

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	POLICY COMMITTEE		
DATE:	16 JULY 2018	AGENDA ITEM:	14
TITLE:	COMMUNITY INFRASTRUCTURE LEVY - PROTOCOL AND PROPOSED CONSULTATION ON THE ALLOCATION OF 15% 'LOCAL' CONTRIBUTION		
LEAD COUNCILLOR:	CLLR LOVELOCK CLLR PAGE CLLR BROCK	PORTFOLIO:	LEADERSHIP STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT CORPORATE AND CONSUMER SERVICES
SERVICE:	FINANCE & PLANNING DEVELOPMENT AND REGULATORY SERVICES	WARDS:	BOROUGHWIDE
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1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report seeks to confirm a revised protocol in relation to the community infrastructure levy (CIL) and agree a list of proposed projects to be funded by the 'local' element of CIL for public consultation.

Appendices

- Appendix A - Updated Community Infrastructure Levy Protocol
- Appendix B - Community Infrastructure Levy - Local Areas
- Appendix C - CIL 15% receipts by ward and zone to 31 March 2018
- Appendix D - List of preferred projects for consultation

2. RECOMMENDED ACTION

- 2.1 Approve the updated protocol in relation to the use of Community Infrastructure Levy funds.
- 2.2 Agree to commence an online public consultation exercise on the proposed use of 15% CIL contributions based on projects listed in Appendix D attached to this report.
- 2.3 that following the completion of the public consultation exercise a report be presented to a future Policy Committee to agree the final allocation of funds and confirm spend approval for the projects listed.

3. POLICY CONTEXT

3.1 The Council's Corporate Plan 2016 - 2019 'Building a Better Reading' sets out the Council's priorities. These priorities include:

- Safeguarding and protecting those that are most vulnerable
- Providing the best life through education, early help and healthy living
- Providing homes for those in most need
- Keeping the town clean, safe, green and active
- Providing infrastructure to support the economy
- Remaining financially sustainable to deliver these service priorities

3.2 The Council's Capital Programme 2018 -21 was approved in February 2018 as part of the Council's Medium Term Financial Strategy. The Council continues to invest in Reading to provide new school places, homes, transport infrastructure and to improve facilities to meet the needs of the community and to support continued economic growth. However, the Council's financial position requires all capital spend projects to contribute directly to achieving the Council's Corporate Plan objectives and to be supported by a robust business case. The programme is, in part, funded from CIL receipts.

3.3 There is a strategic approach to funding the capital programme, with all sources of funding other than borrowing deployed, where permitted by grant or other conditions, in a non-earmarked manner to reduce the pressure on borrowing and its consequent revenue costs. However, any 'local' CIL funding (15% of the total collected) will continue to be allocated through member discretion to schemes that address corporate priorities.

3.4 The attached CIL protocol sets out how CIL receipts are used. It notes that CIL differs fundamentally from S106 in that the funds collected are not tied to a specific development or the provision of specific infrastructure. The protocol confirms that 80% of CIL receipts will be used to support the capital programme, 15% will be allocated to areas in which CIL liable development is taking place and 5% will be allocated to cover administration costs.

3.5 Since the commencement of the levy and up to the end of March 2018 a total CIL receipt of £6.624m has been received. 15% of the funds equates to £993.7k. Appendix C sets out the scale of the 15% local receipts received by zone and by ward.

4. THE PROPOSAL

The protocol:

4.1 The protocol has been amended since its initial presentation to Policy Committee. In relation to the use of the 15% local CIL an additional line has been added which states that the funds will be normally allocated to small scale projects of around £100k or less. Given the limited funds available a focus on the delivery of a greater number of small scale projects is considered appropriate. There may of course be exceptions should a piece of important infrastructure over this limit require investment.

4.2 The Committee are asked to approve the amended document.

Proposed allocation of 15% Local Funds

- 4.1 The protocol sets out a focus for the use of 15% CIL local funds as below and subject to the project according with a number of principles:
- Open space improvements / small scale leisure;
 - Local highway improvement projects
 - Air quality
 - Community improvements
 - Renewable energy infrastructure
 - Economic Support
 - Other measures which help to mitigate the impact the development has on the area.
- 4.2 Appendix B provides a map of ‘local areas’ essentially the grouping of wards into four zones to ensure that CIL contributions collected are allocated fairly and from where the development providing the contribution took place.
- 4.3 In accordance with the CIL protocol a number of projects which could benefit from the 15% local CIL contributions have been developed. Projects are identified by zone and ward in Appendix D.
- 4.4 It is noted that this is first time that proposals for the use of 15% local CIL are being put forward. Other projects may come forward which are not listed in the Appendix and not all projects set out will receive funding. Additional projects and unfunded projects will be added or will remain on the list of schemes and may receive 15% local CIL funding in future years.

Next Stages and Timeline

- 4.4 Subject to Policy Committee’s approval the intention is to carry out an online consultation of the proposed use of 15% local CIL over the summer. The outcomes of the consultation will be considered by a future Policy Committee in the Autumn. The same report will seek spend approval for the recommended projects.

Options Considered

- 4.5 An option would be to carry over the majority of 15% local funds to contribute to the Council’s future capital programme especially in relation to small scale leisure or highway projects which have traditionally received Section 106 funds.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The proposals to use CIL 15% local contribution supports a number of strategic aims. Given the proposed allocation of the majority of funds to transport and open space / leisure, community and the historic environment proposals the recommendation sets out in this report mainly support:

- Providing the best life through education, early help and healthy living
- Keeping the town clean, safe, green and active
- Providing infrastructure to support the economy

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 An on line public consultation on the proposals will be undertaken in the Summer. Residents will be asked if they support the list of projects proposed to receive 15% local CIL funding. The consultation will make it clear that not all schemes will

receive funding given that the total cost of all the projects exceeds the available funds.

7. EQUALITY IMPACT ASSESSMENT

7.1 Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to –

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

7.2 It is not considered that that an Equality Impact Assessment (EIA) is relevant to the decisions related to the use CIL 15% local.

8. LEGAL IMPLICATIONS

8.1 The Community Infrastructure Levy Regulations provides the framework for the use of CIL contributions. The protocol attached to this report sets out how the allocations of CIL will be administered which is in line with those regulations. Public consultation on the use of 15% local funds is required but the form in which the consultation is undertaken is not prescribed.

