

STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE
4 APRIL 2017

Present: Councillors D Absolom (Chair), Ayub, Ballsdon, Brock, Chrisp, Duveen, Hopper, Khan, Maskell, McGonigle, Page and Rodda (from item 26).

Apologies: Councillors McDonald and Singh.

22. MINUTES

The Minutes of the meeting held on 23 November 2016 were confirmed as a correct record and signed by the Chair, subject to the addition of Councillor Hopper to the list of members present at the meeting.

23. MINUTES OF TRAFFIC MANAGEMENT SUB-COMMITTEE

The Minutes of the meetings of the Traffic Management Sub-Committee held on 12 & 19 January 2017 and 9 March 2017 were received.

24. MINUTES OF OTHER BODIES

The Minutes of the meeting of the Joint Waste Disposal Board of 27 January 2017 were submitted.

Resolved: That the Minutes be noted.

25. PETITIONS

The Director of Environment and Neighbourhood Services submitted a report on the receipt of two related petitions asking the Council to reinstate the recently closed Garrard Street and Station Approach Taxi Ranks.

The wording of each petition was as follows:

Taxi Drivers

"Petition against the closure of the main rank and proposals -

I am signing this petition document against the current closure of the main rank, Garrard Street and horseshoe rank.

The petition is objecting against the closure and suggest the following proposals:

1 - Garrard Street/Horseshoe rank to be reinstated

2 - Station Road/Friar Street to be used as a feeder to horseshoe rank

3 - Oakford Social Club/Railair Link and Forbury Road to be used as a feeder to the horseshoe rank - 15/16 cab rank."

Taxi Users

"Petition to reinstate original taxi rank outside the station -

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We the undersigned, are concerned citizens who urge our leaders to act now, to change back to a convenient taxi rank like before.

I am not happy with the new taxi rank layout because:

1 - Signs are not clear when you come out of the Station

2 - Can't see the taxi rank when we come out of the Station

3 - Takes too long to get to the ranks

4 - Costs more to get home

5 - Walking down steps especially with the elderly, children, special needs and luggage

6 - More traffic

7 - Railair passengers can't find the taxi ranks."

The report referred to information reported to the Traffic Management Sub Committee in November 2016, which had explained that in April 2011 a series of changes had been made to the movement and waiting restrictions in Reading Town Centre in preparation for the redevelopment of Reading Station. This had included various changes to the taxi ranks throughout the Town Centre. To assist the Hackney Carriage trade whilst Station Hill was closed it had been agreed to provide a temporary feeder rank in Garrard Street to link to the rank located on the east side of the station. The new station and interchanges had opened in 2014/15 and all works were now complete. Throughout the redevelopment it had been acknowledged by all parties that there would be a requirement to close Garrard Street at the eastern end to facilitate construction of the developments there at some point, and that this would mean losing the temporary feeder rank.

The report explained that officers had reviewed all potential options to try and maintain the horseshoe rank on the east side of the station but as road space was at such a premium in the Town Centre, there was no extra capacity to provide a feeder rank to successfully serve the horseshoe rank. The Council had worked with the taxi trades to develop the mitigation measures listed in the report and it was hoped these would help alleviate the impact.

The report explained that the taxi trades had subsequently requested some further changes to assist town centre access. Accordingly the report asked the Committee to approve the inclusion of a new movement restriction permitting access to Friar Street from Greyfriars Road for buses, taxis and cycles as part of the permanent traffic regulation order (approved by Traffic Management Sub-Committee in November 2016) which was due to be promoted in 2017.

Mr Asad Sheikh and Mr Mirza Begg addressed the Committee on behalf of the petition organisers.

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- (1) That the report be noted;
- (2) That the lead petitioners be informed of the reasons for closing the Garrard Street and Station Approach taxi ranks;
- (3) That Officers continue to work with the Taxi Associations to investigate potential measures to enhance the taxi rank provision in the town centre;
- (4) That the request to open access to Friar Street from Greyfriars Road for buses, taxis and cycles be progressed as a part of the permanent traffic regulation order due to be promoted this year;
- (5) That the lead petitioners be informed accordingly.

(Councillors Ayub and Khan declared a pecuniary interest in this item. Nature of interest: Councillors Ayub and Khan were taxi drivers. They left the meeting and took no part in the discussion or decision)

26. DRAFT LOCAL PLAN

The Director of Environment and Neighbourhood Services submitted a report seeking the Committee's approval to undertake community involvement on a Draft Local Plan and associated documents including a Proposals Map showing the geographical extent of the policies and proposals in the Draft Local Plan. The proposed community involvement would feed into production of a revised Draft Local Plan later in 2017.

The Draft Local Plan was attached to the report as Appendix 1.

The Local Plan Proposals Map was attached to the report as Appendix 3.

The report explained that the Council was replacing its existing development plans (the Core Strategy, Reading Central Area Plan and Sites and Detailed Policies Document) with a new single local plan to set out how Reading would develop up to 2036. Consultation on the first stage, Issues and Options, which had been a discussion on what the Plan should contain, had been undertaken between January and March 2016. The Committee was invited to approve the responses to the representations received. The representations and proposed responses were set out in Appendix 3 to the report.

