

Ian Wardle
Managing Director

Civic Centre, Reading, RG1 7AE.
☎ 0118 937 3737

Fax: 0118 958 9770

To: Councillor Maskell (Chair)
Councillors Ayub, Duveen, K Edwards,
Gittings, Harris, Page, Ruhemann, Stanway,
Tickner, White and Willis

Our Ref: sept/agendas
Your Ref:

Direct: ☎ 0118 937 2308
e-mail:
david.moore@reading.gov.uk

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Your contact is: **David Moore - Committee Services**

**NOTICE OF MEETING -STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE -
19 MARCH 2014**

A meeting of the Strategic Environment, Planning and Transport Committee will be held on Wednesday 19 March 2014 at 6.30pm in the Council Chamber, Civic Offices, Reading. The meeting Agenda is set out below.

AGENDA

	<u>WARDS AFFECTED</u>	<u>PAGE NO</u>
1. DECLARATIONS OF INTEREST		
2. MINUTES OF THE MEETING OF THE STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE HELD ON 20 NOVEMBER 2013		1
3. MINUTES OF THE MEETING OF THE TRAFFIC MANAGEMENT SUB-COMMITTEE OF 16 JANUARY 2014		8
4. MINUTES OF OTHER BODIES		
(A) READING CLIMATE CHANGE PARTNERSHIP BOARD - 16 JANUARY 2014		28
(B) JOINT WASTE DISPOSAL BOARD - 12 DECEMBER 2013 AND 12 FEBRUARY 2014		31

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5.	<p>PETITIONS</p> <p>Petitions submitted pursuant to Standing Order 36 in relation to matters falling within the Committee's Powers & Duties which have been received by Head of Legal & Democratic Services no later than four clear working days before the meeting.</p>		-
6.	<p>QUESTIONS FROM COUNCILLORS AND MEMBERS OF THE PUBLIC</p> <p>Questions submitted pursuant to Standing Order 36 in relation to matters falling within the Committee's Powers & Duties which have been submitted in writing and received by the Head of Legal & Democratic Services no later than four clear working days before the meeting.</p>		-
7.	<p>DECISION BOOK REFERENCES</p> <p>To consider any requests received by the Monitoring Officer pursuant to Standing Order 42, for consideration of matters falling within the Committee's Powers & Duties which have been the subject of Decision Book reports.</p>		-
8.	<p>CYCLING STRATEGY</p> <p>To adopt the Cycle Strategy 2014, based upon a review of the summarised consultation responses and subsequent amendments to the document, and to seek approval of the proposed Implementation Plan 2014/15</p>	BOROUGHWIDE	35
9.	<p>INTRODUCTION OF SUSTAINABLE DRAINAGE ADOPTION BOARDS</p> <p>To detail the proposed process required to commence the statutory requirement of Sustainable Drainage Adoption Boards.</p>	BOROUGHWIDE	118
10.	<p>2013/14 WINTER FLOODING</p> <p>To detail the effects of the winter flooding 2013/14 and the Council's response to the flooding.</p>	BOROUGHWIDE	133
11.	<p>LTP AND IMPLEMENTATION PLAN 2014/15</p> <p>To consider the programme of work contained within the Local Transport Plan 2014/15 and to note the proposals for subsequent years.</p>	BOROUGHWIDE	141
12.	<p>COMMUNITY INFRASTRUCTURE LEVY - CONSULTATION ON DRAFT CHARGING SCHEDULE</p> <p>To set out the key issues arising from the consultation on the Preliminary Draft Charging Schedule for the Community Infrastructure Levy and to seek approval to consult on a proposed Draft Charging Schedule, the next stage of consultation</p>	BOROUGHWIDE	151

13.	DRAFT SECTION 106 PLANNING OBLIGATIONS SUPPLEMENTARY PLANNING DOCUMENT (TO OPERATE ALONGSIDE THE COMMUNITY INFRASTRUCTURE LEVY) To set out the key aspects of the proposed Draft Section 106 Supplementary Planning Document	BOROUGHWIDE	238
14.	PRE-SUBMISSION DRAFT ALTERATION TO THE READING BOROUGH LDF (LOCAL PLAN) - CORE STRATEGY POLICY CS16 AND POLICY DM 6 OF THE SITES AND DETAILED POLICIES DOCUMENT - AFFORDABLE HOUSING To detail the results of consultation on a Draft Issues and Options Paper on the proposed Alteration and to seek approval of the Pre-Submission Draft Alteration.	BOROUGHWIDE	259
15.	STATEMENT OF COMMUNITY INVOLVEMENT ADOPTION To consider the responses to representations received during the consultation on the Draft Statement of Community Involvement.	BOROUGHWIDE	299
16.	PLANNING ANNUAL MONITORING REPORT APRIL 2012 TO MARCH 2013 To note the content of the Annual Monitoring Report 2012 - 2013.	BOROUGHWIDE	334

**STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE
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Present: Councillors Maskell (Chair), Ayub, Duveen, K Edwards, Gittings, Page, White and Willis.

Apologies: Councillors Harris, Ruhemann Stanway and Tickner.

12. MINUTES

The Minutes of the meeting of 9 July 2013 were confirmed as a correct record and signed by the Chair.

13. MINUTES OF TRAFFIC MANAGEMENT SUB-COMMITTEE

The Minutes of the meetings of the Traffic Management Sub-Committee on 12 September and 5 November 2013 were received.

14. MINUTES OF OTHER BODIES

The Minutes of the following meetings were submitted:

- Reading Climate Change Partnership Board, 10 July and 23 October 2013;
- Joint Waste Disposal Board, 29 May and 5 September 2013.

Resolved: That the Minutes be noted.

15. CLIMATE CHANGE STRATEGY 2013-2020 - 'READING MEANS BUSINESS ON CLIMATE CHANGE' ACTION PLAN

Further to Minute 5 of the meeting of 9 July 2013, the Director of Corporate Support Services submitted a report on the Climate Change Strategy, "Reading, Means Business on Climate Change" Action Plan.

The report stated that the Strategy had been adopted by the Policy Committee at its meeting on 23 September 2013 (Minute 34 refers).

The Strategy Action Plan, which was attached at Appendix A, set out how partners would contribute towards the strategic priorities set out in the Strategy, containing specific targets, measures and milestones for each action. The Action Plan, which had been drawn up by theme leads in consultation with delivery partners, was a working document and would be reviewed annually.

The report stated that, although the Action Plan detailed the delivery by a range of organisations, a significant element would be delivered by the Council. The Council's delivery within the Strategy was embodied in existing Council policies such as the Local Transport Plan and Biodiversity Action Plans.

The report also set out the timetable for monitoring and review of the Strategy.

Resolved: That the Reading Climate Change Strategy 'Reading Means Business on Climate Change' Action Plan at Appendix A be approved, insofar as the business related to the activities of the Council.

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16. FLOOD & WATER MANAGEMENT ACT 2010 - APPROVAL TO SPEND LOCAL LEVY GRANT FOR SURFACE WATER FLOOD REDUCTION SCHEMES IN READING

The Director of Environment and Neighbourhood Services submitted a report seeking the Committee's approval to spend the Grant Allocation for surface water flood reduction measures in Reading, in order to carry out the Council's responsibilities as the Lead Local Flood Authority as set out in the Flood & Water Management Act 2010 and Flood Risk Regulations 2009.

The report stated that the Council had made successful bids for Capital Local Levy Grant funding from the Environment Agency for four flood risk reduction schemes, as follows:

- The Cowsey - installation of an attenuation basin and temporary pond to control surface water run off, store flood water during heavy rainfall events and control the flow of water into the sewer system once the flood risk had passed;
- Lousehill Copse - clearance of an open channel and pond which received run-off from the Copse, and provision of a formal headwall and overflow from the pond, significantly increasing the standard of protection to the adjacent properties;
- Merrivale Gardens - highway drainage and mitigation measures to manage and control water on the surface, which would significantly increase the standard of protection to the adjacent properties and reduce the future risk of surface water flooding;
- Circuit Lane - minor highway drainage and mitigation measures to manage and control water on the surface, which would significantly increase the standard of protection to the adjacent properties and reduce the future risk of surface water flooding.

Resolved: That the Capital spend proposal of the Local Levy Grant Allocation on the schemes at The Cowsey, Lousehill Copse, Merrivale Gardens and Circuit Lane, be approved.

17. PROGRESS OF THE TREE STRATEGY AND 2013-14 STREET PLANTING PROGRAMME

The Director of Environment and Neighbourhood Services submitted a report referring to the decision of Council of 29 June 2010 (Minute 17) to adopt the Tree Strategy. The report detailed progress on the implementation of the Strategy over the previous 12 months and set out proposed tree planting by the Council for the 2013-14 planting season.

The report stated that the Tree Strategy set out policies and proposals for protecting, managing, maintaining and planting new trees in the Borough. Paragraph 7.3.9 of the Strategy included a commitment to annual monitoring of the Action Plan contained within it.

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The report described the progress made on a number of actions contained in the Action Plan since the adoption of the Strategy.

The report stated that the 2012-13 planting season (November to March) had seen the planting of a total of 172 street trees, funded through the capital programme and the work of the Reading Tree Warden Network through the successful partnerships with the Big Tree Plant Fund, Trees for Cities and several residents' groups. In addition, over 173 trees had been planted by other sections of the Council (Parks, Housing and Education).

The proposed 2013-14 Street Planting Programme was set out in Appendix 1. This proposed new and replacement street tree planting in accordance with the priorities set out in the Strategy. The report noted that these were initial proposals and were subject to change.

Resolved:

- (1) That the progress in achieving the various aims of the Reading Tree Strategy and its Action Plan over the previous year and the programme carried out in the 2012-13 planting season, be noted;
- (2) That the 2013-14 Street Tree Planting Programme, which would be implemented utilising funding from various sources, including the Council's Approved Capital Programme, be noted.

18. ADOPTION OF THE MEADWAY CENTRE PLANNING BRIEF

The Director of Environment and Neighbourhood Services submitted a report on the proposed adoption of a planning brief for the Meadway Centre on Honey End Lane.

The report stated that the Meadway Centre, particularly the Meadway Precinct, was run-down and ageing badly, and in need of investment. The Council had consulted the local community on the future of the Centre during February-April 2012, and had also consulted on a draft Planning Brief in November-December 2012.

The report summarised the process for consultation on the Draft Brief, which was also set out in more detail in a Report of Consultation at Appendix 2. The report stated that a total of 11 responses had been received which, while far fewer than the 361 responses received on the initial consultation, reflected the strategy of undertaking the widest consultation at the earliest possible stage, to ensure that the community was involved at a stage when it would be most able to shape proposals. No particular themes had emerged as a result of the consultation, but the report set out some of the main points that had been raised.

The responses had been taken into account in considering any changes necessary to the proposed final adoption version of the Brief. The Report of Consultation set out how each response had been taken into account. The representations received had led to a small number of amendments to the Brief, and in addition, the Brief had been amended in places to reflect ongoing discussion with the landowners, and also to update aspects that were out of date. None of the amendments proposed altered the overall policy approach.

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The Committee was recommended to adopt the amended version of the Brief at Appendix 3. This was in "tracked changes" format showing how the amended version differed from the original draft. Once adopted, the Brief would be used to supplement the Core Strategy and Sites and Detailed Policies Document for the determination of planning applications in the Centre. The Committee was also recommended to approve the recommended responses to representations made on the draft document. These were contained in the Annex 1 of the Report of Consultation.

An Equality Impact Assessment was also attached at Appendix 1.

Resolved:

- (1) That the results of the consultation on the Draft Meadway Centre Planning Brief, undertaken during November-December 2012, as set out in the Report of Consultation at Appendix 2, be noted;
- (2) That the Meadway Centre Planning Brief at Appendix 3 be adopted as a Supplementary Planning Document.

**19. REVIEW OF CORE STRATEGY POLICY CS16, AFFORDABLE HOUSING.
ALTERATION TO THE READING BOROUGH LDF/LOCAL PLAN**

The Director of Environment and Neighbourhood Services submitted a report on a proposed Review of the Council's affordable housing policies.

The report stated that the Council had long supported a policy position that sought to achieve high levels of affordable housing provision as part of developments to meet the acknowledged high levels of need for such housing in the Borough. However, current government policy, such as that contained in the National Planning Policy Framework (NPPF), with its emphasis on economic growth and the delivery of development, gave very high priority to the issue of viability. Inevitably, that meant that some existing planning policies did not fully meet the requirements of national policy and would have to be changed as part of any review of the Local Plan. It was apparent that the Council's existing affordable housing policies, in particular Core Strategy Policy CS16, did not accord with new government guidance and would need to be reviewed.

As a result of consulting on a Community Infrastructure Levy (CIL) Charging Schedule earlier during 2013, it had become apparent that the Council's existing adopted policies on affordable housing, in particular Core Strategy policy CS16, had a significant effect on the viability of development and thus the calculation of CIL. From recent CIL Examinations, it was clear that CIL Examiners were generally only accepting CIL rates that were informed by viability assessments that were based on the full policy compliant position. High affordable housing targets, therefore, had a significant effect on CIL charging rates. They were likely to result in an unreasonably low charge for residential development under CIL. As a result, and in the light of the fact that a review of the Local Plan was already underway, the report sought approval to commence a fast track Review of the existing policies on affordable housing to bring them into line with government policy.

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At the current time, the Review would look at both Core Strategy policy CS16 and policy DM6 in the more recently adopted Sites and detailed Policies Document. It was clear that the target of 50% affordable housing provision in policy CS16 would need to be altered by setting a new specific requirement for affordable housing within a percentage range, likely to be between 30% and 35% of the total number of units. An exact requirement would be determined following some more detailed viability assessment work. In relation to policy DM6, further viability work was being carried out on the policy requirements. As a result, it might be that those requirements might have to be adjusted slightly as part of the formal Alteration.

A Draft Issues and Options Paper which would form the basis of a community involvement exercise was attached at Appendix 1.

To allow for the Review, the Committee was also asked to agree an amendment to the Local Development Scheme (LDS) approved at its meeting on 9 July 2013 (Minute 8 refers). Appendix 2 contained details of the proposed changes to the LDS.

Resolved:

- (1) That the proposed Review and Alteration of the Council's Affordable Housing Policies in its Local Development Framework be agreed;
- (2) That the Draft Issues and Options Paper attached at Appendix 1 be approved for consultation;
- (3) That the Local Development Scheme be amended as set out at Appendix 2 to show the proposed Review and Alteration of the Council's Affordable Housing Policies.

20. FINAL REVISED S106 PLANNING OBLIGATIONS SUPPLEMENTARY PLANNING DOCUMENT

Further to Minute 6 of the meeting of 9 July 2013, the Director of Environment and Neighbourhood Services submitted a report on the results of consultation on the Draft Revised S106 Planning Obligations Supplementary Planning Document (SPD) and seeking the Committee's approval to the Final Revised S106 Planning Obligations SPD as attached at Appendix 1.

The report stated that the existing adopted guidance on S106 planning obligations had been published in 2004 and some of its evidence base was now viewed as relatively out of date. A Draft Revised S106 SPD, proposing changes involving an update of plans and costs, had been the subject of consultation during the period July to September 2013. The Revised SPD, attached at Appendix 1, was intended as an interim version until the introduction of the Community Infrastructure Levy (CIL), at which time a new S106 SPD would be required to operate alongside the CIL.

As a result of the consultation, a number of changes were proposed, as summarised in the report. The full results of consultation were recorded in the Statement of Consultation attached at Appendix 2.

Resolved:

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- (1) That the Final Revised S106 Planning Obligations Supplementary Planning Document at Appendix 1 be approved;
- (2) That the results of the consultation set out in the Statement of Consultation at Appendix 2 be noted.

21. DRAFT RESIDENTIAL CONVERSIONS SUPPLEMENTARY PLANNING DOCUMENT

The Director of Environment and Neighbourhood Services submitted a report stating that the existing supplementary planning guidance on converting residential properties to flats or Houses in Multiple Occupation (HMOs), entitled, 'House Conversions and Houses in Multiple Occupation' had been adopted in September 2003.

However, there had since been several significant changes to national legislation surrounding HMOs, and the Council had also adopted its suite of Local Development Framework Documents, which included up-to-date policies covering such conversions. Additionally, an Article 4 Direction to remove permitted development rights to convert from C3 dwelling houses to C4 small houses in multiple occupation had been made for parts of Redlands, Katesgrove and Park Wards. This Direction had come into force on 16 May 2013.

In response to the new policies and the need for detail on the interpretation of relevant policies in light of the Article 4 Direction, Cabinet had approved for community involvement a revised Draft Supplementary Planning Document (SPD) entitled 'Residential Conversions' at its meeting on 15 April 2013 (Minute 159 refers). The community involvement stage had now been completed and details of 13 representations received were summarised in a Statement of Community Involvement attached at Appendix 1, together with the officers' recommended responses.

The Committee was recommended to adopt the Residential Conversions SPD as attached at Appendix 2, which incorporated a number of minor changes to the SPD which were listed in the report.

The report stated that the revised SPD contained up to date guidance on conversions of properties into flats and both 'sui generis' and smaller C4 HMOs, and provided details of how HMOs that were within the Article 4 Direction would be assessed. The SPD provided information about ensuring the community remained mixed and sustainable. The draft SPD proposed that in areas where evidence showed that 25% or more of the properties within a specified area were in HMO use, there would be a presumption that no further HMOs would be permitted, based on a radius of 50m from the location of the property. Careful consideration had been given to the threshold level proposed in the Draft and had taken into account all consultation responses. It was considered that, on balance, the approach recommended in the Draft SPD was the best approach.

At the invitation of the Chair, Mr P Kayes addressed the Committee on the matter.

Resolved:

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- (1) That the Statement of Community Involvement attached at Appendix 1 be agreed;
- (2) That the Residential Conversions Supplementary Planning Document (which showed minor changes to the Draft Residential Conversions Supplementary Planning Document) as attached at Appendix 2, be adopted.

22. DRAFT STATEMENT OF COMMUNITY INVOLVEMENT AND SUSTAINABILITY APPRAISAL SCOPING REPORT

The Director of Environment and Neighbourhood Services submitted a report regarding the Statement of Community Involvement and Sustainability Appraisal Scoping Report, which were two planning documents dealing specifically with the process of producing planning policy and making major planning decisions.

The Statement of Community Involvement detailed how consultation and community involvement on plans and applications would be carried out, whilst the Sustainability Appraisal Scoping Report set the basis for assessing the environmental, social and economic effects of documents. Both documents were statutory requirements.

The report stated that the Council had existing versions of both documents, dating from 2006 and 2008 respectively. However, with work expected to begin soon on reviewing the Local Development Plan, there was an opportunity to revise the documents to take account of recent changes, learn from experience, and make them more appropriate to current circumstances.

A Draft Statement of Community Involvement was attached to the report at Appendix 2 and a Draft Sustainability Appraisal Consultation Paper was attached at Appendix 3. The Committee was recommended to approve these documents for consultation. Once the consultation was complete, the Council would consider the need for further changes to the two documents. Unless very significant changes were required, the documents could then be adopted at some point early in 2014.

An Equality Impact Assessment was also attached at Appendix 1.

Resolved:

- (1) That the draft Statement of Community Involvement (Appendix 2) be approved for community involvement;
- (2) That the draft Sustainability Appraisal Scoping Consultation Paper (Appendix 3) be approved for community involvement.

(The meeting started at 6.30pm and closed at 7.44pm).

TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 16 JANUARY 2014

Present: Councillors Page (Chair), Anderson, Ayub, Davies, Duveen, Hacker, Hopper, T Jones, Rodda, Terry, Whitham and Willis.

Also in attendance: Councillors Ennis and White.

70. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEMS

Presentation - Reading Transport/Readibus

James Freeman, Chief Executive Officer, Reading Transport, gave a presentation and answered questions on Reading Transport. The presentation covered recent awards, the bus fleet and staff, how the company was helping to improve air quality with its use of electric hybrid and compressed natural gas powered buses, recruitment and latest developments and future options. Reading Transport were also making use of social networking and could be followed on Facebook and Twitter. Finally, James informed the meeting that the annual Reading Buses open day would take place on 29 June 2014.

Peter Absolon, General Manager, Readibus, gave a presentation and answered questions on Readibus. The presentation covered use of the service, journey requests and types of journeys, the bus fleet, structure and staffing, the website, traffic management and access issues at places in the town.

Resolved - That James Freeman and Peter Absolon be thanked for their presentations.

71. MINUTES

The Minutes of the meeting of 5 November 2013 were confirmed as a correct record and signed by the Chair.

With regard to Item 53, Verge and Footway Parking Ban Update - Tilehurst and Southcote, at the invitation of the Chair, Councillor Duveen, and Local residents, addressed the Sub-Committee on emerging concerns raised by some residents and officers were requested to submit a report to the next meeting setting out potential options.

72. PETITIONS

(1) Southcote Lane - Petition for a Zebra Crossing

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition requesting a zebra crossing on Southcote Lane near Circuit Lane roundabout.

The petition, containing 524 signatures, read as follows:

"We, the undersigned, call upon the Traffic Management Network Department, to install a zebra crossing in Southcote Lane, to be situated west of Circuit Lane roundabout, opposite Maker Close footpath. This installation will ensure a safe crossing for the many school children and other people on what is a very busy and sometimes dangerous road. Although there are several schools, a child centre, two health surgeries, shops, library and other community establishments within Southcote, there are no safe crossings other than the existing traffic islands, which cannot accommodate pedestrian volumes during busy times. There is a definite need for a crossing as Southcote Lane suffers a heavy flow of traffic which often travels in excess of the speed limit. We, the signatories, would like the

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Traffic Network Management to install a zebra crossing in Southcote Lane to help with the safe crossing of all pedestrians”

The issues raised in the petition were to be fully investigated and a report would be submitted to a future meeting for consideration.

At the invitation of the Chair, lead petitioner Stewart Faulkner, and Councillor Ennis addressed the Sub-Committee.

Resolved:

- (1) That the report be noted:
- (2) That the issue be investigated and a further report be submitted to the Sub-Committee for consideration;
- (3) That the lead petitioner be informed accordingly.

(2) Norcot Road - Petition for Residents Parking

The Director of Environment and, Neighbourhood Services submitted a report on the receipt of a petition requesting residents parking in Norcot Road.

The petition, containing 15 signatures, read as follows:

“We, the undersigned, residents of Norcot Road, believe that the current parking situation for residents in the area should be addressed and fully supported by Reading Borough Council.”

The issues raised in the petition were to be fully investigated and a report would be submitted to a future meeting for consideration.

At the invitation of the Chair, lead petitioner Ruby Hepburn addressed the Sub-Committee.

Resolved:

- (1) That the report be noted:
- (2) That the issue be investigated and a further report be submitted to the Sub-Committee for consideration;
- (3) That the lead petitioner be informed accordingly.

(3) Highmoor Road/Albert Road - Petition for a Safer Crossroads

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition requesting that the crossroads of Highmoor Road/Albert Road be made safer for pedestrians, cyclists and motor vehicles.

The petition containing 228 signatures, read as follows:

“We the undersigned insist that Reading Borough Council act urgently to make Highmoor Road/Albert Road crossroads safer to use for pedestrians, cyclists and motor vehicles; historically we have had a number of near misses. We do not want to wait for a serious accident to occur before you act”

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The issues raised in the petition were to be fully investigated and a report would be submitted to a future meeting for consideration.

At the invitation of the Chair, lead petitioner Gabriela Scicluna, and other residents, addressed the Sub-Committee.

Resolved:

- (1) That the report be noted;
 - (2) That the issue be investigated and a further report be submitted to the Sub-Committee for consideration;
 - (3) That the lead petitioner be informed accordingly.
- (4) St Barnabas Road/Grove Road Area - Petition for a Safer Crossing Point

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition requesting a safer crossing area for persons crossing the road around the junction of St Barnabas Road/Grove Road.

The petition containing 96 signatures, read as follows:

"The lead petitioner would like to see additional crossing points on St Barnabas Road and Grove Road, and additional no waiting at any time restrictions to ensure better visibility for pedestrians and enable a safer walking route to school for children. The issues raised are most prominent during the school drop off/pickup times and the signatories are concerned regarding the difficulties they face crossing the road, especially with younger children, due to parked vehicles close to the junctions and existing refuge island."

The issues raised in the petition were to be fully investigated and a report would be submitted to a future meeting for consideration.

At the invitation of the Chair, lead petitioner Andrea Rado-Hicks addressed the Sub-Committee.

Resolved:

- (1) That the report be noted;
 - (2) That the issue be investigated and a further report be submitted to the Sub-Committee for consideration;
 - (3) That the lead petitioner be informed accordingly.
73. **NORTHERN END OF NORTHUMBERLAND AVENUE - PETITION FOR A PEDESTRIAN CROSSING**

Further to Minute 52 of the meeting held on 5 November 2013, the Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of investigation that had been carried out in Northumberland Avenue following receipt of a petition from some residents of Warwick Road. The report also requested the Sub-Committee to consider the needs of Milward Court residents within the Pocket Places initiative, as reported to the Sub-Committee on 12 September 2013 (Minute 40 refers).

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The report stated that the request for a pedestrian crossing facility at the northern end of Northumberland Avenue had been investigated and, based on initial site investigations, the width of the road was not sufficient to accommodate a pedestrian refuge island without realigning the carriageway by reducing the width of the footways and removing a large amount of on-street parking.

The report explained that the recent Pocket Places community engagement programme had consulted with over 120 residents through door-step interviews that had been specifically designed to identify barriers to walking and cycling. Within this initiative a number of requests had been made to improve access and mobility for pedestrians along the whole of the Northumberland Avenue corridor. Pocket Places had provided the Council with a platform to bid for additional central government funding to deliver improved mobility within the neighbourhood. The consultation results had been reported to the Sub-Committee on 12 September 2013 and a further report would be submitted to the Sub-Committee in Spring/Summer 2014.

The report stated that although it seemed that the road layout prevented pedestrian islands from being considered close to the junction with Warwick Road, further work was being considered in improving mobility along the Northumberland Avenue corridor subject to central government funding. It was therefore recommended that the needs of residents from Milward Court were considered within the longer term objectives of the Pocket Places initiative, subject to government funding.

Resolved -

- (1) That the report be noted;
- (2) That the results of the initial investigation showing that the carriageway was not wide enough to support a pedestrian island near to the junction of Northumberland Avenue and Warwick Road be noted;
- (3) That the needs of residents from Milward Court be considered within the longer term objectives of the Pocket Places initiative, subject to central government funding;
- (4) That the lead petitioner be informed accordingly.

74. ST PETER'S ROAD PETITION - UPDATE

Further to Minute 52 of the meeting held on 5 November 2013, the Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the results of a review of parking along St Peter's Road near Church Road following a petition from some residents of the local area.

The report stated that as the issues that had been raised within the petition related to inconsiderate parking on the existing parking restrictions, it was proposed to increase the level of enforcement patrol in the area, especially during the school pick-up and drop-off period. The Council would continue to monitor the parking situation to ensure the restrictions were adhered to and provided safe access to and from St Peter's Road for all road users.

Resolved -

- (1) That the report be noted;
- (2) That regular enforcement of the existing restrictions at the St Peter's Road and Church Road junction take place specifically during the school peak hours.

75. HEATH ROAD - RESPONSE TO PETITION

Further to Minute 52 of the meeting held on 5 November 2013, the Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of how waiting restrictions would be promoted within Heath Road following a petition from 24 residents of Heath Road.

The report stated that in the early 2000s waiting restrictions had been promoted within Heath Road, but due to the level of objections to the scheme these had not been implemented. Subsequently, Heath Road had remained unrestricted except for no waiting at any time (double yellow lines) at its junction with Wokingham Road and Church Road. The majority of properties were located on the northern side and had off-street parking, while observations showed that, on-street parking took place on the southern side. However, due to the alignment of the road, forward visibility could be difficult around the bend and, although the street was two-way, once vehicles were parked on one side of the carriageway this caused potential conflict with oncoming traffic, as forward visibility was reduced.

The report stated that an informal consultation would be carried out with Ward Councillors to ascertain the level of demand from residents for waiting restrictions, and following this, should the introduction of waiting restrictions be proposed, this would be done within the waiting restriction review programme commencing with the submission of a report to the March 2014 meeting of the Sub-Committee.

Resolved - That the report be noted.

76. GEORGE STREET, CAVERSHAM - RESPONSE TO PETITION TO BE INCLUDED IN PARKING PERMIT ZONE 02R

Further to Minute 26 of the meeting on 12 September 2013, the Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of a proposal to take the issue of the inclusion of George Street, Caversham, in the Residents Parking (RP) Area 02R forward as part of a wider resident parking review programme; the review would also consider wider calls from residents for RP around the fringes of existing RP zones.

The report explained that Zone 02R was a tightly constrained resident parking area encompassing Coldicutt Street, Kings Road and Queens Road. Due to the amount of available kerb side space and the number of permits issued, the zone was the most oversubscribed zone, currently at 135% capacity. Residents of George Street (properties 24-70, even side) had historically applied for discretionary permits to park within this area. Following a permit parking rule change in 2011, RP areas which were oversubscribed by 105% were turned down by officers. However, on appeal these had subsequently been approved and currently there were three resident permits and one business permit issued for properties in George Street.

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As a strategic route (B3345) parking was currently prohibited on George Street (except for a lay-by which was shared use resident parking for Zone 02R) and could accommodate four cars. Residents of George Street were finding it increasingly difficult to park near their properties, with the nearest limited parking on Gosbrook Road (Mon-Sat 8.00am to 6.30pm two hours, no return within two hours).

The report stated it was intended to commence the second phase of the RP Review with a report to the March 2014 meeting. This boroughwide review would consider requests from residents on the fringes of existing RP zones to be included within RP areas.

Resolved -

- (1) That the report be noted;
- (2) That following discussions with Ward Councillors, proposals be taken forward as part of the second phase of the residents' parking review and a report containing proposals to include George Street within a Resident Parking area be submitted to the March 2014 meeting of the Sub-Committee.

77. PROPOSED WIDTH RESTRICTIONS IN KENNET ISLAND - RESPONSE TO STATUTORY CONSULTATION

Further to Minute 45 of the meeting held on 12 September 2013, the Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the recently completed statutory consultation on a proposal to introduce 6'6" width restrictions in Longships Way and Fair Isle Way, Kennet Island. A table of objections and comments received in response to the proposed width restrictions was attached to the report at Appendix 1.

The report explained that officers had reviewed the available options of reducing the road safety concerns and encouraging those drivers travelling the fastest to reduce their speed without affecting the use of the road by the local residents. It had been proposed to introduce two 6'6" width restrictions, one in Longships Way and one in Fair Isle Way, to act as a traffic calming feature and remove large commercial vehicles using the estate as a short cut. Between 14 November and 5 December 2013 the Statutory Consultation had been completed on the proposed restrictions and one letter of comment had been received from the Fire Service and was attached to the report at Appendix 1. In light of the comments received it was recommended that the proposed 6'6" width restrictions in Longships Way and Fair Isle Way be relocated further south towards the Commercial Road junction. This would address the concerns that had been raised by the Fire Service by creating the emergency routes of access to all properties in Kennet Island via the A33 or Basingstoke Road.

Resolved -

- (1) That the report be noted;
- (2) That the proposed width restrictions in Longships Way and Fair Isle Way be relocated further south towards the junction with Commercial Road in order to resolve the concerns raised by the Fire Service.

78. RESIDENTS PARKING - REVIEW OF ON-STREET BAYS - RESPONSE TO STATUTORY CONSULTATION

Further to Minute 27 of the meeting held on 12 September 2013, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with responses to the statutory consultation on proposed amendments to the Residents Parking (RP) Traffic Regulation Order that had been carried out between 28 November and 19 December 2013. A table setting out the comments and objections received was attached to the report at Appendix 1 and a series of maps showing all the restrictions that were proposed was attached to the report at Appendix 2.

The report explained that waiting restrictions within existing RP areas had been reviewed with a view to maximising kerb side space for resident permit parking and ensuring restrictions were relevant for the needs of residents. This followed on from work that had been carried out with Ward Councillors, picking up on residents concerns regarding bay lengths, no waiting restrictions and areas of unrestricted parking within RP areas. Every RP area had been visited, both day and night, to ascertain the level of demand against the number of permits that had been issued, and where possible changes to waiting restrictions, for example no waiting at any time, had been made to convert RP Bays to accommodate more kerb side parking space for residents.

A total of 107 potential changes had been proposed, of which 13 proposals had received letters of support or objection. In addition to the physical signing and lining changes on street, the traffic regulation order had been amended for clarification, at the request of the Motorcycle Action Group. The proposed amendment clarified the situation that enabled motorcycles to not display a resident parking permit when parked in RP only or shared use RP (two hours no return within two hours) bays.

The Sub-Committee discussed the comments and objections that had been received during the statutory consultation period, along with the comments and recommendations by officers, as set out in the table attached to the report at Appendix 1, and made a number of changes to the recommendations.

At the invitation of the Chair, Councillor White spoke on this item.

Resolved -

- (1) That the report be noted;
- (2) That the amendments to the Residents Parking Traffic Regulation Order, as set out in Appendix 1, regarding the following orders be implemented:
 - Westfield Road
 - Barry Place
 - Audley Street
 - Albany Road
 - Bemont Road
 - Brunswick Hill
 - Millman Road
 - Fatherson Road and Eldon Terrace
 - Cholmeley Terrace
 - Cholmeley Place

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- (3) That the amendment to the Residents Parking Traffic Regulation Order regarding Coley Park Road be withdrawn and removed from the order;
- (4) That the amendment to the Residents Parking Traffic Regulation Order regarding west side of Field Road be withdrawn, the extra five metres of residents permit bay be removed from the order and the no waiting at any time retained;
- (5) That the amendments to the Residents Parking Traffic Regulation Order regarding De Beauvoir Road/Carnarvon Road/Junction Road be investigated further by officers and a report submitted to a future meeting;
- (6) That the amendments to the Residents Parking Traffic Regulation Order regarding Granby Gardens be deferred and re-advertised;
- (7) That the existing Residents Permit Restriction on the east side of St Bartholomews Road be converted to shared use, 8.00am to 8.00pm, the additional Residents Permit Bay be removed from the order and the existing doctor's bay be removed;
- (8) That the Head of Legal and Democratic Services be authorised to seal the Traffic Regulation Order, insofar as it referred to (1) above, and no public inquiry be held into the proposals;
- (9) That the objectors be informed accordingly.

79. NEW ROAD AND THE MOUNT - REQUEST TO PROCEED WITH STATUTORY CONSULTATION

Further to Minute 33 of the meeting held on 12 September 2013, the Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the outcome of a workshop meeting that had been held with residents of The Mount and New Road on 26 November 2013. A copy of the proposals for waiting and movement restrictions within New Road was attached to the report at Appendix 1 and the proposals for waiting restrictions within The Mount was attached to the report at Appendix 2.

The report stated that residents of New Road had raised concerns about the amount of "all day parking" within their street from non-residents, which meant it was difficult for them to find parking within New Road. They were also concerned about the volume of through traffic from Upper Redlands Road to Redlands Road, with parking on both sides of the carriageway that often caused conflict with oncoming vehicles. The majority of residents supported a "No Entry Plug" at the Upper Redlands Road, but there was a mixed response to proposals for resident parking restrictions. However, the majority did want to see waiting restrictions introduced to ensure kerb side space was available for resident parking. Having a shared use provision within the street would also enable short term visitors to the area during the day.

Similar to New Road, residents of the Mount had raised concerns with all day parking but in addition, they also had concerns with vehicles parking on footways and obstructively near junctions. A proposal for a Residents Parking (RP) scheme had been discussed, but the majority of residents had felt unease at the amount of signs and lines that would need to be implemented within The Mount as a conservation area. To eliminate the visual

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intrusion of signs and lines, some residents had brought forward a suggestion of a Restricted Parking Zone, where there would be signs on entrance and within marked bays only. This was not something that had been promoted within Reading before, and some residents had raised concerns about whether the public would understand such a restriction. However, this was a nationally recognised sign and could be used within Reading. The Progress Theatre, as a resident of The Mount, had expressed concern regarding the loading/unloading that needed to take place in front of the theatre and further discussions would need to take place with the theatre to discuss their specific concerns.

The report stated that to ensure a consistent and cost effective approach to the legal advertisement of waiting restrictions, it was proposed that these restrictions were advertised as part of the annual review of waiting restrictions, see Minute 81 below, and that any objections were reported to a future meeting.

Resolved -

- (1) That the report be noted;
- (2) That the proposals be advertised as part of the annual waiting review programme;
- (3) That, in consultation with the Chair of the Sub-Committee/the Lead Councillor for Strategic Environment, Planning and Transport, and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 to advertise the proposal and, subject to no objections being received, to implement the proposal;
- (4) That any objections received to the statutory consultation be reported to a future meeting.

80. COLLEGE ROAD AND CULVER ROAD RESIDENTS PARKING REVIEW

Further to Minute 9 of the meeting held on 13 June 2013 the Director of Environment and Neighbourhood Services submitted a report detailing the results of the informal public consultation on a proposal to introduce a new residents parking scheme in College Road and Culver Road.

The report stated that officers had looked at a number of different resident parking scheme options taking into consideration the traffic flow within both Culver Road and College Road. However, the junction layout at Culver Road and Wokingham Road limited the type of scheme available and the only option that could be realistically delivered, whilst maintaining the maximum number of parking spaces to meet the resident parking demand but maintain road safety, was to introduce Resident Permit (RP) bays on both sides of the road and retain two-way traffic with small passing bays on College Road. The location of the proposed passing bays and two RP operation time options had also formed part of the consultation exercise.

The informal consultation had been carried out between 12 November and 6 December 2013 and the majority of respondents had been in support of a RP scheme. As at 16 December 2013 60% of households had responded to the consultation (55 out of a possible

91), of which 64% were in favour. Of the respondents 72% had preferred the RP time option between 10.00am and 4.00pm and 60% had agreed with the passing bay proposal. The results of the public consultation were set out in a table included in the report.

The report stated that based on the latest consultation, and the fact that the majority of respondents had been in favour of the proposals, officers had recommended that a Statutory Consultation should be carried out in 2014. This would provide residents with a further opportunity to express their thoughts on the proposed scheme and if any objections were received they would be reported to a future meeting.

Resolved -

- (1) That the report be noted;
- (2) That in consultation with the Chair of the Sub-Committee/Lead Councillor for Strategic Environment, Planning and Transport, and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultation and advertise the proposals shown on plan reference NM/JC/LP/COLLEGE/002 in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objections received following the statutory consultation be reported to a future meeting;
- (5) That the Head of Transportation and Streetcare, in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals.

(Councillor Hopper declared a non-pecuniary interest in this item, on the basis that he lived in Culver Road).

81. ANNUAL WAITING RESTRICTION REVIEW - STATUTORY CONSULTATION

Further to Minute 28 of the meeting held on 12 September 2013, the Director of Environment and Neighbourhood Services submitted a report that sought the Sub-Committee's approval to carry out statutory consultation and implementation, subject to no objections being received, on requests for or changes to waiting/parking restrictions and to complete an informal consultation on proposals to address parking problems in the Lower Caversham area. A copy of the Annual Waiting Restriction Review Programme list of streets was attached to the report at Appendix 1.

The report explained that the annual review had typically involved the investigation and consultation on a number of individual requests and that the purpose of the review was to ensure best value, as the statutory processes involved were lengthy and expensive. The consultation with Ward Councillors had been completed and the resultant proposals of streets where Councillors were happy to proceed with schemes to take forward to the statutory consultation process were listed at Appendix 1.

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The report stated that over the previous 12 months officers had received several requests from residents and Ward Councillors to review the current on-street parking provision and existing restrictions in the Lower Caversham Area. The requests had come from residents living in the area to the south of Gosbrook Road between Patrick Road and Wolsey Road and predominantly related to issues with non-residents parking and visiting the local businesses or the town centre.

The report explained that rather than treating each request and road individually, it was recommended to complete a review on an area basis to ensure the best solution was found without relocating the parking problems to neighbouring roads. Officers were working on possible solutions and would share any proposals with Ward Councillors prior to completing an informal consultation with the residents. The results of the informal consultation would be submitted to a future meeting.

The Sub-Committee discussed the report and considered the list of streets and proposed restrictions requiring statutory consultation.

At the invitation of the Chair local residents addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;
- (2) That, subject to (3) and (4) below, in consultation with the Chair of the Sub-Committee/Lead Councillor for Strategic Environment, Planning and Transport, and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultations and advertise the proposals listed in Appendix 1, attached to the report, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That the proposed restrictions in Millman Road and Harrow Court not be implemented, removed from the order and a revised proposal be submitted to a future meeting;
- (4) That the proposed restriction in Haywood Court not be implemented and introduced at the same time as the recommendations relating to the on-street parking bay in St Bartholomew's Road;
- (5) That no waiting at any time within the Hemdean Road junction with Sheriden Avenue be introduced on the south side only and no waiting at anytime around the junction of Badgers Rise be removed from the order;
- (6) That subject to no objections being received the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (7) That any objections received following the statutory advertisement be report to a future meeting;
- (8) That the Head of Transportation and Street Care, in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals;
- (9) That no public inquiry be held into the proposals;

- (10) That an informal consultation on a series of new parking restrictions in the Lower Caversham area be completed by officers and the results of the Lower Caversham area consultation be reported to a future meeting.

82. RESIDENTS PARKING - REVIEW OF RESIDENT PERMIT CHARGES

Further to Minute 69 of the meeting held on 5 November 2013, the Director of Environment and Neighbourhood Services submitted a report advising the Sub-Committee of the proposed changes to the Resident Parking Permit Fees in the Parking Permit Scheme Rules and Definitions. A full list of the proposed charges, with the second Permit Charge at £80, was attached to the report at Appendix 1.

The report explained that at the Internal Overview and Scrutiny Commission meeting on 23 January 2013 (Minute 21 refers) a review of introducing first permit charges had been considered to cover administration costs; a charge of either £20 or £30 for a first resident permit had been considered. The estimated increased income that would be generated by either option was shown in a table included in the report which had been updated with the new second permit charge that had been introduced in June 2013.

Some alternative options had also been investigated for the January 2013 Scrutiny Commission report: one to introduce a charge for a first resident permit but to decrease the charge for a second permit and another increasing the second permit fee to either £75 or £90. At the meeting of Council on 26 February 2013 (Minute 55 refers) it had been agreed to introduce a charge of £75. Officers had also explored the option of increasing the second permit charge to £80.

The report explained that the Council charged for other permits and these were listed in a table included in the report with the current and proposed charges. There were no proposals to change the free visitor permit books, the daily trade persons/landlord permits and the free discretionary permits for carers, doctors, healthcare professionals etc.

The report set out a summary of the proposals as follows:

- Increase Second Permit charge from £75 to £80;
- Increase Visitor Permit Books charge from £20 to £22;
- Increase Business Permits charge from £250 to £275;
- Increase Temporary Permits charge from £10 to £15;
- Increase Discretionary Business permits from £300 to £330;
- Discretionary 3rd Permit charges to increase to £160;
- Increase Duplicate Charge from £30 to £40.

The current second permit charges had been changed on 1 June 2013 and it was recommended that any change to the resident permit charges should come into effect from 1 June 2014.

Resolved -

- (1) That the following changes be made to Resident Parking Permit Charges:

Second Resident Permit Charge	£80
Second to fourth Charity Permit Charge	£80
Second Discretionary Resident Permit Charge	£80
Third Discretionary Resident Permit Charge	£160

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Visitor Permit Book Charge (including business and discretionary)	£22
Temporary Permit Charge	£15
Business Permit Charge	£275
Discretionary Business Charge (Business, Tradesperson, Landlord, Foreign Vehicle)	£330
Duplicate Fee Charge	£40

- (2) That the Permit Management Rules and Permit Management Rule Definitions be updated to reflect the charges agreed in (1) above;
- (3) That the permit charges be introduced on 1 June 2014.

83. HM GOVERNMENT CONSULTATION ON LOCAL AUTHORITY PARKING - DRAFT RESPONSE

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee about a Government consultation on local authority parking, including a draft response that would be submitted on behalf of the Council.

The report stated that the Government was inviting views on amending significant elements of local authority parking policy including the following:

- Stopping the use of CCTV for on-street parking enforcement;
- Giving local communities and businesses new rights to require authorities to review aspects of their parking strategies such as the level of parking charges and whether all double yellow lines were appropriate and necessary at particular locations;
- Introducing limited "grace periods" where a driver had stayed in a parking place for a short period before issuing a parking ticket;
- Updating statutory guidance to local authorities to emphasise a less heavy-handed approach to parking enforcement and re-emphasise that parking charges and fines could be used as a means to raise revenues.

The list of questions, with an early draft response from officers working within the Parking Services team, was attached to the report as Annex A, and other officers within the Transport and Streetcare service were currently considering their own responses specific to their service areas. It was proposed that the final officer response be approved by the Lead Councillor for Strategic Environment, Planning and Transport for submission and then circulated to the members of the Sub-Committee. The consultation period would close on 14 February 2014.

Resolved -

- (1) That the report be noted;
- (2) That the final response to the consultation be approved by the Lead Councillor for Strategic Environment, Planning and Transport for submission and then circulated to the members of the Sub-Committee.

84. CAR PARK TARIFF CHANGES 2014

The Director of Environment and Neighbourhood Services submitted a report advising the Sub-Committee of the proposal to change the "off street" car parking orders as a result of

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a review of the tariffs. The proposed Car Park Tariff Charges 2014 were attached to the report at Appendix 1 and a comparison of Car Park Charges was attached to the report at Appendix 2.

The report explained that the car park tariffs had last been reviewed on 13 June and 12 September 2013 (Minutes 11 and 43 refer respectively) with changes made to tariffs in Hills Meadow, Kings Meadow and Cattle Market car parks. The tariffs reflected the different types of off-street car parking that were available: for example, with the local centre shopper's car parks charged differently to town centre car parking.

The report stated that should the proposed car park charges be agreed, and the associated Traffic Regulation Order be implemented, it was planned to introduce the charges from March/April 2014. In Broad Street Mall, Queens Road and Civic Car Park B it was proposed to change the charges as follows:

	Current	Proposed	Change
1 Hour	£1.60	£1.70	+£0.10
1 - 2 Hours	£3.20	£3.30	+£0.10
2 - 4 Hours	£6.50	£6.60	+£0.10
4 - 6 Hours	£11.00	£11.10	+£0.10
6 - 24 Hours	£15.00	£15.10	+£0.10
Night Rate	£3.50	£3.50	£0

There were currently no proposals to change the car park tariff rates in Hills Meadow, Cattle Market, Kings Meadow, Chester Street in Caversham, Dunstall Close in Tilehurst and Recreation Road in Tilehurst.

The report explained that the proposed tariff charges had been compared with other car parks in the town centre, and also other towns/cities in the south. The proposed tariff charges would keep them at a level with the Oracle car park and Q Park, although slightly more expensive, but were cheaper than Garrard Street Car Park; all these car parks had reviewed their own tariffs since July 2013. The proposed tariff charges were cheaper when compared to other towns/cities in the south.

Resolved -

- (1) That the car park tariff in Broad Street Mall, Queens Road and Civic Car Park B as set out in Appendix 1, be agreed;
- (2) That the Head of Legal and Democratic Services be authorised to advertise Notice of Variation of car park order of the Borough of Reading (Civil Enforcement Area) (Off Street Parking Places) (Amendment) Order 2013;
- (3) That Tariff changes be implemented by the Head of Transportation and Street Care under delegated authority.

85. ON STREET PAY AND DISPLAY - UPDATE

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of a proposal to introduce additional areas of on street pay and display in Hosier Street. Plans of the proposed schemes were attached to the report at Appendix 1.

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The report stated that in the context of flexibility of town centre on street parking provision several areas of pay and display bays had been introduced over the previous two years. The purpose of such restrictions was to encourage turnover of spaces and provide further flexibility to accommodate parking for Blue Badge holders who were also able to use these bays at no charge, in accordance with the national Blue Badge Scheme.

The report explained that an additional area had been identified in Hosier Street that would benefit from pay and display restrictions that would apply all day on a Sunday, Monday and Tuesday only, so as not to interfere with the operation of the Market. In addition to the proposed new restrictions, officers would also review the potential options for regulating the unofficial parking that took place overnight on the current footprint of the market.

Resolved -

- (1) That the report be noted;
- (2) That in consultation with the Chair of the Sub-Committee/Lead Councillor for Strategic Environment, Planning and Transport, and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultation and advertise the proposals shown on plan references NM/CB/HosierP&D01 in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That subject to no objections being received the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objections received following the statutory consultation be reported to a future meeting;
- (5) That the Head of Transportation and Streetcare, in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals;
- (6) That officers investigate measure to deal with people parking on the pavement in Hosier Street and on the pavement on the western side of St Marys Butts, in particular overnight and at weekends.

86. ELECTRIC VEHICLE CHARGE POINTS

Further to Minute 47 of the meeting held on 12 September 2013, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the progress of the project to provide electric vehicle charge points in the Borough and seeking delegated authority for final decisions on the location and level of any usage fees for the charge points, to ensure the project could be progressed within the timescales associated with the Office for Low Emission Vehicles (OLEV) grant conditions.

The report explained that a competitive procurement process had been carried out and SSE Utility Solutions had been appointed as the lead contractor for the project. In addition to the minimum specification for the charge points as defined by the OLEV and to ensure the charge points were compatible with the maximum number of electric vehicles, the Council had specified that the rapid charge points had to include the two most widely used outlets for use with current and planned electric vehicles. A review of the proposed

locations in the OLEV bid was being carried out with the contractor to ensure usage of the charge points was maximised and due to the limited timescales that had been imposed by OLEV, as part of the grant conditions, the report proposed that the Head of Transportation and Streetcare be given delegated authority, in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, to make the final decision on the location of the charge points.

The report stated that it was proposed to provide two dedicated parking spaces for the use of electric vehicles only at each location in order to maximise availability of the charge points. In addition time limited waiting restrictions would be applied that were suitable for the nature of the charge point, for example, 30 minutes for a rapid charger and four hours for a fast charger.

Resolved -

- (1) That the report be noted;
- (2) That the Head of Transportation and Streetcare, in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, be authorised to make final decisions on the location of the charge points and the level of usage fees.

87. 20MPH SPEED LIMITS/ZONES - UPDATE

Further to Minute 59 of the meeting held on 5 November 2013, the Director of Environment and Neighbourhood Services submitted a report summarising the current position within Reading and the requirements of national legislation and guidance that had been provided by the Department of Transport (DfT) to progress a local 20mph policy for the Borough. The results of speed surveys that had been carried out as part of the Eastern Area Study was attached to the report at Appendix 1, a drawing of the eastern area of Reading highlighting the streets that could be lowered to 20mph as part of a wider zone and the roads that would remain at 30mph was attached to the report at Appendix 2 and a summary of the Road Safety GB study was attached to the report at Appendix 3.

The report explained that in estimating the costs of delivering a wider use of 20mph within the Borough comparisons had been carried out with towns and cities already involved in delivering the lower limit, including Bristol, Cambridge, York and Brighton and Hove. Based on the experience of the local authority areas the estimated cost for a targeted area based 20mph approach for the Borough was currently £1.2m. However, it was hoped that changes to national legislation in 2014/15 would reduce this figure. In estimating the cost there were some points to be borne in mind from the local authorities, such as, there being reduced support for the introduction of a 20mph limit on C classified roads and where there was a public transport service and increased resistance to 20mph within the core classified network which resulted in estimated budgets being revised to allow for additional supporting measures. Most recently Brighton and Hove City Council had scaled back its plans for 20mph limits because a majority of the public had opposed the lower limit in some areas.

The report stated that the Eastern Area and the Oxford Road Studies would enable the Council to deliver a targeted area-based 20mph strategy subject to consultation that could be used across the Borough, where residents supported the lower limit and where funding had become available.

Resolved - That the report be noted.

88. KINGS ROAD BUS LANE EXTENSION - SCHEME REVIEW

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with details of a review of the Kings Road bus lane extension scheme and confirming the positive impact of the new bus lane.

The report stated that performance of both route sets had improved enormously both in terms of journey time reduction, worst case journeys, and consistency of journeys. These factors had helped to make consistent timetable planning better and journeys more reliable for passengers. In the longer term this would lead to passenger growth as passengers confidence in the reliability and speed of the service increased. The new bus lane had been designed in such a way as to not reduce the existing general traffic lane capacity and the same number of general traffic lanes had been maintained. Capacity for general traffic in the area had increased due to the bus services relocating into the separated bus lane and Reading buses had recently confirmed that the bus lane extension had made such a difference they were considering increasing the frequency of route 17 buses.

Resolved - That the report be noted.

89. MERRIVALE GARDENS AND TEMPLETON GARDENS - INSTALLATION OF ROAD HUMPS TO REDUCE RISK OF SURFACE WATER FLOODING

The Director of Environment and Neighbourhood Services submitted a report that sought approval to carry out Statutory Consultation on the installation of road humps on Merrivale Gardens and Templeton Gardens, at their junctions with Stockton Road, with the aim of reducing the risk of surface water flooding during extreme rainfall events. A drawing detailing the road hump proposals was attached to the report at Appendix A.

The report explained that the surface water run-off from woodland and park areas in the upstream catchment entered a series of connecting ditches before discharging into adopted Thames Water sewers in the lower catchment. During storms the surface water run-off could exceed the capacity of the sewers in the lower catchment which was exacerbated by overland flows from the upper catchment. As a consequence surface water flowed into the lower catchment resulting in flooding of the properties in Merrivale Gardens and Templeton Gardens, where there was little drainage provision, and no formal channel lines or kerbs preventing run-off from impacting on private properties. The proposals were for highway drainage and mitigation measures to include the installation of a road hump at the junction of Merrivale Gardens and Templeton Gardens with Stockton Road to manage and control water on the surface, which would significantly increase the standard of protection to the adjacent properties and would reduce the future risk of surface water flooding. The scheme would afford flood protection and reduce the risk of future flooding.

Resolved -

- (1) That the report be noted;
- (2) That the Head of Legal and Democratic Services be authorised to advertise the proposed road humps as shown in Appendix A, attached to the report, and subject to no objections being received to implement the proposal;

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- (3) That any objections received following the consultation be reported to a future meeting.

90. READING STATION - HIGHWAY WORKS UPDATE

The Director of Environment and Neighbourhood Services submitted a report providing a progress update on the Reading Station Redevelopment Project and the associated highway works. The report highlighted the key programme dates for future works associated with Reading Station.

Resolved -

- (1) That the report be noted;
- (2) That officers investigate the parking enforcement issues at the northern interchange of the Station caused by drivers parking on double-yellow lines as they waited to collect people from the station.

91. EASTERN AREA STUDY UPDATE

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on progress with implementation of the pedestrian and cycle schemes being delivered through the Eastern Area Transport Study.

Resolved - That the report be noted.

91. HIGHWAY MAINTENANCE UPDATE

Further to Minute 65 of the meeting held on 5 November 2013, the Director of Environment and Neighbourhood Services submitted a report on the current position regarding additional pothole repairs.

The report contained details of the numbers of potholes that had been identified and repaired in each of the categories of road included in the pothole repair plan. An update was also given at the meeting, the latest figures as of 20 December 2013 being as follows:

PRIORITY	POTHoles IDENTIFIED	POTHoles REPAIRED
Priority 1	123	114
Priority 2	11	11
Priority 3	510	484
Priority 4	99	99
Priority 5	207	187
Priority 6	151	76

The roads included in each category were detailed in Appendix 1. Inspection of the Priority 1 to 6 roads had been completed.

It was reported at the meeting that the repair of Priority 1 potholes on London Road had been put on hold until Sonning Bridge was re-opened.

Resolved -

- (1) That the current position regarding additional pothole repairs be noted;

- (2) That a further progress report be submitted to the next meeting;
- (3) That staff be thanked for their speed and response in repairing the damage and dealing with the schedule of repairs following the storms prior to Christmas 2013 and dealing with the recent flooding.

92. LOCAL SUSTAINABLE TRANSPORT FUND - UPDATE

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on progress with the delivery of the Local Sustainable Transport Fund (LSTF) Small Package, for which £4.9m funding, had been approved by the DfT in July 2011, and the LSTF Large Partnership Package, for which £20.692m funding had been approved by the DfT in June 2012.

The report provided an update on each of the five delivery themes of the LSTF programme, with particular focus on progress that had reached milestones within the previous three months.

In particular, the Sub-Committee was asked to note the following:

- The progress made in the Local Sustainable Transport Fund Projects to date and the fact that officers would continue to deliver the programme and report progress to the Sub-Committee;
- That the Cycle Hire scheme in Reading would be called 'Readybike' and that construction was underway;
- The progress of the works at Theale Station;
- The proposal to run a pilot retrofit programme for taxis in Reading to run on Compressed Natural Gas to improve air quality and reduce carbon emissions.

Resolved - That the report be noted.

93. EXCLUSION OF PRESS AND PUBLIC

Resolved -

That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of Item 94 below, as it was likely that there would be disclosure of exempt information as defined in the relevant Paragraphs of Part 1 of Schedule 12A of that Act.

94. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

The Director of Environment and Neighbourhood Services submitted a report giving details of the background to her decisions to refuse applications for Discretionary Parking Permits from a total of three applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That with regard to application 1.0 a discretionary second residents' permit be issued on the understanding that the issue of the permit was personal to the applicant, a fee was applicable for this permit;

TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 16 JANUARY 2014

- (2) That with regard to application 1.1 a residents' permit be issued on the understanding that the applicant would renew the permit on-line without re-applying for a discretionary permit each year;
- (3) That with regard to application 1.2 two individual carers permits be issued on the understanding that the permit remained in force as long as the applicant's father was resident at the property.

(The meeting started at 6.30pm and finished at 10.07 pm).

Reading Climate Change Partnership Board Meeting
 9.30am -11.30am Wednesday 16th January 2014
 Kyocera Offices, Eldon Square, Reading.



Attendees:	
Tom Yearley	University of Reading
Ben Burfoot	Reading Borough Council (chair)
Summreen Sheikh	RBC (minutes)
Chris Rhodes	Transition Town Reading
Tracey Rawling Church	Kyocera Document Solutions
Jenny Allen	Peter Brett Assoc.
John Booth	GREN
Tony Page	Councillor, RBC
Apologies:	
Kim Wilkins	Public Health
Sally Coble	Environment Agency (Chair)
Paul Gittings	Councillor RBC

1	<p><u>Minutes and matters arising</u></p> <p>RBC have a subscription with TV Energy which allows them to ask for a number of feasibility studies a year and they are happy to cover the Lock Island feasibility.</p> <p>A BB to talk to planning about links scheme and possible link to Kings Meadow Lido application.</p> <p>A Action on free school - BB to contact project manager and move forward.</p> <p>Other matters covered in the agenda</p>
2	<p><u>Green Deal</u> (paper circulated)</p> <p>RBC is joining Southampton's contract to deliver Green Deal, which has been won by MITIE. The scheme will commence later this year.</p> <p>In addition, sampling work on insulating hard to treat houses has been done and RBC have submitted a bid to government for £1 million to incentivize hard to treat Green Deal packages using ECO (Energy Company Obligation) subsidy in the borough.</p> <p>Regarding the solar scheme for tenants, a contractor has not yet been selected. The parity between tenants that have solar PV and those that do not needs resolving. RBC will be aligning their Restart local program to green deal to help get local contractors.</p>
3	<p><u>Reward your world</u></p> <p>For technical reasons Kyocera were not able to progress the active travel scheme with RYW as their software was not compatible with Kyocera mobiles.</p> <p>Reading Buses have signed up to a scheme under RYW called MOLO awards which encourages</p>

	<p>customers to top up online. RBCs Streetcare team have also looked into this in the past.</p> <p>Councillor Page will get more info on both these schemes.</p> <p>A JB posed the question of how the environment benefits from a scheme like this?</p>
<p>4</p> <p>A</p> <p>A</p>	<p><u>Recruitment to RCAN</u> (paper produced)</p> <p>Discussed recruitment approach for RCAN. Paper explores the communication, operational and reporting challenges of running the network. It sets out the differences between members and deliverers.</p> <p>Some members who take on challenges will naturally become engaged in elements of delivery of the action plan.</p> <p>The board agreed that:</p> <ul style="list-style-type: none"> a) Communication was critical - this would drive general recruitment b) Theme leads could not be expected to also be responsible for recruitment c) As many members as possible should be able to deliver their challenges in a self-serving way by accessing resources signposted through the website etc. This element of the website will need to be developed with help from theme leads. d) Theme leads would publicise interesting and relevant action by members when they occur by doing press releases in response to significant events, directing people to things they can do. For example, when flooding disrupts travel plans, alternative travel options are suggested. <p>One such topic is fracking. This was considered to be something that the partnership ought to have a position on, which has already been implied within the Energy Chapter.</p> <p>CR will send his presentation on fracking to Councillor Page.</p> <p>Theme leads and others will be active on messaging too and links to blogs on relevant issues to be put on the website. Other activity like Twitter also needed.</p> <p>SS to send out a list of all organisational members so far and to make the benefits of membership clear on the website in a separate page. A more prominent link to members is also needed.</p> <p>Regarding an annual campaign, it was suggested that a fun, face to face and practical challenge or event under each theme be promoted annually to get higher profile for RCAN.</p>
<p>5</p>	<p><u>CCS action plan monitoring updates</u> (paper attached).</p> <p>Proposal to host working papers on RGBN was accepted. This will be changes to the action plan for example. All board members and theme leads to be given an 'account' on the website.</p> <p>JA offered to take on a the natural environment theme.</p>
<p>6</p>	<p><u>Project proposal form</u></p>

	<p>TY has created a form to help the board gather information on projects initiated by other organisations. This will formalise the boards approval of projects. The time scale should be mentioned in the response from the proposer. The board suggested changes.</p> <p>The form should be downloadable from the RCA website.</p> <p>It was discussed that the LSP might offer an opportunity to link to connected agendas with other partnerships delivering other under the wider auspices of that partnership. A paper is due to be taken to the LSP in Sept.</p> <p>It was agreed that six monthly reporting will be for the periods Oct to Mar and Apr to Sept incl.</p>
<p>7</p> <p>A</p>	<p><u>AOB</u></p> <p>An RCAN event will take place in May instead of April. Content to be decided.</p> <p>RCAN leaflets and posters - are on website, in addition create an 'I've signed up poster'.</p> <p>Free school solar - legal provisions being prepared to allow installation of solar array on the roof as a community solar project.</p> <p>The income stream from solar panels is generating funds that can be spent on fuel poverty. Offers on how to spend it are welcome. To be discussed at next partnership meeting.</p>

JOINT WASTE DISPOSAL BOARD
12 DECEMBER 2013
(10.00 am - 12.30 pm)

Present: Bracknell Forest Borough Council
Councillor Mrs Dorothy Hayes MBE
Councillor Iain McCracken

Reading Borough Council
Councillor Paul Gittings
Councillor Tony Page

Wokingham District Council
Councillor Angus Ross
Councillor Rob Stanton

Officers Claire Ayling, Reading Borough Council
Pete Baveystock, Wokingham Borough Council
Anthony Bolton, Reading Borough Council
Chris Brooks, Reading Borough Council
Oliver Burt, re3 Project Manager
Janet Dowlman, Bracknell Forest Council
Dave Fisher, Reading Borough Council
Kevin Holyer, Reading Borough Council
Steve Loudoun, Bracknell Forest Council
Mark Moon, Wokingham Borough Council
Vincent Palizcka, Bracknell Forest Council

Also Present: Ellie Ahmed, MEL Research
Mark Howarth, Eversheds
Richard Mathews, Eversheds

11. Declarations of Interest

There were no declarations of interest.