9 FINANCIAL IMPLICATIONS

9.1 CIL funds can be used flexibly to fund any infrastructure projects as defined within the regulations and contained in the Council's Regulation 123 list and are not tied to a specific development or the provision of specific infrastructure. 80% of CIL receipts will be used to fund strategic infrastructure through the Council's capital programme. 15% will be spent in the 'relevant local area' in which development is occurring. The 15% local CIL does not have to be spent on items on the Regulation 123 list. 5% will be allocated to cover CIL administration costs.

9.2 The balance of CIL held by the Council at the end of March 2018 is £5.717m. Of this, £4.392m is available to fund strategic infrastructure, £0.994m to fund projects in the local areas and £0.331m to fund CIL administration costs.

9.3 The CIL protocol sets out proposed procedures for dealing with the allocation monitoring of the use of all CIL receipts and provides a framework for identifying projects that contribute to achieving the Council's strategic priorities while meeting CIL regulations. This will enable the optimum use of the finite resources available.

Community Infrastructure Levy (CIL) - Draft Spend Protocol

This protocol sets out proposed procedures for dealing with the allocation and monitoring of the spending of income arising from the Community Infrastructure Levy (CIL).

CIL differs fundamentally from S106 in that the funds collected are not tied to a specific development or the provision of specific infrastructure. Unlike infrastructure provided through S106 planning obligations, which must be necessary to mitigate the impact of a particular development and used only for that specific purpose, CIL funds can be used flexibly to fund any infrastructure as defined within the regulations and contained in the Council's Regulation 123 list. They can be pooled freely (unlike S106) to fund infrastructure priorities and collectively between authorities towards larger strategic investments. They should be seen as a contribution to assisting with the provision of overall infrastructure priorities which may well change over time.

Framework for Determining Expenditure of CIL Monies

Authorities are required to set out their priorities for expenditure through a Regulation 123 list. The current Regulation 123 list for Reading Borough was based on an Infrastructure Delivery Plan that was produced as part of the preparation of the local plan, and in consultation with the various spending services. A copy of the Regulation 123 list was approved as part of the papers submitted to the Secretary of State for approval of the Council's CIL Charging Schedule. It is dated March 2014 and is available on the Council's website (link tbc). The Regulation 123 List refers to the types of infrastructure but does not specify particular schemes or projects. The priorities relate to:

- Transport infrastructure
- Education facilities projects
- Social / Community facilities
- Leisure and Culture facilities
- Open spaces, sports, recreation, green infrastructure, public realm and environmental improvement projects
- Economic Support
- Renewable Energy Infrastructure
- Air Quality

The CIL regulations set out specific requirements on local authorities to monitor, report and publish, annually, details of all funding received and all expenditure of CIL funding. This will be completed through the annual report presented to Policy Committee in the summer of each year.

Regulation 59F of the CIL Regulations 2010 (as amended)) requires that at least 15% of CIL monies should be spent in the 'relevant local area' in which development is occurring. The requirement is that the local authority ensures that at least 15% of receipts are directed to areas subject to development. It should be noted that these monies (which are referred to as the 'meaningful proportion') do not have to be spent on items on the Regulation 123 list, but could be spent on anything to help mitigate the impact the development has on the area.

Proposed Allocation of Expenditure

The principles are that expenditure will be;

80%:

- on infrastructure as defined in the regulations.
- in accordance with priorities set out in the Council's Regulation 123 list at the time the expenditure is authorised; The contents of the Council's Regulation 123 list will reflect the Council's infrastructure priorities as set out in the Infrastructure Delivery Plan and capital programme.

15%

- at least 15% must be allocated to areas in which CIL liable development is taking place.
- can be allocated to 'infrastructure' listed or not listed on the Regulation 123 list.
- spending needs to meet the requirement to 'support the development of the area'.
- A consultation on the approach to how the Council uses the local contribution will be required. The final allocation of any CIL money, including the local contribution will be made by the Council's Policy Committee.
- Allocations for spending the 15% local contribution will be for CIL receipts received up to the end of September in the previous year.

5%

- 5% of receipts will be allocated to cover administration costs.

The Council's February budget report includes the Council capital programme and an indication of how it will be financed overall including any planned use of CIL receipts. The programme shows proposals for the forthcoming year with some forward planning/commitments for the following two years (i.e. a rolling 3 year programme). based on development monitoring and CIL database information. When the Council approves the budget it will also therefore approve in principle the allocation of how 80% of CIL receipts will be spent.

The financial year end report (presented in the early summer) will provide as necessary a listing of development by relevant area where CIL receipts have occurred or where they are expected imminently. It will indicate the level of CIL receipt from each listed development and thus a calculation of the minimum level of 15% that should be allocated to the relevant area. For the purposes of CIL the relevant local area will be based on the attached plan (Appendix C) showing the Borough divided into four areas; Central, North, South and West. The areas are made up of a number of wards and the boundaries follow ward boundaries.

Although spend would normally take place in the 'area' it is likely that some developments, say on the cusp of a boundary, may mean that some flexibility will need to be applied to some cases. In any event, when allocating the 15% local contribution, consideration needs to be given to the location of the development providing the CIL receipt and the impacts that the development has on its neighbourhood.

There is provision within the regulations for the local authority to allocate up to 5% of CIL receipts to the administration of the scheme. Set up costs, the costs of items such as the purchase of software, and the staffing costs involved in administering the

scheme can be paid for directly from CIL receipts. Costs will be incurred by Planning, Finance and Legal Sections and any other sections with an input into the administration of CIL within the authority. Accordingly, up to 5% of CIL receipts will be allocated to cover all administration costs, albeit this figure can be reviewed from time to time.

Infrastructure Prioritisation Criteria (for 80% Allocation)

The use of 80% of CIL will be focused on:

- Education
- Strategic Transport Projects
- Strategic Leisure / Culture

Which accord with the following:

Must be included in the Regulation 123 list
Be included in the Infrastructure Development Plan and / or Approved Capital Programme.
May enable other funds that would not otherwise be available or offer a financial return on investment, e.g. needed to match or draw grant funding
Address a specific impact of new development beyond that which has been secured through a S106 obligation or S278 agreement
Contribute to the delivery of key development sites in the district to realise the Core Strategy / Local Plan proposals

The use of the 15% of CIL which is allocated 'locally' could, as alternatives to the priority projects in the area being funded under the 80% above, be focused on:

- Open space improvements / small scale leisure;
- Local highway improvement projects
- Air quality
- Community improvements
- Renewable energy infrastructure
- Economic Support
- Other measures which help to mitigate the impact the development has on the area.

