

STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE
19 MARCH 2018

Present: Councillors D Absolom (Chair), Brock, Chrisp, Gittings, Hopper, Khan, Maskell, McDonald, McGonigle and Page.

Apologies: Councillors Ayub, Duveen and Vickers.

23. MINUTES

The Minutes of the meeting held on 22 November 2017 were confirmed as a correct record and signed by the Chair.

24. MINUTES OF THE TRAFFIC MANAGEMENT SUB-COMMITTEE

The Minutes of the meeting of Traffic Management Sub-Committee held on 11 January 2018 were received.

25. MINUTES OF OTHER BODIES

The Minutes of the meetings of the Joint Waste Disposal Board of 13 October 2017 and 26 January 2018 were submitted.

Resolved - That the Minutes be noted.

26. QUESTIONS FROM COUNCILLORS AND MEMBERS OF THE PUBLIC

Questions on the following matters were asked in accordance with Standing Order 36.

Questioner	Subject
Wayne Rockell	Homes of Multiple Occupancy - Parking Spaces
Enrico Petrucco	Low Emission Zone Scheme
John Malleney	East Reading MRT - impact on pollution and air quality
John Mallaney	East Reading MRT - impact on traffic congestion

(The full text of the questions and replies was made available on the Reading Borough Council website).

27. PRESENTATION: READING PATHWAY TO ZERO CARBON 2050

The Committee received a presentation from Ben Burfoot, Sustainability Manager, explaining how Reading Borough Council could achieve the target of zero carbon by 2050. Reading Borough Council was one of one hundred UK towns and cities that had signed up to achieving this ambitious target, in order to meet the aspirations of the Paris Climate Accord.. The presentation outlined methods for reducing demand for different types of energy and increasing the supply and storage of clean renewable energy, in order to close the gap between them. Mr Burfoot responded to questions from the Committee.

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A copy of the presentation slides was made available on the Reading Borough Council website.

Resolved - That the presentation be noted.

28. READING'S CLIMATE CHANGE STRATEGY 2013-2020; PERFORMANCE REPORT 2017/18

The Director of Environment and Neighbourhood Services submitted a report setting out the progress made to date on the delivery of Reading's Climate Change Strategy, the progress against the Borough emissions target and also setting out the scale of the challenge to become 100% clean energy by 2050.

The report explained that the latest government data available showed that Reading had met its 2020 emissions target 5 years early, having reduced its carbon dioxide emissions by 38% since 2005. This was the 17th highest performance out of 418 UK local authorities. The latest Climate Change Strategy monitoring report showed that 74% of actions currently had a 'green or amber' delivery status, with 11% 'red' (and 15% 'purple' - for possible future consideration).

The following documents were attached to the report as appendices:

Appendix A: Reading Climate Change Strategy 2013-2020, Action Plan performance monitoring as at Winter 2017/18.

Appendix B: Reading Climate Change Strategy review - key changes to strategic priorities.

In noting the progress made to date, the Committee acknowledged the contributions made by the organisations and individuals participating in the local Climate Change Partnership.

Resolved -

- (1) That the progress that had been made in the delivery of the Reading Climate Change Strategy 'Reading Means Business on Climate Change', and the local carbon dioxide emissions reductions, be noted;
- (2) That the Committee continued to support the Climate Change Partnership in the delivery of the Reading Climate Change Strategy actions insofar as they were attributed to the Council.

29. AIR QUALITY

The Committee had received a report at its previous meeting on 22 November 2017 which had outlined the Government's proposals for reducing Nitrogen Dioxide and an overview of the Clean Growth Plan. (Minute 17 refers). At that Committee, Reading Friends of the Earth had presented a petition signed by over 400 residents calling for further action from the Council to tackle air quality (Minute 12 refers). The Director of Environment and Neighbourhood Services submitted a report providing a detailed response to the Reading Friends of the Earth petition and further update on air

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quality matters following a successful court challenge to the Government's approach to tackling nitrogen dioxide levels.

