1QD	Scottish & Southern	01/04/2024	31/03/2025	£37	£38	£36	£37	£37	£36	£44	£43	£44	£44	£40	£44	£478
NHH Housing	200000579527	NHH	1,084	17-20 Cairngorm Place (LLS)	SL2 1PE	Scottish & Southern	01/04/2024	31/03/2025	£29	£30	£28	£29	£29	£28	£35	£34	£35	£35	£31	£35	£376
NHH Housing	2000050617849	NHH	1,686	17-31 Lower Lees Road (LLS)	SL2 2AB	Scottish & Southern	01/04/2024	31/03/2025	£45	£46	£43	£45	£45	£43	£54	£52	£54	£54	£49	£54	£585
NHH Housing	2000004048270	NHH	13,258	18-25 Warren Close (LLS)	SL3 7UA	Scottish & Southern	01/04/2024	31/03/2025	£352	£364	£342	£353	£353	£342	£425	£411	£425	£425	£383	£425	£4,599
NHH Housing	2000005625192	NHH	1,130	190-204 Long Readings Lane (LLS)	SL2 1QD	Scottish & Southern	01/04/2024	31/03/2025	£30	£31	£29	£30	£30	£29	£36	£35	£36	£36	£33	£36	£392
NHH Housing	2000004980410	NHH	7,806	19-29 Bromycroft Road (LLS)	SL2 2BG	Scottish & Southern	01/04/2024	31/03/2025	£207	£214	£201	£208	£208	£201	£250	£242	£250	£250	£226	£250	£2,708
NHH Housing	2000004045419	NHH	1,087	193-207 Trelawney Avenue (LLS)	SL3 8RF	Scottish & Southern	01/04/2024	31/03/2025	£29	£30	£28	£29	£29	£28	£35	£34	£35	£35	£31	£35	£377
NHH Housing	2000004035020	NHH	2,125	196-206 Reddington Drive (LLS)	SL3 7LS	Scottish & Southern	01/04/2024	31/03/2025	£56	£58	£55	£57	£57	£55	£68	£66	£68	£68	£61	£68	£737
NHH Housing	2000005625467	NHH	468	216-230 Long Readings Lane (LLS)	SL2 1QE	Scottish & Southern	01/04/2024	31/03/2025	£12	£13	£12	£12	£12	£12	£15	£15	£15	£15	£14	£15	£162
NHH Housing	2000004031522	NHH	1,645	1-12 Hawker Court (LLS)	SL3 8LU	Scottish & Southern	01/04/2024	31/03/2025	£44	£45	£42	£44	£44	£42	£53	£51	£53	£53	£48	£53	£571
NHH Housing	2000005787283	NHH	777	24-27 Bembridge Court (LLS)	SL1 1TP	Scottish & Southern	01/04/2024	31/03/2025	£21	£21	£20	£21	£21	£20	£25	£24	£25	£25	£22	£25	£269
NHH Housing	2000003836460	NHH	2,315	26-48 Barchester Road (LLS)	SL3 7HA	Scottish & Southern	01/04/2024	31/03/2025	£61	£64	£6										

NHH Housing	2000005579518	NHH	1,021	9-15 Cairngorm Place	SL2 1PE	Scottish & Southern	01/04/2024	31/03/2025	£27	£28	£26	£27	£27	£26	£33	£32	£33	£33	£30	£33	£354
NHH Housing	2000005521883	NHH		0 106-112 Montague Road- Alarm Bells	SL2 3RW	Scottish & Southern	01/04/2024	31/03/2025	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
NHH Housing	2000005527050	NHH	3,159	1-40 Allington Court (LLS)	SL1 5AL	Scottish & Southern	01/04/2024	31/03/2025	£84	£87	£81	£84	£84	£81	£101	£98	£101	£101	£91	£101	£1,096
NHH Housing	2000003745885	NHH	6,508	47A-51B Alpha Street North (LLS)	SL1 1RB	Scottish & Southern	01/04/2024	31/03/2025	£173	£179	£168	£173	£173	£168	£208	£202	£208	£208	£188	£208	£2,258
NHH Housing	2000003756210	NHH	13,575	91-133 Aplshy House (LLS)	SL1 1UL	Scottish & Southern	01/04/2024	31/03/2025	£361	£373	£350	£362	£362	£350	£435	£421	£435	£435	£393	£435	£4,710
NHH Housing	2000004838148	NHH	7,354	Kennedy House Centre Meter Room	SL1 5LQ	Scottish & Southern	01/04/2024	31/03/2025	£195	£202	£190	£196	£190	£190	£235	£228	£235	£235	£213	£235	£2,551
NHH Housing	2000004838157	NHH	8,579	Kennedy House Centre Meter Room	SL1 5LQ	Scottish & Southern	01/04/2024	31/03/2025	£228	£235	£221	£229	£229	£221	£275	£266	£275	£275	£248	£275	£2,976
NHH Housing	2000003995889	NHH	1,557	49-71 Eden Close (LLS)	SL3 8UL	Scottish & Southern	01/04/2024	31/03/2025	£41	£43	£40	£42	£42	£40	£50	£48	£50	£50	£45	£50	£540
NHH Housing	2000003999234	NHH	1,230	26-36 Grampian Way (LLS)	SL3 8UF	Scottish & Southern	01/04/2024	31/03/2025	£33	£34	£32	£33	£33	£32	£39	£38	£39	£39	£36	£39	£427
NHH Housing	2000003999527	NHH	5,554	14-24 Grampian Way (LLS)	SL3 8UG	Scottish & Southern	01/04/2024	31/03/2025	£148	£152	£143	£148	£148	£143	£172	£178	£178	£178	£161	£178	£1,927
NHH Housing	2000003999243	NHH	6,136	2-12 Grampian Way (LLS)	SL3 8UF	Scottish & Southern	01/04/2024	31/03/2025	£163	£168	£158	£164	£164	£158	£196	£190	£196	£196	£177	£196	£2,129
NHH Housing	2000003847294	NHH	2,128	44-66 Fox Road (LLS)	SL3 7SJ	Scottish & Southern	01/04/2024	31/03/2025	£57	£58	£55	£57	£57	£55	£68	£66	£68	£68	£62	£68	£738
NHH Housing	2000005470208	NHH	27,668	1-19 Armstrong House (LLS) (C)	SL2 5SJ	Scottish & Southern	01/04/2024	31/03/2025	£735	£759	£714	£738	£738	£714	£886	£857	£886	£886	£800	£886	£9,599
NHH Housing	2000005470217	NHH	9,145	1-19 Armstrong House (LLS) (A)	SL2 5SJ	Scottish & Southern	01/04/2024	31/03/2025	£243	£251	£236	£244	£244	£236	£293	£283	£293	£293	£264	£293	£3,172
NHH Housing	2000005470235	NHH	7,786	1-19 Armstrong House (LLS) (B)	SL2 5SJ	Scottish & Southern	01/04/2024	31/03/2025	£207	£214	£201	£208	£208	£201	£249	£241	£249	£249	£225	£249	£2,701
NHH Housing	200000571256	NHH	8,770	1-15 Winvale (LLS)	SL1 2JQ	Scottish & Southern	01/04/2024	31/03/2025	£209	£216	£203	£210	£210	£203	£252	£244	£252	£252	£228	£252	£2,730
NHH Housing	2000003999651	NHH	887	50-60 Grampian Way (LLS)	SL3 8UF	Scottish & Southern	01/04/2024	31/03/2025	£24	£24	£23	£24	£24	£23	£28	£27	£28	£28	£26	£28	£308
NHH Housing	2000003999518	NHH	801	38-48 Grampian Way (LLS)	SL3 8UG	Scottish & Southern	01/04/2024	31/03/2025	£21	£22	£21	£21	£21	£21	£26	£25	£26	£26	£23	£26	£278
NHH Housing	2000003836488	NHH	8,264	25-39 Barchester Road (LLS)	SL3 7EZ	Scottish & Southern	01/04/2024	31/03/2025	£219	£227	£213	£220	£220	£213	£265	£256	£265	£265	£239	£265	£2,867
NHH Housing	2000004038485	NHH	935	46-56 Paiget Road (LLS)	SL3 7QW	Scottish & Southern	01/04/2024	31/03/2025	£25	£26	£24	£25	£25	£24	£30	£29	£30	£30	£27	£30	£324
NHH Housing	2000003836628	NHH	8,670	41-55 Barchester Road (LLS)	SL3 7EZ	Scottish & Southern	01/04/2024	31/03/2025	£230	£238	£224	£231	£231	£224	£278	£269	£278	£278	£251	£278	£3,008
NHH Housing	2000003847540	NHH	1,149	68-90 Fox Road (LLS)	SL3 7SJ	Scottish & Southern	01/04/2024	31/03/2025	£31	£32	£30	£31	£31	£30	£37	£36	£37	£37	£33	£37	£399
NHH Housing	2000004034203	NHH	857	78-90 Reddington Drive (LLS)	SL3 7QL	Scottish & Southern	01/04/2024	31/03/2025	£23	£24	£22	£23	£23	£22	£27	£27	£27	£27	£25	£27	£297
NHH Housing	2000005658755	NHH	1,572	47-50 Tamarrisk Way (LLS)	SL1 2JW	Scottish & Southern	01/04/2024	31/03/2025	£42	£43	£41	£42	£42	£41	£50	£49	£50	£50	£45	£50	£545
NHH Housing	2000005658676	NHH	8,368	38-46 Tamarrisk Way (LLS)	SL1 2JW	Scottish & Southern	01/04/2024	31/03/2025	£222	£230	£216	£223	£223	£216	£268	£259	£268	£268	£242	£268	£2,903
NHH Housing	2000004007413	NHH	75,114	12-18 Mead Close (LLS)	SL3 8HX	Scottish & Southern	01/04/2024	31/03/2025	£1,995	£2,062	£1,938	£2,003	£2,003	£1,938	£2,405	£2,328	£2,405	£2,405	£2,172	£2,405	£26,058
NHH Housing	2000005658560	NHH	9,683	25-37 Tamarrisk Way (LLS)	SL1 2JW	Scottish & Southern	01/04/2024	31/03/2025	£257	£266	£250	£258	£258	£250	£310	£300	£310	£310	£280	£310	£3,359
NHH Housing	2000005658649	NHH	1,372	1-4 Tamarrisk Way (LLS)	SL1 2JW	Scottish & Southern	01/04/2024	31/03/2025	£36	£38	£35	£37	£37	£35	£44	£43	£44	£44	£40	£44	£476
NHH Housing	2000004007431	NHH	899	28-33 Mead Close (LLS)	SL3 8HX	Scottish & Southern	01/04/2024	31/03/2025	£24	£25	£23	£24	£24	£23	£29	£28	£29	£29	£26	£29	£312
NHH Housing	2000004038244	NHH	2,102	10-20 Paiget Road (LLS)	SL3 7QW	Scottish & Southern	01/04/2024	31/03/2025	£56	£58	£54	£56	£56	£54	£67	£65	£67	£67	£61	£67	£729
NHH Housing	2000004839384	NHH	8,117	1-12 Blythe House, Barnfield (LLS)	SL1 5IL	Scottish & Southern	01/04/2024	31/03/2025	£216	£223	£209	£216	£216	£209	£260	£252	£260	£260	£235	£260	£2,816
NHH Housing	2000005726839	NHH	10	1-4 White Close (BOILER)	SL1 3TU	Scottish & Southern	01/04/2024	31/03/2025	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£4
NHH Housing	2000005726927	NHH	21,790	Boiler House 5 White Close	SL1 3TU	Scottish & Southern	01/04/2024	31/03/2025	£579	£598	£562	£581	£581	£562	£698	£675	£698	£698	£630	£698	£7,559
NHH Housing	2000005674074	NHH		0 Boiler House Adj 21 Bridge Close	SL1 5JF	Scottish & Southern	01/04/2024	31/03/2025	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
NHH Housing	2000005652911	NHH	357	7-16 Brecon Court (LLS)	SL1 2UA	Scottish & Southern	01/04/2024	31/03/2025	£9	£10	£9	£10	£10	£9	£11	£11	£11	£11	£10	£11	£124
NHH Housing	2000005652902	NHH	760	1-4 Brecon Court (LLS)	SL1 2UA	Scottish & Southern	01/04/2024	31/03/2025	£20	£21	£20	£20	£20	£20	£24	£24	£24	£24	£22	£24	£264
NHH Housing	2000005706879	NHH	1,545	1-30 Brook House (LLS)	SL1 2TX	Scottish & Southern	01/04/2024	31/03/2025	£41	£42	£40	£41	£41	£40	£49	£48	£49	£49	£45	£49	£536
NHH Housing	2000004015060	NHH	57,819	1-42 Broom House (LLS)	SL3 7QY	Scottish & Southern	01/04/2024	31/03/2025	£1,536	£1,587	£1,492	£1,542	£1,542	£1,492	£1,851	£1,792	£1,851	£1,851	£1,672	£1,851	£20,058
NHH Housing	2000004899658	NHH	2,362	1-55 Burford Gardens (LLS)	SL1 6DN	Scottish & Southern	01/04/2024	31/03/2025	£63	£65	£61	£63	£63	£61	£76	£73	£76	£76	£68	£76	£820
NHH Housing	2000003749737	NHH	5,060	2-36 Chesterton Court (LLS)	SL1 1NZ	Scottish & Southern	01/04/2024	31/03/2025	£134	£139	£131	£135	£135	£131	£162	£157	£162	£162	£146	£162	£1,755
NHH Housing	2000005717630	NHH	3,560	62-76 Church Street	SL1 2NL	Scottish & Southern	01/04/2024	31/03/2025	£95	£98	£92	£95	£95	£92	£114	£110	£114	£114	£103	£114	£1,235
NHH Housing	2000004039521	NHH	1,375	99-113 Churchill Road (LLS)	SL3 7RD	Scottish & Southern	01/04/2024	31/03/2025	£37	£38	£35	£37	£37	£35	£44	£43	£44	£44	£40	£44	£477
NHH Housing	2000004039406	NHH	1,517	88-98 Churchill Road (LLS)	SL3 7RB	Scottish & Southern	01/04/2024	31/03/2025	£40	£42	£39	£40	£40	£39	£49	£49	£49	£49	£44	£49	£526
NHH Housing	2000005656084	NHH	704	252-258 Cippenhame Lane (LLS)	SL1 2XN	Scottish & Southern	01/04/2024	31/03/2025	£19	£19	£18	£19	£18	£19	£23	£22	£23	£23	£20	£23	£244
NHH Housing	2000005656039	NHH	1,326	260-266 Cippenhame Lane (LLS)	SL1 2XN	Scottish & Southern	01/04/2024	31/03/2025	£35	£36	£34	£35	£35	£34	£42	£41	£42	£42	£38	£42	£460
NHH Housing	2000005655986	NHH	1,948	268-274 Cippenhame Lane (LLS)	SL1 2XN	Scottish & Southern	01/04/2024	31/03/2025	£52	£53	£50	£52	£52	£50	£62	£60	£62	£62	£56	£62	£676
NHH Housing	2000005655930	NHH	603	276-282 Cippenhame Lane (LLS)	SL1 2XN	Scottish & Southern	01/04/2024	31/03/2025	£16	£17	£16	£16	£16	£16	£19	£19	£19	£19	£17	£19	£209
NHH Housing	2000005655889	NHH	1,852	284-290 Cippenhame Lane (LLS)	SL1 2XN	Scottish & Southern	01/04/2024	31/03/2025	£49	£51	£48	£49	£49	£48	£59	£57	£59	£59	£54	£59	£642
NHH Housing	2000005654538	NHH	688	292-298 Cippenhame Lane (LLS)	SL1 2XW	Scottish & Southern	01/04/2024	31/03/2025	£18	£19	£18	£18	£18	£18	£22	£22	£22	£22	£20	£22	£239
NHH Housing	2000005656136	NHH	2,953	244-250 Cippenhame Lane (LLS)	SL1 5BU	Scottish & Southern	01/04/2024	31/03/2025	£78	£81	£76	£79	£79	£76	£95	£91	£95	£95	£85	£95	£1,024
NHH Housing	2000005461160	NHH	1,566	13-24 Clarendon Court	SL2 5DQ	Scottish & Southern	01/04/2024	31/03/2025	£42	£43	£40	£42	£42	£40	£50	£49	£50	£50	£45	£50	£543
NHH Housing	2000005461036	NHH	1,739	1-12 Clarendon Court	SL2 5DQ	Scottish & Southern	01/04/2024	31/03/2025	£46	£48	£45	£46	£46	£45	£56	£54	£56	£56	£50	£56	£603
NHH Housing	2000004838120	NHH	12,400	Kennedy House Centre Meter Room	SL1 5LQ	Scottish & Southern	01/04/2024	31/03/2025	£329	£340	£320	£331	£331	£320	£397	£384	£397	£397	£359	£397	£4,302
NHH Housing	2000004838110	NHH	13,049	Kennedy House Centre Meter Room	SL1 5LQ	Scottish & Southern	01/04/2024	31/03/2025	£347	£358	£337	£348	£348	£337	£418	£404	£418	£418	£377	£418	£4,527
NHH Housing	2000003996410	NHH	1,142	1-6 Cypress House, Eden Close (LLS)	SL3 8UL	Scottish & Southern	01/04/2024	31/03/2025	£30	£31	£29	£30	£30	£29	£37	£35	£37	£37	£33	£37	£396
NHH Housing	2000005																				

NHH Housing	2000004000524	NHH	866	172-178	Grampian Way (LLS)	SL3 8UQ	Scottish & Southern	01/04/2024	31/03/2025	£23	£24	£22	£23	£23	£22	£28	£27	£28	£28	£25	£28	£300
NHH Housing	2000004000738	NHH	1,002	204-218	Grampian Way (LLS)	SL3 8UQ	Scottish & Southern	01/04/2024	31/03/2025	£27	£28	£26	£27	£27	£26	£32	£31	£32	£32	£29	£32	£348
NHH Housing	2000005655540	NHH	1,086	54-64	Spinney (LLS)	SL1 2YG	Scottish & Southern	01/04/2024	31/03/2025	£29	£30	£28	£29	£29	£28	£35	£34	£35	£35	£31	£35	£377
NHH Housing	2000003980410	NHH	2,506	1-15	Parlaunt Road (LLS)	SL3 8BD	Scottish & Southern	01/04/2024	31/03/2025	£67	£69	£65	£67	£67	£65	£80	£78	£80	£80	£72	£80	£870
NHH Housing	2000003995620	NHH	1,537	25-47	Eaen Close (LLS)	SL3 8UL	Scottish & Southern	01/04/2024	31/03/2025	£41	£42	£40	£41	£41	£40	£49	£48	£49	£49	£44	£49	£533
NHH Housing	2000004037640	NHH	3,831	13-23	Wilford Road (LLS)	SL3 7QJ	Scottish & Southern	01/04/2024	31/03/2025	£102	£105	£99	£102	£102	£99	£123	£119	£123	£123	£111	£123	£1,329
NHH Housing	2000004037463	NHH	2,166	25-35	Wilford Road (LLS)	SL3 7QJ	Scottish & Southern	01/04/2024	31/03/2025	£58	£59	£56	£58	£58	£56	£69	£67	£69	£69	£63	£69	£752
NHH Housing	2000004037659	NHH	2,263	37-47	Wilford Road (LLS)	SL3 7QJ	Scottish & Southern	01/04/2024	31/03/2025	£60	£62	£58	£60	£60	£58	£72	£70	£72	£72	£65	£72	£785
NHH Housing	2000004981734	NHH	1,156	17-27	Odencroft Road (LLS)	SL2 2BS	Scottish & Southern	01/04/2024	31/03/2025	£31	£32	£30	£31	£31	£30	£37	£36	£37	£37	£33	£37	£401
NHH Housing	2000005716111	NHH	11,869	12-42 & 9-15	Darvills Lane (LLS)	SL1 2PH	Scottish & Southern	01/04/2024	31/03/2025	£315	£326	£306	£316	£316	£306	£380	£368	£380	£380	£343	£380	£4,117
NHH Housing	2000004047763	NHH	368	440-450	Trelawney Avenue (LLS)	SL3 7TS	Scottish & Southern	01/04/2024	31/03/2025	£10	£10	£10	£10	£10	£10	£12	£11	£12	£12	£11	£12	£128
NHH Housing	2000005706309	NHH	479	2-5	The Fields (LLS)	SL1 2PL	Scottish & Southern	01/04/2024	31/03/2025	£13	£13	£12	£13	£13	£12	£15	£15	£15	£15	£14	£15	£166
NHH Housing	2000005599880	NHH	228	37-53	Blair Road (LLS)	SL1 3ST	Scottish & Southern	01/04/2024	31/03/2025	£6	£6	£6	£6	£6	£6	£7	£7	£7	£7	£7	£7	£79
NHH Housing	2000005716120	NHH	54,275	12-42	Darvills Lane (Heating)	SL1 2PH	Scottish & Southern	01/04/2024	31/03/2025	£1,442	£1,490	£1,400	£1,447	£1,447	£1,400	£1,738	£1,682	£1,738	£1,738	£1,570	£1,738	£18,829
NHH Housing	2000005764755	NHH	1,356	1-6	Charter Close (LLS)	SL1 1RQ	Scottish & Southern	01/04/2024	31/03/2025	£36	£37	£35	£36	£36	£35	£43	£42	£43	£43	£39	£43	£470
NHH Housing	2000003998658	NHH	21,225	32-58	Cheviot Road (LLS)	SL3 8UE	Scottish & Southern	01/04/2024	31/03/2025	£564	£583	£548	£566	£566	£548	£680	£658	£680	£680	£614	£680	£7,363
NHH Housing	2000005619603	NHH	397	29-39	Thorndike (LLS)	SL2 1SR	Scottish & Southern	01/04/2024	31/03/2025	£11	£11	£10	£11	£11	£10	£13	£12	£13	£13	£11	£13	£138
NHH Housing	2000004991486	NHH	1,015	22-44	Rokesby Road (LLS)	SL2 2DX	Scottish & Southern	01/04/2024	31/03/2025	£27	£28	£26	£27	£27	£26	£32	£31	£32	£32	£29	£32	£352
NHH Housing	2000004981140	NHH	10,874	103-113	Bromycroft Road (LLS)	SL2 2BN	Scottish & Southern	01/04/2024	31/03/2025	£289	£298	£281	£290	£290	£281	£348	£337	£348	£348	£314	£348	£3,773
NHH Housing	2000004034523	NHH	4,641	103-116	Reddington Drive (LLS)	SL3 7QL	Scottish & Southern	01/04/2024	31/03/2025	£123	£127	£120	£124	£124	£121	£149	£144	£149	£149	£134	£149	£1,610
NHH Housing	2000004983582	NHH	2,201	12-17	Woodford Way (LLS)	SL2 2DD	Scottish & Southern	01/04/2024	31/03/2025	£58	£60	£57	£59	£59	£57	£70	£68	£70	£70	£64	£70	£764
NHH Housing	2000004034676	NHH	2,953	136-146	Reddington Drive (LLS)	SL3 7QL	Scottish & Southern	01/04/2024	31/03/2025	£78	£81	£76	£79	£79	£76	£95	£91	£95	£95	£85	£95	£1,024
NHH Housing	2000005576303	NHH	588	17-23	Kirkwall Spur (LLS)	SL1 3YX	Scottish & Southern	01/04/2024	31/03/2025	£16	£16	£15	£16	£16	£15	£19	£18	£19	£19	£17	£19	£204
NHH Housing	2000005575727	NHH	946	1-9	Ronaldsby Spur (LLS)	SL1 3YA	Scottish & Southern	01/04/2024	31/03/2025	£25	£26	£24	£25	£25	£24	£30	£29	£30	£30	£27	£30	£328
NHH Housing	2000005614553	NHH	470	30-35	Franklin Avenue (LLS)	SL2 1RX	Scottish & Southern	01/04/2024	31/03/2025	£12	£13	£12	£13	£13	£12	£15	£15	£15	£15	£14	£15	£163
NHH Housing	2000004034286	NHH	1,769	64-76	Reddington Drive (LLS)	SL3 7QL	Scottish & Southern	01/04/2024	31/03/2025	£47	£49	£46	£47	£47	£46	£57	£55	£57	£57	£51	£57	£614
NHH Housing	2000004981024	NHH	7,638	91-101	Bromycroft Road (LLS)	SL2 2BN	Scottish & Southern	01/04/2024	31/03/2025	£203	£210	£197	£204	£204	£197	£245	£237	£245	£245	£221	£245	£2,650
NHH Housing	2000004034435	NHH	4,580	92-104	Reddington Drive (LLS)	SL3 7QL	Scottish & Southern	01/04/2024	31/03/2025	£122	£126	£118	£122	£122	£118	£147	£142	£147	£147	£132	£147	£1,589
NHH Housing	2000003746319	NHH	8,242	19-25	Alpha Street North (LLS)	SL1 1QX	Scottish & Southern	01/04/2024	31/03/2025	£219	£226	£213	£220	£220	£213	£264	£255	£264	£264	£238	£264	£2,859
NHH Housing	2000004038420	NHH	2,645	34-44	Paget Road (LLS)	SL3 7QW	Scottish & Southern	01/04/2024	31/03/2025	£70	£73	£68	£71	£71	£68	£85	£82	£85	£85	£77	£85	£918
NHH Housing	2000005657929	NHH	4,594	142-152	Weekes Drive (LLS)	SL1 2YR	Scottish & Southern	01/04/2024	31/03/2025	£122	£126	£119	£122	£119	£147	£142	£147	£147	£147	£133	£147	£1,594
NHH Housing	2000005657185	NHH	2,983	143-153	Weekes Drive (LLS)	SL1 2YW	Scottish & Southern	01/04/2024	31/03/2025	£79	£82	£77	£80	£80	£77	£96	£92	£96	£96	£86	£96	£1,035
NHH Housing	2000005656970	NHH	1,289	107-117	Weekes Drive (LLS)	SL1 2YN	Scottish & Southern	01/04/2024	31/03/2025	£34	£35	£33	£34	£34	£33	£41	£41	£41	£41	£37	£41	£447
NHH Housing	2000005657715	NHH	944	178-188	Weekes Drive (LLS)	SL1 2YR	Scottish & Southern	01/04/2024	31/03/2025	£25	£26	£24	£25	£25	£24	£30	£29	£30	£30	£27	£30	£328
NHH Housing	2000005657645	NHH	677	190-200	Weekes Drive (LLS)	SL1 2YR	Scottish & Southern	01/04/2024	31/03/2025	£18	£19	£17	£18	£18	£17	£22	£21	£22	£22	£20	£22	£235
NHH Housing	2000005657575	NHH	875	202-212	Weekes Drive (LLS)	SL1 2YR	Scottish & Southern	01/04/2024	31/03/2025	£23	£24	£23	£23	£23	£23	£28	£27	£28	£28	£25	£28	£304
NHH Housing	2000004038555	NHH	2,336	58-68	Paget Road (LLS)	SL3 7QW	Scottish & Southern	01/04/2024	31/03/2025	£62	£64	£60	£62	£62	£60	£75	£72	£75	£75	£68	£75	£810
NHH Housing	2000005656697	NHH	7,779	63-69	Weekes Drive (LLS)	SL1 2YN	Scottish & Southern	01/04/2024	31/03/2025	£207	£213	£201	£207	£207	£201	£249	£241	£249	£249	£225	£249	£2,699
NHH Housing	2000005656767	NHH	6,850	71-81	Weekes Drive (LLS)	SL1 2YN	Scottish & Southern	01/04/2024	31/03/2025	£182	£188	£177	£183	£183	£177	£219	£212	£219	£219	£198	£219	£2,376
NHH Housing	2000005656837	NHH	2,819	83-93	Weekes Drive (LLS)	SL1 2YN	Scottish & Southern	01/04/2024	31/03/2025	£75	£77	£73	£75	£75	£73	£90	£87	£90	£90	£82	£90	£978
NHH Housing	2000005656907	NHH	7,394	95-105	Weekes Drive (LLS)	SL1 2YN	Scottish & Southern	01/04/2024	31/03/2025	£196	£203	£191	£197	£197	£191	£237	£229	£237	£237	£214	£237	£2,565
NHH Housing	2000003995373	NHH	1,320	1-23	Eden Close (LLS)	SL3 8UL	Scottish & Southern	01/04/2024	31/03/2025	£35	£36	£34	£35	£35	£34	£42	£41	£42	£42	£38	£42	£458
NHH Housing	2000005583160	NHH	837	59-64	St Elmo Close (LLS)	SL2 1NH	Scottish & Southern	01/04/2024	31/03/2025	£22	£23	£22	£22	£22	£22	£27	£26	£27	£27	£24	£27	£290
NHH Housing	2000005618159	NHH	1,160	68-78	Pentland Road (LLS)	SL2 1TN	Scottish & Southern	01/04/2024	31/03/2025	£31	£32	£30	£31	£31	£30	£37	£36	£37	£37	£34	£37	£402
NHH Housing	2000005657733	NHH	1,059	166-176	Weekes Drive (LLS)	SL1 2YR	Scottish & Southern	01/04/2024	31/03/2025	£28	£29	£28	£28	£28	£27	£34	£33	£34	£34	£31	£34	£367
NHH Housing	2000003999387	NHH	5,882	23-37	Grampian Way (LLS)	SL3 8UF	Scottish & Southern	01/04/2024	31/03/2025	£156	£161	£152	£157	£157	£152	£188	£182	£188	£188	£170	£188	£2,041
NHH Housing	2000004007404	NHH	601	8-11	Mead Close (LLS)	SL3 8HX	Scottish & Southern	01/04/2024	31/03/2025	£16	£16	£16	£16	£16	£16	£19	£19	£19	£19	£17	£19	£208
NHH Housing	2000005013914	NHH	1,119	37-47	Teesdale Road (LLS)	SL2 1UA	Scottish & Southern	01/04/2024	31/03/2025	£30	£31	£29	£30	£30	£29	£36	£35	£36	£36	£32	£36	£388
NHH Housing	2000004846636	NHH	151	24-26	Roebuck Green (LLS)	SL1 5QY	Scottish & Southern	01/04/2024	31/03/2025	£4	£4	£4	£4	£4	£4	£5	£5	£5	£5	£4	£5	£52
NHH Housing	2000003834170	NHH	5,281	37-47	Maryside (LLS)	SL3 7ES	Scottish & Southern	01/04/2024	31/03/2025	£140	£145	£136	£141	£141	£136	£169	£164	£169	£169	£153	£169	£1,832
NHH Housing	2000003834198	NHH	5,252	61-71	Maryside (LLS)	SL3 7ES	Scottish & Southern	01/04/2024	31/03/2025	£139	£144	£135	£140	£140	£135	£168	£163	£168	£168	£152	£168	£1,822
NHH Housing	2000003834189	NHH	4,609	49-59	Maryside (LLS)	SL3 7ES	Scottish & Southern	01/04/2024	31/03/2025	£122	£127	£119	£123	£123	£119	£148	£148	£148	£148	£133	£148	£1,599
NHH Housing	2000005004501	NHH	1,107	142-156	Pemberton Road	SL2 2LF	Scottish & Southern	01/04/2024	31/03/2025	£29	£30	£29	£30	£30	£29	£35	£34	£35	£35	£32	£35	£384
NHH Housing	2000005618326	NHH	1,155	100-110	Pentland Road (LLS)	SL2 1TW	Scottish & Southern	01/04/2024	31/03/2025	£31	£32	£30	£31	£31	£30	£37	£36	£37	£37	£33	£37	£401
NHH Housing	2000005654973	NHH																				