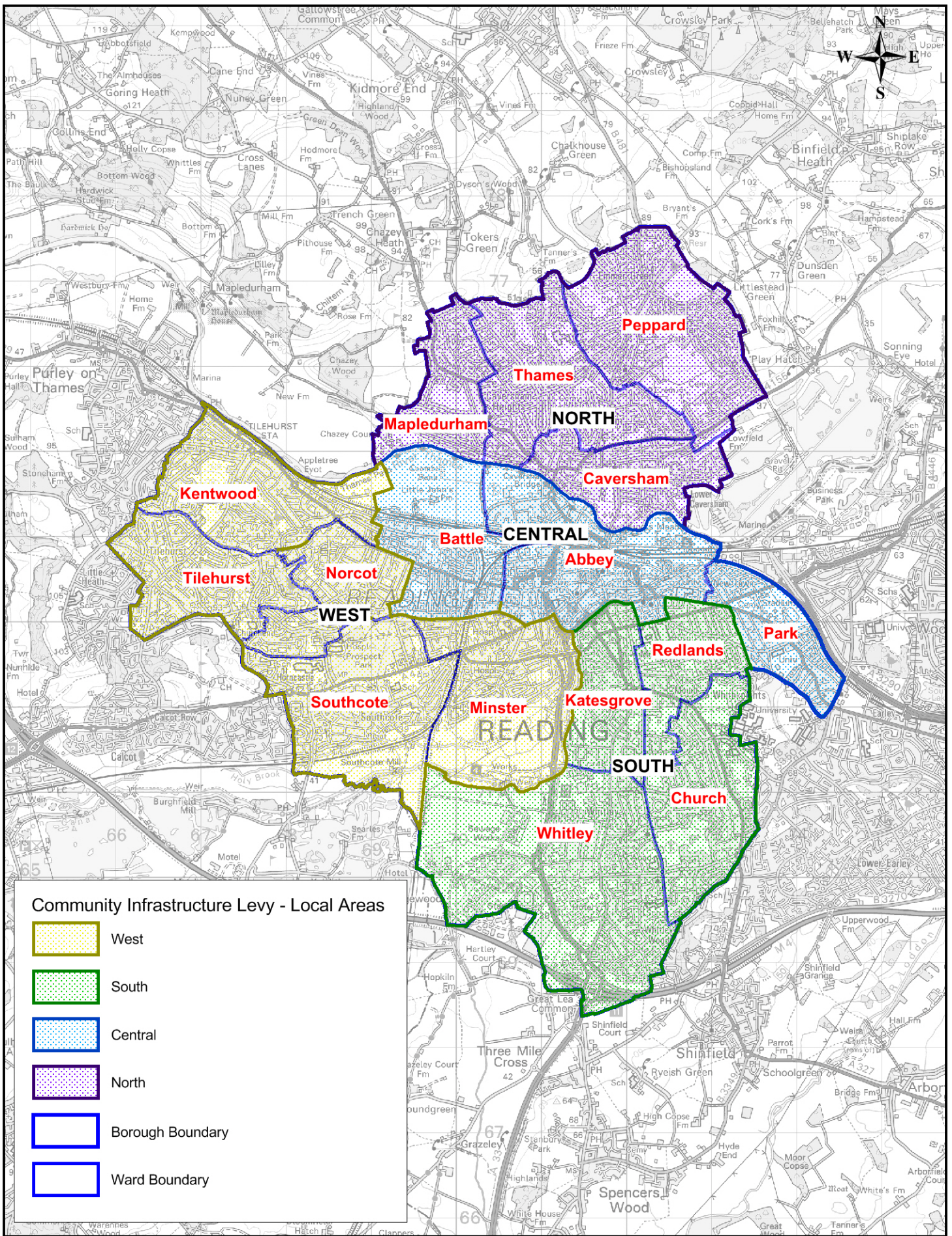
Which must accord with following:

Support: (a) the provision, improvement, replacement, operation or maintenance of <u>local</u> facilities and/or infrastructure; or (b) anything else that is concerned with addressing the demands that development places on a local area.
May be included in the IDP and / or Approved Capital Programme.
May enable other funds that would not otherwise be

available or offer a financial return on investment, e.g. needed to match or draw grant funding
Address a specific impact of new development beyond that which has been secured through a S106 obligation or S278 agreement
Contribute to the delivery of key development sites in the district to realise the Core Strategy / Local Plan proposals

In regards to how the 15% allocation will be processed:

- Council officers will use the information available to put forward projects; these could be from proposals that have been identified via committees, on work programmes, through surveys or elsewhere. Such proposals may include improvements to Parks and Open Spaces or highway schemes, for example;
- Initial proposals will be discussed with lead councillors;
- Given that funds are limited the use of 15% local CIL funds will be normally allocated to small scale projects or around £100k or less.
- Public consultation on the possible alternative spending priorities under the local community 15% spend will take place in the Summer / Autumn of each year seeking to agree the funds received up to the end of September of the previous year.
- The final allocation of funds will be made by the Policy Committee. This could be on an annual or biannual basis or as and when depending on the priority of the scheme.



Title: Community Infrastructure Levy - Local Areas

Drg.No.:

Date: 20/01/2017

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Produced by GIS & Mapping Services

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Appendix C - CIL 15% receipts by ward and zone to 31 March 2018

		Received		
		2015- 2017	2017-2018	
Ward	Zone	Amount (£)	Amount (£)	% of total
	Central	115,699	141,469	26%
	North	7,515	8,700	2%
	South	125,549	294,348	42%
	West	77,161	223,304	30%
	Total	325,923	667,821	100%
Caversham				
Mapledurham		5,349	2,604	0.8%
Peppard		2,166	6,096	0.8%
Thames				0.0%
Park				0.0%
Battle		2,727	3,601	0.6%
Abbey		112,971	137,869	25.2%
Whitley		73,927	284,646	36.1%
Redlands		51,622	5,320	5.7%
Katesgrove			184	0.0%
Church			4,198	0.4%
Tilehurst		3,474		0.3%
Southcote		45,613	146,939	19.4%
Norcot		368		0.0%
Minster		23,945	76,365	10.1%
Kentwood		3,762		0.4%
	Total	325,923	667,821	100%
	Grand Total	993,743.55		

Area	Line No.	Ward	CIL ZONE*	Type of Request / Proposal	Street	Location	Details	Officer Comments
Transport	1	Abbey	Central	Dog Fountain - St Lawrence's Churchyard		St Lawrence's Churchyard	Refurbishment and repair. New railings and low wall.	Anticipated Costs: £30K
Transport	2	Abbey	Central	Town Centre Monuments and Statues		Town Centre - Various	Inspection, cleaning and repairs	Anticipated Costs: £50K
Transport	3	Abbey	Central	War Memorials & Public Art		Town Centre - Various	Inventory, maintenance and cleaning of war memorials & public art	Anticipated Costs: £100K