The report explained that the Government had published its latest plan to tackle Nitrogen Dioxide (NO₂) in July 2017. Client Earth, an environmental lobbying group, had challenged the plan on the basis that it did not require all local authority areas with identified exceedances to formally submit plans to the Government stating how they would manage air quality within their area and bring about reductions in Nitrogen Dioxide in the shortest possible time. Client Earth had won their latest challenge on 21 February 2018. Subsequently, the Government had requested that thirty three local authority areas including Reading attend a meeting at Westminster to discuss how they would respond. At the meeting the Government had confirmed that they would be taking a more formal approach with this group of 'marginal' local authorities, including Reading Borough Council. Reading had been previously modelled out of the requirement to prepare an action plan given the Government's data confirmed that the town would meet legal requirements by 2020. The Committee noted that the modelling indicated that Reading met the legal requirement by 1µg/m³. This was a marginal 'pass', which without continued action under the Air Quality Action Plan, could still result in the Council having to take action.

The report explained that the Government had asked Reading to consider all options to identify any additional measures that could bring forward compliance with NO₂ limits in the specific roads identified as soon as possible. They had confirmed that funding would be made available to help the development of these local feasibility studies, as well as funding to support measures identified that would bring forward compliance. The Government had given the end of June 2018 as a submission date for feasibility studies.

Resolved -

- (1) That the response to the Friends of the Earth petition be noted;**
- (2) That the requirement to submit a feasibility study to the Government by the end of June 2018 be noted and that, given the limited time to submit information the study be approved by the Head of Planning, Development and Regulatory Services in consultation with the Lead Councillor for Strategic Environment, Planning and Transport and the Chair of the SEPT Committee;**
- (3) That the feasibility study submitted to the Government be noted and that any funding arising would inform a refresh of the current Air Quality Action Plan alongside changes currently being developed/delivered to the Local Plan, Local Transport Plan and the Joint Strategic Needs Assessment.**

30. HEATHROW EXPANSION AND AIRSPACE PRINCIPLES CONSULTATION - COUNCIL RESPONSE

The Director of Environment and Neighbourhood Services submitted a report summarising the current consultation being undertaken by Heathrow Airport regarding the emerging proposals and options for expanding the airport, and providing a draft Council response to the consultation.

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The report explained that in October 2016 the Government had announced that a northwest runway at Heathrow Airport was its preferred scheme for the expansion of airport capacity in the South East. The Government had then published the draft Airports National Policy Statement (NPS) in February 2017, setting out the draft policy for expansion at Heathrow. A consultation on the draft Airports NPS had been undertaken by Government in February 2017, with further consultation between October and December 2017 to allow updated evidence to be considered. The draft NPS was currently being scrutinised by the Transport Select Committee and it was anticipated that there would be a vote in the House of Commons in 2018 on whether the draft NPS was formally adopted as Government policy.

The report stated that expansion of Heathrow was classified as a nationally significant infrastructure project for the purposes of the Planning Act 2008. Therefore Heathrow was currently preparing an application to the Secretary of State for Transport for a Development Consent Order (DCO). In addition, changes to airspace would be considered by the Civil Aviation Authority (CAA) through an Airspace Change Process which would decide whether the change could be made based on a range of requirements. Subject to this approval process, it was anticipated that a new northwest runway at Heathrow could be open in late 2025/2026.

The report advised that the Council's position on Heathrow expansion was set out in the Council Motion adopted in January 2014 (Minute 47 refers). This had recognised the economic and employment benefits to Reading of Heathrow, accepted the importance of retaining the world's busiest hub airport in its current location, and accepted the need identified by Government for some expansion of airport capacity in the South East. However, the Motion had included caveats for expansion including the need for significant enhancement to sustainable surface access to the airport and the requirement for environmental concerns of local residents to be fully addressed.

The proposed response to the consultation was attached to the report as Appendix A.

Resolved -

- (1) That the contents of the report be noted;**
- (2) That the draft response from the Council attached to the report as Appendix A be approved.**

31. ALLOCATION OF S106 FUNDING FOR TRANSPORT SCHEMES 2018/2020

The Director of Environment and Neighbourhood Services submitted a report requesting spend approval for new Transport capital projects starting in 2018 to the value of £8,887,840.61. The report anticipated that the majority of these schemes would be solely funded from Section 106 receipts but that some would require additional external funding from the Local Enterprise Partnership (LEP), which had already been secured.