The report stated that the Local Plan, once adopted, would be the main document that would inform how planning applications were determined. As such, it covered a wide variety of areas, from overall strategic matters such as the scale of development, to individual sites and policies on detailed matters. In replacing the three existing development plan documents, it sought to carry forward existing policies wherever they were still relevant with only minor alterations or updates. In other parts of the document, policies had been rationalised where the policy areas had been previously split across more than one document. However, there were several areas where the policy approach would change significantly from the existing plan and the report summarised the following policies, which were the most important of these areas:

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- Housing need
- Employment need
- Affordable housing
- Sustainability policies
- Heritage
- Open spaces
- Housing standards
- Specific forms of housing
- Major transport projects
- Changes of use
- Area-specific sections
- Identified sites
- infrastructure

Councillor Maskell requested the addition of Oxford Road Community Garden to the list of local green spaces at EN7.

At the Chair's invitation, Karen Rowland, Chair of the Reading Conservation Areas Advisory Committee, addressed the Committee.

Resolved:

- (1) That, subject to the addition of Oxford Road Community Garden to the list of local green spaces at EN7, the Draft Local Plan (Appendix 1 of the report) and Draft Proposals Map (Appendix 2 of the report) be approved;
- (2) That community involvement on the Issues and Options for the Local Plan and associated supporting documents be authorised;
- (3) That the Head of Planning, Development and Regulatory Services be authorised to make any minor amendments necessary to the Draft Local Plan in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, prior to community involvement;
- (4) That the responses to the representations made on Issues and Options for the Local Plan (Appendix 3 of the report) be approved.

27. CENTRAL AND EASTERN BERKSHIRE JOINT MINERALS & WASTE PLAN - ISSUES AND OPTIONS CONSULTATION

The Director of Environment and Neighbourhood Services submitted a report seeking approval for the Central and Eastern Joint Minerals and Waste Plan, issues and Options Consultation, which was intended to be undertaken during June and July 2017. This consultation, or community involvement, would then feed into the preparation of a draft local plan.

The report explained that the Council was preparing the Central and Eastern Berkshire Joint Minerals and Waste Plan jointly with the Royal Borough of Windsor

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and Maidenhead, Bracknell Forest Borough Council and Wokingham Borough Council. The plan was being prepared by the Environment and Planning Services of Hampshire County Council. The report explained that the Issues and Options stage of local plan preparation involved consulting broadly on what the Joint Minerals and Waste Plan should address and how it should address it. Draft consultation documents for the Issues and Options Consultation were attached to the report as Appendix 1. The consultation document was at an advanced stage of preparation but would be subject to some further drafting.

Resolved:

- (1) That the Issues and Options for the Central and Eastern Berkshire Joint Minerals and Waste Plan (Appendix 1 of the report) be approved;
- (2) That community involvement on the Issues and Options for the Central and Eastern Berkshire Joint Minerals and Waste Plan and associated supporting documents be authorised;
- (3) That the Head of Planning, Development and Regulatory Services be authorised to make any minor amendments necessary to the Issues and Options for the Central and Eastern Berkshire Joint Minerals and Waste Plan in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, prior to community involvement.

**28. COMMUNITY INFRASTRUCTURE LEVY - REVIEW OF REGULATION 123
INFRASTRUCTURE LIST**

The Director of Environment and Neighbourhood Services submitted a report proposing a very limited review of the Council's existing Community Infrastructure Levy (CIL) Regulation 123 Infrastructure List. The report explained that the Council currently collected from development towards infrastructure in accordance with its adopted Community Infrastructure Levy Charging Schedule. Under the CIL Regulations, such funds had to be spent on items set out in what was known as the Council's Regulation 123 List. The current list had been agreed in March 2014 and was on the Council's website. Its provisions were now being reviewed in the light of emerging details of the programming and funding of the Mass Rapid Transport (MRT) System for South Reading and other infrastructure provision.

The report proposed that the existing CIL Regulation 123 List be amended to refer to the differing phases of the South Reading MRT project and that Phase 4 of the MRT Scheme be specifically excluded from the List. This was the only substantial change proposed and it had no general viability implications.

The report explained that some minor additional adjustments had been made to the Regulation 123 List to remove reference to Cycle Hire and to add reference to the West Reading Transport Study. It was proposed to carry out limited consultation on the new Draft Regulation 123 List, which was attached to the report as Appendix 1.

Resolved:

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That the Revised Regulation 123 infrastructure list be approved as set out in Appendix 1 of the report.

29. 'FIXING OUR BROKEN HOUSING MARKET' - HOUSING WHITE PAPER, FEBRUARY 2017

The Director of Environment and Neighbourhood Services submitted a report summarising the contents of the Housing White Paper entitled "Fixing Our Broken Housing Market", which had been published by the Department for Communities and Local Government (DCLG) in February 2017. The report stated that the White Paper explained how the Government would "provide radical, lasting reform that will get more homes built right now and for many years to come", setting out the support the Government would provide to enhance the capacity of local authorities and industry to build the new homes the Country needed.

The report explained that at the same time DCLG had also published several other documents including the government responses to the technical consultation on the implementation of planning changes, the starter homes consultation and proposed changes to National Planning Policy Framework along with a new consultation on Planning and affordable housing for Build to Rent. There was also the report of a review of the Community Infrastructure Levy which suggested that the government was considering changing the way development contributed towards the provision of local infrastructure.

The report considered some of the possible implications for the planning system as it currently operated and specifically for the Council. It stated that the government intended consultation on elements of the White Paper and on sister documents published at the same time. The report asked the Committee to note the contents of the White Paper and the ways that the Council was already working to fulfil many of its measures. It sought agreement to a draft recommended response to the consultation. It was noted that the report would also be considered by the Planning Committee on 5 April 2017 and that a report on the implications of the White Paper for the Council's Housing responsibilities had been presented to the Housing Neighbourhoods and Leisure Committee on 15 March 2017.