Area	Line No.	Ward	CIL ZONE*	Type of Request / Proposal	Street	Location	Details	Officer Comments
Transport	4	Borough-wide	All	Signing	Borough-wide	Borough-wide	Sign de-cluttering and consolidation. Following report to Sept 2013 TMSC and release of the Traffic Signs, Regulations and General Directions in April 2016, removal of unnecessary/non-compliant signing, consolidation of existing, including posts. Benefits will be an improvement to the street scene, improved clarity of signing, reduced maintenance costs and reduced electrical costs for illuminated signs.	<ul style="list-style-type: none"> • Casualty Data: N/A • Benefits/Impact: Improved street scene and clarity of important information. Removal of signs that no longer comply with regulations, increased footway width from removal of unnecessary poles, reduced maintenance and electrical costs relating to illuminated signs. • Anticipated Costs: £50k. • Recommended Action: Recommended for further and ongoing investigation.
Transport	5	Caversham	North	Pedestrian Crossing	Briants Avenue	Near to South View Avenue	Local resident requested formal crossing (e.g. zebra) to ease the crossing of Briants Avenue. There is no controlled pedestrian crossing along Briants Avenue.	<ul style="list-style-type: none"> • General: It is likely that any potential location for such a facility will be a reasonable distance away from the junction with South View Avenue (and the bend in the road) to satisfy the required forward visibility to the crossing. Surveys would need to be conducted to consider whether a crossing in such a location would be sufficiently used. Consideration could be made for introducing imprints at the informal crossings at the northern side, or raised informal crossings that could act as a speed calming feature also, in the context of the proposed 20mph zone. • Casualty Data: Over the latest 3 year period (up to June 2017), 1 serious and 2 slight incidents involving injury, where pedestrians have been crossing the road. There are a number of causation factors, but all incidents are at the northern end of the street. • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: £75k • Recommended Action: Recommended for further investigation.
Transport	6	Caversham	North	Pedestrian Crossing	Gosbrook Road	Linking Westfield Road park footpath with the Christchurch Meadows footpath, which leads to the new pedestrian/cycle bridge	A petition to install a zebra crossing on Gosbrook Road was reported to Jan 2016 TMSC. An update report went to March 2016 TM sub, with proposals reported to June 2016 TMSC. An outline zebra crossing design & results of parking consultation were reported at Sept 2016 TMSC.	<ul style="list-style-type: none"> • General: This scheme is awaiting funding to enable it to progress to detailed design and implementation. Ground investigation works will determine the deliverability of the proposal. Details of the proposals have been reported to TMSC and Officers have agreement to proceed. • Casualty Data: Previously reported to TMSC. • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Estimated £50k • Recommended Action: Recommended for progression, as per TMSC agreement.

Area	Line No.	Ward	CIL ZONE*	Type of Request / Proposal	Street	Location	Details	Officer Comments
Transport	7	Caversham	North	20mph	Various	Lower Caversham and Amersham Road area	A report to Sept 2016 TMSO proposed a 20mph zone that could cover the Lower Caversham and Amersham Road estate areas. This report was the result of a number of petitions and requests for 20mph in these areas. It was agreed that there would need to be further consultation with Councillors and CADRA, but noted that there was currently no funding for the scheme.	<ul style="list-style-type: none"> • General: This scheme is awaiting funding to enable it to be fully investigated (e.g. conducting speed surveys) and to progress to detailed design and implementation. • Casualty Data: This will be investigated, alongside surveys, as the scope of the scheme is developed. • Benefits/Impact: Reduced speeds around this busy area of Caversham. • Anticipated Costs: Survey: £100k • Recommended Action: Recommended for further investigation.
Transport	8	Church	South	Zebra Crossing	Whitley Wood Road	Desire crossing line to and from school	Councillor Pearce requested officer to investigate the possibility of a zebra crossing for access to The Ridgeway Primary.	<ul style="list-style-type: none"> • General: Delivery of the scheme is subject to funding, potential S106 from The Ridgeway school expansion work. • Casualty Data: No incidents involving pedestrian casualties on Whitley Wood Road (in the vicinity of the school) in the latest 3 year period (up to September 2017). • Benefits/Impact: Improved pedestrian crossing facilities. • Anticipated Costs: £50k • Recommended Action: Recommended for further investigation
Transport	9	Church / Katesgrove / Redlands	South	20mph zone & pedestrian crossing	Northumberland Avenue	In the vicinity of Reading Girls School	Extension of the 20mph zone beyond Reading Girls School and improved crossing facility outside the school.	<ul style="list-style-type: none"> • General: There are different pedestrian crossing options that can be considered, such as a raised-level crossing or zebra crossing. These options all have compromises (e.g. the zebra crossing beacons narrowing the footway and requiring the expensive connection to electrical supplies) and all will be subject to finding a suitable location, considering the abundance of driveways in the vicinity of the school. This will also be a consideration for any traffic calming features, as well as the street being a bus route and an (likely) important emergency service vehicle route. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to September 2017) where speeding has been considered a contributing factor. • Benefits/Impact: Reduced vehicle speeds, but need to consider the impact of the required traffic calming features on emergency service vehicles and residents (potentially increased traffic noise, driveway access/egress). Formalised crossing facility may reduce ad-hoc pedestrian crossing movements. • Anticipated Costs: £40k • Recommended Action: Recommended for further investigation.