A summary of the S106 contributions and the capital projects they were to fund was outlined in Appendix 1 to the report. The report explained that these improvements would contribute to the delivery of the current Corporate Plan 2016-19 and any future Corporate Plan by implementing a programme of Transport and Highway Improvements across the Borough. This programme contributed to several corporate

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priorities (section 4 of the current Corporate Plan) and would enhance Reading as a place and improve the quality of life for residents and visitors.

The report stated that the £8,887m referred to in the report used all available Section 106 funds received by Winter 2017 and was an update on the figures detailed within the Council's Capital Programme which had been approved by Policy Committee on 19 February 2018 (Minute 75 refers).

Resolved -

- (1) That scheme and spending approval be given for the Capital Projects outlined in Appendix 1;**
- (2) That the Director of Environment and Neighbourhood Services in consultation with the relevant Lead Councillor for Strategic Environment, Planning and Transport and Head of Finance, be given delegated authority to finalise details of individual schemes and programmes within the overall approval given.**

32. LOCAL TRANSPORT PLAN IMPLEMENTATION PLAN 2018/19

The Director of Environment and Neighbourhood Services submitted a report presenting the Local Transport Plan Implementation Plan for 2018/2019 and future years.

The report explained that the Local Transport Plan (LTP) was a statutory document setting out the Council's transport strategy and policy. The Council's third Local Transport Plan (LTP3) for the period 2011-26 had been adopted by the Council on 29 March 2011. The adopted Plan included a 15-year Strategy Document and a Committee Report that stood as the first in a series of annual Implementation Plans incorporating a rolling 3-year programme.

The report stated that the LTP Implementation Plan showed the Council's 3-year rolling delivery programme, covering the period 2018/19 to 2020/21, and delivery highlights from 2017/18. The report also incorporated progress against delivering the Cycling Strategy 2014 '*Bridging Gaps, Overcoming Barriers & Promoting Safer Cycling*' that had previously been reported separately.

The following appendices were attached to the report:

Appendix A - LTP3 Programme 2018/19 - 2020/21 (subject to change dependent upon funding availability)

Appendix B - Delivery Highlights 2017-2018

Appendix C - Performance outputs 2017.

Resolved -

- (1) That the LTP programme for the 2018/19, as outlined in Appendix A, be approved;**

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- (2) That the proposals for subsequent years, as listed in Appendix A, be noted and that approval of any forward planning before the next Implementation Plan be delegated to the Head of Transportation & Streetcare in conjunction with the Lead Member for Strategic Environment, Planning & Transport;
- (3) That the progress made in delivering the LTP3 programme be noted.

33. TRAFFIC SIGNALS MAINTENANCE CONTRACT JOINT ARRANGEMENT & DELEGATED CONTRACT AWARD AUTHORITY

The Director of Environment and Neighbourhood Services submitted a report informing the Committee of the ongoing procurement process for a county wide Traffic Signals Maintenance Contract to be implemented in Summer/Autumn 2018; and seeking delegated authority to enter into an initial Joint Arrangement between the Berkshire Contracting Authorities, and following a competitive procurement process, delegated authority to enter into a contract with the most economically advantageous tenderer in accordance with the Public Contracts Regulations 2015.

The report explained that the Council, under a joint arrangement with the Berkshire local authorities, currently had a Traffic Signals Maintenance Contract which enabled the delivery of services required to maintain and enhance the operation of its traffic signals including:

- Routine inspections and electrical testing
- First line maintenance response to any faults or damage
- To provide the mechanism to facilitate the implementation of chargeable works
- To provide a fault logging and inventory control system
- Provide safe working practises and traffic management
- To provide a full service for the designs, supply and install of new traffic signal sites

The report explained that the current contract with Siemens had now expired and in order to enable the Council to continue to maintain the current Intelligent Transport Systems (ITS) equipment there was a need to procure a new contract. The report described the proposed arrangements for a joint working arrangement with participating Berkshire Authorities, with Reading in the role of lead authority.