The Executive Summary list of proposals from the White Paper was attached to the report at Appendix 1. The main points of the White Paper as they related to the Council's Planning function were summarised at Appendix 2. The consultation questions were reproduced at Appendix 3 and the officers' commentary and recommended response to the proposals was outlined in Section 4 of the report.

Resolved:

- (1) That the contents of the White Paper published by DCLG in February 2016 and the various proposed changes to the planning system be noted;
- (2) That the general thrust of the Council's recommended response to the consultation and other proposals attached as outlined in Section 4 of the report be approved, with the final comments to be agreed

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by the Head of Planning, Development and Regulatory Services in
consultation with the Lead Councillor for Strategic Environment,
Planning and Transport

30. COMMUNITY SOLAR SCHEME - UPDATE AND OUTCOMES FROM THE PROJECT

The Director of Environment and Neighbourhood Services submitted a report on the progress made in establishing a new organisation called Reading Community Energy Society Ltd (RCES). The report explained that RCES had been launched in 2016 with the mission of helping reduce climate change emissions by helping local communities to benefit from the local generation of clean energy. The organisation had been created by local volunteers known as Berkshire Energy Pioneers, the local Council and Energy 4All, who had over twelve years' experience in the community green energy sector.

The report explained that over the three months of July, August and September 2016, solar panels had been installed on a range of community buildings including places of worship, community, council and charity buildings. Just over 700 solar panels had been installed, reducing carbon emissions by approximately 82 tonnes per annum, or 1679 tonnes over twenty years. Energy from the solar panels was sold to host buildings at a price of 8p per kWh, with the price fixed for 20 years. This price was set to be less than existing tariffs and to offer good value in the future when energy prices were expected to be higher.

The report stated that the panels had been funded by the people of Reading and renewable energy supporters nationwide. The Committee noted that in July 2016 (not May, as stated in the report) a share offer had been launched to install the solar panels. The share offer had been fully subscribed within two weeks and over 120 people had invested over £224,000 in the project. The Council had purchased £10,000 one pound shares. Shareholders would receive an initial return of 5% per annum, with any further proceeds being fed into a community benefit fund. This fund was predicted to yield £132,000 over the 20 years of the project to be spent on local sustainability and energy efficiency projects.

Resolved: That the launch of Reading Community Energy Society Ltd. be noted and its activities be endorsed.

31. HIGHWAY MAINTENANCE POLICY

The Director of Environment and Neighbourhood Services submitted a report on proposals to update and amalgamate existing stand-alone Highway Maintenance Policies and Working Practices into a single Highway Maintenance Policy document.

The report explained that the Council was committed to meeting legislative requirements and guidance in respect of the public realm and highway maintenance standards. Responsibility for maintaining those standards rested with the Council, in its capacity as Local Highway Authority, but affected everyone living, working or visiting in the Borough. The Council's duties for maintenance of public highway land under Section 41 of the Highways Act 1980 extended to include applications and

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issuing licences for a range of highway uses. The report outlined proposed changes to the policy for control of 'A' boards and for applications for vehicle crossings.

The report also referred to plans to prepare a new draft policy on mirrors on the public highway, which would be presented to a future meeting of the Traffic management Sub-Committee.

The proposed sections of the new Highway Maintenance Policy were attached to the report at Appendices 1-13, covering:

Appendix 1 - Advertising "A" Board Policy
Appendix 2 - Vehicle Crossing Policy
Appendix 3 - Disabled Bays
Appendix 4 - Access Protection Markings
Appendix 5 - Placing of Skips
Appendix 6 - Excavate and Store Materials
Appendix 7 - Oversail the Highway
Appendix 8 - Hoarding & Scaffolding
Appendix 9 - Private Sewers
Appendix 10 - Private Structures
Appendix 11 - Planting
Appendix 12 - Obstructions
Appendix 13 - Cranes

Resolved:

- (1) That the Highway Maintenance Policy as set out in the report be adopted;
- (2) That authority be delegated to the Head of Transportation & Streetcare in consultation with the Lead Member for Strategic Environment Planning & Transport, the Head of Finance and the Head of Legal & Democratic Services to make minor amendments to the Highway Maintenance Policy

32. HIGHWAY ASSET MANAGEMENT POLICY

The Director of Environment and Neighbourhood Services submitted a report seeking approval for a new highway Asset Management Policy, which would include a change in highway safety inspection frequency proposed as part of efficiency savings and Highway Asset Management.

The report explained that the Council wished to secure as much funding as possible from the Department for Transport incentive fund and one of the specified criteria to demonstrate progression towards Asset management was the publication of an approved Highway Asset Management Policy. The report outlined the features of the new policy, which would apply to the creation/construction, acquisition, operation, maintenance, rehabilitation and disposal of all Council Highway Assets.

The report also explained that as part of efficiency savings the Council had approved the reduction in the number of Neighbourhood officers who carried out safety

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inspections from nine to four. In order to continue to fulfil the Council's statutory duty to carry out Highway Safety Inspections with this significantly reduced workforce it was necessary to change how and when these inspections were carried out. The report set out proposals to reduce the frequency of inspections as follows:

Road Type	Current frequency	Proposed Frequency
Category A	Monthly	3 monthly
Category B	3 monthly	6 monthly
Categories C and U	Every 12 months	Every 18 months

The report explained that neighbouring authorities were considering altering the frequency of their safety inspections to levels similar to this proposal. Having carried out a risk assessment based on guidance in the Code of Practice, officer's considered the proposed changes were appropriate. The report stated that the frequency of inspections would be reviewed annually as part of Asset Management to ensure that they met requirements.