Area	Line No.	Ward	CIL ZONE*	Type of Request / Proposal	Street	Location	Details	Officer Comments
Transport	10	Katesgrove	South	Signing	Elgar Road	Entrance from Pell Street	Complaint from resident stating that many HGVs come down the road, probably following a sat nav and trying to get to Elgar Road south. They then reverse the entire road and have caused damage to vehicles and obstruction of the street.	<ul style="list-style-type: none"> • General: A signing review can be conducted to investigate signing/lining that could discourage this movement. • Casualty Data: No incidents in the latest 3 year period of data (up to June 2017) that can be attributed to this concern. • Benefits/Impact: Anticipated reduction in problematic vehicle movements and reduction in risks of traffic collisions/third-party damages. • Anticipated Costs: £10k • Recommended Action: Recommended for further investigation.
Transport	11	Katesgrove / Minster	South and West	Signing	London Road, Crown Street	Approaching the junction with Pell Street	Linked with the Elgar Road concerns, Officers have passed on concerns raised at NAG meetings, that HGVs are not noticing the weight limit signs for the Berkeley Avenue / A33 overbridge until they are on Pell Street.	<ul style="list-style-type: none"> • General: A signing review can be conducted to investigate signing alterations that can be used to better direct HGVs around this weight limit. • Casualty Data: No incidents in the latest 3 year period of data (up to June 2017) that can be attributed to this concern. • Benefits/Impact: Anticipated reduction in problematic vehicle movements. • Anticipated Costs: £50k • Recommended Action: Recommended for further investigation.
Transport	12	Kentwood	West	Road Marking	Oxford Road	Entrance to & exit from the car wash, to the side of The Restoration PH	Councillor requested, on behalf of cyclist, the installation of some markings to discourage waiting vehicles stopping across the cycleway, and to highlight the presence of the cycleway at the exit of the car wash.	<ul style="list-style-type: none"> • General: Assistance could be provided with KEEP CLEAR and other minor lining works. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to September 2017) at these locations. • Benefits/Impact: Potential reduction in cycleway blocking, although this isn't enforceable, and greater clarity of the cycleway crossing upon exit of the car wash. • Anticipated Costs: £5k. • Recommended Action: Recommended for further investigation.
Transport	13	Kentwood	West	Pedestrian Crossing	Oxford Road & Overdown Road	Oxford Road (east side of Overdown Road roundabout) & Overdown Road (near to Oxford Road roundabout)	Councillor has raised resident concerns regarding the lack of assisted (formal) pedestrian crossings at these busy locations.	<ul style="list-style-type: none"> • General: Consideration could be made for introducing imprints at the informal crossings at the northern side, or raised informal crossings that could act as a speed calming feature also, to zebra crossing. • Casualty Data: No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017). • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: £50k. • Recommended Action: Recommended for further investigation.

Area	Line No.	Ward	CIL ZONE*	Type of Request / Proposal	Street	Location	Details	Officer Comments
Transport	14	Mapledur-ham	North	Pedestrian Crossing	Upper Woodcote Road	General	A number of requests have been made for improvements to pedestrian crossings (and increased numbers) along the street.	<ul style="list-style-type: none"> • General: There are no controlled crossings along the street and a limited number of refuge islands. There would be benefit in considering some of the areas that attract a higher footfall and providing appropriate facilities to assist pedestrians. Facilities could range from imprinting, to assisted crossings (e.g. zebra crossings) • Casualty Data: No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017). • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: £50k. • Recommended Action: Recommended for further investigation.
Transport	15	Mapledur-ham / Thames	North	Signing	Conisboro Avenue / Sandcroft Road	At the bend in the road, where the streets meet.	Councillor requested, on behalf of residents, the installation of 'bend in the road' advance warning signs and a 'no through road' sign for Conisboro Avenue, to the north of this bend.	<ul style="list-style-type: none"> • Casualty Data: The only recorded injury incident on our database was in 1995. • Benefits/Impact: Improve the advance 'visibility' of this corner and hopeful reduction in the number of non-injury incidents and 'near-misses' that are not reflected in the casualty data, but reported by residents. • Anticipated Costs: £5k • Recommended Action: Recommended for further investigation.
Transport	16	Minster	West	20mph zone & width restriction	Brunswick Street and Western Road	Whole length	Petition received at September 2017 TMS. The petition requested the implementation of a 20mph zone and a 6ft'6 width restriction installed, due to the narrowing at the junction of these two streets and the damage being caused to vehicles.	<ul style="list-style-type: none"> • General: The Traffic Management Sub-Committee agreed for Officers to investigate this request. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to September 2017). • Benefits/Impact: Reduced vehicle speeds, but need to consider the impact of the required traffic calming features on residents (potentially increased traffic noise). The enforcement of width restrictions lays with the Police only. • Anticipated Costs: £50k • Recommended Action: Recommended for further investigation.

Area	Line No.	Ward	CIL ZONE*	Type of Request / Proposal	Street	Location	Details	Officer Comments
Transport	17	Minster	West	20mph	Southcote Road & Westcote Road	Entire lengths	A local resident has raised concerns about the perceived speeding of motorists along these streets.	<ul style="list-style-type: none"> • General: It is likely that Southcote Road acts as a popular rat-run between Bath Road and Tilehurst Road. It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to June 2017) where speeding has been considered a contributing factor. • Benefits/Impact: Reduced vehicle speeds, but need to consider the impact of the required traffic calming features on emergency service vehicles and residents (potentially increased traffic noise). Could deter some of the rat-running, though need to consider whether this is an issue that also requires attention. • Anticipated Costs: £30k • Recommended Action: Recommended for further investigation.
Transport	18	Norcot	West	Signing / Lining	Grovelands Road	At the double roundabout	Complaints from residents about vehicles speeding through the double mini roundabout. Ward Councillor has requested some amendments to emphasise the roundabouts and encourage vehicles to slow down.	<ul style="list-style-type: none"> • General: Potential for lining (potentially including some signing) alterations that could encourage vehicles to slow down and further highlight the presence of the roundabout. • Casualty Data: No incidents in the latest 3 year period of data (up to June 2017). • Benefits/Impact: Potential improvement in the compliance of the give-ways at the roundabout and a reduction in vehicle speeds on approach. • Anticipated Costs: £15k • Recommended Action: Recommended for further investigation.
Transport	19	Peppard	North	Zebra Crossing	Caversham Park Road	In place of the uncontrolled crossing between Littlestead Close and the bus stop opposite.	Resident concern about difficulties in crossing the road, particularly for the elderly and for parents with young children. Resident would like a controlled crossing to be installed at this location to improve pedestrian safety.	<ul style="list-style-type: none"> • General: Officers have measured the visibility from the crossing, which meets design guidelines. The implementation of a controlled crossing will require movement of the bus stop and hard-standing on the verge and a re-profiling of the footway on the western side. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to September 2017). • Benefits/Impact: Improved pedestrian crossing facilities. • Anticipated Costs: £50-75k • Recommended Action: Recommended for further investigation.