Resolved -

- (1) That the Director of Environment and Neighbourhood Services be granted delegated authority, in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, the Head of Legal & Democratic Services and the Head of Finance, to enter into a Joint Arrangement between the participating Berkshire Contracting Authorities for the provision of a joint Traffic Signals Maintenance Contract;
- (2) That the recommended procurement route and process, as described within the report, be noted;

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- (3) That the Director of Environment and Neighbourhood Services be granted delegated authority, in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, the Head of Legal & Democratic Services and the Head of Finance, to enter into a Contract with the most economically advantageous tenderer.

34. HIGHWAY MAINTENANCE UPDATE 2017/2018 AND PROPOSED PROGRAMME 2018/2019

The Director of Environment and Neighbourhood Services submitted a report updating the Committee on the 2017-2018 Highway Maintenance programme and informing the Committee of the £ 1.361 Million Highway Maintenance 2018/2019 Award from the Local Transport Block Funding (Integrated Transport & Highway Maintenance) settlement.

Appendix 1 to the report also outlined the proposed Highway Maintenance 2018/2019 works programme and spend allocation.

Resolved -

- (1) That the Highways Maintenance Update 2017/2018 be noted;
- (2) That the £1.361 Million Highway Maintenance Award for 2018/2019 from the Local Transport Block Funding (Integrated Transport & Highway Maintenance) settlement be accepted;
- (3) That approval be given for the proposed Highway Maintenance Programme 2018/2019 and the proposed spend allocation, as set out in paragraph 4.9 of the report;
- (4) That the Head of Transportation & Streetcare be granted delegated authority, in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, the Head of Legal & Democratic Services and the Head of Finance, to enter into the variety of contracts required to undertake the highways maintenance works as described in the report.

35. HIGHWAY ASSET MANAGEMENT & HIGHWAY MAINTENANCE CODE OF PRACTICE

The Director of Environment and Neighbourhood Services submitted a report on progress with the implementation of Highway Asset Management systems and the adoption of and response to 'Well Managed Highway Infrastructure: A Code of Practice', which had been released by the UK Roads Liaison Group in October 2016. The report also explained the definition of highway defects and how they were managed.

The report explained that the code of Practice contained thirty six recommendations for the implementation of Highway Asset Management. Local Authorities had been given until October 2018 to adopt the new Code of Practice. Although it was not specified what would happen should the recommendations in the Code of Practice not be fully adopted within this timescale the previous codes of practice would cease to be recognised and court rulings would therefore be based on the new code.

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The report explained the progress which had been made on delivering the Council's Highway Asset Management Policy since it had been published in May 2017 following approval from the Committee on 4 April 2017 (Minute 32 refers). The policy had included the establishment of a Highway Asset Management (HAM) Board, comprising officers and councillors. The HAM Board had met to consider the recommendations of the Code of Practice and recommended that priority be given to addressing recommendations on:

- Consistency with other local authorities
- Risk-based approach
- Competencies and training

The report explained that while these three recommendations would be prioritised, work would also continue on addressing the other recommendations, where possible.

The report also provided clarification on the definition of a highway defect.

Resolved -

- (1) That the Highway Asset Management Annual Review 2017/18 be noted;
- (2) That the review and progress made on the Well Managed Highway Infrastructure: A Code of Practice, in advance of the October 2018 deadline, be noted;
- (3) That the approach to responding to Well Managed Highway Infrastructure: A Code of Practice, as detailed in paragraph 5.8 to 5.17 of the report, be approved;
- (4) That the clarification of the definition of a highway defect, as set out in section 6 of the report, be approved.

36. MAJOR TRANSPORT AND HIGHWAY PROJECTS - UPDATE

The Director of Environment and Neighbourhood Services submitted a report updating the Committee on the current major transport projects in Reading, namely:

- Reading Station - Cow Lane Bridges - Highway Works
- Thames Valley Berkshire Growth Deal Schemes - Southern Reading Mass Rapid Transit, Green Park Station, TVP Park and Ride and East Reading Mass Rapid Transit, and National Cycle Network Route 422
- Unfunded schemes - Reading West Station upgrade and Third Thames Bridge

Resolved - That the report be noted.

(The meeting started at 6.30pm and closed at 8.15pm).