A copy of the proposed new Highway Asset Management Policy was attached to the report at Appendix 1.

Resolved:

- (1) That the Highway Asset Management Policy be approved;
- (2) That the proposed change to Highway Safety Inspection frequency be approved.

33. THAMES VALLEY LOCAL ENTERPRISE PARTNERSHIP: FUNDING FOR MAJOR TRANSPORT SCHEMES IN READING

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

- Southern and Eastern Mass Rapid Transit
- Green Park Station
- National Cycle Network Route 422

The report also provided details of the process followed by local authorities to gain scheme and spend approval through the Local Enterprise Partnerships (LEP) for such major transport schemes, including initial and full business case submission and the assessment process followed by the LEP through an independent assessor.

Executive Summaries of the business cases for each scheme were attached to the report as follows:

- Appendix 1 - South Reading Mass Rapid Transport Phase 1 & 2
- Appendix 2 - Green Park Station
- Appendix 3 - National Cycle Network Route 422

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Resolved:

- (1) That the report be noted and the further significant investment in Reading's strategic transport infrastructure, as set out in the approved Local Transport Plan and the associated business case for Reading's economy be welcomed;
- (2) That the progress to date of the individual Transport Schemes, as detailed in the report, be noted and the inclusion of the "Local Funding" elements of each scheme in the Council's rolling Capital Programme be endorsed.

(Councillor Duveen declared a non-pecuniary interest in this item. Nature of interest: Councillor Duveen's son worked for Network Rail)

(The meeting started at 6.30pm and closed at 8.51pm).

STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE MINUTES
24 MAY 2017

Present: Councillor David Absolom (Chair);
Councillors Ayub, Brock, Chrisp, Duveen, Gittings, Hopper, Khan, Maskell, McDonald, McGonigle, Page, Rodda and Vickers.

1. ESTABLISHMENT, MEMBERSHIP AND TERMS OF REFERENCE OF TRAFFIC MANAGEMENT SUB-COMMITTEE

Resolved -

- (1) That, under the provisions of Sections 101 and 102 of the Local Government Act 1972, a Traffic Management Sub-Committee be established for the Municipal Year 2017/18 and the following Councillors be appointed to serve on the Sub-Committee:

Traffic Management Sub-Committee (7:2:1:1)

<u>Labour</u> <u>Councillors</u>	<u>Conservative</u> <u>Councillors</u>	<u>Liberal Democrat</u> <u>Councillor</u>	<u>Green</u> <u>Councillor</u>
Debs Absolom Ayub Davies Hacker Jones Page Terry	Ballsdon Hopper	Duveen	White

- (2) That the following Councillors be appointed as Chair/Vice-Chair of the Traffic Management Sub-Committee for the Municipal Year 2017/18:

<u>Chair</u>	<u>Vice-Chair</u>
Councillor Debs Absolom	Councillor Ayub

- (3) That the Terms of Reference of the Sub-Committee be as set out in Appendix A to the Monitoring Officer's report to Council of 24 May 2017 on the Constitution, Powers and Duties of the Council and Committees etc.

JOINT WASTE DISPOSAL BOARD
21 APRIL 2017
(11.15 am - 1.25 pm)

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

Reading Borough Council
Councillor Paul Gittings

Wokingham District Council
Councillor Anthony Pollock
Councillor Angus Ross

Officers Oliver Burt, re3 Strategic Waste Manager
Steve Loudoun, Bracknell Forest Council
Mark Smith, Reading Borough Council
Josie Wragg, Wokingham Borough Council

Apologies for absence were received from:

Councillor Liz Terry, Reading Borough Council

28. Declarations of Interest

There were no declarations of interest.

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

RESOLVED that the minutes of the meeting of the Joint Waste Disposal Board held on the 27 January 2017 be approved as a correct record and signed by the Chairman.

Arising on the minutes it was noted:

Minute 7 – A formal invitation had been sent to Paul Taylor inviting him to the Board Meeting on the 21 April 2017. Unfortunately he had a diary clash and was unable to make it. Oliver Burt would liaise with Paul and invite him to attend the Board Meeting on the 7 July 2017.

Minute 23 – An update would be provided to the Board at the next meeting in July regarding the work streams that the three Waste Collection Teams had been working on. Officers were making sure that the teams had scope to deal with the proactive work streams alongside the reactive work that was undertaken.

Minute 24 – The posters were going to be reworked with new designs and a moderated message, these would be brought to the Board. It was important for the Councils to communicate with the public about the financial implications of recycling as well as environmental benefits. This was particularly important where service changes were introduced and so residents understand the reasoning for change.

30. Urgent Items of Business

There were no urgent items of business.

31. **Progress Report with presentation from Hampshire Services on the Joint Minerals and Waste Plan for Central and Eastern Berkshire**

The Board received a presentation from Ilina Todorovska, Hampshire Services on the Joint Minerals and Waste Plan for Central and Eastern Berkshire – 2036 and the links to Re3 work.

The Joint Minerals and Waste Plan for Central and Eastern Berkshire was being developed with four of the Berkshire Authorities. These were; Bracknell Forest Council, Reading Borough Council, West Berkshire Council and The Royal Borough of Windsor and Maidenhead. Slough Borough Council were keeping a watching brief but were not involved in the plan.

The presentation would be circulated to Member's and Officers after the meeting by Oliver Burt.