Area	Line No.	Ward	CIL ZONE*	Type of Request / Proposal	Street	Location	Details	Officer Comments
Transport	20	Redlands	South	Pedestrian Crossing	Addington Road	Between Addington / Erleigh Road and Addington/Eastern Ave jcns	Request via NAG for a controlled crossing at this location.	<ul style="list-style-type: none"> • General: It would be beneficial to survey this vicinity to assess the footfall and any desire line for pedestrians crossing. This is within the 20mph zone and measures from imprinting to assisted crossings could be considered, if appropriate. • Casualty Data: No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017). • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: £50k • Recommended Action: Recommended for further investigation.
Transport	21	Redlands	South	Road Marking	Morpeth Close	Entire Street	Councillor requested the investigation of installing parking bay markings to assist in easing some of the area parking issues.	<ul style="list-style-type: none"> • General: These marked bays would not have any legal waiting restriction behind them, so would not require formal consultation and a TRO. This will significantly reduce the resource requirements for the proposal. It is likely that the number of marked bays that could be installed will be lower than the number of vehicles that could park in the area at present, should they do so considerately. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to September 2017). • Benefits/Impact: Potential improvement in parking management, but could reduce the parking capacity at times, when compared with the current unmanaged area. • Anticipated Costs: £5k. • Recommended Action: Recommended for further investigation.

Area	Line No.	Ward	CIL ZONE*	Type of Request / Proposal	Street	Location	Details	Officer Comments
Transport	22	Thames	North	Speed Calming	Albert Road	Entire length	<p>Councillor request to install speed calming measures along the length of Albert Road, following requests from residents. Also to consider 'pushing out' the Highmoor Road junction stop line. Report to TMSC in September 2017 provides indicative costs for speed calming measures.</p>	<ul style="list-style-type: none"> • General: Previous reports to TMSC, relating to Highmoor Road/Albert Road jcn Highway safety, have identified traffic speeds and have made clear the causes of casualty and fatality incidents. • Casualty Data: Latest 3 year period (up to June 2017) show no incidents involving casualties, where speeding has been considered as a contributing factor. Speed surveys in 2016 recorded average speeds at 23.1mph (northbound) and 23.7mph (southbound). Casualty data for Highmoor Road junction have previously been reported at TMSC. • Benefits/Impact: Depending on options considered, traffic speeds could be reduced by speed calming. This could have a negative impact for public transport and emergency service vehicles and create additional traffic noise for residents. The movement of the Highmoor Road stop line could improve visibility when exiting the road. • Anticipated Costs: £100k • Recommended Action: Recommended that scheme remains on this list.
Transport	23	Thames	North	Pedestrian Crossing	Rotherfield Way	South-west of its junction with Surley Row	<p>A petition to install 'safe crossing places' on Rotherfield Way was reported to Jan 2016 TMSC. An update report went to March 2016 TMSC. A further update report (with an outline zebra crossing design) was reported to June 2016 TMSC.</p>	<ul style="list-style-type: none"> • General: This scheme is awaiting funding to enable it to progress to detailed design and implementation. Ground investigation works will determine the deliverability of the proposal. • Casualty Data: Previously reported to TMSC. • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: £20k • Recommended Action: Recommended for progression, as per TMSC agreement.

Area	Line No.	Ward	CIL ZONE*	Type of Request / Proposal	Street	Location	Details	Officer Comments
Transport	24	Tilehurst	West	Pedestrian Crossing	Church End Lane	In the vicinity of Moorlands Primary School	Petition received at November 2017 TMSC for the installation of controlled pedestrian crossing facilities at this junction.	<ul style="list-style-type: none"> • General: The petition update report at Jan 2018 TMSC noted that potential development works at the school could realise some funding availability for implementing an enhanced crossing facility. Once this funding has been identified, it was recommended that Officers look at options with the school, which need not be controlled crossing facilities, such as a zebra crossing. • Casualty Data: One slight vehicle accident reported in the latest 3 year period (up to September 2017). No pedestrians involved. • Benefits/Impact: Improved pedestrian crossing facilities. • Anticipated Costs: £50k. It is hoped that this could be funded from proposed development works at the school. • Recommended Action: Recommended for further investigation.
Transport	25	Tilehurst	West	20mph zone & One-way plug	Recreation Road	Entire length, considering Blundells Road also.	A petition to September 2014 TMSC requested measures to address rat-running traffic and perceived traffic speeding issues. The petition included a request for 20mph speed limits and consideration of a one-way plug.	<ul style="list-style-type: none"> • General: It would be beneficial to conduct speed and traffic flow surveys (the traffic flow surveys should be conducted during - and outside of - school holidays) to provide the data for consideration in any proposals. • Benefits/Impact: Reduced traffic volumes and reduced vehicle speeds. • Anticipated Costs: £30k • Recommended Action: Recommended for further investigation.
Transport	26	Tilehurst	West	20mph & Pedestrian Crossing	School Road	Outside The Laurels	Concerns raised regarding perceived vehicle speeds and distance to the nearest assisted crossing point. Requested to consider lowering the speed limit and enhanced crossing facility in this location.	<ul style="list-style-type: none"> • General: Considering the proximity to the school, we would need to survey pedestrian flows and consider implementing a controlled crossing (e.g. zebra crossing). • Casualty Data: No incidents involving casualties in the latest 3 year period (up to June 2017) where speeding has been considered a contributing factor, or where pedestrians crossing the street have been injured. • Benefits/Impact: Improved pedestrian crossing facilities, particularly beneficial at school drop-off/pick-up times. Potential reduction in vehicle speeds. • Anticipated Costs: £50k • Recommended Action: Recommended for further investigation.

Area	Line No.	Ward	CIL ZONE*	Type of Request / Proposal	Street	Location	Details	Officer Comments
Transport	27	Tilehurst	West	Lining Alteration	The Meadway	Roundabout with St Michaels Road	Request to review lining on approaches ('unnecessary' 2 lane approaches) to encourage correct use of the roundabout and reduce the number of vehicles cutting across it.	<ul style="list-style-type: none"> • General: Officers agree that reducing the number of lanes on approach to this mini roundabout could have a positive impact on driver behaviour and improve compliance. • Casualty Data: 1 serious and 2 slight injuries in the latest 3 year period (up to June 2017), where vehicles have failed to give way. However, these incidents were recorded with a number of contributing factors. • Benefits/Impact: Improved driver behaviour and compliance at the roundabout. • Anticipated Costs: £10k. • Recommended Action: Recommended for further investigation.
Transport	28	Tilehurst / Kentwood	West	Pedestrian Crossing	Norcot Road	o/s 101	Councillor requested that the refuge island is converted to a full pedestrian crossing, as the island is too small for push chairs. This would also be a safety benefit for school children.	<ul style="list-style-type: none"> • General: This location is a significant distance from the nearest controlled crossings and near to the linking footway between Norcot Road and Wealden Way. It will be necessary to conduct surveys to assess the footfall and desire line for pedestrians and consider an appropriate facility. • Casualty Data: No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017). • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: £50k • Recommended Action: Recommended for further investigation.
Transport	29	Tilehurst / Kentwood	West	20mph zone	Westwood Road	Whole length	Request received for a reduced speed limit and traffic calming measures to be installed.	<ul style="list-style-type: none"> • General: If this proposal is developed, there would need to be supplementary traffic calming features added. There would need to be careful consideration of the type of measure, as this is a bus route and will be a key emergency service vehicle route for parts of Tilehurst and beyond. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to September 2017) where speeding has been considered a contributing factor. • Benefits/Impact: Reduced vehicle speeds, but need to consider the impact of the required traffic calming features on emergency service vehicles and residents (potentially increased traffic noise). • Anticipated Costs: £75k • Recommended Action: Recommended for further investigation.
Transport	30	Boroughwide	All	Graffiti Removal Project	Various	Various	Highway & Cleansing Inspections	Anticipated Costs: £75k
Transport	31	Abby/Redlands	Central/South	Speed Calming	Borough-wide	G20	Possible purchase of speed cameras to strengthen enforcement of 20MPH areas in Reading - £75-100k.	Would support the enforcement of 20MPH areas.