NHH Housing	2000005618051	NHH	1,231	50-60 Pentland Road (LLS)	SL2 1TN	Scottish & Southern	01/04/2024	31/03/2025	£33	£34	£32	£33	£33	£32	£39	£38	£39	£39	£36	£39	£427
NHH Housing	2000005583072	NHH	787	51-58 St Elm Close (LLS)	SL2 1NH	Scottish & Southern	01/04/2024	31/03/2025	£21	£22	£20	£21	£21	£20	£25	£24	£25	£25	£23	£25	£273
NHH Housing	2000004980795	NHH	766	55-65 Bromycroft Road (LLS)	SL2 2BN	Scottish & Southern	01/04/2024	31/03/2025	£20	£21	£20	£20	£20	£20	£25	£24	£25	£25	£22	£25	£266
NHH Housing	2000004844062	NHH	1,461	2-12 Lincoln Way (LLS)	SL1 5RG	Scottish & Southern	01/04/2024	31/03/2025	£39	£40	£38	£39	£39	£38	£47	£45	£47	£47	£42	£47	£507
NHH Housing	2000003998347	NHH	1,004	60-70 Cheviot Road (LLS)	SL3 8JA	Scottish & Southern	01/04/2024	31/03/2025	£27	£28	£26	£27	£27	£26	£32	£31	£32	£32	£29	£32	£348
NHH Housing	2000003998810	NHH	5,221	69-75 Grampian Way (LLS)	SL3 8F	Scottish & Southern	01/04/2024	31/03/2025	£139	£143	£135	£139	£139	£135	£167	£162	£167	£167	£151	£167	£1,811
NHH Housing	2000003999917	NHH	1,758	70-84 Grampian Way (LLS)	SL3 8UG	Scottish & Southern	01/04/2024	31/03/2025	£47	£48	£45	£47	£47	£45	£56	£54	£56	£56	£51	£56	£610
NHH Housing	2000003998597	NHH	9,349	72-82 Cheviot Road (LLS)	SL3 8UA	Scottish & Southern	01/04/2024	31/03/2025	£248	£257	£241	£249	£249	£241	£299	£290	£299	£299	£270	£299	£3,243
NHH Housing	2000005015489	NHH	1,255	73-83 Newchurch Road (LLS)	SL2 1UE	Scottish & Southern	01/04/2024	31/03/2025	£33	£34	£32	£33	£33	£32	£40	£39	£40	£40	£36	£40	£435
NHH Housing	2000004883841	NHH	3,156	62-84 Priory Road (LLS)	SL1 6DR	Scottish & Southern	01/04/2024	31/03/2025	£84	£87	£81	£84	£84	£81	£101	£98	£101	£101	£91	£101	£1,095
NHH Housing	2000005015610	NHH	1,035	97-107 Newchurch Road (LLS)	SL2 1UF	Scottish & Southern	01/04/2024	31/03/2025	£27	£28	£27	£28	£28	£27	£33	£32	£33	£33	£30	£33	£359
NHH Housing	2000003836441	NHH	7,223	1-11 Barchester Roaid (LLS)	SL3 7EZ	Scottish & Southern	01/04/2024	31/03/2025	£192	£198	£186	£193	£193	£186	£231	£224	£231	£231	£209	£231	£2,506
NHH Housing	2000003833965	NHH	5,557	1-11 Mayside (LLS)	SL3 7ES	Scottish & Southern	01/04/2024	31/03/2025	£148	£152	£143	£148	£148	£143	£178	£172	£178	£178	£161	£178	£1,928
NHH Housing	2000003833974	NHH	7,422	13-23 Mayside (LLS)	SL3 7ES	Scottish & Southern	01/04/2024	31/03/2025	£197	£204	£192	£198	£198	£192	£238	£238	£238	£238	£215	£238	£2,575
NHH Housing	2000003833956	NHH	6,993	25-35 Mayside (LLS)	SL3 7ES	Scottish & Southern	01/04/2024	31/03/2025	£186	£192	£180	£186	£186	£180	£224	£217	£224	£224	£202	£224	£2,426
NHH Housing	2000003836450	NHH	2,351	2-24 Barchester Road (LLS)	SL3 7HA	Scottish & Southern	01/04/2024	31/03/2025	£62	£65	£61	£63	£63	£61	£75	£73	£75	£75	£68	£75	£816
NHH Housing	2000003835137	NHH	1,848	11-31 Minster Way (LLS)	SL3 7EY	Scottish & Southern	01/04/2024	31/03/2025	£49	£51	£48	£49	£49	£48	£59	£57	£59	£59	£53	£59	£641
NHH Housing	2000003834417	NHH	2,588	73-83 Mayside (LLS)	SL3 7ES	Scottish & Southern	01/04/2024	31/03/2025	£69	£71	£67	£69	£69	£67	£83	£80	£83	£83	£75	£83	£898
NHH Housing	2000003834408	NHH	3,574	85-95 Mayside (LLS)	SL3 7ES	Scottish & Southern	01/04/2024	31/03/2025	£95	£98	£92	£95	£95	£92	£114	£111	£114	£114	£103	£114	£1,240
NHH Housing	2000003834392	NHH	2,363	97-107 Mayside (LLS)	SL3 7ES	Scottish & Southern	01/04/2024	31/03/2025	£63	£65	£61	£63	£63	£61	£76	£73	£76	£76	£68	£76	£820
NHH Housing	2000003834904	NHH	4,975	4-14 Mayside (LLS)	SL3 7ET	Scottish & Southern	01/04/2024	31/03/2025	£132	£137	£128	£133	£133	£128	£159	£154	£159	£159	£144	£159	£1,726
NHH Housing	2000005462225	NHH	678	30-44 Borderside (LLS)	SL2 5QT	Scottish & Southern	01/04/2024	31/03/2025	£18	£19	£17	£18	£18	£17	£22	£21	£22	£22	£20	£22	£235
NHH Housing	2000005462475	NHH	642	62-68 Borderside (LLS)	SL2 5QT	Scottish & Southern	01/04/2024	31/03/2025	£17	£18	£17	£17	£17	£17	£21	£20	£21	£21	£19	£21	£223
NHH Housing	2000003836646	NHH	1,035	57-71 Barchester Roaid (LLS)	SL3 7EZ	Scottish & Southern	01/04/2024	31/03/2025	£27	£28	£27	£28	£28	£27	£33	£32	£33	£33	£30	£33	£359
NHH Housing	2000003996330	NHH	1,848	62-84 Eden Close (LLS)	SL3 8UL	Scottish & Southern	01/04/2024	31/03/2025	£49	£51	£48	£49	£49	£48	£59	£57	£59	£59	£53	£59	£641
NHH Housing	2000003996260	NHH	3,375	26-60 Eden Close (LLS)	SL3 8UL	Scottish & Southern	01/04/2024	31/03/2025	£90	£93	£87	£90	£90	£87	£108	£105	£108	£108	£98	£108	£1,171
NHH Housing	2000005616649	NHH	1,342	30-40 Pevensey Road (LLS)	SL2 1UG	Scottish & Southern	01/04/2024	31/03/2025	£36	£37	£35	£36	£36	£35	£43	£42	£43	£43	£39	£43	£465
NHH Housing	2000005616773	NHH	1,420	54-64 Pevensey Road (LLS)	SL2 1UQ	Scottish & Southern	01/04/2024	31/03/2025	£38	£39	£37	£38	£38	£37	£45	£44	£45	£45	£41	£45	£493
NHH Housing	2000003834694	NHH	741	46-56 Mayside (LLS)	SL3 7ET	Scottish & Southern	01/04/2024	31/03/2025	£20	£20	£19	£20	£20	£19	£24	£23	£24	£24	£21	£24	£257
NHH Housing	2000004841850	NHH	896	66-80 Moreton Way (LLS)	SL1 5LU	Scottish & Southern	01/04/2024	31/03/2025	£24	£25	£23	£24	£24	£23	£29	£28	£29	£29	£26	£29	£311
NHH Housing	2000005472580	NHH	923	1-15 Holmedale (LLS)	SL2 5RH	Scottish & Southern	01/04/2024	31/03/2025	£25	£25	£24	£25	£25	£24	£29	£29	£30	£30	£27	£30	£320
NHH Housing	2000005015293	NHH	1,803	37-47 Newchurch Road (LLS)	SL2 1UE	Scottish & Southern	01/04/2024	31/03/2025	£48	£49	£47	£48	£48	£47	£58	£56	£58	£58	£52	£58	£626
NHH Housing	2000005472687	NHH	1,493	2-24 Holmedale (LLS)	SL2 5RL	Scottish & Southern	01/04/2024	31/03/2025	£40	£41	£39	£40	£40	£39	£48	£46	£48	£48	£43	£48	£518
NHH Housing	2000005013923	NHH	1,516	95-105 Teesdale Road (LLS)	SL2 1UB	Scottish & Southern	01/04/2024	31/03/2025	£40	£42	£39	£40	£40	£39	£49	£47	£49	£49	£44	£49	£526
NHH Housing	2000005706577	NHH	2,468	10-48 Turton Way	SL1 2ST	Scottish & Southern	01/04/2024	31/03/2025	£66	£68	£64	£66	£66	£64	£79	£77	£79	£79	£71	£79	£856
NHH Housing	2000003749240	NHH	1,819	8-11 Nixey Close (LLS)	SL1 1NG	Scottish & Southern	01/04/2024	31/03/2025	£48	£50	£47	£48	£48	£47	£58	£56	£58	£58	£53	£58	£631
NHH Housing	2000003749392	NHH	7,344	16-20 Nixey Close (LLS)	SL1 1NG	Scottish & Southern	01/04/2024	31/03/2025	£195	£202	£189	£196	£196	£189	£235	£228	£235	£235	£212	£235	£2,548
NHH Housing	2000005617847	NHH	1,155	30-40 Pentland Road (LLS)	SL2 1TL	Scottish & Southern	01/04/2024	31/03/2025	£31	£32	£30	£31	£31	£30	£37	£36	£37	£37	£33	£37	£401
NHH Housing	2000004841860	NHH	1,784	33-63 The Greenway & 82-96 Moreton Way	SL1 5LU	Scottish & Southern	01/04/2024	31/03/2025	£47	£49	£46	£48	£48	£46	£57	£55	£57	£57	£52	£57	£619
NHH Housing	2000003749277	NHH	7,233	1-5 Nixey Close (LLS)	SL1 1NG	Scottish & Southern	01/04/2024	31/03/2025	£192	£199	£187	£193	£193	£187	£232	£224	£232	£232	£209	£232	£2,509
NHH Housing	2000005013551	NHH	2,591	97-107 Greystoke Road (LLS)	SL2 1TS	Scottish & Southern	01/04/2024	31/03/2025	£69	£71	£67	£69	£69	£67	£83	£80	£83	£83	£75	£83	£899
NHH Housing	2000005013348	NHH	1,545	68-78 Greystoke Road (LLS)	SL2 1TT	Scottish & Southern	01/04/2024	31/03/2025	£41	£42	£40	£41	£41	£40	£49	£48	£49	£49	£45	£49	£536
NHH Housing	2000004007422	NHH	14,730	21-26 Mead Close (LLS)	SL3 8XH	Scottish & Southern	01/04/2024	31/03/2025	£391	£404	£380	£393	£393	£380	£472	£456	£472	£472	£426	£472	£5,110
NHH Housing	2000004037677	NHH	1,378	7-12 Darrell Close (LLS)	SL3 2QN	Scottish & Southern	01/04/2024	31/03/2025	£37	£38	£36	£37	£37	£36	£44	£43	£44	£44	£40	£44	£478
NHH Housing	2000003745306	NHH	4,369	1-12 Eastfield Close (LLS)	SL1 2BX	Scottish & Southern	01/04/2024	31/03/2025	£116	£120	£113	£116	£116	£113	£140	£135	£140	£140	£126	£140	£1,516
NHH Housing	2000005654626	NHH	1,137	10-16 Spinnerlea (LLS)	SL1 2YV	Scottish & Southern	01/04/2024	31/03/2025	£30	£31	£29	£30	£30	£29	£36	£35	£36	£36	£33	£36	£395
NHH Housing	2000005655382	NHH	1,353	14-24 Sumnerlea (LLS)	SL1 2YH	Scottish & Southern	01/04/2024	31/03/2025	£36	£37	£35	£36	£36	£35	£43	£42	£43	£43	£39	£43	£469
NHH Housing	2000004003757	NHH	2,571	1-7 Pantile Row (LLS)	SL3 8JL	Scottish & Southern	01/04/2024	31/03/2025	£68	£71	£66	£69	£69	£66	£82	£80	£82	£82	£74	£82	£892
NHH Housing	2000003835953	NHH	1,042	2-12 Minster Way (LLS)	SL3 7EU	Scottish & Southern	01/04/2024	31/03/2025	£28	£29	£27	£28	£28	£27	£33	£32	£33	£33	£30	£33	£361
NHH Housing	2000005656181	NHH	856	10-16 Stoney Meade (inc 2 & 4) (LLS)	SL1 2YL	Scottish & Southern	01/04/2024	31/03/2025	£23	£23	£22	£23	£23	£22	£27	£27	£27	£27	£25	£27	£297
NHH Housing	2000005656312	NHH	2,249	18-24 Stoney Meade (inc 6 & 8) (LLS)	SL1 2YL	Scottish & Southern	01/04/2024	31/03/2025	£60	£62	£58	£60	£60	£58	£72	£70	£72	£72	£65	£72	£780
NHH Housing	2000004003809	NHH	2,025	9-15 Pantile Row (LLS)	SL3 8JL	Scottish & Southern	01/04/2024	31/03/2025	£54	£56	£52	£54	£54	£52	£65	£63	£65	£65	£59	£65	£702
NHH Housing	2000005616444	NHH	-1,574	2-12 Pevensey Road (LLS)	SL2 1UQ	Scottish & Southern	01/04/2024	31/03/2025	£42	£43	£41	£42	£42	£41	£50	£49	£50	£50	£46	£50	£546
NHH Housing	2000005010009	NHH	4,922	333-351 Scafell Road (LLS)	SL2 1TD	Scottish & Southern	01/04/2024	31/03/2025	£131	£135	£127	£131	£131	£127	£158	£153	£158	£158	£142	£158	£1,707
NHH Housing	2000005652052	NHH	5,608	11-35 Hull Close (LLS)	SL1 2XL	Scottish & Southern	01/04/2024	31/03/2025	£149	£154	£145	£150	£150	£145	£180	£174	£180	£180	£162	£180	£1,946
NHH Housing	2000004036292	NHH	1,202	14-24 Meadow Road (LLS)	SL3 7QA	Scottish & Southern	01/04/2024</														

NHH Housing	2000004036159	NHH	2,552	19-24 Sherwood Close (LLS)	SL3 7SN	Scottish & Southern	01/04/2024	31/03/2025	£68	£70	£66	£68	£68	£66	£82	£79	£82	£82	£74	£82	£85
NHH Housing	2000005574820	NHH	1,588	18-28 Lerwick Drive (LLS)	SL1 3XU	Scottish & Southern	01/04/2024	31/03/2025	£42	£44	£41	£42	£42	£41	£51	£49	£51	£51	£46	£51	£55.1
NHH Housing	2000004036432	NHH	2,711	38-48 Meadow Road (LLS)	SL3 7QA	Scottish & Southern	01/04/2024	31/03/2025	£72	£74	£70	£72	£72	£70	£87	£87	£87	£87	£78	£87	£94.1
NHH Housing	2000004039595	NHH	1,268	100-110 Churchill Road (LLS)	SL3 7BR	Scottish & Southern	01/04/2024	31/03/2025	£34	£35	£33	£34	£34	£33	£41	£39	£41	£41	£37	£41	£44.0
NHH Housing	2000004983003	NHH	2,429	16-30 Furz Close (LLS)	SL2 28X	Scottish & Southern	01/04/2024	31/03/2025	£65	£67	£63	£65	£65	£63	£78	£75	£78	£78	£70	£78	£84.3
NHH Housing	2000005009253	NHH	8,522	228-238 Scafell Road (LLS)	SL2 1T2	Scottish & Southern	01/04/2024	31/03/2025	£226	£234	£220	£227	£227	£220	£273	£264	£273	£273	£246	£273	£2,956
NHH Housing	2000004980396	NHH	729	31-41 Bromycroft Road (LLS)	SL2 2BG	Scottish & Southern	01/04/2024	31/03/2025	£19	£20	£19	£19	£19	£19	£23	£23	£23	£23	£21	£23	£25.3
NHH Housing	2000005009643	NHH	1,534	250-266 Scafell Road (LLS)	SL2 1T7	Scottish & Southern	01/04/2024	31/03/2025	£41	£42	£40	£41	£41	£40	£49	£48	£49	£49	£44	£49	£53.2
NHH Housing	2000005657859	NHH	12,632	154-164 Weekes Drive (LLS)	SL1 2YR	Scottish & Southern	01/04/2024	31/03/2025	£335	£347	£326	£337	£337	£326	£404	£391	£404	£404	£365	£404	£4,382
NHH Housing	2000005615929	NHH	2,545	106-116 Northborough Road	SL2 1S2	Scottish & Southern	01/04/2024	31/03/2025	£68	£70	£66	£68	£68	£66	£81	£79	£81	£81	£74	£81	£88.3
NHH Housing	2000005620111	NHH	175	5-15 Belmont (LLS)	SL2 1SU	Scottish & Southern	01/04/2024	31/03/2025	£5	£5	£5	£5	£5	£5	£6	£5	£6	£6	£5	£6	£6.1
NHH Housing	2000005619339	NHH	466	5-15 Thorndike (LLS)	SL2 1SP	Scottish & Southern	01/04/2024	31/03/2025	£12	£13	£12	£12	£12	£12	£15	£14	£15	£15	£13	£15	£16.2
NHH Housing	2000005616151	NHH	7,494	150-160 Northborough Road	SL2 1TA	Scottish & Southern	01/04/2024	31/03/2025	£199	£206	£193	£200	£200	£193	£240	£232	£240	£240	£217	£240	£2,600
NHH Housing	2000005462137	NHH	554	22-28 Borderside (LLS)	SL2 5QS	Scottish & Southern	01/04/2024	31/03/2025	£15	£15	£14	£15	£15	£14	£18	£17	£18	£18	£16	£18	£19.2
NHH Housing	2000003996136	NHH	2,979	86-120 Eden Close (LLS)	SL3 8UL	Scottish & Southern	01/04/2024	31/03/2025	£79	£82	£77	£79	£79	£77	£95	£92	£95	£95	£86	£95	£1,033
NHH Housing	2000003835642	NHH	657	69-79 Minster Way (LLS)	SL3 7EY	Scottish & Southern	01/04/2024	31/03/2025	£17	£18	£17	£18	£18	£17	£21	£20	£21	£21	£19	£21	£22.8
NHH Housing	2000004001350	NHH		0 Garrick House (Communal Supply)	SL3 8SU	Scottish & Southern	01/04/2024	31/03/2025	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
NHH Housing	2000004877945	NHH	6,989	8, 10 & 12 Station Road	SL1 6JJ	Scottish & Southern	01/04/2024	31/03/2025	£186	£192	£180	£186	£186	£180	£224	£217	£224	£224	£202	£224	£2,424
NHH Housing	2000005717453	NHH	1,091	14-19 Damson Grove (LLS)	SL1 2NP	Scottish & Southern	01/04/2024	31/03/2025	£29	£30	£28	£29	£29	£28	£35	£34	£35	£35	£32	£35	£37.8
NHH Housing	2000004981707	NHH	822	14-24 Odencroft Road (LLS)	SL2 2BP	Scottish & Southern	01/04/2024	31/03/2025	£22	£23	£21	£22	£22	£21	£26	£25	£26	£26	£24	£26	£28.5
NHH Housing	2000005576093	NHH	13,918	14-24 Sumburgh Way (LLS)	SL1 3XZ	Scottish & Southern	01/04/2024	31/03/2025	£370	£382	£359	£371	£371	£359	£446	£431	£446	£446	£403	£446	£4,828
NHH Housing	2000005658392	NHH	6,691	15-24 Tamarrisk Way (LLS)	SL1 2UW	Scottish & Southern	01/04/2024	31/03/2025	£178	£184	£173	£178	£178	£173	£214	£207	£214	£214	£194	£214	£2,321
NHH Housing	2000004982997	NHH	828	15-25 Furzon Close (LLS)	SL2 2BX	Scottish & Southern	01/04/2024	31/03/2025	£22	£23	£21	£22	£22	£21	£27	£26	£27	£27	£24	£27	£28.7
NHH Housing	2000005717310	NHH	1,866	1-6 Damson Grove (LLS)	SL1 2NP	Scottish & Southern	01/04/2024	31/03/2025	£50	£51	£48	£50	£50	£48	£60	£58	£60	£60	£54	£60	£64.7
NHH Housing	2000004988330	NHH	2,252	17-19 Marunden Green (LLS)	SL2 2DU	Scottish & Southern	01/04/2024	31/03/2025	£60	£62	£58	£60	£60	£58	£72	£70	£72	£72	£65	£72	£78.1
NHH Housing	2000003755721	NHH	4,887	18a-18e Stratfield Road (LLS)	SL1 1UW	Scottish & Southern	01/04/2024	31/03/2025	£130	£134	£126	£130	£130	£126	£156	£151	£156	£156	£141	£156	£1,696
NHH Housing	2000005574849	NHH	829	19-29 Lerwick Drive (LLS)	SL1 3XX	Scottish & Southern	01/04/2024	31/03/2025	£22	£23	£21	£22	£22	£21	£27	£26	£27	£27	£24	£27	£28.8
NHH Housing	2000004988702	NHH	3,623	2-24 Travic Road (LLS)	SL2 2DZ	Scottish & Southern	01/04/2024	31/03/2025	£96	£99	£93	£97	£97	£93	£116	£112	£116	£116	£105	£116	£1,257
NHH Housing	2000004990144	NHH	2,942	2-36 Perryman Way (LLS)	SL2 2HG	Scottish & Southern	01/04/2024	31/03/2025	£78	£81	£76	£78	£78	£76	£94	£91	£94	£94	£85	£94	£1,021
NHH Housing	2000005717523	NHH	1,510	20-15 Damson Grove (LLS)	SL1 2NP	Scottish & Southern	01/04/2024	31/03/2025	£40	£41	£39	£40	£40	£39	£48	£47	£48	£48	£44	£48	£52.4
NHH Housing	2000005614400	NHH	641	20-25 Franklin Avenue (LLS)	SL2 1RX	Scottish & Southern	01/04/2024	31/03/2025	£17	£18	£17	£17	£17	£17	£21	£20	£21	£21	£19	£21	£22.3
NHH Housing	2000005658444	NHH	970	5-14 Tamarrisk Way (LLS)	SL1 2UW	Scottish & Southern	01/04/2024	31/03/2025	£26	£27	£25	£26	£26	£25	£31	£30	£31	£31	£28	£31	£33.7
NHH Housing	2000005575860	NHH	595	2-10 Ronaldsby Spur (LLS)	SL1 3YA	Scottish & Southern	01/04/2024	31/03/2025	£16	£16	£15	£16	£16	£15	£19	£18	£19	£19	£17	£19	£20.6
NHH Housing	2000005576163	NHH	906	2-10 Sumburgh Way (LLS)	SL1 3XZ	Scottish & Southern	01/04/2024	31/03/2025	£24	£25	£23	£24	£24	£23	£29	£28	£29	£29	£26	£29	£31.4
NHH Housing	2000004981673	NHH	2,686	2-12 Odencroft Road (LLS)	SL2 2BP	Scottish & Southern	01/04/2024	31/03/2025	£71	£74	£69	£72	£72	£69	£86	£83	£86	£86	£78	£86	£93.2
NHH Housing	2000005000367	NHH	416	22-28 Newhaven Spur (LLS)	SL2 1UR	Scottish & Southern	01/04/2024	31/03/2025	£11	£11	£11	£11	£11	£11	£13	£13	£13	£13	£12	£13	£14.4
NHH Housing	2000005576020	NHH	826	26-36 Sumburgh Way (LLS)	SL1 3XZ	Scottish & Southern	01/04/2024	31/03/2025	£22	£23	£21	£22	£22	£21	£26	£26	£26	£26	£24	£26	£28.6
NHH Housing	2000027556961	NHH	520	26-36 Odencroft Road (LLS)	SL2 2BP	Scottish & Southern	01/04/2024	31/03/2025	£14	£14	£13	£14	£14	£13	£17	£16	£17	£17	£15	£17	£18.0
NHH Housing	2000004981887	NHH	3,262	29-39 Odencroft Road (LLS)	SL2 2BS	Scottish & Southern	01/04/2024	31/03/2025	£87	£90	£84	£87	£87	£84	£104	£104	£104	£94	£104	£104	£1,132
NHH Housing	2000004981993	NHH	2,686	38-48 Odencroft Road (LLS)	SL2 2BP	Scottish & Southern	01/04/2024	31/03/2025	£71	£74	£69	£72	£72	£69	£86	£83	£86	£86	£78	£86	£93.2
NHH Housing	2000005000180	NHH	369	5-11 Newhaven Spur (LLS)	SL2 1UR	Scottish & Southern	01/04/2024	31/03/2025	£10	£10	£10	£10	£10	£10	£12	£11	£12	£11	£12	£11	£12.8
NHH Housing	2000005625415	NHH	7,094	47-70 Hull Close (LLS)	SL1 2XL	Scottish & Southern	01/04/2024	31/03/2025	£188	£195	£183	£189	£189	£183	£227	£220	£227	£227	£205	£227	£2,461
NHH Housing	2000005717383	NHH	1,086	7-12 Damson Grove (LLS)	SL1 2NP	Scottish & Southern	01/04/2024	31/03/2025	£29	£30	£28	£29	£29	£28	£35	£34	£35	£35	£31	£35	£37.7
NHH Housing	2000005614260	NHH	443	7-12 Franklin Avenue (LLS)	SL2 1RX	Scottish & Southern	01/04/2024	31/03/2025	£12	£12	£11	£12	£12	£11	£14	£14	£14	£14	£13	£14	£15.4
NHH Housing	2000004980953	NHH	718	79-89 Bromycroft Road (LLS)	SL2 2BN	Scottish & Southern	01/04/2024	31/03/2025	£19	£20	£19	£19	£19	£19	£23	£23	£23	£23	£21	£23	£24.9
NHH Housing	2000004985108	NHH	1,245	91-101 Monksfield Way (LLS)	SL2 1QN	Scottish & Southern	01/04/2024	31/03/2025	£33	£34	£32	£33	£33	£32	£40	£39	£40	£40	£36	£40	£43.2
NHH Housing	2000005462527	NHH	776	70-80 Borderside (LLS)	SL2 5QS	Scottish & Southern	01/04/2024	31/03/2025	£21	£21	£20	£21	£21	£20	£25	£24	£25	£25	£22	£25	£26.9
NHH Housing	2000005462590	NHH	13,120	82-92 Borderside (LLS)	SL2 5QT	Scottish & Southern	01/04/2024	31/03/2025	£348	£360	£339	£350	£350	£339	£420	£407	£420	£420	£379	£420	£4,552
NHH Housing	2000005771229	NHH	1,010	18-32 Winvale (LLS)	SL1 2JH	Scottish & Southern	01/04/2024	31/03/2025	£27	£28	£26	£27	£27	£26	£32	£31	£32	£32	£29	£32	£35.0
NHH Housing	2000005771247	NHH	1,037	2-16 Winvale (LLS)	SL1 2JH	Scottish & Southern	01/04/2024	31/03/2025	£28	£28	£27	£28	£28	£27	£33	£32	£33	£33	£30	£33	£36.0
NHH Housing	2000005771238	NHH	2,535	34-48 Winvale (LLS)	SL1 2JH	Scottish & Southern	01/04/2024	31/03/2025	£67	£70	£65	£68	£68	£65	£81	£79	£81	£81	£73	£81	£87.9
NHH Housing	2000005771210	NHH	711	50-64 Winvale (LLS)	SL1 2JH	Scottish & Southern	01/04/2024	31/03/2025	£19	£20	£18	£19	£19	£18	£23	£23	£23	£23	£21	£23	£24.7
NHH Housing	2000005009262	NHH	888	214-224 Scafell Road (LLS)	SL2 1T2	Scottish & Southern	01/04/2024	31/03/2025	£24	£24	£23	£24	£24	£23	£28	£28	£28	£28	£26	£28	£30.8
NHH Housing	2000005461899	NHH	9,597	1-11 Charles Gardens	SL2 5XQ	Scottish & Southern	01/04/2024	31/03/2025	£255	£263	£248	£256	£256	£248	£307	£297	£307	£307	£278	£307	£3,329
NHH Housing	2000005009271	NHH	934	200-210 Scafell Road (LLS)	SL2 1T2	Scottish & Southern	01/04/2024	31/03/2025	£25	£26	£24	£25	£25	£24	£30	£29	£30	£30	£27	£30	£32.4
NHH Housing	2000005462030	NHH	1,184	13-23 Charles Gardens	SL2 5XQ	Scottish & Southern	01/04/2024	31/03/2025	£31	£33	£31	£32	£32	£31	£38	£3					