As a result of the Members' questions and comments, the following points were made:

- The call for sites was issued in the 13 March 2017 and would end on 5 May 2017.
- If sites weren't submitted in the call for sites, then sites would need to be sought and landowners convinced to put sites forward.
- The timeline was fluid but the plan needed to be adopted by all four Councils by 2020.
- West Berkshire Council had already undertaken some work previously on the Joint Minerals and Waste Plan and were slightly ahead of the other Authorities.
- The plan would project future transport links across Central and Eastern Berkshire.
- Members raised concerns about the financial contributions to the Plan.
- There were links to Governments Policy on recyclable packaging such as tetra packs; the Government had more ability to set UK policy on packaging.
- It was hard to predict the changes that could occur due to Brexit.
- The national trends for waste indicated that there would be an increase in the future.
- The increase in tonnage linked to the increase in housing within the Boroughs.
- Concerns were raised about the lack of cycling facilities available in flats. This is something that needed to be conditioned at Planning stage of the developments.
- Hampshire had three incineration sites which had been developed in partnership between Hampshire County Council and the private sector.
- All Local Authorities had a duty to co-operate with exporting minerals.
- There were small pockets of land at Smallmead and Longshot Lane that could be identified in the call for sites.
- Councillor Angus Ross was the Chair of the Joint Minerals and Waste Plan Board. Councillor Mrs Hayes MBE also sat on the Board and Oliver Burt attended representing re3. Any comments, questions or concerns from the JWDB could be fed in to Joint Minerals and Waste Plan Board through these channels.

The Joint Waste Disposal Board received a report briefing them on the progress in the delivery of the re3 Joint Waste PFI Contract and the re3 Strategy.

re3 were aiming to be more self sufficient with planning underway to ensure that Oxfordshire would take less waste from 2031.

'Black bag' recycling had been introduced as part of the changes at Recycling Centres during 2016, with staff intercepting waste bags before they were deposited over the wall for disposal. These bags are taken aside and opened with any items that can be recycled treated accordingly. There were performance differences at the two sites and a report would be brought to the next JWDB in July to outline any steps that could be taken to improve recycling at the sites.

In January 2017 a formal Change Notice had been submitted to the contractor requiring the contractor to consider and propose processing plastic pots, tubs and trays. A number of trials were underway and due to conclude in May. A report from Officers was proposed for the next meeting of the JWDB in July updating the Board on the conclusion and outcomes of the trials. Any changes could result in Council investment as there may be a need for a change of facilities to process the Pots, Tubs and Trays. There would be a 60/40 share in any revenue which would be reflected in the business case.

Members' emphasised that the contractor's proposals needed to look at future changes to ensure any implemented changes were fit for purpose over the long term, not just in 2017.

RESOLVED that:

- i. Members note the content of this report.
- ii. Members request the proposed future reports be added to the agenda for the next Joint Waste Disposal Board meeting.

32. **HWRC Changes Report**

The Board received a report updating them on the outcomes of the 2016 HWRC access changes.

Oliver Burt informed the Board that there had been some changes since the report had been written regarding the charging of disposing of certain types of waste. Within the Litter Strategy the Government had briefly referred to Councils charging for waste, confirming that it was lawful but indicating that they intended to review the practice during 2017.

It was discussed that Government could review the law at any point so a review during 2017 was not of itself a significant matter. If Government chose to make the charges unlawful, if this change was implemented the charges would cease, however this would not be retrospective. The Board raised concerns that if the charges were not enforced then small scale builders could abuse the system.

Oliver Burt would continue to liaise with colleagues from other councils and gain clarity from Government via monitoring the developing situation. It was noted that the review may be delayed as a result of the General Election on 8 June 2017.

Councillor Iain McCracken would pursue conversations about the introduction of the Ecard (which can already be used as a resident's ID) given the decision to end the

allocation of new and replacement resident permits. The Board also discussed whether number plate recognition could be used at the recycling centres.

After discussions, the Board decided to not introduce a minimum waste charge for chargeable waste at re3 Recycling Centres but would keep the current charges until guidance was received from Government.

The Chair would also write to Government and the LGA in order to gain further clarity on the issue.

RESOLVED that:

- i. The Board note the contents of this report.
- ii. The Board considers the recommendation to maintain the Waste Acceptance Policy criteria for sign written vehicles.
- iii. The Board considers the recommendation to end the allocation of new and replacement residents' permits.

33. Exclusion of Public and Press

RESOLVED that pursuant to Regulation 4 of the Local Authorities (Executive Arrangements) (Access to Information) Regulations 2012, members of the public and press be excluded from the meeting for the consideration of item 8 and 9 which involves 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.

34. Financial Savings Report

The Joint Waste Disposal Board received a report briefing them on the re3 options and proposals which supported the re3 Strategy in reducing the net cost of waste. The report focused on two principal areas of savings:

1. Potential savings within the re3 shared PFI contract.
2. The recent work that had been undertaken on waste collection, in accordance with the re3 Strategy.

The Board were informed that a Change Notice had been submitted to the contractor to investigate the collection of food waste, the contract had 21 days to issue a response which would incorporate consideration of trials.

RESOLVED that:

- i. Members approved the recommendation that the re3 Strategic Waste Manager should pursue the options for savings described in PART A of the report, bringing back to the Board business cases for each proposal.
- ii. Members asked the re3 Strategic Waste Manager to liaise with colleagues and the Contractor in modelling some additional shared collection scenarios for consideration by the Board alongside the proposed further work leading-up to the next Board meeting in July 2017.

35. Financial Management Report

The Board received a report briefing them on the Partnership's current financial position as well as summarising the progress in achieving the savings related to the Recycling Centres.