Area	Line No.	Ward	CIL ZONE*	Type of Request / Proposal	Street	Location	Details	Officer Comments
Heritage	32	Abbey	Central	Conservation	Borough-wide		Contribution to Promotion and Enhancement of Conservation Areas". £50k.	Contribution would support work related to the enhancement of conservaton areas.
Heritage	33	Abbey	Central	Street lighting	Chestnut Walk		Possible retention of some heritage street lamp posts such as along Chestnut Walk and in the Addison Rd area". £25k	Support heritage features in neighbourhoods.
Leisure	34	Kentwood	West	Play area improvements	Armour Hill/Oak Tree Road	Arthur Newbery Park	The large main play unit is over 30yrs old and needs replacing. Parts are obsolete and have to be specially hand made.	£100k The remaining play equipment is in good condition following recent investment. A very popular and heavily used site.
Leisure	35	Kentwood	West	Play area improvements	Oxford Road	Oxford Road Recreation Ground	The play equipment is very old and in need of replacement.	£95k A valued and well used space within a densely populated area.
Leisure	36	Tilehurst	West	Play area improvements	Ayrton Senna Road	Ayrton Senna Play Area	The single unit is reaching the end of its life. The area requires landscaping.	£20k This is a very small site with only one item of play equipment with little play value and is hardly ever used.
Leisure	37	Tilehurst	West	Play area improvements	Recreation Road	Blagrove Recreation Ground	There are 2 separate play areas within the park and the equipment in both is approx. 30yrs old and in urgent need of replacement.	£100k One area is for toddler play (0-5yrs) and the other area is aimed at juniors (5+yrs).
Leisure	38	Southcote	West	Footpaths and main drive	Liebenrood Road	Prospect Park	Continue to improve internal path network. Resurface and remark main drive.	£100k As Reading's largest park, ongoing investment is required.
Leisure	39	Minster	West	New sports/fitness facilities	St. Saviours Road	Coley Recreation Ground	New outdoor gym stations and associated infrastructure.	£65k This will compliment the existing sports facilities on site (football, basketball, tennis and cricket) which are popular and very well used.
Leisure	40	Minster	West	Play area improvements	Dover Street	Dover Street Play Area	All the equipment and surfacing is at the end of its life.	£85k This steep sloping site restricts improvement and is totally unsuitable for children with disabilities. It receives very little use and suffers from regular drug abuse and anti social behaviour.
Leisure	41	Norcot	West	Play area improvements	Moriston Close	Moriston Close Play Area	Play equipment is old and has little play value.	£30k The play area is hardly ever used and the size of the site limits any improvements. It is surrounded by open space.
Leisure	42	Redlands	South	Play area improvements	Cintra Avenue	Cintra Park	New play equipment is required to replace the older units.	£95k Very popular and well used site.
Leisure	43	Katesgrove	South	Teen provision	Long Barn Lane	Long Barn Lane Recreation Ground	Installation of specialised teen equipment.	£80k The site has a history of misuse and abuse so new facilities will need to be particularly robust.
Leisure	44	Whitley	South	Landscaping improvements	Harness Close	South Whitley Park	Relandscape the area next to the ballcourt and swings.	£15k The existing basket swings are popular but cable runway is impossible to maintain due to repeated vandalism. Area surrounding swings is unusable for much of the year due to standing water. Area to be landscaped to support informal play, look attractive and make best of of areas that will drain.
Leisure	45	Katesgrove	South	Play area improvements	Spring Gardens	The Tank	New play equipment and fencing around the ballcourt is required.	£85k Flooding ussue now resolved. Decaying equipment needs replacing.
Leisure	46	Katesgrove	South	Play area improvements	St Giles Close	St. Giles Close Play Area	Very small site with little scope for improvement.	£60k The site suffers from serious anti-social behaviour and is very rarely used. Limited equipment due to size constraints.
Leisure	47	Katesgrove	South	Play area improvements	Elgar Road (North)	Waterloo Meadows	Some items of play equipment need replacing along with safety surfacing.	£95k Popular and well used site.
Leisure	48	Abbey	Central	Play area improvements	Avon Place	Avon Place play area G21	All toddler equipment needs replacing but the site is rarely used given the constraints because of its size.	£65k Equipment has very little play value and suffers constant abuse and anti-social behaviour.