12. Minutes of the Meeting of the Joint Waste Disposal Board

RESOLVED that the minutes of the Joint Waste Disposal Board meeting held on 5 September 2013 be approved as a correct record and signed by the Chairman.

13. Urgent Items of Business

There were no urgent items of business.

14. Exclusion of Public and Press

RESOLVED that pursuant to Regulation 21 of the Local Authorities (Executive Arrangements) (Access to Information) Regulations 2000 and having regard to the public interest, members of the public and press be excluded from the meeting for the consideration of items 6, 7 and 8 which involve the likely disclosure of exempt information under the following category of Schedule 12A of the Local Government Act 1972:

(3) Information relating to the financial or business affairs of any particular person.

15. Excess Profit Adjudication Update

Mark Howarth and Richard Mathews, Eversheds, gave a presentation in respect of the current status of the adjudication of the current areas of dispute. The presentation included an overview of the issues under dispute, the relative positions of the respective parties and an update on the current status of negotiations. Three meetings had taken place with the Contractors during November and December and it was felt that progress was being made towards reaching a resolution.

Members were advised that although Eversheds had been involved in the preparation of the original contract it was unlikely that a conflict of interest would now occur. If at a future stage this was possible then under the Law Society rules Eversheds would be compelled to withdraw their services.

RESOLVED that:

- i. The contents of the Project Director's report be noted
- ii. The proposal to allocate additional funds from each re3 council, as detailed in paragraphs 3.12 and 3.13 of the Project Director's report, be endorsed in order to achieve a conclusion to the prevailing disagreement
- iii. Analysis of the information provided by the Contractor should be completed by the end of January. The Board's Chairman, Vice Chairman and any other available members would meet in mid February 2014 to enable an assessment to be made of the re3 Councils' position prior to the Board's next meeting in March.

16. Budget Report

The Board noted a report providing a second draft of the budget for 2014/15.

17. Waste Strategy

The Board received a report providing an update on the creation of a Waste Strategy for the re3 partnership.

RESOLVED that:

- i. The progress made in relation to the drafting of a shared re3 Waste Strategy be noted
- ii. The proposed approach to a period of public consultation undertaken by officers from the re3 councils and the re3 project Team, as described in paragraphs 3.11 and 3.12 of the Project Director's report, be endorsed
- iii. An report providing an update on progress be brought to the Board's March meeting

18. Communications Strategy

Ellie Ahmed, MEL Research, gave a presentation in respect of the work taking place to develop a Communications Strategy for the re3 Partnership. The presentation included an overview of key target markets, the barriers to recycling that each market experienced and the messages and routes that might be used to help encourage greater levels of recycling across the re3 partnership area and bring about long term changes in people's behaviour. The presentation also included a draft Communications Framework that could be used to give structure to an annual rolling marketing campaign.

It was acknowledged that waste minimisation should be considered as important in the development of the strategy as increasing recycling rates. It was also agreed that consideration needed to be given to how the strategy could be delivered within the re3 Partnership and in collaboration with the Council's PR and Marketing Teams as appropriate.

It was agreed that more work would be carried out on the Strategy's development. A proposal for its delivery and a further update would be given at the Board's next meeting.

The Board thanked Ellie Ahmed for her presentation.

19. **Progress Report**

The Board received a report providing an update on progress made since its last meeting on 5 September 2013. The report included updates on performance, the Green Machine and financial matters.

It was clarified that the phased closure of material bays within the Transfer Station to enable repair works to the concrete push walls had lasted for approximately two weeks. Scottish and Southern Energy would be connecting the Bracknell Primary Sub Station to Wokingham early in 2014. This would have significant access implications for the re3 facility on Longshot Lane and would require partial closure of the site for three days. It was acknowledged that the proposal had been developed to minimise disruption whilst recognising that the works were necessary and unavoidable. It was acknowledged that the proposal would require significant PR work in advance to ensure that local residents were aware of the need to divert to the Smallmead facility in Reading during the period of the closure.

It was agreed that the full results of the User Satisfaction Survey would be circulated to the Board.

The Board noted the update on the progress of Green Machine the community paint recycling scheme. It was acknowledged that having an easily accessible retail facility would boost the profile of the facility and that thought would need to be given to how Council's marketing teams could help publicise the service more widely. Green Machine would be invited to the Board's next meeting.

RESOLVED that:

1. The contents of the Project Director's report be noted
2. The plans to facilitate the planned Scottish and Southern Energy cabling works as described at paragraphs 3.7, 3.8 and 3.9 of the Project Director's report be approved

20. **Project Staffing**

The Board was informed that Mark Moon, Project Director, would be retiring in February 2014 and Kevin Holyer would be leaving Reading Borough Council. The Board thanked the officers for all the work that they had done to support the re3 project and wished them well for the future.

CHAIRMAN

JOINT WASTE DISPOSAL BOARD
12 FEBRUARY 2014
(11.00 am - 12.00 pm)

Present: Bracknell Forest Borough Council
Councillor Mrs Dorothy Hayes MBE
Councillor Iain McCracken

Reading Borough Council
Councillor Paul Gittings
Councillor Tony Page

Wokingham District Council
Councillor Angus Ross
Councillor Rob Stanton

Officers Claire Ayling, Reading Borough Council
Anthony Bolton, Reading Borough Council
Oliver Burt, re3 Project Manager
Steve Loudoun, Bracknell Forest Council
Mark Moon, Wokingham Borough Council

21. Declarations of Interest

There were no declarations of interest.

22. Minutes of the Meeting of the Joint Waste Disposal Board

RESOLVED that the minutes of the Joint Waste Disposal Board meeting held on 12 December 2013 be approved as a correct record and signed by the Chairman.

23. Urgent Items of Business

There were no urgent items of business.

24. Exclusion of Public and Press

RESOLVED that pursuant to Regulation 21 of the Local Authorities (Executive Arrangements) (Access to Information) Regulations 2000 and having regard to the public interest, members of the public and press be excluded from the meeting for the consideration of item 6 which involve the likely disclosure of exempt information under the following category of Schedule 12A of the Local Government Act 1972:

(3) Information relating to the financial or business affairs of any particular person.

25. Joint Waste Disposal Board Project Management Update

The Board received an update on the project management arrangement for the Joint Waste Disposal Board.

Members discussed the options available and a further report regarding the matters discussed would be brought to the Board in March 2014.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT COMMITTEE		
DATE:	19 TH MARCH 2014	AGENDA ITEM:	8
TITLE:	CYCLING STRATEGY 2014 & IMPLEMENTATION PLAN		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ALL
LEAD OFFICER:	EMMA BAKER	TEL:	0118 937 4881
JOB TITLE:	TRANSPORT PLANNER	E-MAIL:	Emma.baker@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The purpose of this report is for the Committee to adopt the Cycle Strategy 2014, based upon a review of the summarised consultation responses and subsequent amendments to the document. This report also seeks approval of the proposed Implementation Plan 2014/15 as set out in the programme and budget tables in Appendix A. This Strategy will replace the Cycling Strategy 2008 that was approved as part of the Local Transport Plan 2006-2011 (LTP2) and carried over into the Local Transport Plan 2011-2026 (LTP3). The Cycling Strategy 2014 builds on the work undertaken as part of the previous Strategy and sets out detailed policies on the design principles for delivering infrastructure and route improvements for cyclists on the public highway. Other policies to encourage and promote cycling to different demographics are also described, alongside integration of delivery and policy with public health objectives.

2. RECOMMENDED ACTION

- 2.1 To adopt the updated Cycling Strategy 2014;
- 2.2 To approve the proposed Implementation Plan for 2014/15 to be delivered as part of the Local Sustainable Transport Fund & Local Transport Plan programmes.
- 2.3 To note that further Implementation Plans will be prepared annually and reported to future Committees.

3. POLICY CONTEXT

3.1 Cycling is one of the modal strategies outlined in our adopted Local Transport Plan 3 (LTP3) offering many benefits locally and nationally. The Cycling Strategy was last updated and adopted as Council Policy in October 2008. Since this publication, a network of colour-coded cycle routes has been developed and a series of marketing materials including signs, stickers and route maps produced. Physical improvements to these routes have been identified through consultative workshops. Since Reading's success in winning grant from the Local Sustainable Transport Fund (LSTF) in 2011 and 2012, many of these improvements are being progressed towards implementation. Various measures have moved beyond the policies set out in the Cycling Strategy 2008 and therefore the Cycling Strategy 2014 focuses on setting out the design principles for delivering route improvements and new infrastructure, as well as policies on further encouraging and promoting cycling alongside integration of delivery and policy with public health objectives.

4. THE PROPOSAL

Options Proposed

4.1 The Cycling Strategy 2014 was developed following ongoing consultation with local cycling representatives through the Cycle Forum and measures delivered as part of the Local Sustainable Transport Fund programme and takes into account national guidance, including the All Party Parliamentary Cycling Group Report, 'Get Britain Cycling'. This information has been used to develop proposals for the 2014/15 Cycling Strategy Implementation Plan, including key targets and milestones as set out in this report.

4.2 Proposals to reduce the number of road traffic accidents, particularly those involving vulnerable road users such as pedestrians and cyclists, are reported to Traffic Management Sub Committee in March each year. The vulnerability of cyclists means they are more likely to be involved in a collision with a higher severity level than some other modes of transport.

4.3 The below table illustrates the number of pedal cycles involved in collisions for the latest three year period, dated between 1st January 2011 and 31st December 2013. A plan showing the location of serious pedal cycle accidents is also included in Appendix A.

Years 2011 to 2013	Total number of accidents	Number and % involving pedal cycles
KSI	130	31 (24%)
Slight	935	230 (25%)
Total	1065	261 (25%)

4.4 Appendix B provided an overview of delivery of projects, schemes and initiatives in 2013/14. Appendix C sets out the proposed implementation plan for 2014/15, including major infrastructure schemes such as the pedestrian and cycle bridge, cycle hire and cycle parking hub at Reading Station. Initiatives promoting cycling are also included in the proposed programme.

4.5 The aim of the Cycling Strategy 2014 is to work towards achieving an additional 2,300 daily cycle trips by 2015 and the aspiration to double the number of people cycling to

work to 6% based on 2011 Census data. The Council will work towards these by achieving the following milestones and targets in 2014/15:

Training and Skills

- Deliver 800 combined level one and two Bikeability training places and 200 level three training places to children across Reading.
- Increase the number of adults taking up cycle training.
- Investigate opportunities to offer cycle training as an alternative to Fixed Penalty Notices issued by the Police for cycling on pavements, and action accordingly.
- Increase the number of people participating in other forms of cycle training and sessions.

Events and Campaigns

- Participate in the European Cycle Challenge in May 2014.
- Identify new messages and campaigns aimed at promoting cycling and the benefits.
- Recruit 2-3 new schools as 'Bike It schools'.
- Launch a series of neighbourhood led-rides.

Infrastructure

- Open the Napier Road underpass.
- Launch Reading's cycle hire scheme, ReadyBike.
- Provide an additional 500 cycle parking spaces, including a Cycle Hire Hub at Reading Station.
- Seek approval for new branded road markings and shared-use cycle signs as set out in the Cycling Strategy, and install accordingly.
- Continue to reallocate road space for cycles such as through the annual resurfacing programme.
- Continue to improve junctions for all road users, including cyclists, particularly at key junctions along the branded cycle network such as St Mary's Butts/Castle Street, Church Street and Berkeley Avenue and Bath Road.
- Continue to upgrade street lighting along walking, cycling and public transport routes.

Partnership, Consultation and Community Engagement

- Identify opportunities to engage with neighbourhoods groups, including NAGs on the topic of cycling.
- Continue to strengthen partnerships to encourage cycling for everyday journeys, including working with the Public Health team to embed active travel within emerging strategies and reducing issues such as cycle thefts through events led-by Safer Communities.
- Continue to identify opportunities to improve cycling into/from neighbouring boroughs.

Cycling Strategy Consultation

- 4.6 Consultation on the draft Cycling Strategy 2014 took place between 14th October 2013 and 10th January 2014 and consisted of an online survey aimed at establishing what people thought of the draft policies detailed in the document regardless of whether they currently cycle. The draft Strategy and online survey were promoted through various channels, including a campaign on the rear of eight buses, in the local media

and at local community services such as schools, libraries and local bike shops. Presentations were also delivered to several user groups, including Transport Users Forum, Neighbourhood Action Groups and the Older People's Working Group as well as a workshop with representatives making up the Cycle Forum.

- 4.7 The Council received 349 responses to the online survey over the three month period, in addition to the 19 detailed responses submitted by organisations and individuals, such as national and local cycling organisations, community groups and organisations representing other modes of transport. Of the 349 responses to the online survey, 61 respondents recorded themselves as non-cyclists (17%), 31% as occasional cyclists riding less than 3 times per week and regular cyclists made up 52% cycling more than four times per week. A summary of open questions is provided below and is split into detailed responses received by email and online responses submitted through the dedicated survey. Appendix D to this report contains graphs illustrating the responses to the closed questions included in the online survey.
- 4.8 Of the 61 non-cyclists, 44% said that they would not like to cycle or cycle more. This group has particular concerns about road user behaviour both on and off-carriageway. They suggest that cycle facilities should either be separated from other road users, particularly pedestrians, or that shared use facilities are sufficiently wide enough to accommodate both pedestrians and cyclists and are signed and clutter-free. Specific concerns about road user behaviour relate to red light running, cycling on pavements, inappropriate speed and inconsiderate behaviour. Other comments relate to whether motorcycles should be included in the Cycling Strategy.
- 4.9 The 56% of non-cyclists who said they would consider cycling, feel that the current cycle facilities are dangerous and unsafe and that routes are disconnected and poorly maintained. Other reported barriers to cycling include "the lack of secure town centre parking" and cycle thefts. They suggested barriers to cycling could be overcome by providing physically separated cycling facilities. Two respondents also suggested that responsible pavement cycling should be permitted in order to allow people who are nervous about being on the road the opportunity to cycle away from traffic. Respondents also felt that cyclists and drivers need to be reminded of the Highway Code. There were also comments in support of reallocating road space, particularly hatching, to accommodate cycle lanes and more shared foot/cycle ways. Concerns were also raised about the use of spiral markings on roundabouts and the potential confusion caused to motorists and the preference for separate cycle paths around roundabouts. Again, there were also suggestions to consider motorcycles in the Strategy.
- 4.10 Occasional cyclists riding less than 3 times per week represented 31% of respondents. The comments received from this segment were similar to non-cyclists who would consider cycling, citing safety and dangerous roads as the main barriers as well as disconnected routes. Again, comments reflected concerns about road user behaviour towards cyclists and the need to encourage motorists to "think bike". Traffic was again cited as a barrier with suggestions for improvement being the installation of separate cycle facilities, particularly along main roads. There were several comments that referred to 'children' and 'family' and concerns about on-road cycling when accompanying children. These respondents tended to indicate that off-road facilities would encourage them to cycle more rather than on-road, trafficked routes. The need for secure cycle parking and the provision of more cycle parking, particularly in the town centre was again highlighted by occasional cyclists. There are several comments in support of the cycle hire scheme and the desire to extend the scheme to include

West Reading. In addition, there are various comments highlighting the desire for improved connections from Caversham to other areas of Reading, particularly South Reading.

- 4.11 **Regular cyclists**, making up 52% of respondents, had similar concerns to occasional cyclists. Again, there were a large number of respondents who mentioned 'children' or 'family' and suggested that more cycle or shared use paths should be provided in order to encourage them to cycle more. Regular cyclists appear to be more concerned about maintenance issues such as potholes, drainage and lighting than those who cycle less. Whilst there were concerns about "poor lighting" there was also support for further roll-out of LED lighting. As per non-cyclists and occasional cyclists, there were also concerns about cycle thefts and the need for increased provision of cycle parking; aggressive and inconsiderate road user behaviour and the need for more off-road or separated cycle routes.
- 4.12 Detailed responses to the Cycling Strategy consultation provided by individuals and organisations suggested the inclusion of more ambitious targets, an action plan and increased investment in cycling. Reading Cycle Campaign requested more involvement in the planning and design of facilities and more commitment to the recommendations outlined in the 'Get Britain Cycling Report'. Comments from other road user groups requested that motorcycles and pedestrians are considered within the Strategy. Suggestions included incorporating motorcycles into the document and focussing on 'two-wheels' rather than pedal cycles due to similar characteristics in terms of their vulnerability. Pedestrians focussed on the conflicts between the two user groups and stressed the importance of responsible cycling and enforcement of pavement cycling.

Recommendations for the Cycling Strategy 2014

- 4.13 The Cycling Strategy 2014 has been updated to reflect comments received through the consultation process, some of which have been incorporated into the appended Cycling Strategy document. In summary the main changes are:
- Minor changes have been made to Section 4: Encouraging Cycling, an updated image for cycle hire and more information on 20mph as detailed in January's Traffic Management Sub-Committee report.
 - Section 5: Evaluation has been expanded to include more information on monitoring processes, such as our intention to set annual targets in the implementation plan.
 - Strengthening Section 6: Partnership, Consultation and Community Engagement to outline how various Council departments will work together to encourage more people to consider cycling as a mode of transport, particularly for local journeys.
 - Section 8: Implementation has been amended to help clarify the main points raised through the consultation. This includes the development of an implementation/action plan containing annual targets and cycle safety information such as accident plots.
 - Relevant sections supporting the recommendations outlined in the 'Get Britain Cycling' report have been referenced.

Future cycle engagement proposals

- 4.14 How we work and communicate with internal and external stakeholders to ensure that schemes are delivered to meet local needs and encourage more people to cycle is outlined in section 6 of the Strategy. However, due to continuing reductions in revenue expenditure imposed by central government and fewer available staff, and for the need for these cuts to be shared across all Council activities, we will need to review the structure of future consultation arrangements whilst retaining our commitment to active public engagement.
- 4.15 In relation to Stakeholder Meetings, the Cycling Strategy 2008 supported a Cycle Forum made up of cycling groups to identify improvements to the cycling network. Therefore, infrastructure measures have increasingly been suggested through these consultative meetings attended by the public and representatives from local cycle groups, investigated by officers and recommended for implementation as part of the LSTF programme where appropriate.
- 4.16 We are now proposing to host community workshops held in neighbourhoods to better understand the issues communities experience when travelling locally and what we can do to encourage them to cycle for such trips or use other sustainable modes. These workshops will enable us to engage with local people who do not currently cycle or do so infrequently. Proposed schemes will be shared with local groups and other stakeholders as described in the Strategy.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The updated Cycling Strategy 2014 contributes to the following strategic aims:
- To Develop Reading as a Green City with a sustainable environment and economy at the heart of the Thames Valley
 - To promote equality, social inclusion and a safe and healthy environment for all
- 5.2 The Strategy also seeks to integrate the public health function within transport and vice-versa by targeting interventions at specific demographic groups, including those with health problems.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 Consultation took place between 14th October 2013 and 10th January 2014 via an online survey which was also available in hardcopy. Details of the consultation were available on the Council and Travel Reading Live websites and promoted in the local media. Participants of various cycle initiatives were also contacted, including those that took part in the workplace cycle challenge. In addition, transport officers delivered presentation to groups including Neighbourhood Action Groups, Older People's Working Group and the Transport Users Forum.

7. LEGAL IMPLICATIONS

- 7.1 There are currently no legal implications.

8. EQUALITY IMPACT ASSESSMENT

8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to 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.

8.2 The Council has carried out a equality impact assessment scoping exercise, and considers that the proposals do not have a direct impact on any groups with protected characteristics.

9. FINANCIAL IMPLICATIONS

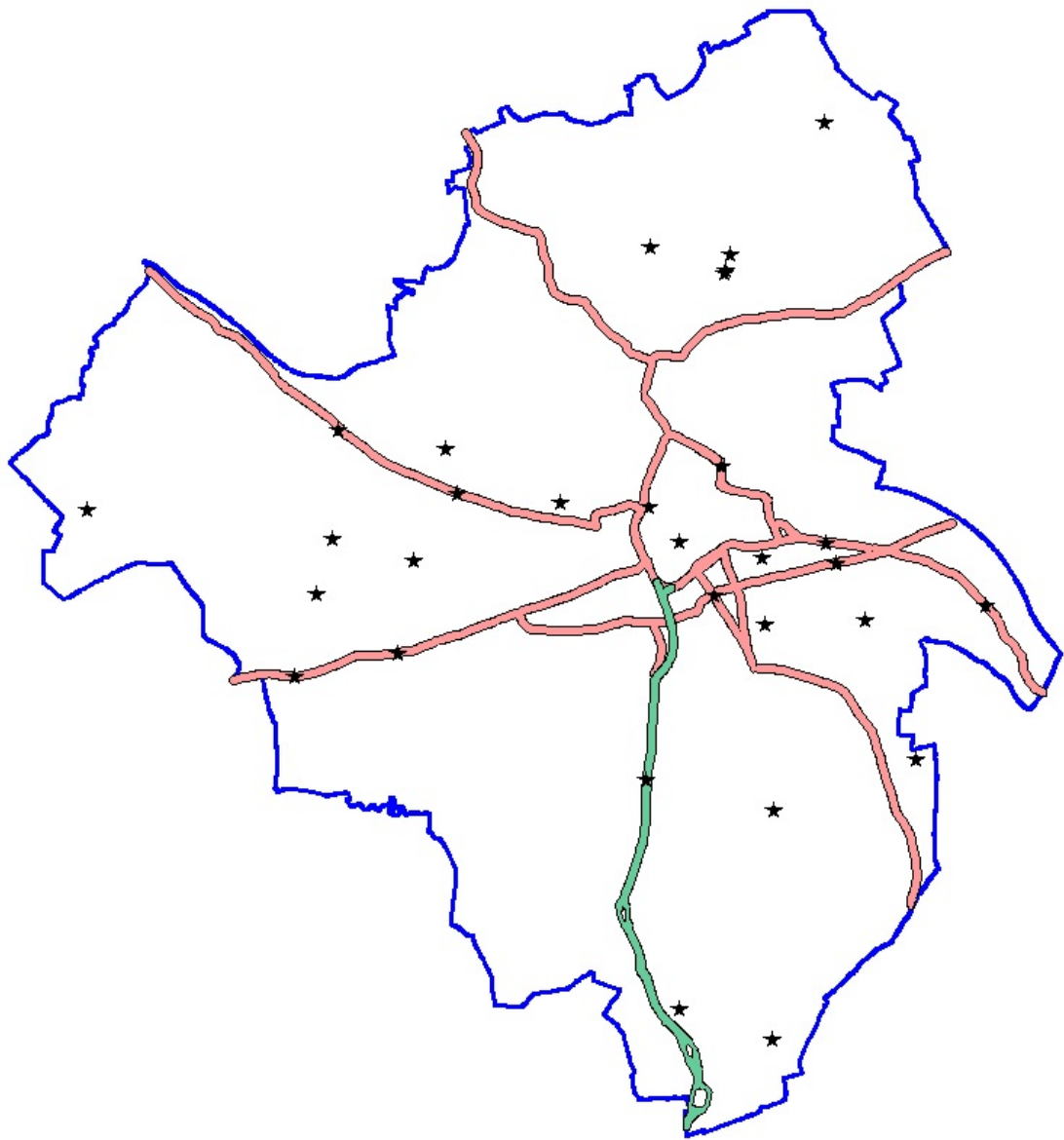
9.1 Strategy delivery will be initially funded through the 'Active Travel' element of the Reading Local Sustainable Transport Fund (LSTF) Small Package and the LSTF Large Partnership Package as approved by the DfT. Both packages comprise both revenue and capital ring-fenced grants and local contributions.

9.2 Future expenditure beyond the LSTF period would be intended to be met through transport budgets, including staff time.

10. BACKGROUND PAPERS

10.1 Cycling Strategy 2008
Draft Cycling Strategy 2013: 'Bridging Gaps & Overcoming Barriers'

Appendix A - Location Plan of Serious Cycle Accidents 2011-2013



Appendix B - Delivery Highlights in 2013/14

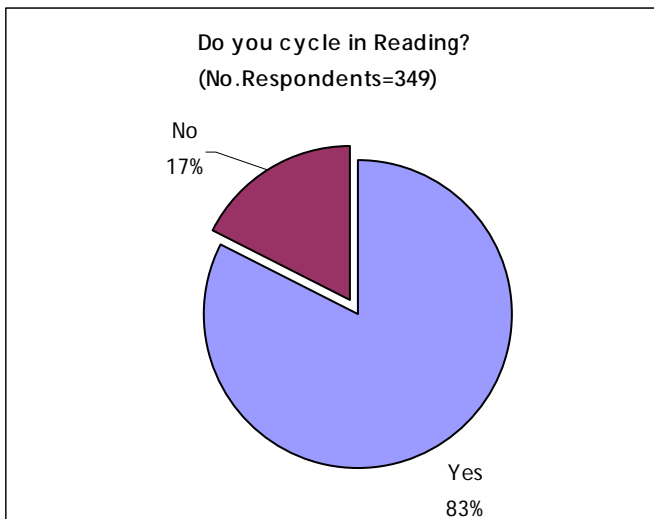
Cycling Strategy 2014 Bridging Gaps, Overcoming Barriers & Promoting Safer Cycling	STRATEGY THEMES						Key Achievements 2013-14
	Support the local economy	Deliver wider social benefits	Reduce carbon emissions	Improve safety	Promote increased physical activity	Improve air quality and wider environmental benefits	
Training & Skills							
Bikeability		✓	✓	✓	✓	✓	Over 450 children were trained between April 2013 and February 2014. A further eleven courses are scheduled to take place in March 2014.
Adult Cycle Training		✓	✓	✓	✓	✓	20 adults have received cycle training promoted through workplaces, community groups and cycle initiatives.
Maintenance Sessions		✓		✓	✓		110 people have attended maintenance sessions promoted through 21 sessions held at workplaces, community groups and cycle initiatives.
Events & Campaigns							
Bike It	✓	✓	✓	✓	✓	✓	Bike It delivered at eleven Reading Primary Schools, including various events such as bikers breakfast, bike skills sessions and maintenance classes for parents.
Personalised Travel Planning		✓	✓		✓	✓	Personalised travel planning has been delivered across workplaces and residential properties. The smoothie bike was taken to 4 of these sessions with 32 participants.
Dr Bike Sessions		✓		✓	✓		19 Dr. Bike events have been delivered with 342 participants.
Workplace Cycle Challenge	✓	✓	✓		✓	✓	Second Reading Cycle Challenge attracted over 1000 participants from 67 organisations, including over 350 new cyclists.
Infrastructure							
Pedestrian and Cycle Bridge	✓	✓	✓	✓	✓	✓	Consultation undertaken and planning application submitted and approved.
Cycle Parking	✓	✓	✓	✓	✓	✓	Cycle parking facilities have been provided at 7 new locations, including local shops, a youth centre and Town Hall Square. 36 additional spaces have also been provided at Southcote Primary.
Cycle Hire	✓	✓	✓	✓	✓	✓	Procurement process undertaken and winning contractor, Hourbike, announced. Scheme branding, ReadyBike, also launched.
Signs and Road Markings				✓	✓	✓	De-cluttering carried out along London Road shared-use path.
Cycling on Pavements	✓	✓	✓		✓	✓	Shared-use facilities introduced along the Vastern Road. Public Realm improvements complete at Town Hall Square, including the installation of cycle parking and new lighting. Contract awarded for Eastern Area Transport Study, including improvements to existing shared-use paths and new facilities.
Traffic Calming	✓	✓	✓	✓	✓	✓	Proposals for a 20mph zone scheme outlined in January 2014 to support infrastructure improvements in East Reading.
Street Lighting	✓		✓	✓	✓	✓	Street lighting upgraded along main corridors, including Wokingham Road, Kings Road, Bath Road, Broad Street and the University.
Maintenance			✓	✓	✓		Potholes repair programme undertaken along major routes, including parts of the branded cycle network
Monitoring & Evaluation							
Monitoring	✓	✓	✓	✓	✓	✓	Ongoing monitoring carried out, including the annual cordon count, off-carriageway cycle counters, accident data and surveys carried out as part of scheme development.
Partnership, Consultation & Community Engagement							
Engagement		✓	✓	✓	✓	✓	Ongoing quarterly meetings with local cyclists held, including two focussed on specific topics. Other meetings attended as part of the Cycling Strategy consultation process, including Neighbourhood Action Groups, Transport Users Forum and the Older People's Working Group.
Funding							
Bikeability Grant		✓	✓	✓	✓	✓	£40,000 was secured from the Department for Transport to deliver up to 1000 cycle training places in 2014/15

APPENDIX C - Implementation Plan 2014/15

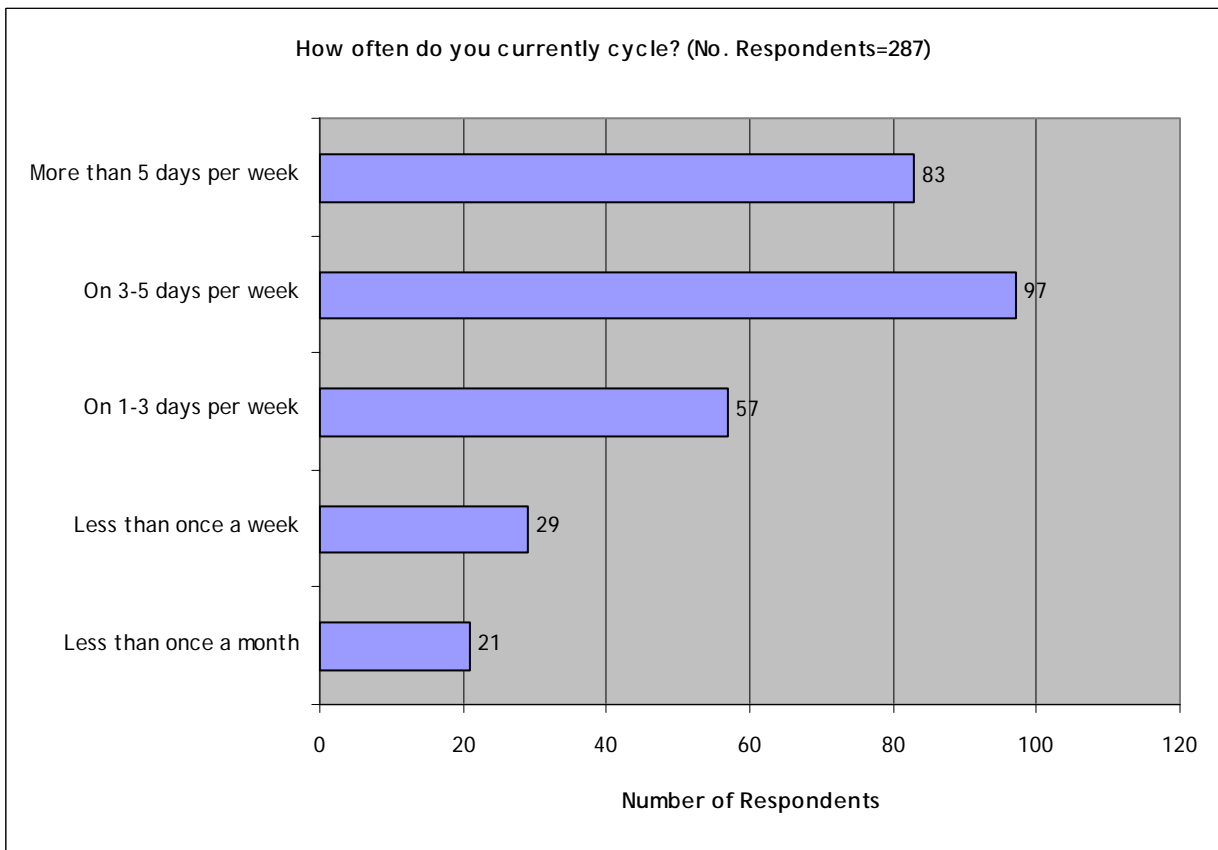
Project Name	Action Plan Area	Estimated Project Cost
A33 Pinch Point Scheme	2 - Southern	> £200,000
Annual Resurfacing Programme	0 - All	> £200,000
Bath Road	3 - Southwestern	£12,500 - £25,000
Bike It	0 - All	£50,000 - £100,000
Bikeability	0 - All	£25,000 - £50,000
Church Street Caversham Improvements	5 - Northern	£12,500 - £25,000
CTC Programme (including Bike Week)	0 - All	£100,000 - £200,000
Cycle Hire	Multiple Areas	> £200,001
Cycle Parking	0 - All	> £200,001
Cycle Route Improvements	Multiple Areas	£50,000 - £100,000
East Reading Transport Study	6 - Eastern	> £200,001
European Cycle Challenge	0 - All	< £12,500
Napier Road Underpass	6 - Eastern	> £200,001
Other Junction Improvements	Multiple Areas	£50,000 - £100,000
Oxford Road Transport Study	4 - Western	> £200,000
Pedestrian and Cycle Bridge	5 - Northern	> £200,000
Pocket Places	2 - Southern	TBC
Reading Station/Cow Lane	4 - Western	> £200,000
Review and Upgrade of Barriers	Multiple Areas	£12,500 - £25,000
Road Safety Programme	Multiple Areas	£100,000 - £200,000
Signing	0 - All	< £12,500
St Mary's Butts Junction Upgrade	1 - Central	> £200,000
Wokingham Road	7 - Southeastern	< £12,500

APPENDIX D - Graphs for Cycling Strategy Consultation Questions

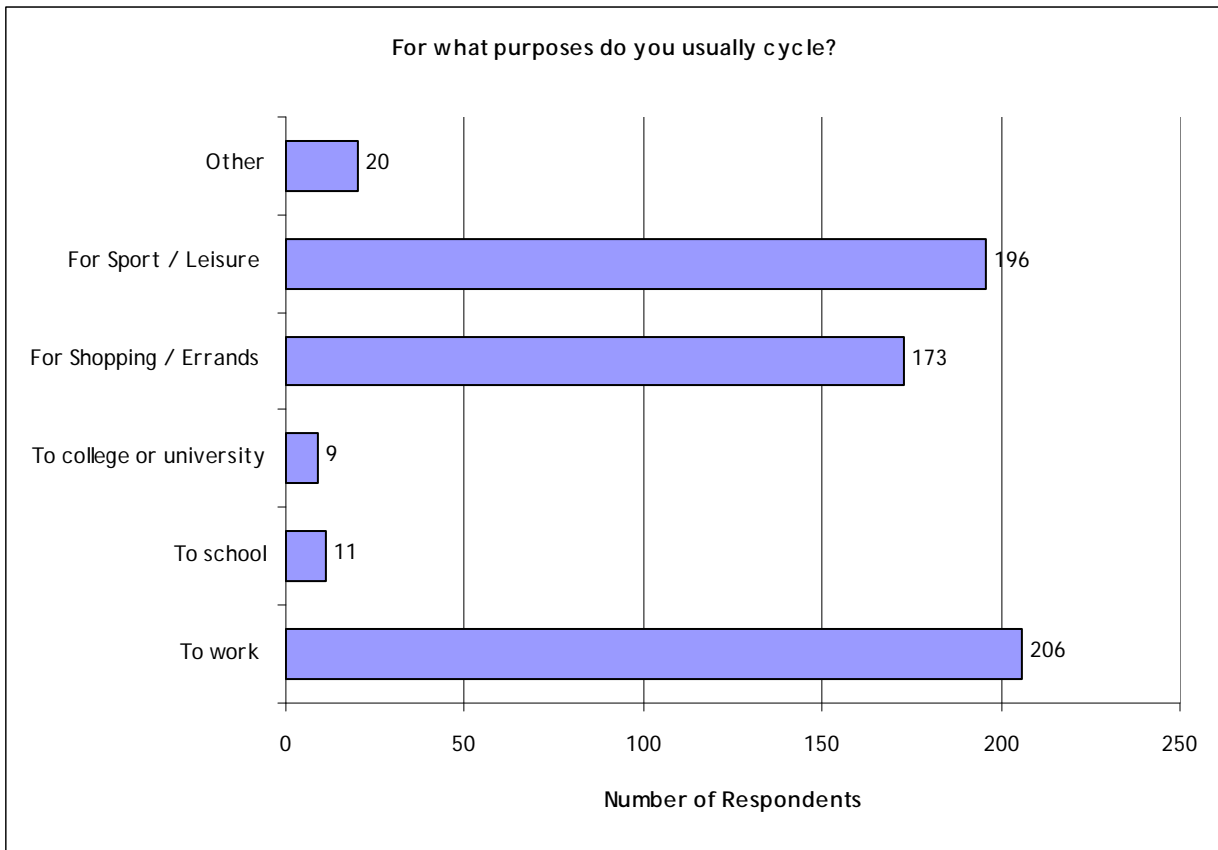
Do you currently cycle in Reading?



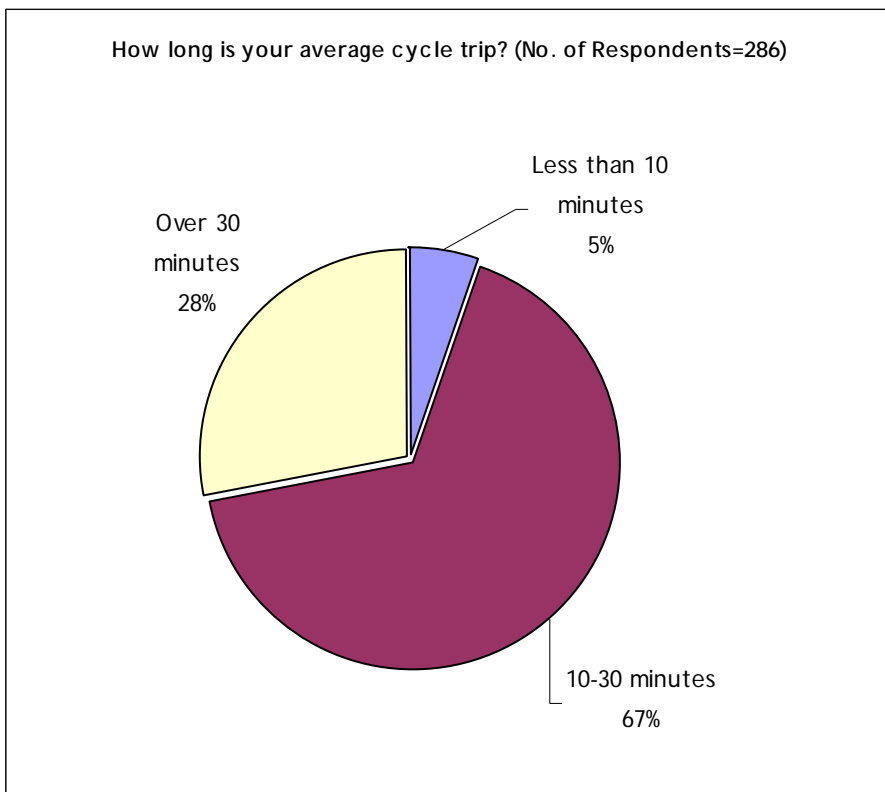
How often do you currently cycle in Reading?



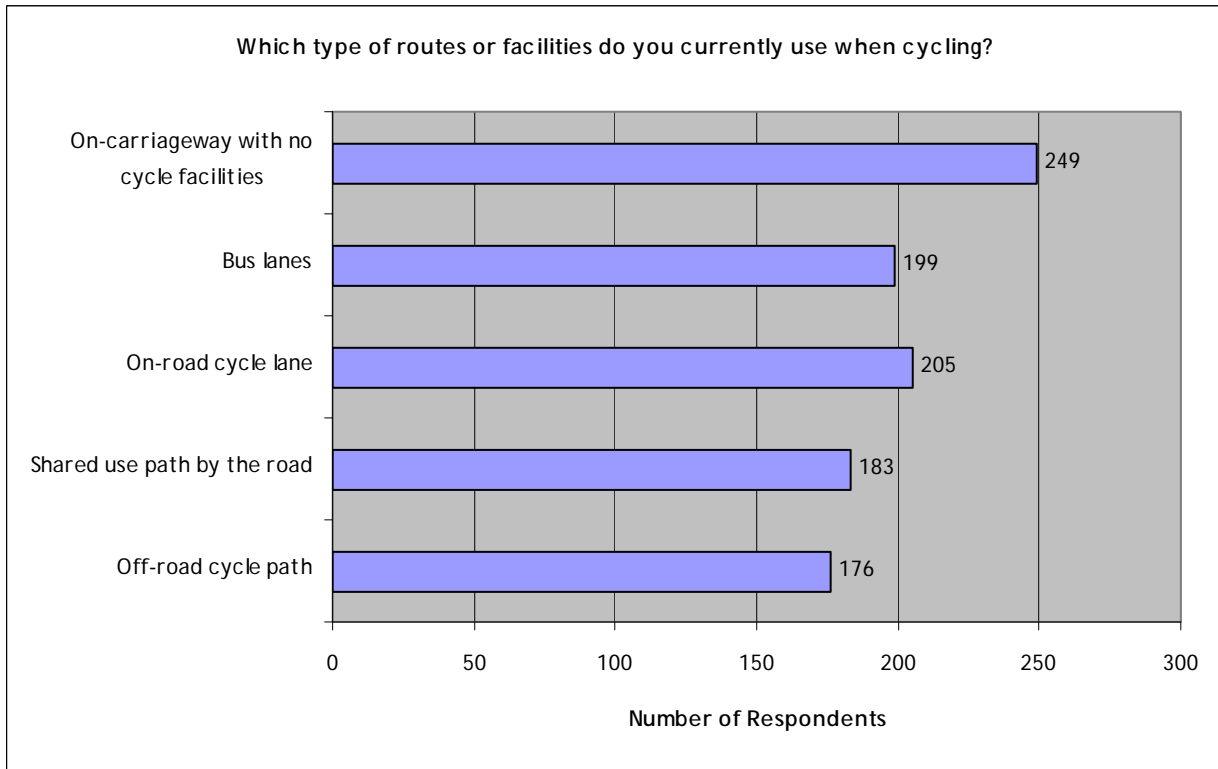
For what purposes do you usually cycle? Please tick all that apply.



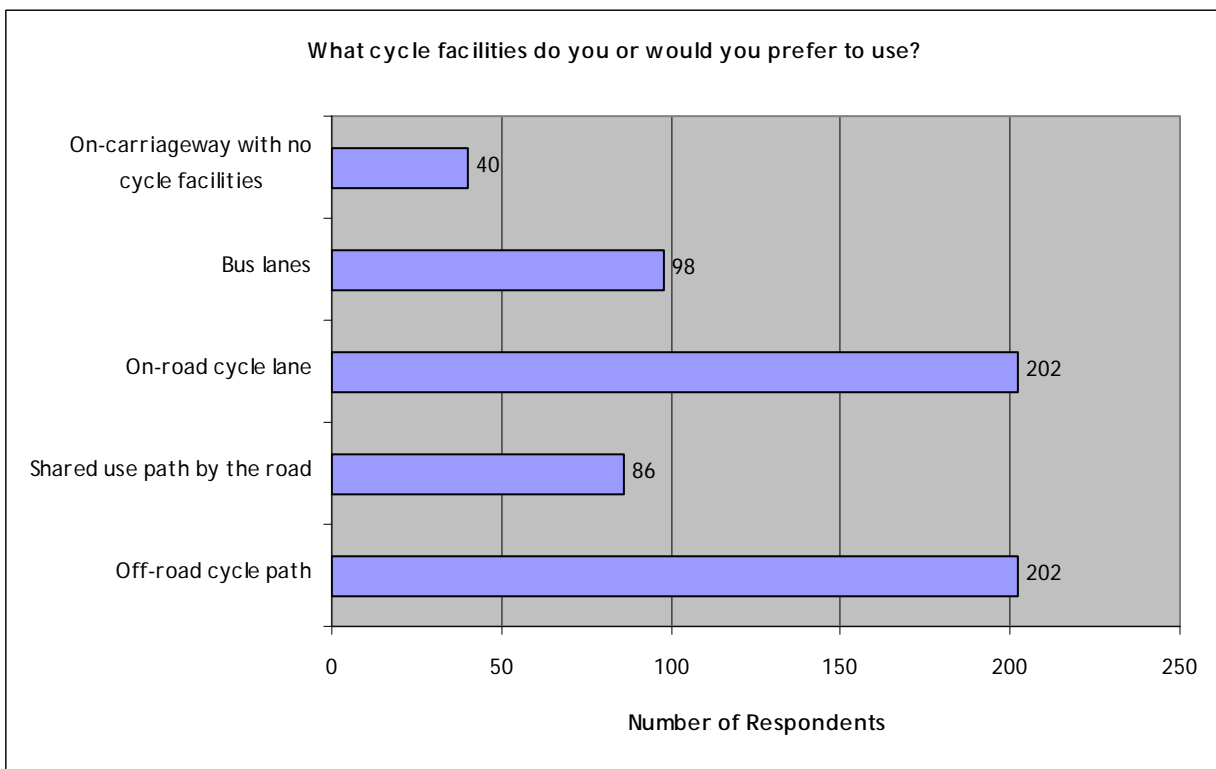
How long is your average cycle trip?



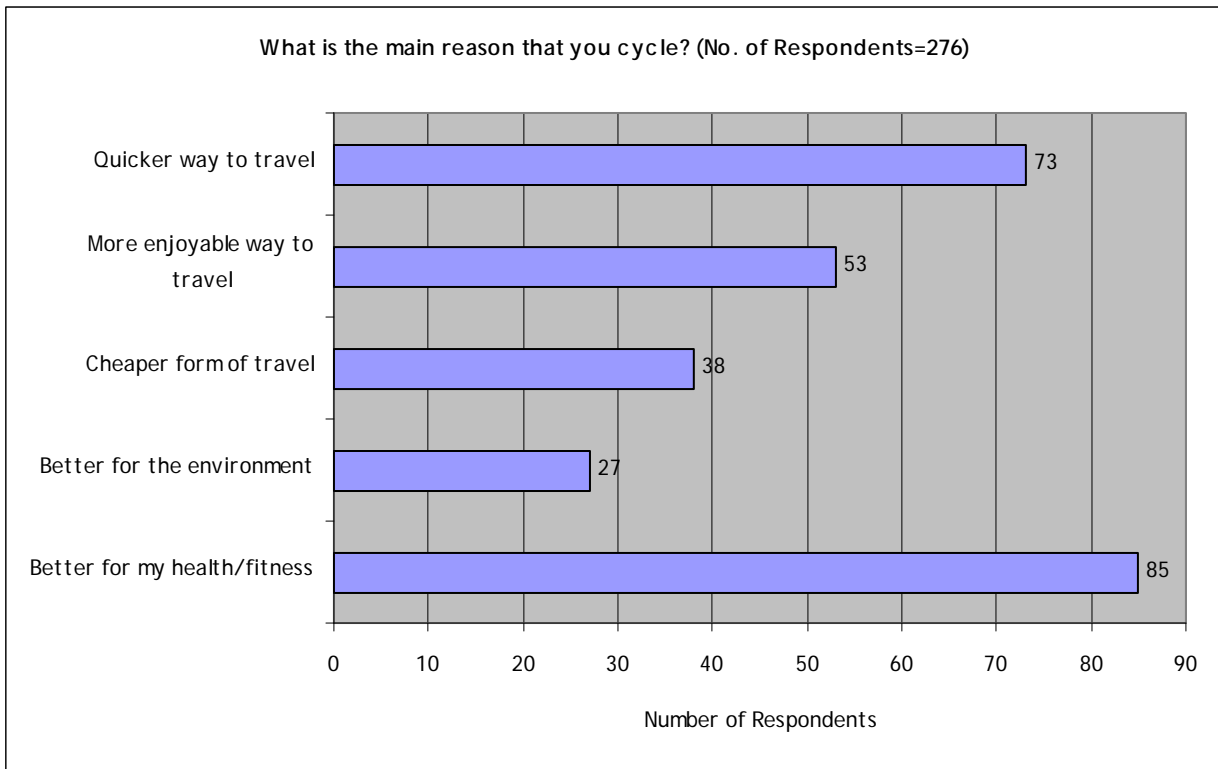
Which type of routes or facilities do you currently use when cycling? Tick all that apply.



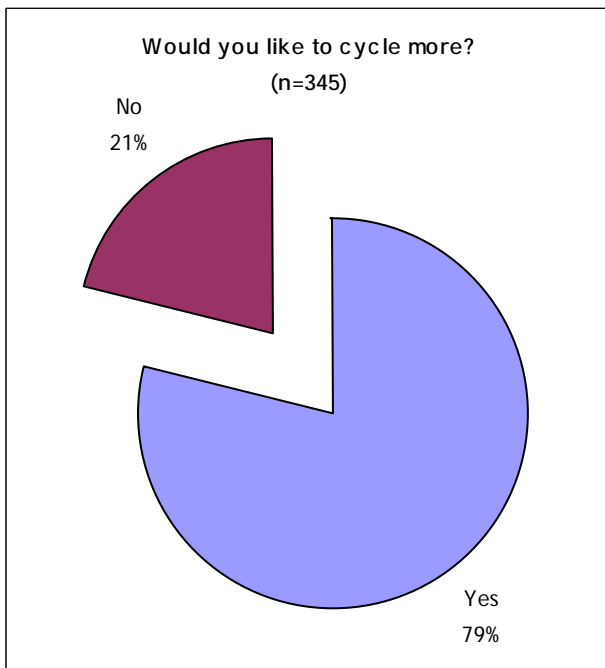
What cycle facilities do you or would you prefer to use? Tick all that apply



What is the main reason that you cycle?



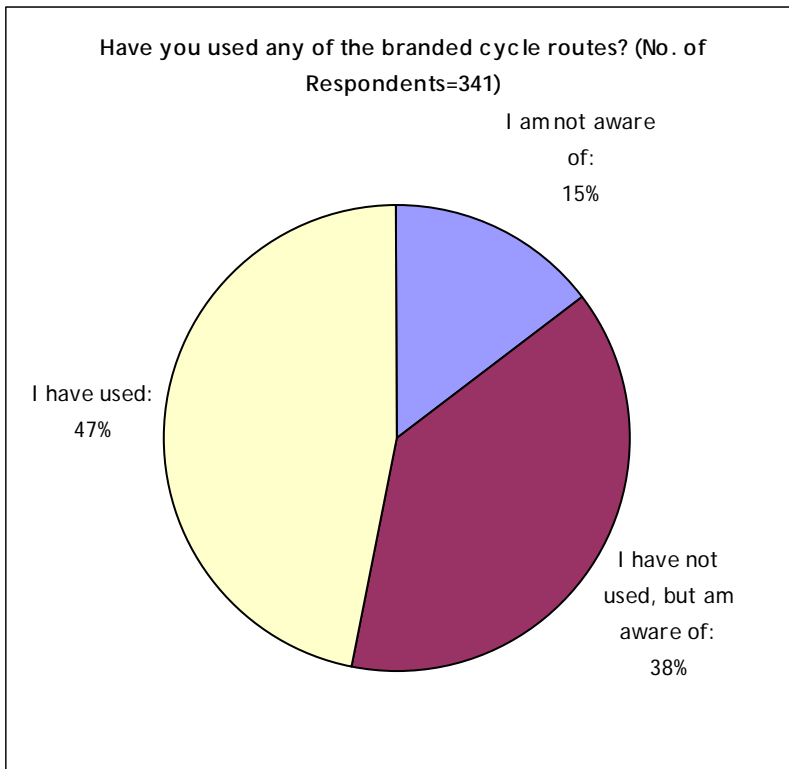
Would you like to cycle or cycle more?



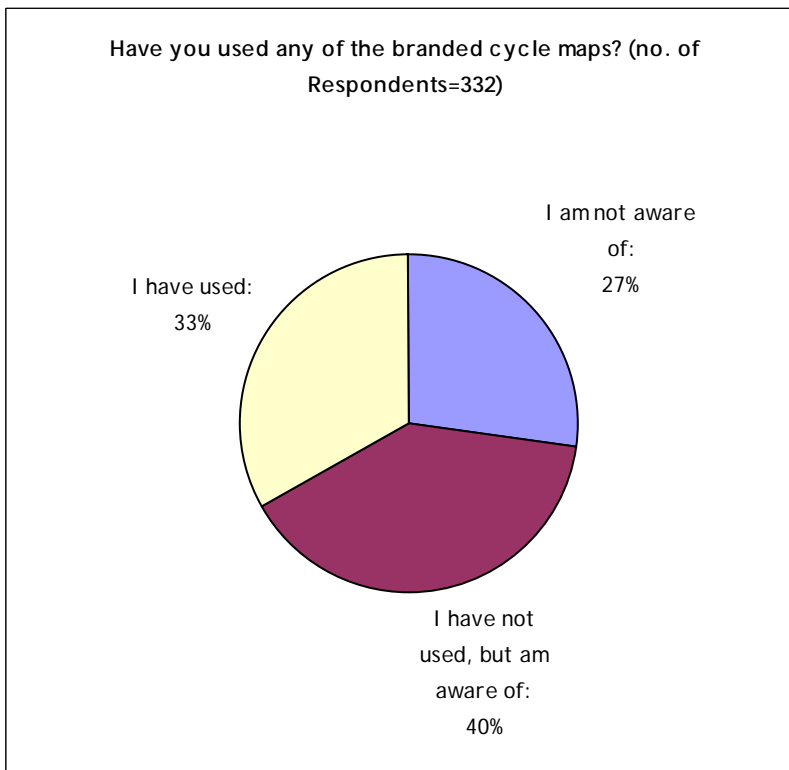
If yes, what stops you from cycling or cycling more and what could be done to help you cycle more?

A summary of responses has been provided in the main body of this report.

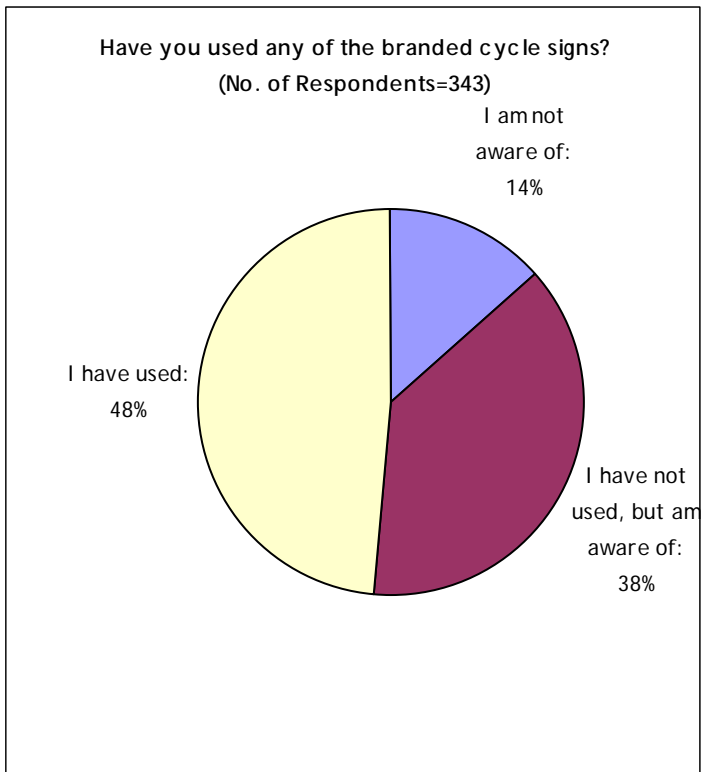
Have you used any of the branded cycle network routes?



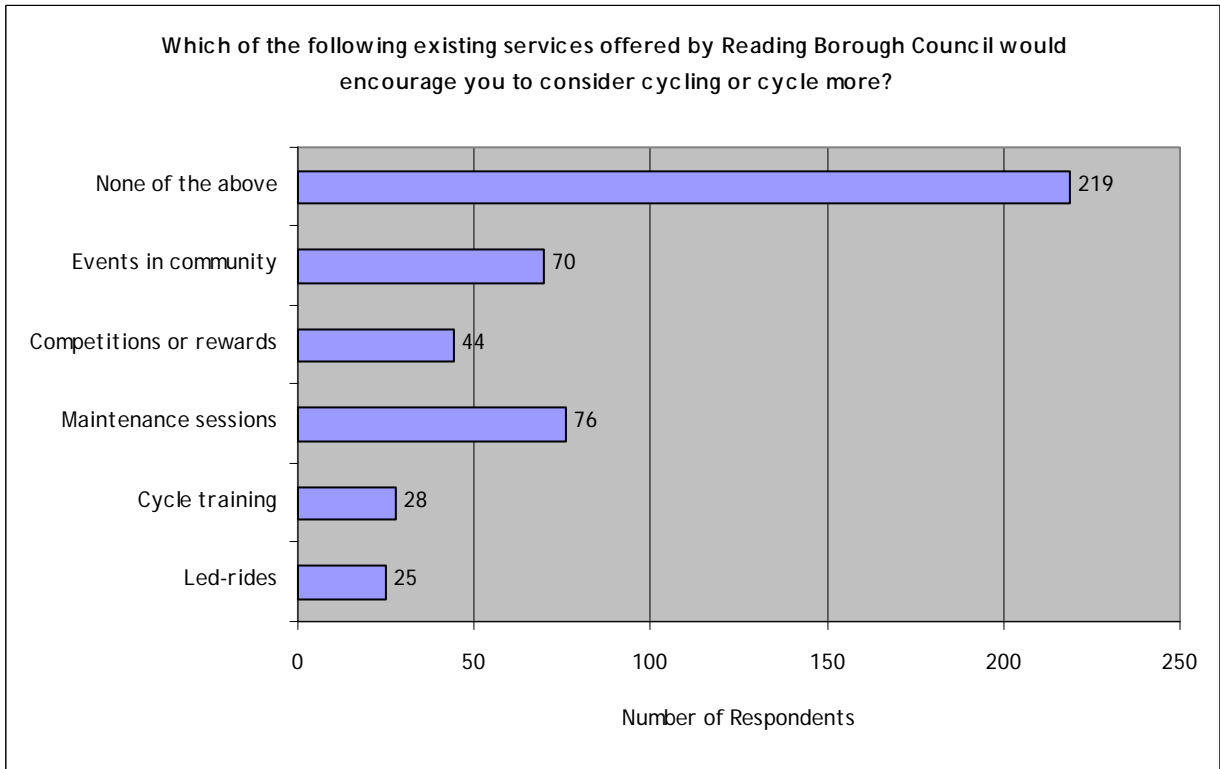
Have you used any of the branded cycle network maps?



Have you used any of the branded cycle network signs?