NHH Housing	2000004984717	NHH	466 65-79 Monksfield Way (LLS)	SL2 1QW	Scottish & Southern	01/04/2024	31/03/2025	£12	£13	£12	£12	£12	£12	£15	£14	£15	£15	£13	£15	£162
NHH Housing	2000004042287	NHH	1,587 7-21 Morrice Close (LLS)	SL3 8NS	Scottish & Southern	01/04/2024	31/03/2025	£42	£44	£41	£42	£42	£41	£51	£49	£51	£51	£46	£51	£550
NHH Housing	2000004042301	NHH	1,282 8-22 Morrice Close (LLS)	SL3 8NS	Scottish & Southern	01/04/2024	31/03/2025	£34	£35	£33	£34	£34	£33	£41	£40	£41	£41	£37	£41	£445
NHH Housing	2000003832855	NHH	20,026 A-2 Seymour House (LLS)	SL3 7HB	Scottish & Southern	01/04/2024	31/03/2025	£532	£550	£517	£534	£534	£517	£641	£621	£641	£641	£579	£641	£6,947
NHH Housing	2000003761682	NHH	1,811 1-36 Springfield (LLS)	SL1 2AF	Scottish & Southern	01/04/2024	31/03/2025	£48	£50	£47	£48	£48	£47	£58	£56	£58	£58	£52	£58	£628
NHH Housing	2000005788037	NHH	2,680 1-6 Spruce Court (LLS)	SL1 1YH	Scottish & Southern	01/04/2024	31/03/2025	£71	£74	£69	£71	£71	£69	£86	£83	£86	£86	£78	£86	£930
NHH Housing	2000027868103	NHH	2,179 220-230 Reddington Drive (LLS)	SL3 7SL	Scottish & Southern	01/04/2024	31/03/2025	£58	£60	£56	£58	£58	£56	£70	£68	£70	£70	£63	£70	£756
NHH Housing	2000004983778	NHH	1,345 31-38 Woodford Way (LLS)	SL2 2DB	Scottish & Southern	01/04/2024	31/03/2025	£36	£37	£35	£36	£36	£35	£43	£42	£43	£43	£39	£43	£467
NHH Housing	2000003847276	NHH	1,109 93-103 Fox Road (LLS)	SL3 7SJ	Scottish & Southern	01/04/2024	31/03/2025	£29	£30	£29	£30	£30	£29	£36	£34	£36	£36	£32	£36	£385
NHH Housing	2000027706713	NHH	1,385 7-12 Sherwood Close (LLS)	SL3 7SN	Scottish & Southern	01/04/2024	31/03/2025	£37	£38	£36	£37	£37	£36	£44	£43	£44	£44	£40	£44	£480
NHH Housing	2000003847684	NHH	2,291 63-71 Fox Road (LLS)	SL3 7SJ	Scottish & Southern	01/04/2024	31/03/2025	£61	£63	£59	£61	£61	£59	£73	£71	£73	£73	£66	£73	£795
NHH Housing	2000003846982	NHH	8,211 16-30 Fox Road (LLS)	SL3 7SG	Scottish & Southern	01/04/2024	31/03/2025	£218	£225	£212	£219	£219	£212	£263	£254	£263	£263	£237	£263	£2,848
NHH Housing	2000005628193	NHH	1,794 23-37 Crayle Street (LLS)	SL2 2AE	Scottish & Southern	01/04/2024	31/03/2025	£48	£49	£46	£48	£48	£46	£57	£56	£57	£57	£52	£57	£622
NHH Housing	2000003848190	NHH	8,622 42-56 Stile Road (LLS)	SL3 7SB	Scottish & Southern	01/04/2024	31/03/2025	£229	£237	£222	£230	£230	£222	£276	£267	£276	£276	£249	£276	£2,991
NHH Housing	2000004984540	NHH	1,176 49-63 Monksfield Way (LLS)	SL2 1QW	Scottish & Southern	01/04/2024	31/03/2025	£31	£32	£30	£31	£31	£30	£38	£38	£38	£38	£34	£38	£408
NHH Housing	2000003848438	NHH	1,279 69-83 Stile Road (LLS)	SL3 7SD	Scottish & Southern	01/04/2024	31/03/2025	£34	£35	£33	£34	£34	£33	£41	£40	£41	£41	£37	£41	£444
NHH Housing	2000005628022	NHH	1,794 7-21 Crayle Street (LLS)	SL2 2AE	Scottish & Southern	01/04/2024	31/03/2025	£48	£49	£46	£48	£48	£46	£57	£56	£57	£57	£52	£57	£622
NHH Housing	2000003848961	NHH	8,669 8-22 Hubert Road (LLS)	SL3 7SF	Scottish & Southern	01/04/2024	31/03/2025	£230	£238	£224	£231	£231	£224	£278	£269	£278	£278	£251	£278	£3,007
NHH Housing	2000004844693	NHH	1,262 1-12 Stroma Court, Lincoln Way (LLS)	SL1 5RQ	Scottish & Southern	01/04/2024	31/03/2025	£34	£35	£33	£34	£34	£33	£40	£39	£40	£40	£36	£40	£438
NHH Housing	2000004888609	NHH	1,891 1-23 Buttermere Avenue (LLS)	SL1 6EF	Scottish & Southern	01/04/2024	31/03/2025	£50	£52	£49	£50	£50	£49	£61	£59	£61	£61	£55	£61	£656
NHH Housing	2000004888627	NHH	2,613 2-24 Buttermere Avenue (LLS)	SL1 6EG	Scottish & Southern	01/04/2024	31/03/2025	£69	£72	£67	£70	£70	£67	£84	£81	£84	£84	£76	£84	£906
NHH Housing	2000004987824	NHH	1,921 39-53 Goodwin Road (LLS)	SL2 2ET	Scottish & Southern	01/04/2024	31/03/2025	£51	£53	£50	£51	£51	£50	£62	£60	£62	£62	£56	£62	£667
NHH Housing	2000005774460	NHH	5,867 1-60 Tower House (LLS)	SL1 2JT	Scottish & Southern	01/04/2024	31/03/2025	£156	£161	£151	£156	£156	£151	£188	£182	£188	£188	£170	£188	£2,035
NHH Housing	2000004992693	NHH	2,406 Tv Ampl & Sml Light 2	SL2 2EJ	Scottish & Southern	01/04/2024	31/03/2025	£64	£66	£62	£64	£64	£62	£77	£75	£77	£77	£70	£77	£835
NHH Housing	2000004992684	NHH	410 Tv Ampl Sml Light 1 Wavell Gardens	SL2 2EJ	Scottish & Southern	01/04/2024	31/03/2025	£11	£11	£11	£11	£11	£11	£13	£13	£13	£13	£12	£13	£142
NHH Housing	2000005719691	NHH	116 Walnut Lodge, The Green	SL2 2JW	Scottish & Southern	01/04/2024	31/03/2025	£3	£3	£3	£3	£3	£3	£4	£4	£4	£4	£3	£4	£40
NHH Housing	2000005657041	NHH	1,034 131-141 Weekes Drive (LLS)	SL1 2YN	Scottish & Southern	01/04/2024	31/03/2025	£27	£28	£27	£28	£28	£27	£33	£32	£33	£33	£30	£33	£359
NHH Housing	2000003755387	NHH	6,165 1-63 Stratfield Road (LLS) (Wellington Street Stratfield Boile	SL1 1YW	Scottish & Southern	01/04/2024	31/03/2025	£164	£169	£159	£164	£164	£159	£197	£191	£197	£197	£178	£197	£2,139
NHH Housing	2000005573092	NHH	3,767 44-62 Whiteford Road (LLS)	SL2 1PD	Scottish & Southern	01/04/2024	31/03/2025	£100	£103	£97	£100	£100	£97	£121	£117	£121	£121	£109	£121	£1,307
NHH Housing	2000057241540	NHH	262 1-18 Stile Road (Gated Car Park – Site 1)	SL3 7SD	Scottish & Southern	01/04/2024	31/03/2025	£7	£7	£7	£7	£7	£7	£8	£8	£8	£8	£8	£8	£91
NHH Housing	2000057241550	NHH	6,322 Ryvers Road (Gated Car Park – Site 1)	SL3 8TP	Scottish & Southern	01/04/2024	31/03/2025	£168	£174	£163	£169	£169	£163	£202	£196	£202	£202	£183	£202	£2,193
NHH Housing	2000057241522	NHH	117 1-24 Hampden Road (Gated Car Park – Site 1)	SL3 8SD	Scottish & Southern	01/04/2024	31/03/2025	£3	£3	£3	£3	£3	£3	£4	£4	£4	£4	£3	£4	£41
NHH Housing	2000057241578	NHH	138 1-9 Calbroke Road (Gated Car Park – Site 2)	SL2 2HY	Scottish & Southern	01/04/2024	31/03/2025	£4	£4	£4	£4	£4	£4	£4	£4	£4	£4	£4	£4	£48
NHH Housing	2000057241569	NHH	142 10-18 Calbroke Road (Gated Car Park – Site 1)	SL2 2HY	Scottish & Southern	01/04/2024	31/03/2025	£4	£4	£4	£4	£4	£4	£5	£4	£5	£5	£4	£5	£49
NHH Housing	2000057044939	NHH	11,368 33A Wordsworth (old-35-45 Wordsworth Road)	SL2 2NU	Scottish & Southern	01/04/2024	31/03/2025	£302	£312	£293	£303	£303	£293	£364	£352	£364	£364	£329	£364	£3,944
NHH Housing	2000057086948	NHH	136 1-6 Chepstow Court (External Lighting)	SL2 2AX	Scottish & Southern	01/04/2024	31/03/2025	£4	£4	£4	£4	£4	£4	£4	£4	£4	£4	£4	£4	£47
NHH Housing	2000057241531	NHH	186 1-15 Nash Road (Gated Car Park – Site 1)	SL3 8NQ	Scottish & Southern	01/04/2024	31/03/2025	£5	£5	£5	£5	£5	£5	£6	£6	£6	£6	£5	£6	£64
NHH Housing	2000057102058	NHH	198 6A & 6B Egerton Road (External Lighting)	SL2 1LB	Scottish & Southern	01/04/2024	31/03/2025	£5	£5	£5	£5	£5	£5	£6	£6	£6	£6	£6	£6	£69
NHH Housing	2000057629957	NHH	1,355 119-129 Weekes Drive	SL1 2YN	Scottish & Southern	01/04/2024	31/03/2025	£36	£37	£35	£36	£36	£35	£43	£42	£43	£43	£39	£43	£470
NHH Housing	2000057407472	NHH	225 1-4 Marlowe Mews (External Lighting)	SL2 5UG	Scottish & Southern	01/04/2024	31/03/2025	£6	£6	£6	£6	£6	£6	£7	£7	£7	£7	£6	£7	£78
NHH Housing	2000057066161	NHH	382 12a & 12b Gascons Grove (External Lighting)	SL2 1TH	Scottish & Southern	01/04/2024	31/03/2025	£10	£10	£10	£10	£10	£10	£12	£12	£12	£12	£11	£12	£133
NHH Housing	2000057083566	NHH	202 38a Pemberton Road (External Lighting)	SL2 2JJ	Scottish & Southern	01/04/2024	31/03/2025	£5	£6	£5	£5	£5	£5	£6	£6	£6	£6	£6	£6	£70
NHH Housing	2000057344120	NHH	511 1-3 Denbigh Close (External Lighting)	SL3 7UY	Scottish & Southern	01/04/2024	31/03/2025	£14	£14	£13	£14	£14	£13	£16	£16	£16	£16	£15	£16	£177
NHH Housing	2000005462660	NHH	0 Lighting Block 10, Borderside, Slough, SL2 5QS	SL2 5QS	Scottish & Southern	01/04/2024	31/03/2025	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0

1,584,171

£549,572

Appendix F - Gas and Power Sensitivity Analysis

GAS COMMERCIAL CONTRACT				Gas Wholesale	Reduction in wholesale price				Increase in wholesale price	
MPRN	Contract Start Date-End date	Supplier	Site Address	Cap Price £35/MWh Summer and £40/MWh Winter						
					5%	10%	15%	20%	5%	10%
7763864409	08/04/2022-31/03/2025	Corona Energy	Chalvey Community Centre	£ 7,734	£ 7,553	£ 7,373	£ 7,193	£ 7,012	£ 7,914	£ 8,094
9164806	05/05/2022-31/03/2025	Corona Energy	Priors Close	£ 8,374	£ 8,117	£ 7,860	£ 7,603	£ 7,347	£ 8,631	£ 8,888
9737300	05/05/2022-31/03/2025	Corona Energy	Manor Park Pavillion	£ 3,279	£ 3,179	£ 3,079	£ 2,979	£ 2,878	£ 3,380	£ 3,480
9820006	05/05/2022-31/03/2025	Corona Energy	Manor Park Community Centre	£ 4,155	£ 4,036	£ 3,917	£ 3,798	£ 3,679	£ 4,273	£ 4,392
19293401	05/05/2022-31/03/2025	Corona Energy	St Martins Place	£ 6,643	£ 6,643	£ 6,643	£ 6,643	£ 6,643	£ 6,643	£ 6,643
332776607	05/05/2022-31/03/2025	Corona Energy	Langley Pavillion	£ 5,513	£ 5,349	£ 5,185	£ 5,020	£ 4,856	£ 5,678	£ 5,842
3331673110	05/05/2022-31/03/2025	Corona Energy	Upton Court / Lascelles Park Changing Rooms	£ 2,220	£ 2,193	£ 2,167	£ 2,141	£ 2,114	£ 2,246	£ 2,272
3341124801	05/05/2022-31/03/2025	Corona Energy	Vicarage Way	£ 2,119	£ 2,058	£ 1,997	£ 1,936	£ 1,875	£ 2,180	£ 2,241
5066469408	05/05/2022-31/03/2025	Corona Energy	Westfield Community Centre	£ 1,403	£ 1,362	£ 1,321	£ 1,280	£ 1,240	£ 1,443	£ 1,484
7450319801	05/05/2022-31/03/2025	Corona Energy	New Phoenix (Langley Resource Centre)	£ 3,184	£ 3,178	£ 3,172	£ 3,166	£ 3,160	£ 3,189	£ 3,195
8818610410	05/05/2022-31/03/2025	Corona Energy	Slough Cemetery & Crematorium	£ 77,165	£ 74,477	£ 71,789	£ 69,101	£ 66,413	£ 79,853	£ 82,541
8932126405	05/05/2022-31/03/2025	Corona Energy	Cippenham Library	£ 3,079	£ 2,991	£ 2,903	£ 2,816	£ 2,728	£ 3,166	£ 3,254
8933452210	05/05/2022-31/03/2025	Corona Energy	New Horizons	£ 9,479	£ 9,174	£ 8,870	£ 8,566	£ 8,261	£ 9,783	£ 10,087
8939467310	05/05/2022-31/03/2025	Corona Energy	Cippenham Community Centre	£ 4,696	£ 4,546	£ 4,396	£ 4,246	£ 4,097	£ 4,845	£ 4,995
9102171006	05/05/2022-31/03/2025	Corona Energy	Monksfield Way Childrens Centre	£ 3,037	£ 2,949	£ 2,860	£ 2,771	£ 2,683	£ 3,126	£ 3,214
9102171309	05/05/2022-31/03/2025	Corona Energy	Chalvey Grove Childrens Centre	£ 3,784	£ 3,662	£ 3,539	£ 3,417	£ 3,294	£ 3,907	£ 4,030
9103736202	05/05/2022-31/03/2025	Corona Energy	Elliman Resource Centre	£ 4,519	£ 4,372	£ 4,224	£ 4,077	£ 3,930	£ 4,666	£ 4,813
9121098108	05/05/2022-31/03/2025	Corona Energy	Chalvey Waste Transfer Station	£ 13,355	£ 12,943	£ 12,532	£ 12,120	£ 11,708	£ 13,766	£ 14,178
9217454102	05/05/2022-31/03/2025	Corona Energy	Penn Road Children's Centre	£ 2,393	£ 2,340	£ 2,286	£ 2,233	£ 2,179	£ 2,447	£ 2,500
9218079904	05/05/2022-31/03/2025	Corona Energy	Orchard Community Centre	£ 3,851	£ 3,708	£ 3,565	£ 3,422	£ 3,279	£ 3,994	£ 4,137
9219980706	05/05/2022-31/03/2025	Corona Energy	Orchard Avenue Childrens Centre	£ 1,585	£ 1,539	£ 1,493	£ 1,448	£ 1,402	£ 1,630	£ 1,676
9296533602	05/05/2022-31/03/2025	Corona Energy	Slough Bus Station	£ 825	£ 825	£ 825	£ 825	£ 825	£ 825	£ 825
9297119507	05/05/2022-31/03/2025	Corona Energy	Weekes Drive	£ 5,574	£ 5,411	£ 5,247	£ 5,084	£ 4,920	£ 5,738	£ 5,901
9333206710	05/05/2022-31/03/2025	Corona Energy	Britwell Hub	£ 8,457	£ 8,176	£ 7,895	£ 7,614	£ 7,332	£ 8,738	£ 9,019
9338626410	05/05/2022-31/03/2025	Corona Energy	Curve	£ 36,407	£ 35,065	£ 33,723	£ 32,381	£ 31,038	£ 37,750	£ 39,092
9347144707	05/05/2022-31/03/2025	Corona Energy	Observatory House	£ 16,649	£ 16,067	£ 15,484	£ 14,901	£ 14,319	£ 17,232	£ 17,814
9347241200	05/05/2022-31/03/2025	Corona Energy	Arbour Park Stadium	£ 7,212	£ 6,984	£ 6,755	£ 6,526	£ 6,297	£ 7,441	£ 7,670
9380112110	05/05/2022-31/03/2025	Corona Energy	Romsey Close Childrens Centre	£ 4,196	£ 4,093	£ 3,990	£ 3,887	£ 3,785	£ 4,298	£ 4,401
9737603	05/05/2022-31/03/2025	Corona Energy	Upton Lea Community Centre	£ 5,227	£ 5,070	£ 4,914	£ 4,758	£ 4,602	£ 5,383	£ 5,539
				£ 256,111	£ 248,057	£ 240,003	£ 231,949	£ 223,895	£ 264,165	£ 272,220
					Excludes CCL & VAT					
					£ 8,054	£ 8,054	£ 8,054	£ 8,054	£ 8,054	£ 8,054
					Saving each 5% reduction in wholesale price				Increase cost for each 5% increase in wholesale price	

HH COMMERCIAL CONTRACT				Power Wholesale	Reduction in wholesale price				Increase in wholesale price	
MPAN	Contract Start Date-End date	Supplier	Site Address	Cap Price £90/MWh Summer and £110/MWh Winter						
					5%	10%	15%	20%	5%	10%
2000054252540	08/04/2022-31/03/2025	EDF	Langley Library	£ 13,384	£ 13,221	£ 13,058	£ 12,895	£ 12,732	£ 13,546	£ 13,709
2000027322570	05/05/2022-31/03/2025	EDF	Upton Court / Lascelles Park Changing Rooms	£ 10,996	£ 10,852	£ 10,708	£ 10,563	£ 10,419	£ 11,141	£ 11,285
2000054498236	05/05/2022-31/03/2025	EDF	Unit 861-874 Plymouth Road	£ 34,506	£ 34,053	£ 33,600	£ 33,148	£ 32,695	£ 34,958	£ 35,411
2700003049238	05/05/2022-31/03/2025	EDF	Arbour Park Stadium	£ 63,223	£ 62,380	£ 61,537	£ 60,693	£ 59,850	£ 64,067	£ 64,910
2000052373837	05/05/2022-31/03/2025	EDF	Monksfield Way Children's Centre	£ 11,595	£ 11,455	£ 11,314	£ 11,174	£ 11,034	£ 11,735	£ 11,876
2000054816016	05/05/2022-31/03/2025	EDF	Slough Bus Station	£ 2,721	£ 2,719	£ 2,716	£ 2,714	£ 2,712	£ 2,723	£ 2,725
2000027322686	05/05/2022-31/03/2025	EDF	Herschel car park	£ 84,007	£ 82,872	£ 81,737	£ 80,602	£ 79,467	£ 85,142	£ 86,277
2000027322560	05/05/2022-31/03/2025	EDF	Lascelles Playing Fields, Upton Court	£ 3,267	£ 3,248	£ 3,229	£ 3,210	£ 3,191	£ 3,286	£ 3,305
2000027323945	05/05/2022-31/03/2025	EDF	St Martins Place, Block A	£ 6,065	£ 6,065	£ 6,065	£ 6,065	£ 6,065	£ 6,065	£ 6,065
2000054479660	05/05/2022-31/03/2025	EDF	Eltham Avenue - Cippenham Changing Room	£ 21,679	£ 21,403	£ 21,126	£ 20,849	£ 20,572	£ 21,956	£ 22,233
2000027323918	05/05/2022-31/03/2025	EDF	St Martins Place	£ 1,982	£ 1,978	£ 1,974	£ 1,970	£ 1,966	£ 1,986	£ 1,990
2000027322880	05/05/2022-31/03/2025	EDF	Hatfield Gar Park	£ 46,418	£ 45,777	£ 45,135	£ 44,493	£ 43,851	£ 47,060	£ 47,702
2000027323963	05/05/2022-31/03/2025	EDF	St Martins Place, Block B	£ 6,959	£ 6,958	£ 6,958	£ 6,957	£ 6,956	£ 6,960	£ 6,961
2000056560597	05/05/2022-31/03/2025	EDF	Observatory House	£ 484,183	£ 477,754	£ 471,326	£ 464,898	£ 458,469	£ 490,611	£ 497,040
2000051870039	05/05/2022-31/03/2025	EDF	New Horizon (MHRU)	£ 30,085	£ 29,650	£ 29,215	£ 28,781	£ 28,346	£ 30,520	£ 30,954
2000055562821	05/05/2022-31/03/2025	EDF	Britwell Community Hub	£ 50,138	£ 49,434	£ 48,729	£ 48,025	£ 47,321	£ 50,842	£ 51,547
2000055790992	05/05/2022-31/03/2025	EDF	The Curve	£ 177,017	£ 174,664	£ 172,312	£ 169,960	£ 167,608	£ 179,369	£ 181,721
2000056762435	05/05/2022-31/03/2025	EDF	Crematorium	£ 54,903	£ 54,189	£ 53,475	£ 52,761	£ 52,048	£ 55,616	£ 56,330
2000027323936	05/05/2022-31/03/2025	EDF	St Martins Place tenant Block A	£ 2,465	£ 2,460	£ 2,456	£ 2,451	£ 2,447	£ 2,469	£ 2,474
2000054498227	05/05/2022-31/03/2025	EDF	Unit 851-860 Plymouth Road	£ 41,192	£ 40,636	£ 40,081	£ 39,525	£ 38,969	£ 41,748	£ 42,304
2500021059105	05/05/2022-31/03/2026	EDF	Chalvey Hub	£ 29,487	£ 29,100	£ 28,714	£ 28,327	£ 27,941	£ 29,873	£ 30,259
2000052342820	05/05/2022-31/03/2027	EDF	New Sports pavillion (Kederminster)	£ 15,154	£ 14,979	£ 14,805	£ 14,631	£ 14,457	£ 15,328	£ 15,502
2000052225614	05/05/2022-31/03/2028	EDF	Chalvey Waste Transfer Station	£ 49,965	£ 49,194	£ 48,422	£ 47,650	£ 46,878	£ 50,737	£ 51,509
2000054561047	05/05/2022-31/03/2029	EDF	Units 844-850 Plymouth Road	£ 11,885	£ 11,748	£ 11,610	£ 11,472	£ 11,334	£ 12,023	£ 12,161
2000027323927	05/05/2022-31/03/2030	EDF	St Martins Place	£ 6,608	£ 6,564	£ 6,520	£ 6,477	£ 6,433	£ 6,652	£ 6,695
				£ 1,259,884	£ 1,243,353	£ 1,226,822	£ 1,210,292	£ 1,193,761	£ 1,276,415	£ 1,292,945
					Excludes CCL & VAT					
					£ 16,531	£ 16,531	£ 16,531	£ 16,531	£ 16,531	£ 16,531
					Saving each 5% reduction in wholesale price				Cost increase with 5% increase in wholesale price	

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Slough Borough Council

Report To:	Cabinet
Date:	18 th March 2024
Subject:	Microsoft Licencing: Upgrade from Tier E3 to Tier E5
Lead Member:	Councillor Chandra Muvvala, Cabinet member for customer service, resident engagement, digital, data and technology.
Chief Officer:	Stephen Brown Chief Executive
Contact Officer:	Stephen Menzies, Interim associate director, chief digital and information officer
Ward(s):	All
Key Decision:	YES as it is likely to result in the council incurring expenditure in excess of £500,000.00
Exempt:	No
Decision Subject To Call In:	No, the Chair of the Corporate Improvement Scrutiny Committee has agreed to a request to waive call-in to enable the decision to be implemented urgently within the March 2024 renewal date as per paragraph 3.11 of the report.
Appendices:	None

1. Summary and Recommendations

1.1. The council uses Microsoft's E3 software licencing to deliver a range of cyber security services which include antivirus, malware, and device identity security. It is also the licencing through which staff get access to its range of productivity and collaboration tools such as Teams, Word, Excel, PowerPoint and Outlook.

1.2. It is proposed that the council upgrade its existing Microsoft E3 licencing to E5. By moving to E5 the council will be able to access a wider range of additional services:

For residents and staff visible improvements will include:

- Enhanced external telephony and conferencing through Teams – longer term replacing existing corporate telephony platform.
- Providing a single solution for both secure email and file transfer.
- Full access and use of Power BI for data analytics, visualisation, and insights.

For the ICT&D service:

- Enhanced security, with advanced threat protection and data loss prevention.
- A fully cloud hosted email environment, addressing the current single failure point from on-premises email infrastructure in the data centre.
- Streamlined compliance and risk management – advanced data retention and eDiscovery capability, advanced insider threat detection and improved compliance capability.

- 1.3. The cost of this upgrade will be an increase of approximately £230,000 each year. This is a subscription-based contract based on the number of subscribed users. This will be partly offset by not renewing two contracts for secure email and antivirus software with these services available through the licencing upgrade.
- 1.4. The existing contract allows for amendments to the contract throughout the life of the contract and this mechanism will be used to upgrade to the new licencing tier.

Recommendations:

- 1.5. It is recommended that Cabinet:
 - a) Approve the upgrade of the council's Microsoft software licencing from tier E3 to tier E5 at an increased approximate annual cost of £230,000 for three years, totalling £690,000.
and,
 - b) Delegate authority to the executive director for strategy and improvement, in consultation with the Cabinet member for customer service, resident engagement, digital, data and technology, to approve and sign the contract amendment.

Commissioner Review

- 1.6. This report has been reviewed by Commissioners who have no specific comments to add.

2. Report

Introductory paragraph

- 2.1. This report sets out a proposal, expected benefits and the cost of upgrading the council's Microsoft software licencing from the current E3 tier to E5.
- 2.2. Whilst many people will see Microsoft licencing as the way in which residents and staff access the suite of productivity and collaboration tools, the licencing also provides basic cyber security measures against, antivirus, malware, and device access security.
- 2.3. The benefits of this upgrade are threefold:
 - i. Improved access to a range of collaboration and productivity tools such as Power BI, a data insights platform and a secure email solution;
 - ii. Enhanced external telephony and conferencing through Teams – longer term replacing existing corporate telephony platform; and,
 - iii. Enhanced cyber protection and antivirus software

Options considered

- 2.4. Two options have been considered:
 - a) Upgrade from tier E3 licencing to tier E5 – **recommended**.
The council upgrades from its existing tier of E3 to E5, gaining access to a range of additional services and capabilities.

The advantages of this option are

- Improves compliance and risk management;
- Improves the council's cyber security capability;
- Supports better longer-term telephony service provision;
- Provides enhanced data insight functionality; and,

- Enables contract savings.

The option was robustly challenged during the council’s budget setting exercise and following that provision was made to increase the ICT&D budget to support this option.

b) Do nothing – not recommended.

The sole benefit of this option is that there would be no requirement to increase the council’s spend on licencing.

Disbenefits of this option include:

- Lower cyber security and resilience from cyber-attacks;
- Retention of a secondary secure email solution;
- Retention of a secondary antivirus solution;
- Continued requirement to buy individual PowerBI licences;
- Limited options around longer term telephony provision; and,
- A single point of failure in the council’s on premises email infrastructure remains.

2.5. The table below outlines the key stages in the process:

Activity	Date
Cabinet approval to upgrade to the new licencing Tier	18 th March
Contract with Dell amended	End of March
New services available	April
Services deployed (including adoption support for staff)	April-July

3. Background

3.1. Since 2012 Microsoft have been evolving the way in which their products are purchased. They have moved from a model where each product was bought individually to grouping products into distinct categories. In parallel to this realignment of product listing they have also reduced the availability of products as on-premises services and moved services to their cloud platforms.

3.2. On a three-year cycle Crown Commercial Service has entered a memorandum of understanding (MoU) with Microsoft which provides public sector customers with significant discounts against the pricing commercially available, typically between 20-35%. Access to the pricing is through a licencing solution partner (LSP) – who resell the licences to the council. The council’s LSP is Dell. The MoU allows for amendments to contracts to take account of the council’s changing technology and user needs.

Contract Savings

3.3. The two contracts noted below can be cancelled with a move to E5:

- **Clearswift Email Security** – We will be able to retire our existing contract value £16,000 and use Microsoft Defender for 365. This will also have the benefit of removing the dependency of the council's data centre being operational for emails to be sent / received from external recipients and be fully cloud hosted for council emails.
- **Trend Anti-Virus** – We will be able to move our workstation endpoint protection contract with Trend value £25,000 and use Microsoft Defender endpoint (User).

Additionally:

- **Power BI** – a further modest saving of approximately £4,000 will also be achieved as we will be able to reduce paying for individual Power BI licences as they will be part of the new licensing.

Streamlined Compliance and Risk Management:

3.4. Improved compliance and risk management through:

- **Data Retention and eDiscovery:** E5 provides advanced data retention and eDiscovery capabilities, ensuring that data is retained according to legal and regulatory requirements and can be easily retrieved for investigations or audits.
- **Microsoft 365 Compliance Manager:** E5 includes Microsoft 365 Compliance Manager, a centralized tool that helps organizations assess and manage their compliance risks across various data protection regulations.
- **Insider Risk Management:** E5's advanced threat detection capabilities can also help identify and mitigate insider threats, protecting against unauthorized access or data theft from within the organization.

Enhanced Security:

3.5. E5 improves the council's cyber security reliance through:

- **Advanced Threat Protection:** E5 provides a comprehensive suite of security tools, including Microsoft Defender for Office 365 E5, which offers enhanced threat detection, investigation, and remediation capabilities. This helps protect against sophisticated cyberattacks and data breaches.
- **Data Loss Prevention (DLP):** E5's advanced DLP features help prevent sensitive data from being accidentally or intentionally leaked outside the organization. This is crucial for protecting confidential information like citizen records and financial data.

Improved Communication and Collaboration:

3.6. E5 as a platform supports better telephony service and provides enhanced data insight functionality:

- **Teams Phone System:** E5 offers Teams Phone System, a cloud-based PBX solution that enables seamless voice and video calling within Teams. This eliminates the need for traditional phone lines and simplifies communication across departments and with citizens. This will allow us to consolidate our 8x8 telephony contract when it comes to an end.
- **Power BI Pro:** E5 includes Power BI Pro: a powerful business intelligence tool that allows staff to analyse data from various sources, gain insights into citizen needs, and make data-driven decisions. This will align with our data strategy of using Power Bi to visualise data to inform decision making.