RESOLVED that Members note the Partnership's financial position for the year to date.

36. Any Other Business

The Chair thanked Councillor Angus Ross for his contribution during his time on the Joint Waste Disposal Board.

The Board also wished their best to Clare Ayling who was leaving re3, the Board expressed their thanks to Clare and appreciated her contribution to re3 and the Board.

Claire's post had been advertised nationally and an appointment made. The Board would be informed in future when an officer was leaving re3.

37. Date of Next Meeting

The date of the next meeting was 7 July 2017 at Wokingham Borough Council.

CHAIRMAN

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT NEIGHBOURHOODS AND SPORT

TO:	STRATEGIC ENVIRONMENT & PLANNING COMMITTEE		
DATE:	3 July 2017	AGENDA ITEM:	7
TITLE:	RESPONSE TO DRAFT AIR QUALITY PLAN 2017		
LEAD COUNCILLOR:	Cllr Tony Page	PORTFOLIO:	Strategic Environment & Planning
SERVICE:	Regulatory Services Transport	WARDS:	ALL
LEAD OFFICER:	James Crosbie Chris Maddocks	TEL:	
JOB TITLE:	Regulatory Services Manager Transport Planning Manager	E-MAIL:	James.Crosbie@reading.gov.uk Chris.Maddocks@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 Following a successful legal challenge from Client Earth, the Government were required to review their draft Air Quality Plan published in 2015, which set out actions to comply with levels of Nitrogen Dioxide in the environment in accordance with EU Directive 2008/50/EC.
- 1.1 The Draft Air Quality Plan 2017 provided more detailed analysis of real world pollution levels, particularly from diesel vehicles following the widely publicised VW emission findings. The principal change to the proposed plan was that DEFRA modelling indicated that more local authority areas would be in breach of Nitrogen Dioxide levels by 2020 and therefore would be non-compliant. Forty areas were named, including Reading. In the Government's technical document which accompanies the consultation, it was indicated that 27 of the 40 areas may need to introduce a Clean Air Zone. Clean Air Zones fall into two categories; Non-charging Clean Air Zones and Charging Clean Air Zones.
- 1.3 This report sets out the Council's response to the draft plan which was submitted on 15 June 2017.

2. RECOMMENDED ACTION

- 2.1 That the Committee notes the response provided to DEFRA on the Government's Draft Air Quality Plan 2017.

3. POLICY CONTEXT

- 3.1 A series of EU directives have placed 'limit values' on harmful air pollution on Member States. The original timeline for compliance with values for Nitrogen Dioxide was 2010, but the Government successfully applied for an extension until 2015. When compliance was not achieved in 2015, proceedings were brought against the

Government, who argued that it was not possible to achieve compliance in five cities until 2020 and in London 2025. This was outlined in the Government's draft Air Quality Plan 2015. This plan was challenged by Client Earth and the European Courts of Justice found in their favour, forcing the UK Government to re-draft the plan.

- 3.2 The new draft plan which was published on 5 May 2017, follows remodelling of potential exceedances of Nitrogen Dioxide across local authorities. The new draft plan names forty local authority areas where significant intervention is likely to be required to bring levels down to meet limit values. Reading and Wokingham are named as an agglomeration, with two areas modelled to require intervention; the IDR between Vastern Road and Caversham Road and Cemetery Junction. Neither of these sites has been shown in local monitoring to exceed limit values and this has been flagged with DEFRA.
- 3.3 As part of the draft plan, the extension of Clean Air Zones to those areas modelled to exceed the limit values has been outlined. Clean Air Zones can be charging and non-charging, but in either case, the Council must demonstrate that the approach will bring Nitrogen Dioxide levels within the limit values within the quickest possible time. The Council must consult on any Clean Air Zone and will require final approval from the Government.
- 3.4 The final plan is due to be published on 16 July 2017 and depending on the outcome of the consultation and funding availability, the next steps for Reading will be to carry out a feasibility study to review the best practicable options.
- 3.5 The introduction of a Clean Air Zone encourages appropriate approaches to traffic management to help reduce pollution both by helping to reduce traffic and/or smooth traffic flow, encourage more active travel and support alternative ways of travel. It can help improve the experience for those cycling and walking, improve journey times and encourage the use of public transport. A Clean Air Zone should be considered alongside traffic management plans and projects including the expected benefits of a work place parking levy. The Council's emerging Local Plan may need to be strengthened in relation to air quality measures to ensure that planning decisions support development which increases air quality.

4. THE CONSULTATION RESPONSE

- 4.1 The Council's response is appended.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The response to the consultation is in line with the Corporate Plan priorities:

- 1. Safeguarding and protecting those that are most vulnerable;
- 2. Keeping the town clean, safe, green and active and
- 3. Providing infrastructure to support the economy

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 The Government opened its consultation on 5 May 2017 and responses are welcomed from any interested party. The council's response to the consultation is based on Officer's professional views on the detail of the draft proposal. Formal community engagement is likely to form part of any proposals to implement the Government's final air quality plan.

7. EQUALITY IMPACT ASSESSMENT

- 7.1 No decision is being made in respect of this report and therefore no Equality Impact Assessment is required.

8. LEGAL IMPLICATIONS

- 8.1 The response to the government's draft Air Quality Plan 2017 has no current legal implications. On publication of the final plan on 16 July 2017, the implications for the council should be clear.

9. FINANCIAL IMPLICATIONS

- 9.1 Whilst the Government have indicated that funds will be made available to local authorities to investigate and implement any necessary schemes, no firm commitment has been made. This is covered in the council's response to the draft plan.