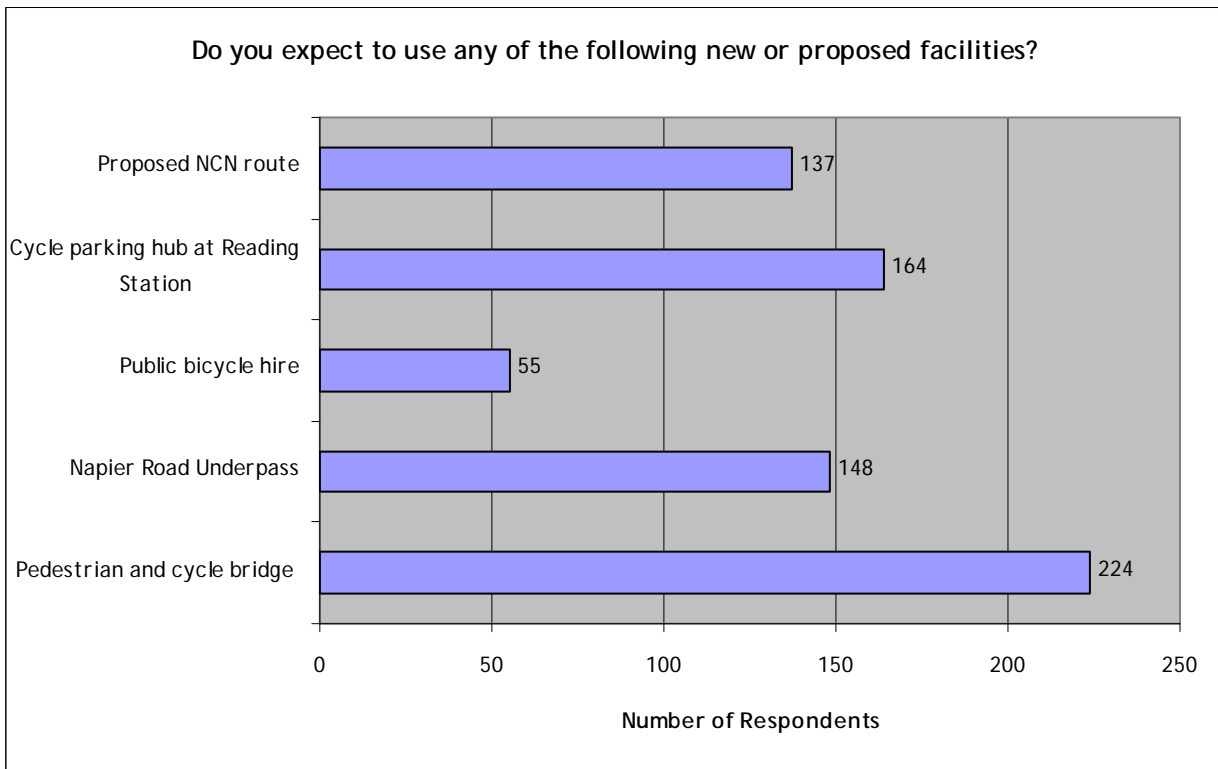
Which of the following existing services offered by Reading Borough Council would help you consider cycling or to cycle more? Tick all that apply



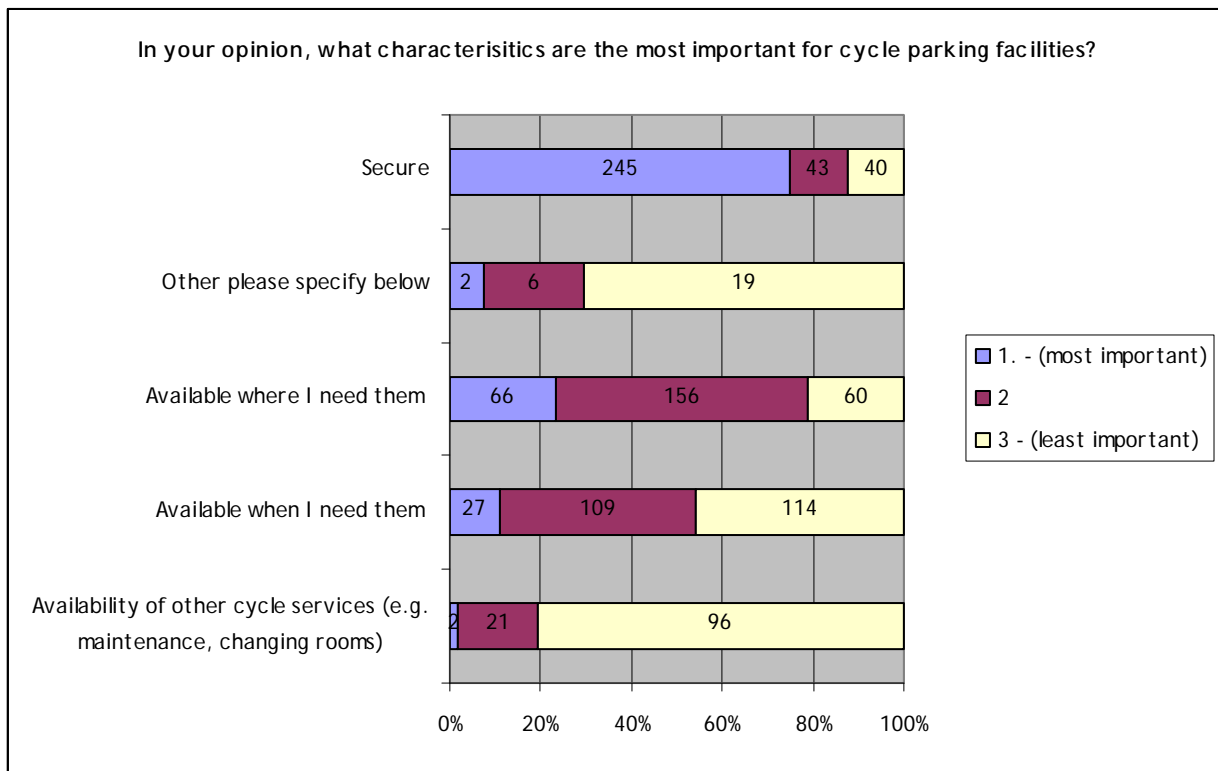
The below table illustrates the type of respondent and the cycle initiatives they would consider participating in to help encourage them to cycle or cycle more.

	Regular Cyclists	Occasional Cyclists	Non-Cyclists
Led-Rides	14	8	3
Cycle training	15	10	3
Maintenance sessions	41	24	11
Competitions or rewards	26	15	3
Events in the community	40	17	13
None of the above	109	72	38

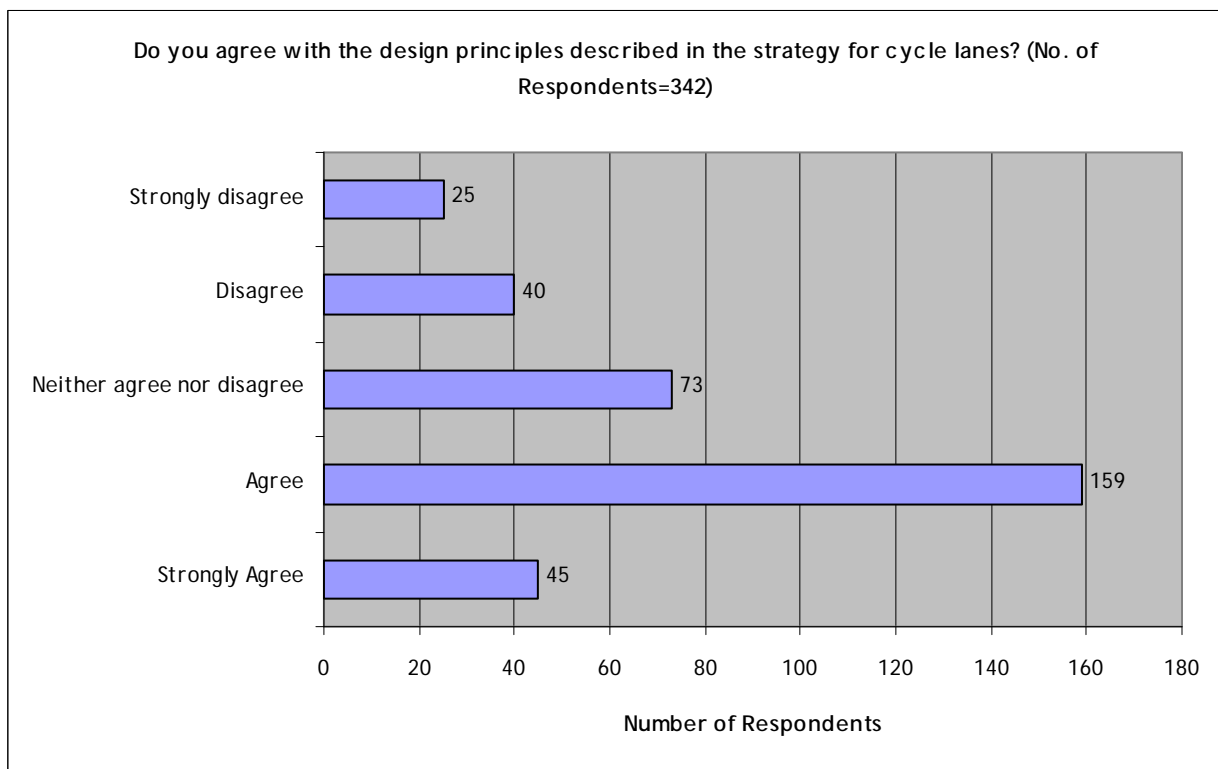
Do you expect to use any of the following new (or proposed) facilities? Tick all that apply



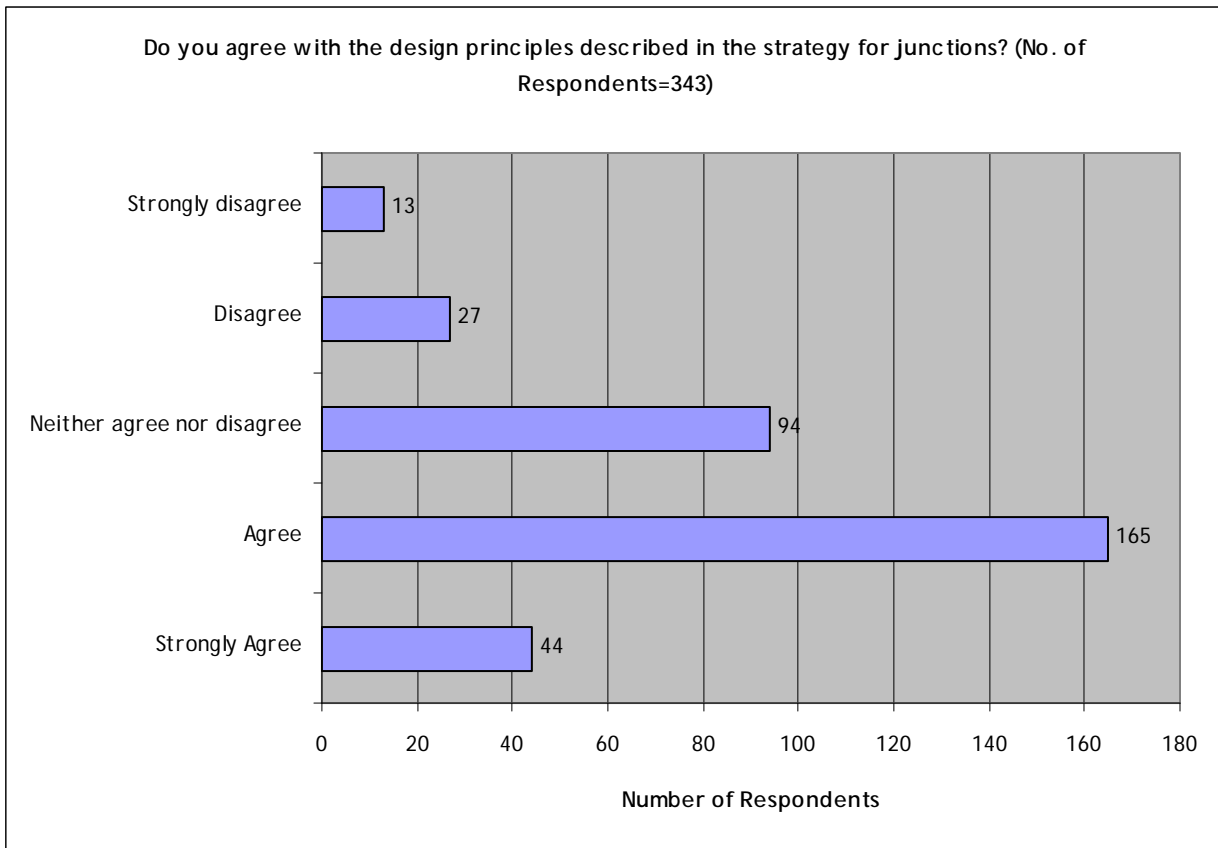
In your opinion, what characteristics are the most important for cycle parking facilities?
Please rank you top three answers.



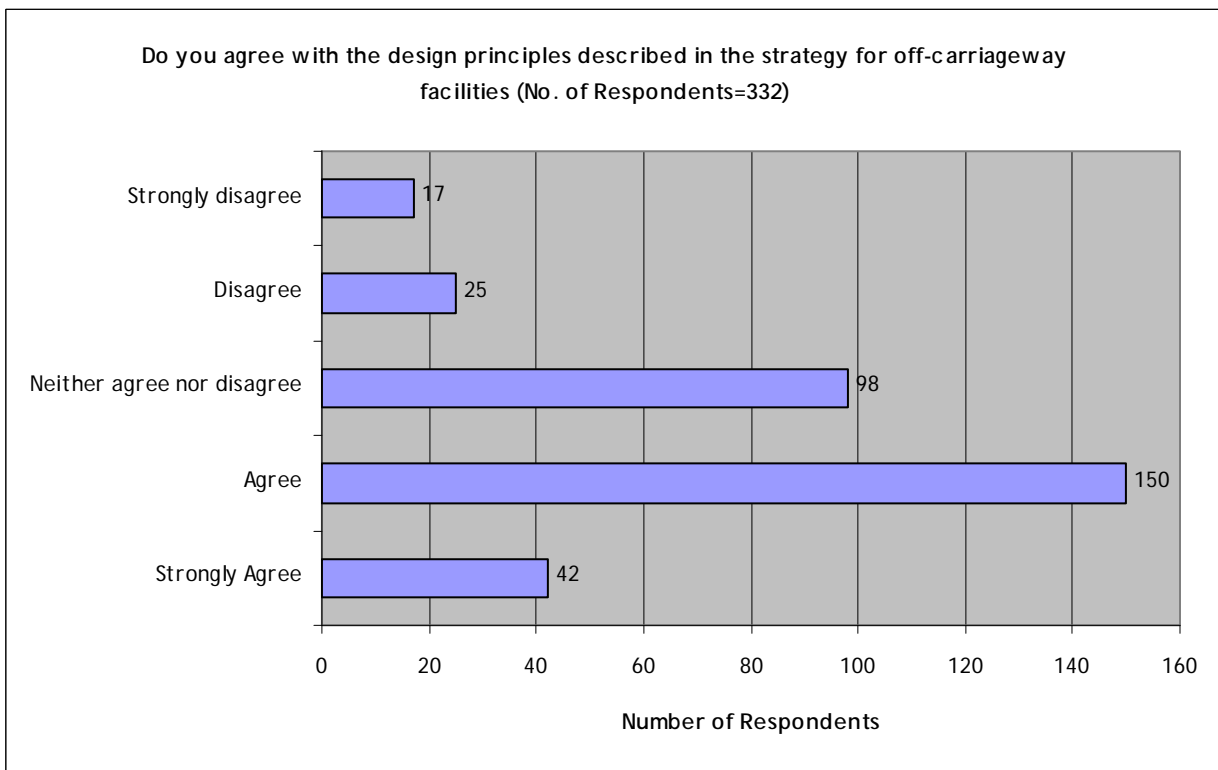
Do you agree with the design principle policies described in the Strategy for cycle lanes?



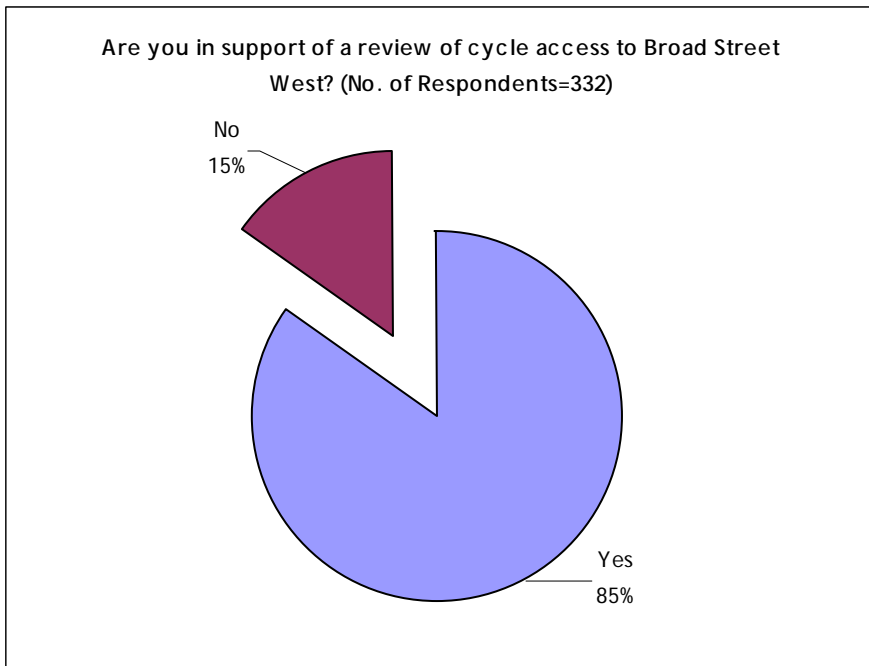
Do you agree with the design principle policies described in the Strategy for junctions?



Do you agree with the design principle policies described in the Strategy for off-carriageway facilities?



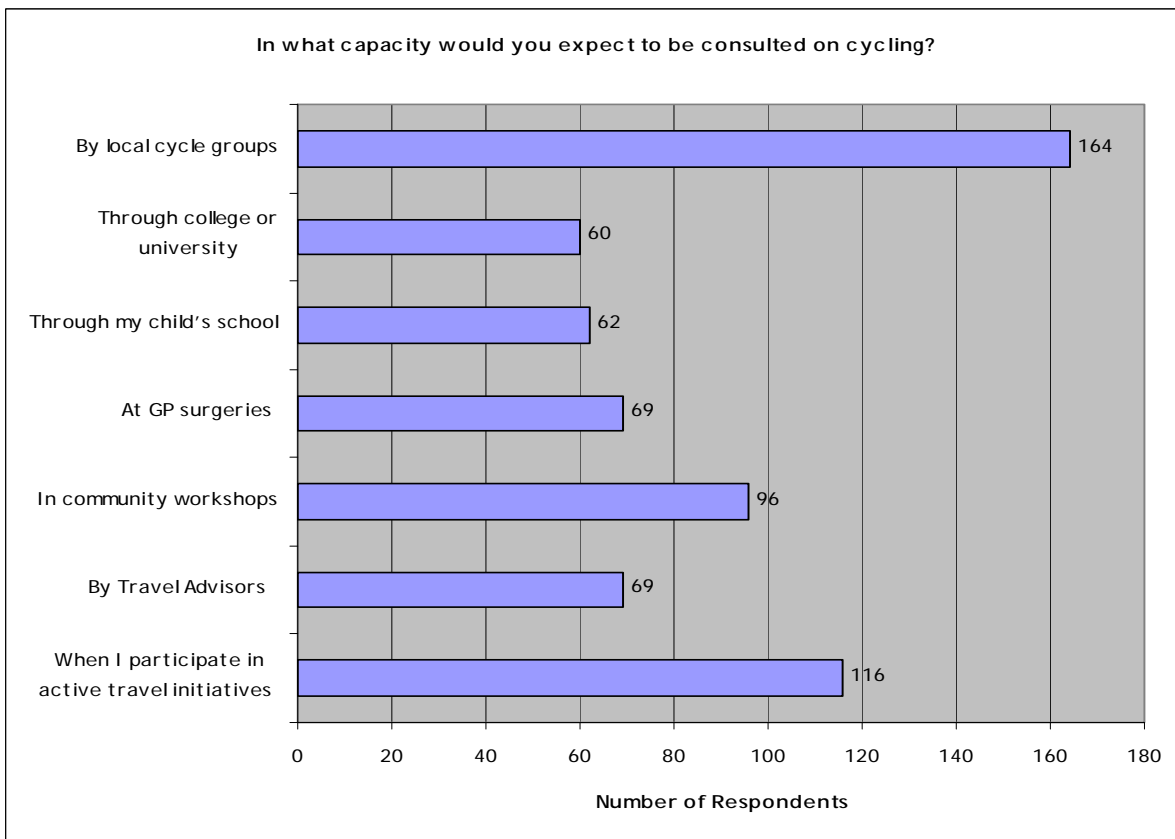
Are you in support of a review of cycle access to Broad Street West (the section between Queen Victoria Street and the junction with West Street)?



Do you have any other comments on Chapter 4: Design Principles to Encourage Cycling?

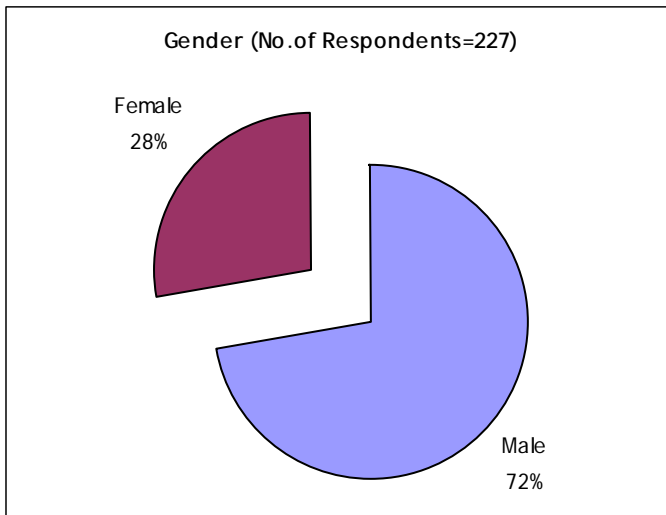
A summary of responses has been provided in the main body of this report.

How would you expect to be consulted on cycling in the future? Tick all that apply

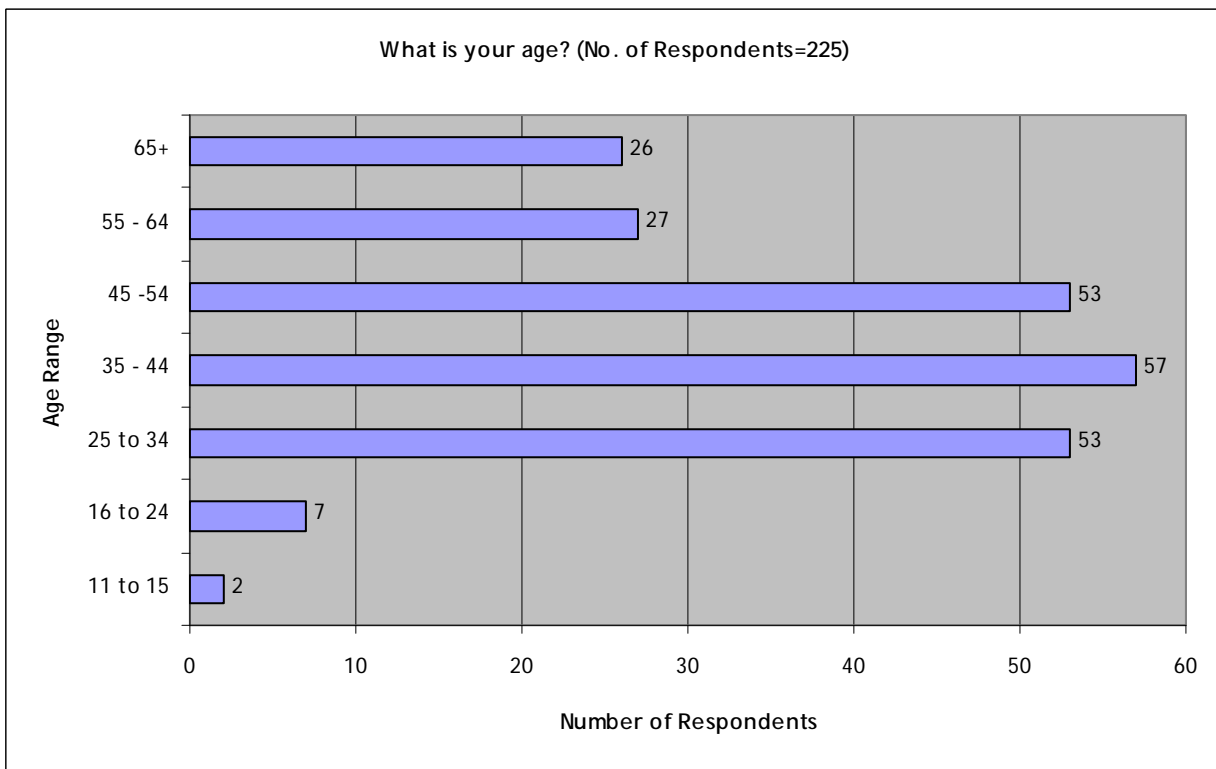


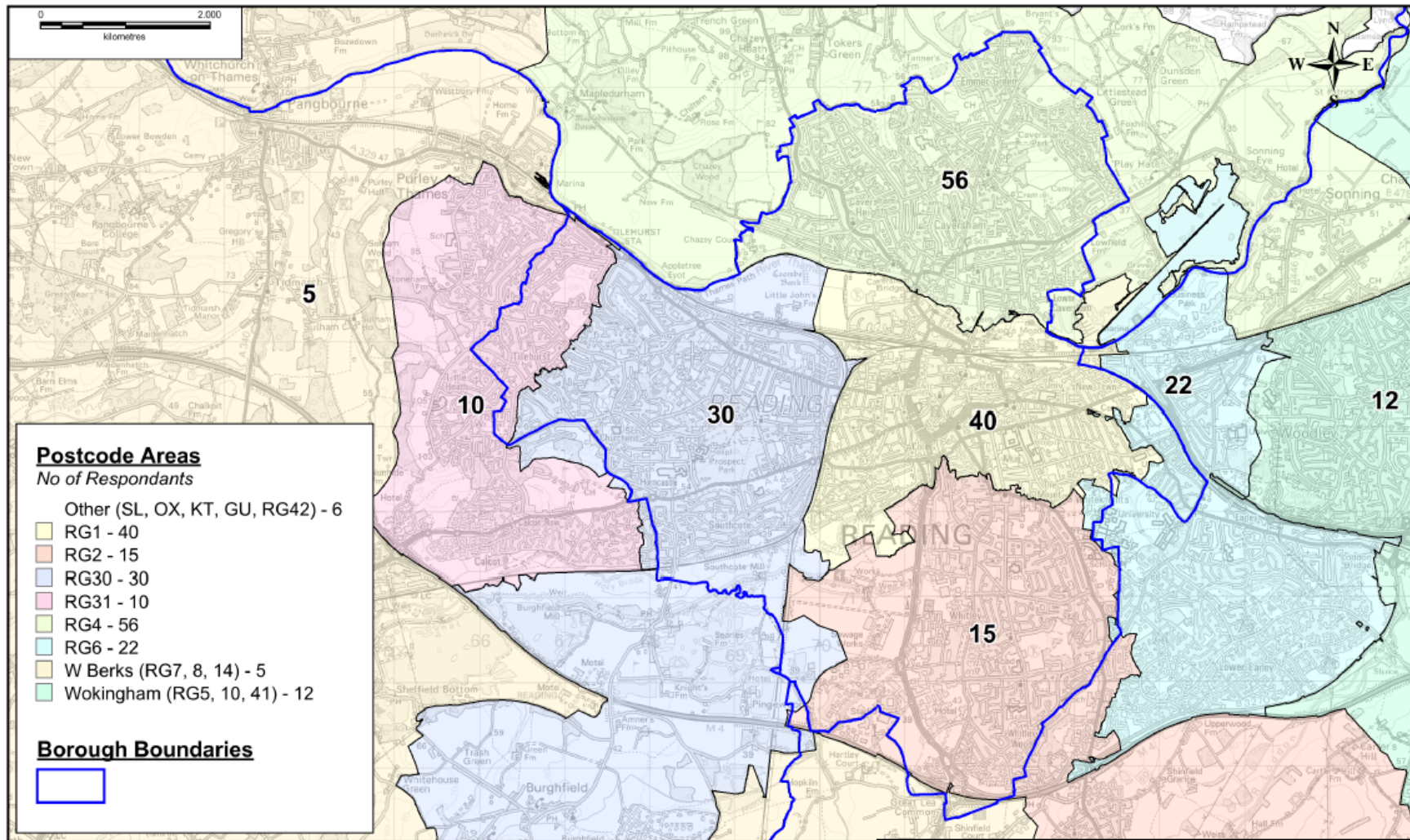
Other suggestions for ongoing consultation include various media channels such as the local press, social media and information available on the Council website and through email. There was also interest in providing information at local services such as libraries, sports centre and religious establishments.

Gender



What is your age?





Title: **Responses by Postcode Area**
Cycling Strategy Consultation

Date: 13/02/2014 Scale at A4: 1:60000

Produced by GIS & Mapping Services

Ref: 53509 - G:\MIData\CDIEnv\Transport\20 mph zone E Reading\Responses by postcode A4L.wor



March 2014



Local Transport Plan 2011 - 2026

Cycling Strategy:

Bridging Gaps, Overcoming
Barriers & Promoting Safer Cycling

LET'S
LOOK
OUT
FOR EACH OTHER



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Reading
Borough Council

Working better with you

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2	BENEFITS OF CYCLING	6
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8	IMPLEMENTATION	45
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	Drawing No.	
	001 Shared-Use Sign with Additional Text	
	002 Route Number Road Markings	
	003 Cycle Lanes at Junction	
	004 Cycle Lanes at Traffic Islands	
	005 Cycle Symbols at Traffic Islands	
	006 Cycle Lane without Centre Line	
	007 Advanced Stop Line with Lead-In	
	008 Advanced Stop Line at Junction	
	009 Contra-Flow Cycle Lane with One-Way 'Plug'	
	010 Cycle Lanes at Parking Bays	
	011 Cycle Symbols at Parking Bays	
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OUR STRATEGY

Our Cycling Strategy 2014 has been written to build on the achievements of our first Strategy adopted in 2008¹ and of our successful £25.6 million Local Sustainable Transport Fund award to deliver a range of transport improvements, including more and better cycling facilities and support and encourage more people to take up cycling.²

Cycling is one of the key strategies outlined in our third Local Transport Plan (LTP3) offering many benefits locally and nationally, including contributing to improved air quality, reduced noise pollution, healthier lives and less congestion.³

Whether cycling for leisure, to work, to school or within your local neighbourhood, we aim to provide a variety of facilities along both quiet roads and busy distributor routes. The design of these routes will reflect best practice and local constraints of a compact urban area; reallocating road-space for cycle lanes where possible, improving aids to way-finding, substantially increasing cycle parking and redesigning junctions to give cyclists more priority.

We plan to launch a public bicycle hire scheme in Spring 2014, open the underpass between Napier Road and Kenavon Drive by Summer 2014, open a cycle parking hub at Reading Station that doubles the number of cycle parking spaces by Winter 2014 and complete a shared bridge over the River Thames for pedestrians and cyclist by Summer 2015.

We will also continue to work in partnership with organisations including Sustrans, CTC - the national cycling charity, our colleagues in public health and Thames Valley Police to deliver events, training and other incentives to help people confidently choose cycling. We are committed to engaging with people in their neighbourhoods, where cycling starts.

By April 2015, we envisage 2,300 additional cycle trips every day compared to the 2011 baseline. By the time we are writing our next Cycling Strategy in five years time, we aim to double the percentage of people cycling to work to 6% and particularly increase cycling to the town centre and other local destinations including schools and neighbourhood centres. By 2025, we hope to meet the target proposed by the All-Party Parliamentary Report 'Get Britain Cycling' of 10% of all journeys being made by bicycle.⁴

Reading can already boast of a strong, local culture of walking and very high levels of public transport use. Our ambition is to create a culture where cycling is a safe, attractive and a normal travel choice as we continue to deliver cycle training, incentives and events, whilst also achieving the quality standards of cycling facilities set out in this document.



Cllr Tony Page
Lead Councillor Strategic Environment,
Planning & Transport
Deputy Leader of the Council

1. INTRODUCTION

Reading Borough Council is committed to delivering a high-quality, best value approach to transport provision as outlined in the Cycling Strategy 2008¹ and current Local Transport Plan 2011-2026 (LTP3).² We are also committed to further developing the branded cycle routes designated over the last five years. The LTP3 outlines our core enabling policies which help identify and deliver schemes focussed around four delivery themes; inclusion, intervention, infrastructure and innovation. These themes are also closely aligned to our Sustainable Community Strategy; People, Place and Prosperity.⁵

Achievements since 2008

The current Cycling Strategy¹ was adopted in 2008 as part of the Local Transport Plan 2⁶ (LTP2) and was then incorporated into LTP3.³

It set out to develop a network of colour-coded cycle routes modelled on the Premier Bus network and to produce a series of marketing materials including signs, colour-coded vinyl signs and route maps. This work is now complete and has seen the production of seven individual route maps, the overall network map 'Cycling in Reading' and other promotional materials. These materials have been distributed to key destinations including schools, workplaces and public services such as sports centres, libraries and GP surgeries to promote the routes and encourage more people to cycle. Updated editions have also been produced as they have evolved over time and in view of feedback received. Route improvements have focussed on improving conditions for cycling such as better lighting, improved connectivity and the reallocation of road space through the installation of cycle lanes and Advanced Stop Lines.

Cycling and its benefits have been promoted on roadside Variable Message Signs (VMS) and this has included Bike Week and workplace cycle challenge events delivered by Challenge for Change. The CTC Cycle Champions programme funded by the Big Lottery enabled the set-up of cycle sessions for people with a variety of needs, including those with disabilities or health issues. These sessions have continued run and are supported by the current CTC programme which focuses on promoting cycling as a form of transport.

Bikeability was introduced to Reading's schools in 2009 with more and more children being trained each year. Bikeability provides a three stage training programme for children who want to learn how to cycle safely on-road. Over 1500 children have taken part since 2009 at schools and holiday courses across Reading. Level 3 is also available to adults who want to learn how to cycle on busy roads and through complex junctions, including roundabouts.

The Way Forward

We aspire to build on the 2008 Cycling Strategy¹ and Britain's 2012 Olympic cycling events by encouraging people to cycle to work, for leisure purposes and everyday journeys such as those made within neighbourhoods to schools, shops and healthcare services.

This will be achieved through:

- new and improved cycle infrastructure that will aim to bridge gaps between existing barriers, including the railway and River Thames
- cycle hire will give people that do not currently have access to a bicycle the opportunity to cycle to key destinations
- increased cycle parking facilities to enable people to park closer to more key destinations
- positively promoting the benefits of cycling in a compact urban area such as Reading. For example: being able to cycle from east to west Reading in around 25 minutes and north to south in around 45 minutes.

A series of community engagement events will be held within local neighbourhoods with the aim of giving people who do not currently cycle or do so infrequently the opportunity to inform the Council what would encourage them to cycle or cycle more within their local neighbourhood.

Existing partnerships will be strengthened to improve the safety of cyclists and other road users and connect cycle routes with cycle facilities and destinations in neighbouring boroughs.

This will also be supported with initiatives and interventions aimed at increasing the awareness of cyclists and promoting cycling such as the national Think! Cyclist campaign, that encourages road users to look out for each other. Broader campaigns promoting walking, cycling and public transport will be delivered to encourage people living within the Greater Reading area to consider travelling by these modes.

Cycling is one of the key strategies outlined in our third Local Transport Plan (LTP3)³ offering many benefits locally and nationally, including contributing to improved air quality, reduced noise pollution, healthier lives and less congestion. These benefits are set out in Section 2 of this document and are followed by information on our Local Transport Plan and Local Sustainable Transport Fund² programme in Section 3.

Infrastructure improvements will be delivered through a series of design principles set out in Section 4. This is followed by the identification of monitoring tools and consultation and community engagement processes in Sections 5 and 6. Finally, Sections 7 and 8 set out how schemes delivered under this strategy will be funded and the process for identifying and implementing cycling improvements. Technical drawings illustrating typical road layouts are included in Appendix A. The Strategy is supported by references to national guidance and research, the details of which are included at the end of this document after Section 8.

Future Updates

This strategy is a live document spanning a five-year period until 2019 that considers national guidance and influential policy, including Local Transport Notes Cycle Infrastructure Design 02/08⁷, Shared Use Routes for Pedestrians and Cyclists 01/12⁸, Design Manual for Roads and Bridges⁹, Manual for Streets 2¹⁰ as well as the recently published All-Party Parliamentary Cycling Group report 'Get Britain Cycling'.⁴ This strategy will consider future policy changes and funding opportunities aimed at improving cycle facilities and encouraging more people to cycle.

2. BENEFITS OF CYCLING

The Transport White Paper, 'Creating Growth, Cutting Carbon - Making Sustainable Local Transport Happen' (DfT, 2011) identifies three objectives to which cycling contributes:

- creating economic growth
- cutting carbon emissions
- improving health¹¹

These are also highlighted in the 2013 All-Party Parliamentary Cycling Group (APPCG) report, 'Get Britain Cycling', which acknowledges key evidence based around these themes and offers recommendations to encourage increased cycle use.⁴ The National Institute for Health and Clinical Excellence (NICE) builds on this by highlighting that cycling can fit into peoples' daily lives as a low-cost and reliable form of transport and physical activity.¹² Cycling is a mode of transport that benefits people of all age groups, including those considering cycling in later life with the aim of remaining independent.

We acknowledge the ambition to work towards the recommended target outlined in the All-Party Parliamentary Report 'Get Britain Cycling' of 10% of all journeys by 2025.⁴

Creating Economic Growth

The health benefits associated with cycling saves the economy £128m per year as a result of cyclists taking fewer days sick compared to non-cyclists.¹³ Cycling also offers additional options for community/business travel and improves productivity by up to 30%.¹⁴ As a low cost mode of transport, cycling can help improve accessibility for the unemployed to key destinations including employment centres, offering an alternative means of private transport. Shifting from private car to cycling can also help reduce congestion which has a negative impact on local economy, causing slower and less reliable journey times. Also, there is evidence that people who walk, cycle or use public transport spend more, thus contributing to the local economy.¹²

In the national Census 2011, Reading ranked 50th in the number of people aged 16 to 74 who cycle to work out of the 348 local authorities across England and Wales. The same data revealed that 2.8% of Reading's population cycles to work ranking us 7th out of our 16 statistically significant neighbours. This is in comparison to 7.4% of trips in York (1st), 4.9% in Bristol (2nd), 4.5% in Portsmouth and 3.7% in Peterborough (4th). The number of people cycling to work in other Berkshire authorities ranged between 1.5% in Slough to 1.8% in West Berkshire.¹⁵

The National Travel Survey 2012 revealed that 56% of car journeys are less than 5 miles and 20% of all trips are less than 1 mile. Therefore, there are opportunities to increase the number of cycle trips made by targeting some of the 30.5% of people in Reading who currently drive to work, even though this is the third lowest in the south-east region for car journeys out of 67 local authorities.¹⁶

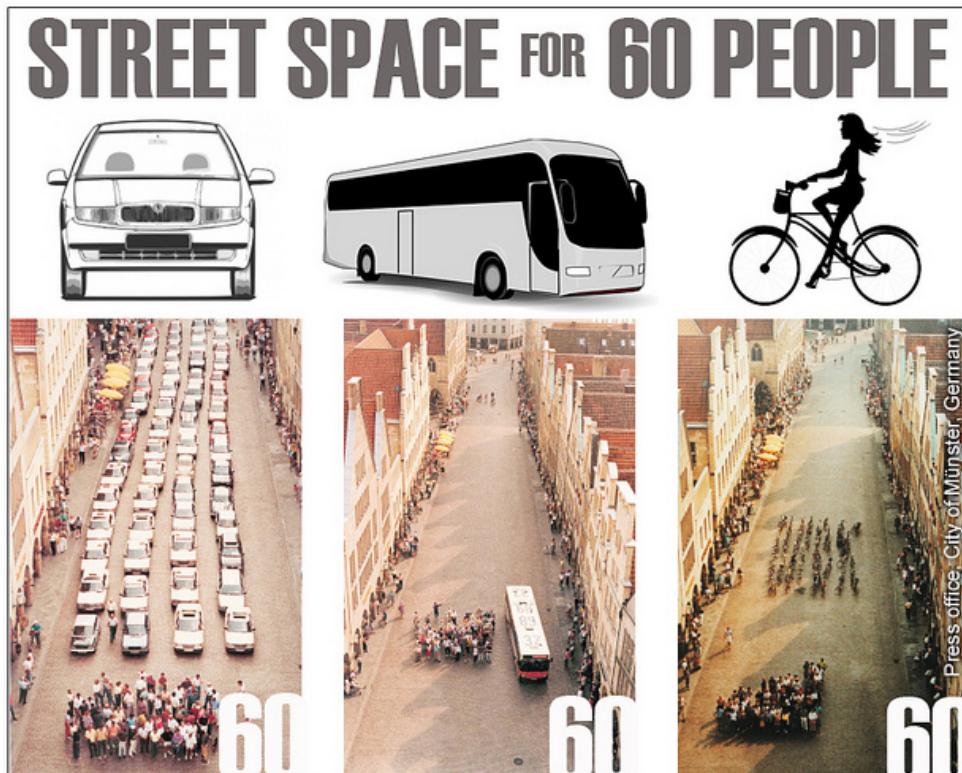
Reading's colour-coded routes encourage people to cycle for local journeys, particularly those under 5 miles, by connecting key destinations such as local centres, schools and leisure facilities to the cycle network. The branded signs and route maps support this objective by providing people with improved information on the time that it will take to cycle these journeys. The route maps include other information such as the location of cycle parking and gradients cyclists will encounter along the route.

We will aspire to double the percentage of people cycling to work to 6% based on 2011 Census data by targeting short car journeys.¹⁵

Cutting Carbon Emissions

Cycling plays a key role in reducing carbon emissions and thus climate change by shifting trips from the private car to this low carbon mode. The DfT reported in the Transport White Paper, 'Creating Growth, Cutting Carbon - Making Sustainable Local Transport Happen', that 'trips of less than 10 miles account for 40% of the United Kingdom's domestic transport emissions, with trips in the 2 to 5 mile category contributing 40% of these emissions'.¹¹ In addition, shifting from private car to a bicycle reduces congestion on the road network which in turn improves road safety and results in more reliable journey times for all road users.

Not only do bicycles take up significantly less space than private vehicles as illustrated by the City of Munster, Germany campaign (below) in the 'Get Britain Cycling' report⁴, but they also benefit from more reliable journey times due to their size and ability to navigate through congested roads as well as causing less damage to carriageway surfaces.



Improving Health

There is increasing evidence to support the growth of cycling as a form of physical activity and mitigate the negative impacts of motorised transport such as poor air quality and noise. A study undertaken by the Chief Medical Officer estimates that around 65% of men and 75% of women do not carry out the level of daily physical activity recommended.¹² As a result, physical inactivity has a significant impact on costs to the NHS, lost productivity and the death of people of working age.

Reduced risk of chronic diseases, including diabetes and heart disease are some of the health benefits of cycling as well as stress and weight management. Increased physical activity in later life is believed to help people 'maintain independence by retaining the ability to carry out activities of daily life, reducing the risk of falling and improving mood and cognitive function'.¹² Cycling can also help increase independence during later life and among disadvantaged groups such as those suffering from health issues, including disabilities.

The health benefits associated with cycling often have a more significant impact on transport appraisals than the traditional time saving measure. Health benefits of cycling were estimated to be around 70% of the total benefits for Cycling Demonstration Towns. The World Health Organisation has developed a Health Economic Assessment Tool (HEAT) to evaluate the health benefits of walking and cycling schemes.¹⁷ This tool generally produces Benefits to Cost Ratios of around 4:1, illustrating that for every £1 spent on cycling there is £4 of benefits or higher.⁴ This ratio relates only to the health benefits of cycling in terms of reduced mortality.

The overlap between health and transport outcomes, and targets, was recognised in the Local Sustainable Transport Fund governance approach with public health officers sitting on the Steering Group. The integration of public health within local authorities provides further opportunities to embed travel behaviour change into the public health function and vice versa when considering transport scheme options. This is exemplified by the joint working between public health and transport officers in drafting Reading's 2013/14 Joint Strategic Needs Assessment and public health officers' involvement in reviewing active travel proposals and policies.

The integration of cycling into everyday life can help achieve health outcomes, and reduce associated healthcare costs, through more active lifestyles. To this end:

Public health, medical and transport professionals will take an integrated approach to the delivery of active travel measures under the auspices of bodies such as the Health and Wellbeing Board.

Recent NICE guidance recognises the need to improve walking and cycling networks to facilitate increases in these modes and support the local economy.¹² Attractive routes can help support social inclusion and interaction within neighbourhoods by reducing road danger and the perception of road danger.

To encourage these positive behaviours it will be necessary to engage residents through a series of activities, such as cycling sessions targeting different groups including families, people with disabilities and employees at their place of work.

Reading is currently running a community engagement project in partnership with Sustrans from 2013 to 2014, the aim of which is to identify walking and cycling improvements in South Reading, called 'Pocket Places for People'. Measures will involve both temporary and permanent interventions. If successful, similar projects will be considered in other local neighbourhoods.

GP Surgeries will also be encouraged to promote cycling as a form of physical activity to help improve the health of people living and working in Reading. This will include providing appropriate information to GPs, the promotion of local branded and national cycle routes, 'Cycling for Health' sessions and facilitating cycling to their premises through the installation of cycle parking for patients, staff and visitors.

3. LOCAL POLICY CONTEXT

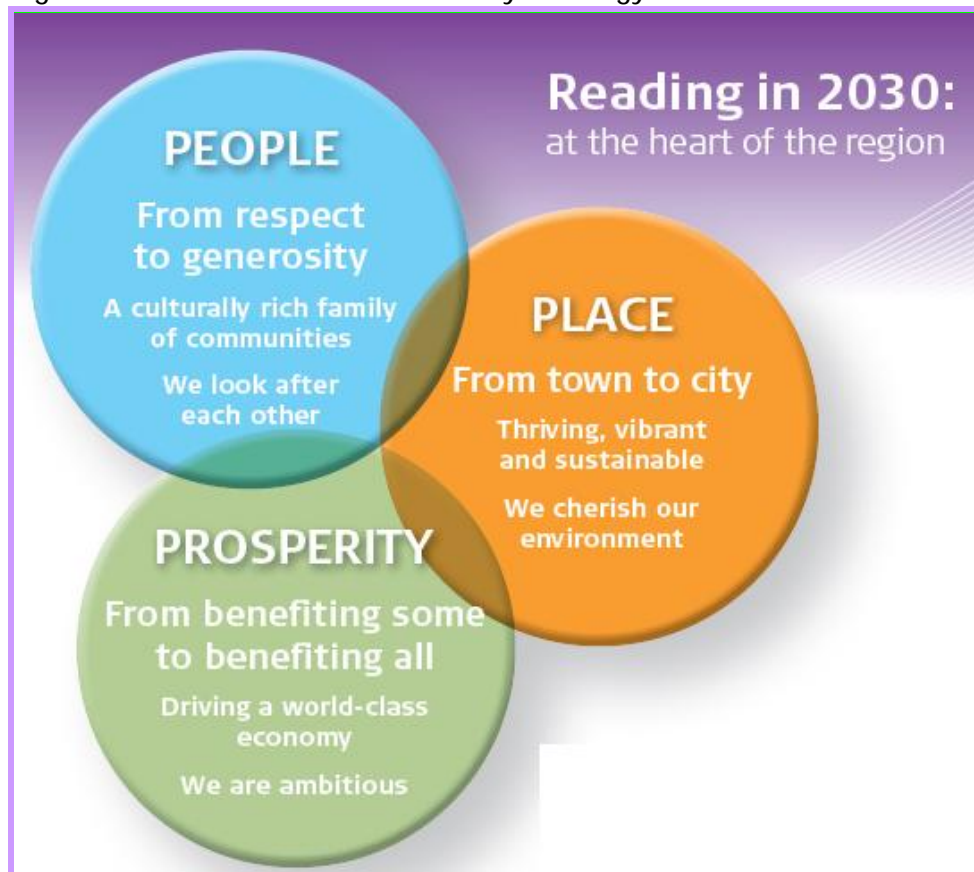
This Strategy has been developed in the context of local policies and plans relating to transport and other key service areas. This section outlines the relationship with other key documents such as the Sustainable Community Strategy⁵ and third Local Transport Plan, plus supporting sub-strategies.³

Sustainable Community Strategy

The Sustainable Community Strategy sets out the Council's vision built around the three themes of People, Place and Prosperity.⁵ This overarching framework for local strategies, policies and plans envisions Reading in 2030 and sets out how Reading can maintain and enhance its role as a regional centre with excellent transport connections and transport service delivery.

We continue to work alongside other Council services to ensure that cycling is embedded within relevant areas of the Council to support the delivery of the Sustainable Community Strategy⁵ and its themes as illustrated in Figure 3.1. This includes integrating cycling within neighbourhoods through the planning process to encourage cycling for everyday journeys to key *places*, working with *people* within these neighbourhoods to encourage the use of lower carbon alternatives and connecting people to jobs and services to support a *prosperous* local economy.

Figure 3.1 - Sustainable Community Strategy Themes



Local Transport Plan 3 (LTP)

Our adopted third Local Transport Plan³ (LTP3) 2011-2026 sets out our transport vision and objectives that have been developed in the context of the three Sustainable Community Strategy⁵ themes as well as the identification of four transport delivery approaches that link to different policy areas and types of transport measures for implementation.

Our Transport Vision:

Transport in Reading will better connect people to the places that they want to go: swiftly, safely, sustainably and in comfort. We will meet the challenges of dynamic, low-carbon future to promote prosperity for Reading.

Whichever way you choose to travel, by foot or bicycle, motorcycle, bus, rail car or boat whether to work or education, to leisure or the services you need, our transport system will help you get there.

Policies outlined in the LTP related to improving cycling facilities in Reading and encouraging more people to cycle are as follows:

Inclusion

- To implement multi-targeted schemes to achieve best value for money, particularly those that will make pedestrian and cycling connections safer and more attractive to local destinations

Interventions

- To give priority to walking, cycling and public transport and improving access by these modes; and
- To provide travel information on all transport options through a wide range of channels to enable everyone to make better decisions for their journeys.

Infrastructure

- To identify and pursue opportunities to upgrade radial, orbital, regional and national connections that will secure local benefits; and
- To maintain close working relationships with central government, neighbouring authorities, transport operating companies, Network Rail, the Highways Agency and other partners.

Innovation

- To encourage and enable low carbon or low energy travel choices for private and public transport; and
- To use innovative techniques of communication and engagement to review and reshape the strategy over time.

The Cycling Strategy 2008¹ was documented as an approved part of the Local Transport Plan (LTP3) and this strategy will supercede it. Other documents relevant to cycling within the LTP3 suite are:

- Sustainable Modes of Travel Strategy (School Travel)
- Road Safety Strategy
- Climate Change Strategy
- Air Quality Management Plans
- the Local Development Framework

These documents set out how cycling should be embedded into everyday lives by improving safety, working with and encouraging schools to promote cycling and other sustainable modes, reducing carbon and improving air quality as well as incorporating cycling into the design of new developments and existing developments where there is a change of land use.

We will aim to increase the number of people cycling to the town centre as outlined in our Corporate Plan and other local destinations including schools and neighbourhood centres.

Local Sustainable Transport Fund

The Council successfully secured £25.6 million from the Department for Transport's Local Sustainable Transport Fund² (2011-2015) to deliver a range of transport improvements. Improvements include: measures encouraging active travel, the development of a cycle hire scheme, personalised travel planning and improved information and enhancements to the public transport network. All of these measures help promote cycling and improve the transport network for cyclists and other vulnerable road users through the provision of bus priority, incentivisation of sustainable modes and improved information allowing users to make better choices.

Cross boundary working has been further enabled through the delivery of the LSTF 'Targeting Travel Choice Transitions'² grant that included areas of Wokingham and West Berkshire that make up the wider urban area of greater Reading. Other partners include the Local Enterprise Partnership, University of Reading and public transport operators.

The Local Sustainable Transport Fund programme - Targeting Travel Choice Transitions² aims to achieve an additional 2300 daily cycle trips compared to the 2011 baseline over the period 2012 to 2015. Evidence suggests that individuals are more likely to change their behaviour at key point in their life or transition points such as when moving house or starting a new job or school.¹⁸

The active travel programme has so far delivered mainly 'soft measures' promoting cycling. For example, workplace cycle challenges encourage employees to try cycling to work and for other trips by creating a competitive atmosphere between individuals, teams, departments and organisations. Sustrans' cycle initiative 'Bike It' has also been offered to primary schools across Reading,

Wokingham and West Berkshire. More details of the programme are described in Section 4 as well as information on consultative meetings in Section 6.

The Local Sustainable Transport Fund programme - Targeting Travel Choice Transitions² aims to achieve an additional 2300 daily cycle trips over the period 2012 to 2015.

4. ENCOURAGING CYCLING

Design principles for cycling infrastructure are integral to creating a successful and high quality cycle network. This section identifies how the Council will improve cycling infrastructure, promote cycling as an inclusive mode of transport and provide interventions to encourage residents and people visiting and working in Reading to consider cycling. This is supported by a series of technical drawings, included in Appendix A, illustrating how we will aim to design schemes incorporating cycle facilities in accordance with legislation and prescribed standards. We will learn from other authorities and organisations involved in promoting cycling to ensure schemes are designed according to examples of best practice. Innovative and robust design solutions will be implemented in order to encourage cycling as part of an integrated multimodal transport strategy.

Cycle Route Design Principles

This strategy builds on the existing colour-coded routes delivered as part of the previous strategy and focuses on the implementation of physical improvements to bridge gaps in routes and address barriers to cycling.

We will aim to ensure that cycle facilities meet the following design principles outlined in Local Transport Notes 02/08 Cycle Infrastructure Design⁷ and 1/12⁸ Shared Use Routes for Pedestrians and Cyclists (LTN):

- Comfort
- Convenience
- Attractiveness
- Safety
- Accessibility

Our routes are conveniently located to ensure that they connect to key destinations such as schools, neighbourhood centres, leisure facilities, transport hubs (to include future cycle hire locations) and employment centres as well as other facilities and services. Community routes are also provided to ensure that cycling is not only easily accessible to/from Central Reading but also within neighbourhoods.

Existing and new routes will be reviewed to ensure that any gaps in the network are improved, that continuity of routes is maintained and that cyclists can travel easily between routes to reach their destination. This will help create a network that is more attractive and safer to navigate between routes.

Types of Cyclists

It is recognised that different types of cyclists have different needs and as a result our branded network was developed with various types of facilities available both on and off-carriageway. Parallel routes have been provided to enable users to choose the best route for them dependent on their confidence and end destination.

The LTN 02/08⁷ identifies five basic design cyclist categories:

- Fast commuter;
- Utility cyclist;
- Inexperienced and/or leisure cyclist;
- Children; and
- Users of specialised equipment

Research undertaken by Transport for London highlights the benefits of converting leisure cyclists into utility cyclists building on their positive attitude towards cycling.¹⁹ We recognise the needs of these cyclists vary considerably compared to more experienced cyclists.

Our priority will be to focus on providing facilities for inexperienced and/or leisure cyclists on quieter roads, particularly community routes linking branded cycle routes. We will also aim to provide commuter routes to assist more experienced cyclists using busier roads, including the strategic road network, offering more direct routes such as Wokingham Road.

Families will initially be encouraged to try cycling for leisure purposes along off-carriageway facilities and quieter roads with the aim of encouraging trips to other destinations such as schools and neighbourhood centres. New facilities will aim to take into consideration the needs of people using specialised equipment such as trailers, tag-a-longs and adaptable bikes, including 1.5 metre wide cycle lanes and barriers that are accessible for all designated users.


Priority of Cycling Facilities

Local Transport Note 1/12 states that the '*road network is the most basic and important cycling facility available*' and that on-road facilities should be provided unless there is a safety concern.⁸ The Council recognises the benefits of on-road cycling as improving route continuity and reducing delays and conflicts with pedestrians. Dedicated on-carriageway facilities such as cycle lanes or symbols will be provided where there is sufficient carriageway width and lane capacity is not reduced, including along busy distributor routes such as the A329 Oxford Road.

However, off-carriageway facilities will be considered where there is sufficient width and where such facility would improve route continuity to key destinations. Off-carriageway facilities will also be considered where there are a high proportion of inexperienced cyclists and children to cater for, and the alternative is a busy traffic distributor route.

As a result, we will audit and provide facilities based on the hierarchy of provision as illustrated in Figure 4.1 with consideration given to the types of user and their needs. 'Purpose-designed exclusive rights of way' may be possible especially in new developments to expand the urban network.

Figure 4.1 - Suggested Hierarchy of Provision (as outlined in LTN 01/12⁸)

Consider	Possible actions	
First  Last	Provide for cyclists in the carriageway	Traffic speed/volume reduction HGV reduction Junction/hazard site treatment Reallocation of carriageway space
		Create new shared use routes
	Convert pedestrian routes to shared use	

Traffic speeds, volume reduction and junction treatments are key to the successful fulfilment of network management and road safety responsibilities as well as the cycling objectives of LTP3.² Ongoing measures to tackle these issues include parking enforcement, traffic calming, bus priority and Intelligent Transport Systems such as linked traffic signals, Variable Message Signs and inductive loops. Such measures are also considered in auditing cycle routes. Guidelines to vehicle volumes and speeds when identifying suitable cycle facilities to install or maintain are also outlined in LTN 01/12 - Shared Use Routes for Pedestrians and Cyclists.⁸

The colour-coded cycle network utilises various facilities including quiet roads defined by their low traffic flows and/or traffic calming and on-road cycle lanes and bus lanes giving cyclists priority over private vehicles on busier roads. Off-carriageway routes or shared-use paths also form part of the network where busy roads create a barrier to accessing residential areas and key facilities/services. The network incorporates many 20mph zones and speed limits especially those outside schools to encourage cycling to school as well as those connecting to neighbourhood centres and other facilities and services.

Such existing facilities and restrictions and the potential for new facilities that meet these standards are considered when auditing the cycle network. If new guidance and auditing procedures are developed following the recent All-Party Parliamentary Cycling Group report, 'Get Britain Cycling', these will be incorporated into the local cycle network identification, auditing and design process.⁴

TRAINING & EDUCATION

This section sets out how the Council will encourage people of all ages and backgrounds to consider cycling for everyday journeys through the provision of training and education in parallel to the recommendations of the 'Get Britain Cycling' report.⁴ There are a number of barriers to people cycling which can often be overcome by initiatives aimed at improving their confidence, fitness or providing them with the skills to cycle safely and responsibly.

In addition, there are many community groups that could benefit from cycling in terms of improved road safety around school gates, improved physical and mental wellbeing and increased accessibility for those that cannot drive or do not have access to a motor vehicle.

The Council is committed to encouraging more people to choose cycling by providing training and sessions that can help improve confidence and highlight the other benefits of cycling.

This will enable and encourage more people living, visiting and working in Reading to cycle for local journeys in and around neighbourhoods thus making them more aware of the local environment and encouraging social interaction with neighbours and other people within the local community.

Examples of such sessions are being delivered as part of the CTC 'Behavioural Change programme', which encourages people to try cycling, and is being implemented over the Local Sustainable Transport Fund period 2012-2015.² The Council is committed to the delivery of these sessions which target various community groups, including families. In addition:

- GPs can refer people with health issues to our 'Cycling for Health' sessions
- 'Everybody Active' is aimed at people with disabilities who can try a range of bikes depending on their needs
- Children may attend the 'After School Cycling Club'

"Ever since my accident I haven't been able to get out on my regular bike. The launch of Everybody Active has allowed me to ride a freewheeled trike and I'm loving it! My balance issues are a thing of the past. I'm hoping to purchase my own adapted bike soon and I'll be out with my CTC friends again.

Quote from 'Everybody Active' Participant

We will also aim to work with Further Education establishments such as Reading College and the University Technical College opening September 2013 to promote cycling, including the delivery of adult cycle training and maintenance sessions for students and staff.

The University of Reading are involved in CTC's Behavioural Change Programme which has set-up a bicycle recycling scheme and long-term hire, given students specific projects to deliver such as the production of posters, video clips and other marketing materials aimed at heightening the awareness of the branded cycle network.

We aim to continue:

- delivering cycle training to more primary school pupils every year
- encouraging secondary schools to offer advanced training to pupils in years 7, 8 and 9
- offering cycle training to businesses for their employees.

The national cycle training programme Bikeability is offered to all pupils in years 5, 6 and 7 throughout the year to encourage children to cycle safely and responsibly. This programme is usually delivered during school hours. However a number of courses are organised during the school holidays so pupils attending schools not currently offering Bikeability also have the opportunity to participate. We will continue to build on the good work delivered at schools by increasing the number of pupils participating in Bikeability.



This more advanced training will enable them to cycle on busier roads and through more complex junctions as is often necessary when travelling on longer journeys to secondary school.

In addition, we also offer adult cycle training through businesses and our LSTF² funded door-to-door and workplace travel advice programme. These training sessions deliver the same outcomes as Level 3 Bikeability, providing adults with the skills and confidence to cycle for local journeys in a variety of traffic conditions and alongside other road users.

EVENTS & CAMPAIGNS

Interventions also play an important role in encouraging people to cycle by highlighting the benefits of cycling and increasing awareness of cycling and cyclists through targeted messages, campaigns, events and travel advice. National Census data collected in 2011 illustrates that Reading ranks 50th in the number of people cycling to work out of 348 local authorities.¹⁵ We aspire to build on this by working alongside businesses and other local authorities to promote cycling, including organising events such as led-rides and cycle challenges as well as encouraging and supporting new and inexperienced cyclists through the delivery of cycle training and maintenance sessions.

The Council will support campaigns aimed at making drivers more aware of vulnerable road users including cyclists as well as the benefits of this mode of travel.

Recent campaigns include the national road safety Think! Cyclist campaign which aims to highlight the similarities of drivers and cyclists and raise awareness of cyclists' presence on the carriageway. Other key campaigns include using bike lights during hours with limited day light and remaining within the speed limit through the use of speed activated signs.

The Council will continue to use existing resources such as Variable Message Signs to identify the benefits of cycling such as reliable journey times and improved

health. We also use the signs to increase people's awareness of the branded cycle network by identifying colour-coded routes in close proximity to the signs as well as cycle events taking place.