3.7. Overall, upgrading to Microsoft 365 E5 can significantly enhance the security, improve communication and collaboration, and streamline compliance and risk management, contributing to better governance and citizen service delivery.

Implications of the Recommendation

Financial implications

3.8. The proposed upgrade from Microsoft Licensing Tier E3 to Tier E5 will incur an initial cost of approximately £230,000 per year for three years, totalling £690,000. The funding for this work has been included in the Council's 2024/25 revenue budget, as a growth bid for ICT&D. The growth bid within the revenue budget was approved on 26th February 2024.

- 3.9. The decision to upgrade will result in savings from the cancellation of existing contracts for secure email and antivirus software. Specifically, the cancellation of the Clearswift Email Security contract valued at £16,000 and the Trend Anti-Virus contract valued at £25,000 will contribute to offsetting the overall cost of the upgrade.
- 3.10. There are non-financial benefits arising from the upgrade, including benefits such as improved security and productivity, enhanced collaboration and data insights.
- 3.11. Should the council decide not to upgrade ahead of the March renewal date there would be a significant increase in costs to the council should it upgrade later.

	Total Contract Annual Cost	Annual Increase
Current contract cost	£2.331m	
Upgrade March 2024	£2.555m	£0.230m
Upgrade April 2025	£4.316m	£1.985m

- 3.12. It is important to note that this is a consumption-based contract. Should the council's staffing numbers rise the cost of the contract will increase, and similarly if staffing numbers fall the cost would drop. This happens on an annual basis through a true up/down process with the reseller.
- 3.13. Finally, the proposed expenditure aligns with the Council's strategic objectives and delivers value for money in terms of enhancing service delivery, improving operational efficiency, and supporting the Council's digital transformation initiatives.

Legal implications

- 3.14. Crown Commercial Service and Microsoft have a MoU in place which guarantees cheaper pricing to public sector organisations. The pricing is available through a licencing support partner network approved by Microsoft. Following a competitive procurement process to select an LSP, the council entered a contract with Dell, for the provision of Microsoft licencing.
- 3.15. The MoU and reseller contract has provision within the terms and conditions which allows the council and Dell to amend the contract to take account of the council's changing technology and user needs.
- 3.16. The Public Contracts Regulations 2015 allow amendments to existing contracts where the modifications, irrespective of their monetary value, have been provided for in the initial procurement documents in clear, precise and unequivocal review clauses, which can include price revision clauses or options, provided that such clauses
- i. state the scope and nature of possible modifications or options as well as the conditions under which they may be used, and
 - ii. do not provide for modifications or options that would alter the overall nature of the contract or the framework agreement.
- 3.17. The proposed amendment meets this requirement.
- 3.18. Paragraph 13.3 of the Contract Procedure Rules in the Council's Constitution also permit this contract amendment.

Risk management implications

- 3.19. The table below details the three main risks within the project:

Status	Risk description	Mitigation
Amber	Failure to approve the upgrade prior to end of March leading to a price increase	<ul style="list-style-type: none"> • None
Green	Delay in rolling out new functionality leading to existing secure email and antivirus contracts rolling over to new contract year	<ul style="list-style-type: none"> • Deployment plan aligned to renewal dates • Staff support and adoption support available prior to release to staff
Green	Adoption by staff on new secure email solution	<ul style="list-style-type: none"> • Appropriate support and adoption plans in place • Staff training provided to service leads

Environmental implications

3.20. None

Equality implications

3.21. None

Procurement implications

3.22. The current Microsoft Enterprise Agreement awarded to Dell (LSP) was for 3 years which commenced 1st April 2022 and was due to expire on 31st March 2025. The council have decided to opt for the E5 ramp on the 2nd anniversary of the original Microsoft Enterprise Agreement DTA21 with locked discount for 3 years.

3.23. The original agreement had provision for the council to true-up (increase) or true-down (decrease) licence and also made provision for the council to move up from the current M365 E3 licence to the proposed E5 licence tier which is the council's preference and is permissible so long as the original contract includes a clear, precise and unequivocal review clause, and the overall nature of the Contract is not altered as a result of the change.

3.24. As the Microsoft 365 E5 Ramp amendment is being entered into after the commencement of the Enrolment, to enable the discount ramp over 3 years, the term of this Enrolment with Effective date of 1st April 2022 will be extended by 1 year to new expiry date which shall be 30 April 2027.

Workforce implications

3.25. None

Property implications

3.26. None

4. Background Papers

4.1. None

Slough Borough Council

Report To:	Cabinet
Date	Monday 18 th March 2024
Subject:	Special Educational Needs and Disabilities (SEND) Update
Lead Member:	Cllr. Puja Bedi – Lead Member for Education, Children’s Services and Lifelong Learning
Chief Officer:	Sue Butcher – Executive Director for People: Children, Director of Children’s Services
Contact Officer:	Neil Hoskinson – Associate Director of Education
Ward(s):	All
Key Decision:	NO
Exempt:	NO
Decision Subject To Call In:	NO
Appendices:	Appendix 1 – 15 th December Safety Valve Intervention Programme / High Needs Budget Deficit Recovery Plan Summary Update Report

1. Summary and Recommendations

- 1.1 This report provides an update on the actions taken to address the priorities identified by Ofsted and the CQC in their inspection report from 2021 as well as the key information from the December monitoring report for the Safety Valve Agreement / High Needs Deficit Recovery Plan. However, it should be noted that the DfE response to the Safety Valve monitoring report had not been received at the time of writing the report. This report is to share the progress with Cabinet to ensure that Cabinet members are fully informed about our special educational needs [SEND] improvement journey and can offer the appropriate support and challenge.

Recommendations:

Cabinet is recommended to:

- 1.2 Note the progress made as set out in the body of this report.
- 1.3 Agree that from the next municipal year, an annual update report will be provided to Cabinet on the SEND improvements, with the Lead Member receiving more regular updates on progress.

Reason:

- 1.4 The purpose of this report is to provide assurance to Cabinet of the progress made against the DfE endorsed SEND improvement plan. Formal updates will continue to

be provided on a quarterly basis for at least the remainder of this municipal year to evidence that practice is improving and a result there is a positive increase in the impact on vulnerable children, young people, and their families. The need for such updates is required by the DLUHC Commissioner due to the high profile and seriousness of the need for improvement in SEND services.

Commissioner Review

DLUHC Commissioner Review

This report has been reviewed and there are no specific comments to add.

DFE Commissioner Review

Comments from the DFE Commissioner were received and incorporated in drafting the report.

2. Background

- 2.1 In Autumn 2021 Special Educational Needs and Disability (SEND) services in Slough were inspected by Ofsted and the Care Quality Commission (CQC). As a result of weaknesses identified in the local area, it was determined that a Written Statement of Action (WSOA) was required to address these. As part of the oversight of the SEND improvement journey, the DFE hold quarterly monitoring visits.
- 2.2 On August 4th this year, following the WSoA monitoring visit in February, the Secretary of State for Education issued a Statutory Direction to the Council in relation to its SEND services. This was due to a lack of progress made to address the seven areas of weakness identified in the SEND inspection. As a result, the remit of the Children's Services Commissioner, Paul Moffatt, was extended to include SEND functions.
- 2.3 In 2023, because of the size of the deficit then predicted at the end of the 2022-23 financial year, the Council entered a Dedicated Schools Grant 'Safety Valve' Agreement with the Department for Education [DFE]. SBC undertook to reach a positive in-year balance on its Dedicated Schools Grant (DSG) account by the end of 2025-26 and in each subsequent year. As part of the agreement, the DFE agreed to pay the Council an additional £10.8 million of DSG before the end of the financial year 2022-23. Over the following four financial years, further instalments will be provided totalling £16.2 million subject to the Council making satisfactory progress.

2.4 Options Considered

Option 1 – Recommended

Provide quarterly updates in 2023/24 and move to an annual update in 2024/25. Unfortunately, there was a significant delay in reporting the inspection outcome to Cabinet, leading to Cabinet not being able to formally approve the WSoA. For this reason, Cabinet asked for regular updates to be formally reported to assure itself of progress. This is the last planned update in the municipal year. It is recommended that there is one formal update report to Cabinet next year. The Lead Member will be closely involved with the improvement programme and information on progress will be accessible to scrutiny members to inform their work programme.

Option 2 – Not Recommended

Continue to provide quarterly updates in the number municipal year. Whilst this provide public transparency and an opportunity for a debate in a public meeting, there is a risk of the Cabinet agendas being overly long due to update reports being given, when no decision is being sought. Transparency can and will be achieved in other ways, including publication of progress against the WSOA, Cabinet reports on wider Council improvement and performance data, corporate risk reporting to the Audit and Corporate Governance Committee, scrutiny members considering whether to focus on SEND in its work programme and the lead member issuing publicity about key steps in the improvement journey.

3. Update on Progress

Summary of Progress Made Since the Last Update

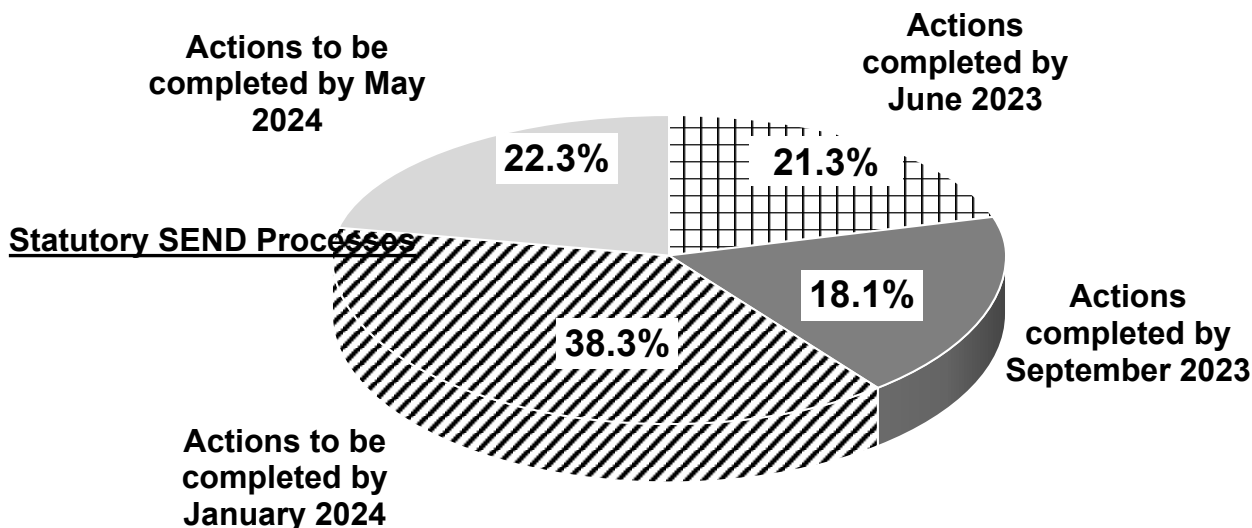
- 3.1 There is clear evidence of increased pace in completing the individual actions within the WSoA since the new Improvement Action Plan was agreed in June 2023. The improved level of Educational Psychology [EP] assessments and Education, Health and Care [EHC] plans being finalised or sent out as drafts reported in November has been maintained. As a result, the backlog of EP assessments has been cleared and the backlog for EHC plans is beginning to slowly reduce.
- 3.2 Nevertheless, issues remain in the communication with schools and families as well as failure to achieve statutory timescales and the quality of EHC plans. There will also need to be increased attention on annual reviews moving forward now that the EHC assessment process is operating more efficiently.
- 3.3 Maintaining a stable team of case officers has been identified as a significant strength and so it needs to be flagged as a risk that five officers have given notice and need to be replaced. However, interviews are already on going and we are confident that we will recruit officers who will take us to the next stage of our SEND improvement journey.
- 3.4 Therefore, although it is important to celebrate the improvements that have taken place to build the confidence of the team, there needs to be recognition that there is a long way to go to establish a consistently good service for children and young people with SEND.
- 3.5 Slough Borough Council remains on track to meet the deficit control and reduction targets set out its Safety Valve Agreement with the Department for Education and that there are no significant changes since the last monitoring report was submitted in September 2023. All RAG ratings have remained Green other than the risk of legal challenge by way of appeal, judicial review and to the Local Government and Social Care Ombudsman (LGSCO) which has remained Amber.

Written Statement of Action [WSoA] Update

- 3.6 There has been considerably more progress against the individual actions in the WsoA since the development of a new SEND 0-25 Improvement Action Plan presented to the SEND Partnership Board in July 2023. The plan is based on five clearly defined workstreams and ensures a much tighter concentration on the individual actions as well as a closer alignment to the WSoA impact measures.
- 3.7 From the publishing of the Local Area Inspection Report in November 2021 up to the Summer of 2023, only twenty actions had been completed of which nine were health

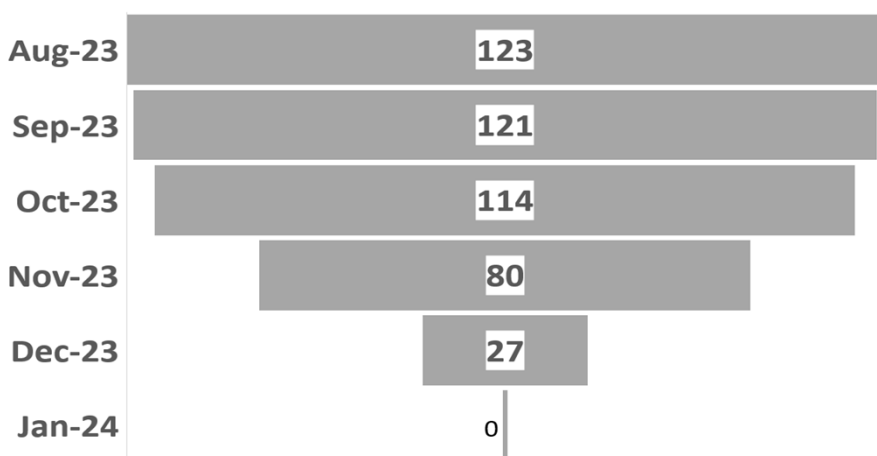
actions linked to integrated therapies. This represented just over 20% of the total number of actions in the WSoA. Since the implementation of the improvement plan, another seventeen actions were completed by September 2023 and a further thirty-six actions are on track to be completed by the end of January 2024. This will mean that less than a quarter of the total number of actions will remain to be completed. It should be noted that, although the actions themselves may be considered complete, they will not be signed off by the DfE until there is evidence of sufficient impact.

Completed WSoA Actions



3.8. EP Assessments

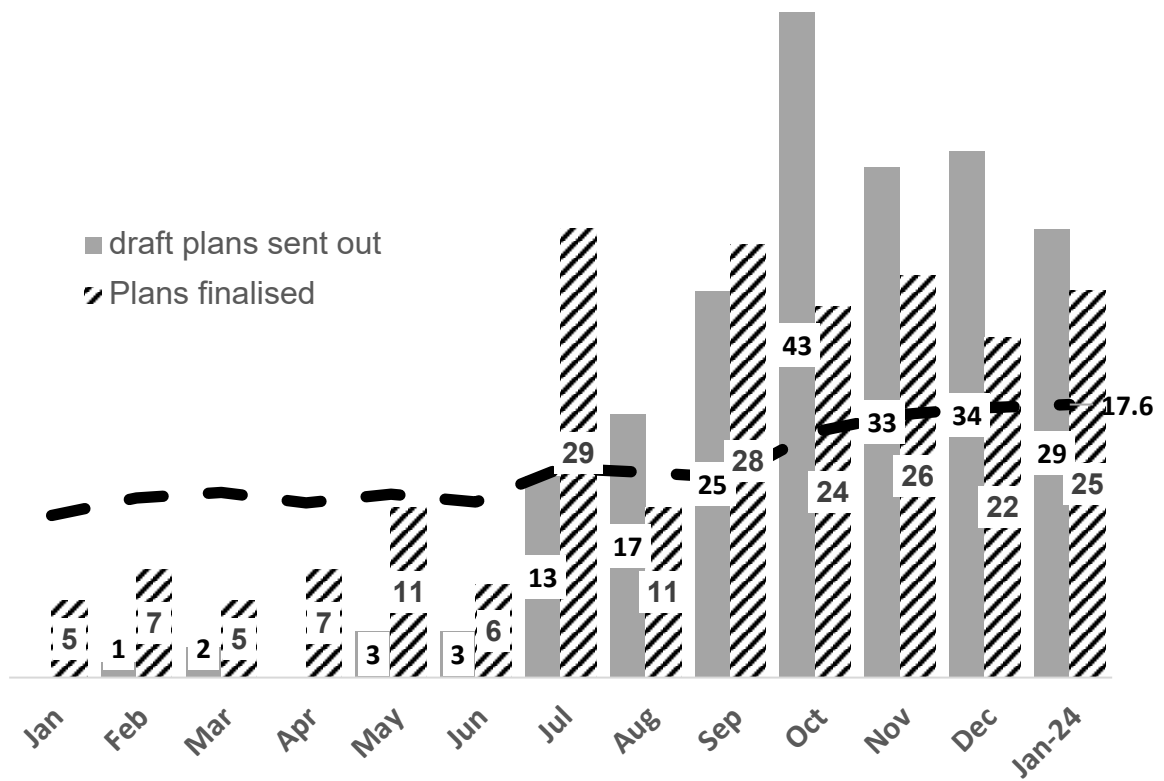
In November we reported on the appointment of a highly experienced Principal Education Psychologist [PEP] and the securing of additional interim educational psychologist [EP] capacity. The increased level of EP assessments completed each month has remained at a much higher level than in the first months of 2023. The backlog of unallocated assessments that stood at 130 in June 2023, and which had reduced to eighty by November, has now been cleared completely (see table below) so the team are now focused on meeting ongoing requests within statutory timescales. This is a significant achievement by the PEP and the EP Service.



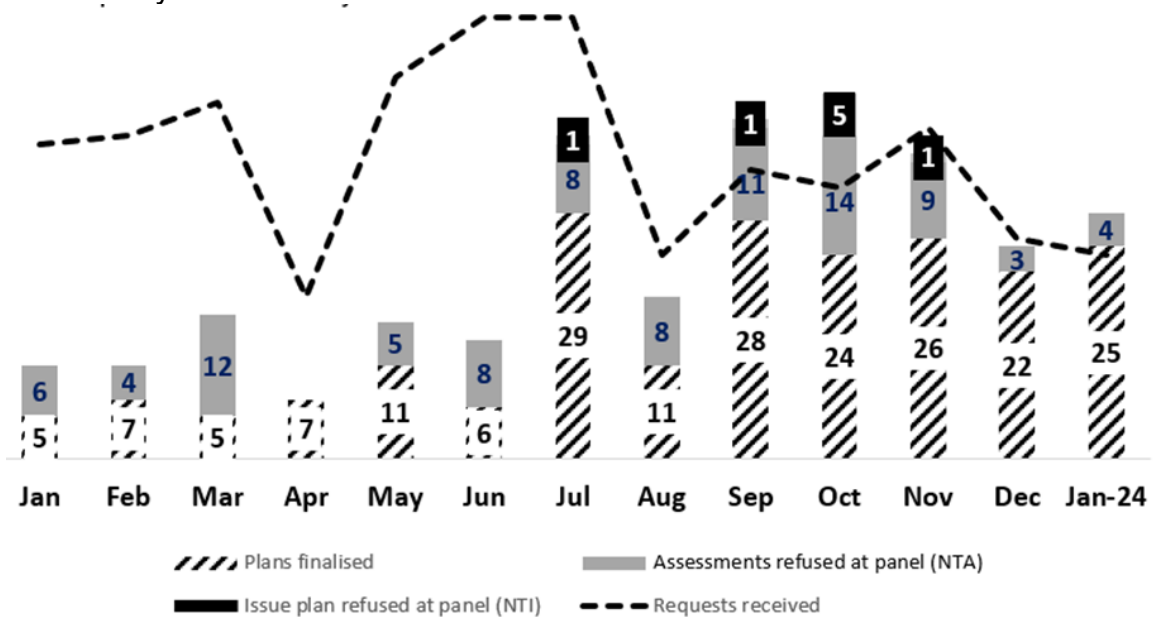
3.9. The improvement in the performance of the SEND 0-25 Statutory Team evidenced in the previous Cabinet update has been maintained. Creating a strong management team including the PEP, the Operational Lead and Team Managers has energised the statutory process. A full programme of training, based on individual skills audits, has been completed. A new Operational Manual has been developed that sets out a clear process for staff to follow in their work. This will ensure a consistent approach

is followed and will allow schools, families, and other partners to have a full understanding of the processes being followed.

- 3.10. Improved panel processes chaired by the PEP have been a significant factor in the improvement journey. As part of the support provided by our DFE SEND Advisor, Liz Flaherty, has attended a panel to quality assure the conversation and the implementation of the Code of Practice. She confirmed that the decisions being made are in line with the SEND Code of Practice.
- 3.11. Initial quality assurance of EHC plans by the PEP have indicated that they are compliant but that there is room for improvement in their quality. Work is ongoing to align EHC plan quality assurance with the wider Children's Services Quality Assurance Framework. This will ensure that, as well as increasing the number of plans completed each month, the overall quality improves alongside. There is an inherent risk that, when trying to focus on timeliness, quality becomes a secondary concern. In the meantime, Liz Flaherty our DfE adviser, has quality assured ten EHC plans that were selected for her at random. Although we are still waiting for feedback, we know that one was judged to be inadequate, and the rest showed a lack of consistency in the format of the plans and were generally too long. Actions to address these areas have been built into training and the Operational Manual.
- 3.12. Another important factor in the improvement in performance of the SEND 0-25 Statutory Team has been the internal case management approach that tracks every live case from the initial request for an EHC Needs Assessment until either an EHC plan is finalised or there is a decision not to issue a plan. There was a session in December to share internal processes with DFE representatives in which they were very positive about the impact of the tracker. The up-to-date information on the process of individual cases is beginning to improve communication with families, schools and other partners.
- 3.13. Moving forward there will be a greater concentration on EHC plan annual reviews and the team are on track to achieve all phase transfers to identify places for September for pupils with an EHC plan transitioning to a new setting by the February and March deadlines.
- 3.14. The graph below shows that the SEND 0-25 Statutory Team have maintained a higher level of EHC plans sent out each month as drafts or as final plans since the Summer. The dotted line shows the cumulative percentage of EHC plans that have been completed within the twenty week statutory timescale. This has risen consistently throughout 2023 and ended the year at 17.6% compared to 11% in 2022. This is despite clearing backlog cases that were already well over the timescale when allocated to the case officer. However, there needs to be a greater focus on timeliness for new cases and it is being proposed to report on backlog cases separately in the future so that their impact does not mask the performance of the team for new cases.



3.15. The table below shows the number of cases resolved each month by finalising EHC plans, a refusal to assess or a decision not to issue a plan. The dotted line shows the level of new requests received each month so, since September 2023, better performance and decision making is beginning to reduce the backlog of cases. In removing backlog cases children and young people that have been waiting the longest have been given priority. However, at this rate it will take more than a year to completely clear the backlog so the Operational Lead is drafting a further recovery plan to speed up this process which will be shared with the SEND Partnership Board in February.



3.16. There will be a significant turnover in the team in February 2024 because five case officers have decided to leave the authority. Each is leaving for different reasons but the focus on performance that is now possible using the Case Tracking System is

clearly a factor by increasing the level of individual scrutiny. The policy to move to a hybrid work pattern means that officers that were recruited previously may not wish to be in the office the required amount of time. Officers are aware that the plan is to move to a permanent team as soon as possible so two of the officers have accepted longer term roles in different local authorities. There is confidence that the refreshed team will be more fit for purpose because the service has an improved reputation, and we are aware that case officers have recently ended interim contracts with a neighbouring authority. We are prioritising recruiting permanent case officers.

Safety Value Intervention Programme/High Needs Budget Deficit Recovery Plan

- 3.17. The latest update report on the progress made against the “Safety Valve” Agreement was sent to the DfE on 15th December 2023 and, at the time of writing this report, we have not yet received their feedback. The report evidences that Slough Borough Council remains on track to meet the deficit control and reduction targets set out the agreement and that there are no significant changes since the last monitoring report was submitted in September 2023. All RAG ratings have remained Green other than the risk of legal challenge by way of appeal, judicial review and to the Local Government and Social Care Ombudsman (LGSCO) which has remained Amber.
- 3.18. The 2023-24 Period 8 (November 2023) position for High Needs DSG has total forecast spend of £24.9m against a budget of £25.1m. This contrasts with the period 5 position of a forecast spend of £22.3m. However, the previous report identified the potential risk of the backlog of 290 EHC plans with additional forecast spending of £2.6m and this is now factored into the outturn position. Therefore, the predicted position for 2023-24 is largely unchanged from the Period 5 position at an underspend of £0.155m. The actual predicted DSG Deficit position for the end of 2023/24 is a reduction to £11.0m once the Safety Valve contribution of £3.2m is received.
- 3.19. As described in the November Update Report to Cabinet, there are five main agreement conditions within the Safety Valve Agreement together with five identified risks, four mitigations and a section on overall resilience. In each quarterly monitoring report, the local authority has to RAG rate the progress made against the targets.

No	Agreement Condition	Sep23 Assurance	Dec23 Assurance
1	Demand for EHC plans	GREEN	GREEN
2	Independent Special School places	GREEN	GREEN
3	Post 16 Provision	GREEN	GREEN
4	Additional Provisions Resource	GREEN	GREEN
5	Alternative Education Provision	GREEN	GREEN

Rising Demand for EHC Plans

- 3.20. The level of requests for Needs Assessments is higher currently than at the time that the Safety Valve was originally agreed and future mapping shows that requests for EHC plans will continue to increase. The backlog of cases that are currently being cleared will impact on High Needs Funding in future years as well. However, as the number of EHC plans increases there are likely to be further increases in the High

Needs Block allocation. Therefore, a higher level of EHC plans does not necessarily mean that the authority will fail to achieve a balanced in-year budget, but it will remain a key area for vigilance.

Shortage of Special School Places

- 3.21. Slough is still above local, statistical neighbour and national benchmarks for the percentage of pupils with an EHC plan remaining in mainstream settings. Appropriate funding and training for mainstream settings will ensure that most children and young people continue to have their needs met in mainstream settings. However, some pupils will need to be placed in resourced provision, special schools and alternative provision. A revised Joint Commissioning Strategy has been developed based on a joint delivery plan with our local Special Schools, Additional Resource Provision and Alternative Provision to deliver additional places to meet future demand.

Alternative Provision

- 3.22. Alternative provision costs in Slough have been disproportionately high compared to our statistical neighbours because there has not been a strong, clear strategy which highlights Academies and Maintained Schools' statutory responsibilities. Meetings with headteachers and school leaders, including Slough Education Partnership Board (SEPB), Slough Primary Headteachers Association (SPHA) and the Slough Association of Secondary Headteachers (SASH), have clarified the DFE principle that preventative placements should mainly be funded from the Schools Block, i.e. by the schools themselves rather than by the local authority through the the High Needs Block. The current model does not follow this definition with most costs being met by the High Needs Block.
- 3.23. Following a benchmarking exercise looking at data from a range of local authorities, conversations have taken place with Littledown School and Haybrook College regarding the current model in place for Slough schools. This has included the funding model (base funding and top up funding). The revised Joint Commissioning Strategy will include opportunities to broaden the alternative provision offer by potentially working with other external providers.

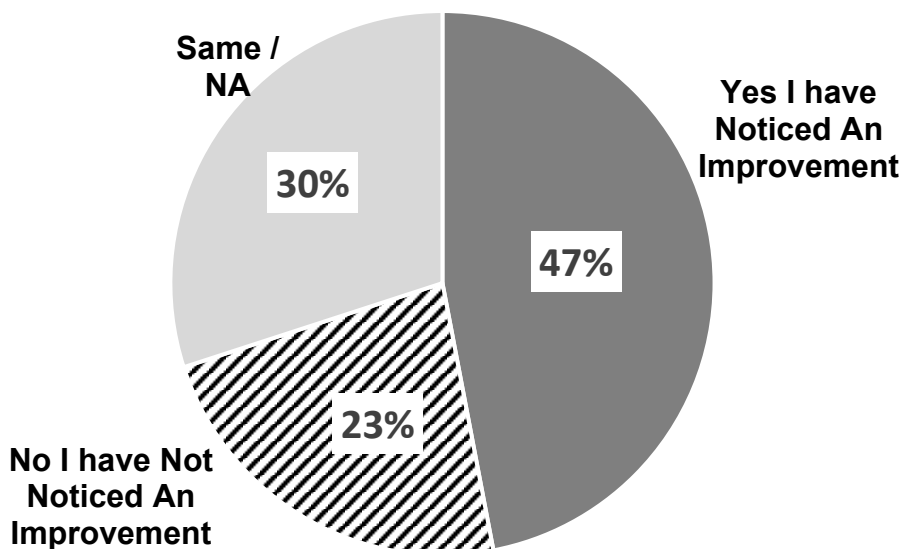
No	Identified Risks	Sep23 Assurance	Dec23 Assurance
1	Financial – escalating cost pressures	GREEN	GREEN
2	Service Delivery – workforce capacity	GREEN	GREEN
3	Reputational – complaints, negative publicity	GREEN	GREEN
4	Legal / Regulatory – tribunals / LGSCO complaints	AMBER	AMBER
5	Economic – demographics / inflationary pressures	GREEN	GREEN

Legal and Regulatory Issues

- 3.24. The Council been able to satisfactorily resolve recent tribunal cases through being able to defend decisions made around placements and funding as well as entering into mediation to resolve disputes around EHC plan contents or agreement to carry out an EP assessment. Where concessions have been necessary they have tended to be relatively minor and without significant additional costs. The improvement in the quality

of the service has reduced the level of complaints received by the Council regarding SEND. The improvement in the reputation of the SEND service is evidenced from a survey carried out by Special Voices in November. This asked the question “in the last four months, since our last information day, have you noticed a difference in education?” Obviously not all families will have had contact with the SEND Team or had an annual review at their school during this period, but nearly half stated that they had seen an improvement (see chart below).

3.25. Have You Noticed a Difference in Education in the Last Four Months?



Nevertheless, there are historical complaints that could lead to potential appeals to the Tribunal Service and this will need to be carefully monitored. We have seen several complaints to the Local Government and Social Care Ombudsman (LGSCO). Two cases have resulted in findings of fault with injustice with recommendations including payment to address lost educational provision and other matters. These cases also recommended a review of procedures and further training of staff to address learning. This will need to be monitored closely and so we have RAG rated this as Amber (WATCH).

4. Implications of the Recommendation

4.1 Financial implications

Although there is a clear focus on the Dedicated Schools Grant and the Council’s Safety Valve Agreement in this paper, there are no direct financial implications because it is purely for information purposes. All the financial information in this paper has been cross referenced with the Safety Value Intervention Programme/High Needs Budget Deficit Recovery Plan completed by Neill Butler, Strategic Finance Manager, People (Children). The SEND Improvement Plan aligns to the High Needs Block recovery and Safety Valve monitoring programme.