Area	Line No.	Ward	CIL ZONE*	Type of Request / Proposal	Street	Location	Details	Officer Comments
Leisure	49	Abbey	Central	Thames cycle/path route	Napier Road	Kings Meadow	The surface of the cycle/footpath along sections is cracked and broken from tree routes.	£100k Some areas of path are in a very poor state and given its continual use by pedestrians and cyclists is in need of attention.
Leisure	50	Battle	Central	Play area improvements	Portman Road	Ivydene Play Area	This small toddler area is in need of a complete refurbishment.	£100k Current equipment is in working order but very tired looking. Popular and well used site.
Leisure	51	Park	Central	Play area improvements	Wokingham Road	Palmer Park	Some items of play equipment need replacing urgently with all-inclusive facilities along with appropriate safety surfacing (not loose-fill such as sand or bark). If they are not replaced, they will need to be removed, leaving a gap in provision.	£100k This is one of Reading's most well used play areas. When the East Reading Adventure Play Area closed an agreement was made to remove its old equipment and invest in extending facilities at the Wokingham Road side of the park. Significant investment has been made here and now the older units require urgent replacement.
Leisure	52	Caversham	North	Biodiversity improvements and BMX track improvements	George Street	Hills Meadow	Improvements to the Mill Stream banks are required to open up views, clear fallen trees and improve biodiversity. The jumps at the BMX track are very worn and require re-profiling.	£30k The path alongside the Mill Stream is very heavily used. £40k Situated next to the skate park in Hills Meadow, this is another popular facility for young people and also very heavily used.
Leisure	53	Thames	North	Refurbishment of tennis courts and new fencing around croquet lawn.	Albert Road	Albert Road Recreation Ground	Resurface 4no tennis courts, colour spray and line mark. Replace all chainlink fencing around courts. Replace all nets, posts and winders. Replace all seats on courts. Replace croquet fencing.	£100k This site has suffered from lack of investment over an extended period of time and the tennis courts now need urgent attention. The play equipment, whilst old is in good condition and replacement parts can still be made on request. Recommend that the play area is maintained as it is and investment is made in the tennis courts. Very popular and well used facility.
Leisure	54	Thames	North	Access improvements	Hemdean Road	Balmore Walk	Improve path surfacing at entrances and extend handrails.	£65k Very popular and well used site by children on their way to school and dog
Leisure	55	Thames	North	Play area improvements	Winterberry Way	Winterberry Way Play Area	Small site requiring a refresh.	£35k The site was installed as part of planning gain by the developer. It is rarely used as all detached houses in the locality have reasonable gardens.
Leisure	56	Katesgrove	South	Outdoor Gym	Long Barn Lane	Long Barn Lane Recreation Ground	Park improvements and provision of equipment / facilities.	There is already outdoor gym equipment at nearby Cintra Park (approx 500m away). Options could include Parkour (Free Running) equipment which is particularly robust and will be the first venue in Reading to offer this activity. Alternative options could apply. £75k
Leisure	57	Katesgrove	South	Skate Park	Cintra Avenue	Cintra Park	Skate Parks	Cintra Park would be ideal for this and it could be installed next to the tennis court which is over 60m away from the nearest dwellings. Expected cost: £95k.

Area	Line No.	Ward	CIL ZONE*	Type of Request / Proposal	Street	Location	Details	Officer Comments
Leisure	58	Katesgrove	South	Table Tennis	Katesgrove Lane	Katesgrove Primary	Table tennis facility	This is achievable and outdoor concrete tables with permanent steel nets are available. A suitable flat surface with sufficient run off space would be required and location to be agreed with the school. Bats and balls would have to be provided by the players. Estimated cost: £15k - £20k depending on the extent of the groundworks.
Leisure	59	Church	South	Improvement	Lindon Road		Upgrading the park and facilities just off of Linden Road (Shinfield Rec).	All the play equipment is in good working order and does not need upgrading. The carpet stlye surfacing within the play area needs to be removed along with some of the fencing and returned to parkland. New furniture is required. The footpaths within the recreation ground also need resurfacing. Estimated cost: £75k
Neighbourhood	60	Southcote	WEST	Replacement	Coronation Square	Southcote Community Centre	To carry out additional works to complement the Southcote Community Hub improvement works. To replace the sprung flooring in the main hall which is currently damaged and worn to enable it to continue to be used by a variety of dance, keep fit and family groups and attract the bookings of additional performance groups. This work would ideally tie in with phase 2 of works commencing 11 June for 6 weeks. Cost is estimated at £12-15k	
Neighbourhood	61	Southcote	WEST	Improvement	Coronation Square	Southcote Community Centre	To install new blinds to complement Improvement Works for the Southcote Hub by limiting solar gain. This would make existing and new parts of the building more user friendly, e.g. toddler groups where making experience as comfortable as possible improves learning capability. This work would ideally tie in with phase 3 of works commencing 30 July for 3 weeks. Estimate £1k.	
Neighbourhood	62	Southcote	WEST	Improvement	Coronation Square	Southcote Community Centre	To install a new fridge-freezer to complement the Southcote Hub Improvement Works by addressing kitchen needs and making it more useable for groups including Food 4 Families and other cookery sessions. This installation would ideally take place before the works are completed on the 10 September. Estimate £700.	
Neighbourhood	63	Minster	WEST	Replacement	Wensley Road	Coley Park Community Centre	To replace 8 old laptops with fully functioning new hardware to be used by the Community Centre. This would make projects such as Get Online Reading at the Over-50s Club and the ParkWay Café and job club more attractive and viable so that more members of the community could benefit from education and support. Estimate £2k	
Neighbourhood	64	Katesgrove	South	Traffic Signs to be put up	Elgar Rd	Entrance from Pell St & approaching the junction of Pell St	HGV lorries going down Elgar Rd - then struggle to turn round. We need the lorries to know earlier that they cannot go down Elgar Rd.	

Area	Line No.	Ward	CIL ZONE*	Type of Request / Proposal	Street	Location	Details	Officer Comments
Neighbourhood	65	Katesgrove	South	Paint mural on IDR wall	Katesgrove Lane	IDR wall	This area is used for drug dealing. Last year the area was tidied up but it would be great to brighten the grey wall up.	
Neighbourhood	66	Katesgrove	South	Clean/repaint the underpass	Katesgrove Lane	Underpass	The underpass is very dirty and current tiles on the walls need replacing/painting as well as the ceiling needing painting/cleaning.	
Neighbourhood	67	Katesgrove	South	Re-place 3 notice boards	Pell St/Elgar Rd/Whitley St		These are very old and difficult to open. Residents are happy to look after these, but they are not easy to open for 1 person.	
Neighbourhood	68	Whitley Wood	South	Install play equipment	South Park	Park	The local park does not have any play equipment for children to play on.	The site is has 3 heavily used football pitches leased to a club. The nearby Worton Grange development in Imperial Way has a new play area. We have an off-site leisure S106 contribution of £139k specifically for new sports facilities here with associated infrastructure and the available space will serve this purpose.
Neighbourhood	69	Minster	West	Open & tidy area up - cut back trees etc.	Brook St West	Area over the wooden bridge	This area has been used for ASB (drugs and illegal encampments). It is currently receiving a cut back on the walkway side but needs the same to happen down the 'river' side. We would also like a cycle lane to join the area from Berkeley Avenue. I have been working with Caroline Jenkins (Parks) on this project.	
Neighbourhood	70	Redlands	South	Replacment	The Mount	Progress Theather	Replace stolen Street sign for Progress Theather belived to be at a cost of £350	Put forward by Cllr Deborah Edwards
Health	71	Church	South	Health	Swallowfield Drive	Whitley wood	Contribution towards community provision to be co-located with improved health care provision in Whitley wood, which will ensure wider community access and contribute towards council priorities £50k	Put forward by Cllr Rachel Eden