National events, including Bike Week, are organised by the Council throughout the year. Bike Week attracts a wide range of individuals including families, experienced and less experienced cyclists. Events usually include try-a-bike session, bike marking by the Police, a bike smoothie maker, led-rides, a town centre stall, biker's breakfasts and a lunch-time BBQ at a local business park. Community rides will also be considered with the aim of encouraging everyone, including families, commuters and utility and leisure cyclists to take part. We will also promote events restricting access to motorised vehicles such as those organised by Bristol City Council so people walking and cycling can enjoy car-free streets.

In addition, we aim to work with schools to encourage participation in Sustrans' annual Big Pedal event in February and Bike to School Week in June to further encourage children and parents to cycle to school. Our LSTF programme(2012-15)² also offers schools the opportunity to participate in 'Bike It' run by Sustrans. Six schools took part in the initiative during 2012 with further schools invited to



participate between 2013 and 2015. The initiative aims to show schools how cycling can benefit them and the school community by embedding cycling into the school curriculum and identifying champions to ensure it lasts beyond the programme.

Cycling is also promoted at other events organised or attended by the Council, including Reading Children's Festival and Freshers Fayre and Green Week at the University of Reading.

The Council has also been working with 'Challenge for Change' funded through LSTF² grant to deliver an annual cycle challenge aimed at businesses and their employees. The challenge encourages new and existing cyclists to cycle to work through a competition offering a host of prizes for individuals, teams and organisations. The challenge is based on the number of trips logged for all purposes: commuting, leisure and other journeys as the target is to increase the number of people cycling rather than the distance travelled. Other initiatives are delivered alongside the challenge such as maintenance sessions, bikers' breakfasts and led-rides.

INFRASTRUCTURE

This Strategy builds on the development and branding of the colour-coded cycle routes identified during the implementation of the 2008 Cycling Strategy¹ by focussing on bridging gaps and overcoming barriers in the existing network.

This will be delivered through the provision of improved infrastructure as set out below, including minor improvements recommended in the 'Get Britain Cycling' report:⁴

- signs and road markings
- traffic calming measures
- cycle parking and hire
- junction improvements
- engineering measures including a new pedestrian and cycle bridge and the opening of the Napier Road underpass

We will also continue to work with other Berkshire authorities, Hampshire and Oxfordshire to share best practice and establish long distance cycle routes, including the new National Cycle Network (NCN) route that is being developed by Sustrans in partnership with Reading, Wokingham, Bracknell Forest and Windsor and Maidenhead. In addition, it is integral to a quality cycle route that assets are maintained appropriately to ensure that they are safe, comfortable, attractive and convenient for cyclists.

There are a number of trials currently taking place to address cycle safety issues such as roundabout design, cycle priority and collisions with HGVs. These trials aim to develop solutions to encourage more people to cycle and the Council is committed to learning from examples of best practice. The 'Pocket Places for People' project led by Sustrans and part funded by Health Confirm is an example of where temporary interventions will be trialled before permanent solutions are introduced into the Northumberland Avenue neighbourhood. This project is based on similar schemes implemented in New York and as part of DIY Streets across the UK.

Napier Road Underpass

In order to overcome the barrier of the Great Western Mainline, another element of the LSTF² programme is to open the underpass between Napier Road and Kenavon Drive. Opening this link for pedestrians and cyclists will better connect residents of Kenavon Drive and Newtown to local and national cycle routes, parks and open spaces to the north, and employment centres and retail destinations on both sides of the railway. This scheme will include the upgrade of the existing structure to a proposed shared facility, including structural improvements, better lighting, comprehensive signing and connections to the NCN 5 via the planned pedestrian and cycle bridge.

We will open the Napier Road underpass linking Newtown to National Cycle Network 5 through Kings Meadow by Summer 2014.

Pedestrian & Cycle Bridge



A key component of the Local Sustainable Transport Fund² (LSTF) programme is the construction of a pedestrian and cycle bridge to the east of Fry's Island over the River Thames. There are currently limited options available to cyclists wishing to cross the barrier created by the River. Therefore this vital link will enable cyclists to avoid three busy roundabouts linking the town centre to Caversham via Christchurch Meadows, as well as the two bridges over the Thames which both serve high vehicle and pedestrian flows. To the south, the new bridge will connect to the new northern interchange at Reading Station and the proposed 'cycle parking hub' via an improved riverside foot and cycle path, Norman Place and new cycle facilities on Vastern Road, including a toucan crossing. The bridge will also provide better connections from the north to destinations in East Reading such as Reading College and the Hospital via Napier Road Underpass.

The proposed shared pedestrian and cycle bridge is planned to be delivered by Summer 2015.

Cycle Parking

Good quality and secure cycle parking located at convenient locations is essential to a successful and well used cycle network. Cycle shelters should also be considered where possible. Cycle parking is made available at major destinations, including the town centre, transport interchanges, business parks, near neighbourhood facilities and services, at schools, health centres, neighbourhood shopping parades and leisure destinations such as sports centres and libraries. Cycle parking facilities can either be installed on footpaths or in-carriageway depending on the availability of space, as well as on private land.

The provision of a 'cycle parking hub' is currently being investigated in order to accommodate the growing number of bicycles being parked at or in close

proximity to Reading Station. There are currently around 375 cycle spaces around the Station, but some of the parking areas are significantly over-subscribed. The aim of the proposed 'cycle parking hub' is to provide a high quality facility that caters for current and future demand by at least doubling the number of available cycle parking spaces by Winter 2014. This facility will predominately cater for people accessing the northern interchange and link with other infrastructure projects, including the pedestrian and cycle bridge. Cycle hire stations will also be incorporated into the facility.

However, innovative parking solutions will be required in areas with limited space. As a result, solutions such as cycle planters, two-tiered systems and design ideas utilising existing street furniture are some of the specialist cycle parking solutions that may be required. Cycle planters are already being used across the borough on private property as part of a sustainable travel grant scheme offered by the Council. In addition, we will promote the branded cycle routes on the stands where situated along the colour-coded network. Current proposals include branded stickers and RFID tags (Radio Frequency Identification) directing people to our website for more information on the cycle network.

We note the recommendation outlined in the 'Get Britain Cycling' report suggesting that "provision for cyclists is considered at an early stage of the design, and is part of the approval procedure" for all new developments.⁴ In Reading, the Council requires developers to provide cycle parking facilities that at least meet the requirements set-out in our 'Revised Parking Standards & Design' document, which forms part of supplementary planning guidance.²⁰ These Standards have been adopted to instruct developers to incorporate such facilities into the design of their proposals, including the provision of cycle parking stands, lockers and shelters to further encourage cycling. In addition, with a high proportion of high rise residential buildings it is important to ensure that people living in this type of development have access to secure and sheltered cycle parking facilities. Further guidance can be found in Manual for Streets 2¹⁰ and LTN 02/08⁷.

We aim to increase the number of cycle parking spaces available substantially over the coming years to support future growth in cycling, including a Cycle Parking Hub, at Reading Station, by Winter 2014.

Cycle Hire

Public Cycle Hire is an innovative form of public transport that has been implemented in towns and cities around the world in recent years. Cycle hire can help break down barriers to cycling, particularly where storage is limited or where interchange with other modes prevents cycling from being an option for onward journeys. In addition, cycle hire can remove the burden of bike maintenance, encourage new trips during the working day and may also attract leisure cyclists.

As part of the LSTF programme, a 'core scheme' has been designed encompassing 29 docking locations (as illustrated in Figure 4.2) with 350 docking points and 200 bicycles. This scheme covers major destinations in central, south and east Reading, including Reading Station, the University of Reading and major business parks. After a competitive bidding process that initially saw expressions of interest from 40 organisations, the contract has been awarded to Hourbike, a Surrey-based

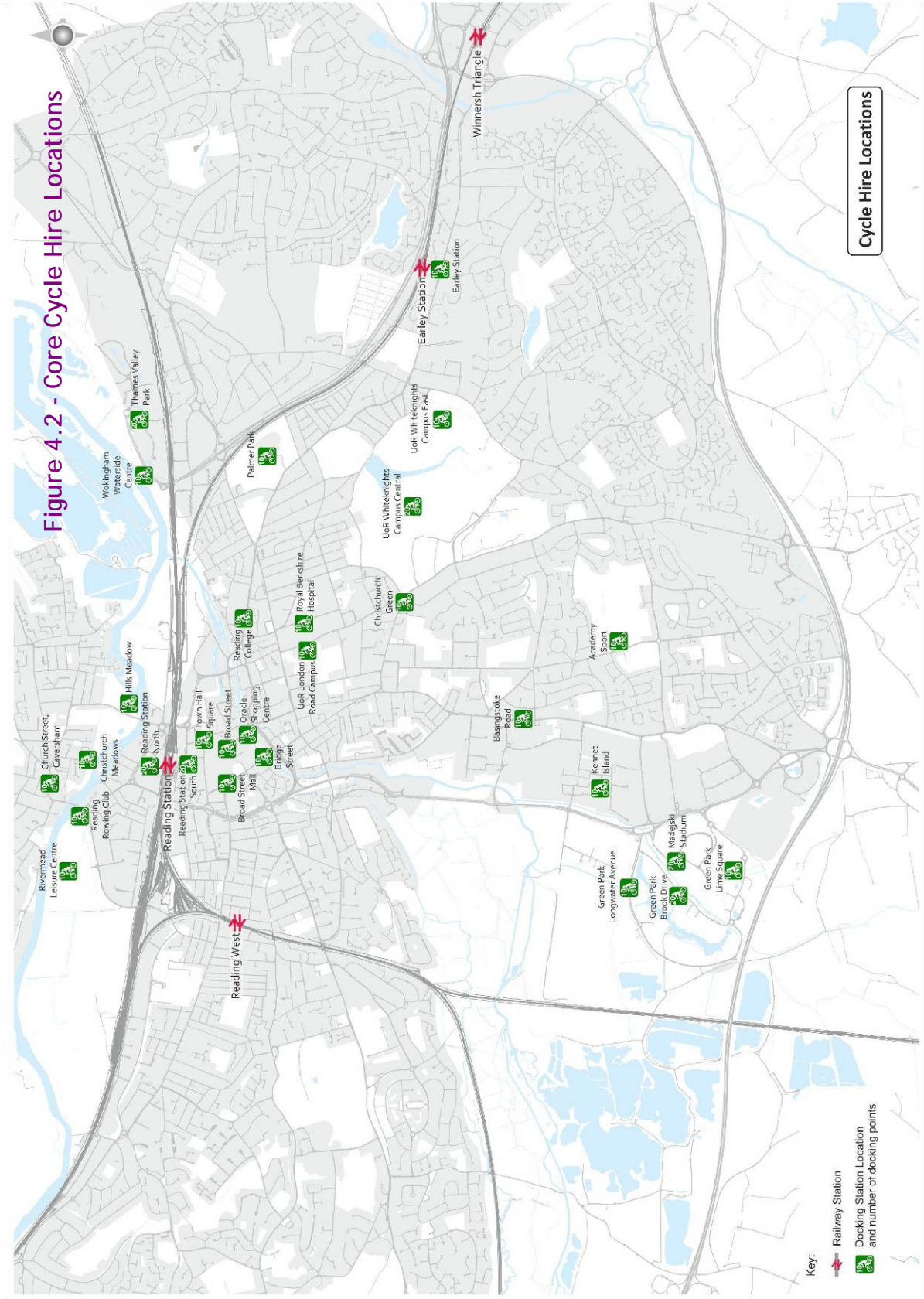
company that has been in the growing cycle hire market since 2007. Installation will begin this winter, with the public bicycle hire service planned to go live in Spring 2014.

Hourbike offers a system that has been implemented elsewhere in the UK and abroad and will work in partnership with Reading Borough Council and other stakeholders to build up use. If successful, we aim to expand the scheme to other destinations and areas of Reading and potentially further cross boundary into Wokingham and West Berkshire. Expansion may be through a further large phase if funding is available, through individual sites that may be funded by third parties such as developers or by scheme sponsorship or a combination of funding options.



In order for cycle hire to be successful we will develop the routes to and from the cycle hire docking locations to comply with the five basic design principles as outlined in this Strategy. Cycle hire docking locations will be connected via the branded cycle network and junctions and other sections along these routes will be upgraded as appropriate and signed.

We are committed to delivering cycle hire as a new transport service, planned to be available by Spring 2014.



Signs and Road Markings

We currently use a variety of signs on local and national cycle routes, such as road markings and traffic signs that conform to the Traffic Signs Regulations and General Directions 2002.²¹ Clear and informative signing is a key part of cycle-friendly infrastructure to ensure that cyclists can navigate a route successfully. However, it is also important to minimise the amount of street furniture to reduce clutter, maintenance liabilities and visual intrusion and sometimes to create more space for cyclists. As a result, existing poles and columns are used where possible.



Extensive signing has already been installed as part of the development of the colour-coded cycle network both within Reading and neighbouring boroughs Wokingham and West Berkshire.

This may include branded road markings illustrating relevant route numbers, colours, directional road markings and paving blocks (see right) highlighting that routes are a shared space for both pedestrians and cyclists (See Appendix A, Drawing 001 and 002). These paving blocks are being installed along the London Road corridor between Cemetery Junction and London Street as well as along Crown Street linking to new cycle facilities on Southampton Street. The Council will utilise existing street furniture when mounting new signs to reduce street clutter and obstacles on footpaths.



In addition, we will work with Sustrans to encourage cycling including signing local and national routes through Reading to help create a more connected and comprehensive cycle network.

We will continue to review and where appropriate extend the existing cycle network to ensure that all neighbourhood destinations are within easy reach of a colour-coded route or link.

We will build on our branded cycle routes by investigating the use of other forms of traffic signs and way-finding to make people more aware of the network and each other.

Cycle Lanes

National guidance (Local Transport Note 02/08⁷) outlines the potential benefits that the provision of cycle lanes can have, such as:

- creating a 'comfort zone' for less-confident or less-experienced cyclists who are nervous when riding in mixed traffic
- helping reduce vehicle speeds by creating narrower traffic lanes
- raising driver awareness of cyclists on the carriageway.

The provision of nearside cycle lanes can also help extend the life of the carriageway surface by moving motorised vehicles away from areas vulnerable to damage such as gullies and kerb lines. Surface deterioration in these areas creates an uncomfortable ride for cyclists. Road markings such as cycle lanes can also help reduce vehicle speeds without the need of engineering measures as well as improving driver awareness of cyclists.

There are many roads in Reading to which these benefits can be applied and these will be targeted for the installation of cycle lanes on an area basis and through the annual resurfacing programme.

In-carriageway advisory cycle lanes should ideally be 1.5 metres wide as outlined in LTN 02/08⁷ and be carried through pinch points such as refuge islands where there is adequate width to accommodate both the advisory cycle lane and a 2.3 metre wide vehicular lane (See Appendix A, Drawing 003-005). The minimum width of an advisory cycle lane should be 1.2m. It should be noted that 2.3m wide lanes are not sufficient to accommodate HGVs without encroachment into the cycle lanes.

As a result, it may be necessary to undertake vehicle classification surveys to determine the proportion of HGVs using a route. Cycle lanes should also continue across side road junctions.

Reallocation of road space by measures, such as the installation of cycle lanes on Berkeley Avenue, will continue to be considered where there is sufficient carriageway width and lane capacity is not reduced.

When considering cycle routes on significant gradients, the Council will endeavour to provide cycle lanes in the uphill direction to increase space for cyclists, whose movements can often deviate when travelling uphill. Alternatively shared use routes will be considered where footway width permits.

On roads that are too narrow to accommodate a 1.2m wide cycle lane the following will be considered:

- Wide nearside lanes where this is not expected to encourage higher vehicle speeds
- Removing the centre line to create one wide traffic lane with cycle lanes on either side of the carriageway. This is not recommended for roads with high HGV and/or bus flows (See Appendix A, Drawing 006)
- Implementing measures that reduce speeds and using cycle symbols to guide cyclists and alert drivers to their presence.

Bus lanes can also play an important role in the cycle network by allowing cyclists to overtake queues, exempting them from one-way streets and benefitting from priority at side roads by remaining on the carriageway whilst also giving priority to buses.

Bus lanes should be a minimum of 4m wide to allow buses to overtake cyclists safely without leaving the bus lane. Where space is limited bus lanes could be a minimum of 3m wide however consideration will be given to buses moving out into the vehicular lane to overtake cyclists and whether this might cause a road safety hazard.

Junctions

Advanced Stop Lines (ASLs) should be installed at signalised junctions to aid cyclists' movements through the junction. This type of facility benefits cyclists' safety through junctions and has little or no effect on other vehicles and road capacity. Reading has a number of ASLs installed across the Borough which provide even greater benefits when integrated with traffic signals detecting cyclists, resulting in reduced waiting times.

We aim to install Advanced Stop Lines at junctions as well as a feeder lane particularly on branded cycle routes.

Examples of typical ASL schemes are illustrated in Appendix A, Drawings 007 and 008. Alternative ASL layouts will be considered alongside left-turn only lanes as appropriate. The Katesgrove Lane and Pell Street junction benefits from Advanced Stops Lines on all four arms of the junction and two cycle detectors in each ASL reservoir as well as detectors sensing the movements of other vehicles.



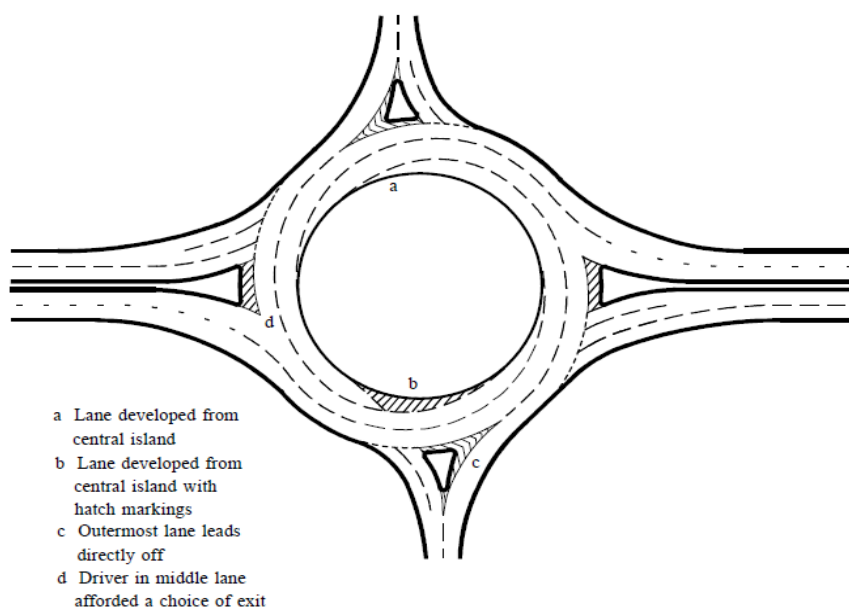
Cycle Facilities at Katesgrove Lane/Pell Street Junction

Roundabouts are generally viewed as safe and efficient by drivers of motorised vehicles. However, large conventional roundabouts are often avoided by cyclists who prefer to either use footpaths or seek alternative routes, as a high proportion of accidents involving cyclists take place on such roundabouts. The majority of these accidents occur when entering vehicles collide with circulating cyclists.

We will consider best practice, such as the spiralling of roundabouts to help reduce the number of cyclists involved in these types of collisions.

These markings help by guiding cyclists and vehicles into the appropriate lane thus reducing the number of conflicting movements. The Vastern Road and Bridge Street/Southampton Street roundabouts will be spiral marked as part of the 2013/14 Road Safety Programme. Figure 4.3 shows an example of spiral markings illustrated in Design Manual for Roads Bridges (DMRB).⁹

Figure 4.3 - Example of Spiral Road Markings (extracted from DMRB⁹)



Spiral Markings (paras 3.6, 3.7)
Figure 3/4

The provision of suitable **Crossings Facilities** along the cycle network is also important to ensure continuous and well-connected routes. Cyclists are permitted to use toucan crossings, a number of which have been installed across the Borough including two along Vastern Road and one on London Road. If there is demand for new facilities to be installed to bridge a gap in a cycle route, the Council will either consider a toucan crossing or zebra crossing with adjacent cycle priority as trialled by other authorities.

Cyclists will be considered at the initial design phases, when the Council is investigating schemes which involve restricting the access of vehicles, such as the introduction of **one-way streets, road closures and turning restrictions**; and appropriate facilities designed accordingly.

One example of where this has been achieved is at Talfourd Avenue adjacent to Wokingham Road (see photo). A ban preventing motor-vehicles from turning into Talfourd Avenue from Wokingham Road was introduced in 2012 and consists of a 'plug' allowing cyclists to turn into the road as well as a right-turn cycle lane and 20mph speed limit (See Appendix A, Drawing 009).



Talfourd Avenue, junction with Wokingham Road

Cycling on Pavements

Cycling on a footway is an offence under section 72 of the Highways Act 1835 as amended by Section 85 (1) of the Local Government Act 1888. The enforcement of cycling offences is an operational matter for the local police force who can use the Fixed Penalty Notice (FPN) as direct means of dealing with most minor offences. The Road Traffic Act 1991 also allows the Police to issue fines for dangerous cycling and careless cycling. These restrictions do not apply to children under 16 or where the Police believe that a responsible cyclist has mounted a footway to avoid an area of very busy traffic and who cycles with regard to other users.

The Council is committed to increasing the number of people cycling responsibly, and will **work in partnership** with Thames Valley Police and to identify key areas to target. Offering cycle training as an alternative to Fixed Penalty Notices will be further investigated to encourage cycling for everyday journeys. Campaigns promoting cycling will include:

- the use of bike lights
- complying with the Highway Code
- reducing the risk of bike theft

Joint events will be held in partnership with Thames Valley Police in town centre pedestrianised areas with the aim of enforcing cyclists contravening traffic regulations as well as **offering information and advice on cycle routes and carrying out cycle safety checks**. These events will also be carried out in neighbourhood areas where addressing pavement cycling has been identified as a priority.

By working in partnership, the Council and Thames Valley Police will:

- Offer cycle training
- Offer information and advice on cycle routes
- Carry out cycle safety checks and bike marking
- Enforce Fixed Penalty Notices against cycling on the pavement in pedestrianised areas and footways not designated as shared-use.

However, we recognise that cyclists have varying abilities and needs. As a result, we will consider providing **off-carriageway facilities** by officially re-designating a footway to permit cycling when there is a high proportion of inexperienced cyclists and children to cater for, and the alternative is a busy traffic distributor route or to improve route continuity.

Where a pavement is wide enough, **shared use facilities** should ideally be 3 metres wide with a minimum width of 2 metres. Street furniture along these paths should be minimised and located sympathetically to reduce obstacles along the route. This includes bins, benches, poles, lamp columns and other items of furniture. Dropped kerbs should be provided to ensure a smooth transition from the carriageway to the footway and vice-versa and be supported with road markings such as the cycle symbol and arrows.

As mentioned above, suitable crossing facilities should ensure continuity of the route, including the use of raised tables to prioritise cyclists at minor road junctions.

On shared-use facilities, we will prioritise the movement of pedestrians and cyclists across minor junctions along key routes by installing facilities such as raised tables.

This will ensure a continuous and comfortable off-carriageway route is provided. This type of facility is being introduced along the northern side of Vastern Road as part of the highway works for Reading Station and also at various locations in East Reading. Shared-use signs requesting that users look out for each other may be considered, as it can be cyclists not giving way across junctions that cause a conflict with turning vehicles. All road users must obey the Highway Code, but this does not always occur.

As well as pavements there are also paths designated for walking and cycling through **parks and neighbourhoods** providing an attractive alternative for less experienced and leisure cyclists. A number of access barriers have been installed along these paths historically to deter motorcycle abuse on off-carriageway routes. This will open up a number of routes for leisure and commuting purposes, particularly those using trailers and adaptable bikes.

We will review existing access barriers and provide alternatives where they are deemed inaccessible for cyclists, wheelchairs users and people with pushchairs.

Traffic Calming

A number of schemes aimed at reducing speed and accidents have been implemented using a range of traffic calming measures including road humps, cushions, builds outs, etc. Whilst these measures can improve safety they can also make cycle routes uncomfortable and create pinch-points. When introducing new traffic calming schemes, we will aim to construct cycle-friendly infrastructure such as speed cushions that can be more easily avoided by cyclists who ride alongside them. In addition, the removal of centre lines will be considered as evidence suggests that this can result in reduced vehicle speeds.

Twenty mile per hour speed limits and zones have been implemented across Reading near schools and neighbourhood centres. These have been introduced alongside other traffic calming measures to reduce speeds in areas where there are a significant number of vulnerable road users. The branded cycle network was developed taking these lower speed limits into consideration and to connect the routes to key neighbourhood facilities and services.

There is a proposal to introduce a 20mph zone scheme in East Reading as recommended in 'Get Britain Cycling' as part of a package of measures supporting walking, cycling and public transport use (see Figure 4.5).⁴ Consultation exercises carried out as part of area studies provide the opportunity to consider 20mph schemes in areas such as East Reading and Oxford Road. Twenty mile per hour will initially be introduced within the Eastern Area where consultation has already taken place.

We will continue to develop our cycle network based on the criteria above and will ensure cycle routes are considered in the Council's emerging 20mph strategy.

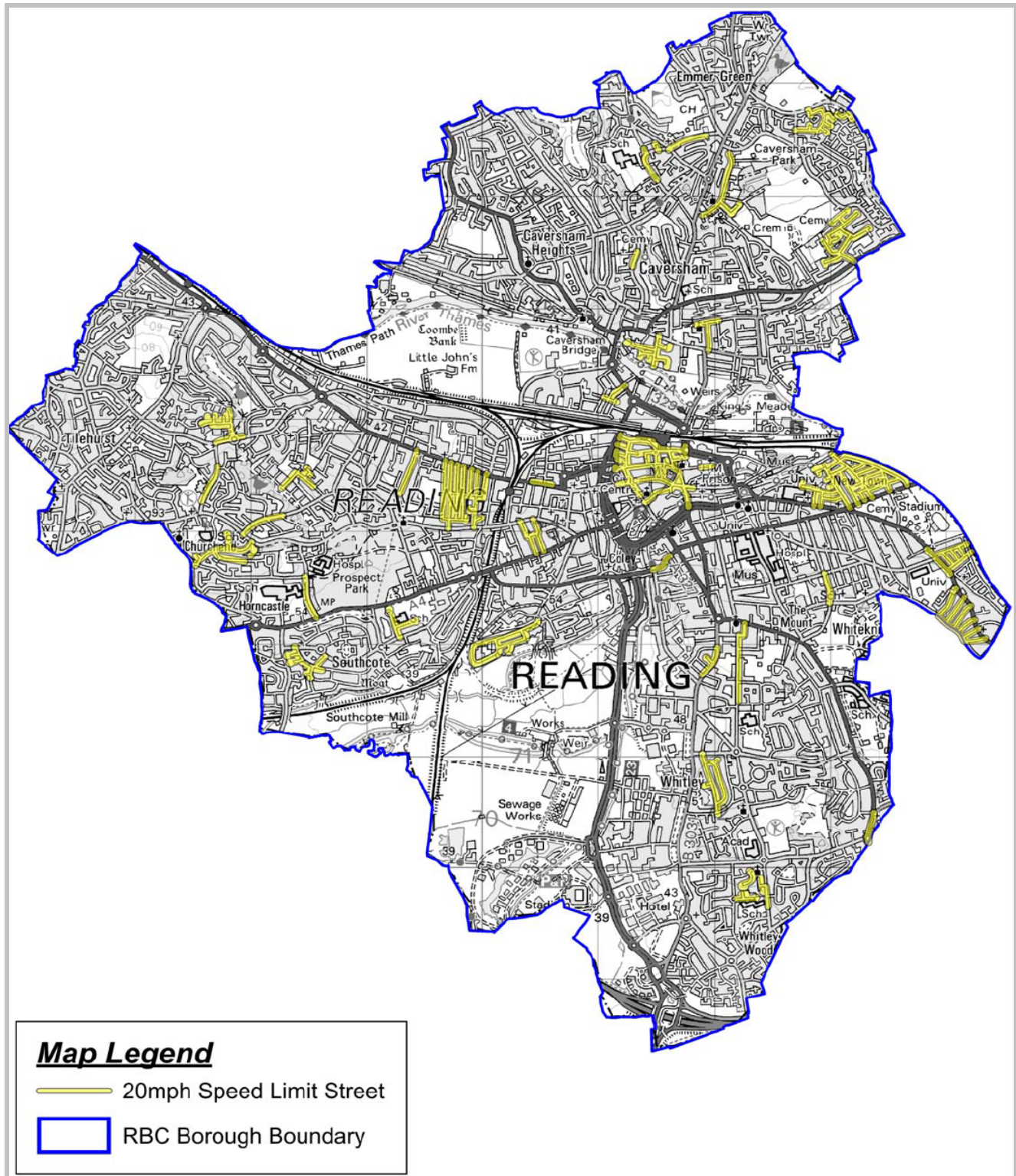


Figure 4.4 - 20mph Speed Limits in Reading

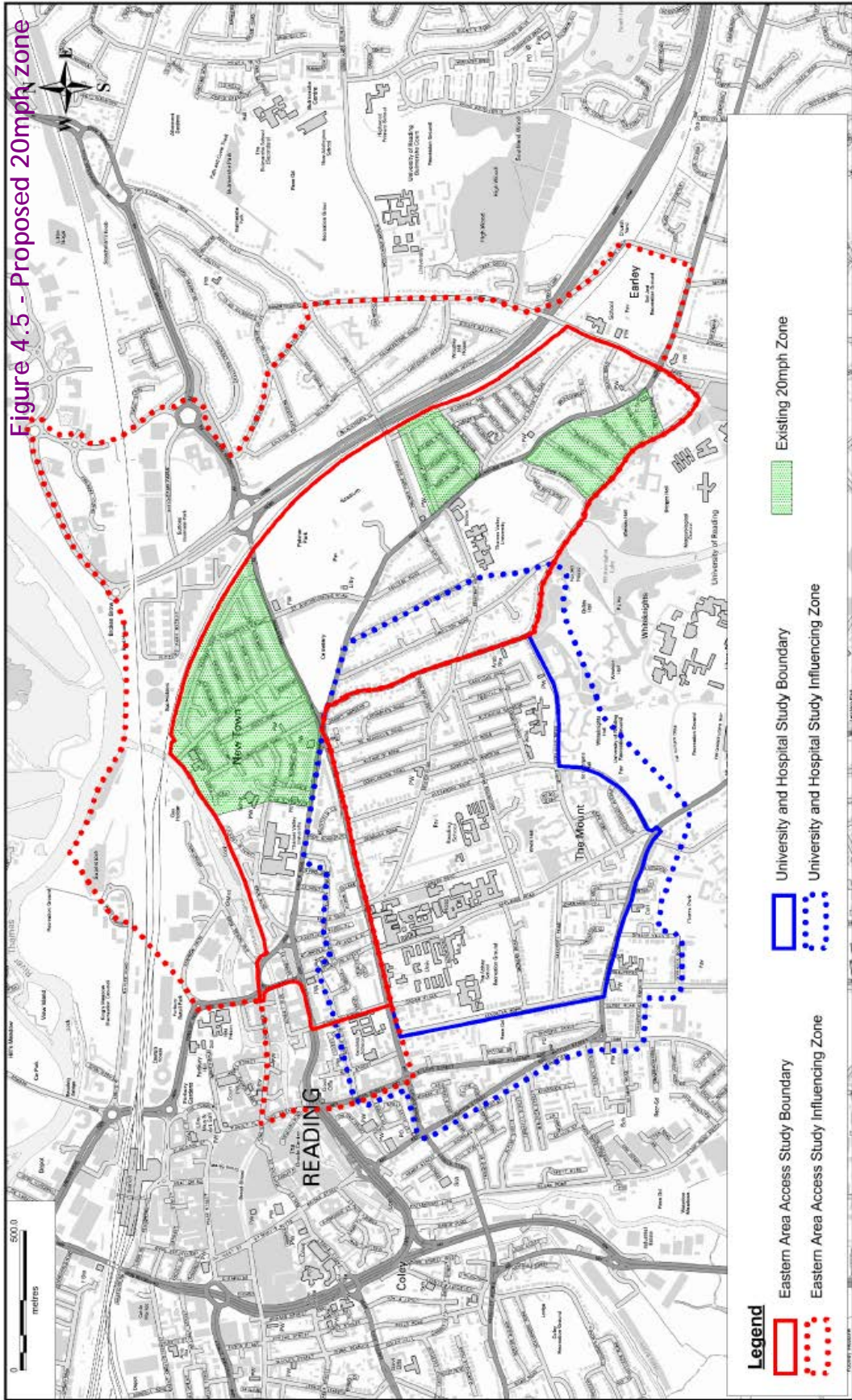


Figure 4.5 - Proposed 20mph zone

Legend

- Eastern Area Access Study Boundary
- Eastern Area Access Study Influencing Zone
- University and Hospital Study Boundary
- University and Hospital Study Influencing Zone
- Existing 20mph Zone

Title: **Study Areas & 20 Mph Zones**
East Reading

Produced by GIS & Mapping Services
 Date: 13/02/2014 Scale at A4: 1:18000
 Ref: 53509 - G:\MIData\CD\Env\Transport\20 mph zone E Reading\20mph zones A4L.wor
 © Crown copyright and database rights 2014 Ordnance Survey 100019672



Street Lighting

Low-carbon white lighting has been installed along a number of cycle routes as part of the LSTF programme to help improve the lighting levels, alongside helping to reduce the fear of crime and reduce ongoing maintenance costs and energy consumption. Routes that have benefitted from lighting upgrades include National Cycle Network 5 (NCN) along the River Kennet and the A33 corridor as well as the installation of lighting along NCN 4 through Kings Meadow, which was previously unlit.

Street lighting will be upgraded throughout the Borough and new columns installed such as those through Kings Meadows to create a better environment for pedestrians and cyclists.

Parking Controls

We aim to balance various road user needs including the provision of on-road parking facilities. Such facilities can create problems for cyclists if there is not adequate width between a car door and cyclist. LTN 02/08⁷ recommends a buffer zone of 500mm to 1000mm around the outside of the **parking bays** (See Appendix A, Drawing 010 and 011).

We will aim to provide a minimum of 500mm where possible to protect cyclists from opening vehicle doors.

However where this is not possible, we will consider the removal of the centre line and will end any cycle lanes prior to the bays as well as adding cycle symbols to the-carriageway to alert drivers to the presence of cyclists.

The provision of any new parking bays will comply with the guidance outlined in LTN 02/08⁷ including minimum bay widths of 2.0m to 2.4m for standard vehicles.

Maintenance

Maintaining existing and new infrastructure including signs, road markings, lighting and carriageway and foot/cycleway surfacing is integral to providing safe, comfortable and attractive cycle routes. Inadequately maintained signs and road markings can cause confusion, the perception of a disconnected cycle route and reduce awareness of other road users. Potholes and other pavement defects create hazards for cyclists, sometimes resulting in diversions towards or into the path of other road users. In addition, cycle routes both on and off-carriageway should be adequately swept to ensure that debris is removed. This is particularly important along tree-lined routes which may become slippery when wet, especially during autumn.

The annual resurfacing programme provides the opportunity to review existing road markings and consider an alternative arrangement to encourage sustainable travel.

We will review existing road markings as a part of the annual resurfacing programme and introduce new cycling facilities where possible.

The Council has identified additional budget for a fixed period of one-year (2013-14) to enable the repair of potholes across the borough including those along branded cycle routes regardless of whether they meet the existing intervention levels of 50mm deep and cover a surface area of 300mm x 300mm minimum.

The Council works alongside Sustrans who are currently running a volunteer programme in Reading focussing on the maintenance of branded and national cycle routes as well as promoting cycling. This programme includes: trimming back vegetation, assisting with cycle signing and reporting defects. We will also work in partnership with the Probation Service to carry out minor maintenance work such as vegetation clearing through the Community Payback Scheme.

5. EVALUATION

Local monitoring is important to measure change and understand whether targets such as those included in this Strategy and the Climate Change Strategy are achieved. The aim of the Reading's Local Sustainable Transport Fund programme to encourage additional daily journeys by all modes including an extra 2,300 cycling journeys will be monitored through various sources as set out in our Monitoring and Evaluation Plan and summarised below. Additional information can also be found in the Local Transport Plan and supporting documents.

Monitoring

The Council will monitor usage before and after a scheme has been implemented to ensure that it is operating effectively and attracting new users. We welcome individual and collective feedback post implementation and will work towards categorising responses by the type of cyclist to help us better understand the needs of different user groups.

Cycle usage will be monitored through the annual cordon count measuring trips made by all modes coming into and out of central Reading. The count takes place over one day for 12 hours and allows a comparison of mode share. We will also continue to monitor the number of bicycles parked at designated locations in the town centre and local neighbourhoods, including schools. The number of people registering and using the cycle hire scheme will also be monitored, including where bicycles are being rented and subsequently docked, the average rental period, journey time to docks and hires per bicycle.

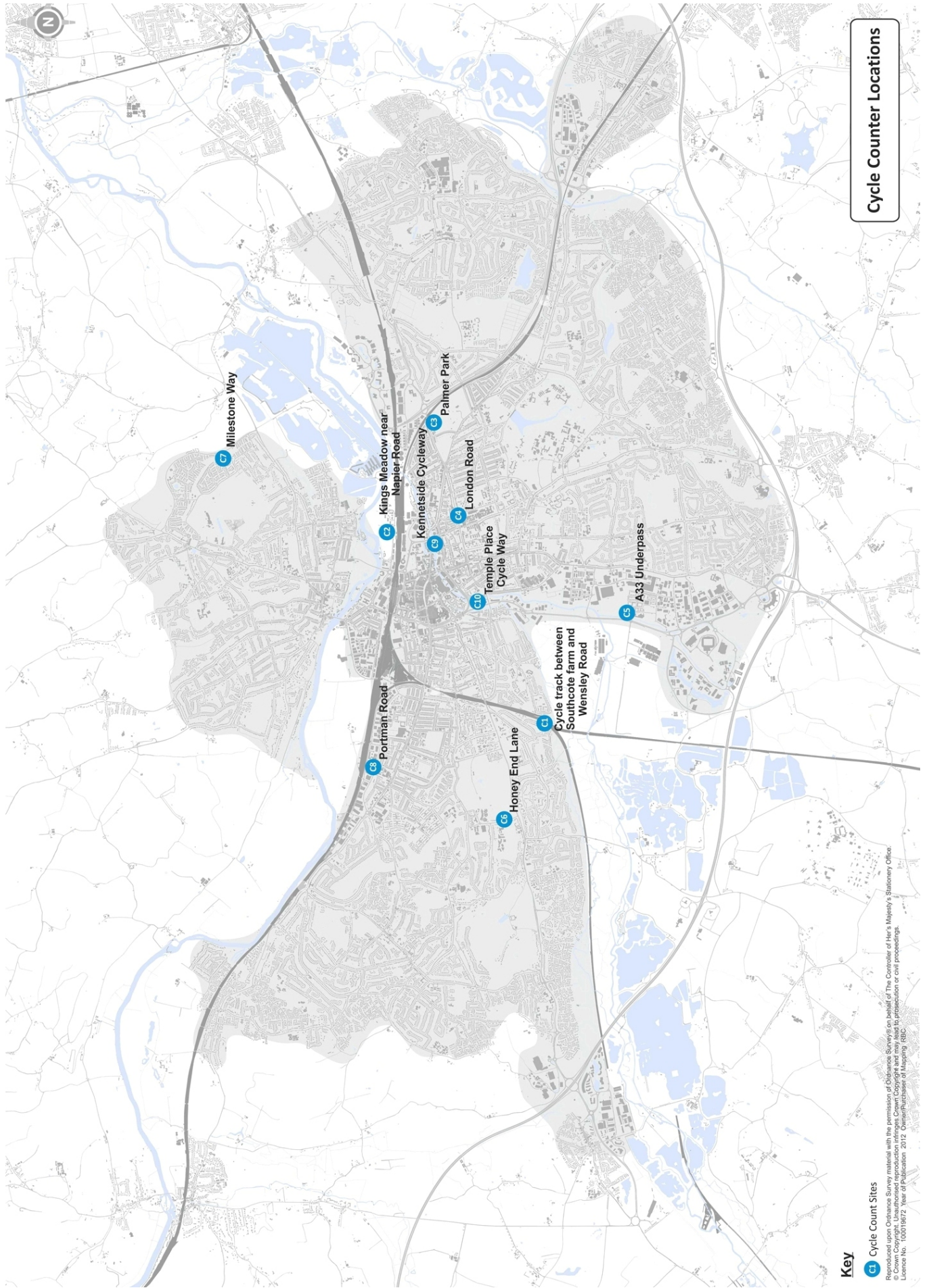
In addition, off-carriageway facilities are monitored remotely by ten cycle counters located across Reading (see Figure 5.1). Two counters have been upgraded and eight new counters were installed as part of the LSTF² programme in March 2013. These counters have been placed along routes serving key destinations including employment centres, neighbourhood centres and schools.

Annual monitoring reports will be produced once a baseline has been established outlining key information collected by the counters. In addition, the Council will consider the installation of more counters to collect and evaluate information from sites benefitting from physical improvements such as the proposed pedestrian/cycle bridge over the River Thames.

Quantitative and qualitative data will also be collected through cycle initiatives such as information on the number of participants benefiting from CTC's extended Cycle Champions programme. This includes the number of people attending cycle training sessions, maintenance courses and led-rides. Sustrans will also monitor the number of pupils cycling to school where the school is participating in 'Bike It'. Schools not participating in 'Bike It' will be requested to submit journey to school data via a hands-up survey as part of their school travel plan. There are currently opportunities to request journey to school data as part of the ongoing expansion of various schools in Reading.

Wider data is available from the annual National Travel Survey, Census data, Active People Survey and Reading's annual Residents Survey, and these will be used as part of the monitoring regime as appropriate.

5.1 - Location Map of Cycle Counters



Road Safety

Under the 1988 Road Traffic Act the highway authority has a duty to take steps both to reduce and prevent accidents and under the Traffic Management Act 2004 a duty to maintain and manage the road network to secure the safe and expeditious movement of traffic for all road users including pedestrians.

The Road Safety Strategy 2011 is a key document supporting the third Local Transport Plan. The strategy includes the following policies:

- to implement multi-targeted schemes, particularly those that will make pedestrian and cycling connections safer and more attractive to local destinations
- to take a preventative approach of scheme safety auditing, inspection and user education to reduce road casualties
- to engage with local residents, businesses and other stakeholders to target interventions to meet local needs
- to maintain and manage the transport network in order to keep transport moving safely, monitor trends and respond to circumstances.

A road safety programme is produced annually to support the Road Safety Strategy and identifies priority areas where injury accidents need to be reduced, particularly those involving vulnerable road users such as pedestrians and cyclists.

This programme involves a combination of road safety measures aimed at reducing both the number and severity of injury accidents through engineering, education and enforcement.

Reading Borough Council works in partnership with delivery partners such as Thames Valley Police to improve road safety through enforcement of motoring offences including speeding, dangerous driving and other offences such as cycling on footways and cycling without lights. Targeted education and campaigns promoting responsible motoring and safe cycling are supported by Reading Borough Council and Thames Valley Police. The Council also offers cycle training for both adults and children to enable them to improve their skills and cycle for local journeys.

Road Safety Audits

The Council adopts the formal three stage procedure in the Highways Agency Standard HD 19/03²² entitled Road Safety Audits which takes into account all road users. The three stages identified in the advice note and standard are to undertake a safety audit upon completion of the preliminary design, upon completion of the detailed scheme and upon completion of construction.

In addition, accident data issued by the Police is monitored to identify any trends in accidents and casualties for all road users and help inform the annual Road Safety Programme that is agreed by Members as reported to the Traffic Management Sub-Committee. The Council will continue to apply this procedure assessing the impact on all road users rather than carrying out individual audits for each road user group.

6. PARTNERSHIP, CONSULTATION & COMMUNITY ENGAGEMENT

The Council values feedback from cyclists representing the different design categories outlined in National Guidance (LTN 1/12⁸), including commuters, utility cyclists, inexperienced and/or leisure cyclists, children and users of specialised equipment, including trailers, adaptable bikes and tag-a-longs. This information is useful when considering improvements to the network and identifying suitable options for further consideration.

How we work and communicate with internal and external stakeholders to ensure that schemes are delivered to meet local needs and encourage more people to cycle is outlined below. However, due to continuing reductions in revenue expenditure imposed by central government and fewer available staff, and for the need for these cuts to be shared across all Council activities, we will need to review the structure of future consultation arrangements whilst retaining our commitment to active public engagement.

Community Engagement

The Council will collect information from participants of active travel initiatives including workplace cycle challenges, Bike It, Bikeability and sessions run as part of the CTC Behavioural Change programme through a range of **surveys and feedback**. This information will help us better understand the needs of hard to reach groups such as families and disability groups when considering cycling as a form of transport.

Substantial information is being collected on how people currently travel and the barriers to cycling, walking and using public transport through the **Personalised Travel Planning programme**. This programme involves the dissemination of travel information at places of work and residential properties as well as the incentive to try new modes by distributing cycle locks, lights and other items aimed at encouraging sustainable travel. So far, Travel Advisors have held conversations with over 9,000 residents on their doorstep and 4,000 employees at their workplace.

Residents and people working and visiting Reading will have the opportunity to comment on schemes, particularly those involving statutory consultation via the corporate website or in writing. Schemes will be added to the Council's consultation webpage and available for all to view prior to the implementation of schemes. We will engage with **Neighbourhood Action Groups** to promote cycling and address priority areas such as cycling on pavements.

Leisure cycling is seen as an easy, accessible, social activity which people can carry out with family and friends as well as for health and fitness reasons. The publication of our leisure rides map targets these types of cyclists and encourages them to undertake cycling for other local journeys with less time constraints than commuting trips.

We will encourage more families to cycle for leisure and other purposes, creating a positive attitude towards cycling which may then be transferred into other trips.

Stakeholder Meetings

The Cycling Strategy 2008 supported a Cycle Forum made up of cycling groups to identify improvements to the cycling network. Therefore, infrastructure measures have increasingly been suggested through these consultative meetings attended by the public and representatives from local cycle groups, investigated by officers and recommended for implementation as part of the LSTF programme² where appropriate.

We are now proposing to host community workshops held in neighbourhoods to better understand the issues communities experience when travelling locally and what we can do to encourage them to cycle for such trips or use other sustainable modes. These workshops will enable us to engage with local people who do not currently cycle or do so infrequently. Proposed schemes will be shared with local groups and other stakeholders as described in this Strategy.

Partnerships

We will work in partnership with other departments in the council as well as other organisations to deliver proposals and to monitor their success. This will range from: working with Planning to ensure that cycle facilities are considered when planning applications are received, liaising with Public Health to integrate cycling into health policies such as those focussing on healthy weight and physical activity to Parks and Street Care who have important role to play when creating better conditions for cycling. Other teams working within neighbourhoods, including schools and other services will also have an important contribution in terms of promoting cycling within communities.

Key external stakeholders whom we will work with to deliver joint objectives include the Local Enterprise Partnership, University of Reading, neighbouring local authorities, transport operators and Thames Valley Police.

Local cycle groups Reading Cycle Campaign, Reading CTC and Sustrans will be invited to comment on plans produced by the Council based on the policies in this strategy and any subsequent plans. These groups already deliver measures related to the promotion of cycling and training through their membership and participation in events such as Bike Week.

We are currently working with CTC to deliver the LSTF Behavioural Change programme, an extension to the previous Cycling Champions Programme. The organisation also secured funding to deliver Bike Clubs across Reading from the Sustainable Challenge Fund.

National walking and cycling charity, Sustrans recognises the importance of Reading as a regional hub. We will work with Sustrans to improve cycle facilities for all users and encourage participation and engagement through projects such

as: 'Bike It', Pocket Places for People and the volunteer programme focusing on the maintenance of local and national cycle routes.

Two local cycle shops have supported the Reading Cycle Map, which includes details of their shops on the individual route maps. We hope to continue to work with these and other local cycle shops on relevant elements such as initiatives and interventions, including campaigns promoting the use of lights on bikes.

Equality Impact Assessment

An Equality Impact Assessment (EIA) has been undertaken as part of the development of this document. Under the Equality Act 2010, Section 149 a public authority must have due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act
- advance equal opportunity between persons who share a relevant 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.

In addition, an Equality Impact Assessment will be carried out for individual or packaged proposals as relevant to assess whether vulnerable road users and other protected groups are affected and if so that these impacts are mitigated or minimised.

7. FUNDING

Local authorities are able to use a range of financial sources to fund their transport improvement programmes.

Where appropriate we will use capital and revenue from the council's own resources to accelerate delivery of key elements of the programme and support the initiatives being implemented. Where opportunities exist to bid for challenge funding that will enable earlier delivery of components of our Cycling Strategy, these will be pursued.

Integrated Transport & Maintenance Block Grants

Local authority expenditure on smaller capital projects is supported by central government through the Integrated Transport Block and the Maintenance Block grants. A proportion of the funding available from these sources will continue to be focused on local safety, traffic management, and on multi-targeted neighbourhood enhancement schemes as well as on highway and footway surface treatments. Designing for cyclists will be incorporated into all relevant measures.

The future of the Integrated Transport Block is unclear as it is partially being devolved through the Single Growth Fund to Local Enterprise Partnerships (LEP's) and the allocation of Single Growth Fund will be through a competitive process based on LEP's Strategic Economic Plans. The remaining ITB funding to be allocated by DfT is subject to the results of a consultation undertaken in March 2013. We will continue to work alongside the LEP to identify funding opportunities that support both our local objectives and meet the emerging LEP Growth Strategy.

Local Sustainable Travel Fund Programme

The Council successfully secured nearly £26 million from the Department for Transport's Local Sustainable Transport Fund² to deliver a range of transport improvements. The funding awarded can be broken down into revenue funding enabling the Council to maintain existing assets and secure services promoting cycling and capital to provide new infrastructure, including the new pedestrian and cycle bridge. Post 2015 funding is not yet determined, therefore **we will continue to review funding opportunities that will enable us to continue the delivery of existing initiatives as well as new revenue based projects.**

Other Local Authority Capital Funds

Any capital grants and other capital receipts not otherwise identified for a specific purpose can be used by the Council to fund transport measures. Priorities can be set locally but transport investment must compete with other Council service areas for these funds. From time to time national and EU capital challenge funds are established for specific purposes (recent examples have included the Cycle City Ambition Grants to support the introduction of cycle infrastructure improvements) for which local authorities may submit bids. The bidding process can be resource intensive and this needs to be considered prior to application to ensure that schemes can be delivered within the identified timescale and existing resources.

Developer Contributions

Funding may be secured from the private sector, through legally binding agreements made under the Town & Country Planning Act 1990, to mitigate the transport impact, including safety issues, of a development. Funds can be collected by a local authority towards specific schemes needed to mitigate transport demands generated by a new development or towards a larger scheme or strategy required to allow a range of developments to be accommodated.

Revenue Expenditure

Many types of transport investment require capital expenditure to establish the facilities and some form of revenue or current expenditure to operate and maintain the asset. Local authorities receive government support for current expenditure on local services through formula grant. This is a combination of Revenue Support Grant (RSG) and allocations of non-domestic (business) rate payments that are redistributed using a formula based on local needs and demographics. A council can use any of the non-ring-fenced funding to support the delivery of local, regional and national priorities in their area including, for example, cycle improvements and initiatives. The Local Sustainable Transport Fund² is a recent example of a revenue challenge fund. In addition, the Council will work closely with other departments to secure funding to promote cycling and improve the cycle network such as via the Council's public health function.

Other Income

Powers for local authorities to introduce demand management measures involving charging (pay and display, bus lane and parking enforcement schemes) were included in the Transport Act 2000. Any net revenues from such schemes must be invested in local transport. Originally, those revenue streams were to be hypothecated for a period of 10 years. However, the Local Transport Act 2008 (Schedule 5, Section 109) extended the requirement for the revenue streams to be used for local transport throughout the life of any scheme.

We will explore all opportunities to deliver the cycling policies we propose and seek a balanced financial package which utilises UK and EU funding and maximises private sector contributions alongside public sector finance.

8. IMPLEMENTATION

This section outlines how the policies detailed in this Strategy will be applied over the five-year period and the approval process to which they will be progressed. This section also includes how future guidance will be integrated into the Strategy on the design and promotion of cycling to facilitate growth in the number of people cycling for everyday journeys and for leisure purposes.

Implementation Plan

As set-out in Section 6 - Partnership, Consultation and Community Engagement, we will consult with residents and key stakeholders both formally and informally through various consultative channels. Improvements identified through these channels will be prioritised through a Matrix evaluating schemes based on six objectives for the Local Sustainable Transport Fund programme²:

- support local economy and facilitate economic development
- help deliver wider social and economic benefits
- reduce carbon emissions
- improve safety
- promote increased physical activity and the health benefits
- improve air quality and wider environmental benefits

This prioritisation list will inform the annual Cycling Strategy programme to be reported annually to the Traffic Management Sub-Committee in the form of an Implementation Plan. The Implementation Plan will set out progress within the previous financial year and the programme for the subsequent year. This will include actual spend, deliverables and monitoring information for the previous year, including achievement against Bikeability targets, information on accidents spanning the previous 3 year period and cycle data for on and off-road count sites. Available budget, priorities and targets for the current year will also be set out in the Implementation Plan. Actions included in Cycling Strategy 2008 and not delivered will be considered for inclusion under this Strategy and be reported in appropriate Implementation Plans.

Progress on this Strategy will be reported annually through an Implementation Plan and will include targets for the following financial year.

Application of Policies

The policies detailed in this document will be applied to the design of schemes on the Public Highway to ensure they meet the five basic design principles outlined in section 4. Contractors working on behalf of the Council will also be expected to design schemes according to these policies.

Key stakeholders, including local cycling representatives, will be offered the opportunity to comment on plans through informal meetings with the aim of gauging their opinions on schemes developed through this Strategy and the detailed policies, as and when needed.

Subject to Approval

All schemes designed for delivery on the Public Highway are subject to consultation with the Lead Member for Strategic Environment, Planning and Transport as well as individual Ward Councillors. Such schemes will be reported to the Traffic Management Sub-Committee prior to implementation.

The Council has a Statutory Duty to consult when introducing new Traffic Regulation Orders such as parking restrictions, footpath conversions and the creation of one-way streets, turning restrictions and road closures under the Cycle Tracks Act 1984, Highways Act 1980 and the Road Traffic Regulation Act 1984. This consultation includes advertisements in the local newspaper and on-street and notifying relevant statutory consultees such as the Emergency Services where relevant.

Policy Updates

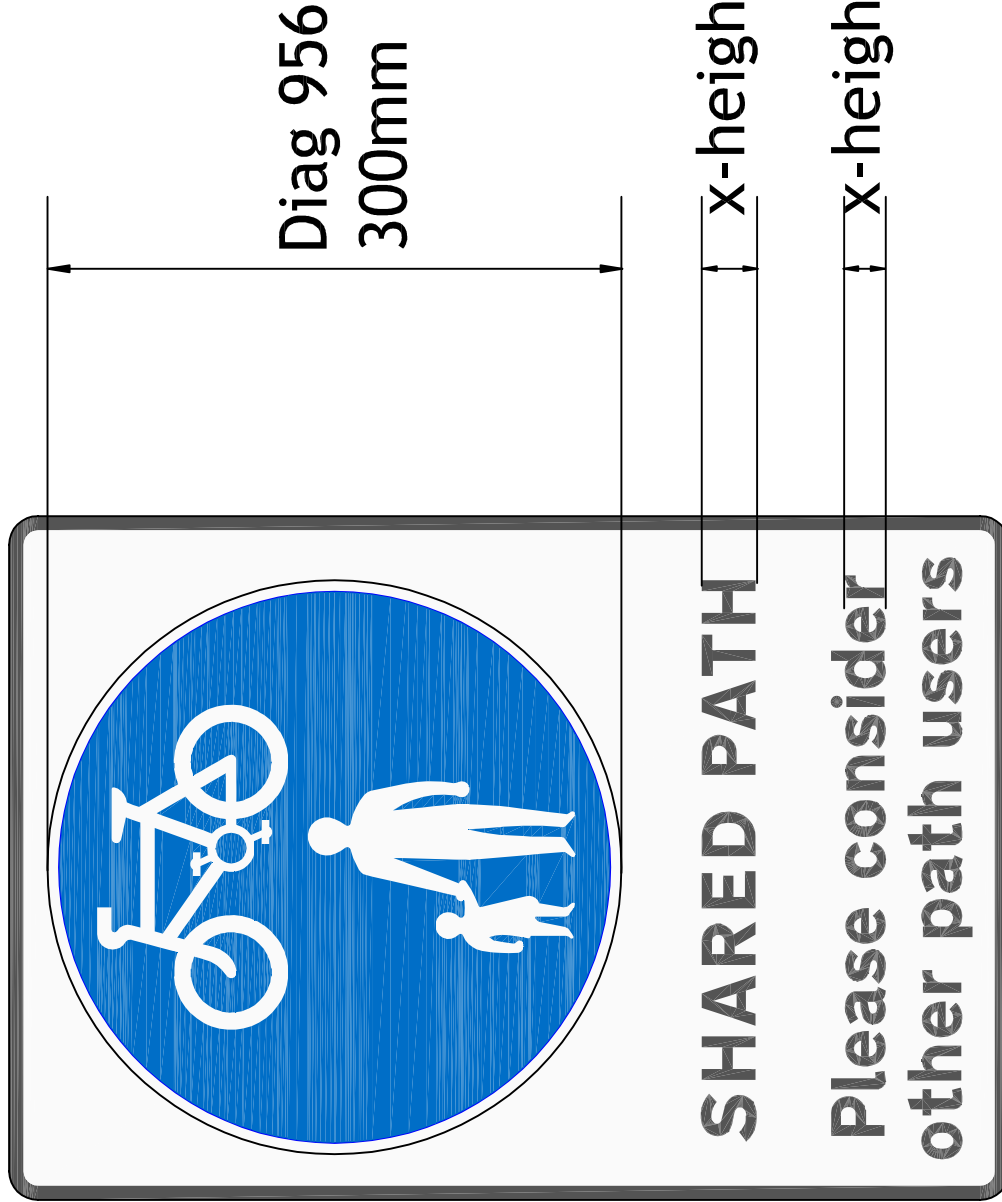
The policies detailed in this Strategy will be reviewed to ensure they reflect best practice and national guidance issued by the Department for Transport and other organisations recognised as experts in cycling infrastructure design and the promotion of cycling. Any future policy updates will be available for consultation via the Council's website and reported through the Committee process.

APPENDIX A

List of Technical Drawings:

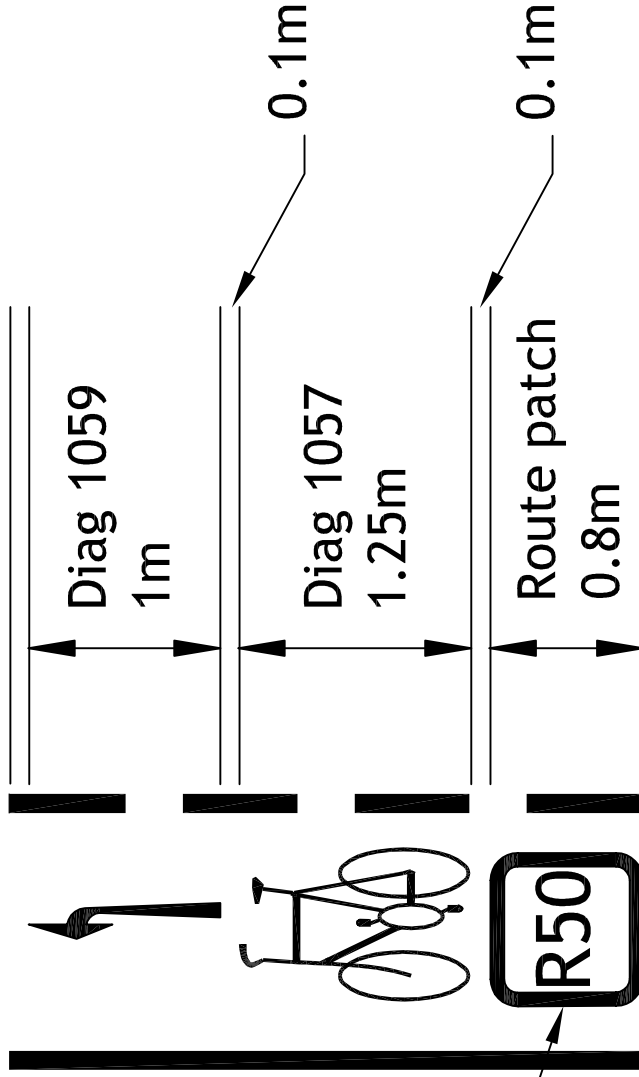
Drawing No.