4.2 Legal implications

4.2.1 The Council and partner agencies have a number of key statutory responsibilities to children and young people with SEND. These include duties set out in the Children and Families Act 2014, the Children Act 1989, the Children Act 2004, the Care Act 2014 and the Childcare Act 2006. Partner agencies include health agencies, Slough Children First and early years providers, schools and colleges.

- 4.2.2 The SEND Code of Practice: 0 to 25 years provides statutory guidance for organisations which work with and support children and young people who have special educational needs or disabilities. This is a substantial code setting out guidance on the principles of the legislative framework under the Children and Families Act 2014, the requirements around information, advice and support, the need for joint working to deliver outcomes, the requirements for a Local Offer (being a list of services available to children and young people with SEND and their families). The Code also provides guidance to early years providers, schools, and further education providers, as well as providing guidance on preparing for adulthood. Detailed guidance is given on the processes for assessing, identifying, and meeting needs in education, health and care plans and the needs of children and young people in specific circumstances, including looked after children, care leavers, children educated at home and children in youth custody.
- 4.2.3 The Children Act 2004 (Joint Area Reviews) Regulations 2015 state that the Chief Inspector of Schools must make a written report where a review has been completed. The Chief Inspection of Schools must determine whether it is appropriate for a written statement of proposed action to be made in light of the report and if so, determine the person or body who must make that statement. In response to a requirement to produce a written statement of action, the Council prepared a statement and submitted this to the Department for Education and Ofsted in February 2022.
- 4.2.4 On 4 August 2023, the Secretary of State made a direction in accordance with powers under s.497 of the Education Act 1996. This was on the basis the Council had made a lack of progress towards the WSoA since it was approved in March 2022 and the Secretary of State was satisfied that the Council was failing to perform to an adequate standard in some of all of the functions conferred on it under Part 3 of the Children and Families Act 2014. The direction extends the remit of the existing DfE commissioner.

4.3 **Risk management implications**

4.3.1

	Risks	Potential Impact	Mitigating Actions
1	Failure to produce EHC plans within statutory timescales means that children and young people do not receive the right support early enough.	Dissatisfied families and children and young people's SEND needs not met. As a result, children and young people do not achieve the best outcomes. Also, possibility of tribunals and LGSCO complaints.	Additional locum EPs in place and revised SEND statutory processes are maintaining a high level of EHC plans. New panel processes already impacting on the quality of decision making and timeliness.
2	Lack of consistent approach to SEND in mainstream schools around the graduated approach.	Children and young people's SEND needs not met. Increased cost to the council with more requests for EHC plans	Ongoing work to coproduce a new graduated approach for Slough to be launched at an Inclusion Conference. Inclusion a focus of Autumn Term Visits.
n3	Failure to secure enough non-maintained places for pupils requiring	Children and young people's SEND needs not met. Increased cost to the council with more	SEND Sufficiency Working Party established and SEND needs added to the Place Planning Board TOR.

	resource provision or a special school.	independent school places needed.	
4	Failure to complete WSoA actions by the end of May 2024.	Reputational damage to the SEND Service and wider Council. Statutory Notice remains in place.	Improvement Action Plan and project management in place to ensure timescales are kept.
5	Failure to secure the trust and confidence of families in delivering support for their child with SEND	Lack of engagement and lost opportunities for coproduction and joint working.	Working Together Charter in place, new Local Offer website and SEND handbook to be launched at the Special Voices Information Day.
6	Financial risks caused by increasing demand for EHC plans.	The Council has entered into a Safety Valve Agreement (SVA). Therefore, as well as impacting on the overall Council budget position, a significantly higher level of SEND sending could threaten the additional funding being offered by the DfE if the SVA targets are achieved.	As stated in the report, there is a High Needs Block Budget Recovery Plan in place supported by a programme of monitoring and reporting. Currently the Council is on track to achieve the budget position set out in the SVA and the first payment of £10.8zm in additional funding has already been received.
7	Recruitment and retention issues due to the SEND service being largely interim.	As stated in the main report, there has been recent turnover in the SEND Case Officer team and this is likely to continue until a permanent team is in place.	A Recruitment and Retention policy is being developed alongside consistent SEND processes and data management to minimise the impact of staff changes.

4.4 ***Environmental implications***

4.4.1 There are no known environmental implications arising from this report.

4.5 ***Equality implications***

4.5.1 In the last academic year, 2022/23, over 389,000 pupils in England had an EHC plan and a further 1.1 million were receiving SEND support without a plan. Therefore over 17% of all pupils are classed as having SEND. The most common type of need for those with an EHC plan is autistic spectrum disorder but a rapidly increasing number have social, emotional, mental health issues. Earlier identification and meeting their additional needs will have a positive impact on their educational outcomes and wider life chances. Work is ongoing on the latest SEND Survey, and this will give more detailed data to identify whether characteristics around gender, age or race are over-represented in Slough and to ensure that there is appropriate targeting of support. Since the last survey, a great deal of effort has been put into ensuring that the information in our database is accurate.

4.6 Corporate Parenting Implications

- 4.6.1 The majority of Children Looked After [CLA] by local authorities have SEND and will often have suffered instability in their education. CLA children and young people are nine times more likely to have an EHC plan than their peers but also likely to not have had their needs accurately assessed as early due to these gaps in schooling. Any improvements in overall SEND services will have an obvious positive impact on the CLA cohort in terms of meeting their needs and mitigating the impact of previous educational issues. The Virtual School Headteacher ensures that SEND support is a key priority in Personal Educational Plan meetings. Where amendments to EHC plans and additional support for pupils without a plan are requested, the CLA team will advocate for the child or young person and liaise with the school and SEND Service.
- 4.6.2. Similarly, young people with SEND must be a priority in Preparation for Adulthood work to prepare them for moving away from school and into positive adult pathways. This includes post 16 education and training places, support for employability, independence training and supported internships.

5. Background Papers

None

SLOUGH QUARTERLY PROGRESS REVIEW ON WRITTEN STATEMENT OF ACTION

4th March 2024

Signed by:

SUE BUTCHER

**Executive Director People Children's / CXSCF Slough Childrens
First**



Signed by:

TRACEY FARADAY-DRAKE

Executive Managing Director



Happy, Safe & Loved, Thriving

In Slough we get the Right Support, at the Right Time, in the Right Place for children/young people, their families and ourselves.

Introduction

The improved performance in Special Educational Needs and Disabilities (SEND) evidenced in the November monitoring report has been maintained to date. Nevertheless, this needs to be set against the evidence of the position the SEND Service was in at the time of the February 2023 Written Statement of Action (WSOA) meeting that led to the issuing of the Statutory Direction. Education settings, families and partners support the view of clear improvement against a very low bar,

The WSoA tracker evidences the progress that has been made in completing the individual actions. There has been more progress since the development of a new SEND 0-25 Improvement Action Plan presented to the SEND Partnership Board in July 2023. Currently 63 actions are rated as Blue (Closed) and 20 are Green (fully on track). 8 actions were only partially complete at the deadline agreed in the WSoA implementation plan of December 2023. For all these actions, plans are in place to ensure that they will be completed by the end of May 2024. 2 further actions are rated Amber because there is a risk that they might miss the May 2024 deadline without further mitigations. It should be noted that several actions, although rated as complete, cannot be signed off by the Partnership Board or the DfE until there is consistent evidence of impact.

Partnership working continues to be a central element in SEND improvements. Feedback from social care staff and SEND officers evidences the growing teamwork and the Autumn Term Visit Questionnaires to all schools found a growing trust in the SEND service. Health colleagues are an integral part of the EHC plan assessment panel and the newly appointed DCO is already working closely with SBC teams. As part of the Frimley Children and Young People Operational Plan 2023-2024 a range of investment bids to support several service areas to support children with mental health challenges have been successful. This follows improvements in reducing waiting times for health therapies, Speech and Language provision and the agreement of a dysphasia service based at Arbour Vale School.

As a result of better processes and training, the performance of the Statutory 0-25 SEND Team has been consistently higher since the Summer of 2023. A significantly higher level of EHC plans have been completed each month and the percentage completed within statutory timescales, although still below national benchmarks, has risen consistently across the year. Similarly, the overall quality of plans has improved although this remains a key focus for improvement. There will also need to be increased attention on annual reviews now that the EHC assessment process is operating more efficiently.

The SEND service is beginning to receive positive feedback from families and education settings. This paper includes evidence of this from a Special Voices survey, the Autumn Term Visit Inclusion Questionnaire completed by 50 out of 51 Slough schools, feedback from the SENCo Network and the Slough Inclusion Conference in January as well as individual communications from schools and settings including lived

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experience evidence. Nevertheless, issues remain in the communication with schools and families as well as failure to achieve statutory timescales and the quality of EHC plans.

Therefore, although it is important to celebrate the improvements that have been made there needs to be recognition that there is a long way to go to establish a consistently good service for children and young people with SEND.

Headlines

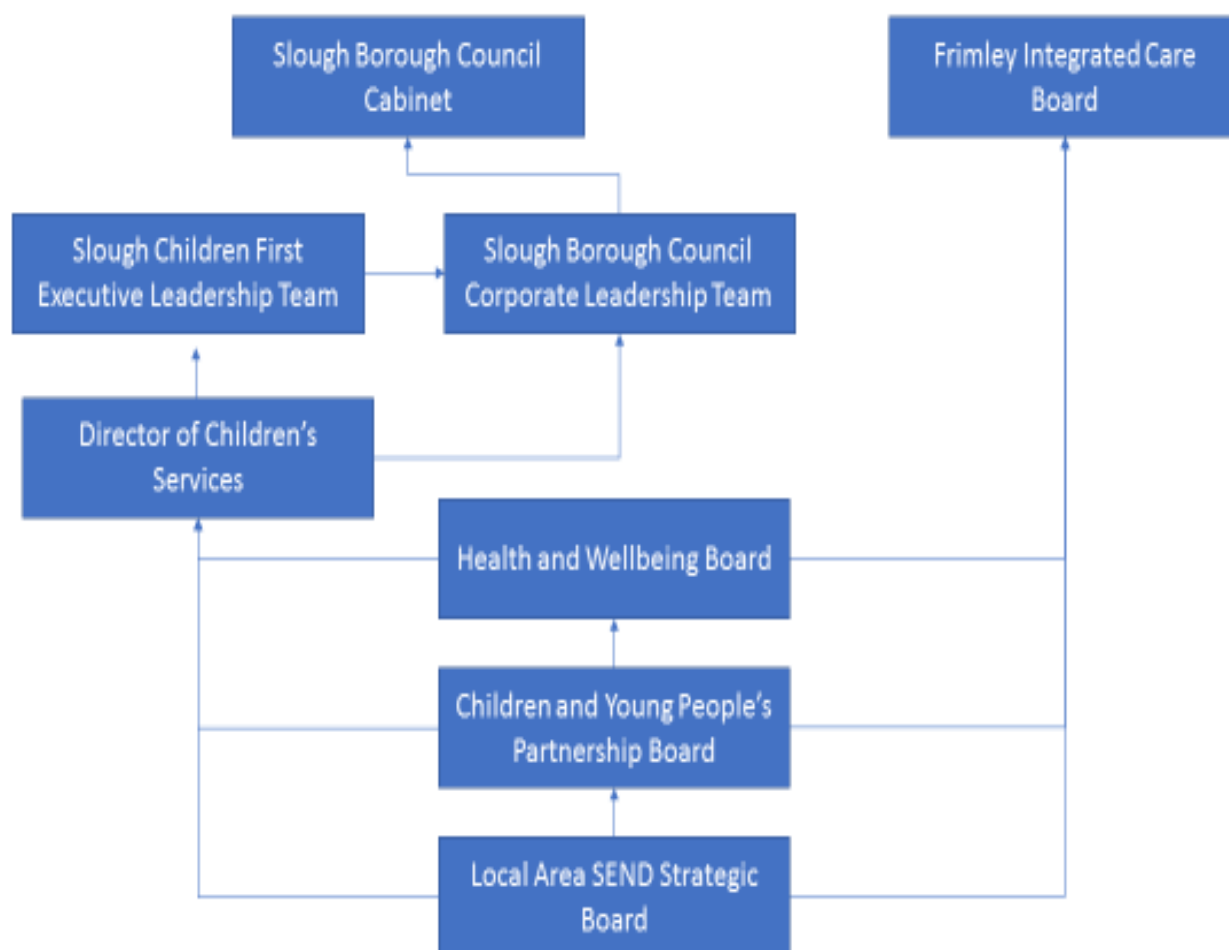
The key points that you will read in this update report are:

- The report evidences the increased pace in completing the actions within the WSoA. The report also contains the mitigations that have been put in place to ensure that the Red and Amber rated actions will be finished by the end of May.
- The performance of the SEND Team has improved over the last few months and this is evidenced in the report and in Appendix 1 (EHC plan data). Feedback from families and education settings supports the view that the SEND service is operating at a higher level although this is from a low base.
- The questionnaire that school leaders complete before the Autumn Capacity and Risk Visits showed that 'inclusion' is a core focus for many schools. A range of strong inclusive practice was identified that informed an Inclusion Conference in January 2024.
- Significant developments in the implementation of the Frimley Children and Young People Operational Plan 2023-2024.
- The Joint Commissioning Strategy has been revised in discussion with Slough Borough Council commissioners and now aligns to wider Childrens Services commissioning practices.
- Although staffing pressures to support the Preparation for Adulthood [PfA] Lead have led to a reduction in operational impetus in this area in recent weeks, a great deal of progress has been made. There is now a greater awareness amongst all stakeholders of the importance of preparing for adulthood from the earliest of years and how this must be embedded in the work which is done with all young people in all areas of education, health and social care.
- The SEND Service has embraced the collection of lived experienced evidence from children, young people and their families which is included in the report.

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WSoA Priorities and Responsibilities

The Slough SEND 0-25 Local Area Strategic Board is accountable for the delivery of progress against the WSoA and has the following reporting lines into decision-making forums at Slough Borough Council [SBC], Slough Children First [SCF] and Frimley ICS.



The partnership has assigned lead responsibility for enabling delivery of the actions to the following colleagues:

Priority Area	Priority Area Title	Responsible Owners
1	There are weak arrangements for ensuring effective joint leadership and accountability, self-evaluation and improvement planning at a strategic level across education, health and care services [including considering the high turnover of staff and an area-wide commitment to inclusion].	<p>Neil Hoskinson [Director Education]</p> <p>Len Brazier [Head of SEND 0-25 Commissioning]</p>

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2	The overlooked voice of the children and young people with SEND and their families and consequent lack of understanding of their lived experiences and the lack of readily available, helpful and accurate information in this regard.	<p>Adele Simpson [Preparation for Adulthood Lead]</p> <p>Gary Nixon [Principal Educational Psychologist]</p>
3	There is a lack of effective use of meaningful performance information to inform the area's strategy and planning, as well as to evaluate its effectiveness.	<p>Dave Hounsell [Group Manager – Data, Insight, Strategy, Transformation]</p>
4	There are limited opportunities for parents, carers and children and young people with SEND to be involved in planning and reviewing area services.	<p>Brynmor Smart [SEND 0-25 Service Lead]</p> <p>Gary Nixon [Principal Educational Psychologist]</p>
5	The timeliness with which EHC plans are produced and updated, particularly nearing transition points, and the absence of systematic processes for the quality assurance of EHC plans.	<p>Brynmor Smart [SEND 0-25 Service Lead]</p> <p>Len Brazier [Head of SEND 0-25 & Lead Commissioner]</p>
6	The absence of social care considerations in EHC plans, for children and young people not known to children's social care, and in services in the area, including the lack of age-appropriate social opportunities for children and young people and limited offer of short-break or respite services for parents and carers.	<p>Ben Short [Director Social Care, Slough Children First]</p>
7	There is inequitable access to SALT and OT services, excessive waiting lists and waiting times and the absence of a dysphagia service for those aged five and over.	<p>Alison Woodiwiss [Head of Transformation, CYP Mental Health and Special Educational Needs and Disabilities, Frimley Integrated Care System]</p>

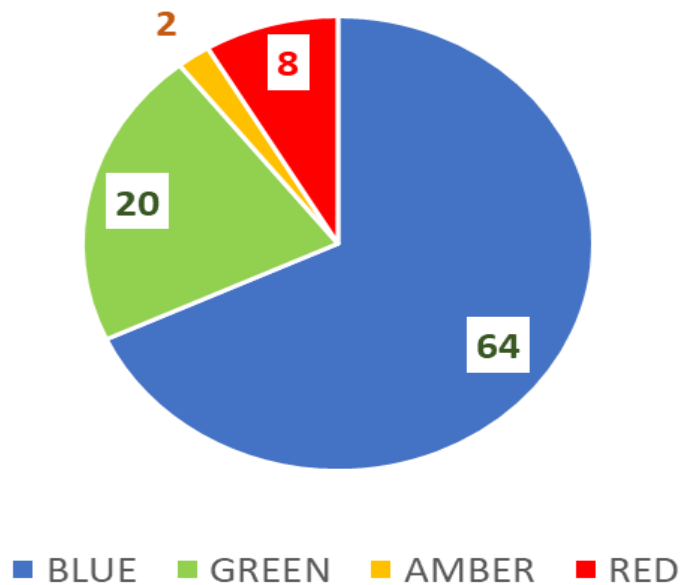
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Where are we now?

From the publishing of the Local Area Inspection Report in November 2021 until the Summer of 2023, only twenty actions were completed of which nine were health actions linked to integrated therapies. This represented just over 20% of the total number of actions in the WSoA.

Since the implementation of the improvement plan, another seventeen actions were completed by September 2023 and a further 27 by the end of December 2023. 8 more actions, originally with a December 2023 deadline, have been partially achieved (Red Rated) and this report sets out the mitigations that have been put in place to ensure that they will be fully achieved by the end of May 2024. Of the remaining 22 actions that are due to be completed by May 2024, 20 are on track (Green) and 2 are rated as Amber. Therefore, 64 actions (68%) are complete and 20 more (21%) are on track.

The report also contains the mitigations that have been put in place to ensure that the 9 Red rated actions and the 2 Amber rated actions will be finished by the end of May. It will be very important that there is no further slippage in timescales if the aim of completing all actions by the end of May 2024 is to be achieved.



General update on progress or areas of significant impact on the local area e.g., staffing

Staffing Changes

In the last report for November, the impact of the new Principal Educational Psychologist, SEND Operational Team Leader, SEND Statutory 0-25 Team Managers together with the new leads for Inclusion and Preparation for Adulthood was identified as an important priority. The impact of these staff is clear in the improvement journey described in this report.

Maintaining a stable team of case officers has previously been identified as a significant strength and so it needs to be flagged as a risk that five officers have given notice and need to be replaced. Interviews are on-going and we are confident that we will recruit officers who will take us to the next stage of our SEND improvement journey.

The SEND service is beginning to receive positive feedback from families and education settings. A consultant headteacher coordinates the Autumn Term Capacity and Risk Visits to all schools and found that the responses “were almost universally positive!” There was “strong acknowledgement that LA processes have improved” although “this is caveated by comments around the low bar this is being judged against”. This supports the LA view that SEND Services have improved from a low base but that there is a long way to go. Headteachers based this on the significant improvement in the EHC plan process although concerns were raised about the extent of backlog cases.

Feedback from our Parent Carer Forum, Special Voices, mirrors this view with half of parent/carers attending an Information Sharing Session in November stating that they felt that education had improved for their child since the previous session four months earlier. Nevertheless, issues remain in the communication with schools and families as well as failure to achieve statutory timescales and the quality of EHC plans. A new Communications Strategy will be developed with support from the LGA to help to address these concerns.

Inclusion in Mainstream Schools

The questionnaire that school leaders complete before the Autumn Capacity and Risk Visits showed that ‘inclusion’ is a core focus for many schools. It is clear that young people with ever more complex needs are attending mainstream settings and schools need to adapt both their core curriculums and their pedagogy to be accessible to ‘all’. The concentric circles of inclusive classrooms, inclusive schools and inclusive communities are being addressed with the Slough School Leaders

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Conference in January, but this is not a 'one-off' issue and it is good to note that schools are taking this on as an area for continuous improvement

Schools already feel they are providing good care for those pupils with EHC plans and those on SEND Support. A range of strong inclusive practice was identified in the Autumn Term Visits including examples of schools meeting more complex needs by creating additional resource areas such as nurture areas, sensory circuits and garden areas.

Primary schools have raised concerns about an increase in the number of pupils with more complex needs joining Reception classes, with more complex needs, that were previously unidentified or where the child had not attended Nursery previously. The Early Years Inclusion Officers now track the current Reception cohort to see which pupils receive SEND Support and EHC plans. Headteachers have requested additional training and specialist advice on creating 'inclusive classrooms' at primary school to tackle pupils with significant additional needs would be appreciated.

At secondary the overlap of SEND and behaviour (and lack of AP places) remains a concern and those that schools that rely on AP are hoping for a positive outcome to ongoing discussions about the commissioning of places at Haybrook College.

Health Updates

There have been significant developments in the implementation of the Frimley Children and Young People Operational Plan 2023-2024 which evolved from the Year five iteration of the Local Transformation Plan (2019-2024). Notable achievements are as follows:

Investment bids to support the mobilisation of several service areas to support children with mental health challenges made since the last reporting period have been successful. These include:

- Learning disability Child and Adolescent Mental Health [CAMHS] service
- Children in Care [CiC] CAMHS service
- Specialist Children and Young People mental health practitioners in primary care

These services are now mobilising at pace with services commencing from January 2024 through to June 2024. The Learning Disability [LD] /CAMHS Service launched on January 29th 2024. Measures of success are being developed for the first two service areas (LD CAMHS MoS will be co – produced with Parent Carer Forum [PCF] representatives) which will feed into both the system and the place based integrated SEND dashboards as part of the continuing SEND improvement journey. Delivery and progress are being monitored under both the Frimley ICB SEND and Mental Health Steering groups.

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Delivery against the Frimley ICB SEND Transformation Programme of work is continuing with a focus on the first 2 key priorities of the programme:

- 1) Service Transformation of Integrated Therapies across East Berkshire
- 2) The development of Place Based Integrated SEND Dashboards

A new Designated Clinical Officer [DCO] began on 4 December 2023 and will be leading on some projects within the programme. In addition, Frimley ICB has also appointed a Designated Medical officer for SEND [DMO] who began January 2024. This role is filled by a community pediatrician with specialist neurodevelopmental expertise and the role will support the DCO function. In particular the DMO will lead on the 3rd are of priority within the SEND Transformation Programme around Quality Assurance of assessments and Plans and Training for the clinical workforce.

Frimley ICB is currently engaged in detailed planning for 24-25 with a particular focus for the next financial year on our Neurodiversity Services.

Joint Commissioning Strategy

The Joint Commissioning Strategy has been revised in discussion with SBC I commissioners and now aligns to wider Childrens Services commissioning practices. The SEND Commissioner working with the Sufficiency Working Party, that is linked to the Place Planning Board, has identified that around 30-40 places are required for September 2024. Additional places will also be needed in subsequent years.

A new delivery plan is being taken to the February SEND Partnership Board for agreement that is made up of three key elements:

1. Review of current Specialist Resource Provision
2. Additional Alternative Provision placements at Haybrook College and Littledown School
3. Individual capital projects including modular classrooms at Arbour Vale School, an extension to Haybrook College, 2 EYFS Assessment Centres, funding towards additional post 16 places at Windsor Forest Colleges and a programme to update inclusion resources in 9 schools.

Preparation for Adulthood

Although staffing pressures to support the Preparation for Adulthood [PfA] Lead has led to a reduction in operational impetus in this area in recent weeks. Once support staff are in place, the operational work will pick up further momentum. Nevertheless, there is now a greater awareness amongst all stakeholders of the importance of preparing for adulthood from the earliest of years and how this must be embedded in the work which is done with all young people in all areas of education, health and social care.

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Parent and carers are now beginning to see a greater emphasis on the importance of planning for adulthood and report that they are satisfied with this focus. Educational settings are being upskilled in order for them to ensure that relevant conversations are had with young people regarding all options available to them post 16. There is also a greater emphasis being placed on the necessity of having such conversations prior to Y9 and providing all settings, including primary, with links to resources to assist them with embedding PfA into the curriculum much earlier. Following a workshop session [PfA.pptx](#) at the SEND Partnership Board a draft Toolkit for PfA [PfA Toolkit.docx](#) is now out for consultation. The new EHCP Template embeds PfA throughout with outcomes at all ages expected to link to the 4 pathway areas regardless of their age.

Lived Experiences

Feedback received by the SEND 0 – 25 Team suggests that whilst families may have historically shared dissatisfaction in the service regarding provision and outcomes for their children the same families report that they are seeing changes in how the team are addressing needs, are feeling like they are being listened to and therefore having their child's needs met. One young man reported back to us *'Thank you for all of your help with setting my online schooling up. So far I have had a warm welcome from Kings Interhigh and have settled in really well. I am enjoying it so far and think this could be good for me and what I should have done a long time ago. thank you for reaching out as I am always up for a chat.'*

Stronger partnership work leading to improved Lived Experiences and better outcomes for our young people with SEND, and in this instance also a CLA, can be seen here. A 8-year-old CLA whose foster placement and school both gave notice subsequently moved to residential placement. The SEND Officer worked alongside the Virtual School and their manager to challenge the local SEND Team to identify a more appropriate placement. The Virtual School reported: *"We had really exhausted all avenues and were just not getting any response. About 3 weeks ago, we all made a concerted effort in a three-pronged "attack", and we finally got a little bit of movement. The long-awaited consultation was sent to our chosen school on 16 May. They returned it on 22 May to their LA, and it was received by your team on 31 May. It was heard at panel yesterday and agreed. The turnaround by SEND has been truly amazing'.*

We are also collating Lived Experience in a variety of ways with a recent emphasis on including the views of children, young people, parents, and carers in every Educational Psychology report.

Whilst these experiences do highlight gaps in adequate service provision historically, more promising is the fact that there are clear improvements in service delivery and therefore lessons learned for future service improvements.

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Future Support Activities

Research & Improvement for SEND Excellence [RISE] Partnership

To support the SEND improvement journey, Slough has been receiving support from the RISE Partnership. This is led by the Council for Disabled Children [CDC] supported by the National Development Team for Inclusion [NDTi], the University of Warwick and the Isos Partnership. The next stage of the support is for 2 Workshops. The agreed dates are:

- ✓ 28th February. In-Person, Full Day (9.30am-3.00/3.30pm)
- ✓ 20th March. Virtual Half-Day. (1.00-4.00pm)

Another session is planned for a desktop review and the local authority has provided a range of data to plan the session. The data that has been provided is:

- Local area SEND scorecard.
- Frimley quarterly return.
- DfE compliance return.
- Latest draft of SEN2 return.

Support from the Local Government Association [LGA]

A further LGA Peer Review is being planned for later in 2024 to evidence the progress made against the recommendations in the first review but, in the meantime, work is planned for March onwards on a Communications Strategy, preparing for a future Local Area inspection and a carrying out a series of multi-agency SEND audits. The audits will include quality assurance of EHC plans using an LGA toolkit as well as case audits to identify where significant interventions were successful (or could have been successful).

A Communications Strategy could include monthly newsletters to all families of Children and Young People [CYP] with an EHC plan on an opt-out basis, blogs from the SEND Partnership Board and SEND Team, information sharing from partners, lived experience case studies and links to other corporate communications.

Planned sessions:

Wed 13/03	10am – 12.30pm	Local Area Inspection / Communications Strategy
	2pm – 4pm	Planning Multi Agency Quality Assurance Audits
Mon 08/04		Support for LANO – Ofsted evidence bank / Lived Experiences

Future sessions:

- ✓ Multi Agency Quality Assurance Audits
- ✓ Follow up to previous LGA report and actions taken.

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WSoA Actions/timescale check		
Are there any actions behind schedule?		Of the 35 actions due for completion at the end of December 2023, 8 were judged as partially complete and therefore rated RED. For each action, mitigations and a new completion date will be agreed at the February SEND Partnership Board.
Action	Reason	Mitigation/remedial action
2.3.1 Review and develop communications and access to case officers	A Communications Charter is in place and the service is receiving regular compliments. A recent Special Voices Information Day provided further evidence that communication is improving. However, although the level of complaints has reduced recently, the majority are still related to failure to respond and poor communication so it was felt that this action could not be judged to be complete.	Further training and support is being provided to case officers regarding communication with families and settings. As part of the additional support package agreed with the LGA, a Communications Strategy is being developed. This action will be complete by the end of April 2024.
3.3.2 Action plan for attendance	It was initially hoped that Capita could draw down school attendance data which would then be built into the data dashboard. However, the most helpful attendance information is held within the "Studybugs" database and so this is now being used by case officers as part of the assessment and annual review process. An attendance dashboard is being developed.	Once the attendance dashboard is in place, the attendance action plan can be co-produced. This will be complete by the end of April 2024.