- 9.2 Part IV of the Environment Act 1995 requires local authorities to review air quality in their area and designate air quality management areas if improvements are necessary. There is also a requirement to come up with a local plan for improvements. For the implementation of the action plan, the council can bid for capital grants as and when they become available.

10. BACKGROUND PAPERS

- 10.1 The consultation including technical reports can be found at:

<https://consult.defra.gov.uk/airquality/air-quality-plan-for-tackling-nitrogen-dioxide/>

1. How satisfied are you that the proposed measures set out in this consultation will address the problem of nitrogen dioxide as quickly as possible?

The draft plan devolves the majority of the responsibility for delivering reductions in Nitrogen Dioxide to local authorities and there appears to be limited acceptance that the Government has a significant enabling role. For example, better integrated policy for transport, health, housing and planning; a clear policy on private car emissions; commitments on infrastructure investments around ultra low electric vehicles (ULEVs) to support local delivery and campaigns; national communications and developments of industrial strategies to support technology and skills in the area of low emissions vehicles, monitoring and retrofitting.

Local authorities are restricted by both financial resources and skills to deliver the likely proposals needed to tackle the issue fully. There has been no firm commitment from the Government on the amount of funding available. Without this commitment, local authorities are unable to begin scoping their feasibility studies or procuring the right skill sets to move forward with the work.

Given other local authorities experiences in carrying out feasibility studies, scheme design etc and the time and resource it is taking to deliver (approximately 4 years), the plan does not give those local authorities that have been more recently named as exceeding the limits sufficient time to deliver.

The fact that two different systems are being used to determine the pollution levels is not helpful. Local authorities have accurate monitoring for their areas to determine exceedances and have based their interventions on this data. The modelling undertaken by DEFRA has identified different geographical areas that need mitigation. The two sets of data should be combined to ensure a comprehensive assessment of the areas currently exceeding air pollution limits. If DEFRA's new modelling information is going to be used, work needs to be undertaken collaboratively for local authorities to understand it. This will enable modelling of the reductions likely to be made from specific interventions to be more effective.

2. What do you consider to be the most appropriate way for local authorities in England to determine the arrangements for a Clean Air Zone, and the measures that should apply within it?

Local authorities already have experience of determining arrangements and measures which should apply in areas of exceedances through their Air Quality Management Areas and action plans. The arrangements and measures for a CAZ should be seen as complimentary and if correctly resourced will allow a more targeted approach to tackling NO₂ reduction. As detailed in the plan, it would be essential to carry out feasibility studies, so that the most effective and expedient measures that could apply are fully considered. For this to work, local authorities have to understand/have access to DEFRA's modelling information and an indication of future policies that are likely to affect decision making around the feasibility.

What factors should local authorities consider when assessing impacts on businesses?

Experiences from other local authorities working with businesses indicate that they want to play a part in improving air quality, but this needs to be balanced against some economic benefit. Consideration needs to be given to what national incentives are going to be offered by the government to businesses to move them towards ULEVs. This will feed into any feasibility which the local authority conducts. Thought also needs to be given to local risks around chargeable schemes which result in businesses seeking to relocate or their customers going, for example, to the another town to avoid any chargeable scheme.

3. How can Government best target any funding to support local communities to cut air pollution? What options should the Government consider further, and what criteria should it use to assess them?

The competitive element to grant funding needs to be considered more carefully, given local authority resource limitations and the need to move forward with the work. Significant consideration needs to be given to the immediate funding of the feasibility work that local authorities need to undertake. Consideration also needs to be given to the following:

- National procurement to reduce individual local authority costs.
- Provide national planning guidance to ensure consistency for developers in scheme design and mitigation.
- Provide a national model around taxi/public vehicle emissions which will reduce cross boundary pollution issues (displacement).
- National campaign for modal shift.
- Improve safety and accessibility for public transport, walking and cycling and investing in local infrastructure to provide attractive alternatives to the private car.
- Approved retrofitting companies with certification - without this cannot be insured/ MOT.

The criteria which needs to be considered includes:

- Those proposal that deliver the greatest impact
- That have the quickest impact on levels and
- are in areas that show the measures will bring below the objectives in the quickest time possible

When supporting measures DEFRA should take into account areas that local authorities have identified as a priority as these in some instances differ to those identified by DEFRA modelling. Assessments on the local scale have used real time data and taken place over a number of years. To ensure measures implemented to tackle the NO₂ exceedances the feasibility studies should complement the modelling projecting levels into 2020. Measures that tackle both areas should get more support.

If DEFRA were to review the outcomes to all the feasibility studies it is likely there would be a common theme in the measures required to improve air quality and this could be rolled out with targeted support and guidance.

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Are there other measures which could be implemented at a local level, represent value for money, and that could have a direct and rapid impact on air quality? Examples could include targeted investment in local infrastructure projects.

It will be important that a holistic approach is taken to improving local air quality which must include significant investment in sustainable transport alternatives to the private car. We have a comprehensive strategy in Reading to deliver substantial improvements in public transport, walking and cycling infrastructure to reduce congestion and improve air quality, while at the same time accommodating sustainable economic growth and enabling housing delivery. Examples of measures which would help to achieve these objectives include investment in park & ride facilities, Mass Rapid Transit bus priority routes on the main transport corridors, and infrastructure enhancements to local walking and cycling networks. These measures would represent value for money and would have a direct impact on air quality by encouraging use of sustainable transport and active travel and therefore reducing emissions from private cars, particularly if combined with complementary measures such as a Clean Air Zone and/or Workplace Parking Levy which cannot be viewed in isolation.