001	Shared-Use Sign with Additional Text
002	Route Number Road Markings
003	Cycle Lanes at Junction
004	Cycle Lanes at Traffic Islands
005	Cycle Symbols at Traffic Islands
006	Cycle Lane without Centre Line
007	Advanced Stop Line with Lead-In
008	Advanced Stop Line at Junction
009	Contra-Flow Cycle Lane with One-Way 'Plug'
010	Cycle Lanes at Parking Bays
011	Cycle Symbols at Parking Bays



EXAMPLE

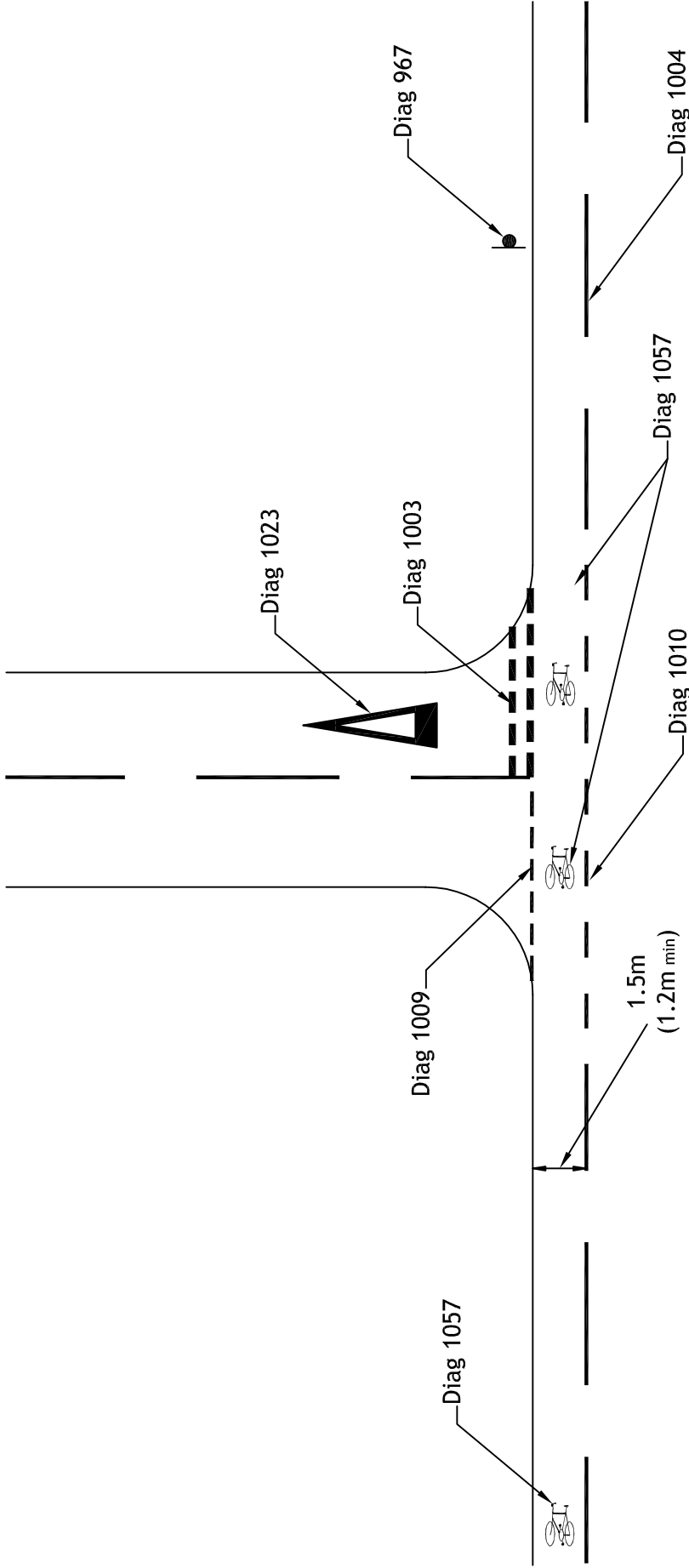
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	Reading Cycling Strategy	NTS	Checked	EB
	Drawing	Date	Approved	SB
	Shared use sign	Drawing No.		001




White number and border

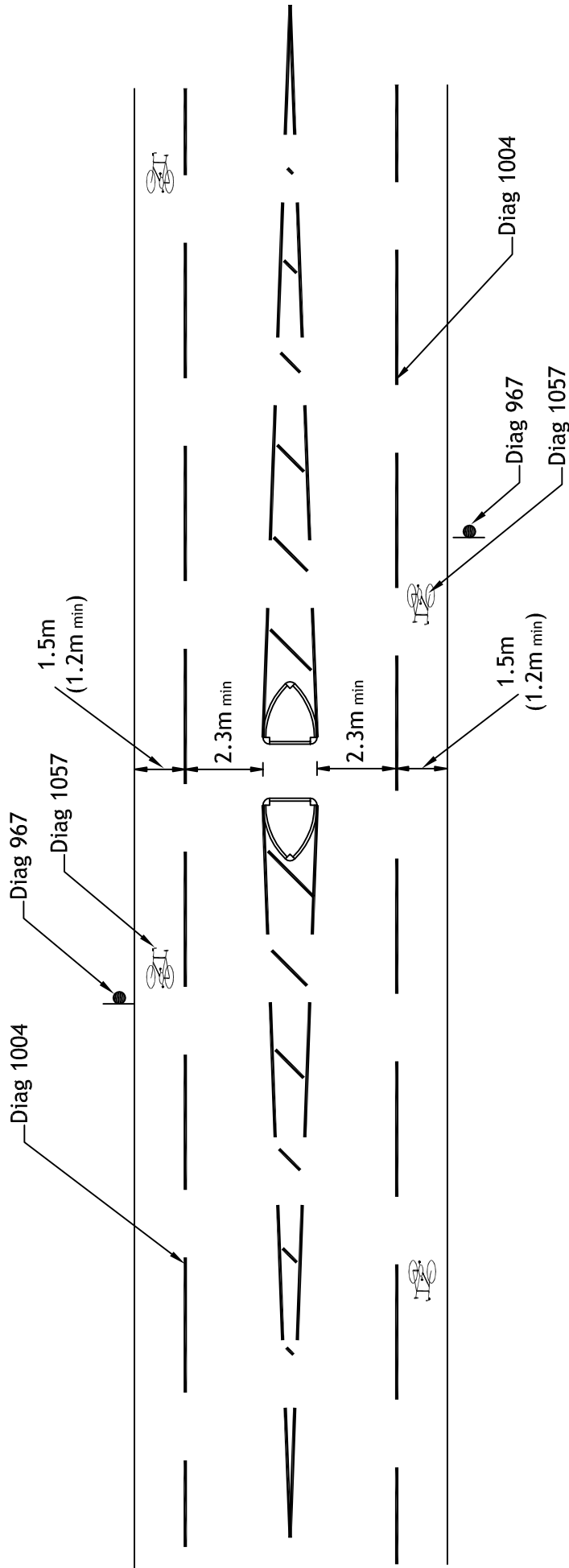
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Drawing No.			002




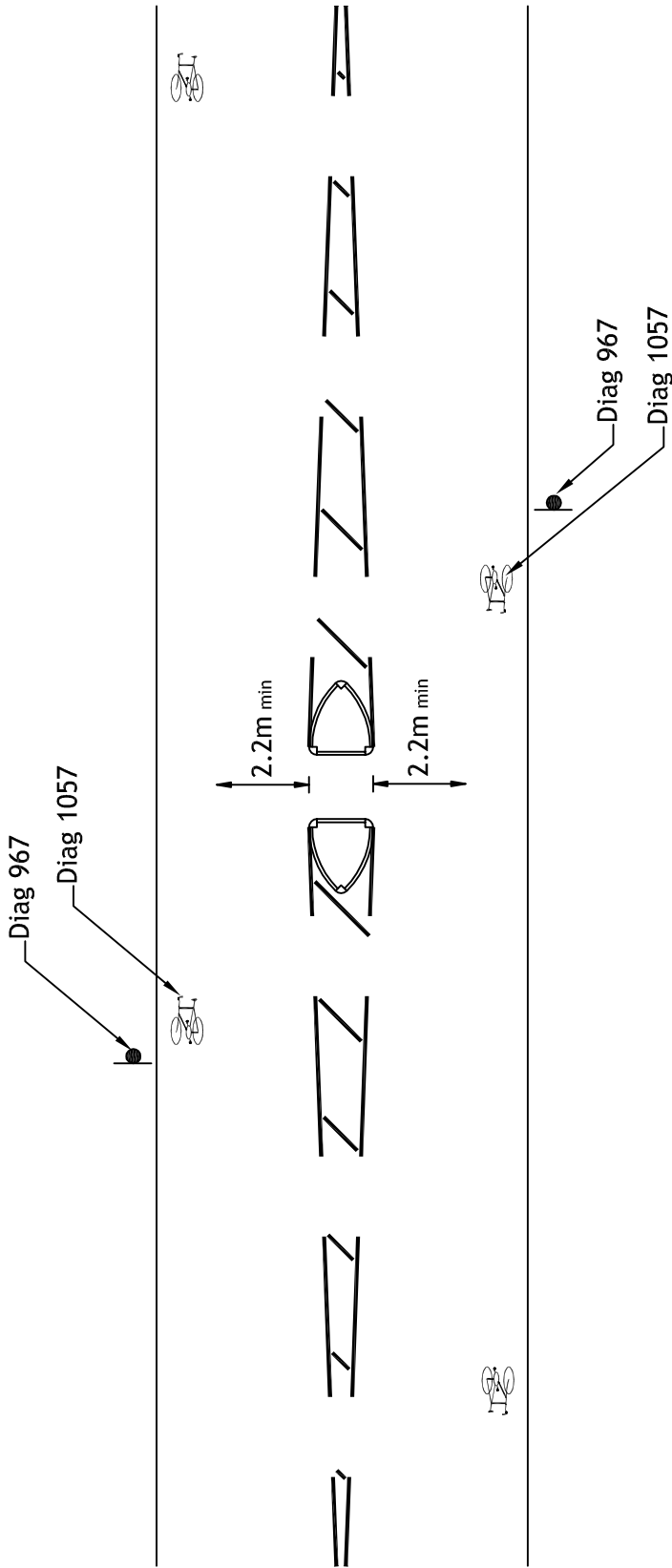
EXAMPLE

Department of Environment Culture and Sport Civic Centre Reading RG1 7AE	Project		Scale	Drawn	GW
	Reading Cycling Strategy Drawing Cycle Lanes at Junctions		NTS	Checked	EB
 Reading Borough Council Working better with you			Date	Approved	SB
			21.06.13	Drawing No.	
				003	




EXAMPLE

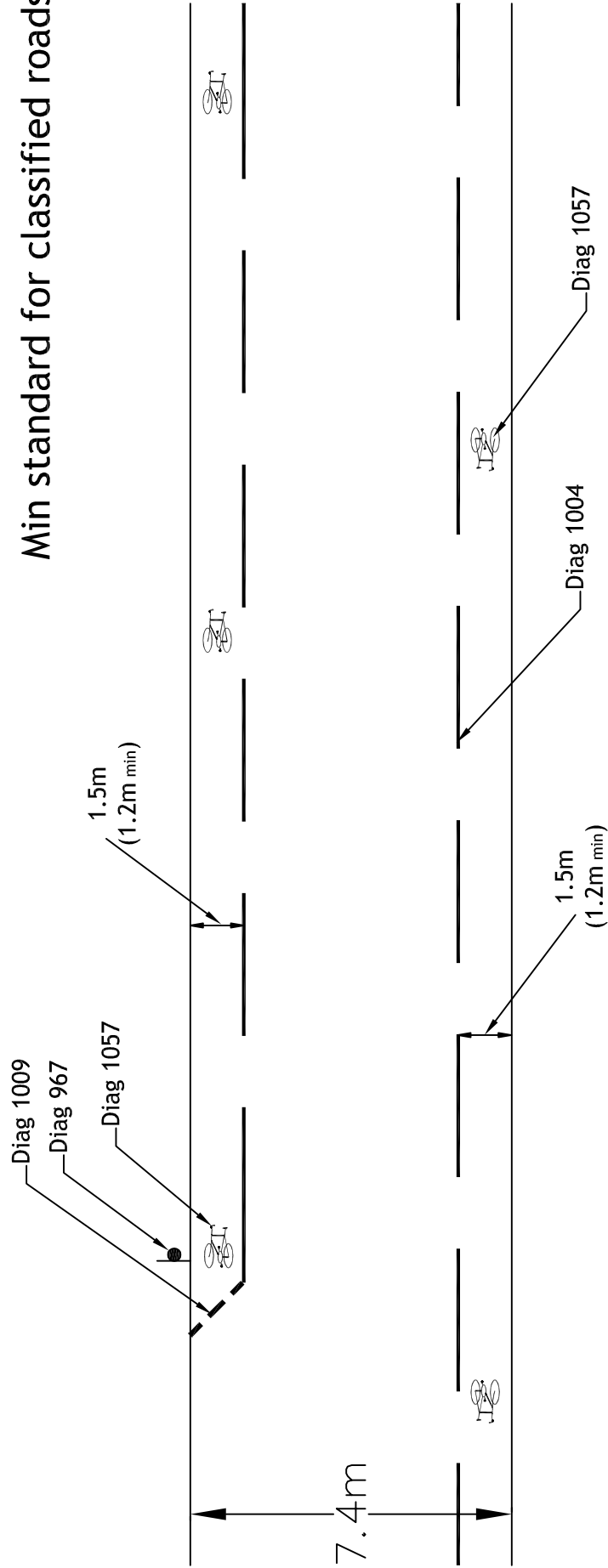
Department of Environment Culture and Sport Civic Centre Reading RG1 7AE	Project Reading Cycling Strategy	Scale NTS	Drawn GW
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 Reading Borough Council Working better with you	Approved SB	Drawing No. 004	




EXAMPLE

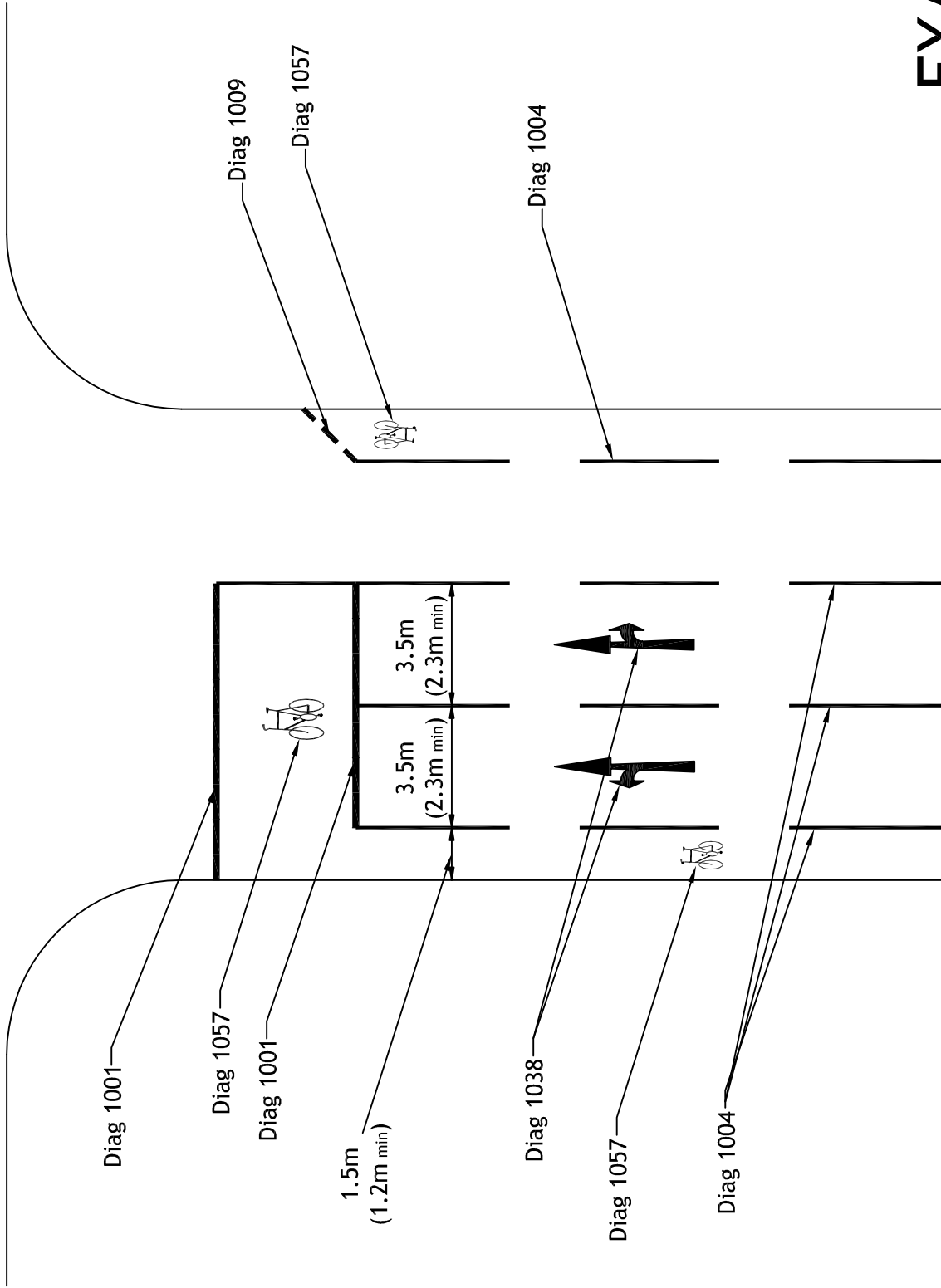
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	Drawing Cycle Symbols at Traffic Islands		Date 21.06.13	Checked EB Approved SB
 Reading Borough Council Working better with you		Drawing No. 005		

Min standard for classified roads



EXAMPLE

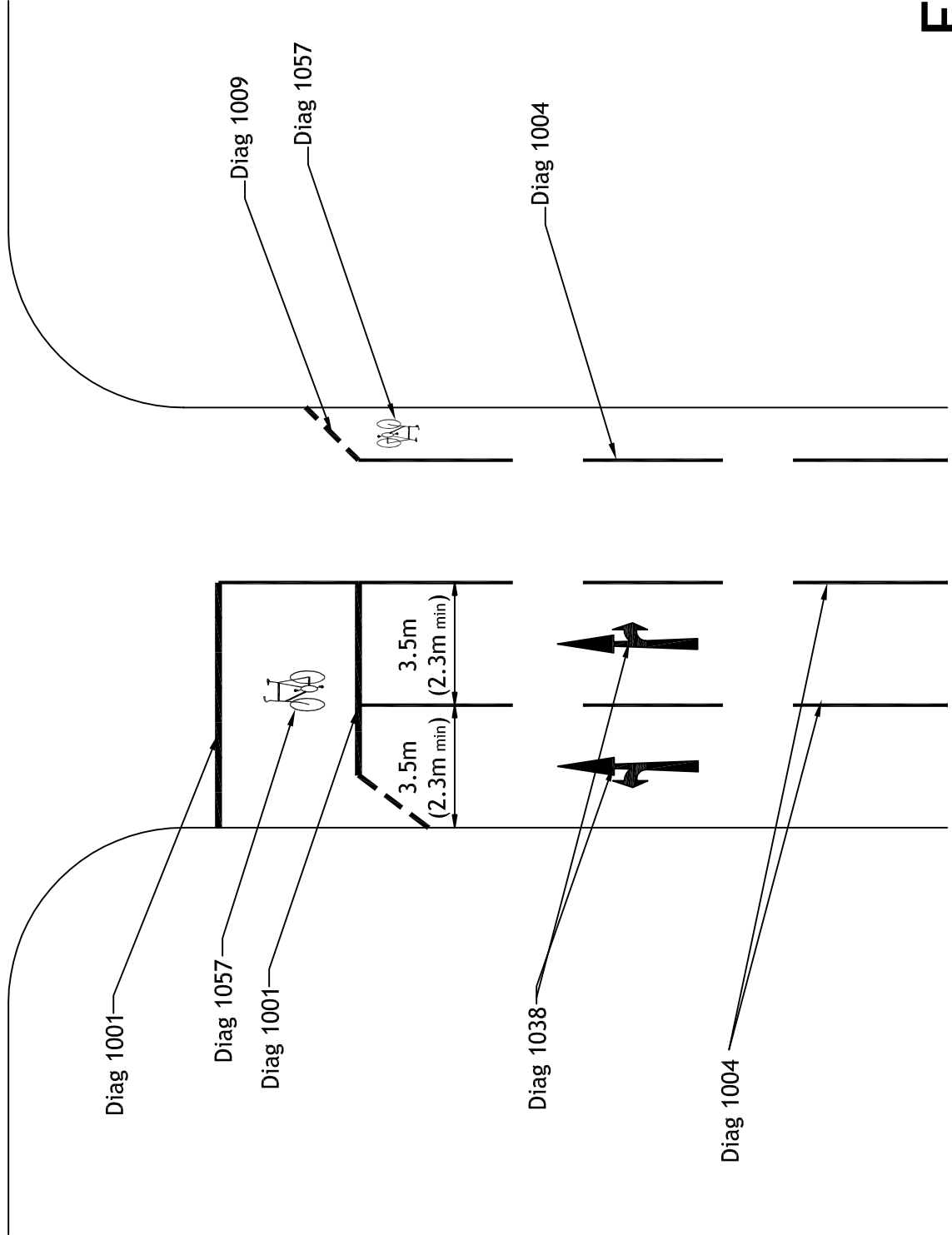
Department of Environment Culture and Sport Civic Centre Reading RG1 7AE	Project Reading Cycling Strategy	Scale NTS	Drawn GW
	Drawing Cycle Lane without Centre Line	Date 21.06.13	Checked EB
 Reading Borough Council Working better with you	Drawing No. 006	Approved SB	



EXAMPLE

Project	Scale	Drawn	GW
	NTS	Checked	EB
Reading Cycling Strategy	Date	Approved	58
	21.06.13		
Drawing	Drawing No.		
Advanced Stop Line with lead-ins			007

Department of Environment
Culture and Sport
Civic Centre
Reading
RG1 7AE

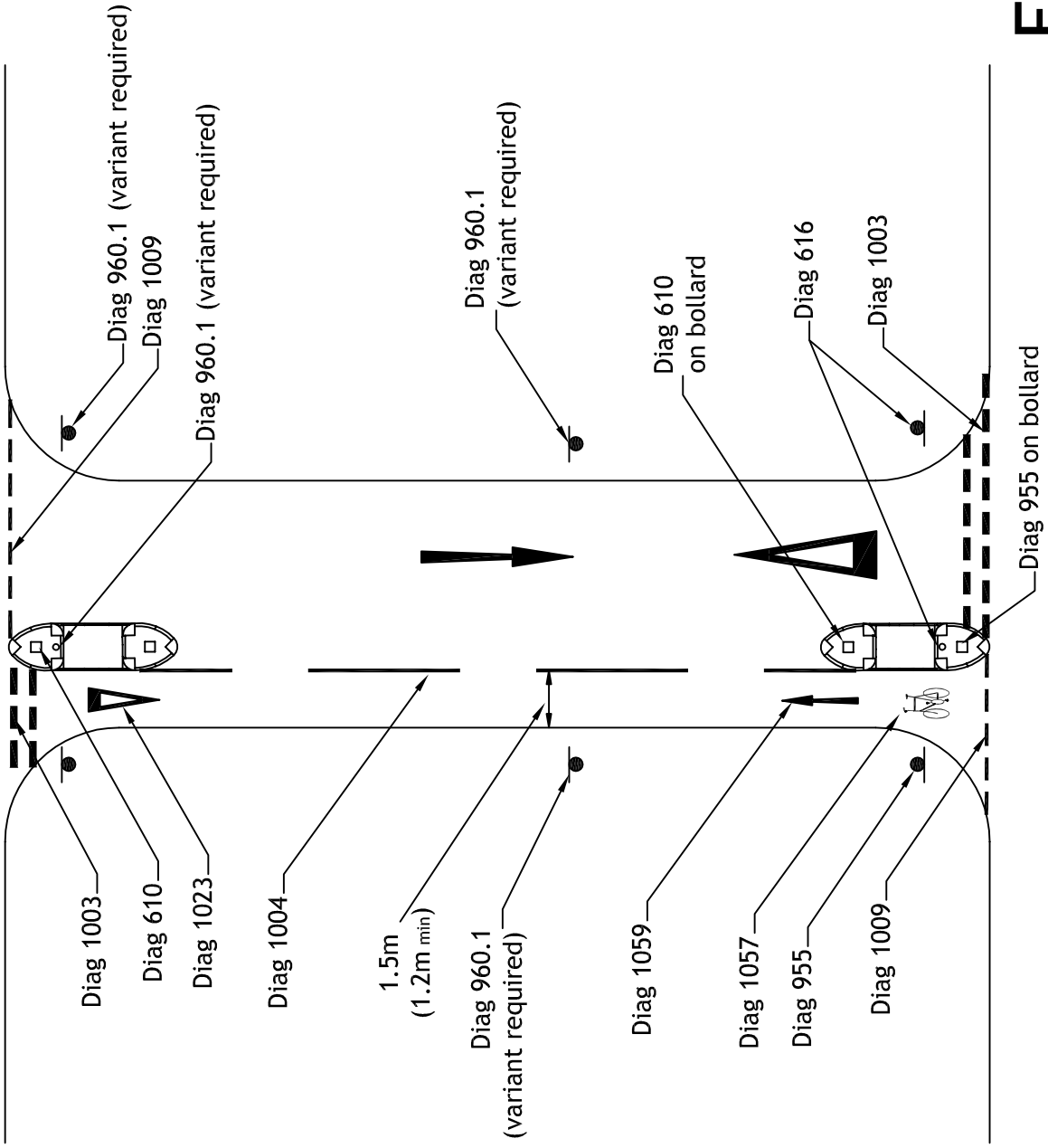


EXAMPLE

Project	Scale	Drawn	GW
	NTS	Checked	EB
Reading Cycling Strategy	Date	Approved	58
	21.06.13	Drawing No.	
Drawing	Advanced Stop Line at junctions		
			008

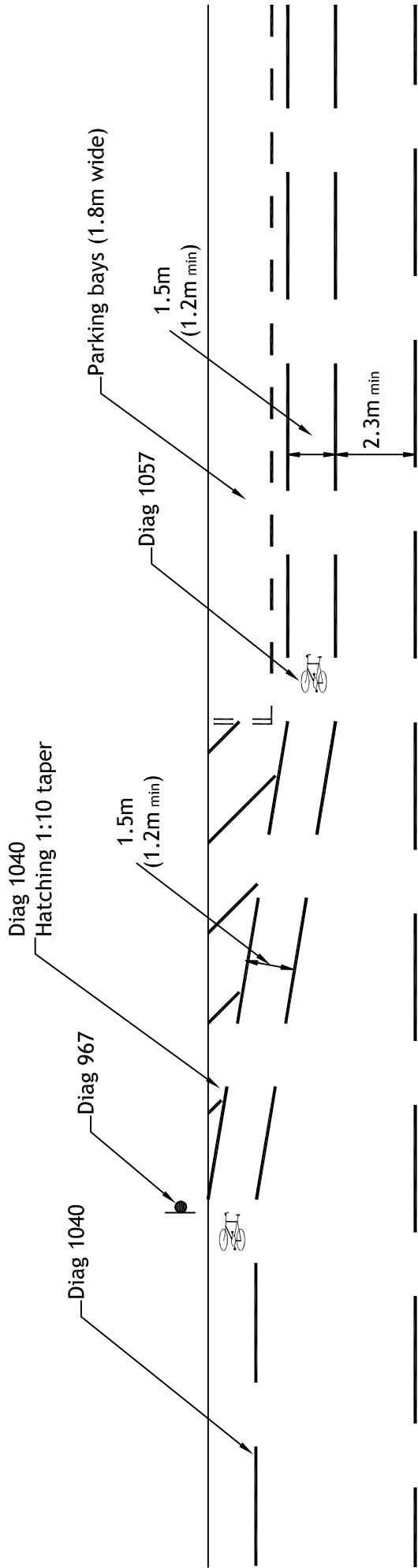
Department of Environment
 Culture and Sport
 Civic Centre
 Reading
 RG1 7AE

Reading
 Borough Council
 Working better with you




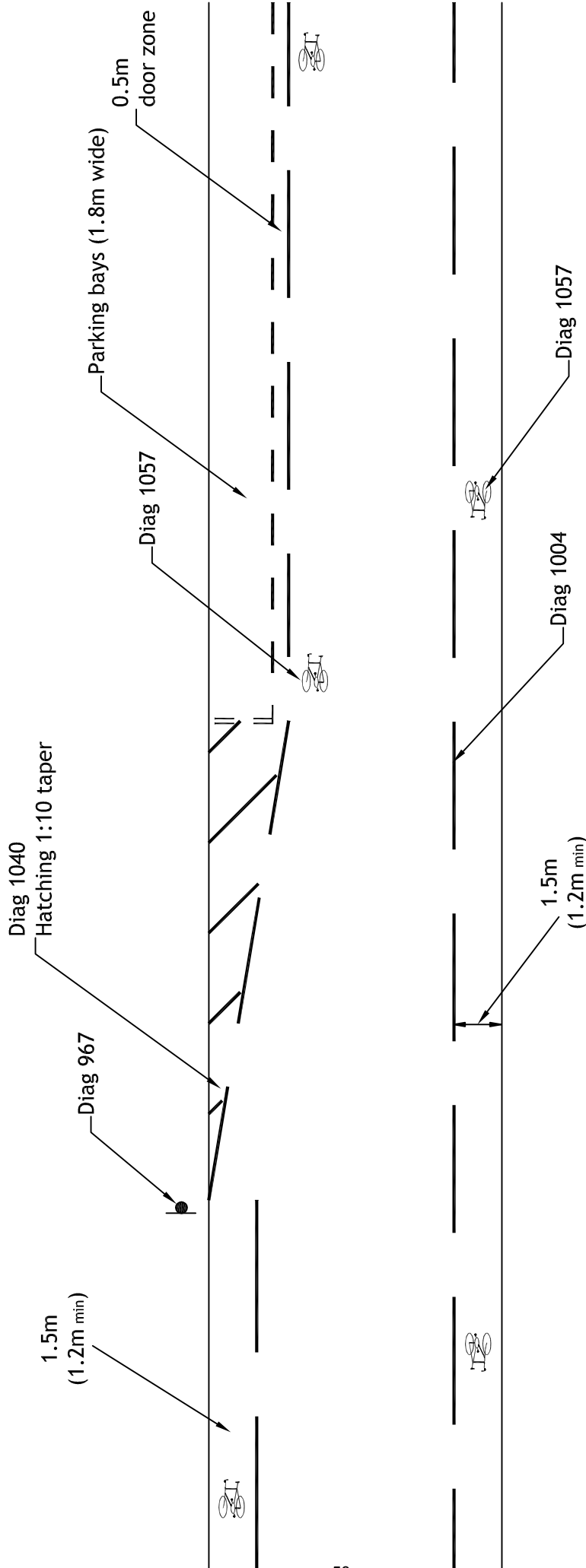
EXAMPLE

Department of Environment Culture and Sport Civic Centre Reading RG1 7AE	Project	Scale	Drawn	GW
	Reading Cycling Strategy	NTS	Checked	EB
Drawing Contraflow Cycle Lane (one way plug)	Date	21.06.13	Approved	SB
	Drawing No.	009		




EXAMPLE

Department of Environment Culture and Sport Civic Centre Reading RG1 7AE	Project Reading Cycling Strategy	Scale NTS	Drawn GW
	Drawing Cycle Lanes at Parking Bays	Date 21.06.13	Checked EB Approved SB
 Reading Borough Council Working better with you	Drawing No. 010		



EXAMPLE

Department of Environment Culture and Sport Civic Centre Reading RG1 7AE	Project		Scale	Drawn	GW
	Reading Cycling Strategy		NTS	Checked	EB
 Reading Borough Council Working better with you	Drawing		Date	Approved	58
	Cycle Symbols at Parking Bays		21.06.13	Drawing No.	
011					

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READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT COMMITTEE		
DATE:	19 th March 2014	AGENDA ITEM:	
TITLE:	INTRODUCTION OF SUSTIANABLE DRAINAGE ADOPTION BOARDS (SAB'S)		
LEAD COUNCILLOR:	Cllr PAGE	PORTFOLIO:	STRATIGIC ENVIRONMENT PLANNING & TRANSPORT
SERVICE:	TRANSPORT	WARDS:	BOROUGHWIDE
LEAD OFFICER:	CHRIS SAUNDERS	TEL:	0118 937 3949
JOB TITLE:	TRANSPORT DEVELOPMENT CONTROL MANAGER	E-MAIL:	chris.saunders@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 Schedule 3 of The Flood and Water Management Act 2010 establishes Sustainable Urban Drainage (SuDS) Approving Bodies (SABs) in unitary authorities (in single tier local government) and county councils (in two tier areas), and gives those bodies statutory responsibility for approving Drainage Applications and, in some cases adopting, the approved drainage systems associated with all new developments .
- 1.2 A drainage application will contain the full design, construction, operation and maintenance details of a drainage system to manage surface water from development which will demonstrate compliance with the SuDS National Standards. This application is submitted to the SAB
- 1.3 The statutory procedures were due to receive approval in December 2013 with the SAB's commencing on April 6th 2014. However at a reading of the Water Bill in Parliament on the 6th January 2014, Dan Rogerson MP, Parliamentary Under Secretary of State for Water, Forestry, Rural Affairs and Resource Management stated, "*it is looking increasingly unlikely that we will be in a position to ensure that the scheme comes into force this April which was our preferred date for implementation*" but continued "*I remain committed to introducing the legislation at the earliest opportunity. I plan to lay the relevant affirmative regulations by April, to underline the Government's commitment to addressing flood risk*"
- 1.4 The Department for the Environment and Rural Affairs (DEFRA) confirmed on the 17th February 2014 that the necessary legislation to implement Schedule 3 will be laid in April with formal commencement starting on the 1st October 2014.

2. RECOMMENDED ACTION

- 2.1 This report details the proposed process required to commence the statutory requirement of the SAB and recommends that prior to a formal implementation date being confirmed by Government, that the authority commences an approval process on a voluntary basis.

3. POLICY CONTEXT

- 3.1 This is a statutory requirement that has to be implemented in accordance with Schedule 3 of the Flood and Water Management Act 2010

4. THE STATUTORY POSITION

- 4.1 When the SAB's implementation date is confirmed, applicants for all major planning applications (as defined by the Town and Country Planning (Development Management Procedure) (England) Order 2010 (DMPO)) submitted for approval must also submit a drainage approval application to the Sustainable Drainage Approving Body (SAB) and that from April 2017 all planning applications serving more than 1 dwelling or 100m² will be required to also submit a drainage approval application. However there is no provision for the Planning Application to be invalidated if the drainage application is not submitted at the same time. This could result in approximately 50 drainage applications a year between 2014 and 2017 and 350 a year after April 2017. One of the important requirements of the act is that no work can commence on site until the drainage application is approved.
- 4.2 Sustainable Urban Drainage systems (SuDs) are a sequence of management practices, control structures and strategies designed to efficiently and sustainably drain surface water, while minimising pollution and managing the impact on water quality of local water bodies. A well designed SuDs scheme will manage runoff volumes and flow rates thereby reducing the impact of urbanisation on flooding. As well as being sympathetic to the environment and the needs of the local community they should also protect and enhance water quality.
- 4.3 The National Standards have a hierarchy for surface water runoff and the runoff must be discharged to one or more of the following, listed in order of priority:
- 1) discharge into the ground (infiltration); or where not reasonably practicable,
 - 2) discharge to a surface water body; or where not reasonably practicable,
 - 3) discharge to a surface water sewer, highway drain, or another drainage system; or where not reasonably practicable,
 - 4) discharge to a combined sewer.

- 4.4 SAB's will have to approve the drainage proposals for all new developments and ensure they comply with the National Standards. The National Standards contain 28 policy statements with regards to run off, water quality, construction, maintenance and viability. The SAB can approve or refuse a drainage application and if it refuses an application the applicant has the right to appeal similar to the planning application process. It should be noted there are no standard drawings to supplement the national standards and DEFRA recommend applicants and Local Authorities use the drawings produced by the Construction Industry Research and Information Association (CIRIA) in their SuDs Design Manual.
- 4.5 Drainage applications should preferably be submitted jointly with a planning application, but need to be determined by a department separate from the Planning Authority. The SAB is required to determine a minor application in 7 weeks and a major application in 11 weeks, 2 weeks less than the statutory requirement for determining Planning Applications. This is in DEFRA's view to ensure the Planning Authority is aware of the SABs decision before determining any simultaneous planning application.
- 4.6 The SAB also has to consult the following statutory consultees, Sewerage Undertaker, Environment Agency (if discharge is in to a main river), Highway Authority, Canal and River Trust (if discharge is in to the waterway managed by them), Internal Drainage Board (not applicable for RBC). Addition stakeholders where appropriate are Lead Local Flood Authority (RBC), Government Pipeline Agency, Water Company. There is no requirement for the SAB to undertake public consultation as this is deemed to be done through the planning application process. The act states that consultees have to respond in 21 days if they want there comments to be considered by the SAB when they determine the application.
- 4.7 A fee for the drainage application is payable and this has been set by DEFRA as follows,
- £350 for each application plus [up to a maximum limit of £7,500]:
For every 0.1 ha up to 0.5 ha - £70
For every 0.1 ha between 0.5 ha and 1 ha - £50
For every 0.1 ha between 1 ha and 5 ha - £20
For every 0.1 ha above 5 ha - £10
- DEFRA have confirmed that it is unlikely that the fees will cover all the SABs costs but this is a similar approach to that with Planning Applications.
- 4.8 As well as assessing the compliance with the national standards the SAB also has to take in to consideration the viability of the proposals on the overall development. DEFRA have made it clear that the implementation of SUDS should not hinder development. However while the standards refer to viability, it is clear from meetings officers have had with DEFRA officials that they have not fully understood how the viability for SUDS can not logically be divorced from any viability arguments put forward in the determination of planning obligations. In practice it is likely that the provision of a good standard of SUDS will be accounted for within the viability report submitted with any planning

application and the provision of SUDs therefore will take priority over planning requirements if viability is an issue. If a poor quality of SUDs is put forward on the basis of the impact of planning requirements it would create a difficult situation for the Planning Authority. However in any event the cost of the SUDs scheme would likely to feature in a viability report submitted with a planning application and would require verification from the SAB.

- 4.9 The SAB is able to place conditions on any approvals it issues and the guidance notes which supplement the National Standards contain a list of model conditions. However there will be no mechanism to discharge conditions unlike the Planning Process and therefore if the applicant is not complying with the conditions laid on the permission the SAB may have to consider enforcement action to ensure compliance.
- 4.10 Following approval the SAB will have to adopt any drainage system under a highway or serving more than 1 property. The definition of a property within the National Standards and the Act refers to a single building which includes Supermarkets, warehouses, schools and blocks of flats. The SAB must adopt a drainage system if it meets the criteria even if it is on private land and is responsible for its future maintenance and there is no mechanism to obtain commuted sums to cover the future maintenance liability. However if under the highway and the applicant proceeds with a Section 38 agreement for formal adoption the SuDs will become the responsibility of the Highway Authority and not the SAB. As a result, commuted sums can be charged as part of the Section 38 process.
- 4.11 The SAB can exempt locations from direct discharge in to the ground (Infiltration), if it believes infiltration would result in an unacceptable risk of ground instability or subsidence. Given the severe problems the Borough has with subsidence in areas with former chalk mines, which could be made seriously worse by water ingress, the Reading Borough Council SAB will not accept infiltration methods in the areas where subsidence will occur.

5.0 THE PROPOSED IMPLEMENTATION

- 5.1 It is proposed that the SAB be incorporated within the Transport Development Control Section of the Transport Department given the obvious links between the SAB and the Planning and Highway sections. Given the Transport Development Control section involvement in the planning process, especially with the pre-application process, they will request applicants discuss the proposed drainage for a development at the pre-application stage to try and ensure satisfactory drainage schemes are submitted at application stage.
- 5.2 As the drainage application is required to be submitted at the same time as the Planning Application it is proposed that the validation and registering of the drainage applications is undertaken by the Planning Administrative section. DEFRA on the 17th February announced that, "*To ensure that local government are sufficiently prepared to undertake their statutory duties successfully from the outset it has been working with the Planning Portal to provide a facility to submit SuDS applications - either with an online or paper planning application or separately as a standalone paper application.*" Further details

on this process and the implementation date are to be provided at a DEFRA seminar on the 10th March. Unfortunately as this is after the deadline for reports to this committee have to be completed a verbal update will be given to committee. However in case of delays in DEFRA and the planning portal implementing this approach, a draft application form to be used by this authority in the interim and validation checklist is included within Appendix 1 to this report. The submitted details will be added to the Planning website linked to the relevant Planning Application for the site to enable statutory consultees to obtain the proposed details, thereby neglecting the need to send these out in the post at a considerable expense.

- 5.3 Following validation, the Planning Administrative section will also notify the statutory consultees who will be informed to forward their observations on the proposed drainage design to the Transport Development Control Manager (TDCM) within a period of 21 days in accordance with the regulations. Once the comments are received these will be taken into consideration along with the detailed analysis of the drainage application against the national standards. Where appropriate the TDCM will seek amendments to the proposals to ensure compliance with the national standards. The TDCM will reach a decision within 7 weeks for a minor application and 11 weeks for a major application and will issue a decision notice for either approval with conditions if required or refusal to the applicant. A copy of the decision will also be forwarded to the Planning Department for reference.
- 5.4 Following the issue of the decision notice, the TDCM will work with the applicant to proceed with adoption of the drainage system if the adoption criteria are met.
- 5.5 During the construction of the drainage, the Building Control Section will as part of their requirements ensure that the drainage is constructed in accordance with the approved scheme. However there is no separate fee for this as the SuDs application fee is set to cover the entire process from assessment and approval to construction.
- 5.6 With regards maintenance of adopted SuDs on private land a database of all adopted drainage systems will be commenced. This database will ensure that each drainage system is visited at least once a year for assessment. If maintenance is required this will be undertaken to ensure the system still functions satisfactorily.
- 5.7 Given the constrained time limit, DEFRA expect the approval of drainage applications to be an administrative process, i.e. non political activity especially as approval will be dependent on compliance with ministerial approved standards. It is proposed that Drainage Decision Notices are approved and signed by either the Transport Development Control Manager, The Head of Transport and Streetcare or the Deputy Head of Transport and Streetcare only and that a system of delegation is put forward to policy committee in February.
- 5.7 A flowchart detailing the SAB process is included within Appendix 2.

- 5.8 As detailed within 1.3, the proposed implementation date of April 1st 2014 will not be achieved by DEFRA. DEFRA have confirmed that the relevant legislation will be in place by April 2014 and given recent flooding events to formally implement the SAB's on October 1st 2014. However given the logistical nature of this operation it is proposed to commence a voluntary SAB approval process on May 1st 2014 to enable any problems in the process to be resolved and to enable developers practice at compiling Drainage Applications before the formal commencement date. As the process will be voluntary and before the formal commencement date we will be unable to charge a fee.
- 5.9 While the process will only be voluntary until the formal commencement date is known, the SAB process will benefit developers during the Planning Process. Paragraph 103 of the National Planning Policy Framework states developments should be appropriately flood resilient and should give priority to the use of sustainable drainage systems, while Policy DM1 relating to Climate Change of this authorities "Sites and Detailed Polices Document" states "All development shall minimise the impact of surface water runoff from the development in the design of the drainage system". BREEAM requirements also require that drainage is sustainable.
- 5.10 While there will be an informal application process in the interim, the adoption process will not commence until the formal legislation has been commenced. This is so that the authority does not increase its maintenance commitment prematurely and also to ensure that we do not adopt any infrastructure until the method of securing funding for future maintenance has been determined by DEFRA. DEFRA are currently considering two options with regards maintenance funding, the first is a method of commuted sums payable by developers preferred by Local Authorities and the second is a precept on the council tax / business rates of the new buildings which is preferred by developers. A consultation document on this is due out during March 2014.
- 5.11 Given the recent flooding issues within Southern England, the promotion of sustainable drainage will ensure that run off from new developments does not worsen the existing conditions at times of exceptional rainfall.

6 FINANCIAL IMPLICATIONS

- 6.1 DEFRA have indicated that the Treasury have agreed to provide a sum of money to each Local Authority to implement the SABS, in the years 2014/15 and 2015/16, however they are unable to confirm what the specific amount will be. The likely amounts will be confirmed around the period when the legislation is approved in parliament in April 2014.
- 6.2 As stated in 4.7, above, the SAB will be able to charge a fee for each drainage application submitted and this has been set national by DEFRA.

DEFRA have confirmed that it is unlikely that the fees will cover all the SABs costs but this is a similar approach to that with Planning Applications. However the full financial implications will be known until after October 1st, when we will have an indication of the number of applications we will receive.

7. CONTRIBUTION TO STRATEGIC AIMS

7.1 To promote sustainable development

8. COMMUNITY ENGAGEMENT AND INFORMATION

8.1 The SAB is a statutory requirement as detailed within the Flood and Water Management Act 2010. The national standards for the implementation of Schedule 3 of the Flood and Water Management Act were subject to consultation by DEFRA between December 2011 and February 2012.

9. LEGAL IMPLICATIONS

9.1 The implementation of SAB is a statutory requirement under Schedule 3 of the Flood and Water Management Act 2010

Appendix 1

Draft Validation Check List and application Form

Drainage Application Validation checklist

A validly made Drainage Application should include the following information and details:

- i. Detailed site layout at an identified scale (1:200 or 1:500 or as appropriate or any other scale agreed with the SAB) with a North point
- ii. Topographical survey of the site, including cross-sections of any adjacent water courses for appropriate distance upstream and downstream of discharge point if appropriate (as agreed with the SAB);
- iii. Full design calculations and design parameters to demonstrate conformity with the design criteria for the site;
- iv. Long sections and cross sections for the proposed drainage system (at a scale agreed with the SAB);
- v. Suitable Construction Details;
- vi. Plan of proposed drainage system with catchment areas including impermeable areas and phasing;
- vii. Details of connections (including flow control devices) to watercourses, sewers, public surface water sewers ,highway drains and SuDS;
- viii. Details of any offsite works required, together with any necessary consents;
- ix. Operational characteristics of any mechanical features including maintenance and energy requirements;
- x. Plan demonstrating flooded areas for the 1 in 100 year storm when system is at capacity and demonstrating flow paths for design for exceedance;
- xi. Access arrangements for all proposed drainage systems;
- xii. Management plan for all non adopted drainage (more applicable for single property);
- xiii. Landscape planting scheme if proposing vegetated drainage system (if proposed);
- xiv. Plan for management of construction impacts including any diversions, erosion control, phasing and maintenance period (pre-adoption);
- xv. Health and safety plan, if appropriate, considering areas of open water and confined space entry.
- xvi. Ground investigation, including infiltration test results, where appropriate.
- xvii. Water quality details
- xviii. Indicative maintenance schedule
- xix. Programme for construction

For a large site or multi-plot development:

The following (if not already contained within the drainage strategy or sustainable drainage design code):

- xx. Full details of individual development plot discharge and storage constraints;
- xxi. Full details of responsibility for controlling the overall surface water management of the site.

Application for Drainage Approval under Section 3 of the Flood and Water Management Act 2010

You can complete and submit this form electronically via the planning portal.

Please complete using block capitals and black ink

1. Applicant Name and Address

Title	<input type="text"/>	First Name	<input type="text"/>
Last Name	<input type="text"/>		
Company	<input type="text"/>		
Address Line 1	<input type="text"/>		
Address Line 2	<input type="text"/>		
Address Line 3	<input type="text"/>		
Town	<input type="text"/>		
County	<input type="text"/>		
Postcode	<input type="text"/>		

2. Agent Name and Address

Title	<input type="text"/>	First Name	<input type="text"/>
Last Name	<input type="text"/>		
Company	<input type="text"/>		
Address Line 1	<input type="text"/>		
Address Line 2	<input type="text"/>		
Address Line 3	<input type="text"/>		
Town	<input type="text"/>		
County	<input type="text"/>		
Postcode	<input type="text"/>		

3. Site Address Details

Unit	<input type="text"/>	Number	<input type="text"/>
Address Line 1	<input type="text"/>		
Address Line 2	<input type="text"/>		
Address Line 3	<input type="text"/>		

Town

County

Postcode

OS Grid Ref Easting Northing

Description

4. Planning Application

Has a planning application for the site also being submitted? YES NO

5. Description of Proposal

Please describe the proposed development and the proposed drainage scheme

6 Design Standard

Have the drainage proposals been design in accordance with National Standards for Sustianable Drainage ?

YES NO

If No, please detail below why the national Standards have not been followed

What is the main form of drainage is it by

Infiltration YES NO

Discharge to a surface
water body YES NO

Discharge to a surface

water sewer or highway YES NO

Discharge to a combined sewer YES NO

Please provide details of how the existing sites surface water run off is managed?

Will the drainage proposed be confined to the site YES NO

If No, please provide details of the off site drainage proposals as well as the landowners contact details

7. Drawings, Documents and Calculations

Taking into account the Drainage Application Validation Checklist, attached to this form, please list all drawings, documents and calculations submitted with this application. Please note 3 copies of all documentation are required.

8. Declaration

I/We hereby apply for planning permission/consent as described in this form and the accompanying plans/drawings and additional information.

Signed - Applicant

or Signed Agent

Date (DD/MM/YYYY)

9. Applicant Contact Details

Telephone Number

Mobile Number

Email Address

10. Agent Contact Details

Telephone Number

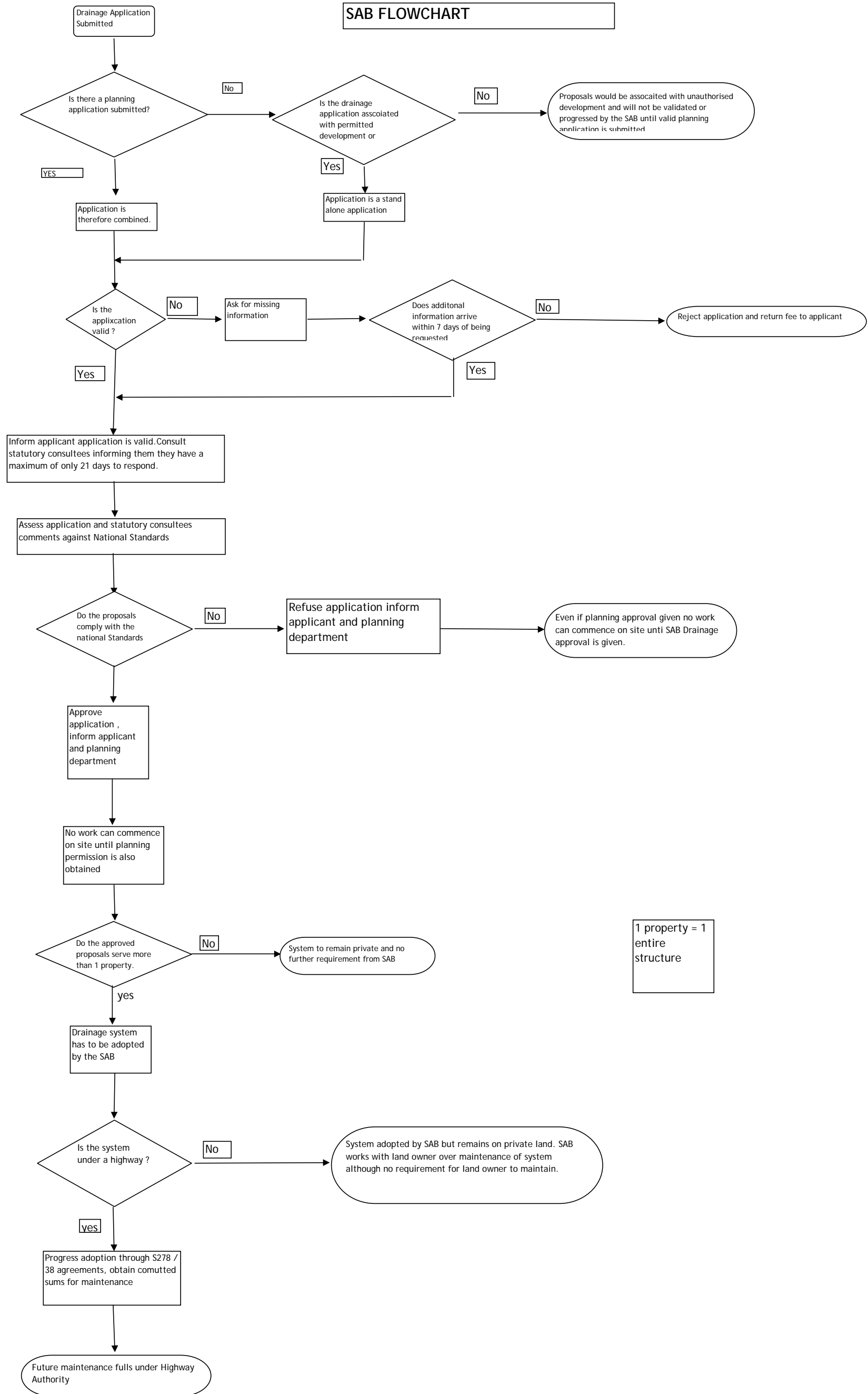
Mobile Number

Email Address

Appendix 2

Sustainable Drainage Authority Board Flowchart

SAB FLOWCHART



1 property = 1 entire structure

READING BOROUGH COUNCIL

REPORT BY (DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES)

TO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT	
DATE:	19 th MARCH 2014	AGENDA ITEM: 10
TITLE:	2013/14 WINTER FLOODING	
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO: STRATEGIC ENVIRONMENT PLANNING & TRANSPORT
SERVICE:	EMERGENCY PLANNING	WARDS: BOROUGHWIDE
LEAD OFFICER:	BRETT DYSON	TEL: 9372235
JOB TITLE:	EMERGENCY PLANNING & RISK MANAGEMENT OFFICER	E-MAIL: brett.dyson@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 Record levels of rainfall fell in January 2014 (wettest in 100 years), wet weather continued into February 2014 and any rain falling on already saturated ground ran off quickly causing rapid rises in river levels.
- 1.2 Flooding was experienced on the Thames, the Kennet and the Foudry Brook in Reading for an extended duration, starting with the dissemination of the first flood alert on 23/12/13. The River Kennet remains on flood alert at present time (over 10 weeks later).
- 1.3 Floodwaters peaked in January 2014 and again in February 2014, with a short lull in between.
- 1.4 During the more severe of the 2 floods in February 14, the floodwater levels on the Kennet/Holybrook in the Circuit Lane area appear to have exceeded the historic levels seen in 1971. Sandbag walls and High Volume Pumps (pumping up to 24Tons/minute of flood water) were employed to keep water levels low. Without these preventative measures it is estimated that another 12 properties would have internally flooded in Southcote.
- 1.5 The feedback from the Public to the Council's response has been overwhelmingly positive. Officers dedicated significant amounts of time/effort to liaising in person with local residents, keeping them informed with a mix of face to face dialogue and leafleting. This ensured that residents knew of the Councils response plan and understood what to expect.
- 1.6 This report covers the Councils response to flooding, and a further Floods & Water Management Act 2010 Section 19 report will be prepared and brought back to a future SEPT meeting.

2. RECOMMENDED ACTION

That:

- 2.1 This report is noted.
- 2.2 This instance of flooding is investigated and that a Floods & Water Management Act 2010 Section 19 report is prepared and brought back to a future SEPT meeting.
- 2.3 Flood extent maps are updated and provided to the RBC Land Use Planning Team.
- 2.4 The Council's Sandbag policy is reviewed and is subject to an annual review.
- 2.5 Work by the Councils Flood Recovery Group Continues, and in particular that the finance representatives on that group continue work to administer flood funding grants and discretionary powers.
- 2.6 The Committee note the positive feedback by the Public to RBCs flood response.
- 2.7 Volunteer groups, supportive local businesses, the military and the Fire Service are thanked for their support during the flooding.

3. BACKGROUND

- 3.1 **Sonning Bridge Closure (River Thames)** - Although outside of the Borough boundary, the closure of this bridge due to flooding (one of only a small number of river crossings in the area) caused significant issues on Reading's road network. This was compounded by the long term closure of Whitchurch Bridge for repairs. Reading's network suffered from high volumes of traffic for many days as a result of this closure.
- 3.2 **Southcote Mill & Island Road "Dry Islands" and Circuit Lane (River Kennet/Holybrook)** - Southcote Mill can be accessed by 2 sections of private road off Southcote Farm Lane and Circuit Lane respectively. Both access routes have been flooded for a period over 10 weeks and remain flooded at the present time. Residents at Southcote Mill and its neighbouring apartments were cut off for this period and had to walk through floodwater on foot if they wished to leave their property.

Properties at the bottom of Circuit Lane, Sylvan Walk and neighbouring roads in Southcote were also at risk of flooding, with water entering gardens and outbuildings of a number and internally flooding 4 properties.

The Holybrook weaves in and out of the Railway Line at Southcote. During flood events it empties vast quantities of floodwater north of the railway line towards properties at Circuit Lane before weaving back under the railway line to the South. The railway line then acts as a bund, preventing the free flow of floodwater, and this exacerbated the flooding of Circuit Lane.

Island Road was closed during the February 2014 flood, restricting access to both the Municipal Waste site and 4 residential properties. These 4 properties internally flooded and all residents were "received" as evacuees.

- 3.3 **Lower Caversham Flooding** - Low lying areas of lower Caversham flooded, causing internal flooding to a small number of residential and commercial properties in the area, and also further upstream at Scours Lane. Some of these flooded properties were water compatible developments such as boat yards, and are therefore designed to deal with floodwater.
- 3.4 **Reading Gate Retail Park/Green Park/Pingewood Business Estate Flooding** - The retail park next to Madjedski Stadium and home to B&Q, McDonalds etc flooded for the first time since its construction. The Foudry Brook and River Kennet both link to this area of flood plain via various ditches and streams that connect via Longwater Lake in Green Park, and onwards to the retail park, before moving back into the Kennet/Foudry Brook. Several of these businesses flooded internally. Businesses on the east side of the A33 in Bennet Road and Acre Road also suffered from flooding. Pingewood Business Estate around the rear of Green Park also suffered flooding of 1 residential property and 6 business premises.
- 3.5 **Emergency Response Team** - The Councils Emergency Response Team is comprised of 2 full time staff and approx 30 volunteers from across the Council.
- 3.6 **Sandbag policy** - Sandbags were distributed in accordance with our sandbag policy to properties on our historic flood extent maps.