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<p>3.4.1 Action plan for participation</p>	<p>Progress in this area has been impacted due to staff absence and the inability to successfully collate relevant data.</p>	<p>The action plan will be devised once data is collected and analysed and key themes are identified in relation to lack of participation. This will include primary areas of SEND, age and potential cultural influences. Work to begin in March with Inclusion Manager, NEET Team, Employability Team CMIE and CME Team to drill down and capture specifics.</p>
<p>5.3.1 Multi agency QA Framework</p>	<p>There has been a greater focus on improving the quality of EHC plans in recent weeks rather than simply concentrating on increasing the number of plans and timeliness. Training sessions and the Operational Manual have provided guidance and this has been enhanced by the advice received from the DfE adviser who has quality assured ten plans selected at random. A single template is now being used for all plans moving forward and the improved quality of EP advice is raising the overall quality of plans. An updated SEND Quality Assurance Framework is drafted and set to go out to all partners for consultation March 2024.</p>	<p>The reason this has not been completed yet is because the service is receiving support from the LGA in carrying out multi-agency audits. These sessions will use an LGA toolkit and, if this is helpful, this will be included in the wider Childrens Services Quality Assurance Framework. The sessions are arranged for April 2024 so this will be completed before the end of May 2024.</p>
<p>5.3.5 Review and strengthen transition review process</p>	<p>SEND representatives attend transition forum with health and social care. There has been a strong focus on building the available options for transition pathways which will lead into the review process and developing the skills and knowledge base of post 16 destinations, including a</p>	<p>Following the sign off of the Ordinarily Available Provision there will be a CDP programme to support Teachers/ TA and SENDCO's to embed the transition offer. New SENDCo support meetings to be held on line 1/2 termly to be develop SENDCo day to day skills</p>

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	<p>development of Supported internships and college offers. This work has been necessary to inform the review process in order that families and young people are empowered with choices that are relevant to their individual aspirations.</p>	<p>with a focus on Preparation for adulthood and transition planning. This will be completed by the end of May 2024.</p>
<p>6.1.4 Travel Training</p>	<p>As part of the PfA Toolkit work the SEND Youth Group were consulted with regarding areas that they would like support with and support to become independent travellers was a key focus.</p> <p>Rolling out a whole new programme of independent travel training takes time and buy in from associated stakeholders and also could potentially require people to be taken away from their day job. Companies have been considered as a commissioned service to deliver the training however given the financial situation the Council is in, this is not an option at present.</p>	<p>Co-development meetings have already taken place with Arbour Vale School, Langley College and the SBC Transport team regarding production of a travel training scheme for all CYP with SEND, not only those attending specialist provision. Further work has begun to commence with Arbour Vale and SBC Transport team to look at the best and most cost-effective options. Arbour Vale are keen to support SBC to further develop this as a model which can be used in Colleges and some Secondary schools as the next phase. This will be complete by the end of April 2024 with a view to a formal launch in September 2024.</p>
<p>6.2.1 Transitions process for CYP open to SCF</p>	<p>There is stronger partnership work between settings, the SEND Team and the Children with Disabilities (CWD) Team and more latterly the Employability Team meaning we are in a far greater position to prepare our young people for their futures. In consultation with our youth group Together as One we are more aware of the areas they consider to be the most important in</p>	<p>The new EHCP Template has links to PfA pathways regardless of CYP age. The Transition Policy and Process doc, is currently under review and the education section has been reviewed and shared with partners for feedback on their relevant sections. The Preparation for adulthood Toolkit has been drafted and is out for consultation. Once</p>

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	preparation for adulthood. This is crucial in order for us to design appropriate services to support them on their journeys. However, this work is taking longer to complete due to operational staffing issues (long term absence).	this is finalised a further round training and support will be provided to case officers and settings to utilise this within the transition review process. The toolkit will be included in the Operational Manual for SEND Officers, and will be shared on the local offer website. Strong progress is being made in this area, and we expect to complete this by May 24
6.4.5 Review arrangements for direct payments	Further work will be needed by end of financial year to conclude this piece. SBC and SCF financial regulations need to be taken into consideration and this is being picked up as part of a wider review of financial arrangements.	A review of direct payments to identify potential flexible payment options (pre pay cards) and local provider market – will be completed by the end of April 2024 (the original baseline date was the end of December 2023).

Risk Register			
	Risk	Potential Impact	Mitigations
1	Failure to produce EHC plans within statutory timescales means that children and young people do not receive the right support early enough.	Dissatisfied families and children and young people's SEND needs not met. As a result, children and young people do not achieve the best outcomes. Also, possibility of tribunals and Local Government and Social Care Ombudsman [LGSCO] complaints.	Additional locum EPs in place and revised SEND statutory processes are maintaining a high level of EHC plans. New panel processes already impacting on the quality of decision making and timeliness.
2	Lack of consistent approach to SEND in mainstream schools around the	Children and young people's SEND needs not met. Increased cost to the council with	Ongoing work to coproduce a new graduated approach for Slough to be launched at

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	graduated approach.	more requests for EHC plans	an Inclusion Conference. Inclusion a focus of Autumn Term Visits.
3	Failure to secure enough non-maintained places for pupils requiring resource provision or a special school.	Children and young people's SEND needs not met. Increased cost to the council with more independent school places needed.	SEND Sufficiency Working Party established and SEND needs added to the Place Planning Board TOR.
4	Failure to complete WSoA actions by the end of May 2024.	Reputational damage to the SEND Service and wider Council. Statutory Notice remains in place.	Improvement Action Plan and project management in place to ensure timescales are kept.
5	Failure to secure the trust and confidence of families in delivering support for their child with SEND	Lack of engagement and lost opportunities for coproduction and joint working.	Working Together Charter in place, new Local Offer website and SEND handbook to be launched at the Special Voices Information Day.
6	Financial risks caused by increasing demand for EHC plans.	The Council has entered into a Safety Valve Agreement (SVA). Therefore, as well as impacting on the overall Council budget position, a significantly higher level of SEND sending could threaten the additional funding being offered by the DfE if the SVA targets are achieved.	As stated in the report, there is a High Needs Block Budget Recovery Plan in place supported by a programme of monitoring and reporting. Currently the Council is on track to achieve the budget position set out in the SVA and the first payment of £10.8m in additional funding has already been received.
7	Recruitment and retention issues due to the SEND service being largely interim.	As stated in the main report, there has been recent turnover in the SEND Case Officer team and this is likely to continue until a permanent team is in place.	A Recruitment and Retention policy is being developed alongside consistent SEND processes and data management to minimise the impact of staff changes.

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Support received in this reporting period

Support Activity	The DfE adviser has provided feedback on ten EHC plans RISE Support for SENCo Network
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Progress on Priorities 1-7

Priority 1	There are weak arrangements for ensuring effective joint leadership and accountability, self-evaluation and improvement planning at a strategic level across education, health and care services [including considering the high turnover of staff and an area-wide commitment to inclusion].
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Progress on Key Actions

Currently all actions in Priority Area 1 are either complete or on track to be complete by the end of May 2024 apart from 1.5.1 - conduct a review of all places and identify gaps in provision in the area to ensure a strategic approach to placing children in the most appropriate setting according to need. This has been deemed Amber because the shortage of special school places in the region has been identified as a risk. This means that, although the sufficiency of places will be assessed and a new more strategic placing policy will be agreed, it might not be possible to find appropriate settings for all children and young people. Currently a low number of Year 6 pupils with an EHC plan have “Special School by Type” in Section I of their plan because we are still looking to commission the right school.

At secondary the overlap of SEND and behaviour remains a concern and schools who currently rely on AP are hoping for a positive outcome to ongoing discussions. This is also a potential barrier to all young people being placed appropriately.

The SEND Partnership Board has been fully established since early in 2023 and is chaired by the Director of Childrens Services. It includes the SEND Commissioner, the Elected Member for Education, health, social care, early years, schools and parent/carer partners. The Board has developed a SEF based on advice from the DfE adviser together with a data dashboard that links to social care and health databases. The impact of the Board is clear in terms of the quality of monitoring information and the growing confidence that SEND in Slough is improving.

One significant change since the last monitoring report is that the number of school leaders on the Partnership Board has been increased to ensure that there is a broader representation. As well as a Nursery and College representative there are an academy mainstream, maintained mainstream and a special school headteacher for the primary and secondary phases.

The SEND and Inclusion Strategy 21-24 was used to inform the Capacity and Risk Evaluation meetings in the Autumn term. This included a supplementary Inclusion Questionnaire which has provided a range of evidence about inclusion in Slough schools. Another 2 questionnaires were circulated to help schools audit their provisions and a SENDCO questionnaire focusing on their knowledge of SEND legislation and the graduated Approach and how they are delivering this within their

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settings. Evidence of best practice in inclusion also informed the Inclusion Conference in January.

The use of data is covered more fully in Priority Area 3 but a range of KPIs have been selected and will be presented to the SEND Partnership Board at the February meeting. These will help to inform future monitoring, target setting and priority action planning.

SEND reports are brought to the Getting to Good Board every other monthly meeting and every quarter to full Cabinet. This ensures that Council leaders have good knowledge of the improvement journey. However, it has also been agreed that this will be one of the areas considered by the Council scrutiny committee.

The impact of the Board and the SEND Improvement Action Plan is clear in the progress that has been made in completing actions in the WSoA. As stated in the "Where Are We Now" section above.

Inclusion in Schools

From a SENDCO Conference in January supported by the Council for Disabled Children, a draft Slough Ordinarily Available Provision document has been co-produced and is currently being circulated to other stakeholders for their contributions and feedback. Communication and cooperation between the Inclusion Early Years Teams and education departments within Slough and the SENDCO's has greatly improved with SENDCO Network meetings, Private, Voluntary and Independent (PVI) meetings being well attended, with over 30 SENDCO's attending the SENDCO Network meetings on a regular basis. In addition, there are Resource Base meetings which focus on sharing of good practice.

There are regular Inclusion panels where schools and other agencies meet to discuss identified pupils where they feel they have exhausted their own knowledge base. In addition, the Early Years Team and the Inclusion Advisory Teachers are available to support individual pupils, classes and whole school / Units' advice to support Inclusion. Slough Inclusion offers mentoring to SENDCO's who are struggling and ad hoc meetings to discuss any concerns / difficulties that might have arisen. SENDCO's receive regular email updates regarding CPD, new reports etc.

SENDCO's are now working together to address areas of weakness. For example they are addressing the high turnover of TA's in schools and with Slough have devised a series of training sessions they wish Slough to deliver.

Preparation for Adulthood

By listening to our families and children and young people we are better equipped to ensure that they transition into adulthood appropriately supported and are being afforded maximum life chances in all areas (further education/employment,

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community inclusion, good health and independence). For each young person this will look very different. However, only by learning what they want to be supported with and by whom can we begin to support them and their families to make this happen. The stronger partnership work between settings, the SEND Team and the Children with Disabilities (CWD) Team and more latterly the Employability Team means we are in a far greater position to prepare our young people for their futures. In consultation with our youth group Together as One we are more aware of the areas they consider to be the most important in preparation for adulthood. This is crucial in order for us to design appropriate services to support them on their journeys. Their feedback can be found here [Feedback for Adele.pdf](#).

The new EHCP Template embeds PfA throughout with outcomes at all ages expected to link to the 4 pathway areas regardless of the CYP age. Training is scheduled to support this with the SEND Team to embed PfA into their writing of EHC Plans and the work they do with families.

A more joined up strategic approach to working with the employability team, where children's services will have a seat on the steering group, thus enabling us to work with DWP and the Chamber of Commerce.



parent
questionnaire redact

As we can see from the questionnaire above, this is a key concern of parents, to know that there will be conversations around transition (not only into adult services where appropriate) and options available to their child in the future. It is of course also pleasing to see their overall satisfaction with the education being received.

The new EHCP Template has links to PfA pathways regardless of the child or young person's age. The Transition Policy and Process document is currently under review and the education section has been reviewed and shared with partners for feedback on their relevant sections.

Evidence of Impact

A consultant headteacher coordinates the Autumn Term Capacity and Risk Visits that was completed by 50 out of 51 schools, has provided feedback to the Slough Education Partnership Board regarding the Inclusion Questionnaire. He found that the question responses "were almost universally positive!" about improvements in the SEND Service. There was "strong acknowledgement that LA processes have improved" although "this is caveated by comments around the low bar this is being judged against". This supports the Local Authority [LA] view that SEND Services have significantly improved but that there is a long way to go.

In their responses to the Inclusion Questionnaire completed as part of the Autumn Term Capacity and Risk Visits to all schools, schools reported that "new

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applications are moving through the system well” but that backlog cases are having significant implications on schools.

School feedback in the Inclusion Questionnaire was positive about the support given to young people receiving SEND Support and provided examples of schools meeting more complex needs by creating additional resource areas. However, there was concern that young people waiting for EHC plans that are over the statutory timeline are having a detrimental impact on teaching and school budgets.

The impact of an increased awareness of a graduated approach and robust Assessment process is now beginning to be reflected through the data. Since November there have been no Band 1 or 2 EHC’s issued. This is compared with 5 between August and the end of October 23. Therefore, this suggests that schools are being more inclusive.

There is a raised awareness amongst all stakeholders on the importance of Preparation for Adulthood from the earliest of years and how this must be embedded in the work of all partners. Parent carers are reporting that they are seeing this as an improved focus. A greater number of settings are ensuring that relevant conversations are had with young people regarding post 16 options available to them. YP are becoming more aware of a wider range of opportunities relating to training available to them and are being directed where to seek advice.

CYP and their families report increased levels of satisfaction with the local offer. CYP and their families are confident that the post-16 offer meets the needs of SEND students and that their views are heard and taken into account.

Key Next Steps

- A ‘Preparation for Adulthood Toolkit’ has been drafted and is out for consultation, however this is a dynamic document and will reflect ongoing changes nationally and locally.
- Future priorities include a programme to review and strengthen access to work experience, supported internship and employment opportunities from Yr10 onwards and establishing a multi- agency Transition Pathways Group this has been operational for some months to enable effective joint commissioning and strategic implementation of the PfA Toolkit.
- Additional training and specialist advice on creating ‘inclusive classrooms’ at primary school to tackle pupils with significant additional needs would be appreciated by school leaders.

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Priority 2	The overlooked voice of the children and young people with SEND and their families and consequent lack of understanding of their lived experiences and the lack of readily available, helpful and accurate information in this regard.
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Progress on key actions

Currently all actions in Priority Area 2 are either complete or on track to be complete by the end of May 2024 apart from 2.3.1 - review and develop systems to ensure parents/carers have appropriate access to their case worker and there are clear expectations around communication and timeliness of response. This was judged to be Red in December 2023 because, although a Communications Charter is in now in place, the level of complaints is still too high and the majority are still related to failure to respond and poor communication. As a result, additional training and support is being provided to case officers regarding communication. As part of the additional support package agreed with the LGA, a Communications Strategy is being developed and will be complete by May 2024.

Greater awareness of the importance of lived experiences and the voices of children, young people and parent carers is now seen as business as usual by all partners. The recognition of its importance and the reasons why it is important has been shared widely and will continue to be. All officers across the council are being encouraged to share experiences that they are aware of and celebrations of good practice are shared on the Local Offer website. Where poor experiences have been had, we are using them to drive service improvement. Monthly meetings will be held where key SBC and health partners will be asked to focus on key areas of weakness highlighted by the shared lived experiences with the question raised of 'what can be done to address this...?'.

Greater partnership working between schools, the virtual school ([Slough Information and Services Guide | Fantastic feedback from Virtual School \(sloughfamilyandcommunityservices.org.uk\)](https://www.sloughfamilyandcommunityservices.org.uk)) the SEND Team and health means that when lived experiences are being shared stakeholders are in a better position to come together to resolve issues as appropriate. The development and redesign of key SEND health provisions has consulted with families and carers to draw on lived experience to inform the transformation work.

There are many ways which we are collating evidence demonstrating we are actively seeking the views and feedback of our families. The voices of children and young people were heard at SEND Strategic Partnership Board (16/1/24) and will continue to be a regular feature with more young people joining us in March. The Participation Officer is now since a Board member which will assist in ensuring we are aware of the concerns raised by YP. DFN Project SEARCH Case Studies, videos and interviews to be shared and shared on LO. In the new Learning Disability and CAMHS service launched in February, families and carers are co-

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producing the Measures of Success by which we will measure impact. For the work transforming the Integrated Therapies service, we have conducted a full survey seeking the lived experience of our families which will inform the new service design.

We are hearing directly from parents, carers and children and young people at strategic and operational levels in any medium which suits them. We have witnessed great participation from young people at the SEND Strategic Partnership Board and have received completed case studies from both parent carers and young people. All feedback received is collated centrally as are case studies.

Each Slough school now has an agreed link officer and hearing directly from schools that their experience with SBC SEND services has greatly improved means essentially that we are helping to improve the outcomes of young people with SEND, *'Dear Len and Bryn, I hope you are well. I am emailing today to say how lovely it has been to work with the Slough Borough Council SEND team since September 2023. The ability to make a phone call knowing the team will call back within that day, has made a world of difference to my mental health and wellbeing. Additionally, working with Sam, Natalie, Jo and Pav has given me tremendous support and has added immensely to my professional development. I have worked in Slough, as a SENDCO, since January 2021, and I have not had this support in this way since I started. Thank you so much.'*

Evidence of impact

A number of case studies have been collected that evidence an improvement in how stakeholders are being treated and that this is raising outcomes for children and young people.

Since a new telephony service for the SEND 0 – 25 Team stakeholders report improved access to the Team and calls logs support this view. As well as logging each call, an outline of the nature of the query, the actions to be taken, the officers to undertake the action and any follow-up is recorded. The telephone system still requires further improvements however and needs to be fully embedded.

Feedback from schools supports the view that the introduction of link SEND Officers, settings know who to liaise directly with regarding any queries and this is working well with schools feeding back an improvement in communication overall in the Capacity and Risk Questionnaire.

Since the Communications Charter was introduced, the service has received a higher level of compliments, and these are regular shared at the Childrens Services weekly briefing. A recent Special Voices Information Day provided further evidence that communication is improving. However, although the level of complaints has reduced recently, the majority are still related to failure to respond and poor communication which show that there is still dissatisfaction amongst some partners.

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The current high turnover of case officers, however, has impacted on the relationships that were previously being built between schools and officers. This means that outcomes are not as good as expected and therefore successful communication has declined.

The new Local Offer website has been launched and work is ongoing to identify gaps and, if necessary, commission services to provide support that is required but not currently available. This will be business as usual work carried out as agreed by the Local Offer Working Party that contains a range of stakeholders.

Key next steps

- All LA Officers will continue to be encouraged to capture Lived Experience in the way which is most accessible to the learner and/or their family and these will be centrally collated. Officers will be encouraged to share the lived experience email address with families for them to report their feedback directly. These findings will be analysed, reported on, and acted on as appropriate.
- The Team will have greater capacity and more stability meaning that all partners will know who to go to regarding specific queries or children and young people.
- The telephone system will be further streamlined and fully embedded. Any complaints referencing communication will be looked at in detail and issues addressed.
- Further training and support is being provided to case officers regarding communication with families and settings.
- As part of the additional support package agreed with the LGA, a Communications Strategy is being drafted.

Priority 3	There is a lack of effective use of meaningful performance information to inform the area’s strategy and planning, as well as to evaluate its effectiveness.
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Progress on key actions

All the actions in this area have been completed or are rated as Green apart from 3.3.2 – draw up and implement an action plan to reduce absences and 3.4.1 – develop an action plan to increase participation for children and young people with SEND.

Use of data is now a clear strength in the SEND Strategic oversight processes with an upgraded Self Evaluation Framework and a data dashboard that informs the work of the SEND Partnership Board. The impact of the Case Tracking System has helped to ensure that Capita is being used and populated more accurately the

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service is in a much stronger position to monitor the EHC plan cohort and to identify the right interventions and other actions that are required. The original plan was that Capita would draw down school attendance data which would then be built into the data dashboard. However, analysis and conversations with schools revealed that the most helpful attendance information is held within the “Studybugs” database. Therefore, “Studybugs” data is now being used by case officers as part of the assessment and annual review process and an attendance dashboard is being developed. An attendance action plan that identifies the particular cohort of children and young people to be targeted and the interventions to be used will be developed once the attendance dashboard is in place. This will be completed by the end of April 2024

Progress in the development of a participation action plan has been impacted due to staff absence and the inability to successfully collate relevant data. The action plan will be devised once data is collected and analysed and key themes are identified in relation to lack of participation. This will include primary areas of SEND, age and potential cultural influences. Work to begin in March with Inclusion Manager, NEET Team, Employability Team CMIE and CME Team to drill down and capture specifics.

Evidence of impact

Slough SEND Services’ use of performance data is becoming a clear strength in terms of monitoring performance, identifying blockages in the system and setting challenging targets for improvement. A data dashboard has been developed in line with the areas of weakness identified by the CDC / Ofsted inspection, the SEND Green Paper and the latest Local Area Inspection Framework. This was further developed using advice and examples of good practice from the DfE adviser. The dashboard has been benchmarked against the other East Berkshire local authorities as well as Frimley ICB. We have been contacted by the Buckinghamshire, Oxfordshire and Berkshire group who would like to learn from our use of data. Therefore, what was an area of weakness in the inspection is now being used as a regional example of good practice.

The SEND Sufficiency Working Party and analysis of the current EHC plan cohort is now systematically identifying and addressing gaps in current provision and informing the revised joint commissioning strategy to meet future demands. This includes integrated therapies to address the existing waiting lists for occupational therapy and speech and language therapy.

The case tracking system is having a clear impact in supporting day-to-day decision making within the SEND Statutory 0-25 Team and is a key factor in the improvement in performance. This system allows triaging of cases as well as monitoring the performance of individual case officers. The refreshing of the Capita case management information is bringing the two data sets in line with each other.

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Key next steps

A range of additional KPIs are being built into the data dashboard relating to annual reviews, decisions to carry out an EP assessment and completing the assessment within timescales, conversion rate from draft EHC plans to final plans, attendance for SEND pupils and health data.

Prioritising lived experiences data will remain a focus to ensure that the impact of improvements is making a difference to children and young people with SEND.

Schools have raised concerns about pupils joining Reception classes with more complex needs that were previously unidentified or where the child had not attended Nursery. The Early Years Inclusion Officers have begun to track the current Reception and year 1 cohorts and have so far discovered that only 17 of the 118 pupils with an EHC plan had previously not attended an early years setting. However, further tracking will consider new applications for an EHC Needs Assessment for this cohort over the next few terms to identify how many young people fall into this category. This will be compared to 9–12-month and 2-year review data where early identification suggests support is required to meet developmental milestones. Currently the Early Years team is ensuring that the SEND spreadsheet and the October census data aligns accurately.

Priority 4

There are limited opportunities for parents, carers and children and young people with SEND to be involved in planning and reviewing area services.

Progress on key actions

All the actions in Priority Area 4 are either complete or on track to complete by the agreed date.

Only 1 action was due to be complete since the last monitoring report and this was to ensure that there is increased representation on existing forums that reflect the local population.

The influence of the Parent Carer Forum, Special Voices, has increased with more members attending meetings and their surveys being used as part of the data monitoring programme. Participation groups run by youth officers and participation officers are publicised on the Local Offer. Participation People, Making Participation Work, and Kids charities are working together with Slough Borough Council and Slough Children First and 'Together as One' to ensure greater opportunities for children and young people as well as their families to participate.

Posters have been created with a unique Lived Experience email address, to be distributed across the Borough, in settings, leisure centres and health centres etc.

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and are included in information which goes out to families with statutory process information for new ECHNA requests.

As reported in the last monitoring report, the redesign of the Local Offer Website was an example of effective co-production with children, young people and parent/carers (Special Voices).

The participation of children and young people has been further enhanced by the development of the SEND communications policy drafted and Training scheduled for all SEND officers to embed good practice in line with education directorate policies with the aim of ensuring issues are dealt with before they reach the stage of formal complaint. The overhaul of the SEND Telephony system together with the new duty rota established in October 2023 ensures that all calls into the service are logged and a record kept of actions taken and timeliness of response.

Key SEND Service staff attend SENCO network meetings and there are regular information sharing sessions with education settings and parent carers to ensure the SEND Team is transparent and accessible to schools and parents. Having up to date and accurate information about the progress made by the SEND 0-25 Statutory services is vital if stakeholders are going to be involved in strategic priority setting.

Evidence of Impact

Children and young people are now more involved in the EHC plan assessment and drafting process since key outward contact points were built into the Standard Operating Procedures. Feedback from families supports the view that they are better informed of the ECHNA progress and that their views are more included in the draft and final EHC plan.

Draft SEND Quality Assurance Framework includes requirement for families to be involved in the multi-agency audit process to provide valuable insight into the quality of EHCPs from their perspective and an opportunity for them to influence decisions on service improvement and delivery that affect their lives.

Information about SENDIASS is prominent on the Local Offer website. Contact information for SENDIASS is included in all standard letters throughout the Education Health and Care Needs Assessment [ECHNA] and Annual review processes and within information sent to families of CYP applying for new ECHNA.

Attendance of children and young people as well as parent/carers at SEND Partnership Board meetings.

“Special Voices” parent-carer feedback gathered regularly and shared with key decision-makers. Since the last monitoring visit, Special Voices have conducted a further survey that found that half of families believed that the education for their child had improved over the last four months. Similar feedback has been received

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from SENCos and other school leaders. However, as stated above, the level of complaints about communication are still too high.

Key next steps

- Schools are reporting the SEND Team are more accessible and improved relationships with SEND Officers
“Dear Natalie, I just wanted to say how refreshing it was to discuss our SEND concerns with you on Friday. It was the first meeting that I have come away feeling that things for our most vulnerable children were finally being sorted and concerns were being listened to. I understand there is a long way to go, but for me it is a good start. Thank you again.”
- Evidence [Case Study Examples](#) clearly outline that stakeholders report an improvement in how they are being treated and thus outcomes are better for young people.
- The Local Offer website will be reviewed by the working party which includes stakeholders.
- Young people and parent-carer representatives will be members of the new Strategic Transition Group.
- A local area, multi-agency attended, ‘Youth Voice’ conference will be held in the new year.
- Consultation with parents and YP around schools’ strategies.
- Autism course [4 sessions] to be delivered to parents within schools.
- “DFN Project Search”. Supported Internship Model. Presentation for parent-carers and to young people from “Together as One” and “The Autism Group”.

Priority 5	The timeliness with which EHC plans are produced and updated, particularly nearing transition points, and the absence of systematic processes for the quality assurance of EHC plans.
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Progress on key actions

Since the last WsoA monitoring report, two actions within Priority Area 5 have been rated as Red because they were not fully complete by January 2024. These were 5.3.1 – establish a multi-agency Quality Assurance Framework and 5.3.5 – review and strengthen transition review processes.

An updated Quality Assurance framework for SEND has been drafted and is set to go out to all partners for consideration and comment by March 2024. A series of multi-agency SEND audits has been planned for March 2024 onwards. The reason this has not been judged as completed yet is because the service is waiting to

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receive support from the LGA in carrying out multi-agency audits. These sessions will use an LGA toolkit and, if this is helpful, this will be included in the wider Childrens Services Quality Assurance Framework. Nevertheless, there has been a greater focus on improving the quality of EHC plans in recent weeks rather than simply concentrating on increasing the number of plans and timeliness. Training sessions and the Operational Manual have provided guidance and this has been enhanced by the advice received from the DfE adviser who has quality assured ten plans selected at random.

All transition reviews have been completed for Y-1, Y2, and Y6 by the statutory deadline of February 15th. There is work still to be done to improve monitoring and quality of process in this area. The annual review paperwork and guidance for settings (including transition review guidance) has been updated. SEND representatives now attend the transition forum in order to discuss potential young people who may need to transition into ASC and a Transition Pathways Group has been operational since November in order to further strengthen partnership work and to strategically look to find ways to further support those young people who are approaching transition.

Other key actions

The improved level of Educational Psychology [EP] assessments and Education, Health and Care [EHC] plans being finalised or sent out as drafts reported in November has been maintained (see Appendix 1 for updated data). Key factors behind this improvement are the accuracy of decision making by the EHC panel, the impact of the training and support for case officers, maintaining a strong interim EP team and the monitoring and triaging that has been possible using the new case tracker. As a result of the increasing level of EHC plans being completed, the backlog is beginning to reduce slowly. The level of plans being completed will need to improve further since it will take more than a year at the current rate to clear the backlog.

In November we reported on the appointment of a highly experienced Principal Education Psychologist [PEP] and the securing of additional interim educational psychologist [EP] capacity. The increased level of EP assessments completed each month has remained at a much higher level than in the first months of 2023. The backlog of unallocated assessments that stood at 130 in June 2023, and which had reduced to eighty by November, has now largely been removed so the team are now focused on meeting ongoing requests within statutory timescales. This is a significant achievement by the PEP and the EP Service.

Maintaining a stable team of case officers has been identified as a significant strength and so it needs to be flagged as a risk that five officers have given notice and need to be replaced. However, interviews are already on going and we are confident

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that we will recruit officers who will take us to the next stage of our SEND improvement journey.

Frimley ICB appointed a Designated Medical officer for SEND (DMO) who took up their post in January 2024 and will lead Quality Assurance of health contribution to Assessments and Plans.

The joint weekly meetings of all staff run by the DCS and Senior Management bring over 100 staff together, on screen, to share issues and successes, good practice and new developments, welcome new people and relay positive service outcomes now goes a very long way to SBC and SCF working together as one for the benefit of parents, carers and importantly young people. It sets the tone for positive activities that benefit all.

The continued access, read only, for SEND 0-25 Case Work Officers and Senior Officers in Education to Social Care young people records to get up-to-date information etc. has been game changing for the SEND0-25 Team. This access speeds up the 20-week process with contextual pertinent information enabling learning outcomes to be written with wider, relevant, up to date information. Whilst meetings with Social workers about a young person's needs happen in the run up and before an EHCP may be issued, the understanding from notes etc. and gives a very good profile of a young person to aid the pen picture of them in the EHCP. It also alerts staff in SEND 0-25 to be sensitive to the position that a young person is in and enables SEND staff to speak to the right person, at the right time about that young person to inform the EHCP process. It is a very good example of SBC and SCF working together in a practical and pragmatic way to support young people who have needs that are special. Parents and Carers can see and hear us working together whilst both deliver their statutory duties rather than two services: hopefully one time telling their story about the same young person.

SEND 0-25 are now located on the same floor in Observatory House as SCF colleagues. They meet and interact having joint meetings and sharing problems and successes. This relationship then transgresses to virtual meetings making them more effective as people have met in person: feel in one Team helping to solve issues. Having a shared area, Canteen area and meeting through the building creates a positive work and joined up culture.

A further SEND data dashboard to support additional live data reporting is in development with Capita MIS partners. The live data trackers allow for additional focus on KPIs and performance tracking during supervision and all officers receive regular supervision from SEND Team Managers.

A SENDCO Conference/ Workshop regarding the Year 6 Slough Transition offer was held on 10th January with the CDC in attendance. Further SENDCo Network meetings to continue every 1/2 term with senior SEND staff in attendance.

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Evidence of impact

In January 2023 5 plans were finalised compared with 28 in January 2024 (see Appendix 1 for further data). Overall, in the 6 months from January 2023 to June 2023 only 37 EHCPs were completed within the 20 statutory timescales compared to 123 completed between September 2023 and January 2024. In their responses to the Inclusion Questionnaire completed as part of the Autumn Term Capacity and Risk Visits to all schools, schools reported that “new applications are moving through the system well”.

The cumulative percentage of EHC plans that have been completed within the twenty-week statutory timescale has also risen consistently throughout 2023 and ended the year at 17.6% compared to 11% in 2022. Although this is well below national averages, the inclusion of backlog cases in these figures is masking the performance of the team for new cases.

The live case tracking systems are having a clear impact in supporting day-to-day decision making within the SEND Statutory 0-25 Team and is a key factor in the improvement in performance. This coupled with the timely return of EP reports is meaning that the SEND 0-25 Statutory Team have maintained a consistently higher level of EHC plans finalised monthly as well as drafts written and sent out since July 2023.

Panel processes have been reviewed and quality assured by the DfE adviser to ensure that decision making is effective and in line with the SEND Code of Practice. Social Care and Health representatives sit on SEND panel, and the Capita MIS professionals’ portal will clarify and streamline Social Care and health contribution to the EHCNA process.