4. CURRENT POSITION

4.1 Flooded properties

Internally Flooded (TOTAL 32)

- 1) Reading Rowing Club (Jan/Feb14)
- 2) Reading Canoe Club (Jan 14)
- 3) No 2 Bridge Street (Bridges Bar & Grill) - Jan 14 (likely Feb 14 but unconfirmed)
- 4) 97 Queens Road (Water entered basement) - Jan 14 (unconfirmed Feb 14)
- 5) Rivers Gym (Scours Lane) - water entered lift shaft and back door (Jan 14)
- 6) Christchurch Meadows Toilets (Jan/Feb 14)
- 7) Better Boating Co - Mill Green - Water entered ground floor (Jan & Feb 14)
- 8) 95 Circuit Lane - Whole ground floor flooded (Feb14)
- 9) 110 Circuit Lane - Whole ground floor flooded (Feb14)
- 10) 112 Circuit Lane - Whole ground floor flooded (Feb14)
- 11) 1 Sylvan Walk - Whole ground floor flooded (Feb14)
- 12) 16 Island Road - Whole ground floor flooded (Feb14)
- 13) 17 Island Road - Whole ground floor flooded (Feb14)
- 14) 18 Island Road - Whole ground floor flooded (Feb14)
- 15) 19 Island Road - Whole ground floor flooded (Feb14)
- 16) London Street Brassiere (Water entered basement) (Feb14)
- 17) 16 Cowper Way (Water entered basement) (Feb14)
- 18) Buckside Cottage (Near Griffin Caversham - water entered basement) (Feb14)
- 19) 3 Church Road (Feb 14)
- 20) B&Q, Reading Gate Retail Park (Flooded inside garden centre, building yard and trade point) (Feb 14)
- 21) Cordwallis - Bennet Road (Feb14)
- 22) TK Max, Reading Retail Park (water entered lift shaft and seeped through front windows/doors) (Feb 14)
- 23) LD Distribution, No 36 Bennet Road - (Feb 14)
- 24) Reading Pneumatic services, No 38 Bennet Road (Feb 14)
- 25) Reading Marine Services - (Jan 14) Flooded internally in their workshop in Jan 14. Likely to have flooded in Feb 14 also, but unconfirmed)

- 26) Pynning - Smallmead Road (RG30 3UR) - Round the back of Green Park - single storey property and water entered whole ground floor (Feb 14)
- 27) No 5 Pingewood Business Estate, Smallmead Road (Polishcar) - (Feb 14)
- 28) No 6 Pingewood Business Estate, Smallmead Road (Polishcar) - (Feb 14)
- 29) No 7 Pingewood Business Estate, Smallmead Road (Polishcar) - (Feb 14)
- 30) No 8 Pingewood Business Estate, Smallmead Road (Polishcar) - (Feb 14)
- 31) No 9 Pingewood Business Estate, Smallmead Road (Polishcar) - (Feb 14)
- 32) No 10 Pingewood Business Estate, Smallmead Road (Polishcar) - (Feb 14)

Surrounded by water and underneath (TOTAL 45)

- 25 Scours Lane (Jan 14)
- 26 Scours Lane (Jan 14)
- 27 Scours Lane (Jan 14)
- No`s 1 to 12 Riverside Court Flats (Jan 14)
- No`s 14 to 31 Riverside Court Flats (Jan 14)
- Southcote Mill (Jan/Feb 14)
- Southcote Mill apartments x 2 (Jan/Feb 14)
- Pingewood House, Smallmead Road (Feb 14)
- Celtic Steels, Pingewood Business Estate, Smallmead Road (Feb 14)
- John Pratley's, Pingewood Business Estate, Smallmead Road (Feb 14)
- Thomas Car Services, Pingewood Business Estate, Smallmead Road (Feb 14)
- PC World - Reading Gate Retail Park (Feb 14)
- Smyths Toy Superstore - Reading Gate Retail Park (Feb 14)
- Paul Simon Carpets - Reading Gate Retail Park (Feb 14)
- Carpetrigh - Reading Gate Retail Park (Feb 14)
- McDonalds Reading Retail Park - (Feb 14)
- Oak Furniture Land, Reading Gate Retail Park (Feb 14)
- Pizza Hut, Reading Gate Retail Park (Feb 14)
- KFC, Reading Gate Retail Park (Feb 14)

Water in gardens/sheds/garages (TOTAL 100+)

- Queens Road - water in back gardens of properties (ODD NUMBERS 1 TO 109)
- 22 Mill Green
- 22A Mill Green
- 24 Mill Green
- 24A Mill Green
- 26 Mill Green
- 26A Mill Green
- 28 Mill Green
- 28A Mill Green
- 30 Mill Green
- 32 Mill Green
- 34 Mill Green
- 36 Mill Green
- 40 Mill Green
- 42 Mill Green
- 55 Mill Green
- 60 Mill Green
- 62 Mill Green
- 64 Mill Green
- 37 Send Road
- 39 Send Road
- 41 Send Road
- 43 Send Road

45 Send Road
 110 Circuit Lane - Water in back garden
 112 Circuit Lane - Water in back garden
 Hatford Road (properties nearest Brimpton Road)
 Shepley Drive
 Stapleford Road
 Brunel Road
 The Warren (Unknown numbers - hard to ascertain due to large secluded private gardens)

4.2 Flooded Roads/paths/pavements

Scours Lane (slipway, under bridge and access to Rivers Gym)
 Paddock Road (30m stretch flooded to a depth of 3inches)
 Island Road (
 Napier Road (100m stretch flooded to a depth of 3inches)
 Honey Meadow Close (Junc with Amersham Road/Nire Road) - flooded to depth of 1inch for 50m stretch)
 Thames Towpath from Scours Lane to Thames side promenade
 Christchurch Meadows
 Kings Meadow (Section closest to Luscinia View)
 Mill Green footpath
 Fobney Lock towpath to Southcote Mill (various sections)
 Foudry Brook cycle path adjacent to A33 (various sections)
 Private Access Road to Southcote Mill + Private section of Southcote Farm Lane

4.3 Flood Alerts/Warnings for the Reading area

23/12/13 09:23am	- Flood Alert	- River Kennet
23/12/13 09:38am	- Flood Alert	- Foudry Brook
24/12/13 07:28am	- Flood Alert	- River Thames
24/12/13 16:20	- Flood Warning	- River Kennet
25/12/13 07:08am	- Flood Alert no longer in force	- Foudry Brook
26/12/13 12:30	- Flood Warning no longer in force	- River Kennet
28/12/13 10:48am	- Flood Alert no longer in force	- River Kennet
2/1/14 07:32am	- Flood Alert	- Foudry Brook
2/1/14 07:32am	- Flood Alert	- River Kennet
4/1/14 05:47am	- Flood Warning	- River Kennet
7/1/14 07:24am	- Flood Warning (small area)	- River Thames
9/1/14 13:07	- Flood Alert no longer in force	- Foudry Brook
14/1/14 11:29am	- Flood Warning no longer in force	- River Thames
14/1/14 16:23	- Flood Warning no longer in force	- River Kennet
1/2/14 10:34	- Flood Alert	- Foudry Brook
1/2/14 15:24	- Flood Warning	- River Kennet
2/2/14 10:43	- Flood Alert no longer in force	- Foudry Brook
3/2/14 12:18	- Flood Warning no longer in force	- River Kennet
5/2/14 14:46	- Flood Alert	- Foudry Brook
5/2/14 15:23	- Flood Warning	- River Kennet
7/2/14 16:48	- Flood Warning	- River Thames
18/2/14 16:46	- Flood Alert no longer in force	- Foudry Brook
19/2/14 10:20	- Flood Warning no longer in force	- River Thames
22/2/14 17:27	- Flood Warning no longer in force	- River Kennet

4.4 Partner Agency Assistance

4.4.1 The Military & Police & Fire Services provided assistance to Reading Borough Council and its residents following their activation through the Strategic Command (GOLD) process.

4.4.2 Several substantial sandbag walls were constructed with Military & Fire Service assistance at Crane Wharf and Circuit Lane. A further sandbag wall was created to plug a breach at Southcote Weir which threatened a nearby Electricity Distribution Station, and several areas of erosion of the Kennet & Avon Canal Towpath were repaired with military assistance.

4.5 School Closures

4.5.1 Caversham Children's Centre was closed during the flooding period, due to water levels affecting the toilets/unable to flush.

4.6 Use of Volunteers

4.6.1 Several volunteer groups offered their assistance during the floods. Not all offers of assistance were needed, but several groups were used to good effect as follows:

a) *Sandbag filling*

- a. South East Berkshire Emergency Volunteers
- b. Natwest
- c. Thames Water
- d. Quintiles
- e. Muslim Youth project

b) *Provision of Hot Food/Drinks*

- a. British Red Cross

c) *Building of sandbag wall/flood defences*

- a. South East Berkshire Emergency Volunteers

4.7 Flood related calls

4.7.1 All flood related calls received by the Council were handled by the Councils Emergency Operations Centre.

4.8 Website/Search engine/Social Media

4.8.1 The Council received 7768 unique visits to the Councils Flooding webpages, between 7th February and 28th February, with over 1000 visits on each of the 10th and 15th February.

4.8.2 Social media was used to great effect during the floods, and up to ~50% of the website visits were generated through links from Twitter or Facebook.

4.8.3 The You Tube Flood Response video received 1473 unique views.

4.9 Local Businesses

A significant number of local businesses have suffered during the floods as a result of access restrictions.

Many of the boat operating companies on the Thames have suffered as the river has remained on a red board (advised not to navigate) for many months and as such they

are unable to operate their business. Many other businesses remained on dry land, but their customers or suppliers were unable to access them through deep floodwater.

The closure of Sonning Bridge has caused many delays for members of staff trying to get to work places in and around Reading, and additional miles for those trying to find alternative routes.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The strategic aims are:

- To Develop Reading as a Green City with a sustainable environment and economy at the heart of the Thames Valley
- To establish Reading as a learning City and a stimulating and rewarding place to live and visit
- To promote equality, social inclusion and a safe and healthy environment for all

5.2 The Councils response to flooding helps to maintain a safe environment for its residents.

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 Section 138 of the Local Government and Public Involvement in Health Act 2007 places a duty on local authorities to involve local representatives when carrying out "any of its functions" by providing information, consulting or "involving in another way".

6.2 The Council provided a significant officer presence in and around the flooded areas, to allow appropriate monitoring of river levels and liaison with the public.

6.3 Local residents in some riverside areas at risk were informed of the Councils flood response activities via targeted leafleting & door knocking, such that they were aware of our flood response strategy, and in particular aware of activities associated with the erection of sandbag walls and High Volume Pumps.

7. LEGAL IMPLICATIONS

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 An Equality Impact Assessment (EIA) is not relevant to the decisions required within this report.

7.3 The Floods & Water Management Act 2010 requires the preparation of a section 19 report following flooding. A recommendation to prepare a separate report for this specific purpose is present within section 2.

8. FINANCIAL IMPLICATIONS

- 8.1 A detailed analysis of costs incurred during the flooding has not yet been collated.
- 8.2 The Council has registered for the Bellwin Scheme, but it is unclear at the moment if we have exceeded the expenditure limit above which costs can be reclaimed.
- 8.3 Several grants and discretionary schemes are available and the details of these are currently being worked through.

9. BACKGROUND PAPERS

- 9.1 None

**READING BOROUGH COUNCIL
REPORT BY DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES**

TO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE		
DATE:	19 MARCH 2014	AGENDA ITEM:	11
TITLE:	LTP AND IMPLEMENTATION PLAN 2014-15		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO :	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	Ruth Leuillette / Hannah Budnitz	TEL:	0118 9372069 0118 937 2653
JOB TITLE:	Deputy Head of Highways & Transport / Senior Transport Planner	E-MAIL:	Ruth.leuillette@reading.gov.uk Hannah.budnitz@reading.gov.uk

1. PURPOSE AND SUMMARY OF REPORT

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

2. RECOMMENDED ACTION

- 2.1 To agree the programme and seek spend approval for 2014-2015 schemes in Appendix A.
- 2.2 To note the proposals for subsequent years as listed in Appendix A and delegate approval of any forward planning before the next Implementation Plan to the Lead Member for Strategic Environment, Planning & Transport in conjunction with the Head of Transportation & Streetcare.
- 2.3 That the progress made in delivering the LTP3 Implementation Plan in Year 3 (2013/14) be noted.
- 2.4 To note the links to the Cycle Strategy Implementation Plan, also presented at this meeting.

3. POLICY CONTEXT

- 3.1 All local transport authorities are required to produce a Local Transport Plan (LTP) under the Transport Act 2000, as amended by the Local Transport Act 2008. This third LTP3 Implementation Plan is a continuation of the first three approved Implementation Plan and fits into the adopted LTP3: Strategy 2011-2026. Together the Implementation Plans and Strategy Plans, along with any adopted supporting documents or approved Committee Reports, these are the Council's current transport policy.
- 3.2 The LTP3 Implementation Plan programme is reviewed annually through a scheme prioritisation matrix and budgeting exercise developed to deliver the LTP3 aims and objectives. The review process produces a prioritised list of proposed projects and budget allocations for the next year, with reserved and development schemes for subsequent years identified. These tables form **Appendix A**.
- 3.3 The LTP3 Implementation Plan also monitors progress within the Strategy Plan detailed policy and delivery areas (Chapter 6). Some projects delivered or milestones reached in these policy and delivery areas in the most recent year of LTP3 (2013-14) are listed in **Appendix B**.
- 3.4 The various projects and measures delivered by LTP3 aim to help Reading achieve the Sustainable Community Strategy Vision and the LTP3 strategic objectives (Strategy Plan Chapter 3). The success of these measures is reviewed through continual use of our Transport Planning Toolkit, which includes data collection, surveys, modelling, consultation and engagement. **Appendix C** summarises some key outputs from the Toolkit in the past year.
- 3.5 The Council's transport policy is aligned with wider local policy documents such as the Sustainable Community Strategy and Climate Change Strategy. Local transport policy also reflects national priorities to support successful bidding for challenge funding.

4. LTP3 IMPLEMENTATION PLAN 2014/2015

- 4.1 The programme and budget for 2014/2015 and the longer-term programme (see Appendix A) have been developed by assessing available funding and spend forecasts and using the methodology discussed in the first Implementation Plan (Cabinet Report 17 January 2011) to prioritise projects. This methodology was designed to score previously-identified, newly-proposed and ongoing projects according to the forecast ability of those projects to meet strategic objectives and deliver value for money.

- 4.2 In addition to core LTP funding, Reading Borough Council has been awarded £4.9 million by the Department for Transport (DfT) through the Local Sustainable Transport Fund (LSTF), which was reported to TMAP at its meeting of 3 November 2011. In partnership with Wokingham Borough, West Berkshire and other public and private sector partners, Reading was awarded a further £20.692 million from the LSTF as reported to TMAP at its meeting of 13 September 2012. This funding has been awarded based on targets of:
- An additional 7,200 daily bus trips;
 - An additional 12,050 daily walk trips;
 - An additional 2,300 daily cycle trips;
 - An approximate 10% reduction in congestion;
 - A 29,000 tonne reduction in CO₂;
 - An economic benefit (Net Present Value) of £335m; and
 - A Benefit to Cost Ratio (BCR) of 17.6:1.
- 4.3 The funding therefore enables many of the projects identified in the first two LTP Implementation Plans to be implemented more quickly with the result of achieving substantial progress on many of the strategic objectives and policy aims set out in the LTP3 Strategy 2011-2026. It has also resulted in the identification of new projects or measures through the stakeholder engagement, partnerships and further analysis it has funded.
- 4.4 As a result of the LTP and LSTF and local funding sources alongside continued EU funding, Reading has seen the successful implementation of a number of schemes and measures over the past year. Some highlights are listed in Appendix B.
- 4.5 The impact of this work in achieving policy goals is still being measured and will be cumulative with the implementation of the LTP3 over the next three years of the LSTF programme and the longer LTP period. However, the last year's analysis as well as results from the Census 2011 and other national data sources (see Appendix C) indicate that transport trends in Reading are contributing towards delivering our vision for 'Connecting Reading':

Transport in Reading will better connect people to the places that they want to go: easily, swiftly, safely, sustainably and in comfort. We will meet the challenges of a dynamic, low-carbon future to promote prosperity for Reading.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The delivery of the Local Transport Plan and associated strategies helps:
- to develop Reading as a Green City with a sustainable environment and economy at the heart of the Thames Valley

- to promote equality, social inclusion and a safe and healthy environment for all

6. LEGAL IMPLICATIONS

- 6.1 The Local Transport Plan is a statutory requirement as set out in the Transport Act 2000, as amended by the Local Transport Act 2008.

7. FINANCIAL IMPLICATIONS

- 7.1 LTP3 Implementation Plan development has been supported by revenue expenditure (staff time) met from existing transport budgets and by the Council's transport term consultants whose fees have been met from existing transport budgets.

- 7.2 The tables appended provide the overall anticipated costs of projects going forward in the future financial years and the spend proposed for spend approval in the 2014/15 financial year grouped by funding source.

8. BACKGROUND PAPERS

- 8.1 Local Transport Plan 3: Strategy 2011-2026
Local Transport Plan 2011-2026 Implementation Plan (Cabinet 17 Jan 11)
Local Transport Plan 3 Documents (Council 29 March 11)
LTP and Implementation Plan 2012-13 (TMAP 14 June 2012)
LTP and Implementation Plan 2013-14 (TMAP 14 March 2013)
Local Sustainable Transport Fund Update (Cabinet 11 April 11, 28 Nov 11);
(TMAP 9 Sep 11 to 14 March 13); (Traffic Management Sub Committee since
13 June 2013)

Appendix A: LTP3 Programme and Budget Tables

Note: All costs are indicative and draft programme is subject to change dependent upon funding availability.

STATUTORY/CONTRACTUAL LTP Integrated Transport Block Funded Schemes

Project Name	Action Plan Area	Cost 2014/15 ('000s)	14/15	15/16	16/17
LTP Implementation Plan	0 - All	£30	x	x	x
Bus shelter contract	0 - All	£130	x	x	x
Automatic Traffic Count Monitoring & Cordon Counts	0 - All	£50	x	x	x
Bus lane enforcement	1 - Central	£50	x	x	x
Road Safety annual programme	0 - All	£60	x	x	x

STATUTORY RBC/DfT Revenue Funded Schemes

Project Name	Action Plan Area	Cost 2014/15 ('000s)	14/15	15/16	16/17
Parking Civil Enforcement	0 - All	£30	x	x	x
Asset Management Plan Development	0 - All	£40	x	x	x
Surface Water Management Plan	0 - All	£50	x	x	x
Winter Maintenance	0 - All	£211	x	x	x
English National Concessionary Travel	0 - All	£4,287	x	x	x
ReadiBus	0 - All	£390	x	x	x
Bus Contract Services	0 - All	£795	x	x	x
Network Management annual programme	0 - All	£58	x	x	x

STATUTORY - LTP Maintenance Block Funded Schemes

Project Name	Action Plan Area	Cost 2014/15 ('000s)	14/15	15/16	16/17
Highway Inspection	0 - All	£20	x	x	x
Street Lighting annual programme	0 - All	£259	x	x	x
Footway Surfacing annual programme	0 - All	£104	x	x	x
Drainage annual programme	0 - All	£50	x	x	x
Micro-Asphalt Resurfacing annual programme	0 - All	£317	x	x	x
Road resurfacing annual programme	0 - All	£926	x	x	x
Bridge Maintenance annual programme	0 - All	£576	x	x	x
Kennetside Structural Maintenance	1 - Central	£100	x	x	x

COMMITTED / ONGOING SCHEMES - EU FUNDED

Project Name	Action Plan Area	Cost 2014/15 ('000s)	14/15	15/16	16/17
RoCK (including mobile phone applications & personalised tra	0 - All	£0 - £50,000	x		
POSSE	0 - All	£0 - £50,000	x		
POLITE	0 - All	£0 - £50,000	x		
NODES	0 - All	£0 - £50,000	x		
TIDE	0 - All	£0 - £50,000	x		
HORIZON 2020	0 - All	TBC	x	x	x

COMMITTED / ONGOING SCHEMES - EXTERNALLY FUNDED

Project Name	Action Plan Area	Cost 2014/15 ('000s)	14/15	15/16	16/17
Rail Upgrade	1 - Central	£20m +	x	x	
Green Park Station & MMI	2 - Southern	£5m-£20m		x	x
Cow Lane Bridges	4 - Western	£5m-£20m	x	x	
Southern MRT	2 - Southern	£5m-£20m		x	x
A4 East - Park and Ride	6 - Eastern	£150,000-£5m		x	x
Eastern - Mass Rapid Transit	6 - Eastern	£5m-£20m			x

COMMITTED / ONGOING - LTP FUNDED (INCLUDING CAPITAL AND OTHER DFT GRANTS)

Project Name	Action Plan Area	Cost 2014/15 ('000s)	14/15	15/16	16/17
LSTF Active Travel Campaigns & Travel Planning	0 - All	£140	x	x	
Ticketing Technologies	0 - All	£25	x		
School Travel Planning	0 - All	£0 - £50,000	x	x	
Bikeability Cycle Training	0 - All	£40	x	x	
Enforcement by CCTV / Part 6 Traffic Management Act	1 - Central	£0 - £50,000	x	x	x
Cycle Development Officer	0 - All	£107	x	x	
Personal Travel Planning & Social Media	0 - All	£444	x		
Cross-boundary Cycle Routes	3 - Southwestern 7 - Southeastern	£150	x	x	
Cycle Route Infrastructure	0 - All	£50	x	x	x
Low Emission Zone development	0 - All	£0 - £50,000		x	x
Thames Pedestrian/Cycle Bridge	1 - Central	£4,060	x	x	
Quality Corridor Initiatives	0 - All	£0 - £50,000	x	x	
Footway and Verge parking	0 - All	£0 - £50,000	x		
LSTF Enhanced Network Management	0 - All	£875	x	x	x
A4 West - Park and Rail	4 - Western	£545		x	
Cycle Hire	0 - All	£550	x	x	x
Bus Quality Partnership	1 - Central	£0 - £50,000	x	x	
Southwest Interchange	2 - Southern	£1,500	x		
Northern Interchange	5 - Northern	£1,500	x		
Civil Enforcement Contract Renewal Process	0 - All	£40	x		
Feasibility and Preliminary Design	0 - All	£0 - £50,000	x	x	
LSTF Information Dissemination	0 - All	£200	x	x	x
(RTPI) Real Time Passenger Information	0 - All	£50	x	x	x
LSTF Public Transport and Park & Ride	2 - Southern 3 - Southwestern	£125	x	x	x
Reading Station Cycle Hub	1 - Central	£435	x		
Travel Reading Challenge Fund	0 - All	£150	x	x	
Winnersh Triangle A329 Southeast - Park & Ride	7 - Southeastern	£1,980	x	x	
Mere oak A33 South - Park and Ride	2 - Southern	£2,345	x	x	
Health Walks Coordinator	0 - All	£0 - £50,000	x	x	
East Reading Transport Study	6 - Eastern	£1,700	x	x	
Journey Time Monitoring	0 - All	£200	x	x	x
Oxford Rd Area Study ph3 (Cow Lane Bridges impact study)	4 - Western	£775	x	x	
SPA Annual Programme	0 - All	£0 - £50,000	x	x	
Reading Transport Model	0 - All	£50	x	x	x
A4 Eastern Gateway Pinchpoint scheme	6 - Eastern	£1,500	x		
Map based TRO's (inc Review of Road Markings)	0 - All	£15	x		
On-Street Pay and Display	0 - All	£50,000 - £150,000	x	x	
Sustainable distribution	1 - Central	£0 - £50,000	x		
Napier Road Underpass	1 - Central	£350	x		
St Mary's Butts Junction Upgrade	1 - Central	£340	x		
A33 Congestion Relief Pinchpoint scheme	2 - Southern	£1,990	x		
Electric Vehicle Charging Points	0 - All	£175	x	x	
Reading Bridge Structural Maintenance Pinchpoint scheme	5 - Northern	£4,050	x	x	
CNG Taxis	0 - All	£75	x		
Thames Bridges Management Review	5 - Northern	£150,000-£5m	x	x	
St Laurence's Church Wall	1 - Central	£350	x		

RESERVE - LTP FUNDED (INCLUDING CAPITAL AND OTHER DFT GRANTS)

Accessible Minibuses/Fleet	0 - All	£70	x	x	
Signing Strategy	1 - Central	£50,000 - £150,000	x	x	
Southeast - Mass Rapid Transit	7 - Southeastern	£150,000-£5m		x	x
A4155 Northeast - Park and Ride	5 - Northern	£2,500		x	
A4074 North - Park and Ride	5 - Northern	£2,500		x	
West - Mass Rapid Transit	4 - Western	TBC			
North - Mass Rapid Transit	5 - Northern	TBC			
Third Thames Bridge	5 - Northern	£60,000			

Appendix B: Delivery Highlights 2011-2012

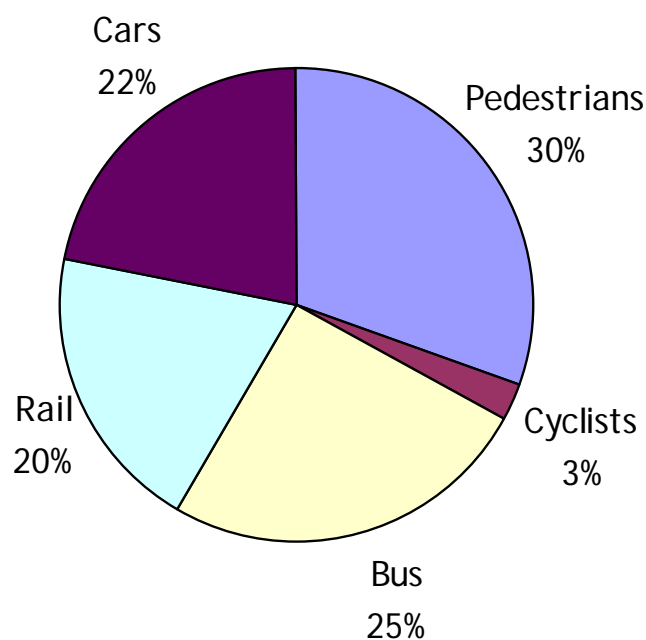
LTP3 Strategy Connecting Reading Detailed Policy / Delivery Area	sub-strategy	LTP3 THEMES				SCS			Key Achievements 2013-14
		Inclusion	Interventions	Infrastructure	Innovations	People	Place	Prosperity	
School Travel	□	✓	✓			✓			Bike It launched in 11 primary schools; 60 new cycle parking spaces, 130 new scooter parking spaces Bike clubs held in 2 secondary schools
Travel Information/Behaviour		✓	✓		✓	✓		✓	Personalised Travel Planning (PTP) conversations held at businesses throughout the Reading urban area; sustainable travel mobile apps launched
Neighbourhood Enhancements		✓	✓			✓	✓		Town Hall Square local area enhancement; London Road decluttering; cycle parking installed in 7 locations in 4 local centres/GP surgeries
Air Quality Management	□	✓	✓		✓	✓	✓		Expansion of gas-powered bus fleet; Scoping for transfer of proportion of taxi fleet to compressed natural gas
Road Safety	□	✓	✓			✓			Pedestrian crossing improvements on Buckingham Drive, Redlands Road, School Lane, Berkeley Ave
Public Transport	□	✓	✓	✓	✓	✓	✓	✓	Fares discount on southern routes commercially adopted
Network Management			✓			✓	✓	✓	Variable Message Signs upgraded; Bluetooth journey time monitoring installation underway
Maintenance/Asset Management		✓	✓			✓	✓		Annual carriageway and footway resurfacing programme; Upgrade signal communications to broadband
Drainage/Surface Water Management	□		✓		✓		✓	✓	Annual programme of drainage works to further reduce impact of flooding events; Draft SUDS policy prepared
Walking/Rights of Way	□		✓			✓	✓		Caversham-wide walking challenge Beat the Street with over 5,600 participants, including over 2,600 children. Broad Street lighting upgrade.
Cycling	□		✓			✓	✓		2nd Reading Cycle Challenge attracted over 1000 participants from 67 organisations, including over 350 new cyclists; Cycle hire contractor appointed and begins installation
Parking Policy and Standards	□		✓	✓			✓	✓	Extended residents' parking zone to Upper Redlands Road; Additional town centre pay & display spaces; Pavement and verge parking ban trialled in Tilehurst
Local Development Framework	□	✓	✓	✓	✓	✓	✓	✓	Planning permission granted for Station Hill 3 and Kenavon Drive; Further phases of Dee Park, Kennet Island and Chatham Place; Implementation of Bath Road reservoir planning permission
Cross-Boundary Partnerships				✓			✓	✓	Ongoing delivery of LSTF Large Partnership programme delivery including planning permission granted for two Park & Ride sites in Wokingham; Park & Rail works at Theale station underway;
Major Scheme Development				✓	✓			✓	Reading Station Northern Interchange opened; Southwest interchange works ongoing
Demand Management			✓		✓		✓	✓	Bus lane enforcement expanded on Kings Road and around Reading Station
Climate Change	□		✓		✓	✓	✓	✓	Installation of low energy, white street lighting on 80 roads and footways throughout town; upgrade of all ATCs to solar power.
Freight/Sustainable Distribution			✓		✓		✓	✓	Preliminary freight movement analysis for Cow Lane Bridge improvements
Research and Development		✓	✓	✓	✓	✓	✓	✓	Sustainable travel mobile apps launched by 3rd parties using grant-funding or open data

Appendix C: Performance Outputs 2012-2013

An analysis of data released from the 2011 Census indicates that Reading has seen an improvement in mode split towards sustainable modes of travel to work since the first LTP in 2001 (and the 2001 census). In particular, car travel has decreased and travel by foot and train has increased. The former is particularly notable over a decade when the country has seen declining pedestrian trips. Indeed, Reading ranks 12th of 347 local authorities (including London Boroughs) for mode share of pedestrian travel to work. Reading also ranks 36th in the country for travel by bus, and recently has shown year on year increases in bus travel.

Mode split is measured by our annual 12-hour survey on all approaches into central Reading was held on Wednesday, 15 May 2013, with a single re-survey on Wednesday, 22 May 2013. It should be noted that the weather was unsettled on the survey day, with sunshine and showers, and May generally was wetter and cooler than average. Vehicles, pedestrians, cyclists and bus and rail passengers were counted. The results show that the percentage of all trips made to and from Central Reading by car and bicycle were down slightly since the same survey in 2012, although by less than 1%, and total trips also decreased very slightly. Trips by bus and train were each up by 1%, whilst trips on foot were down by 2%.

Total Trips to/from Central Reading in 2013: 7am to 7pm



Annual data on individual modes is available from other sources. For example, the Office of Rail Regulation's shows annual passenger numbers entering Reading Station increasing from 7.2 to 7.6 million between 2011 and 2012, whilst interchanges increased from 2.9 to 3.8 million people. Our automatic traffic counters confirm a steady decline in traffic crossing the 'inner screenline', although the numbers recorded at other sites further from the centre have fluctuated, resulting in a less steep decline in traffic levels recorded overall. Automatic cycle counters were also installed at 10 locations around Reading during 2013, and trend data from these will be available for future reports.

Bus trips are captured by all the bus operators in the area and reported to the Department for Transport annually. The figures showed an increase of 200,000 bus trips were reported in 2012/13, and it was notable that, outside of London, Reading is now fourth in the country for the highest number of journeys per head of population, 2.6 times higher than the Southeast average. Reading Buses also reports patronage by route directly to Reading Borough Council, and certain routes have shown patronage increases of over 20%.

Using modelling and new data sources, the impact of the changes to modal split on journey times and carbon emissions are being calculated as part of the outcomes reporting on the Local Sustainable Transport Fund programme. Furthermore, although there is no way to attribute the impact of transport on wider economic outcomes, Reading continues to be highly ranked on numerous economic indicators, including employment rates (1st of 64 cities assessed by Centre for Cities Outlook 2014), number of businesses per 10,000 population (3rd of 64 cities assessed by Centre for Cities Outlook 2014) and business start-ups (5th of 64 cities assessed by Centre for Cities Outlook 2014). The *Financial Times*, *Estates Gazette*, and others all cite Reading as a place to watch.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT, CULTURE AND SPORT

TO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT COMMITTEE		
DATE:	19 th March 2014	AGENDA ITEM:	12
TITLE:	COMMUNITY INFRASTRUCTURE LEVY - CONSULTATION ON DRAFT CHARGING SCHEDULE		
LEAD COUNCILLOR:	CLLR TONY PAGE	PORTFOLIO:	REGENERATION, TRANSPORT AND PLANNING
SERVICE:	PLANNING	WARDS:	ALL
LEAD OFFICER:	ALISON AMOAH	TEL:	0118 9372286
JOB TITLE:	PRINCIPAL PLANNER	E-MAIL:	Alison.amoah@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The purpose of the report is to set out the key issues arising from the consultation on the Preliminary Draft Charging Schedule for the Community Infrastructure Levy (CIL) (Feb-April 2013) and to seek approval to consult on a proposed Draft Charging Schedule (Appendix 1), the next stage of consultation.
- 1.2 Council officers have prepared a Statement of Consultation, which includes a summary of the key issues raised regarding the Preliminary Draft Charging Schedule, This is attached at Appendix 2. This has fed into the production of the Draft Charging Schedule and further supporting evidence/ background information.
- 1.3 Additional viability work was commissioned following the Preliminary Draft Charging Schedule consultation.
- 1.4 Evidence to support the Council's CIL along with the Council's proposed CIL rate or rates, will be published for consultation. Following consultation on the Draft Charging Schedule, subject to there not being a need for any major changes, it will be submitted for examination by an independent person appointed by the Council. Once adopted, the Council will collect CIL from developers on commencement of development.
- 1.5 Once CIL is in place it will still be possible to secure Section 106 for affordable housing, employment and skills training, and site-specific mitigation. A draft revised Section 106 obligations SPD will be also consulted on, alongside the Draft Charging Schedule for CIL. This document identifies the types of site related infrastructure for which obligations will be sought in line with the relevant legal tests as set down in Regulation 122 (2) of the CIL Regulations and reiterated in the National Planning Policy Framework. This is the subject of a separate report to this Committee.

2. RECOMMENDED ACTION

- 2.1 That Committee note the results of the consultation on the Preliminary Draft Charging Schedule and the contents of the Statement of Consultation at Appendix

2, and approves the Council's responses as highlighted in shaded boxes in that Statement.

- 2.2 That Committee approves the CIL Draft Charging Schedule, attached at Appendix 1, for consultation for a period of 6 weeks.
- 2.3 That Committee approves the Draft Regulation 123 List, attached at Appendix 3, (the list of infrastructure types and projects) that it is intended CIL would be used for, once it is in place.
- 2.4 That SEPT Committee gives delegated authority for the Head of Planning, Development and Regulatory Services to make minor changes, if required, before Submission to the Secretary of State, in consultation with the Lead Councillor.

3. POLICY CONTEXT

- 3.1 The Community Infrastructure Levy (CIL) was brought into force on 6th April 2010 by the Community Infrastructure Regulations 2010 (amendments to the Regulations followed in 2011, 2012, 2013 and 2014 (Feb)) made under the Planning Act 2008. The Regulations empower Local authorities to impose a levy, but do not compel them to do so.
- 3.2 The Regulations are supported by statutory guidance and other guidance documents, as listed in the Background Papers Section (10) below. The Guidance provides an overview of CIL along with specific details of how to set charges and the procedures for preparing and introducing a Charging Schedule and what is eligible for CIL relief.
- 3.3 CIL is intended to be the primary means to fund infrastructure in the future. It will be the main source of developer contributions towards infrastructure beyond the immediate needs of the site. It comprises a fixed simple charge rate/s £per m² of net additional development of 100m² or more or 1 dwelling or more. Payment of this CIL charge is mandatory; there is no scope for discounts or alternative charges¹.
- 3.4 Certain developments are non-chargeable (i.e. developments into which people do not normally go, such as wind turbines). There are also exemptions from paying CIL for charities. All affordable housing gets relief from CIL. Local authorities can also offer Exceptional Circumstances Relief, and there are provisions in the Regulations to offset CIL through the payment of infrastructure or land in kind.
- 3.5 No CIL will be payable on floorspace subject to demolition or resulting from change of use, where it has been in continuous lawful use for six continuous months within the last three years. Some redevelopment will therefore pay relatively low levels of CIL, as the existing floorspace is taken into account in calculating the charge.
- 3.6 There are various quite complicated rules in relation to CIL charging. It is substantially different to Section 106.
- 3.7 Once CIL is introduced locally, or from April 6th 2015, the use of Section 106 will be very scaled back. It will not be possible to use Section 106 and CIL for the same infrastructure and the pooling of Section 106 will be limited to no more than five developments for an infrastructure project or type of infrastructure. Local authorities need to go back to 6th April 2010 to determine whether five or more have already contributed before a new obligation is entered into².

¹ Except in the circumstances where discretionary relief is offered by the Council and a claim is accepted

² Pooling restrictions do not apply to affordable housing or obligations for matters which are not infrastructure.

- 3.8 CIL is payable on commencement of development (or in instalments if an instalment policy has been introduced³). There are a variety of enforcement measures with regard to the collection of CIL.
- 3.9 CIL will apply to all new consents granted after the date of the introduction of CIL⁴. Once CIL is introduced, any unsigned Section 106 legal agreements will not be able to be pursued. There will therefore be a need for a transitional period after the CIL charging schedule is found acceptable before CIL is introduced.
- 3.10 In order to introduce CIL a local authority needs to provide appropriate evidence. The Government expects that charging authorities will implement the levy where their appropriate evidence includes an up-to-date relevant Plan for the area. There is also the need to provide information to show that there is an overall infrastructure funding gap, and the identification of a CIL infrastructure funding target. An assessment of viability is required, to demonstrate that the proposed rate/s of CIL will not threaten delivery of the Plan as a whole.
- 3.11 CIL receipts are paid to the Council and will go into a single pot. There will be considerable flexibility as to how money will be spent. Funds collected through CIL are not tied to a specific development. There is no requirement that it is spent on the provision of specific infrastructure to mitigate an individual development's specific impacts. It can be used to fund a wide range of infrastructure to support the development of the area. This will be set out in a list known as the Council's Regulation 123 list (at Appendix 3). It is intended for the provision of new infrastructure and should not be used to remedy any pre-existing deficiencies, unless those deficiencies will be made worse by the new development. It can be used to increase capacity or to repair existing infrastructure, if this will support further development, as well as the on-going cost of maintenance.

4. THE PROPOSAL

a) Current Position

- 4.1 The Council consulted on the Preliminary Draft Charging Schedule and supporting evidence during February-April 2013. A total of 33 responses were received and the key issues raised were as follows:
- Specific viability of retirement housing and other specialist accommodation;
 - Need to apply the policy compliant situation within the viability assessments, in particular for affordable housing;
 - Specific representations regarding retail assessments and the inputs used;
 - CIL rates considered to be too high, with insufficient 'headroom' provided;
 - Concern over the viability assessment methodology and the inputs used;
 - Request for the Council to introduce non-mandatory provisions - e.g. exceptional circumstances relief, payment in kind, etc.;
 - Evidence does not adequately consider issues associated with strategic development, including longer construction and delivery timescales and differing risk profiles.

³ Note that the CIL Regulations do not require the instalment policy to form part of the charging schedule

⁴ Please note that under Regulation 128 no liability to CIL arises in respect of development if, on the day that planning permission is granted for it, it is situated in an area in which no charging schedule is in effect. Planning permission, for this purpose, would include an outline permission. That approval of reserved matters may happen after a charging schedule is in effect would not create a CIL liability.

- Support for an instalment policy and suggested instalments;
 - Further work needs to be undertaken on infrastructure evidence and a draft Regulation 123 list needs to be produced;
 - Provide clarity on definitions of chargeable area, lawful use and CIL liable development, and when CIL will be reviewed.
- 4.2 Further detail of responses received and the Council's recommended responses to these are set out in a Statement of Consultation, at Appendix 2.
- 4.3 At present the Council secures developer contributions negotiated through Section 106 for a whole range of infrastructure projects. These comprise a mix of pooled and individual site related contributions. The receipt of Section 106 planning obligations has generated an average of about £3million per year over the past 10 years. However, irrespective of whether the Council introduces CIL or not, from April 6th 2015, the use of Section 106 will be severely restricted, with its main role to provide specific infrastructure to enable a development to happen and affordable housing (which gets CIL relief). It will only be possible to pool up to five obligations, which have been entered into since April 2010. Therefore, if five or more have been pooled for a specific item or type of infrastructure then it will not be possible to pool any more obligations for that infrastructure⁵. This severely limits the use of Section 106 agreements and if the Council does not introduce CIL then there will be a severe fall in developer contributions towards infrastructure provision.

b) Option Proposed

- 4.4 It is proposed to introduce CIL so that the Council can continue to maximise benefits from development for infrastructure to support the development of the area. This will be used to fund strategic infrastructure. It is proposed to consult on the Draft Charging Schedule, the next stage document, from the end of March to mid-May 2014.
- 4.5 A system of Section 106 obligations will continue to operate alongside CIL, but such obligations cannot be used to fund the same infrastructure as CIL. Therefore, there is the need to set out those items of infrastructure that it is intended that CIL will fund, through the Regulation 123 List. Those items that Section 106 will fund is set out in a new draft Section 106 Supplementary Planning Document (SPD) that is referred to in a separate report to this committee. The draft Section 106 SPD sets out the development specific mitigation measures, which will continue to be sought through Section 106.
- 4.6 A review of the original viability assessment (finalised in February 2013) has been undertaken by consultants, BPS (Feb 2014). The purpose was to review the original viability work, consider a number of the criticisms contained in various representations and to assess how recent movements in the market may have affected the results. More specifically the consultants were asked to consider:
- The impact of market movements on residential site over 15 units;
 - The impact of market movements on residential sites under 15 units;
 - Review of house price growth forecasts to assess whether the original sensitivity was appropriate and adequate
 - To seek to identify the proportion of total development costs that CIL would represent
 - To consider the out of town retail and non-food markets and to see if there is any evidence to suggest that the original CIL level was overstated.

⁵ It would be possible, however, to include the infrastructure on the Council's Regulation 123 list.

- 4.7 Although there has been an increase in average house prices since the original study, both build costs and land prices have also been increasing. Taken together, build costs and land prices have been increasing faster than house prices and are forecast to continue to do so. In a rising market, competition for land is increased and land values rise in response. This has the effect of squeezing margins and thus viability, at least in the short term. The number of viable scenarios which show higher levels of viability is reduced, as compared to the February 2013 Appraisal. The midpoint of the viable scenarios suggests that a reduced rate of £120/ m² per sqm be adopted for residential/ hotels/ sheltered housing/ private rented hostel accommodation (including student accommodation) compared to the £140 proposed in the Preliminary Draft Charging Schedule. This will also ensure that the proposed CIL charge is not set at the margins of viability and allows some headroom. This has been an important factor arising in recent examinations into CIL charging schedules.
- 4.8 In relation to the proposed charge for retail uses, the review of the viability assessment has determined that “it is important to draw a distinction between large format retail warehousing with open A1 consents and similar space limited to the sale of bulky goods”. Additionally there is a “further distinction to be drawn between small scale retailing and retail parks and small convenience stores”. In recognition of these variations it is proposed to amend the retail rates to £150/m² for retail (A1) of 2000sqm and more and £0/ m² for schemes under 2000sqm Boroughwide (excluding the Central Area). In the Preliminary Draft Charging Schedule a CIL rate of £200/m² was proposed for retail outside of the defined Central Area. The proposed reduction in the rate reflects the slight reduction in competition between the large chains for some larger sites and reductions in scale of larger store opening programmes.
- 4.9 The key changes in the Draft Charging Schedule document and additional background evidence produced, arising from the consultation responses on the Preliminary Draft Charging Schedule (2013), and as a result of further viability work are as follows:
- Amended CIL charge rate for residential of £120/m² from the originally proposed £140/m²
 - £0 rate for care homes (those providing nursing care and fully catered);
 - A differentiation of retail rates based on size with a proposed rate of £150/ m² for schemes of 2000sqm and above and £0 for schemes under 2000 sqm;
 - The inclusion of a draft Regulation 123 list, i.e. the list of infrastructure projects/ types that the Council intend to use CIL for;
 - A refined Infrastructure Schedule, which sets out the estimated infrastructure funding gap and that to which CIL could contribute;
 - Details of S106 receipts and projects supported;
 - An amended instalment policy⁶
 - A draft revised Section 106 Planning Obligations Supplementary Planning Document to operate alongside CIL
 - Updated economic viability evidence prepared by consultants BPS.
- 4.10 In terms of the required evidence the Council has an up-to-date LDF comprising an adopted Core Strategy (2008), Reading Central Area Action Plan (2009) and a Sites and Detailed Policies Document (2012).
- 4.11 The Council produced an Infrastructure Delivery Plan in July 2011, and the Schedule forms part of the adopted Sites and Detailed Policies Document (October 2012). This has been updated and refined.

⁶ This is provided for information only as it does not form part of the formal information which needs to be examined.

- 4.12 In recent examinations of CIL it is clear that Examiners require CIL rates to be set within the context of full policy compliance, in particular with regard to affordable housing percentages. The original economic viability assessment for CIL identified that the viable options would only be achieved with affordable housing at a lower percentage than the adopted Core Strategy Policy position, albeit in line with figures which had been achieved over recent years. In order to ensure that development is able to contribute appropriately to the provision of infrastructure within the Borough through CIL, it was decided to progress an Alteration to the Local Plan in respect of Policies CS16 and DM6 to reduce the existing affordable housing target requirements. A separate report on the consultation and next stage is being reported to this Committee.
- 4.13 A number of respondents considered that the inclusion of retirement housing within the general housing category does not adequately reflect the different viabilities of these development types. Our Consultants, BPS noted that although they generally have less efficient gross to net floor area ratios within the built space they can often increase their overall density by virtue of not having to provide high levels of parking or external amenity areas. The view has been taken, therefore, that there is no special case to justify treating sheltered housing schemes as being radically different from other forms of housing. However, having looked in more detail at care homes, where nursing care is provided, it was accepted that the economics of this land use are substantially different from general housing and therefore it is proposed to exclude this from the residential charge.
- 4.14 Issues were raised that strategic sites, such as Station Hill, should be treated differently to other sites and should attract a £0 or reduced CIL charge. It is recognised that some current developments do not 'fit' the scenarios as modelled, but the CIL statutory guidance makes it clear that a broad approach to viability across an area should be taken. The approach adopted has been to include typical site scenarios based on developments identified from allocated and windfall sites.
- 4.15 The view of some respondents is that the proposed rates were set at the margins of viability, allowing no 'headroom'. The updated Viability Assessment, undertaken by BPS, assesses the impact of any market changes since the original Assessment was undertaken (Feb, 2013) and this has been reflected in a reduced rate for residential schemes that allows for 'headroom'.
- 4.16 The CIL Regulations enable local authorities to introduce non-mandatory exemptions. Respondents favour the introduction of Exceptional Circumstances Relief and offering the payment in-kind provisions of the Regulations. It is not the intention of the Council to offer Exceptional Circumstances Relief or payment -in kind at present. The circumstances in which such policies would be likely to be used are considered to be rare and it would impose an additional level of complexity in the administration and management of CIL. Policies of this kind could be introduced at any stage and therefore this will be kept under review, especially in the context of the Draft CIL Regulations, which, for example remove the restriction that a Section 106 agreement needs to be in place which imposes a higher contribution towards infrastructure costs than the CIL liability.
- 4.17 Issues were raised by respondents that a Draft Regulation 123 list (i.e. a list of infrastructure that it is intended CIL will contribute towards) should have been published at the Preliminary Draft Charging Schedule stage. The Draft Amendment Regulations (released in December 2013, post the consultation on the Preliminary draft Charging Schedule, but not yet formally introduced) identify that a draft infrastructure list is appropriate available evidence to inform the preparation of a charging schedule. A Draft Regulation 123 list has therefore been prepared as background for the Draft Charging Schedule and this is attached at Appendix 3.

Committee is asked to agree this list. It is intended to review the Regulation 123 list annually and any changes will be justified and subject to appropriate local consultation.

- 4.18 Up to 5% of the CIL collected within each year can be used for administrative purposes, i.e. for every £1m of CIL collected the Council, can allocate up to £50,000 to cover administration costs⁷ from Year 4 onwards.
- 4.19 After the Draft Charging Schedule stage, providing no substantive changes to the document are required, a submission draft Schedule will be submitted to an independent examiner for examination. Once approved by an examiner the Charging Schedule will need to be formally adopted through full Council. The draft programme proposes adoption of CIL by April 2015 to meet the changes to the Section 106 regime as set out in the recently published 2014 CIL regulations (published in February 2013).

c) Other Options Considered

(i) Not introducing CIL

- 4.20 The CIL Regulations do not require local authorities to introduce CIL. However, post April 2015, the Council will be very much restricted in its use of S106. The impact of this will be that in the absence of CIL, there will be significantly less developer contribution towards infrastructure within the Borough, which will undermine the ability to achieve sustainable growth.

(ii) Different CIL rates

- 4.21 The evidence demonstrates that a charge of £120/m² for residential can be made without having a significant effect on the viability of development or the provision of affordable housing to be meet policy objectives. Setting the CIL rate too low is likely to significantly reduce the level of CIL funding available for infrastructure.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The introduction of CIL will contribute to achieving the Council's following strategic aims, through providing funding for a range of infrastructure to support development:

- To develop Reading as a Green City with a sustainable environment and economy at the heart of the Thames Valley;
- To establish Reading as a learning City and a stimulating and rewarding place to live and visit;
- To promote equality, social inclusion and a safe and healthy environment for all.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 It is proposed to undertake public consultation for six weeks. This will involve emailing relevant parties on the LDF team's consultation database, including government departments, adjoining local authorities, developers and agents, other users of the planning system and local interest groups. It is also proposed to advertise the consultation via local press and the RBC website. This will be in accordance with the Part 3 of the relevant CIL Regulations (as amended).

⁷ For years 1-3, the total amount to be used for administration purposes must not exceed 5% of the total CIL collected in that period and any expenses incurred before the charging schedule was published.

7. EQUALITY IMPACT ASSESSMENT

- 7.1 In taking the decision to introduce CIL and to consult on the Draft Charging Schedule the Council has had regard to the general equality duty imposed by the Equality Act 2010 (S.149). This requires public authorities, in the exercise of their functions, to have due regard to the need to eliminate discrimination, harassment and victimisation etc.; to advance equality of opportunity between people who share a relevant protected characteristic and people who do not; and to foster good relations between people who share a relevant protected characteristic and those who do not.
- 7.2 The Council carried out a Scoping Assessment at the Preliminary Draft Charging Schedule Stage (approved by Cabinet February 2013), which is included at Appendix 4. This identified that the process of introducing CIL and the operation of CIL will not have a direct impact on any groups with protected characteristics and that an Equality Impact Assessment (EqIA) is not relevant as it will apply to all developers and will be based purely on the floor area of a scheme. No issues were raised during the consultation to the Preliminary Draft Charging Schedule to suggest that the operation of CIL will have a direct impact on any groups with protected characteristics. A further Scoping Assessment has not been undertaken.

8. LEGAL IMPLICATIONS

- 8.1 The Community Infrastructure Levy was introduced by the Planning Act 2008, and allows a Planning Authority to adopt a charging schedule to secure costs associated with the provision of infrastructure to support the development of an area and that they are funded (wholly or partly) by owners or developers of land (s205(2) of the Planning Act 2008). The charging authority may approve a charging schedule only if the examiner under s212 has recommended approval. Under s213(2) the Council must approve the charging schedule at a meeting of the Council and by a majority of votes of the members present.
- 8.2 The charging schedule will not take effect until it has been published in accordance with the CIL Regulations (as amended)⁸. All relevant consents granted after the CIL implementation date will be required to pay CIL at the approved rate/s as the CIL charge is a mandatory non-negotiable charge. Statutory exemptions exist for charitable development and affordable housing.
- 8.3 Approval is currently sought for consultation on the Draft Charging Schedule, which is the second stage of consultation. This is being undertaken in accordance with Part 3 of the CIL Regulations.

9. FINANCIAL IMPLICATIONS

- 9.1 The costs of setting up, consulting on and administering CIL can be recouped from future CIL receipts as set out in Regulation 61 (1) and (3) of the Community Infrastructure Levy Regulations 2010.
- 9.2 The introduction of CIL should bring in similar levels of revenue per annum as compared to S106 planning obligations.

⁸ The Community Infrastructure Levy Regulations 2010; The Community Infrastructure Levy (Amendment) Regulations 2011; The Community Infrastructure Levy (Amendment) Regulations 2012; The Community Infrastructure Levy (Amendment) Regulations 2013.

Value for Money

- 9.3 The introduction of CIL will ensure that the Council maximises developer funding towards infrastructure, and on the basis that the Council has the means to recoup administration costs, then it represents value for money.

Risk Assessment

- 9.4 There are risks associated with not introducing CIL, in that from April 6th 2014 (2015 in the draft CIL Regulations 2014) the use of S106 will be very scaled back, with very limited pooling potential (i.e. no more than 5 contributions for an item or type of infrastructure). If the Council do not introduce CIL, then the level of revenue that will be secured from developments will be much less than currently.

10. BACKGROUND PAPERS

- Planning Act 2008
- Localism Act 2011
- The Community Infrastructure Levy Regulations 2010 (SI. 948)
- The Community Infrastructure Levy (Amendment) Regulations 2011 (SI. 987)
- The Community Infrastructure Levy (Amendment) Regulations 2012 (SI.2975)
- The Community Infrastructure Levy (Amendment) Regulations 2013 (SI.982)
- Draft The Community Infrastructure Levy Draft (Amendment) Regulations 2014
- Community Infrastructure Levy: Guidance (CLG, April 2013)
- Community Infrastructure Levy Relief: Information Document (CLG, May 2011)
- Community Infrastructure Levy: An Overview (CLG, May 2011)
- Reading Borough Council Section 106 Supplementary Planning Document, Final Revised, adopted November 2013;
- Reading Borough Council Infrastructure Delivery Plan (July 2011)
- Refined Infrastructure Schedule February 2014
- Reading Borough Council Core Strategy (2008)
- Reading Borough Council Reading Central Area Action Plan (2009)
- Reading Borough Council Sites and Detailed Policies Document (2012)
- Reading Borough Council Viability Assessment Report, BPS, Feb 2013
- Reading Borough Council Viability Assessment Report Appendices, BPS, Feb 2013
- Reading Borough Council Updated Viability Assessment Report, BPS, February 2014

Draft Charging Schedule

MARCH 2014

Local Development Framework Team
Department for Environment and Neighbourhood Services
Reading Borough Council
Level 8
Civic Centre
Reading RG1 7AE

Email: ldf@reading.gov.uk



www.reading.gov.uk



Reading
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Reading Borough Council Community Infrastructure Levy Draft Charging Schedule

The Reading Borough Council's Draft Charging Schedule is set out in the table below and has been prepared in accordance with the Town and Country Planning Act 2008 and the Community Infrastructure Regulations 2010 (as amended).

The Charging Authority

Reading Borough Council, as the Planning Authority, is the Charging Authority (CA).

Schedule of Rates

Reading Borough Council is proposing to charge CIL in respect of development for the following rates.

Use	Charging Zone Location	Charge £/m ²
Residential / Hotels / Sheltered Housing/ Private Rented Hostel Accommodation (including student accommodation)	Boroughwide	£120
Care homes (those providing nursing care and fully catered)	Boroughwide	£0
A1 Retail	Central Reading*	£0
A1 Retail of 2000m ² and over (including foodstores)	Remainder of Borough	£150
A1 Retail of under 2000m ² (including foodstores)	Remainder of Borough	£0
Offices	Central Core**	£30
All other chargeable developments	Boroughwide	£0

* Reading Central Area: defined in the Reading Central Area Action Plan (2009)

** Walk time catchment of Reading Rail Station

Maps 1 and 2 below show the relevant boundaries for each of the proposed charging zones.

How will the Chargeable Amount be Calculated?

CIL applies to the gross internal area of the net increase in development. CIL charges will be calculated in accordance with CIL Regulation 40 (as amended) of the Community Infrastructure Levy Regulations 2010 (as amended). The chargeable amount will be equal to the aggregate of the amounts of CIL chargeable at each of the relevant rates as set out on the Charging Schedule.

The chargeable amount will be index linked using the Royal Institution of Chartered Surveyors' All-In Tender Price Index figures for the year in which planning permission is granted and the year in which this Charging Schedule took effect.

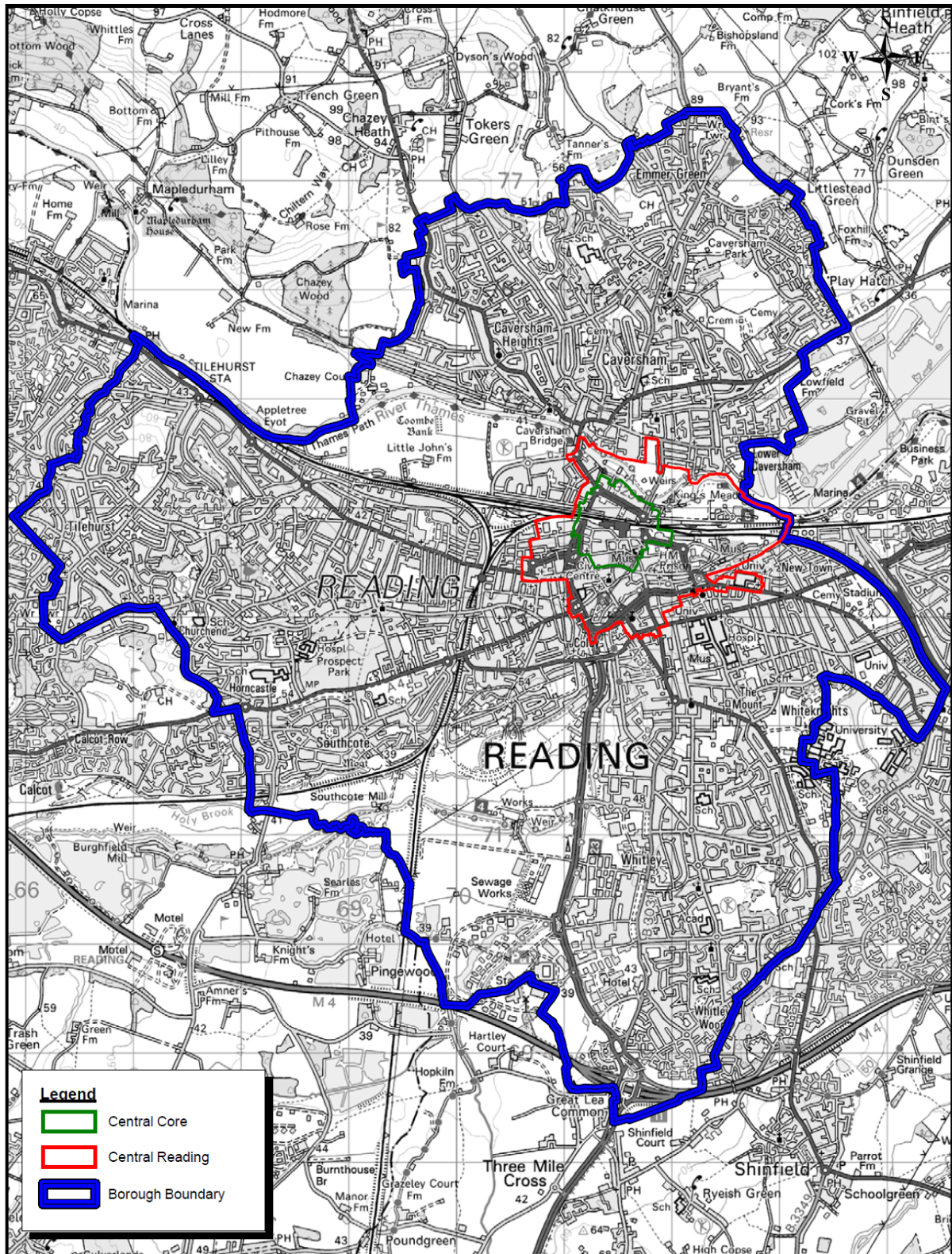
Date of Approval

This Charging Schedule was approved on xx/xx/xxxx (to be inserted in the final Charging Schedule)

Date of Effect

This Charging Schedule will take effect on xx/xx/xxxx (to be inserted in the final Charging Schedule)

MAP 1.



Title: Community Infrastructure Levy Charging Zones

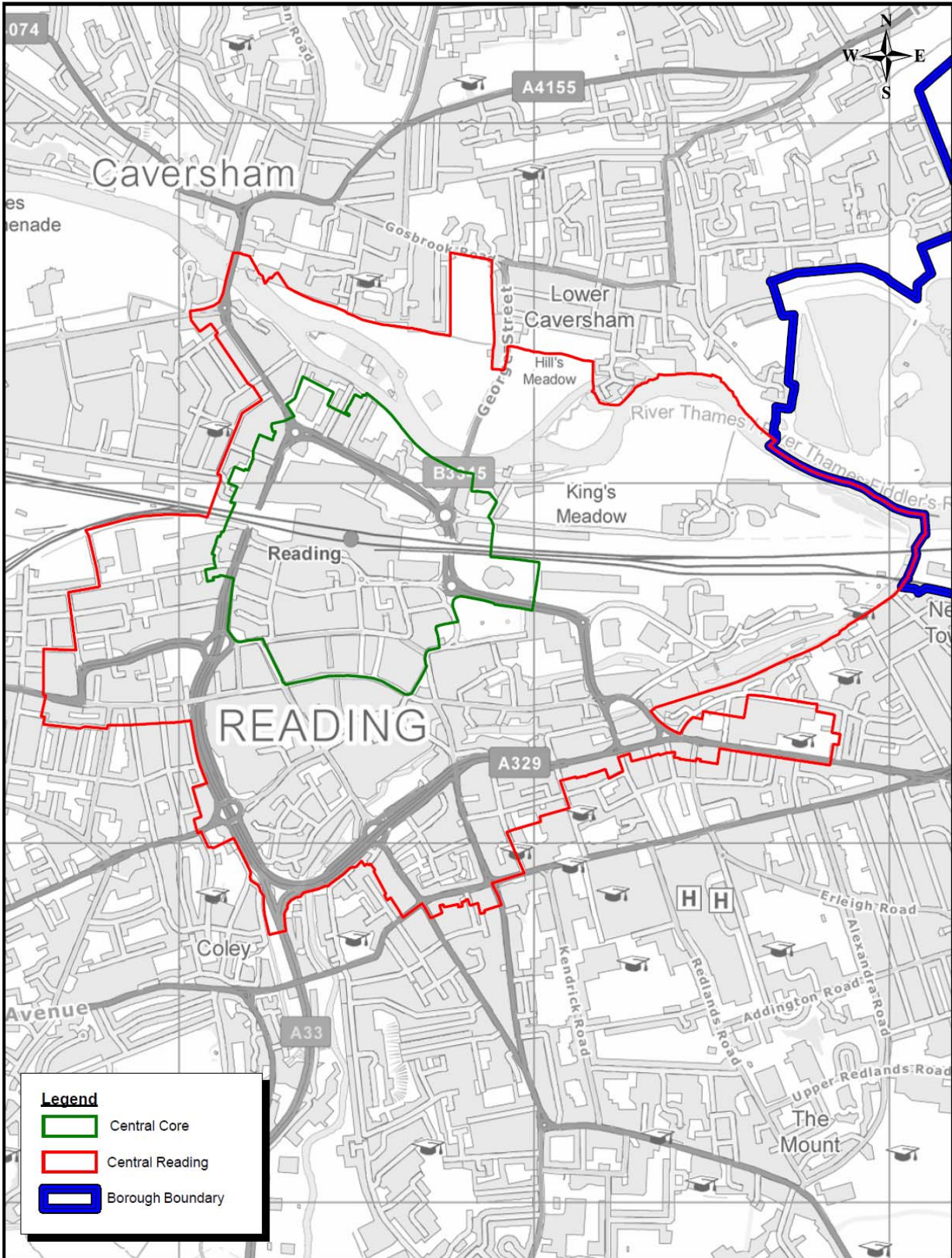
Drg.No.:
Produced by GIS & Mapping Services

Date: 20/02/2013 Scale at A4: 1:46000
Ref: 35075/Community Infrastructure Levy RBC Draft A4P.wor



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MAP 2.



**Title: Community Infrastructure Levy:
Central Reading and Central Core Charging Zones**

Drg.No.:

Date: 20/02/2013

Scale at A4: 1:14000

Produced by GIS & Mapping Services

Ref: 35075\Community Infrastructure Levy TC Draft A4P.wor



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Statement of Consultation: Preliminary Draft Charging Schedule

COMMUNITY INFRASTRUCTURE LEVY

FEBRUARY 2014

Local Development Framework Team
Department for Environment and Neighbourhood Services
Reading Borough Council
Level 8
Civic Centre
Reading RG1 7AE

Email: ldf@reading.gov.uk



www.reading.gov.uk



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1.0 **INTRODUCTION**

- 1.1 The Council consulted on the Preliminary Draft Charging Schedule and supporting evidence for the Community Infrastructure Levy (CIL) for a period of six weeks between February and April 2013. A total of 33 responses were received. The consultation was sent to a total of 749 individuals, organisations, developers, statutory consultees and internal officers and councillors, as well as the consultation being advertised in the local press and on the Council's website.
- 1.2 In addition a Briefing was held on 6th March 2013, targeted at smaller local agents and developers. It was attended by a total of 45 local agents, developers and legal companies. The purpose of the Briefing was to provide a broad overview of CIL, allow an opportunity for a question and answer session and to summarise the next steps. This culminated in the production of a further question and answer document, which is available to view on the website along with the presentation that was given.
- 1.3 The Council has prepared a summary of the key issues identified through the consultation responses and who the respondent was. This is attached at Appendix 1. Appendix 2 is a summary of each of the individual representations received identified by respondent. The full original representations are available to view online on the Council's website at <http://www.reading.gov.uk/businesses/planning/planning-policy/cil/>
- 1.4 Rather than responding to each representation, which is resource intensive and repetitive, Council officers and the consultant BPS, who undertook the original Economic Viability Assessment for CIL (February 2013), have prepared responses to common issues from the consultation which lend themselves to being dealt with in one paper. This is set out below under each defined topic issue.

2.0 **TOPIC ISSUE 1:**

Method of Development Viability/ General Comments on Approach

- 2.1 Paragraphs 2.2 to 2.39, 3.4 to 3.8 and 6.1 to 6.13 were prepared by BPS Chartered Surveyors on behalf of Reading Borough Council and cover points under a number of sub-headings.
- 2.2 BPS Chartered Surveyors was appointed by Reading Borough Council to undertake a viability assessment of development in the Borough as the basis for informing the Council on viability in relation to adopting a CIL Charging Schedule. In accordance with advice set out under the Document "Viability Testing Local Plans"¹ the assessment sought to reflect existing policies and to reflect the requirements set out in the National Planning Policy Framework (NPPF).
- 2.3 As part of the above process BPS invited a wide range of local property agents and developers to participate in the information gathering process and this feedback was incorporated into the report's findings.

¹ Produced by the Local Housing Delivery Group Chaired by Sir John Harman June 2012

a) *The choice of site typologies used*

2.4 Comprehensive information has been provided in respect of the assumptions which have been adopted by the appraisals and the results of the appraisals have been provided in full. The actual workings would not of themselves therefore present any additional information which has not already been provided other than perhaps the opportunity to check the actual calculations. The modelling used has been rigorously tested in this respect so there would be no apparent benefit to be gained and would involve presentation of literally hundreds of pages of material which of itself would be likely to be confusing to the reader.

b) *Residential values in the economic viability assessment report are too high*

2.5 In order to generate residential values for the appraisals Land Registry data was acquired. This comprised two sources:

- I) All residential transactions for the Reading area for the most recent 12 month period. This data was broken down by location and by unit type. In
- II) All new build residential transactions for the most recent 24 month period. Again the data was broken down by unit type and location.

2.6 In addition to the above an extensive consultation exercise was undertaken with local estate agents and developers who were invited to inform this process.

2.7 The analysis of both the land registry data and the responses to the consultation exercise are set out within the report. It will be seen that the values directly generated from this analysis were adopted.

2.8 The report was concluded in February 2013. The following chart shows how the Land Registry's House Price Index has moved since 2010



- 2.9 It can be seen that since mid-2012 there has been some growth in values. The data used in the report does not reflect this growth due to the time lag inherent in obtaining complete information from the Land Registry. In consequence it appears that the report rather than overstating values may well understate values.
- c) *Land values need to reflect the recent appeal case APP/X0360/A/12/2179141 - Land at The Manor, Shinfield, Reading RG2 9BX, in identifying adequate incentives for landowners and competitive returns*
- 2.10 Land value was based on extensive research through a combination of the following:
- i) Published land transactions listed on data bases such as EGI
 - ii) Land transactions identified from Auction sales
 - iii) Land transactions undertaken by the Council or where knowledge of land transactions was available to the Council
 - iv) Consultation with local agents and developers
- 2.11 In addition to the above regard was taken of the land values adopted by the Council's proposed land values which were adopted within the LDF - Affordable housing Contributions document where a critical analysis, on behalf of the Council, in relation to their in-house submission, was undertaken. This document has been adopted following Examination in Public.
- 2.12 It is not envisaged that additional information will realistically be available on land value beyond the sources already identified. The suggested land values are consistent with market evidence.
- 2.13 The imputation of the question is that land values should have changed substantially as a consequence of the "Shinfield" decision to which the following views are offered.
- 2.14 In summary of the case the Inspector took the view that the land value benchmark should be based on the midway position between the site's EUV/CUV and its value with the benefit of consent sought but without any planning obligations. If this approach is applied in all instances it is inherent that no scheme would ever deliver a policy compliant scheme as by the very fact of taking a mid-point position, this excludes the possibility of any outcome above the midway position. This outcome is clearly in conflict with the process by which development plans are prepared and viability tested.
- 2.15 Viability for plan purposes is defined in the "Viability Testing Local Plans" - Advice for planning practitioners written by the Local Housing Delivery Group.
- "The primary role of a Local Plan viability assessment is to provide evidence to show that the requirements set out within the NPPF are met. That is, that the policy requirements for development set out within the plan do not threaten the ability of the sites and scale of that development to be developed viably.*

The role of the test is not to give a precise answer as to the viability of every development likely to take place during the plan period. No assessment could realistically provide this level of detail. Some site-specific tests are still likely to be required at the development management stage. Rather, it is to provide high level assurance that the policies within the plan are set in a way that is compatible with the likely economic viability of development needed to deliver the plan."

2.16 To paraphrase the above guidance the policies should be set at levels both achievable and which allow for the necessary incentives described by the NPPF. It is therefore illogical to adopt a stance which determines that schemes deliver at a point below this level in all instances.

2.17 Therefore if an affordable housing policy target has been appropriately defined and tested and adopted it should reflect an achievable level of provision in some not necessarily all developments. Adopting the "Shinfield" principle in all instances would immediately result in land values being taken to a higher level on those sites which could deliver policy compliant levels of affordable housing with the net result that policy compliance would no longer be viable.

2.18 The Inspector made the following key comment in his ruling: *"Determining what constitutes a competitive return inevitably involves making a subjective judgement based upon the evidence"*.

2.19 The view is that the ruling should therefore not be applied on a blanket basis to all land transactions both because this would be contrary to the clearly established principles on which planning policies have been set and such an approach would not as suggested by the Inspector reflect an evidenced based judgement which is necessary in every instance. In consequence there is no compelling reasons why the land values adopted in the appraisals should be subject to revision in view of this case.

d) The report should have identified the separate viability characteristics of large flatted schemes and regeneration schemes such as the Station Hill development

2.20 The objective in scenario testing is to establish the viability of typical developments. The report sets out in detail how the land allocations for development have been explored, together with a detailed analysis of windfall sites to arrive at a full understanding of the land supply in Reading.

2.21 It is recognised that some current developments do not fit with the scenarios as modelled however this does not invalidate the fact that the scenarios are based on the most typical sites where Station Hill can be argued to be untypical of the wider market. There will be instances where there are abnormal or atypical site or development costs that will require individual viability assessment where the development proposed is not in accordance with policy requirements.

2.22 Statutory Guidance on CIL issued April 2013 makes the following statement:

"The legislation (section 211 (7A)) requires a charging authority to use 'appropriate available evidence' to inform their draft charging schedule. It is recognised that the available data is unlikely to be fully comprehensive or exhaustive. Charging authorities need to demonstrate that their proposed CIL rate or rates are informed by 'appropriate available' evidence and consistent with that evidence across their area as a whole."

2.23 The scenarios modelled represent typical developments identified through both allocated and windfall sites. Consequently they are considered to be appropriate available evidence. The absence of a site specific scenario such as Station Hill is justified in that the modelled is not required to be fully comprehensive.

e) The appraisals should reflect current developer profit requirements

2.24 The base case assumption in relation to residential development assumes a developer profit of 20%. It should be recognised that this is used as a minimum profit requirement as quite clearly developers will seek to maximise profit where this potential exists. This rate is consistent with viability testing both in relation to CIL viability assessments and BPS's personal experience across London and the South east where they act for a number of Local Authorities in assessing the viability of major applications.

f) There should be an adequate reflection within the report's appraisals for abnormal development cost

2.25 The base build cost assumptions adopted within the appraisals were based on BCIS all tender prices index. Abnormal developments relate to the provision of works other than basic construction. Having analysed the supply of allocated development sites and windfall sites it is apparent that a significant majority of the land supply will come from sites which have previously been developed. Consequently, and excluding demolition, site abnormals could be expected to be less than equivalent green field sites.

2.26 In modelling costs in the appraisals it was decided to not to make a specific allowance for abnormal development costs, instead an allowance for an additional 15% of base build costs to cover site abnormals and external development costs. Whilst individual site circumstances are likely to vary this was considered a realistic generic assumption to adopt.

g) The report appears to set the CIL charge at the margins of viability without allowing a cushion in case market conditions deteriorate

2.27 The report sets out analysis of the impact of different charging levels in terms of the impact on the development viability for each of the scenarios modelled. The conclusions are set out in 6.31 to 6.6.34 of the original report (Feb 2013).

2.28 It was concluded that a number of scenarios were not currently viable given market conditions prevailing at the time of the report's preparation irrespective of whether a CIL charge was levied. This picture is consistent with the picture nationally where there is currently significantly less development taking place when compared to periods of economic growth.

2.29 In consequence it is not seen as reasonable that a nil charge should be adopted simply because of a wider economic problem. Local Authorities are charged under the Statutory Guidance issued in April 2013 with:

"7. Regulation 14 requires that a charging authority, in setting levy rates, 'must aim to strike what appears to the charging authority to be an appropriate balance between' the desirability of funding infrastructure from the levy and 'the potential effects (taken as a whole) of the imposition of CIL on the economic viability of development across its area"

2.30 The impact of CIL should therefore focus on its impact on those development scenarios currently considered viable and seeking to strike the balance sought as identified above.

2.31 It will be seen from Chart 11 on page 40 of the report that the proposed residential charge would not result in the majority of development scenarios becoming non-viable instead it clearly indicate a suggested balanced approach.

2.32 It should also be recognised that the conclusions of the report are intended to simply provide a guide to Council Members in serving to identify a balanced charge.

h) Sensitivity testing should allow for the need for developers to generate higher profit margins

2.33 The economic downturn that took place from 2010 resulted in a number of changes, primarily within the banking and finance sectors in relation to development funding.

2.34 The number of funding sources contracted significantly as did funding to the sector as a whole. Borrowing terms became much stricter with requirements for greater developer equity participation and for higher profit margins.

2.35 The impact of these changes was to drive standard profit assumptions up from around 17% to 20%. This change came at a time when house price growth was either flat or contracting depending on the location of the development which would normally drive profit margins to be squeezed. The net result being that a significant number of developments stalled having failed to meet the necessary profit criteria.

2.36 In approaching the viability assessments the relative profit margins sought over the life of the most recent economic cycle were considered, and it was concluded that it was realistic to assume that the current position of restrictive terms associated with lending and higher perceived risk from development due to lack of price growth were unlikely to be matched at other points in the cycle, and therefore the need to generate higher profit margins was highly unlikely. This assumption has been to a large extent validated by a resumption of economic growth, albeit at relatively low levels, and an increase in business optimism.

2.37 Many authoritative sources are forecasting widespread house price growth including the RICS, Rightmove, Most national newspapers etc. Growth is a prerequisite to developments coming forward as profit is driven by growth. It

should be noted that in setting profit targets at 20% this is identified as a minimum profit not a maximum.

- i) *There should be an allowance for site specific S106 charges to be included within the appraisals*

2.38 This assumption was considered at length with the Council prior to completion of the appraisals. It was concluded that CIL would represent the relevant charge for all sites in relation to their contribution towards infrastructure. Where site specific charges might be contemplated these would be of a minor nature as the funds would need to be expended on site specific mitigation and would not relate to items which would otherwise be pooled through the CIL charge. For example education charges would need to be pooled. It was also not envisaged that many sites would have a site specific charge levied therefore it was concluded that viability should be modelled without a site specific charge to provide the most representative generic picture overall.

3.0 **TOPIC ISSUE 2:**
The Inclusion of Retirement Housing Within the General Housing Category Does not Adequately Reflect the Different Viabilities of These Development Types

- 3.1 Reading BC rarely receives applications for retirement accommodation. Most of those were also applications for extra care housing being provided by the Council or Registered providers that would have qualified as affordable housing and thus been largely subject to CIL relief. They are not a representative form of development in the Borough and, consequently, they did not feature as a form of development that the council should give separate detailed consideration to in terms of viability.
- 3.2 National trends point to an ageing population, which will see an increase in the need for specialist forms of accommodation such as retirement housing and other specialist housing. However, these forms of development still have impacts and resulting infrastructure needs that need to be mitigated. In addition they tend to involve small individual dwelling units with low floorspace per unit. The relative charge per unit/occupant will therefore be relatively low compared with general housing units.
- 3.3 Even if one accepts that the costs of construction and marketing/sales of retirement/specialist accommodation are different to the costs of construction of standard housing, no evidence has been submitted to demonstrate why those differences occur (why are sales of retirement accommodation slower than standard house sales) or the scale of those differences (e.g. the additional build costs of retirement unit). In the absence of evidence, it has to be concluded that the differences are relatively modest and would have limited effect on the costs and thus CIL rates.
- 3.4 The approach taken to considering a number of land use together, namely Residential/ Hotels /Care Homes/ Hotels/ Private Rented Hostel Accommodation (including student accommodation) was expressly because all these land uses can

potentially compete for the same land for development. Statutory Guidance issued in April 2013 makes the following statement:

40.

"In all cases, differential rates must be set in such a way so as not to give rise to notifiable State aid - one element of which is selective advantage. Authorities who choose to differentiate rates by class of development or by reference to different areas, should do so only where there is consistent evidence relating to economic viability that constitutes the basis for any such differences in treatment. It is the responsibility of charging authorities to ensure that their charging schedules are State aids compliant."

3.5 The representations received have advised that sheltered accommodation developments are consistently higher with BCIS than for other forms of housing development. It is also evident that sales values can also match or exceed the general market.

3.6 It is noted that they generally have less efficient gross to net floor area ratios within the built space, but can often increase overall density by virtue of not having to provide a high level of car parking or external amenity areas.

3.7 On balance the view remains that there is no special case justification for treating sheltered housing schemes as being radically different from other forms of housing.

3.8 The general care home market has however, been looked at in more detail, and it is accepted that the economics of this land use are substantially different from general housing. It is also noted that those authorities with whom comparisons have been drawn, have generally identified this use as a separate use from general residential development and adopted a £0 charge, which is an approach to be supported in relation to Reading.

4.0 **TOPIC ISSUE 3:**
Appraisals Need to be Recalculated to Take Account of the Policy Compliant Situation (Reference Mid Devon CIL Examination Inspector's Report)

4.1 A number of representations referred to the Mid Devon CIL Examination Inspector's Report. The Inspector stated that,

"The key test is ...whether or not the assumptions upon which the proposed level of CIL are based would undermine the delivery of the DP targets, particularly with regard to affordable housing provision."

He considered that using assumptions based on rates of affordable housing provision lower than the full target set out in the DP,

"will put the provision of affordable housing at serious risk."

He found that,

"The Council should have taken all its policy requirements, including affordable

housing, into account when setting the CIL rate and on this basis it can be concluded that the viability evidence, on which the proposed charge is based, is not robust."

He accepted a much lower CIL charge that was based on an assessment of the viability of development based on the full policy requirement set out in the council's Core Strategy.

4.2 The Inspector reported that, *"Reference was made by the Council to the Redbridge CIL charge which is based on a 30% affordable housing provision, rather than on 50% which is the requirement in the Redbridge Core Strategy. I have not seen the evidence from which the Examiner drew his conclusions and can therefore only give little weight to this matter. The evidence and the Inspector's conclusions for the Redbridge CIL examination have been considered."*

4.3 In light of consideration of the conclusions of the Mid Devon Examiner's Report, the Council has accepted that in the current market a target of 50% affordable housing is not viable. As a result the Council is publishing a Pre-Submission Draft Alteration to its Local Plan dealing solely with the issue of affordable housing. The Draft Alteration proposes to reduce the affordable housing targets in the local plan on the basis of viability work undertaken for CIL. The Draft CIL Charging Schedule will be based on viability assessed on the basis of the Draft Alteration. The Draft Alteration will be progressed in parallel with the process for submitting and examining CIL.

5.0 **TOPIC ISSUE 4:** **Economics of Refurbishment/ Conversion Schemes**

5.1 The issue which has been raised is that the economics of conversion schemes are very different to new build and that any viability assessment needs to recognise this, in particular where landowners have the option to refurbish and re-let or sell their existing buildings, the CIL charge could render any redevelopment scheme unviable.

5.2 For many schemes where a building is being reused, where it meets the conditions in the CIL Regulations (amended in February 2014), CIL will not be payable on the area being converted. Therefore, the issue relates only to conversion of properties which would be caught under the Regulations. In general it is to be supposed that conversion represents a cheaper alternative to demolition and reconstruction, other than in very limited circumstances such as conversion of listed buildings, where enabling arguments can be brought to bear. Consequently CIL will be less of an issue for these schemes. The numbers of such schemes are likely to be such that they should not necessarily be considered as a separate category of development and costs will vary significantly from scheme to scheme.

6.0 **TOPIC ISSUE 5:**
Retail Representations

a) *Assumed retail rents are too high*

6.1 In considering this comment it has been assumed that the comment related to assumptions relating to the out of town retail scenario. This was based on a single stand-alone store which is typical of a foodstore but not of a retail park. However, in order to avoid skewing the appraisal to one form of out of town retail the rents adopted were based on retail park rents of £215 per sq m overall.

6.2 The choice of scenario and appraisal assumptions were influenced by the sites with identified retail potential. It was considered that of the three sites identified in 1.6 Appendix H (of BPS, Viability Study, Feb 2013) only one had the necessary scale available to accommodate a retail park and is not currently identified for major retail development. There is also a market perception that Reading has a sufficiency of out of town retail accommodation. The possibility of a new major retail park to be relatively remote was therefore considered.

6.3 The assumed rent was based on analysis of retail transactions in the Reading area for modern retail parks and was current as at the time of preparing the report.

6.4 It is acknowledged that the approach taken does not reflect rents appropriate for other forms of out of town retail development and this is picked up in the points below.

b) *The use of a single greenfield scenario in modelling out of town retail is considered to be insufficient*

6.5 It is believed that this point is aimed at identifying the differences between the different out of town retail types and is addressed below:

c) *It is unclear how the retail charge has been calculated*

6.6 The retail charge was set through analysis of a development scenario which was then subject to sensitivity testing the key variables of developer profit at a base level of 17% and a lesser level of 15% and rental values both plus and minus 10% of the base value of £215 per sq m and combinations of these assumptions.

6.7 The conclusion of the analysis was that all of the development scenarios were considered viable. In common with all the other scenarios the modelling tested the maximum CIL that could be charged before the scheme became non-viable.

6.8 In arriving at the proposed CIL charge a mid position was taken from all the development scenarios.

d) *There is a difference in viability between food and non-food retail and bulky goods retail which is not reflected in the proposed charging schedule*

e) *No account appears to have been taken of the viability of deep discount retailers in assessing the retail market*

- 6.9 The above points have been looked at together as they are similar in nature. It is accepted that the focus was on a conventional food store style development rather than consider the impact of smaller discount retail style developments.
- 6.10 The rental assumption adopted at the time of the report has been reviewed. It is clear that the market for conventional larger style food stores is not as keen with Tesco having publically announced it is no longer seeking to develop larger format stores which have a high non-food element to their sales composition.
- 6.11 The economics of convenience retailers has been considered in more depth and have concluded that an approach which is banded by store size would be a more appropriate basis on which to assess viability. A distinction has also been drawn in respect of other forms of retailing
- 6.12 It is appreciated that smaller deep discount food stores are currently more active in the market but from experience they are willing to pay rental values similar to those suggested above albeit they typically require smaller trading areas and see no reason to differentiate these developments from mainstream foodstores.
- 6.13 The development market has not yet turned in favour of out of town development and the view is that the proposed rental values for foodstores remain achieved for large format retail uses. It is accepted that bulky goods retailers may struggle at these levels. However given the generic nature of the CIL charge consideration will need to be given whether this aspect of out of town retailing merits a separate charging category or other treatment.

7.0 TOPIC ISSUE 6:

Why is There a Proposed Retail CIL Rate When There are no Retail Allocations in the Sites and Detailed Policies Document?

- 7.1 Local authorities rarely include retail allocations in their local plans, because of the advice in Planning Policy Guidance Documents when plans were being drawn up. Also under the NPPF, local authorities cannot make retail allocations unless they have gone through the sequential test and then demonstrated that any such development will not have unacceptable impacts on their town, district and local centres. Nevertheless, considerable amounts of such development does still occur in urban areas, including Reading, despite the rarity of local plan allocations for out of centre retail development.
- 7.2 Evidence points to there being major retail development in the Borough over the plan period and policies in the development plan provide a framework for considering such proposals that closely follows the guidance in the NPPF. However, particularly in an important and growing urban area such as Reading, there is substantial demand and desire for retail development of over 2,500m² on major sites in various parts of the Borough. The Council received various representations promoting out of centre retail proposals on various sites during the preparation of the Sites and Detailed Policies Document (SDPD). The Hearings for the Examination into the SDPD considered a worked up proposal for one particular site. The Council is aware of a number of proposals coming forward at

the current time which will need to be considered in accordance with development plan policies. Such developments can have very significant impacts and it is right and proper that they are considered along with other forms of retail development.

7.3 One respondent also raised the issue that the Economic Viability Assessment (EVA) sets out that uses, which have only limited land allocations have been omitted. In their view, there is no need, therefore, to separately identify significant out of town retail developments in the draft charging regime.

7.4 The EVA was undertaken through assessing a whole range of sites both existing allocations and commitments (those sites with planning permission not yet implemented). There are likely to be a number of retail proposals over the Plan period and it was valid to include this land use. Also under CIL statutory guidance charging authorities are advised to consider those development types which are likely to have significant impact on infrastructure. The Council could not ignore it as a land use within the Borough.

8.0 **TOPIC ISSUE 7:**
Development in District Centres Should be in the Same Category as the Central and Core Charging Zones or Considered Separately

8.1 The BPS Economic Viability Assessment (paragraph 3.53, February 2013) clarifies why district and local centre sites are not included alongside sites in Central Reading, which is primarily because the difference in Zone A rates between Central Reading and smaller centres means the viability calculations are completely different. Whilst including retail development in district and local centres in the same category as Central Reading would reflect the policy position, this cannot be the basis for setting CIL rates, which has to be based on viability assessment.

8.2 The recent update of the viability report undertaken by BPS (February 2014) recognises that small scale traditional retailing, whether in town or out of town is struggling in terms of viability and the suggested modifications to the charging schedule stipulate that of town retailing units under 2,000 sq m will be subject to a nil charging band.

9.0 **TOPIC ISSUE 8:**
Other Issues Raised

a) *Charging Zones are based on policy rather than viability*

9.1 The viability study has clearly had to recognise the impact of planning policies on development, particularly in relation to the influence on development economics. However, the appraisals have simply sought to reflect the realities of the market on a generic Borough wide basis. Consequently they have not sought to favour one form of development over another as that would run contrary to CIL Regulations.

b) *Exceptional Circumstances Relief/non mandatory exemptions*

- 9.2 A number of respondents requested that exceptional circumstances relief and other non-mandatory exemptions be introduced and that the conditions and procedures be clearly set out. The Council has considered further whether to include any non-mandatory exemptions and at this time it has been decided not to as the view is that this would add an unnecessary layer of complexity to the operation of CIL and is not justified.
- 9.3 A few respondents have requested that Exceptional Circumstances Relief is provided for specific development types. Even if the Council were to decide to introduce such relief, the CIL Regulations sets out a procedure with defined conditions (Further detail is provided in CIL Relief: Information Document, May 2011), which does not allow for specific development types to be excluded.

c) *Instalment Policy*

- 9.4 The Council proposes a revision to the instalment policy, which allows for extended periods for payment of CIL, allows for the longer timescales of longer, phased, projects. This revised instalment policy is set out in the Draft Charging Schedule.

d) *Infrastructure Delivery Plan*

- 9.5 The Infrastructure Delivery Plan Schedule (included in the Infrastructure Delivery Plan, July 2011, and the Adopted Sites and Detailed Policies Document, October 2012) has been refined and updated to reflect the most up-to-date information. This includes setting out the anticipated and known costs and funding and the resulting aggregated funding gap, to which CIL will contribute. An updated Infrastructure Delivery Schedule has been prepared as supporting evidence. This is referred to in the DCS.
- 9.6 There is no intention to consult on a revised Preliminary Draft Charging Schedule, as some respondents suggested. There will be sufficient time to comment on the relevant infrastructure evidence prior to the Examination stage.

e) *Regulation 123 List and Section 106 Planning Obligations*

- 9.7 The DCS includes a draft Regulation 123 list which sets out the list of infrastructure types/projects, which the Council intends will be wholly or partly funded from CIL. A separate Section 106 Supplementary Planning Document, intended to operate alongside CIL once introduced, will be consulted on at the same time as the Draft Charging Schedule for CIL. This will include the relevant principles for when Section 106 will be sought.
- 9.8 Comments were made that a Draft Regulation 123 list would have been helpful at the Preliminary Draft Charging Stage, but at the time of that consultation there was no statutory requirement to produce such until the Draft Charging Stage.
- 9.9 Concern was raised that seeking Section 106 and CIL would represent an unreasonable double levy, which will be placed onto a very limited category of

development types. The CIL Regulations allow for both CIL and Section 106 mechanisms to be used. Section 106 will, in the main, be sought from larger schemes, as it is more likely that such schemes will necessitate site related infrastructure requirements to make the development acceptable in planning terms. Any Section 106 sought will be in accordance with the relevant CIL Regulations and the new Section 106 Supplementary Planning Document (to operate alongside CIL).

- 9.10 Comments were also made that there are a number of confusing references within the evidence, to CIL only being able to fund strategic infrastructure and also reference to funds being used for local/ neighbourhood infrastructure, as opposed to just strategic infrastructure. Clarification is provided in the DCS.
- 9.11 English Heritage requested that the Council should consider whether any heritage-related projects within Reading Borough would be appropriate for CIL funding. The Draft Regulation 123 list currently includes the Abbey Quarter, a significant project within the Borough and a key priority for the Council.
- 9.12 Similarly Natural England identifies that potential infrastructure requirements may include: access to natural greenspace; allotments provision; infrastructure identified to deliver climate change mitigation and adaptation. The Draft CIL Regulation 123 list includes a number of specific biodiversity/ green infrastructure projects.
- 9.13 Network Rail proposes that the Charging Schedule should set a strategic context requiring developer contributions towards rail infrastructure where growth areas or significant housing allocations are identified close to existing rail infrastructure. The Council currently secures S106 obligations for transport projects and there has been significant funding secured for Reading Rail Station. The Draft Regulation 123 list includes a number of transport infrastructure projects.
- 9.14 An issue has been raised that some of the infrastructure projects identified by the Council to be funded by CIL will already have been funded by undelivered projects through existing Section 106 commitments. The Regulations allow for obligations entered into prior to the implementation of CIL to be used to fund infrastructure post the implementation of CIL along with CIL as long as the infrastructure item is set out on the Regulation 123 List of infrastructure.
- 9.15 The statutory guidance identifies that there needs to be a clear audit of existing Section 106 commitments to ensure that Councils do not fall foul of the pooling restrictions for Section 106. The Council has reviewed all existing Section 106 obligations which have been entered into since April 2010, to ensure compliance with the statutory pooling restriction for Section 106 from April 2015 and to avoid double counting, i.e. CIL and Section 106 paying for the same item of infrastructure. This is referred to in the DCS.

f) *Effects on the development industry*

- 9.16 Reading Borough Council has operated a system of securing Section 106 planning obligations for many years and this has not unduly affected the viability of

development. Indeed a flexible approach has been taken and where a viability case has been made, a reduction in obligations has been permitted. It is intended that CIL will in the main be the funding mechanism for strategic infrastructure, largely replacing the tariff (pooling) type approach used under the Section 106 system. Section 106 will continue to be secured for site related infrastructure which meets the relevant legal tests. It is intended that a similar amount to that secured under Section 106 will be collected from CIL and Section 106 systems combined.

g) Clarification on the Chargeable Area

9.17 Respondents have asked for clarification on how chargeable floorspace will be calculated, i.e. which areas are included. The definition of the chargeable area is specified in the CIL Regulations and is calculated by taking the Gross Internal Area (GIA), minus any areas to be demolished or reused. The standard definition of GIA is set out on the VOA site:
<http://www.voa.gov.uk/corporate/Publications/comp.html>

9.18 The Planning Portal includes a guidance document on determining the CIL liability² and this directs developers to a RICS document 'Code of Measuring Practice: A guide for Property Professionals' (2007). It will be for developers to clearly identify the relevant chargeable area of their schemes when applications are submitted.

h) Interpretation of Lawful Use

9.19 A number of respondents have commented on the Council's interpretation of "in lawful use" as set out in Regulation 40 (10). The Council's view is that "In lawful use" is used in that part of the formula that relates to the calculation of a discount on the chargeable amount. The Council interprets that the use must have the benefit of planning permission or a Certificate of Lawfulness (or the LPA accepts the use as lawful), and that the land/ buildings must have been in actual use for a continuous period of at least six months in the three years (2014 CIL Amendment Regulations) prior to the day planning permission first permits the chargeable development. This interpretation will be set out in a Guidance Document/ Manual that will be prepared by the Council to be available for the implementation of CIL.

9.20 The Council does not agree that "in lawful use" just means that it has a lawful use, rather that it also needs to be in use, otherwise this would have the result that the CIL discount would be for all vacant buildings that have a lawful use, even those that have been vacant for some time, which is not what the Council considers the Government intended.

i) Definition of CIL Liable Development

9.21 A request was made for a clear definition of buildings and specifically that railway stations should not be treated as buildings, nor should lineside infrastructure, such as sheds, depots etc, and confirmation that Network Rail developments over

² 'Community Infrastructure Levy (CIL) - Determining whether a Development may be CIL Liable Planning Application Additional Information Requirement Guidance'

100m² undertaken under our permitted development rights will not be CIL chargeable. The CIL Regulations define what development is CIL liable, and this will be clarified in the DCS.

- 9.22 This does not make any specific exclusion for railway infrastructure; unless it meets any of the definitions in the CIL regulations. Development of 100m² and over, which are developed under permitted development are not exempt from CIL.
- 9.23 Thames Water requested that water and wastewater infrastructure buildings should be exempt from payment of the CIL as follows: It is unlikely that the provision of water and wastewater infrastructure could be funded through CIL; CIL was not taken into account in the submission of our business plan for the period to Mar 2015 and if for any reason we were required to pay CIL this would impact on the ability to deliver important water and wastewater infrastructure required to support growth; The provision of such infrastructure usually does not result in an increased demand for other types of infrastructure and therefore has no significant impact on wider infrastructure provision; and the predominant aims of water and wastewater infrastructure development are to support growth rather than to increase the financial value of land on a profit making basis.
- 9.24 Under the CIL Regulations there is no provision for the Charging Authority to exclude specific buildings from CIL liability, unless it is defined within the CIL Regulations as non-CIL liable development, such as wind turbines, electricity substations etc. The Draft charging schedule zero rates such development, so there would be no CIL liability.

j) Definition of Retail

- 9.25 A number of respondents have stated that the meaning of retail is not specific in the Preliminary Draft Charging Schedule (PDCCS) and the charging schedule does not fully explain the basis for the Charge (i.e. per m² of gross internal floorspace). The suggestion is that retail should be clarified by reference to the Use Classes Order. A recent review of the original CIL viability assessment study (Feb, 2013) led to the conclusion that there should be a clearer retail distinction based largely on floor area, with smaller units being exempt from the charge, with a progression of charging rate with the larger scale units.
- 9.26 The Council has included further clarification regarding the retail classification in the DCS. The relevant basis for the charge is as included in the calculation as defined in the 2010 Community Infrastructure Levy Regulations (as amended).

k) Future review of CIL and monitoring

- 9.27 The Council intends to review the Charging Schedule within 3 years from the date of adoption. This is clarified in the DCS. Any review would be triggered by changes in circumstances including changes in the values and costs of development in the Borough.

9.28 Concern was raised at how CIL monies would be spent and for it not to be used for general funding. Any CIL revenue will need to be carefully monitored and the relevant CIL Regulations provide the statutory framework for how money is to be spent, monitored, reported etc. Further clarification is provided in the DCS on the monitoring/ review processes.

l) Are domestic extensions exempt from CIL?

9.29 A respondent identified that it is not clear from the data whether or not domestic extensions are exempt: the 100m² limit seems to relate to new building - which is not how domestic extensions are currently considered.

9.30 A domestic extension per se would not be exempt from CIL, as CIL is chargeable on new build development whether brand new or an extension. However, there is certain relief from paying CIL, which includes development which is less than 100m². So if an extension was less than 100m², which in the case of a domestic extension, would be likely, then it would not be liable to CIL. This will be clarified in a CIL guidance document, which will be produced at the time that CIL is implemented by RBC.

m) Certainty as to total CIL amount

9.31 Respondents commented on the need for developers to have certainty as to what the calculation of CIL will be before commencing. The relevant CIL liability will be detailed in the CIL Liability notice, which is issued with a permission. Further guidance information, and example calculations will be provided in a CIL guidance document/ manual. The DCS cross refers to this.

n) Not an Up-to Date Development Plan

9.32 One respondent identified that the Core Strategy predates the issue of the National Planning Policy Framework (NPPF, 2012), and relies on evidence and research carried out more than 6 years ago and state that it therefore debatable whether it can be claimed to be an up to date Development Plan document as required by Paragraph 215 of the NPPF.

9.33 The Council prepared a document which recorded the compliance of the Development Plan with the NPPF. This was undertaken both with regard to the draft NPPF and when the final NPPF was adopted. The results of this show that the Council's Development Plan is largely in accordance with the NPPF. Indeed the NPPF does not require that a Development Document should be wholly reviewed for the purposes of compliance with paragraph 215. It is unclear which parts of the Development Plan, it is being queried, are not in conformance with the NPPF. The Examiner into the Sites and Detailed Policies Document would not have found that document sound unless conformity with the NPPF had been shown.

o) Financial burden for the end purchaser

9.34 One respondent considered that CIL is not a tax on development, but a further tax on the end purchaser who will clearly be required to carry the additional

financial burden. The suggestion is that developers will offset costs against the sale prices, which will be borne by the purchaser. The Council has no direct control over how developers prepare costs. However, at present developers will already be providing S106 planning obligations. The future revenue from CIL and Section 106 combined is likely to be similar to that secured under the current Section 106 system. Therefore the implications for the purchaser of CIL should not be significantly different as compared to the current Section 106 system.

p) Do not introduce CIL

9.35 Some respondents have suggested that the Council should not introduce CIL and should continue to collect infrastructure contributions via S106 instead. Although CIL is not mandatory, i.e. Local Authorities can choose whether to introduce it. After April 2015 the use of Section 106 will be severely restricted with, in most cases, no more than five obligations to be used to fund the same item of infrastructure. If the Council does not introduce CIL then it will be very constrained in the infrastructure it can provide to support development.

q) Who decides whether a developer pays S106 or CIL levy?

9.36 Depending on the specific scheme both CIL and Section 106 could be required. CIL, once introduced will be a mandatory charge intended for strategic infrastructure projects, and some to be used for infrastructure within neighbourhoods affected by development. Section 106 will be secured for site related requirements to mitigate the impacts of a scheme. The decision as to whether Section 106 is sought is the Council's and this would be in accordance with relevant policy and the supporting Section 106 supplementary planning document.

r) Will businesses benefit from CIL?

9.37 Infrastructure to be funded from CIL revenue would benefit residents and businesses within the Borough.

s) Exempt rail infrastructure:

9.38 Network Rail requested that developments on railway infrastructure should be exempt from CIL or that its development should be classified as payments in-kind. Under the CIL Regulations there is no provision for the Charging Authority to exclude specific infrastructure, unless it is defined as non-CIL liable development, such as wind turbines, electricity substations etc.

9.39 In terms of payments in kind this is set down in Regulation 73 of the CIL Regulations and this is for land payments in lieu of paying CIL. Such land is to be used to provide or facilitate (in any way) the provision of infrastructure to support the development of the charging authority's area.

t) What is the difference between S106 and CIL?

9.40 One respondent required explanation as to the current charges from developers and what will change under CIL. Section 106 planning obligations is a current

mechanism for securing contributions from developers towards infrastructure. CIL is the government's new mechanism for securing funding towards strategic infrastructure as well as towards neighbourhood funding. S106 will still exist, but there will be restrictions on how S106 can be used.

u) Guidance Document required

9.41 A respondent requested that the Council produces guidance on how to calculate the relevant chargeable development; on liability to pay CIL; the appeals process; policy for payment by instalments; approach to payments in kind; guidance on relief from CIL. The Council will produce a guidance document/CIL manual to be available for the introduction of CIL. This will include all the matters referred to where applicable to the Council's CIL.

v) Adopt a flat CIL rate

9.42 It was suggested that the Council divides the estimate of total infrastructure costs over the charging period by the total expected development floorspace and apply a flat rate levy across the Borough and across all forms of development. The calculation of a CIL Levy rate/s needs to be prepared in light of the Economic Viability Assessment (EVA) as well as infrastructure costs. The EVA (produced by BPS) demonstrates that different rates are relevant for different land uses and in different parts of the Borough.

w) Zero rate

9.43 The issue has been raised that it appears that the evidence base does not adequately consider issues associated with strategic development, including their longer construction and delivery timescales and the differing risk profiles of these scheme types. In view of this it is suggested that the Station Hill development should be nil rated given its strategic significance.

9.44 Zero charges can only be based on viability and not related to a specific site. The Council's Economic Viability Assessment includes an assessment of a range of site types and this has not demonstrated, when looked at broadly across the area, that such strategic sites would not be viable with the imposition of CIL. The proposed instalment policy will allow for payments over a longer period.

APPENDIX 1: SUMMARY OF KEY ISSUES ARISING FROM CONSULTATION

KEY ISSUES RAISED THOROUGH CIL CONSULTATION - PRELIMINARY DRAFT CHARGING SCHEDULE		
Issue Area	Key Points	Who commented?
<p>Method of development viability/ general comments on approach</p>	<p>The method used by BPS is not an industry accepted methodology, nor in accordance with RICS Guidance (2012).</p> <p>No regard to whether landowners and developers will receive competitive returns. Should receive at least 50% of uplift in land value between the ESV and the Residual land value.</p> <p>Unless the land owner receives a competitive return he will not release the land for development.</p> <p>Failure to recognise the option of refurbishing as an alternative to redevelopment could render many schemes unviable.</p> <p>Evidence base does not adequately consider issues associated with strategic development, including their longer construction and delivery timescales, and differing risk profiles.</p> <p>Welcome the variety of scenarios, but consider that there needs to be a realistic assessment of key regeneration schemes; development typology for larger sites only considers houses and the assessment has failed to test the impact of CIL on flatted schemes, which can incur considerably higher costs.</p> <p>Core Strategy predates the NPPF, and relies on evidence and research carried out more than 6 years ago. It is therefore debatable whether it can be claimed to be an up-to-date Development Plan as required by the NPPF.</p> <p>The BPS report tests the impacts of the proposed charges, rather than proposing a charging level after gathering evidence. It is unclear why the charging schedule uses the figures it does, or selects and bands land uses into categories. More detail is required to</p>	<p>Haslams on behalf of the University of Reading.</p> <p>Haslams on behalf of the University of Reading</p> <p>Blandy & Blandy</p> <p>Haslams on behalf of the University of Reading</p> <p>Quod on behalf of Sackville Developments (Reading) Ltd</p> <p>Quod on behalf of Sackville Developments (Reading) Ltd</p> <p>Red Kite on behalf of themselves, and various clients including Viridis Real Estate Services Ltd, Jansons Property, Square Bay Land LLP, and other landowners.</p> <p>Red Kite on behalf of themselves, and various clients including Viridis Real Estate Services Ltd, Jansons Property, Square Bay Land</p>

<p>Method of development viability/ general comments on approach</p>	<p>explain and demonstrate the choices made.</p> <p>It is unreasonable to proceed on generalisations when known facts demonstrate that a significant number of sites are likely to be unrealistically and adversely affected.</p> <p>Rendering 50% of all development sites unviable will prevent those sites from being delivered and the prime objectives of a reliable flow of contributions to infrastructure is significantly weakened.</p> <p>BPS report recognises that charges should not be set on the margins of viability, yet that is what is proposed.</p> <p>No viability cushion has been proposed. There must be on incorporated either into the benchmark land value or elsewhere through the CIL assessment process.</p> <p>The viability or otherwise of site typologies which represent a significant proportion of the anticipated housing trajectory does not appear to have been given greater weight than other typologies which are likely to contribute less to the supply of housing in the Borough over the Plan period.</p> <p>None of the tenure mix options appear to accord fully with either the adopted or emerging options. Strongly recommend that the appraisals are recalculated allowing for an adopted policy compliant options as well as an emerging policy compliant option.</p> <p>The results of the EVA does not represent a robust evidence base to support the proposed charging level of £140psm for residential. Results show that none of the scenarios which are closest to reflecting adopted and emerging affordable housing policy and reflect current developer profit</p>	<p>LLP, and other landowners.</p> <p>Red Kite on behalf of themselves, and various clients including Viridis Real Estate Services Ltd, Jansons Property, Square Bay Land LLP, and other landowners.</p> <p>Red Kite on behalf of themselves, and various clients including Viridis Real Estate Services Ltd, Jansons Property, Square Bay Land LLP, and other landowners.</p> <p>Savills on behalf of Wimpey Taylor Homes</p> <p>Savills on behalf of Wimpey Taylor Homes</p> <p>Savills on behalf of Wimpey Taylor Homes</p> <p>Savills on behalf of Wimpey Taylor Homes</p>
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<p>Method of development viability/ general comments on approach</p>	<p>requirements are able to support a CIL charge of any value. The viability of retirement housing should be assessed against both likely existing site values, and of potential alternative (competitor) uses. Retirement housing can only be built on a limited range of sites, typically high value, and previously developed sites in close proximity to town centres. The Assessment should provide a development scenario for a typical flatted retirement housing scheme, located on a previously developed site within 0.4 miles of a town centre.</p> <p>The Viability Assessment does not acknowledge that the economics of conversion schemes are very different to those of new build schemes. It is difficult to see how the Council can assess whether the imposition of CIL will put the majority of these schemes at risk without having considered its impact on viability.</p> <p>The Viability Assessment does not consider the deep-discounted retail market. A high rate could impact on the viability and deter future investment resulting in a loss of key discount retail provision within Reading Borough. Any retail levy must be demonstrated to be viable for any retail development, irrespective of the size of type of A1 use.</p>	<p>The Planning Bureau Limited on behalf of McCarthy and Stone Retirement Lifestyles Ltd</p> <p>Thomas Eggar LLP on behalf of Asda Stores Limited</p> <p>Turley Associates on behalf of Aldi Stores Ltd</p>
<p>Inputs into Viability Assessment</p> <ul style="list-style-type: none"> • Sensitivity testing • Abnormals • Residential values • Retail rent levels • Affordable Housing assumptions 	<p>Sensitivity tests should allow for cost and revenue assumptions to be increased and reduced. The failure to test a 3% increase in developer profit has led to an inaccurate conclusion that the proposed CIL rate is viable.</p> <p>Assumed no abnormal site costs - a dangerous assumption to make. A provisional allowance should be included in all development appraisals.</p> <p>An additional allowance for abnormal/special costs should be</p>	<p>Haslams on behalf of the University of Reading</p> <p>Haslams on behalf of the University of Reading</p> <p>Red Kite on behalf of</p>

<ul style="list-style-type: none"> • Using out-of-date document • Hypothetical examples • Build costs • Profit levels <p>Inputs into Viability Assessment</p> <ul style="list-style-type: none"> • Sensitivity testing • Abnormals • Residential values • Retail rent levels • Affordable Housing assumptions • Using out-of-date document • Hypothetical examples • Build costs • Profit levels 	<p>factored into the assumed viability costs.</p> <p>Residential values excessive.</p> <p>Debateable whether foodstore development would achieve rents at this level [£215psm] in the current market and the majority of retail parks, particularly for bulky goods, would certainly be at lower rents; yields at 5.5% will only be achieved for high quality covenants. Not representative of the general out of town retail market. Would expect rent free periods of 18-24 months for non-food retail schemes.</p> <p>An old version of the SDPD has been used and the assumption made that 3 sites with potential for significant development. The prospect of large food stores coming forward on these sites is not expected by RBC. Bps state that “uses with only limited land allocations have been omitted”. On this basis there is no need to separately identify significant out-of-town retail developments.</p> <p>The authority should be setting the CIL rate in line with what would enable the AH policy aspiration to be achieved [ref to Mid Devon CIL report].</p> <p>It is difficult to understand why the Council has decided to promote a CIL charging level which demonstrably prevents achievement of the affordable housing requirements set in policy.</p> <p>The Economic Viability Report is bereft of fact and is too short for the responsibility it has, it leverages from past questionable documents and doesn't dual source information.</p> <p>The 5 hypothetical examples are leveraged from the Affordable Housing Viability submission. This is very</p>	<p>themselves, and various clients including Viridis Real Estate Services Ltd, Jansons Property, Square Bay Land LLP, and other landowners.</p> <p>Haslams on behalf of the University of Reading</p> <p>GL Hearn on behalf of Foudry Properties Limited</p> <p>GL Hearn on behalf of Foudry Properties Limited</p> <p>Blandy & Blandy</p> <p>Red Kite on behalf of themselves, and various clients including Viridis Real Estate Services Ltd, Jansons Property, Square Bay Land LLP, and other landowners.</p> <p>Nimbus Property Developments Ltd</p>
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<p>Inputs into Viability Assessment</p> <ul style="list-style-type: none"> • Sensitivity testing • Abnormals • Residential values • Retail rent levels • Affordable Housing assumptions • Using out-of-date document • Hypothetical examples • Build costs • Profit levels 	<p>dangerous as that was done in-house and used synthetic opposed to real modelling to work out build costs. 2009 pricing is used and 2013 pricing (RICS) is 17% greater, thus making build costs artificially low.</p> <p>Viability of a CIL at £140 reduces the number of developments being economic to 50%, which is a 35% change from today's base line values. What it doesn't refer to is if the market values of property were to fall by 10% then this CIL would make only 10% of developments viable. This is too risky to introduce.</p> <p>Full development appraisals need to be provided. All assumptions need to be made explicit and clearly evidenced - would expect sourced market evidence and rationale for appraisal inputs, such as rents, values, land values, and construction costs. When considering larger scale development the following needs to be taken into account: land assembly costs, costs associated with brownfield development, S278 and S106 costs.</p> <p>Insufficient allowance for S106/S278 contributions.</p> <p>Council has underestimated the true cost of retail developments and artificially inflated the relevant benchmark land values. For large retail developments outside of the Central area, when combined with CIL charges will make these proposals commercially unattractive and unviable.</p> <p>Without summary appraisals impossible to judge the realism of key metrics including land value, construction costs, programme and demolition.</p> <p>It is unclear under what basis the profit level for residential development is calculated. The consultants' appraisals are not made available. Seek clarification on this. The minimum profit margin that lending institutions are currently prepared to accept on</p>	<p>Nimbus Property Developments Ltd</p> <p>Nimbus Property Developments Ltd</p> <p>Peacock and Smith on behalf of WM Morrison Supermarkets Plc</p> <p>Thomas Eggar LLP on behalf of Asda Stores Limited</p> <p>Thomas Eggar LLP on behalf of Asda Stores Limited</p> <p>Quod on behalf of Sackville Developments (Reading) Ltd</p> <p>Savills on behalf of Wimpey Taylor Homes</p>
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<p>Inputs into Viability Assessment</p> <ul style="list-style-type: none"> • Sensitivity testing • Abnormals • Residential values • Retail rent levels • Affordable Housing assumptions • Using out-of-date document • Hypothetical examples • Build costs • Profit levels 	<p>residential development is 20% on GDV.</p> <p>Development returns of less than 20% would not provide sufficient incentive to build retirement housing.</p> <p>Only appraisals which reflect current market values should be considered.</p> <p>The EVA does not appear to allow any uplift to existing value to incentivise landowners to bring forward land for development. There should be a buffer at a discount of least 30% applied.</p> <p>Viability assessment should be quantified using appraisal inputs specific to the retirement housing product. There are additional costs of construction; longer sales periods; additional empty property costs. Consider that testing a scenario which assumes an unconstrained greenfield site is overly simplistic and not sufficiently robust to justify the proposed CIL rate [£200psqm for retail].</p> <p>Believe that base data used for some of the residual valuations is defective and will show overstated resale values and understated build costs. As such the viability of many developments will in no way stand the level of CIL proposed.</p>	<p>The Planning Bureau Limited on behalf of McCarthy and Stone Retirement Lifestyles Ltd</p> <p>Savills on behalf of Wimpey Taylor Homes</p> <p>Savills on behalf of Wimpey Taylor Homes</p> <p>The Planning Bureau Limited on behalf of McCarthy and Stone Retirement Lifestyles Ltd</p> <p>Turley Associates on behalf of Sainsbury's Supermarkets Ltd</p> <p>Peter Webb</p>
<p>Charging zones</p>	<p>Imposition of CIL rates in District Centres [incl. Caversham] will have a negative impact on development. Supporting evidence fails to support why Caversham District Centre is excluded from the Central and Core Charging Zones.</p> <p>Why is a separate District Centre tier not considered appropriate?</p> <p>The Charging Zones do not reflect the development viability considerations or evidence that the CIL Charging Schedule should refer to.</p> <p>Concerned that the LPA may have used a policy rather than viability basis for the charging zones.</p>	<p>Barton Willmore on behalf of Hermes Real Estate Ltd</p> <p>Barton Willmore on behalf of Hermes Real Estate Ltd</p> <p>GL Hearn on behalf of Foudry Properties Limited</p> <p>Turley Associates on behalf of Aldi Stores Ltd</p>

CIL rates	<p>Welcome the proposed nil rate for offices outside of Central Core.</p> <p>Welcome opportunity to investigate the appropriateness of the proposed rates for residential and retail development.</p> <p>Viability Assessment of A1 is principally based on foodstore viability analysis. It does not consider non-food retail formats. It is not appropriate to apply the charging schedule to such retail formats without a sufficient evidence base.</p> <p>Support zero levy for retail within the Central Reading Area.</p> <p>Should give consideration to reducing the proposed CIL rate for office within the Central Core. This would reflect the Council's approach to retail development in Central Reading.</p> <p>Evidence base for the suggested charging rate for Central Reading offices is contradictory and not robust. Not evident that there has been sufficient consideration of pessimistic assumptions and the reality of delivering offices on complex urban sites where demolition, remediation, infrastructure and other constraints increase costs significantly.</p> <p>Proposed CIL rate for out of town retail is too high and will prejudice future growth and development.</p> <p>Reduce the CIL charge for large scale retail to that of small scale retail to ensure consistency.</p> <p>The imposition of a new liability of CIL of £200psqm will have a substantial adverse impact on delivery, which is not justified by the assumptions on costs and viability set out in the BPS study.</p> <p>Unclear from the evidence how the LPA has arrived at the decision to charge a rate of £200psqm.</p>	<p>Deloitte on behalf of Oxford Properties</p> <p>Deloitte on behalf of Oxford Properties</p> <p>GL Hearn on behalf of Foudry Properties Limited</p> <p>Nathaniel Lichfield & Partners on behalf of Aviva Life and Pensions (UK) Ltd Nathaniel Lichfield & Partners on behalf of Aviva Life and Pensions (UK) Ltd).</p> <p>Quod on behalf of Sackville Developments (Reading) Ltd</p> <p>Peacock and Smith on behalf of WM Morrison Supermarkets Plc</p> <p>Thomas Eggar LLP on behalf of Asda Stores Limited</p> <p>Red Kite on behalf of themselves, and various clients including Viridis Real Estate Services Ltd, Jansons Property, Square Bay Land LLP, and other landowners.</p> <p>Turley Associates on behalf of Aldi Stores Ltd</p>
CIL rates		

<p>CIL rates</p>	<p>£200psm for retail is excessive and could be prohibitive for retail development, especially in view of the extreme sensitivity to rental levels that this use has as identified by BPS.</p> <p>Fundamentally object to the disproportionate loading of CIL upon large retail development on the following grounds: Would undermine the retail functions local centres; inadequate viability testing which appears to be motivated by policy considerations and not viability at odds with Government guidance.</p> <p>Don't agree with the CIL setting of £140. This is utter madness, and massively overpriced compared with neighbouring towns, which means it will drive development away from Reading.</p> <p>Consider that Station Hill should be nil rate given its strategic significance. Specialist accommodation including accommodation for older people cannot compete in the market with standard residential values, and carries high ongoing management and staff cost. Other LPAs have drawn a distinction between the CIL rates for sheltered, residential care, C2 and C4. Unless a dramatically lower or zero rate is applied there will be a major disincentive to such provision.</p> <p>The emerging CIL rate should accurately assess the development of specialist accommodation for the elderly. It is clear that the development of specialist accommodation is a priority for the Council. Suggest a bespoke CIL rate is prepared for sheltered housing and other forms of specialist accommodation.</p> <p>It is unclear as to what the Council's rationale is for grouping all residential development together.</p> <p>Economics of care homes, hotels, and residential are all very different and again certain uses should not have a one</p>	<p>Turley Associates on behalf of Sainsbury's Supermarkets Ltd</p> <p>Thomas Eggar LLP on behalf of Asda Stores Limited</p> <p>Nimbus Property Developments Ltd</p> <p>Quod on behalf of Sackville Developments (Reading) Ltd Red Kite on behalf of themselves, and various clients including Viridis Real Estate Services Ltd, Jansons Property, Square Bay Land LLP, and other landowners.</p> <p>The Planning Bureau Limited on behalf of McCarthy and Stone Retirement Lifestyles Ltd</p> <p>Savills on behalf of Wimpey Taylor Homes</p>
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<p>CIL rates</p>	<p>price fits all generic banding.</p> <p>Thames water support that CIL would not be applicable to water and wastewater infrastructure developments. Such buildings should be exempt: unlikely that such infrastructure could be funded through CIL; CIL was not taken into account in the business plan and CIL would therefore impact on ability to deliver infrastructure; Provision of such infrastructure does not result in an increased demand for other types of infrastructure; the predominant aims of such infrastructure are to support growth rather than to increase the financial value of land on a profit making basis.</p> <p>Theatres Trust support nil rate for all other chargeable developments. A theatre makes a positive contribution in the provision of cultural infrastructure in an area.</p>	<p>Peter Webb</p> <p>Savills on behalf of Thames Water Utilities Ltd</p> <p>The Theatres Trust</p>
<p>Flat CIL rate</p>	<p>Adopt a flat rate levy - divide the Council's estimate of total infrastructure costs over the charging period by the total expected development floorspace and apply a flat rate levy.</p>	<p>Thomas Eggar LLP on behalf of Asda Stores Limited</p>
<p>Exceptional Circumstances Relief/ other non-mandatory exemptions</p>	<p>Further details required for proposed conditions.</p> <p>Will the authority grant exceptional relief?</p> <p>Council should offer CIL relief in exceptional circumstances.</p>	<p>Barton Willmore on behalf of Hermes Real Estate Ltd</p> <p>Blandy & Blandy</p> <p>English Heritage; Thomas Eggar LLP on behalf of Asda Stores Limited; Turley Associates on behalf of Sainsbury's Supermarkets Ltd</p>

	<p>Developments on railway infrastructure should be exempt from CIL or classified as payments in-kind.</p> <p>Imperative that RBC make exceptional circumstances relief available from the date of adoption and that they clearly outline their approach to doing so.</p> <p>Urge Council to consider non-mandatory exemptions as soon as possible.</p>	<p>Network Rail</p> <p>Savills on behalf of Wimpey Taylor Homes</p> <p>Turley Associates on behalf of Aldi Stores Ltd</p>
<p>Instalment Policy</p> <p>Instalment Policy</p>	<p>Support for instalment policy, but due dates should be set over a more extended period of time</p> <p>Welcome principle of instalment policy, but current drafting front loads payments, which will act as a barrier to delivery.</p> <p>Extended period of payment should be designed into the charging schedule for developments restricted by condition or Agreement to long term residential developments.</p> <p>Suggest staged payments reflecting occupation levels throughout the sale of development</p> <p>Adopt an instalment policy which ensures that developers are not disadvantaged by the decision to submit a full planning application for a phased scheme.</p> <p>Payment by instalments would provide certainty and flexibility.</p> <p>Instalment policy is welcomed.</p>	<p>Barton Willmore on behalf of PRUPIM; GL Hearn on behalf of Foudry Properties Limited</p> <p>Peacock and Smith on behalf of WM Morrison Supermarkets Plc</p> <p>Red Kite on behalf of themselves, and various clients including Viridis Real Estate Services Ltd, Jansons Property, Square Bay Land LLP, and other landowners.</p> <p>The Planning Bureau Limited on behalf of McCarthy and Stone Retirement Lifestyles Ltd</p> <p>Thomas Eggar LLP on behalf of Asda Stores Limited</p> <p>Turley Associates on behalf of Aldi Stores Ltd</p> <p>Turley Associates on behalf of Sainsbury's Supermarkets Ltd</p>
<p>Payments in kind</p>	<p>Recommend that RBC take advantage of payments in kind and allow for land in lieu of CIL.</p> <p>Consideration should be given to payments in kind.</p>	<p>Savills on behalf of Wimpey Taylor Homes;</p> <p>Turley Associates on behalf of Aldi Stores Ltd</p>

<p>Infrastructure Delivery Plan/ infrastructure costs</p>	<p>No up-to-evidence has been published</p> <p>How was the infrastructure funding gap ascertained?</p> <p>There is no connection between the CIL charges proposed and the infrastructure requirements. There is no detail of the actual or estimated cost of infrastructure provided to support the local plan. Nor does it suggest that additional infrastructure is actually required to support the level of development set out in its Core Strategy.</p> <p>It does not appear that the Infrastructure Delivery Plan is sufficient evidence in relation to actual and expected estimated total cost of infrastructure. Support the provision of further evidence.</p>	<p>Barton Willmore on behalf of Hermes Real Estate Ltd; Barton Willmore on behalf of the University of Reading</p> <p>Barton Willmore on behalf of Hermes Real Estate Ltd; Barton Willmore on behalf of the University of Reading</p> <p>Thomas Eggar LLP on behalf of Asda Stores Limited</p> <p>Turley Associates on behalf of Sainsbury's Supermarkets Ltd</p>
<p>Regulation 123 List/ S106 relationship/ CIL spend priorities</p>	<p>No indication as to how Council intends to prioritise and spend CIL monies. Would have been helpful at this stage.</p> <p>Request that draft Regulation 123 list is provided for comment at the earliest opportunity, preferably prior to the publication of the Draft Charging Schedule.</p> <p>Further clarification of the circumstances on which S106 obligations may be sought</p> <p>What S106 obligations will there be in addition to CIL?</p> <p>Use of CIL should go into a central fund rather than mixed into Council funding.</p> <p>Would like to see checks and balances within Council procedures to the distribution of the money so that it has targeted aim, opposed to political gain.</p>	<p>Barton Willmore on behalf of Hermes Real Estate Ltd; Barton Willmore on behalf of the University of Reading</p> <p>Savills on behalf of Wimpey Taylor Homes</p> <p>Deloitte on behalf of Oxford Properties</p> <p>Blandy & Blandy</p> <p>Timothy Cook</p> <p>Nimbus Property Developments Ltd</p>

	<p>Monies raised will be diverted to other things.</p> <p>Council should consider whether any heritage-related projects would be appropriate for CIL funding</p> <p>CIL will play an important role in delivering a strategic approach to planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure. We advise the Council to give careful consideration to how it intends to meet this and CIL's role in this.</p> <p>Charging Schedule should set a strategic context requiring developer contributions towards rail infrastructure where growth areas or significant housing allocations are identified close to existing rail infrastructure.</p> <p>Railways should be on the Reg 123 list.</p> <p>Key considerations of revised S106 and consideration of exceptional circumstances relief need to be viewed now alongside CIL. Without this information we do not consider that the Council can reach a robust conclusion on viability matters.</p> <p>Who decides whether a developer pays S106 or CIL? On what basis is that decision made?</p> <p>Tilehurst does not have a Parish Council so who or what will determine that portion of levy [to fund local infrastructure or projects defined by local neighbourhoods where development has taken place].</p> <p>Without evidence of the amount of revenue raised by S106 it is difficult to see how the Council can be certain that the proposed CIL rate will not prohibit the viability of retail development.</p> <p>As local authorities will still seek site-specific commitments under S106 as well as CIL that the two charges will</p>	<p>Denham & Co.</p> <p>English Heritage</p> <p>Natural England</p> <p>Network Rail</p> <p>Network Rail</p> <p>Quod on behalf of Sackville Developments (Reading) Ltd</p> <p>Tom Steel</p> <p>Tom Steel</p> <p>Thomas Eggar LLP on behalf of Asda Stores Limited</p>
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	<p>represent an unreasonable double levy, which is seemingly being placed onto a very limited category of development.</p> <p>There is also a risk that some of the infrastructure projects identified by the Council to be funded through CIL will have already been funded by undelivered projects through existing S106.</p> <p>At present S106 is repaid to a developer is the infrastructure has not been delivered. There is no similar mechanism for CIL.</p> <p>Request the LPA clarifies on what basis additional S106 contributions would be sought for retail. NO allowance for S106 costs in the Viability Assessment.</p>	<p>Thomas Eggar LLP on behalf of Asda Stores Limited</p> <p>Thomas Eggar LLP on behalf of Asda Stores Limited</p> <p>Thomas Eggar LLP on behalf of Asda Stores Limited</p> <p>Turley Associates on behalf of Aldi Stores Ltd</p>
Chargeable area/ Chargeable development	<p>Further clarification should be provided on how chargeable floor space is calculated, i.e. which areas are included?</p> <p>Confirmation that Network Rail developments over 100m² undertaken under permitted development rights will not be chargeable.</p> <p>BPS states that whether or not a pre-existing development is capable of qualifying for a deduction in CIL has a very significant impact on the development scenarios. Research has not established how many existing buildings are capable of being tenanted and of these how many are likely to be attractive to the market. In the absence of any substantive information on this point, the anticipated revenue from CIL cannot be relied on.</p>	<p>Barton Willmore on behalf of PRUPIM</p> <p>Network Rail</p> <p>Red Kite on behalf of themselves, and various clients including Viridis Real Estate Services Ltd, Jansons Property, Square Bay Land LLP, and other landowners.</p>
Lawful use and discounting of CIL	<p>Important for BC to be clear on how it is interpreting lawful use in Reg 40 (10). The Borough's interpretation - "in lawful occupation" will place a greater burden on development and may have effect of reducing viability of development in such circumstances. The Council's interpretation could lead to landowners delaying development proposals until a building has been re-occupied. Or to refurbish instead of redevelopment.</p>	<p>Barton Willmore on behalf of the University of Reading; Haslams on behalf of the University of Reading; Blandy & Blandy</p>