The DfE adviser has also quality assured a range of EHC plans selected at random. Although only one was judged to be inadequate, generally they were too long and there was not a standard template for all ten plans. This feedback has already been fed into training for case officers and will be a focus for the multi-agency audits. A single template is now being used for all plans moving forward and the improved quality of EP advice is raising the overall quality of plans. An updated SEND Quality Assurance Framework is drafted and set to go out to all partners for consultation March 2024.

A complete overhaul of the Standard Operating Procedure for EHCNA has been developed and incorporated as part of the Operational Manual. A live Assessment Case Tracking system has been developed and is now fully embedded and running in tandem with the Management Information System [MIS].

A similar system for annual review tracking has been recently implemented which incorporates the transition review process, and now this requires a period of further embedding. The Standard Operating Procedures for annual reviews has been

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overhauled and updated in the Operational Manual. This includes a focus on the transition review process.

Key next steps

- The SEND 0-25 Statutory team are now in active development with Capita MIS partners to create an Online Parent and professional Portals for submission of key information for the ECHNA process. This is due for initial testing by April 2024 with a view to piloting with a sample group of parents and professionals in May 2024.
- A complete benchmarking of SEND team structure against regional and national LA comparatives will inform the development of updated recruitment and retention policies for both the EP and SEND services. It is anticipated that this will be able to be completed by May 24 once the SBC-wide permanent workforce restructure work has been completed.
- Fully embed the new annual reviews Standard Operating Procedure and case tracker.
- Updated Quality Assurance framework to go out to all partners for consultation March 2024. Multi-agency audits to take place supported by the LGA including an EHC plan Quality Assurance Toolkit.
- Update Multiagency SEND working agreement between Frimley Integrated Care Board (ICB), Berkshire Healthcare Foundation Trust (BHFT), Solutions 4 Health, Achieving for Children, Frimley Park NHS Foundation Trust (FHFT), Bracknell Forest Borough Council, Slough Borough Council and Royal Borough of Windsor and Maidenhead Council, in respect of operational arrangements for children and young people with Special Educational Needs and Disabilities (SEND) aged 0 to 25 years.

Priority 6	The absence of social care considerations in EHC plans, for children and young people not known to children’s social care, and in services in the area, including the lack of age-appropriate social opportunities for children and young people and limited offer of short-break or respite services for parents and carers.
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Progress on key actions

Three actions within Priority Area 6 were judged to be Red rated in January 2024 because they were only partially completed. Two relate to Preparation for Adulthood, 6.1.4 – develop and review travel training and 6.2.1 review the current transitions process to ensure effective preparation for life as an adult.

Although progress has been made against both these PfA actions, staffing issues (long term absence of the PFA Support Officer) mean that both these actions have only been partially achieved. SEND representatives attend transition forum with

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health and social care and there is a strong focus on building the available options for transition pathways. The review process is being reviewed against these options and developing the skills and knowledge base of post 16 destinations, including a development of Supported internships and College offers. Once the review process is updated, families and young people will be more empowered with choices that are relevant to their individual aspirations.

Following the sign off of the Ordinarily Available Provision there will be a CDP programme to support Teachers / teaching assistants and SENDCO's to embed the transition offer and develop day to day skills on Preparation for adulthood and transition planning. This will be completed by the end of May 2024. A draft Toolkit for PfA is now out for consultation. This will provide all settings, including primary, with links to resources to assist them with embedding PfA into the curriculum, guidance to signpost and support pupils and their families to courses they are interested as well as supported internships and apprenticeships.

Regarding travel training, the SBC Home to School Travel Team are moving into the People (Education) team as part of the restructure which needs to happen first. Significant progress has been made as part of the PfA Toolkit work the SEND Youth Group were consulted with regarding areas that they would like support with and support to become independent travellers was a key focus.

Co-development meetings have already taken place with Arbour Vale School, Langley College and the SBC Transport team regarding production of a travel training scheme for all CYP with SEND. Companies have been considered as a commissioned service to deliver the training, however given the financial situation the Council is in, this is not an option at present. Further work has begun to commence with Arbour Vale and SBC Transport team to look at the best and most cost-effective options. This will be complete by the end of April 2024 with a view to a formal launch in September 2024.

The other action, rated as Red in January 2024, was 6.4.5 - review direct payments arrangements with adult services and the CCG. Further work will be needed by end of financial year to conclude this work because all financial procedures are being reviewed and this will be included a part of the wider financial review. A review of direct payments to identify potential flexible payment options (such as pre pay cards) and to look at the wider local provider market, will be completed by the end of April 2024 (the original baseline date was the end of December 2023). This will ensure that SBC and Slough Childrens First financial regulations are taken into consideration and that the SEND Direct Payments Policy will fit within the wider financial procedures.

Other progress made under Priority Area 6 includes the creation of a Strategic Group to support and oversee transition to adulthood that meets quarterly – co-chaired by the Directors for Adult Social Care and Children' Social Care. Terms of Reference and membership have been agreed and this will ensure that this area maintains a high focus moving forward as business as usual.

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As stated above in this report, a new Participation strategy has been agreed by Cabinet. A participation leads group meets regularly and an operational delivery group is in place. Participation People have been commissioned to support for Children in Care and Care Experienced young people. SEND participation is increasingly evident and will help to inform transition to adulthood..

Virtual School will continue to support education and social care processes as part of the wider duties to children with a social worker

Sufficiency of accommodation for care experienced young people is being addressed in the sufficiency strategy – developing improved relationships with colleagues in Housing and we have a commissioning Lead who has led significant work to improve provider relationships which is maturing our relationship with the market.

A Housing group has been agreed with the Director of Housing in recent Getting to Good board and this will support the mapping of housing needs for care experienced young people.

The Place Planning Board remit has been widened to include post 16 places and has identified a need for additional capacity. The local authority has worked on a delivery plan with the Windsor Forest College group that provides the majority of post 16 places to ensure that the capacity, and the breadth of curriculum offer, is improved. To support this the SEND 0-05 Capital Programme has allocated £300k towards the final finish of a new Block at the College.

Evidence of Impact

The stronger partnership work between settings, the SEND Team and the Children with Disabilities (CWD) Team and more latterly the Employability Team means we are in a far greater position to prepare our young people for their futures. In consultation with our youth group Together as One we are more aware of the areas they consider to be the most important in preparation for adulthood. This is crucial in order for us to design appropriate services to support them on their journeys. Their feedback can be found here [Feedback for Adele.pdf](#).

Joint working between social care, health and SEND on placement issues evidence that cross over has become increasingly the norm, with several examples, including Spend to Save options.

Good quality short breaks continue to be provided and the rate of and type of provision continues to be sustained and exceeded in some areas. Direct payments are already being used (see table below)

Month	Direct Payments	Short Breaks (Targeted Local Offer)	Short Breaks (Specialist Packages of Care)
Feb 23	24	247	55
Mar 23	25	297	55

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Apr 23	26	263	56
May 23	26	256	58
Jun 23	25	244	62
Jul 23	26	268	59
Aug 23	26	300	57
Sep 23	26	147	57
Oct 23	26	238	59
Nov 23	26	259	56
Dec 23	23	143	46
Jan 24	24	270	51
Total	303	2932	671

Shared budget on provisions with Social Care, NHS and SEND 0-25 can be evidenced and are increasingly sought. There is discussion to evidence Value For Money by all agencies when they meet. SEND 0-25 have not placed any children in Out of Area Placements since 15th March 2023.

As stated elsewhere in the report, SEND officers have access to Social Care systems and EHCP plans benefit from Social Care advice and real-time information. A maturing professional relationship between social care and education under the One Service ethos – Happy, Safe & Loved, Thriving.

Joint working around commissioning is becoming the norm whilst a joint strategy is being developed by the Commissioning teams in both Education and Social Care, to include a more robust approach to shared funding with the ICB.

CYP and their families are confident that the post-16 offer meets the needs of SEND students and that their views are heard and taken into account.

Schools have stated that their experience with SEND services around supporting the transition process has greatly improved: *“Thank you and the Team for today, it was really useful and am looking forward to hearing possible solutions for my current yr 9 cohort to access the ks4 courses that would benefit them best!”*

Key Next Steps

- As part of the new Joint Commissioning Strategic Approach, accommodation and support arrangements for CYP with SEND aged 16–25 will be reviewed by the end of April 2024.
- Joint Housing Panel for Children in our care and care experienced young people will form in February 24.
- Complete the review of direct payments to identify potential flexible payment options (prepay cards) and local provider market – by end April 2024 (this is change from end Dec 2023).
- Employability Team to speak to Special Voices, the SEND Team and at the SENCo conference.

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Priority 7	There is inequitable access to SALT and OT services, excessive waiting lists and waiting times and the absence of a dysphagia service for those aged five and over.
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Progress on key actions

All the actions under Priority 7 are now complete and moved to business as usual (although evidence of impact may be needed before some are signed off). The key areas of progress since the last WSoA update in November 23 are described below:

Senior Health representatives continue to have representation in the SEND Partnership Board, SEND 0-25 Panels and triaging decisions.

Scoping of a service for children and young people aged over five who are likely to require dysphagia [eating and drinking support] has been carried out, SLA has now been signed and Arbor Vale School are managing the service across both Special [and mainstream provision if required]. Full reporting against the new provision will be available for the next WSoA update but early headlines are as follows:

Sustained and focused implementation of the Occupational Therapy [OT] Plan to keep waiting times reduced whilst transformation plan for Integrated Therapies continues. There are still long waits for an OT assessment across the South East. However, in Slough there are no breaches of over 53 weeks in Q3. There has been a slight increase in Triage time this quarter, which is currently between 2-3 weeks for the past quarter. An increased level of vacancies in OT is a challenge and there is continued difficulty with recruitment given the national shortage of qualified Occupational Therapists. We are using a skill mix to maximise benefit to our service users alongside the continued development and use of virtual technologies to maximise the reach as well as empower users to be able to self-manage where appropriate. The service continues its recruitment efforts as well as continuing to seek interim support from NHSP. We have robust staff supervision in place with a focus on supporting wellbeing to ensure we retain and look after the skilled experienced staff that we currently have.

Continuing signposting for “Waiting Well” - Increased signposting and support for those who are waiting well is now live. BHFT Children and Young People’s Integrated Therapies [CYPIT] live toolkit menu went live on the Frimley Healthier Together platform and was added to Slough Local offer. The resource was evaluated, feedback captured and reviewed in July 2023 and version 2 has incorporated the feedback for further improvements. A new resource to provide information, universal advice and support for concerns about handwriting has been developed and is going live in February 2024.

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Impact

Quarter 3 data shows there has been a marked increase in assessment requests for Slough (with consistently high percentage of these Not Known to service – 62%). However, the overall compliance rate has consistently improved and now stands at **81% compliance** within 6 weeks as opposed to 61% in Q2. This has largely been due to an improvement in administration, communication with partners and countermeasures put in place to improve overall processes with the handling of EHCA requests.

New Dysphagia service has now been launched which will greatly support children and young people and their families.

Cohesive and consistent multi-agency working leads to improved decision making and planning processes to better meet the needs of CYP in a timely way.

The continuing reduction in wait times for children and young people and their families in Slough means they are not struggling for longer than they need to with everyday activities such as being able to focus on a classroom at school. The small numbers that are waiting are offered interim support and signposting.

All children and young people with EHC plans within the 17 mainstream schools covered by the current commissioned contract with BHFT have now been seen for a review/up-to-date assessment of their needs.

All children and young people that attend Arbour Vale School and have identified speech and language therapy needs on their EHC plan have been seen and had their needs reviewed/reassessed. Action completed – backlog identified through

Implement OT action plan in place aimed at reducing waiting times for assessment for routine referrals to a maximum wait of 12 months. Q3 data shows that 100% of Slough Children were assessed within 12 months which achieves the stretch target. We will continue with our action plan with a focus on maintaining achievements and improving where possible.

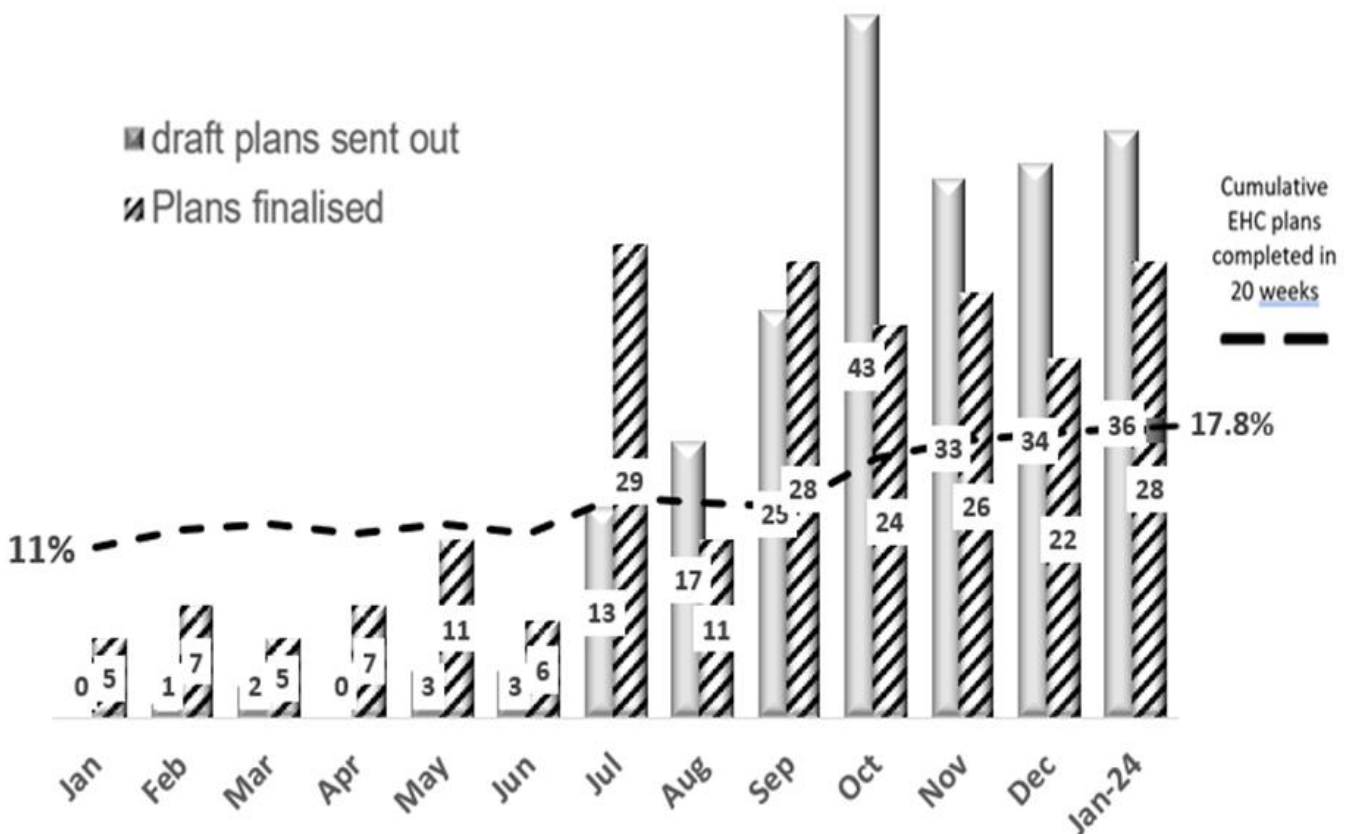
Next Steps

- Review of the impact of the new dysphasia service and any amendments made to the service.
- A comprehensive training offer for all integrated therapies to schools is being addressed through the integrated therapies project and will form part of the new commissioned service.
- The key focus for the next steps is to address the two outstanding actions.
 - ✓ Continuing improvement EHC plan compliance
 - ✓ Improving waiting times

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Appendix 1 – Latest Performance Data

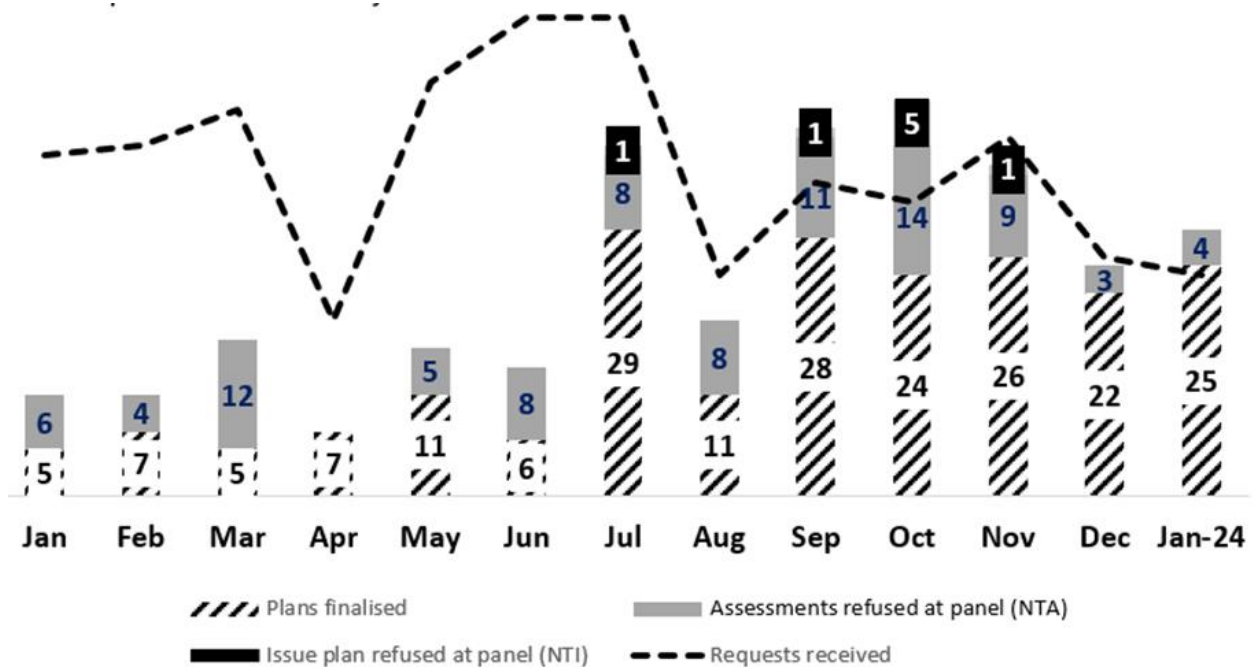
The graph below shows that the SEND 0-25 Statutory Team have maintained a higher level of EHC plans sent out each month as drafts or as final plans since July 2023. The dotted line shows the cumulative percentage of EHC plans that have been completed within the twenty week statutory timescale. This has risen consistently throughout 2023 and ended the year at 17.6% compared to 11% in 2022. As a comparison, between January and June 2023 only 37 EHCPs were completed within the 20 statutory timescale compared to those completed between September 2023 and January 2024. When this increased to 123. This is despite clearing backlog cases that were already well over the timescales have been cleared. However, the cumulative year on year figure is still very low, despite the performance in the latter months, and on a month by month basis since September 2023. There needs to be a greater focus on timeliness for new cases. We will be reporting on backlog cases separately in the future so that their impact does not mask the performance of the team for new cases.



The table below shows the number of cases resolved each month by finalising EHC plans, a refusal to assess or a decision not to issue a plan. The dotted line shows the level of new requests received each month so, since September 2023, better performance and decision making is beginning to reduce the backlog of cases. In removing backlog cases children and young people that have been waiting the longest

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have been given priority. However, at this rate it will take more than a year to completely clear the backlog so the Operational Lead is drafting a further recovery plan to speed up this process which will be shared with the SEND Partnership Board in February.



Quarter 3 data from CYPIT (Children and young Peoples Integrated Therapies) shows there has been a marked increase in assessment requests for Slough (with consistently high percentage of these Not Known to service –62%). However, the overall compliance rate has consistently improved and now stands at 81% compliance within 6 weeks as opposed to 61% in Q2. This has largely been due to an improvement in administration, communication with partners and countermeasures put in place to improve overall processes with the handling of EHCA requests.

Slough Borough Council

Report To:	Cabinet
Date:	Monday 18 th March 2024
Subject:	Individual Placement and Support Grants
Lead Member:	Cllr Bedi - Lead Member for Education, Children's Services and Lifelong Learning
Chief Officer:	Sue Butcher – Executive Director for People – Children
Contact Officer:	Neil Hoskinson – Associate Director of Education
Ward(s):	All
Key Decision:	YES
Exempt:	NO
Decision Subject To Call In	YES
Appendices:	Appendix 1 – IPSPC Ability Slough

1. Summary and Recommendations

- 1.1 This report sets out how a new Supported Employment Programme (“Ability Slough”) grant will help residents with a disability access and/or remain in employment. Ability Slough is funded from a Department of Work and Pensions “Individual Placement and Support in Primary Care” (IPSPC) grant until March 2025.

Recommendations:

Cabinet is recommended to:

- 1.2 Accept the Individual Placement and Support in Primary Care grant from Department of Work and Pensions. The total grant award is £4,585,252.31 (for the two financial years of the grant, with delivery period July 2023 to March 2025).
- 1.3 Agree to the delivery of the Supported Employment Programme (Ability Slough) funded by the Individual Placement and Support in Primary Care grant (Department of Work and Pensions) as outlined in Appendix 1.
- 1.4 Delegate authority to the Executive Director Children's Services, in consultation with the Executive Director Adult Services and the Lead Member (Education and Children's Services), to procure a provider for delivery of the programme and award a contract to the successful bidder.

- 1.5 Accept the Individual Placement and Support (Substance Use) (IPSSU) grant from the Office of Health Improvement and Disparities (OHID) of £805,834 for a delivery period of 1 April 2024 to 31 March 2026 across all six Berkshire local authorities. (Figures exclude an uplift for 2025/26 to be advised by OHID)
- 1.6 Agree that Slough Borough Council should be the lead authority for the IPSSU grant and delegate authority to the Executive Director Children's Services, in consultation with the Lead Member (Education and Children's), to enter into an inter authority agreement with the other Berkshire local authorities.

Reason:

- 1.7 The Department for Work and Pensions (DWP) is responsible for getting people into work. DWP's aim is to support everyone who can work to be able to find a job, progress in work, and thrive in the labour market, wherever they are and wherever they live. To do this the Department delivers comprehensive employment support to help people start, stay and succeed in work, including through face-to-face time with work coaches in Jobcentres and via contracted employment support programmes such as IPSPC.
- 1.8 Slough Borough Council is one of only 41 upper-tier local authorities in England to have received IPSPC grant from DWP.
- 1.9 The programme will provide bespoke guidance and support to adult residents who have a formal or informal/self-diagnosis of a disability including mental illness and/or physical disability. The support will include skills training, work coaching and help to stay in work (including working directly with local employers).

DLUHC Commissioner Review

This report has been reviewed by Commissioners and there are no specific comments to add.

2. Report

Introduction

- 2.1. The Council's Corporate Plan (A Fresh Start 2023 – 27) includes 3 strategic priorities, one of which is *A town where residents can live healthier, safer and more independent lives*. The local IPSPC programme (called "Ability Slough") will focus resources on supporting vulnerable residents who need help to enter employment or to stay in employment which will help them lead independent lives.
- 2.2. Approximately 11% of Slough residents define themselves as having a disability that affects their day-to-day life and 3% of adult residents in the borough are economically inactive due to disability or long-term sickness. The 2021 Adult Social Care Outcomes Framework figures show that only 1.6% of Slough residents with learning disabilities are employed (compared to a national average of 5.1%). Only 10% of adult residents with mental health issues were in employment.
- 2.3. The IPSPC programme will deliver improved employment outcomes for residents who are currently economically inactive due to disability in addition to working with employers to help disabled residents stay and thrive in employment.

Options considered:

Option A: Not to accept the IPSPC grant.

- 2.4. Between 2018 and 2023 Slough was the lead authority for an East Berkshire supported employment programme funded by a grant from European Social Fund and Community Lottery (Building Better Opportunities [BBO] project). In Slough this programme offered one-to-one and small group support to residents who were unemployed and unlikely to gain employment without support. This programme ended in early 2023 (grant ended) and there was no alternative support available for Slough residents who would have benefitted from this type of support.
- 2.5. If Slough does not accept the IPSPC grant there would be no service available to continue to support residents who were still engaged with BBO and no specialist, bespoke support would be available for disabled residents to gain and remain in employment. Generalist support would be available from Work Coaches based at Job Centres and Skills Hub at The Curve, but DWP pilot schemes identified that this generalist approach was not as successful at delivering positive outcomes for disabled residents.
- 2.6. Due to the speed at which DWP wanted this grant taken up to continue to support existing BBO clients some grant spend has already taken place and is expected to be broadly in line with profile to the year end. This spend has retained the small programme management team and allowed a short-term variation to the existing BBO contract with a local service provider to continue offering employment and skills support to a small cohort of eligible residents. If the council does not accept this grant the remainder of the sum will need to be returned to DWP and the balance repaid from General Fund.

Option B: To accept IPSPC grant. **Recommended option.**

- 2.7. Accepting the full IPSPC grant would allow bespoke training, skills and employment support to be offered to Slough residents who were part of at least one of these categories at no additional cost to the council:
 - A resident with a formal diagnosis of any disability (physical, learning and mental) who is either economically inactive, or needs additional support to remain in employment.
 - A resident who has self-diagnosed any disability (physical, learning and mental) who is either economically inactive, or needs additional support to remain in employment.
 - This grant would allow continuity of support for residents who were still receiving advice and guidance from BBO but would also allow this support to continue for a further 2 years (to March 2025).

3. Background

- 3.1. From 2017 to 2023 Slough Borough Council was the Lead Authority for an East Berkshire Supported Employment Programme funded from Building Better Opportunities (BBO) grant (European Social Fund [ESF] and Community Lottery Fund [CLF]).

- 3.2. Over this 6-year period BBO supported over 550 clients (those with chronic health conditions, refugees and disabled residents) through an intensive programme of support sometimes lasting 18 months. 60% of these clients were Slough residents. Over 70% of participants moved from being unemployed to being in sustained employment. Of the remaining 30% some participants entered training and education and the remainder left the scheme. The East Berkshire BBO programme was one of the highest performing programmes across the UK and consistently exceeded the targets set by the ESF.
- 3.3. Bespoke skills, training and employment support for residents who struggle to access paid work is beneficial and can deliver positive outcomes. To test this, DWP initially launched a small scheme in England in late 2022. This scheme funded 6 local authorities to deliver specialist supported employment programmes to adults with disabilities to help them both access work and to help disabled people remain and thrive in employment. Slough applied to be part of the original scheme but was unsuccessful.
- 3.4. Although Slough's application for the initial scheme was not successful, DWP then approached several councils whose applications were very strong (including Slough) to ask them if they were still interested in receiving monies from the grant fund. Slough confirmed its interest and ability to deliver and was awarded £4,585,252.31 in a grant letter dated 28th April 2023. The grant agreement was signed-off by Executive Director Finance & Commercial on 24th May 2023.
- 3.5. The grant sum included management costs (employment of 2 members of staff dedicated to the management, promotion, quality assurance and data return to DWP) and procurement of a specialist delivery partner to work with approximately 2,000 Slough residents who have a disability to help them access work or remain in work. The Supported Employment Model for IPSPC requires a lighter level of support to clients compared to the intensive model required by BBO and also allows the programme to support residents who are already in work, this is why the IPSPC programme can work with more clients.

Background - IPSSU

- 3.6. Due to similarities in the nature of the service provision and the market, it is recommended that the service is procured in a combined tender, with two lots, with the Office of Health Improvement and Disparities (OHID), Individual Placement and Support Programme. The roll out of this is now being offered to the Berkshire wide local authorities as part of its final implementation phase. This process will be subject to formal documentation and confirmations on grant from OHID which are currently being chased.
- 3.7. The aim is to have all areas within England activity engaged with the programme by the end of 2024/25. IPS is a manualised and highly personalised approach to employment support currently being delivered within drug and alcohol treatment services in approximately half of English local authorities. The Berkshire grant will be £402,917 per year for two years until 31st March 2026 (with an uplift in the second year, the amount yet to be confirmed) and this will fund a team of seven made up of one employment specialist per substance use treatment service and a single team leader. The grant will include some support costs and overheads that Slough expends as part of the contract. It aims to support people rapidly into paid work, and into jobs that match client preferences. It involves seamless integration between employment

support and clinical services/treatment and involves IPS employment specialists generating links with local employers and using these links to create openings for their clients.

Background – Both grants

- 3.8. Potential suppliers have indicated that both services will be of interest to them, and economies of scale maybe achieved through this approach. The separation into two lots will allow potential contactors to compete for one lot or both. Note, that the funding periods differ for the two grants, with the funding for the OHID programme running for two years until March 2026, and the DWP grant due to end in 2025. A combined tender may make the one-year contract more attractive.
- 3.9. A full procurement process will go live in early 2024 to secure a specialist delivery partner. However, to continue supporting Slough residents who were part of the BBO programme and not to have a gap in support for Slough residents who would benefit from bespoke support the contract with the specialist BBO service provider was varied to allow them to remain operational while a procurement exercise was undertaken.
- 3.10. DWP requested that all councils who received IPSPC grant re-named local service provision. In Slough this programme will be called “Ability Slough”.
- 3.11. Both the local name and details of the service specification have been consulted on with Slough Borough Council’s Staff Disability Forum. Additional local stakeholder engagement with health partners, local employers and disabled residents has taken place.

4. Implications of the Recommendation

4.1. Financial implications

- 4.1.1. The IPSPC grant funded by the DWP is relatively self-contained including project management support and some central costs being recoverable. Grant cannot be carried forward is the current DWP advice and as there are regulatory challenges in getting providers onboarded at short notice, this has been the principal reason for slippage in the current year. The DWP is closely involved with the programme and aware of the challenges. The total grant amount is advised above and the table below confirms the current forecasted spend and the split of grant between the years.

IPSPC Grant profile and Slippage

	2023/24 £	2024/25 £	Total £
Contract cost	780,000.00	2,375,292.13	3,155,292.13
Slough Project costs	187,706.66	149,920.00	337,626.66
Total	967,706.66	2,525,212.13	3,492,918.79
Grant	(2,010,626.08)	(2,525,212.13)	(4,535,838.21)
First Year Slippage	(1,042,919.42)	0.00	(1,042,919.42)

- 4.1.2. Initially there has been a temporary provider to get the project off the ground however due to an initial challenge in recruiting staffing this has led to significant underspend in year one. A permanent provider is soon to be appointed and anticipated that this will improve delivery and full use of grant in the second year.
- 4.1.3. The IPSSU grant funded by OHID and also included in this report is a very similar programme and both will be managed from Children's services in the new structure. Given the close synergies this will have benefits in regard to costs and ensure the programmes dovetail operationally and providers are managed centrally. The IPSSU is going out to tender as detailed above and is due to start in April 2024. The grant figure of £402,917 is provided from OHID in emails. We are still awaiting the grant confirmation letter. Procurement activity will need to be pending and subject to such formal notifications.
- 4.1.4. Due to this being grant funded it is recommended that these projects are externally resourced to resource flexibility and ability to exit programmes smoothly if no further funding extensions.