	<p>The Viability Study interprets “in use” as being occupied/ tenanted. The perverse outcome is that it becomes more CIL expensive for a developer to redevelop vacant premises rather than ones in active use - encouraging developers to delay redevelopment. Operating CIL in this way will provide a strong disincentive to developers bringing forward large scale sustainable redevelopments at the earliest opportunity.</p>	<p>Red Kite on behalf of themselves, and various clients including Viridis Real Estate Services Ltd, Jansons Property, Square Bay Land LLP, and other landowners.</p>
<p>Re-consultation on Preliminary Draft Charging Schedule</p>	<p>Once appropriate infrastructure evidence has been prepared.</p>	<p>Barton Willmore on behalf of the University of Reading</p>
<p>Definitions</p>	<p>Should be clear definition of buildings. Railway stations should not be treated as buildings nor should sheds, depots etc.</p> <p>The meaning of retail is not specific and the charging schedule does not fully explain the basis for the charge. This will need to be clarified and suggest that this is with reference to the Use Classes Order.</p>	<p>Network Rail</p> <p>Turley Associates on behalf of Aldi Stores Ltd</p>
<p>Revenues from CIL</p>	<p>If it is not possible to forecast the revenue form CIL with any accuracy it cannot be possible to forecast what infrastructure will be funded by CIL.</p>	<p>Blandy & Blandy</p>
<p>Review of CIL</p>	<p>Further clarification of the mechanism for triggering any such review, and how often reviews would take place.</p> <p>RBC should have a clearly defined review mechanism and suggest that monitoring takes place on a 6 monthly basis with information published on website.</p> <p>It would be helpful if the LPA could be specific regarding how it intends to monitor changes in the market and to set out how often the charging schedule will be formally reviewed.</p>	<p>Deloitte on behalf of Oxford Properties</p> <p>Savills on behalf of Wimpey Taylor Homes</p> <p>Turley Associates on behalf of Aldi Stores Ltd</p>
<p>Not introducing CIL</p>	<p>The Council could continue to collect infrastructure contributions via S106 instead of adopting CIL. This would</p>	<p>Red Kite on behalf of themselves, and various clients including Viridis Real</p>

	<p>enable the Authority to: Continue to negotiate on a policy basis with flexible site by site appraisal; secure reasonable contributions to essential infrastructure; exercise local control over the release of funds to other bodies; avoid generalisations which are likely to be harmful to the viability and delivery of development.</p>	<p>Estate Services Ltd, Jansons Property, Square Bay Land LLP, and other landowners.</p>
<p>Affect on development industry</p>	<p>Proposals will take away from the construction industry.</p> <p>Will slow down development.</p> <p>Just a tax on development. Will depress housebuilding even further.</p> <p>Implications of a CIL on the viability and effective conservation of the historic environment and heritage assets.</p> <p>The attempts to extract ever more contributions from the development sector is going to completely stifle development and is already stifling schemes coming forward.</p>	<p>Alan Beardmore</p> <p>David Cooksley</p> <p>Denham & Co</p> <p>English Heritage</p> <p>Peter Webb</p>
<p>Affect on end purchaser</p>	<p>The purchase will be required to carry the additional burden.</p>	<p>David Cooksley</p>
<p>General comments</p>	<p>Please explain fully the process of planning permission and charges from the development at the moment and what will change.</p> <p>Charging one infrastructure type to pay for another is an inefficient way of securing funding.</p> <p>Urge RBC to make clear at the earliest opportunity the supporting documentation needed to operate CIL: guidance on how to calculate chargeable development; guidance on liability to pay CIL/ Appeals process; policy for payment by instalment; approach to payments in kind; guidance on relief from CIL.</p> <p>What do businesses get for the rates we pay?</p> <p>If there are increases in taxation are we</p>	<p>Jenny Hicks</p> <p>Network Rail</p> <p>Savills on behalf of Wimpey Taylor Homes</p> <p>David Shepherd</p>

	<p>more or less likely to take on staff reducing the burden of councils paying housing benefits etc?</p> <p>Do the businesses benefit from the so called infrastructure we are being further taxed to provide - I think not.</p> <p>The penal system of empty rates on existing buildings has already led to some demolition sites. I am not entirely clear how the value of existing buildings will be regarded in this context and what calculations will be made in viability terms to reflect this with a change of use.</p>	<p>David Shepherd</p> <p>David Shepherd</p> <p>Peter Webb</p>
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APPENDIX 2: SUMMARY OF EACH INDIVIDUAL REPRESENTATION

Customer/ Organisation Details	Summary of Comments Received
<p>Barton Willmore on behalf of Hermes Real Estate Ltd</p>	<p>Given the significance of Caversham District Centre in economic terms we question its exclusion from the Central and Core Charging Zones. We are of the view that the boundaries as shown on the plans at Appendix 1 should be amended to bring Caversham District Centre within its boundary. We are concerned that the imposition of CIL rates across the District Centre may have a negative economic impact upon development in this area in the short to medium term. Furthermore the supporting economic evidence fails, in our view, to adequately explain why this significant District Centre has been excluded from the Central And Core Charging Zones and why this approach is appropriate.</p> <p>The imposition of CIL upon any new development/ regeneration proposals within the District Centre has the potential to restrict new development and render such projects unviable. The evidence base needs to be strengthened and greater clarity as to why a separate District Centre tier, both in terms of Caversham and more generally across the Borough is not considered appropriate.</p> <p>We would like to see further details as to the Charging Authority’s proposed conditions for the application of the exceptional circumstances relief.</p> <p>We note that an up-to-date Infrastructure Delivery Plan or associated evidence has not been published alongside the Preliminary Draft Charging Schedule.</p> <p>The Charging Authority refers, in its PDCS to two separate IDPs. It is not clear which is the most up-to-date and greater clarity is needed in this regard.</p> <p>Furthermore it is not clear how the specific £197 million aggregate funding gap was ascertained. Such ambiguity is concerning and we are of the view that further explanation is required in this regard.</p> <p>We recommend that the Charging Authority considers re-consulting on its Preliminary Charging Schedule once such appropriate and fully up-to-date infrastructure evidence base has been formulated. Failure to do so will present insufficient opportunity for the Charging Authority to consider stakeholder input into its infrastructure planning evidence in advance of the Examination when the CIL proposals are more fixed.</p> <p>The Charging Authority has not provided any indication at this stage of how it intends to prioritise and spend CIL monies once collected and there are a number of confusing references within the Borough Council’s evidence. We consider that the Charging Authority has missed an opportunity for stakeholders</p>

Customer/ Organisation Details	Summary of Comments Received
	<p>to consider and comment on this critical aspect of CIL. A Draft regulation 123 list setting out the funding priorities and relationship with S106 would have been very helpful at this stage rather than at Examination stage when proposals are more fixed.</p>
<p>Barton Willmore on behalf of PRUPIM</p>	<p>PRUPIM supports the premise of the Council’s Instalments policy, which allows CIL to be paid in phased payments, which would assist in cash flow for bringing developments forward. However, the phased due dates for payments, should be set out over a more extended period of time. This should be especially applicable to large-scale developments, which are likely to attract a much higher CIL requirement. A revised Instalment policy is proposed.</p> <p>The PDCS states that CIL will be applied to the chargeable floorspace of all new development apart from areas that are exempt, such as affordable housing or charity institutions. Further clarification should be provided on how chargeable floorspace is calculated, i.e. which areas are included in the calculation of chargeable floorspace. For example in the calculation of chargeable office floorspace, is associate car parking in a basement or undercroft calculated at the same rate: It would seem onerous that car parking areas are charged at the same rate as usable office floorspace. When projects have challenging viability, the result will be counter-productive in that the percentage of affordable housing that can be provided will decrease. It would be helpful if the Council would include further clarification in the Draft Charging Schedule.</p>
<p>Barton Willmore on behalf of the University of Reading</p>	<p>There are a number of changes to CIL recently through regulation amendments in November 2012 and new CIL Guidance which came into effect in December 2012. There are a number of changes to Government requirements set out in the new Guidance and our representations address a number of these changes in terms of their application in Reading Borough. We consider that the Council’s Charging Schedule could be improved to provide greater clarity, compliance with Guidance/ Regulations and ultimately to avoid putting development in the Borough at risk, whilst ensuring that CIL has a positive economic effect on development across the Borough.</p> <p>There does not appear to be an up-to-date Infrastructure Delivery Plan or associated infrastructure evidence published alongside the Preliminary Charging Schedule. The Charging Authority referred, in its PDCS to two separate IDPS. We appreciate that the IDP is considered a ‘living document’ and that it will be updated over time, however it is not clear which IDP is the most up-to-date or how the £197 million “aggregate funding gap” was determined. The evidence and assumptions should have been made more transparent at this stage in the process to allow stakeholders the opportunity to make adequately</p>

Customer/ Organisation Details	Summary of Comments Received
	<p>informed response to the infrastructure evidence.</p> <p>Given that the next formal stage is the consultation on its Draft proposals and this stage represents “what the charging authority considers to be firm proposals for CIL” (CIL Guidance Para 52) there is very little opportunity to provide input into the Charging Authority’s infrastructure evidence. Once the Charging Authority publishes its Draft Charging Schedule, paragraph 52 of the CIL Guidance states that “charging authorities should avoid making substantive modifications between publication of the draft and submission to the examiner” and that “ substantive changes should always be avoided, unless they have been sufficiently consulted on” .</p> <p>The Charging Authority should consider re-consultation on its PDCS once such appropriate infrastructure evidence base has been prepared otherwise there will be insufficient opportunity for the Charging Authority to consider stakeholder input.</p> <p>The Charging Authority has not provided any indication at this stage of how it intends to prioritise and spend CIL monies once collected and there are a number of confusing references within the evidence to CIL only being able to fund strategic infrastructure. However, it is noted that that the consultation documents also refer to funds being used for local/ neighbourhood infrastructure, as opposed to just strategic infrastructure.</p> <p>A draft Regulation 123 list setting out the funding priorities and relationship with S106 would have been very helpful at this stage rather than at Examination stage when proposals are more fixed.</p> <p>The CIL briefing event hosted by the Council on 6th March was a useful event, however, we would welcome an even more proactive approach from the Charging Authority to consider the infrastructure, needs and funding mechanism to support infrastructure in relation to our various land interests.</p> <p>Enclosed is a review of the BPS report on behalf of the University of Reading, which was compiled by Haslams. They comment that RBC’s proposed CIL Charging Schedule will threaten and in many cases prevent the delivery of potential development sites in Reading Borough due to the proposed CIL being excessive and rendering the development schemes unviable.</p> <p>It was noted [during the Briefing on 6th March] that the Borough Council intends to interpret references within the CIL Regulations 2010 (as amended) to “lawful use” as meaning “in lawful occupation”. It will be important for the Borough Council to be clear as to how it is interpreting this Regulation [40 (10)].</p>

Customer/ Organisation Details	Summary of Comments Received
	<p>The point is particularly pertinent in an urban authority such as Reading Borough where much of the development proposed is likely to comprise the redevelopment and regeneration of existing development (as opposed to Greenfield development), much of which may very well be vacant (for example in lawful use, but not necessarily in lawful occupation). The Borough's interpretation will place a greater burden on development, including a number of those contained within the Council's own policies. Accordingly, the Council's approach may have the effect of reducing the viability of development in such circumstances to a point which may prejudice the delivery of the development/ regeneration.</p> <p>Furthermore the Council's interpretation of the Regulations could lead to a scenario whereby landowners would be incentivised to delay development proposals until such time as an existing building has been re-occupied for a six month period. Alternatively landowners would be incentivised to refurbish the existing building(s) instead of pursuing a redevelopment scheme.</p>
<p>Haslams on behalf of the University of Reading</p>	<p>The interpretation of what is meant by "in use" in implementing such a Charging Schedule policy may inhibit development delivery within the Borough where regeneration is an important plan objective.</p> <p>BPS state that the residual value "should be at least equal to the costs of acquiring the land for the development of a scheme to be deemed viable". BPS also suggest that all uplift in Site Value produced by the grant of planning permission for the proposed development should be spent on meeting the cost of CIL and delivery of affordable housing. The method of defining development viability is not an industry accepted methodology and nor is it in accordance with the RICS Guidance Note on Financial Viability in Planning (2012). To ensure that a development proposal is financially viable and deliverable, it is essential that the land owner is sufficiently incentivised to sell, the developer is capable of obtaining an appropriate market risk adjusted return for delivering the proposed development, and the proposed development is capable of securing funding. When planning obligation liabilities reduce the site value to the land owner and return to the developer below an appropriate level, the land will not be released for sale and the development will not take place.</p> <p>Further guidance is in the National Planning Policy Framework (NPPF) para. 173.</p> <p>BPS's method of defining development viability is contrary to the above, because it has no regard at all to whether or not landowners and developers will receive "competitive returns". Without ensuring that landowners are incentivised to release their land for development, BPS cannot possibly conclude that</p>

Customer/ Organisation Details	Summary of Comments Received
	<p>the proposed CIL Charging Schedule will not threaten development delivery.</p> <p>The failure of BPS to recognise that property owners have the option of refurbishing and letting/ selling their existing buildings as an alternative to redevelopment could result in the proposed CIL charging rendering many potential development schemes unviable.</p> <p>All sensitivity testing should allow for cost and revenue assumptions to be increased and reduced. The failure of BPS to sensitivity test a 3% increase in developer profit requirements has led to an inaccurate conclusion that the proposed CIL rate is viable.</p> <p>Rendering 50% of all development sites in the Borough unviable will prevent those sites from being delivered for development.</p> <p>Where landowners have the option to refurbish and re-let or sell their existing buildings, the CIL charge could render any redevelopment scheme unviable.</p> <p>BPS has assumed no abnormal site costs on all development scenarios. This is a dangerous assumption to make. In our experience it is likely that any potential development site containing an existing building will suffer from abnormal development costs. Therefore a provisional allowance should be included in all development appraisals.</p> <p>Based on Haslams' data the residential values BPS have adopted are excessive. [a range of examples are provided by Haslams]. The residential sales values adopted by BPS are excessive by between £150-£790psm. BPS's conclusion that the proposed CIL charging schedule is viable is unreliable.</p> <p>We would draw your attention to two recent and relevant Planning Inspectorate reports on Examinations of CIL Charging Schedules: Report to Mid Devon DC included a recommended modification to replace for £90psm charge for dwelling houses by a charge of £40psm. The Report to the greater Norwich Partnership recommended a modification to reduce the residential rates by around 35%.</p> <p>RBC's Proposed CIL Charging Schedule will threaten and in many cases prevent the delivery of potential development sites in Reading Borough due to the proposed CIL being excessive and rendering the development schemes unviable.</p> <p>BPS should reduce their value assumptions inline with comparable evidence available and reappraise the</p>

Customer/ Organisation Details	Summary of Comments Received
	<p>development scenarios with realistic cost data assumptions.</p> <p>To ensure that landowners receive competitive returns for their land and are sufficiently incentivised to sell, they should receive at least 50% of their uplift in land value between the existing site value (as defined in the RICS Guidance Note) and the residual land value, which would be produced by the development if unencumbered by planning obligations. This approach was advocated by Nigel Jones of Chesterton Humberts, when instructed to advise the Planning Inspectorate at the Independent Examination of the London Borough of Barking and Dagenham Core Strategy (2009). This approach was also advocated by the University of Reading at a Planning Appeal (November 2012) against the decision of Wokingham BC to refuse a planning application at The Manor, Shinfield. The Inspector agreed with the appellant's approach to assessing development viability.</p>
Alan Beardmore	<p>These proposals will take away from the construction industry as clients will adjust by reducing areas to ameliorate rising costs of development. It is not clear from your data whether or not domestic extensions are exempt: the 100sqM limit seems to relate to new building - which is not how domestic extensions are currently considered. Householders proposing to extend their living space would not take kindly to the Council imposing this arbitrary tax of several thousand pounds for improving their homes. It is worth noting that the RIBA has estimated that every £1 of construction investment generates £2.48 of economic activity.</p>
Blandy & Blandy LLP	<p>One of the difficulties that a local planning authority has and therefore the development industry has is knowing in advance how the system will work to produce a forecast figure when there are so many uncertainties. If it is not possible to forecast the revenue derived from the CIL regime with any accuracy it cannot be possible to forecast what infrastructure will be funded by CIL payments. That is one of the practical difficulties which the local planning authority faces. This difficulty and others go the question of viability in development proposals.</p> <p>Other difficulties include: what S106 obligations there will be in addition to CIL; how the concept of "in use" for existing buildings should be interpreted; the extent of the meaningful proportion; whether or not the local planning authority will grant exceptional relief. The more uncertainties there are the more difficult it will be to set CIL at an amount that the local planning authority can be confident will encourage the achievement of development objectives and policies rather than jeopardise them.</p> <p>If the CIL rate is too high development could well be frustrated and regeneration objectives might be</p>

Customer/ Organisation Details	Summary of Comments Received
	<p>lost and affordable housing objectives also could be frustrated.</p> <p>The uncertainty regarding what is to be covered by CIL leads to uncertainty as to what other S106 obligations will be required and therefore what the costs of development are going to be. These uncertainties militate against being certain regarding the viability of whatever rate is set.</p> <p>The extent of affordable housing that could be delivered from a development site provided the only flexibility where there are site specific issues that led to viability considerations. That seems to be commonsensical since once the charging schedule has been adopted there is no flexibility (bar the possibility of exceptional relief) for a local planning authority to excuse a payment.</p> <p>The Inspector [for mid Devon CIL Examination] said that the authority should be setting the CIL rate in line with what would enable the policy aspiration to be achieved. We think that the Borough Council needs to look at this matter again.</p> <p>Regulation 40 [of CIL] gives credit for existing development. That credit is in relation to the space rather than the value of a particular property. The credit, however, is not given unless part of the building has been "in use" for six months within the 12 months preceding the grant of planning permission. There is scope for argument over what is meant by "in use" and "in lawful use". It will be interesting to know what the legal advice is that the Borough Council has received to the correct interpretation.</p> <p>Where CIL is payable the developer will want to know what the calculation of that CIL is and will need certainty before he commences. Any uncertainty will lead to a delay in the start of development and consequently a delay in payment of CIL. This has its own consequences as well as potentially jeopardising the proper development of the area.</p> <p>The 'gaping hole' in the whole CIL regime is the failure to take into account underlying values. Unless the land owner receives a competitive return he will not release the land for development.</p> <p>No doubt the Borough Council will want to work with other professionals [surveyors and valuers]. We trust it will not take too rigid a line in defending its own preliminary proposals.</p> <p>Presumably the Council expects to review the charging schedule sooner rather than later.</p>

Customer/ Organisation Details	Summary of Comments Received
The Canal & River Trust	At this stage the Trust have no comments to make.
Timothy Cook	<p>I think we have to be careful as this seems like it would be used to offset monies not coming through tax payers. I think there has to be open transparency on this. I would prefer it to go into a central fund rather than mixed into Council funding for schools, roads and transport. Made into a fund that looks like the lottery for worthy causes across Reading that are deserving of funding. If need be there should be two funds: infrastructure fund, part of the Council, and a community fund, preferably external to the Council.</p> <p>We should develop a Scholarship Fund in Reading for 20 "Outstanding" students.</p> <p>I would like to see before Christmas an Annual lottery where the benefits go to people of families and people struggling at Christmas.</p>
David Cooksley	<p>I would say that this will be yet another cost to slow down development and increase the cost of housing. It is not a tax on development, but a further tax on the end purchaser who will clearly be required to carry the additional financial burden.</p> <p>[The remainder of the comments relate to the approval systems for planning applications and are not summarised here].</p>
Deloitte on behalf of Oxford Properties	<p>Oxford Properties is the owner of Green Park Business Park and is keen to continue to actively engage with Reading Council to ensure that future development proposals to expand Green Park continue to be viable. It is critical to ensure that the proposed CIL rates would not threaten the delivery of any future development, of this regionally significant employment location.</p> <p>We note the proposals for a nil CIL rate in relation to Offices outside of the designated Central Core and welcome that approach on the basis that it will support future sustainable economic development which will meet the aims of both the Reading Core Strategy and the NPPF.</p> <p>In relation to the proposed CIL rate of £140per sq.m of residential development and £200 per sq.m for Retail development for areas outside of Central reading we would welcome the opportunity to investigate the appropriateness of these proposed rates and their potential impact upon the viability of</p>

Customer/ Organisation Details	Summary of Comments Received
	<p>future proposals through dialogue with Reading officers and further independent assessment of the Economic Viability Assessment and Infrastructure Delivery Plan. This would include the further evidence base work in relation to specific infrastructure requirements, which is to be produced as part of the Draft Charging Schedule.</p> <p>We would request further clarification of the circumstances in which S106 obligations may be sought in the future, to ensure that there will be no overlap or double-counting in respect of infrastructure contribution on any development sites. The CIL PDCS suggests that in some circumstances S106 obligations for site related mitigation will be used alongside CIL contributions, which individually and cumulatively could pose significant viability problems to scheme delivery.</p> <p>We note that it is the Council's intention to reassess the economic viability of development as the market improves, and to address this through a revised CIL Charging Schedule. It will be important to ensure that CIL rates do not have the effect of rendering development that contributes towards the achievement of Core Strategy objectives unviable. We would welcome further clarification of the mechanism for triggering any such review, and how often reviews would take place, in order to ensure that the CIL rate remains transparent and predictable in accordance with the Regulations.</p> <p>We therefore submit this representation as a holding response and would welcome the opportunity for further discussion with officers.</p>
Denham & Co	<p>This proposal is completely ill considered. It is just another Osborne tax on development. The result will be to depress house building even further. What money is raised will not be spent on infrastructure, but will be diverted to other things as has happened in the past. Drop the whole idea and do something positive for a change.</p>
English Heritage	<p>English Heritage advises that CIL charging authorities identify the ways in which CIL, planning obligations and other funding streams can be used to implement the policies within the Local Plan aimed at and achieving the conservation and enhancement of the historic environment, heritage assets and their setting.</p> <p>The CIL covers a wide definition of infrastructure in terms of what can be funded by the Levy. The Council should consider whether any heritage-related projects within Reading Borough would be</p>

Customer/ Organisation Details	Summary of Comments Received
	<p>appropriate for CIL funding.</p> <p>The Council should be aware of the implications of any CIL rate on the viability and effective conservation of the historic environment and heritage assets in development proposals. For example there could be circumstances where the viability of a scheme designed to respect the setting of a heritage asset in terms of its quantum of development could be threatened by the application of CIL.</p> <p>Paragraph 126 of the NPPF requires LPAs to set out in their Local Plans a positive strategy for the conservation and enjoyment of the historic environment. In relation to CIL this means ensuring that the conservation of its heritage assets is taken into account when considering the level of the CIL to be imposed as to safeguard and encourage appropriate and viable uses for the historic environment.</p> <p>We are therefore encouraging local authorities to assert their right to offer CIL relief in exceptional circumstances where development which affects heritage assets and their setting may become unviable if it was subject to CIL.</p> <p>We recommend that the conditions and procedures for CIL relief be set out within a separate statement following the Charging Schedule.</p> <p>It should also be remembered that development-specific planning obligations may still continue to offer further opportunities for funding improvements to and the mitigation of adverse impacts on the historic environment.</p> <p>Attached is an Appendix that sets out some background information on the relationship of infrastructure with the historic environment.</p>
<p>GL Hearn on behalf of Foudry Properties Limited</p>	<p>The application of the charging schedule for retail uses two distinct geographical areas. The Reading Central Area Action Plan (RCAAP) boundary is used in this case. The boundary does not however reflect the development viability considerations or evidence that the CIL Charging Schedule should refer to. It is therefore not appropriate to use such policy related boundary in relation to the assessment of “in town” and “out of town” retailing as distinguished in the Viability Assessment. The Assessment has not confirmed that this boundary is supportable for such a marked change in approach towards development viability within the urban area of Reading.</p> <p>The Viability Assessment of A1 use out of town retail category is principally based on foodstore viability</p>

Customer/ Organisation Details	Summary of Comments Received
	<p>analysis. It does not consider non-food retail formats. It is not appropriate therefore to apply the charging schedule to such retail formats without sufficient evidence base.</p> <p>We have concerns about a number of their inputs [appraisals] which have an important effect on the balance being proposed within charging regime: Debateable whether even foodstore development would achieve rents at this level [£215psm] in the current market and the majority of retail parks, particularly for bulky goods, would certainly be at lower rents; yields at 5.5% will only be achieved for high quality covenants. This is not representative of the general out of town retail market. We would expect rent free periods of 18-24 months to be required on non-food retail schemes.</p> <p>The impact of these three overly optimistic assumptions will be significant and accordingly their conclusions [BPS] around the appropriate charging rate must be questioned.</p> <p>The Viability Assessment also refers to an out-of date version of the Sites and Detailed Policies Document. The Viability Assessment therefore makes the assumption that Reading Borough Council identifies three sites with potential for significant development; Worton Grange, Berkshire Brewery and land north of Manor Farm Road". The prospect of large food stores coming forward on these sites is not expected by RBC.</p> <p>BPS state that "a range of potential land uses were considered..[statutory guidance was interpreted as meaning those land uses which are unlikely to have a significant impact on CIL or the overall volume of development should not be considered to have a significant influence on the overall charge rates proposed. In this context, uses which have only limited land allocations have been omitted". On this basis there is no need to separately identify significant out of town retail developments in the draft charging regime.</p> <p>The proposed due dates for payments should be set over a more extended period of time, especially applicable to large-scale developments (over £250,000 CIL liability)</p>
Jenny Hicks	<p>I already thought a 106 Directive was in place. Please explain fully the process of planning permission and charges from developers at the moment and what will change.</p> <p>[Letter was sent to the customer to explain matters further and a further response received as follows]</p> <p>I will be writing to my MP on the matter of full clarification and easy to navigate websites for planning</p>

Customer/ Organisation Details	Summary of Comments Received
	<p>for the UK.</p> <p>More transparency on planning and development matters for the good old general public to view and digest rather than go through minefield of legal jargon first.</p>
<p>The Highways Agency</p>	<p>We have reviewed the consultations and do not have any comments at this time.</p>
<p>Nathaniel Lichfield & Partners on behalf of Aviva Life and Pensions (UK) Ltd</p>	<p>Aviva is an important stakeholder in Reading. Its interest relate to Forbury Retail Park and Station Shopping Park.</p> <p>The CIL PDCS proposes a zero levy for retail development within the Central Reading area. Aviva are supportive of this proposed rate as it encourages investment in additional retail floorspace in a sustainable town centre location within Central Reading with obvious benefits in terms of scheme viability.</p> <p>Offices are considered to be a main town centre use, as defined by the NPPF. Office development is subject to the town centre first approach and should be encouraged in such locations. The Council should give consideration to reducing the proposed CIL rate for office development within the Central Core area. A lower CIL rate would reflect the Council's approach to retail development in Central Reading.</p>
<p>Natural England</p>	<p>We note that the NPPF (para 114) states that "Local planning authorities should set out a strategic approach in their local plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure". We view CIL as playing an important role in delivering such a strategic approach. We advise that the Council gives careful consideration to how it intends to meet this aspect of the NPPF, and the role of the CIL in this.</p> <p>Potential infrastructure requirements may include: access to natural greenspace; allotments provision; infrastructure identified to deliver climate change mitigation and adaptation.</p>

Customer/ Organisation Details	Summary of Comments Received
<p>Network Rail</p>	<p>The Charging Schedule should set a strategic context requiring developer contributions towards rail infrastructure where growth areas or significant housing allocations are identified close to existing rail infrastructure.</p> <p>As Network Rail is a publically funded organisation it would not be reasonable to require Network Rail to fund rail improvements necessitated by commercial development. It is therefore appropriate to require developer contributions to fund such improvements.</p> <p>We would recommend that developer contributions should include provision for rail and should include: developments on railway infrastructure should be exempt from CIL or that its development should be classified as payments in-kind; railways to be included on the Regulation 123 list; there should be a clear definition of buildings in the draft charging schedule. Railway stations should not be treated as buildings, nor should lineside infrastructure, such as sheds, depots etc; confirmation that Network Rail developments over 100sqm undertaken under our permitted development rights will not be CIL chargeable; charging one infrastructure project to pay for another is inefficient way of securing funding; requirement for development contributions to deliver improvements to the rail network where appropriate; Transport Assessments to take cognisance of impacts to existing rail infrastructure.</p>
<p>Nimbus Property Developments Ltd</p>	<p>I welcome the introduction of a CIL for many reasons, but not least of which you can pool resources across the town and target needs much more effectively. The S106 contributions are very specifically targeted to the immediate surrounding area, although this can and often is just a waste of money. CIL will change this as money doesn't need to put into the immediate area, but used for the greater good of the town as a whole.</p> <p>I would like to see checks and balances within Council procedures to the distribution of the money so it has targeted aim, opposed to political gain.</p> <p>I agree with the idealism of CIL, I don't agree with the CIL setting of £140. This just seems like utter madness, and massively overpriced compared with neighbouring towns, which means it will drive development away from Reading.</p> <p>The model [the Economic Viability Test Report] is flawed in method. The CIL Economic Viability Test Report from BPS Chartered, totalling 107 pages, and explaining all type of development is, in my opinion bereft of fact. Quite simply it is too short for the responsibility it has, it leverages from past</p>

Customer/ Organisation Details	Summary of Comments Received
	<p>questionable documents and doesn't dual source information.</p> <p>In acquiring price data you can tell the writers have little knowledge of Reading. If you have an area whereby you have bigger house units, the sqm per dwelling will be bigger, but the return value per sqm will be smaller in GDV terms. The impact on services and infrastructure is far greater for flats, yet a detached house becomes uneconomic to build, since its GDV will be less.</p> <p>The Viability Assessment describes 5 hypothetical examples leveraged from the Affordable Housing Viability submission. This is very dangerous, since that assessment was done in-house and used synthetic opposed to real modelling to work out build costs. 2009 pricing is used and 2013 pricing (RICS) per sqm is 17% greater, thus making build costs artificially low. The document is flawed., and pricing sensitivity is monumental to the health of a town.</p> <p>[A comparison table of CIL rates is included]. Given new developments must, to some degree, follow the house prices for the surrounding area, we can see Reading is higher. The costs differential will drive developments to towns where the best margins can be gleaned.</p> <p>Respondent provides 2 examples where the proposed CIL rate would stop development.</p> <p>Reading needs to strike the right balance to keep developments going. Whereby viability of a CIL at £140 reduces the number of developments being economic to 50%, which is a 35% change from today's base line values. What it doesn't refer to directly is if the market values of property were to fall by 10% ten this CIL would make only 10% of developments viable. This is too risky to introduce.</p>

Customer/ Organisation Details	Summary of Comments Received
<p>Peacock and Smith on Behalf of WM Morrison Supermarkets PLC</p>	<p>Strongly object to the proposed CIL for retail development.</p> <p>Consultants Aspinall Verdi Ltd has reviewed the Economic Viability Assessment.</p> <p>In summary their observations/ recommendations are:</p> <ul style="list-style-type: none"> • Full development appraisal needs to be provided. • All assumptions need to be made explicit and be clearly evidenced. Aspinall Verdi would expect sourced market evidence and rationale for the appraisal inputs, such as rents, values, land values, and construction costs. Aspinall Verdi recommends that these be included so that a key aspect of the CIL calculation is clearly evidenced. • When considering larger scale development the following factors/costs need to be taken into account as the scale of the site needed results in additional costs - land assembly costs, costs associated with brownfield development, S278 and S106 costs. <p>The work makes several optimistic assumptions, lacks clear rationale for the assumptions used and is missing the development appraisals to allow analysis. The market research evidence is lacking detail.</p> <p>The proposed CIL rate for out of town retail is too high and will prejudice future growth and development. Our client is gravely concerned that the suggested charge will have a significant adverse impact on the overall viability of future retail development in the Borough. A balance has not been found between infrastructure funding requirements and viability.</p> <p>The draft charge will put undue additional risk on the delivery of any such proposals and will be an unrealistic financial burden. This, in turn, poses a significant threat to potential new investment and job creation in the local area at a time of economic recession and low levels of development activity.</p>
<p>Quod on Behalf of Sackville Developments (Reading) Limited</p>	<p>Statutory CIL Guidance requires the Local Planning Authority to ensure that they use CIL charges positively in order to contribute to the implementation of the “relevant Local Plan” (paragraph 8) including impacts on strategic sites and affordable housing (paragraph 27 and 29).</p> <p>Imposition of CIL on Station Hill scheme could prejudice delivery of one of the most important sites in the Borough.</p> <p>CIL is expected to have a positive economic effect on development across an area and this definition</p>

Customer/ Organisation Details	Summary of Comments Received
	<p>should be at the centre of the charge-setting process.</p> <p>Key considerations [of revised SPG on S106 planning obligations and consideration of Exceptional Circumstances Relief] need to be viewed alongside the CIL Charging Schedule now. Without this information we do not consider that the Council can reach a robust conclusion on viability matters, and reserve the right to reconsider or add to our comments.</p> <p>Welcome the principle of an instalment policy, but current drafting front loads payments which will act as a barrier to delivery contrary to CIL guidance.</p> <p>It appears that the evidence base does not adequately consider issues associated with strategic development, including their longer construction and delivery timescales and the differing risk profiles of these scheme types. Updates and additional modelling would assist the Council in understanding the importance of, and need for, an appropriate instalment policy.</p> <p>We consider that the evidence base for the suggested Charging Rate for Central Reading offices is contradictory and not robust. It is not evident to us that there has been sufficient consideration of pessimistic assumptions and the reality of delivering offices on complex urban sites where demolition, remediation, infrastructure and other constraints increase costs significantly.</p> <p>BPS do not provide summary appraisals and without this it is impossible to judge the realism of key metrics including land value, construction costs, programme and demolition.</p> <p>We welcome the variety of scenarios adopted for the viability testing. However, we do consider that there needs to be a realistic assessment of key central regeneration schemes including Station Hill. E.g. Offices are considered only as pure office schemes and do not reflect a more mixed use scheme; Station Hill 2 has been considered, but this is clearly not viable and should not be used as a benchmark; development typology for larger sites only considers houses. The assessment has failed to test the impact of CIL of flatted schemes, which can incur considerably higher costs and therefore failed to adequately test the likely site typologies that support the delivery of the Core Strategy.</p> <p>We consider that Station Hill should be nil rated given its strategic significance.</p>

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<p>Red Kite on Behalf of themselves and various clients including Viridis Real Estate Services Ltd, Jansons Property, Square Bay Land LLP, and other landowners</p>	<p>The Core Strategy predates the issue of the NPPF, and relies on evidence and research carried out more than 6 years ago. It is therefore debatable whether it can be claimed to be an up to date Development Plan document as required by Paragraph 215 of the NPPF.</p> <p>The BPS report tests the impacts of the proposed charges, rather than proposing a charging level after gathering evidence. It is unclear why the charging schedule uses the figures it does, or selects and bands land uses into categories. More detail is required to explain and demonstrate the choices made.</p> <p>The Council could continue to collect infrastructure contributions via S106 instead of adopting CIL. This would enable the Authority to:</p> <ul style="list-style-type: none"> • Continue to negotiate on a policy basis with flexible site by site appraisal; • Secure reasonable contributions to essential infrastructure; • Exercise local control over the release of a percentage of funds to other bodies (achieve affordable housing rather than investment in less essential local enhancements); • Avoid generalisations which are likely to be harmful to the viability and delivery of development. <p>The Viability Study for Reading interprets the CIL Regulations in relation to buildings being 'in use' as requiring the premises to have been occupied/ tenanted. The bulk of allocated sites feature buildings with lawful uses. The perverse outcome of this approach is that it becomes more CIL expensive for a developer to redevelop vacant premises rather than ones in active use - encouraging developers to delay redevelopment. This would be more cost effective than losing the [CIL] discount.</p> <p>Operating CIL in this way will provide a strong disincentive to developers bringing forward large scale sustainable redevelopments at the earliest opportunity.</p> <p>Recent House of Lords Select Committee report recognised that specialist accommodation for older people including accommodation with care cannot compete in the market with standard residential values, and carries a high ongoing management and staff cost. Other LPAs have drawn a distinction between the CIL rates for sheltered, residential care, C2 and C4. Demographic data demonstrates that specialist accommodation is urgently required in the Borough, but unless a dramatically lower or zero CIL rate is applied there will be a major disincentive to provision.</p> <p>While it is unarguable that occupiers of long term rental residential developments will place demands on local services included in the CIL regime, extended period of payment should be designed into the</p>

Customer/ Organisation Details	Summary of Comments Received
	<p>charging schedule for developments restricted by condition or Agreement to this form of tenure.</p> <p>The imposition of a new liability of CIL of £200 psqm [for retail outside of the town centre], will have a substantial adverse impact on delivery, which is not justified by the assumptions on costs and viability set out in the BPS study.</p> <p>It is unreasonable to proceed on generalisations when known facts demonstrate that a significant number of sites are likely to be unrealistically and adversely affected.</p> <p>In view of specific local circumstances an additional allowance for abnormal/ special costs should be factored in to the assumed viability costs.</p> <p>BPS states that whether or not a pre-existing development is capable of qualifying for a deduction in CIL has a very significant impact on the development scenarios. Research has not established how many existing buildings are capable of being tenanted and of these how many are likely to be attractive to the market. In the absence of any substantive information on this point, the anticipated revenue from CIL cannot be relied on.</p> <p>Rendering 50% of all development sites in the Borough unviable will prevent those sites from being delivered for development and the prime objectives of a reliable flow of contributions to infrastructure is significantly weakened.</p> <p>The BPS report recognises that charges should not be set on the margins of viability, yet that is what has been proposed.</p> <p>It is difficult to understand why the Council has decided to promote a CIL charging level which demonstrably prevents achievement of the affordable housing requirements set in policy.</p> <p>Consideration should therefore be given to revisions which address:</p> <ul style="list-style-type: none"> • Reflecting the special costs of brownfield sites • Creating a separate much lower or zero rate for specialist housing to meet the needs of older people and vulnerable groups • Reducing the proposed level of charges on all residential schemes • Adjusting the proposed phasing to reflect circumstances where new properties will not be sold for capital receipt but kept for rental units in the long term

Customer/ Organisation Details	Summary of Comments Received
	<ul style="list-style-type: none"> • Reduce or zero rate new retail development on out of town sites
<p>Savills on behalf of Taylor Wimpey Homes</p>	<p>We are only commenting on particular key areas of the evidence base. The lack of reference to other parts of the evidence base should not therefore be taken as agreement with them and our client reserves the right to make further comments upon the evidence base at the Draft Charging Schedule consultation stage.</p> <p>Having studied the Economic Viability Assessment (EVA) it is unclear under what basis the profit level for residential development is calculated. The consultants' appraisals are not made available. We seek clarification on this.</p> <p>In Savill's experience the minimum profit margin that lending institutions are currently prepared to accept on residential development is <u>20% on GDV</u> [reference to recent appeal decision which addresses developer's profit and no difference between profit margins for market and affordable housing]. It is not clear from the EVA whether a different profit level has been applied, but we believe that no distinction should be made between the profit levels on affordable and private housing. Only appraisals which reflect a developer profit level of 20% on GDV should be allowed when considering the "appropriate balance .."</p> <p>The viability or otherwise of site typologies which represent a significant proportion of the anticipated housing trajectory does not appear to have been given greater weight than other typologies which are likely to contribute less to the supply of housing in the Borough over the Plan period.</p> <p>We note that none of the tenure mix options appear to accord fully with either the adopted or emerging policy. We strongly recommend that the appraisals are recalculated allowing for an adopted policy compliant option as well as an emerging policy compliant option.</p> <p>We are strongly of the opinion that only appraisals which reflect current market values should be considered.</p> <p>The results of the EVA does not represent a robust evidence base to support the proposed charging level of £140 per Sqm for residential development. Assuming that the appraisals currently reflect the viability of each development scenario, the results show that none of the scenarios which are closest to reflecting adopted and emerging affordable housing policy and reflect current market values and reflect current developer profit requirements are able to support a CIL charge of any value.</p>

Customer/ Organisation Details	Summary of Comments Received
	<p>No viability cushion has been proposed by the Council. In accordance with statutory CIL guidance “charging authorities should avoid setting a charge right up to the margins of viability across the majority of the sites in their area”. Site specific circumstances will mean that the economics of the development pipeline will vary from the typical levels identified via analysis of a theoretical typology. Therefore, there must be a viability cushion incorporated either into the benchmark land value or elsewhere through the CIL assessment process.</p> <p>The Examiner’s Report for the Greater Norwich Development Partnership notes that there must be allowance within the CIL rates to account for the variation in landowner aspiration, as well as the potential differences in costs and values of individual sites. The EVA does not appear to allow any uplift to existing value to incentivise landowners to bring forward land for development. There should be a buffer at a discount of at least 30% applied.</p> <p>The Charging Schedule should be clear that ‘double counting’ of Section 106 and CIL is not permitted by law. We therefore request that the Draft Regulation 123 list of infrastructure is provided for comment at the earliest opportunity, preferably prior to the publication of the Draft Charging Schedule.</p> <p>Urge RBC to make clear at the earliest opportunity the supporting documentation needed to operate CIL and to make it available for input/comment. Whilst this information is not tested at Examination it is critical to allow for successful implementation of CIL. Documentation should include:</p> <p>Guidance on how to calculate the relevant chargeable development; Guidance on liability to pay CIL/ Appeals process; policy for payment by instalments; approach to payments in kind; guidance on relief from CIL.</p> <p>Recommend that RBC take advantage of payments in kind and allow for land in lieu of CIL. This should be explored as a mechanism to avoid ‘double counting’ where infrastructure is provided by developers on site.</p> <p>Imperative that RBC makes exceptional circumstances relief available from the date of adoption of CIL and that they clearly outline their approach to doing so.</p> <p>RBC should have a clearly defined review mechanism and suggest that monitoring takes place on a 6 monthly basis. Monitoring data and reviews should be regularly published, for example on the Council’s website.</p>

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Savills on behalf of Thames Water Utilities Ltd. (Thames Water)	<p>Thames Water supports the Preliminary Draft Charging Schedule under which CIL would not be applicable to water and wastewater infrastructure developments.</p> <p>Water and wastewater infrastructure buildings should be exempt from payment of the CIL as follows:</p> <p>It is unlikely that the provision of water and wastewater infrastructure could be funded through CIL.</p> <p>CIL was not taken into account in the submission of our business plan for the period to Mar 2015 and if for any reason we were required to pay CIL this would impact on the ability to deliver important water and wastewater infrastructure required to support growth.</p> <p>The provision of such infrastructure usually does not result in an increased demand for other types of infrastructure and therefore has no significant impact on wider infrastructure provision.</p> <p>The predominant aims of water and wastewater infrastructure development are to support growth rather than to increase the financial value of land on a profit making basis.</p>
David Shepherd	<p>What do businesses get for the rates we pay?</p> <p>If there are further increases in taxation are we more or less likely to take on staff reducing the burden of councils paying housing benefits etc</p> <p>Do the businesses benefit from the so called infrastructure we are being further taxed to provide - I think not.</p>
South Oxfordshire District Council	<p>We note that your proposed CIL rates reflect the findings of your accompanying viability assessment. On this basis, we do not have any specific comments to make.</p>
Tom Steel	<p>Who decides whether a developer pays S106 or CIL levy? On what basis is that decision made?</p> <p>It says that a portion of the levy may be used to fund local infrastructure or projects defined by local neighbourhoods where development has taken place. Tilehurst does not have a parish council so who or what will determine that portion of any levy?</p>

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The Theatres Trust	<p>The Trust supports the nil rate in Table 1 for “all other chargeable developments”. A theatre makes a positive contribution to the provision of cultural infrastructure in an area.</p>
<p>The Planning Bureau Limited on behalf of McCarthy and Stone Retirement Lifestyles Ltd</p>	<p>The effect of the imposition of CIL will be to constrain land supply. This is a significant threat to land with a high existing use value and therefore to the delivery of retirement developments.</p> <p>The CIL Guidance states that proposed rates “..would not threaten delivery of the relevant Plan as a whole”. The Guidance also stresses the importance of this principle to individual market sectors that play an important role in meeting housing need, housing supply and the delivery of the Development Plan, such as specialist accommodation for the elderly. The emerging CIL rate should accurately assess the development of specialist accommodation for the elderly in Reading Borough.</p> <p>The demographic profile of Reading is projected to age.</p> <p>The provision of suitable housing to meet the diverse needs of the population is addressed in Policy CS15 [Core Strategy]. It is clear [from policy] that the development of specialist accommodation is a priority for the Council.</p> <p>It is of vital importance that the emerging CIL does not prohibit development of specialist accommodation for the elderly at a time when there is an existing and urgent need for this form of development and by not properly assessing this form of development the proposed CIL rate would threaten the delivery of the relevant Development Plan contravening Government Guidance.</p> <p>The Preliminary Draft Charging Schedule provides a uniform CIL levy rate for all forms of residential development. Whilst there is an understandable desire to keep the charging rates as simple as possible the broad inclusion of some retirement housing fails to acknowledge the very specific viability issues associated with such specialist accommodation for the elderly. It is unclear as to what the Council’s rationale is for grouping all residential development including hotels, student accommodation, and care homes.</p> <p>The viability of retirement should be assessed against both likely existing site values, and of potential alternative (competitor) uses.</p> <p>Retirement housing can only be built on a limited range of sites, typically high value, and previously developed sites in close proximity to town centres. The Assessment should provide a development</p>

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	<p>scenario for a typical flatted retirement housing scheme, located on a previously developed site within 0.4 miles of a town centre.</p> <p>Any CIL viability assessment should consider the effect of the imposition of CIL on a retirement scheme and should be quantified using appraisal inputs specific to the retirement housing product.</p> <p>The provision of communal areas is at additional cost and is non-saleable floorspace. The ratio of CIL rate to net saleable area would be disproportionately high when compared to other residential accommodation.</p> <p>There is a longer sales period and sales and marketing fees are typically 6% of GDV (not 1.25% in the Viability Assessment).</p> <p>Properties can only be sold on completion and therefore empty property costs, for typical 45 unit McCarthy and Stone Later Living Development are on average £100k.</p> <p>Specialist accommodation tends to be 5% more than apartments and 15-20% more than estate housing to build.</p> <p>Developer returns of less than 20% would not provide sufficient incentive.</p> <p>Would welcome flexibility in the timing of CIL payments. Suggest staged payments reflecting occupation levels throughout the sale of the development.</p> <p>There are potential shortcomings of providing a uniform CIL rate for all forms of residential development. The additional costs of construction, initial maintenance, coupled with slower sales rate make it clear that the financial viability of such developments are more finely balanced than those of houses and apartments.</p> <p>Suggest that a bespoke CIL rate is prepared for sheltered housing and other forms of specialist accommodation.</p>
<p>Thomas Eggar LLP on behalf of Asda Stores Limited</p>	<p>The Charging Schedule does not strike the appropriate balance between funding of infrastructure and effects on economic viability of development.</p>

Customer/ Organisation Details	Summary of Comments Received
	<p>Fundamentally object to the disproportionate loading of CIL upon large retail development on the following grounds:</p> <p>Impact on policies promoting economic growth and employment opportunities - Any CIL Schedule that imposes a CIL charge only on retail would effectively undermine the retail functions of local centres by detracting from their viability and vitality.</p> <p>Proposals to split small and large retail development - at odds with Government guidance as consider. The inadequate testing of viability to support the proposed charge of £200 per m2 for retail outside the Central Reading area, appears to be motivated by policy considerations and not viability as required by the CIL Regulations and national guidance.</p> <p>Financial assumptions and viability assessments in the Council's viability profiling document - do not make sufficient allowance for S106 and/or Section 278 contributions which will need to be paid in addition to the CIL payments; and costs involved in obtaining planning permission. The Council has underestimated the true cost of retail developments and artificially inflated the relevant benchmark land values. This will, in turn, have inflated the amount of CIL proposed for retail. For large retail developments outside the Central Reading area, when combined with CIL charges will make these proposals commercially unattractive and unviable.</p> <p>Without evidence of the amount of revenue raised by S106 it is difficult to see how the Council can be certain that the proposed CIL levy will not prohibit the viability of retail development.</p> <p>Concerns about the Councils' approach to CIL setting generally - The Viability Assessment does not acknowledge that the economics of conversion schemes are very different to those of new build schemes. It is difficult to see how the Council can assess whether the imposition of CIL will put the majority of these schemes at risk without having considered its impact on their viability.</p> <p>The Charging Schedule, does not make the connection between the CIL charges proposed and the infrastructure requirements of the particular developments upon which they are being levied. The Charging Schedule does not contain details of the actual or estimated cost of infrastructure provided to support the local plan. Nor, indeed, does it suggest that additional infrastructure is actually required to support the level of development set out in its Core Strategy.</p> <p>There is concern that as local authorities will still seek site-specific commitments under the S106 regime as well as CIL that the two charges together represent an unreasonable double levy for infrastructure,</p>

Customer/ Organisation Details	Summary of Comments Received
	<p>which is seemingly being placed onto a very limited category of development.</p> <p>There is also the risk that some of the infrastructure projects identified by the Council to be funded by CIL will already have been funded by undelivered projects through existing S106 commitments.</p> <p>At present S106 is repaid to a developer if the infrastructure has not been delivered within a certain period of time. There is no similar mechanism for CIL.</p> <p>Asda suggests:</p> <p>Council offer exceptional circumstances relief;</p> <p>Adopt an instalment policy which ensures that developers are not disadvantaged by the decision to submit a full planning application for a phased development scheme;</p> <p>Adopt a flat rate levy - divide the Council's estimate of total infrastructure costs over the charging period by the total expected development floorspace and apply a flat rate levy across the Borough and across all forms of development. Alternatively reduce the CIL charge for large scale retail developments to that of small scale retail developments to ensure consistency.</p>
<p>Turley Associates on behalf of Aldi Stores Ltd</p>	<p>The meaning of retail is not specific in the Preliminary Draft Charging Schedule (PDCCS) and the charging schedule does not fully explain the basis for the Charge (i.e. per m2 of gross floorspace). This will need to be clarified. Suggest that retail should be clarified by reference to the Use Classes Order. It is not clear whether the LPA is actually intending a differential rate based on use, as well as based on location.</p> <p>Concerned that the LPA may have used a policy basis for the charging zones rather than a viability basis. Unclear from the evidence how the LPA has arrived at the decision to charge a rate of £200 per Sqm.</p> <p>The Viability Assessment does not consider the deep-discounted retail market. A high rate could impact upon the viability of the business and deter future investment resulting in a loss of key discount retail provision within Reading Borough. Any retail levy must be demonstrated to be viable for any retail development, irrespective of the size or type of A1 use.</p> <p>Request that the LPA clarifies on what basis additional s.106 contributions would be sought for retail</p>

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	<p>development. No allowance has been made for S106 costs in the Viability Assessment.</p> <p>Payment by instalments would provide certainty and flexibility. Consideration should also be given to payments in kind.</p> <p>Urge Council to consider non-mandatory exemptions as soon as possible.</p> <p>It would be helpful if the charging schedule could be specific regarding how the LPA intends to monitor changes in the market and to set out how often the charging schedule will be formally reviewed.</p>
<p>Turley Associates on behalf of Sainsbury's Supermarkets Ltd</p>	<p>We consider that testing only a scenario which assumes an unconstrained greenfield site is overly simplistic and not sufficiently robust to justify the proposed CIL rate [£200 per m2 for retail across the whole of the rest of the Borough]</p> <p>£200 per sqm is excessive and could be prohibitive for retail development in the Borough, especially in view of the extreme sensitivity to rental levels that this use has, as identified by BPS. The proposed approach could be particularly detrimental to the potential for new development in established centres in the Borough which are nevertheless outside of the central Area and brownfield/ previously developed sites, which normally have higher development costs.</p> <p>It does not appear that the Infrastructure Delivery Plan is sufficient evidence in relation to actual and expected estimated total cost of infrastructure. Support the provision of further evidence.</p> <p>Note that the Council is proposing an instalments policy and this is welcomed.</p> <p>Sainbury's suggest that the Council also adopt a policy to offer discretionary relief from CIL payments.</p>
<p>Peter Webb</p>	<p>I believe that the base data used for some of the residual valuations is defective and will show overstated resale values and understated build costs. As such the viability of many developments will in no way stand the levels of infrastructure charging proposed. It is also quite clear that the economics of care homes, hotels and residential are all very different and again certain uses should not have a one price fits all generic banding. I am afraid that the attempts to extract ever more contributions from the development sector is going to completely stifle development and is already stifling schemes coming forward. The penal system of empty rates on existing buildings has already lead to some demolition bob</p>

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	sites. I am not entirely clear how the value of existing buildings will be regarded in this context and what calculations will be made in viability terms to reflect this with a change of use. Answers to these questions should be published.

Draft Regulation 123 List

Evidence for Community Infrastructure Levy Draft Charging Schedule

MARCH 2014

Local Development Framework Team
Department for Environment and Neighbourhood Services
Reading Borough Council
Level 8
Civic Centre
Reading RG1 7AE

Email: ldf@reading.gov.uk



www.reading.gov.uk



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The 2014 Community Infrastructure Levy (CIL) Amendment Regulations (Feb 2014) now includes for a draft infrastructure list to form part of the appropriate available evidence to inform the preparation of the Charging Schedule (Reg 14). This is known as the Regulation 123 list and is a list of infrastructure that the Council desires to fund in whole or part through CIL. The Council's Draft Regulation 123 List is included below and has been informed by the Revised Infrastructure Delivery Schedule.

The Council can use a percentage of CIL, as defined in the CIL Regulations, to finance administrative expenses in connection with CIL. In addition 15% of CIL raised (capped at £100 per council tax dwelling) can be used for neighbourhood funding in those areas without a parish or town council.

A draft Section 106 Supplementary Planning Document is being consulted on at the same time as the Draft Charging Schedule¹ and seeks to identify the principles of what Section 106 will continue to fund and what CIL will be used for.

¹ [INSERT LINK TO DRAFT S106 SPD](#) March 2014

**READING BOROUGH COUNCIL'S
DRAFT REGULATION 123 LIST FOR COMMUNITY INFRASTRUCTURE LEVY - MARCH 2014**

TYPES OF INFRASTRUCTURE TO BE FUNDED IN WHOLE OR PART BY CIL

Infrastructure Type	Exclusions
<u>Transport</u>	
Active Travel Infrastructure and Public Realm - Works to improve walking routes, including street lighting, cycle parking	<p><i>The Council may consider alternative projects within these categories as suitable for delivery through a site specific Section 106 Planning Obligations or Section 278 Highway Agreement, provided this complies with all relevant legislation and the infrastructure is required to make the development acceptable in planning terms and that S106 and CIL do not fund the same item of infrastructure.</i></p>
Active Travel Initiatives - Including Cycle Development Officer and Challenges, Bike It	
Cycle Hire - Publicly available bicycles - for operating costs and expansion	
Public Transport Infrastructure Enhancements - Infrastructure for bus stops, shelters, bus clearways, bus lanes, bus gates, bus priority at junctions, maintenance, etc	
Public Transport Service Contracts - Running South Reading services, Park and Ride, Nighttrack	
Public Transport Information and Ticketing - Real Time Passenger Information, Variable Message Signing, Website and Journey Planning, Fares and Ticketing Information and Management	
Network Management, Junction Improvements and Road Safety	
Major Repair & Improvement projects - Repair structures such as retaining walls, culverts, subways, footbridges and also flood reduction schemes, including Kennetside	
Park & Ride/Park & Rail - East Reading Park and Ride (TVP); North Reading Park and Ride; Park & Rail (Tilehurst Station) access improvements	
Green Park Station - New station at Green Park on Reading-Basingstoke Line	
Mass Rapid Transit - Higher capacity, higher frequency and reduced stopping public transport service (south and east)	

<u>Education Facilities Projects</u>	
The provision, improvement, replacement, operation or maintenance of new and existing public education facilities	<i>Primary provision within Green Park</i>
<u>Social/ Community Facilities Projects</u>	
The improvement, reconfiguration and extension of existing community provision to create Community Hubs	-
Provision of new facilities such as youth and community centres, other meeting places, and other community facilities.	<i>Where a specific development generates the need for new provision in its own right.</i>
<u>Leisure and Culture Facilities Projects</u>	
Enhancement of access to and interpretation of heritage assets	<i>Site specific heritage asset protection and enhancement resulting from a specific planning proposal.</i>
Upgrading provision, including enhancement, access to and interpretation of strategic cultural, arts and sports centre provision in accordance with a facilities strategy and related plans.	-
<u>Open Spaces, Sports, Recreation, Green infrastructure, Public Realm, and Environmental Improvement Projects</u>	
Enhancement and management of and access to outdoor recreation, open space and water courses serving the Borough	<i>Local outdoor recreation and open space directly serving a specific new development</i>
Improvements to the public realm and green environment. This includes implementation of a tree strategy, access to green space and improvements to landscapes and habitats	<i>Site related environmental mitigation measures and environmental improvements to the public realm and green environment necessitated by the development.</i>
<u>Economic Support</u>	
The provision of Incubator Business Space in Central Reading	-
<u>Renewable Energy Infrastructure</u>	
The provision and installation of wide area decentralised energy equipment and infrastructure as a strategic network, including the provision and installation of retrospective connections from existing developments to facilitate the linking of these to existing decentralised energy centres.	<i>Site related decentralised energy provision in accordance with Sites and Detailed Policies Document Policy DM2 and infrastructure for new development schemes to link to existing decentralised energy centres.</i>
<u>Air Quality</u>	
The infrastructure required to undertake Borough wide continuous monitoring of air quality	-
Notes - In addition there is also the provision that 15% of CIL raised (capped at £100 per council tax dwelling) could be used for neighbourhood funding in those areas without a parish or town council.	

APPENDIX 4: EQUALITY IMPACT ASSESSMENT

Provide basic details

Name of proposal/activity/policy to be assessed:

Preliminary Draft Charging Schedule - Community Infrastructure Levy

Directorate: ENCAS - Environment, Culture and Sport

Service: Planning and Building Control

Name: Alison Amoah

Job Title: Principal Planner

Date of assessment: 27/9/12

Scope your proposal

What is the aim of your policy or new service?

To set out the proposed Community Infrastructure Levy (CIL) Charges and the relevant evidence to support this.

Who will benefit from this proposal and how?

All developers will benefit as the Preliminary Draft Charging Schedule (PDCS) for CIL will set out the proposed charges that developers will pay under CIL once introduced.

What outcomes will the change achieve and for whom?

The PDCS is the first stage of consultation leading to the introduction of CIL at the local level. Introducing CIL will enable the Council to maximise developer contributions towards infrastructure, which in turn will enable sustainable development within the Borough. CIL provides for a fixed rate to be charged for development, which provides certainty to developers, and the residents of the Borough will benefit from the outputs of spend of CIL.

Who are the main stakeholders and what do they want?

All developers and the public. Developers want certainty over relevant costs to apply in bringing forward development proposals, and the infrastructure types and/ or specific projects that CIL could contribute to. Other stakeholders want to ensure that the Council uses all measures available to secure infrastructure to support future development and the types of infrastructure which could be supported by CIL.

Assess whether an EIA is Relevant

How does your proposal relate to eliminating discrimination; promoting equality of opportunity; promoting good community relations?

Do you have evidence or reason to believe that some (racial, disability, gender, sexuality, age and religious belief) groups may be affected differently than others? (Think about your monitoring information, research, national data/reports etc)

Yes No

Is there already public concern about potentially discriminatory practices/impact or could there be? Think about your complaints, consultation, feedback.

Yes No

If the answer is Yes to any of the above you need to do an Equality Impact Assessment.

If No you **MUST** complete this statement

An Equality Impact Assessment is not relevant because CIL, once introduced, would apply to all developers, and the rates charged would be based on the size of the proposed scheme. There is no evidence that any group would be treated differently. The output of the policy (the introduction of CIL) would be the provision of infrastructure, for which there is no evidence or belief that any group would be treated differently. Decisions on the spend of CIL revenue, once CIL is approved, will also be made having regard to the general equality duty imposed by the Equality Act 2010 (S.149).