4.2. *Legal implications*

- 4.2.1. The Individual Placement and Support in Primary Care (IPSPC) Grant is made pursuant to section 2 of the Employment and Training Act 1973.
- 4.2.2. The initiative is aimed at helping adults who have a physical or mental health condition, as defined by the Equality Act 2010, move into competitive employment and providing the support they need to maintain that employment. Accepting the grant and implementing the scheme under the grant will contribute to the achievement of the council's equality outcomes in relation to disabled persons.
- 4.2.3. The Department of Work and Pensions (DWP) ran a competition to provide Grant Funding for approximately 6 Upper Tier Local Authorities (LAs) in England, to take part in the Individual Placement and Support in Primary Care initiative. It is evident, therefore, that the IPSPC Grant sits within a valid legal framework and that the Council was awarded the Grant following a competition or due process.
- 4.2.4. Accepting the grants will also enable the council to deliver priorities that are set out in its corporate plan, the Council's Corporate Plan (A Fresh Start 2023 – 27) which has three strategic priorities, one of which is to work to "*A town where residents can live healthier, safer and more independent lives*". The implementation of the grant will be in line with and will promote this strategic priority in relation to the disabled persons.
- 4.2.5. The total grant award for IPSPC is £4,585,252.31 and therefore it requires Cabinet acceptance. Further, under the Council's Contract Procedure Rules, Cabinet can delegate the decision to procure and award the contract for delivery to the successful bidder, to an executive director following appropriate consultation with specified officers and elected members.

4.3. Risk management implications

Risk	Mitigations	Residual risk assessment
<p>Service specification does not adequately address challenges faced by disabled residents accessing and remaining in employment.</p> <p>Medium risk</p>	<p>Service specification will use BBO client feedback, specialist advice from DWP and consultation with local specialist community and voluntary groups to ensure the new service adequately addresses challenges faced by disabled residents.</p>	<p>Low risk</p>
<p>Lack of specialist service provider to deliver services to disabled residents.</p> <p>Medium risk</p>	<p>Officers have been carrying out soft market-testing with potential specialist providers and have received very positive feedback from local, regional and national organisations to deliver a programme in Slough.</p>	<p>Low risk</p>
<p>Lack of delivery by specialist delivery partner resulting in grant clawback.</p> <p>High risk</p>	<p>DWP accepted that the delivery timetable for IPSPC was challenging. Lack of delivery has already been mitigated by varying the BBO contract to allow a local specialist provider to deliver some outcomes during the procurement process. Officers will review the ambitious delivery targets with DWP and successful service provider to minimise risk of grant clawback.</p>	<p>Medium risk</p>
<p>Lack of appropriate management of service leading to poor quality assurance and potential grant clawback.</p> <p>Low risk</p>	<p>Slough has a strong and successful track record of managing grant-funded skills programmes (including BBO and Multiply). Experience, processes and procedures from these similar programmes will be used to ensure high standards of delivery which fully comply with grant conditions.</p>	<p>Low risk</p>
<p>Ability Slough operates in isolation from other skills and employment services delivered locally.</p> <p>Medium risk</p>	<p>One of the lessons learnt from the delivery of BBO is the need to integrate this project into the wider Learning and Skills Service. Slough Ability will be managed as part of the Community Learning & Skills Service and will be based at the multi-agency Skills Hub at The Curve. IPS SU will be a LOT 2 to the</p>	<p>Low risk</p>

	Ability Slough thus the two provisions will be aligned	
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4.4. Environmental implications

4.4.1. There are no direct environmental implications arising from this report.

4.5. Equality implications

4.5.1. The nature of this new programme will be similar to the Building Better Opportunities project and equalities information from BBO will be used to ensure fair access to the programme for all residents.

4.5.2. Approximately 65% of Slough’s residents are of working age (16 – 64 years old) and 10.3% of this group are disabled. The definition of “disability” under the Equality Act 2010 is the presence of a condition which limits day-to-day activities to some extent. An additional 4.6% of residents say they have a long-term health condition but do not consider it limits their day-to-day activity¹. 3% of working age residents are economically inactive due to disability or long-term sickness and it is likely that the official 3% figure does not include residents with conditions which are self-diagnosed, are transitory or relatively lower impact on day-to-day activities. This could include, for example, residents who feel stress and anxiety at work.

4.5.3. BBO data suggests that service users will have these broad categories of disability:

Disability category	% of service users
Learning Disability	29%
Autistic Spectrum Conditions	27%
Mental Health Conditions	27%
Physical Disability	11%
Sensory Disability	4%
Other	2%

4.5.4. Disability increases as resident’s become older. The table below highlights the percentage of each age-group of Slough residents who are disabled:

Age group	% of age group disabled
16 to 24 years old	7.2%
25 to 34 years old	6.9%
35 to 44 years old	7.7%
45 to 54 years old	13%
55 to 64 years old	20.7%

4.5.5. The table below describes the percentage of all working age disabled Slough residents within each age group, e.g., 11.2% of all disabled (working age) residents in Slough are aged 16-24 (ONS Census 2021):

Age group	% of disabled working age residents in each age group
16 to 24 years old	11.2%
25 to 34 years old	15.1%

¹ ONS Census 2021 (Slough Borough Council Insight Team)

35 to 44 years old	20.3%
45 to 54 years old	25.2%
55 to 64 years old	28.2%

4.5.6. The two main ethnic groups in Slough's working age population are Asian and White. People of Asian ethnicity make up 46.7% of Slough's working age population and those of White ethnicity account for 37.2% of working age adults:

Broad ethnic group	% of working age population in Slough
Asian, Asian British or Asian Welsh	46.7%
White	37.2%
Black, Black British, Black Welsh, Caribbean or African	7.7%
Other ethnicity	5.7%
Mixed or multiple ethnic groups	2.7%

4.5.7. The table below describes the percentage of all working age disabled Slough residents within each ethnic group, e.g., 11.2% of all disabled (working age) residents in Slough are aged 16-24:

Broad ethnic group	% of working age population who are disabled in Slough
Asian, Asian British or Asian Welsh	8.2%
White	13.4%
Black, Black British, Black Welsh, Caribbean or African	8.5%
Other ethnicity	7.9%
Mixed or multiple ethnic groups	14.2%

4.5.8. This demographic information will be shared as part of the service specification and organisations which bid for the contract will be expected to show how they will target specific groups to ensure support offered is equitable.

4.6. *Procurement implications*

4.6.1. The estimated contract value is above the financial threshold for public service contracts, so the Public Contracts Regulations 2015 apply to this procurement. The procurement will follow public procurement principles of value for money, equality of treatment, transparency and proportionality.

4.7. *Workforce implications*

4.7.1. The IPSPC grant can be used to support disabled people who are already in employment. At least 6% of the council's workforce have a disability as declared on the council's HR management system (Agresso). This information will be shared as part of the service specification and organisations which bid for the contract will be expected to show how they will offer support to disabled officers and volunteers in Slough Borough Council.

4.8. *Property implications*

4.8.1. No direct property implications arising from this report.

5. Background Papers

None

Appendix A

IPSPC (Ability Slough)	Actions
April 2023	<ul style="list-style-type: none"> • Department of Work and Pensions (DWP) informed Slough Borough Council of Grant Award along with 12 other Local Authorities.
May 2023	<ul style="list-style-type: none"> • Initial conversation with Building Better Opportunities stakeholder around supporting implementation of IPSPC until Procurement for full award takes place. • Grant Award letter signed and accepted by SBC and placed on Grants register. • Building Better Opportunities closedown. • BBO Participants eligible for IPSPC identified. • New delivery model agreed. • Local Stakeholders identified.
June 2023 – July 2023	<ul style="list-style-type: none"> • Regional DWP Manager appointed. • Financial claim submitted to DWP for costs incurred until end June 2023 (SBC Project salary) • Third party BBO Provider staff training – 8 new work coaches appointed to deliver Ability Slough programme. • Full audit of costs carried out by DWP and agreed. • Local engagement phase 1 completed: <ul style="list-style-type: none"> Discussions begin with Job Centre Plus about referral routes and support available via this route. Discussions begin with Primary Care networks about referral routes for GP’s/Social Prescribers to use and what support will be available. Initial discussions with representatives from NHS Frimley Integral Care Board about programme. • Referral portal opened. • 30 BBO participants signed up to new support package with Ability Slough. • Engagement with Slough Borough Council Disability Forum about Slough Ability programme.
August 2023 – October 2023	<ul style="list-style-type: none"> • The Curve identified as local community hub for initial engagement with potential participants. This location fulfils access and safeguarding requirements and now hosts the Future Skills Hub.

	<ul style="list-style-type: none"> • 65 new referrals received through local stakeholder such as, JCP, Mental Health Matters, Slough CVS Community connectors. • 15 new referrals from local GP surgeries. • Marketing material finalised. • DWP Claim submission for costs of delivery from 1st July 23 to 30th Sept 2023. • Project lead (SBC) attending monthly IPSPC meetings alongside other LAs to discuss performance and delivery. Opportunity to share best practice and problem solve collaboratively.
November 2023 – Dec 2023	<ul style="list-style-type: none"> • Complete 2nd audit of cost submission to DWP • Cabinet report drafted for February 2024. • Procurement spec for Tender drafted and discussions held with SBC Procurement. • 40 new referrals received (Nov 2023) • Performance review with DWP (Nov 2023)
Jan 2024 – March 2024	<ul style="list-style-type: none"> • Cabinet Meeting 26th February 2024 • Procurement Board 18th January 2024. • ITT issued by end Jan 2024 • Contract Awarded. • Oct 23-Dec 2023 DWP claim submission due by 15th Jan 2024. • Local engagement phase 2 including Public Health, Adult Social Care and Housing. • Review support availability within SBC workforce with HR. • Target: 200 new referrals. • DWP to announce outcome of IPSPC funding review for additional funding into 25/26 financial year.
April 2024 – March 2025	<ul style="list-style-type: none"> • Contract re-profile to be undertaken with DWP. • Engage and support 1200 Slough residents with disabilities or long-term health conditions using all local stakeholders including Primary Care. • Undertake an on-going DWP Evaluation as review for further funding to Tier 1 Authorities is considered. • Monthly Contract review meetings with procured provider. • Regional DWP performance reviews. • Audit and quality assurance checks by DWP

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Employers

Difficulty recruiting and retaining staff?
Is your workforce lacking diversity?
Need guidance for someone with a disability to return or remain in work?
Would you benefit from Disability Awareness Training?



Job Seekers

Do you have a disability or long term health condition and want to work?
Don't know how to start your employment journey?
Do you apply for jobs and not get an interview or even if you do, are never successful?

Yes? Then we can help!



About Us

Ways Into Work is a Community Interest Company delivering supported employment in the Southeast. We offer innovative cost saving solutions to businesses and life changing opportunities for people with a barrier to employment.

Ability Slough is a DWP funded project running in partnership with Slough Borough Council and Ways into Work. It is aimed at supporting people with a disability or long term health condition, into the work place.

Contact Us

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SLOUGH BOROUGH COUNCIL

REPORT TO: Cabinet

DATE: Monday 18th March 2024

SUBJECT: Children and Young People's (Placement) Sufficiency Strategy – update

CHIEF OFFICER: Sue Butcher, Executive Director of Children's Services. Chief Executive of Slough Children First

CONTACT OFFICER: Ben Short, Director of Operations Slough Children First

WARD(S): All

PORTFOLIO: Councillor Bedi – Lead Member for Education and Children's Services

KEY DECISION: NO

EXEMPT: NO

DECISION SUBJECT TO CALL IN: YES

APPENDICES: None

1. Summary and Recommendations

- 1.1. The Council has a duty to ensure that its children in care have suitable accommodation within the local authority's area that meets the needs of its children.
- 1.2. On 20th November Cabinet approved the Children and Young People's Placement Sufficiency Strategy and the **5 priorities** as identified below.
 - I. Strengthening Early Help and developing 'Edge of Care' and reunification support.
 - II. Fostering Recruitment and Retention and developing options for children to exit residential care.
 - III. Ensuring robust commissioning arrangements
 - IV. Achieving permanence for children at the earliest opportunity
 - V. Providing care experienced young people with a variety of placement options and support to independence.
- 1.3. This report also provides assurance that SCF is achieving the savings as identified within the SCF Business and Improvement Plan and progressing the sufficiency strategy approved by Cabinet. The work undertaken by the External Placement Panel provides a positive platform to reduce expenditure as we move into the financial year 24/25.

Recommendation:

- 1.4 That Cabinet notes the update on the implementation of the Children & Young People's Placement Sufficiency Strategy.

Reason:

- 1.5. The Sufficiency Strategy supports the delivery of Slough Children First's Business and Improvement Plan [2024-27] approved by Cabinet on 18th December 2023 and is a key part of ensuring financially sustainable services best meet the needs of children in Slough.

Commissioner Review:

DFE Commissioner

No Comments

DLUHC Commissioner

No specific comments to add.

2. Update

- 2.1. An update is provided against each priority area below:

- 2.2. **Strengthening Early Help and developing' Edge of Care' and reunification support.**

- Since July 2023, four children have stepped down from foster care; returning home with following a 'Placement with Parent' assessment and support package in place; this has both supported children to return home and evidenced the improved grip and oversight within the service and around our expenditure processes.
- The increased grip and control through our external placement panel has enabled two children to return home through an intensive support offer.
- The scoping and plans to introduce our Edge of Care team are being progressed through the establishment an Edge of Care workstream. Our commitment to supporting children to remain at home with families has enabled a more flexible approach to preventing care admissions and keeping children safely at home.
- The partnership approach to Early Help is being enhanced by the appointment of an Early Help Partnership Coordinator.
- We are working in collaboration with Lincolnshire as our Sector Led improvement partner, an arrangement brokered by the Department for Levelling Up, Housing and Communities (DLUHC). This work is providing reassurance that our approach to Early Help is in line with nationally recognised good practice.

2.3. Fostering Recruitment and Retention and developing options for children to exit residential care.

- Five fostering households have been approved in this financial year including two fostering households approved since the Sufficiency Strategy was agreed at Cabinet in November 2023. This means there is a net increase the number of overall fostering households from 45 to 47 including the number of household resignations.
- An additional three households will be considered by fostering panel in February where we expect them to be recommended for approval.
- Two other households are expected to be considered by fostering panel by May 24.
- A resilience fostering framework and model has been developed, having been approved via Senior Management Team (SMT) and Senior Leadership Team (SLT), in January 2024. The resilience fostering model will be formally launched on 6th February 2024, when recruitment activity will commence.
- As part of our wider recruitment and retention strategy a policy proposal for Slough Children First and Slough Borough Council to become a 'Foster Friendly Slough' has been developed, with oversight and consultation SCF's leadership team. Cabinet is being provided an update on this via a separate report.
- Internal activity has taken place to review and re-design our Independent Fostering Agency (IFA) name and logo, to ensure that our fostering service stands out in the market and to support future recruitment activity. The name of the IFA will be, 'Foster with Slough', with the SCF and aligns with the Slough Children First vision that children will be: 'Happy, Safe and Loved, Thriving'. Children and Young People were an integral part of this process.

2.4. Ensuring robust commissioning arrangements

- The commissioning service have reviewed and implemented a robust Quality Assurance (QA) process to ensure that our homes for children meet the high standards we expect for them. Since October 2023, 15 provider reviews have been carried out and associated actions agreed.
- A robust process has been introduced which enables the commissioning service to work with providers when specific issues arise that impact on the standards of care they provide. This supports partnership working and collaboration thus enabling providers to reach the required standards and regulations.
- Our commissioning service has reviewed individual contracts with a 16+ semi-independent provider to ensure quality of care and value for money, at competitive rates. This has resulted in improved rates and charges, for 16+ young people presenting with complex needs, reducing some unit costs.
- A feasibility study is being undertaken, by an independent consultant, to scope options and opportunities for SCF to consider opening its own residential children's home(s). This is scheduled to be completed by end of February 2024 although initial observations indicate that the project seems worth pursuing. Any requests for capital funding for such a project will be accompanied by a robust business case

demonstrating the invest to save basis for such funding. Any use of Council buildings will be considered as part of the wider Estates Strategy work.

2.5. Achieving permanence for children at the earliest opportunity

- An External Placement Panel was established in July 2023, whereby all children who are living in a Residential Placement or Supported accommodation are regularly reviewed by a Senior Manager through this panel. This has increased our financial grip and oversight of children's plans resulting in improved efficiency as children are supported to live in the right home for them.
- Through the panel, there has been a reduction in children living in residential children's homes from 24 to 13; stepping children down to semi-independent provision when appropriate to individual needs. We have also supported children to return home when safe and appropriate. This has achieved significant reductions in costs and also efficiency savings. The full year effect in placement savings has been incorporated into next year's budget.
- We will have implemented our Permanency Monitoring Group in March 24 where children's plans will be reviewed to ensure that they move to their forever homes the earliest opportunity – this includes:
 - Those children waiting for adoptive families to avoid drift and delay.
 - Children looked after without a court order to make sure this is the right plan for them or to progress their return home as soon as possible.
 - Those children with plans to be looked after long term where they are not matched with their carers on a long-term basis. This will enable us to find the right home for them.
 - Those children who have or can return home following a 'placement with parent' assessment.
 - Children who are currently in our care long-term living with foster carers, who could become legal guardians for the child, via a Special Guardianship Order.

2.6. Providing care experienced young people with a variety of placement options and support to independence.

- The External Placement Panel reviews all care experienced young people who live in semi-independent provision and are approaching adulthood. This oversight, rigor and grip has supported effective transition planning whereby several young adults have moved to homes to support them in becoming tenancy ready.
- Through the work of the Corporate Parenting Panel and our sufficiency planning, relationships with housing partners are improved, which is enabling both operational and strategic approaches to housing for care experienced young people to be reviewed. For example, a joint housing protocol for care experienced young people will be developed by April 2024.
- To support care experienced young people (CEYP) in developing their life skills a range of group sessions are being organised in a safe and accessible space to enable them to come together in supportive workshops.

3. Summary

- 3.1. As a reminder, the Children and Young People's Placement Sufficiency Strategy provides a comprehensive overview of demand and accommodation needs in relation to our looked after and care experienced young people.
- 3.2. The strategy was approved by Cabinet on 20th November 2023.
- 3.3. Although progress has been made SCF's leadership team is aware that there is more work to progress the work to fully deliver the Sufficiency Strategy. This includes:
 - Continuing to recruit and retain fostering households.
 - Rolling out the Resilience Fostering model and evaluating its impact on Slough's most vulnerable children.
 - Seeking agreement for SCF and SBC to become 'Fostering Friendly Slough'.
 - Agreeing, implementing, and embedding a joint housing protocol between SCF and SBC's housing services.
 - Implementing and embedding a Permanency Monitoring Group.
 - Rolling out the group sessions for care experienced young people and evaluating their impact.
 - Making a final decision on whether permission should be sought from Cabinet to set up the Council's own children's home.

4. Implications of the Recommendation

4.1. *Financial implications*

The proposals in the sufficiency strategy are covered within the business plan agreed by Cabinet in September 2023 as part of the overall contract sum between Slough Borough Council and Slough Children First.

- 4.1.1. There are no additional financial implications arising from this update and the priorities outlined in the report are expected to deliver savings as planned in line with budget.

4.2. *Legal implications*

- 4.2.1. The Children Act 1989, s.22G contains a general duty to take steps that secure, as far as reasonably practicable, the provision of accommodation within the Council's area and meeting the needs of looked after children. In taking steps to secure this outcome, the Council must have regard to the benefit of having several accommodation providers in their area that is sufficient to secure that outcome and a range of accommodation in their area capable of meeting different needs that is sufficient to secure the outcome. Accommodation providers means local authority foster carers and children's homes.
- 4.2.2. The statutory guidance refers to best practice commissioning arrangements including the need for individual assessment and care planning, a commissioning decision based on the right decision at the right time, a strategic needs assessment to inform commissioning strategies, collaboration between partners, including options to pool budgets and securing services through a range of procurement and other commissioning mechanisms and avoiding the use of spot purchasing.

4.3. Risk management implications

4.3.1. There are risks that the company will not achieve the savings as identified in the Sufficiency Strategy. This is mitigated through the Sufficiency Board which retains oversight of the delivery of each priority under a workstream lead. The Board is chaired by the Director of Operations and reports to the Executive Group (SLT) on a quarterly basis. The cost implications identified have been highlighted as priority areas within the Business and Improvement Plan and will therefore be reviewed as part of the Council and company contractual management.

4.4. Environmental implications

4.4.1. None

4.5. Equality implications

4.5.1. The Council has a duty contained in section 149 of the Equality Act to have due regard to the need to:

- a) eliminate discrimination, harassment, victimisation, and other conduct that is prohibited by or under this Act;
- b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

4.5.2. The broad purpose of this duty is to integrate considerations of equality into day-to-day business and to keep them under review in decision making, the design of policies and the delivery of services.

4.5.3. High quality and cost-effective children's services are critical to supporting both the Council and SCF to meet their equality duties, particularly in relation to advancing equality of opportunity by way of reducing inequalities that exist between certain groups of vulnerable children and their families and the wider population.

4.6. Procurement implications

4.6.1. There are no procurement implications from this proposal. However, it should be noted that priority 3 focuses on improving our commissioning arrangements and relationships with the provider market to access better value homes for children in care and those who are care experienced and this has been progressed.

4.7 Implication for Corporate Parenting Responsibilities

4.7.1 The Children and Social Work Act 2017 sets out the corporate parenting principles that the Council must have regard to when conducting its functions. A key priority is to ensure that the children we look after are safe and have stable home lives, preparing them for adulthood and independent living. The Sufficiency Strategy sets out our statutory duty, and details our intention of how we will, as far as reasonably practicable, provide the right homes for the children that we look after, supporting us in meeting our statutory responsibilities as a Corporate Parent also.

4.7.2 The 5 priorities of the Sufficiency Strategy require wider partner collaboration and co-delivery to deliver on our legal responsibilities as Corporate Parents.

5. Background Papers

None

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SLOUGH BOROUGH COUNCIL

REPORT TO:	Cabinet
DATE:	Monday 18th March 2024
SUBJECT:	Recruitment and Retention of Foster Carers, including benefits of Fostering Friendly Employer status
CHIEF OFFICER:	Sue Butcher, Executive Director of Children's Services and Chief Executive of Slough Children First
CONTACT OFFICER:	Ben Short, Director of Operations, Slough Children First
WARD(S):	All
PORTFOLIO:	Councillor Puja Bedi – Lead Member Children's Services
KEY DECISION:	No
EXEMPT:	No
DECISION SUBJECT TO CALL IN:	Yes
APPENDICES:	None

1. Summary and Recommendations

1.1 This report highlights the national shortage of foster carers and the steps the Council has and can continue to take to recruit and retain foster carers to ensure Slough's looked after children have the secure and safe homes they deserve.

1.2 The steps recommended build on the Council's Children and Young People's Placement Sufficiency Strategy approved in November 2023.

2. Recommendations:

Cabinet is recommended to:

- (a) Agree to submission of an application for the Council to be granted Fostering Friendly Employer status.
- (b) Note the steps being taken by Slough Children First Ltd to be granted Fostering Friendly Employer status.
- (c) Note the wider steps being taken to increase recruitment and retention of foster carers, including encouraging other local employers to adopt Fostering Friendly Employer policies and status.

Reason:

The Fostering Network states that 40% of foster carers juggle employment with their caring responsibilities. Fostering Friendly is a policy that is designed to support foster carers in the

workplace. It includes offering foster carers flexible working hours and paid time off for training and settling a newly placed child into their home. The Fostering Network's Fostering Friendly employers scheme offers businesses of any size a chance to make a difference for foster carers and the children they care for in their local communities and improve support for their own employees at the same time. Employers who join the scheme agree to put in place a fostering friendly HR policy for all foster carers in their employment regardless of the organisation for which they foster.

Commissioner Review:

DFE Commissioner

No comments made.

DLUHC Commissioner

No specific comments to add.

3. Introduction

3.1 Slough Borough Council and Slough Children First (SCF) are responsible, as a Corporate Parent, for children who become cared for by the local authority. In Slough, as nationally, there is a shortage of suitable foster carers for children who need a foster home. The Council has a duty to provide a sufficient number and range of foster carers to meet our children's needs, and in line with our sufficiency strategy, recruiting more foster carers is a significant priority.

3.2 The Council adopted an HR policy in 2020 to support employees who are foster carers, however, to date no formal application has been made for Fostering Friendly Employer status. SCF is a separate employer and has recently adopted a similar HR policy to support its staff to become foster carers. The support will apply regardless of whether the employee is a foster carer for Slough or for another area. This means that even those staff who may otherwise have a conflict of interest in becoming a foster carer for their own employer may still be encouraged to be a foster carer for a looked after child in another area.

4.Options Considered

4.1

The following options were considered:

Option	Pros	Cons	Recommended
Maintain status quo	<ul style="list-style-type: none"> The leave policy already exists; therefore Council employees are already supported with becoming foster carers. 	<ul style="list-style-type: none"> Loss of opportunity to promote the opportunities of fostering to a wider range of local employers. Without formal status, the Council cannot use the Fostering Friendly Employer logo, which may encourage job applications from individuals who are already foster carers and sends a message out of other local employers about the benefits of supporting employees who are foster carers. 	Not recommended

		<ul style="list-style-type: none"> The Council loses the ability to support the national drive to increase the number of foster carers. 	
<p>Apply for the Fostering Friendly Employer status and promote this to other local employers.</p>	<ul style="list-style-type: none"> Shows clear commitment to local residents about the benefits of fostering. Will achieve Foster Friendly status and associated use of logo. Supports the sufficiency strategy. Leading the way to enable conversations with local employers, including schools and health settings, to adopt a similar approach. 	<ul style="list-style-type: none"> The status may not have the impact on a scale required, bearing in mind the policy has existed since 2020. 	<p>Recommended</p>

5. Background

5.1 Each week there are children requiring foster placements, resulting in an urgent need for SCF to continue recruiting and retaining foster carers. The benefits of an increase in foster placements are that children can be placed in local homes with trained carers who can support their needs and that the use of expensive residential placements, sometimes located some distance away from Slough, are reduced.

5.2 By reviewing and increasing the support available to foster carers, including support from their employers, this increases the opportunity to recruit and retain more foster carers. Three initiatives have been considered by SCF to increase recruitment:

- Publicising the support offered by the Council by applying for Fostering Friendly Employer status.
- SCF obtaining Fostering Friendly Employer status.
- Promoting the benefits of supporting employees to become and stay as foster carers to other local employers.

5.3 Joining the scheme shows a strong corporate social responsibility and gives the message that foster carers are valued by Slough Borough Council and Slough Children First.

5.4 The Fostering Network (the UK's leading charity on fostering) May 2023 research titled 'Foster Care Retention and Recruitment in England' recently made some recommendations following extensive research that included prospective and approved foster carers experiences. One of the recommendations was a '*more personalised approach to recruitment that includes flexibility for prospective foster carers who work.*' Becoming foster friendly will therefore mean local employers can demonstrate they are part of implementing this national recommendation on increasing and retaining foster carers in England.

5.5 Fostering Friendly employers are also asked to promote Fostering Fortnight, an annual campaign to raise the profile of fostering and to encourage people to consider becoming foster carers and offering vulnerable children the care they need. This year Foster Care Fortnight takes place 13-26 May where a range of recruitment and celebration events will take place within the Borough including pop-up stands in Observatory House, Sainsbury's, and Community Centres. We also hope to be able to support recruitment of foster carers with our faith community. The fortnight

will culminate in a children in care celebration event on 29th May.

5.6 It should be noted that the Fostering Friendly status and the leave associated with it also apply to employees who are being recruited by an independent fostering agency or another local authority. Whilst SCF does not receive the direct benefit of this, it does allow the Council, SCF and other local employers to support fostering on a national level and does enable staff who may otherwise be conflicted in becoming a foster carer from being able to foster in another area.

5.7 Being a foster carer is a rewarding role that has a real, and lasting beneficial effect on children's lives. It is not without challenges and requires the carer to be involved in additional activities, such as attending health appointments or statutory meetings about the child or young person in their care.

5.8 Foster carers require a network of support to provide children with the best care they can, this will include social workers, teachers, and their own wider family. Many foster carers (40% nationally) are also in full, or part time employment, and it is important that their employer understands the importance of their role in caring for vulnerable children and supports them to do so.

5.9 SCF is reviewing the level and type of support provided to foster carers and will keep this under review, including taking account of feedback from existing foster carers and national best practice evidence.

5.Financial Implications

6.1 With regards to the fostering network, there is no cost attached to becoming a fostering friendly employer as the Fostering network does not charge any fees for joining. The Council already has foster friendly HR policies and therefore there is no additional financial implications of adopting new policies. SCF will need to manage any additional cost of implementing foster friendly policies within its agreed contract sum.

6.2 SCF will be responsible for the cost of any initiatives to promote the Foster Friendly employer policies and wider promotion of fostering. There is an opportunity of significant savings from reducing the reliance on residential placements, which will support SCF deliver savings within its medium-term financial strategy. As SCF receives most of its funding from the Council, this also supports the Council's medium term financial strategy.

7.Legal implications

7.1 The Council and SCF share duties in relation to securing that children who cannot live with their parents or wider family networks are placed in suitable and loving homes to meet their needs. The Council is the corporate parent for looked after children and has a general duty to safeguard and promote the child's welfare. Guidance associated with this overarching duty emphasise that looked after children deserve the best experiences in life, from excellent parenting who promotes good health and educational attainment, to a wide range of opportunities to develop their talents and skills to have an enjoyable childhood and successful adult life. Stable placements are an essential element to this, and good quality foster carers place a vital role in children's lives.

8.Corporate Parenting implications

8.1 The Children and Social Work Act 2017 introduced corporate parenting principles, which comprise of seven needs that local authorities must have regard to whenever they exercise a function. To thrive, looked after children need to feel and be safe, to have stability in their lives and build resilience by forging strong and trusted relationships. This means, as far as possible, maintaining consistency in the home environment and having strong relationships with carers.

9.Risk management implications

9.1 None identified.

10.Environmental implications

10.1 None identified.

11.Equality implications

11.1 Certain protected characteristics are likely to be over-represented in the looked after community and in particular children requiring foster care. This includes children from specific ethnic groups, children with disabilities and children in specific age groups. Identifying specialist carers who can support children with needs, including those having experienced specific trauma, is essential to ensure these children have the best opportunities to thrive.

12.Workforce implications

12.1 The approach supports staff to be more involved and engaged in the recruitment of foster carers and encourages staff to foster.

13.Background Papers

13.1 None

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