The implementation of these measures will require the provision of capital funding from central Government specifically targeted at improving air quality. Existing devolved funding sources will not be sufficient as they have a greater focus on economic growth, and there are many competing demands for capital funding raised locally including for instance much needed investment in schools.

Targeted capital investment in local infrastructure projects including electric charging, hydrogen fuel, LPG and Autogas would help to establish a range of infrastructure to support a local ULEV strategy.

Investment in the railway infrastructure, including rolling stock would also help deliver local air quality improvements, associated with both the idling of diesel trains in the depot and the station. There is currently no clear commitment on the percentage of diesel stock reduction to be made or timescales for completion of the electrification project.

How can Government best target any funding to mitigate the impact of certain measures to improve air quality, on local businesses, residents and those travelling into towns and cities to work? Examples could include targeted scrappage schemes, for both cars and vans, as well as support for retrofitting initiatives.

- Encourage business collaboration to develop consolidation centres to reduce numbers of light and heavy vehicles operating in town centres.
- Further fund its low emission bus grants to help companies to continue to develop their fleet.
- Develop a targeted taxi scheme which would cover private hire and hackney carriages which benefited all areas, not just initially targeted at London.
- Support local transport investment scheme to help control pinch points and congestion.
- Incentivise low emission vehicle take up, through the development of sustainable infrastructure e.g. solar powered electric infrastructure.

Classification: OFFICIAL

Classification: OFFICIAL

- Retrofitting initiatives which extend beyond public transport to vehicles for personal use or car clubs.
- Charging points? Funding to deliver a network including points at private businesses?

How could mitigation schemes be designed in order to maximise value for money, target support where it is most needed, reduce complexity and minimise scope for fraud?

- Accreditation of retrofitters to ensure that they deliver claims.
 - National schemes which can be delivered at scale rather than local which need significant investment to set up.
4. How best can governments work with local communities to monitor local interventions and evaluate their impact?

The government needs a clear set of standards from which to evaluate the reductions in NO₂. An evidence based approach such as the annual status report should be considered to ensure that there is no extra burden on LA's. Projects should have inbuilt monitoring where possible so effectiveness can be measured. Monitoring does take a long time to be able to accurately determine trends, so this is not always possible. Seasonal variation and annual variance all play a part.

5. Which vehicles should be prioritised for government-funded retrofit schemes?

Without conducting the feasibility study, it is impossible to say which vehicles need to be prioritised within the local area, however the draft plan does identify the relevant vehicles which need to be part of a funded retrofit scheme. Consideration needs to also be given to supporting local authorities with the relevant infrastructure.

6. What type of environmental and other information should be made available to help consumers choose which cars to buy?

Real life on road emissions, amount of tax of the vehicle, actual monthly cost of a vehicle depending on use - town or long distance/both. If there are charging schemes across the country people need to know if this vehicle will comply with these schemes. National database of charging schemes/ compliance would be essential. As far as possible future proof the purchase so 5 year cost plan.

7. How could the Government further support innovative technological solutions and localised measures to improve air quality?

Consideration needs to be given to the skills economy nationally and locally to ensure that businesses and the general public have access to local companies who can undertake accredited retrofitting work and carry out repairs. Support for businesses and local authorities needs to be provided to pay for testing innovative solutions to determine real world performance.

8. Do you have any other comments on the draft UK Air Quality Plan for tackling nitrogen dioxide?

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Classification: OFFICIAL

- Poor air quality does not have boundaries and national policies need to support local implementation.
- Collaborative working across administrative boundaries needs to be considered. Local authorities need to work together and not against each other where the issue crosses boundaries.
- The impact of infrastructure controlled by Highways England needs to be given greater consideration. Delays and blockages associated with the M4 for example lead to high volumes of traffic passing through the town.
- Delays to electrification of the railways needs to be included in DEFRA's assessments, as old polluting diesels continue to idle and run through the local authority area.
- Whilst the government have been challenged on the Directive in relation to reducing NO₂, there is an opportunity to also manage particulate matter which is the cause of more deaths than NO₂.

READING BOROUGH COUNCIL
REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT PLANNING AND TRANSPORT COMMITTEE		
DATE:	3 JULY 2017	AGENDA ITEM:	8
TITLE:	MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	CRIS BUTLER	TEL:	0118 937 2068
JOB TITLE:	ACTING HEAD OF TRANSPORTATION & STREETCARE	E-MAIL:	cris.butler@reading.gov.uk

1. EXECUTIVE SUMMARY

1.1 This report provides an update on the current major transport and highways projects in Reading, namely:

- Reading Station Area Redevelopment (Cow Lane bridges)
- Thames Valley Berkshire Growth Deal Schemes - Green Park Station, Southern and Eastern Mass Rapid Transit, TVP Park & Ride and National Cycle Network Route 422
- Other Schemes - Reading West Station upgrade and Third Thames Bridge

1.2 This report also advises of any future key programme dates associated with the schemes.

2. RECOMMENDED ACTION

2.1 That the Committee note the report.

3. POLICY CONTEXT

3.1 To secure the most effective use of resources in the delivery of high quality, best value public service.

4. THE PROPOSAL

Reading Station

Cow Lane Bridges - Highway Works

- 4.1 As reported previously to this Committee, Network Rail identified some potential issues with the overall cost profile to deliver the Cow Lane highway project, and they discovered some potential design issues with existing utility services in the road. As a reminder to the Committee, the original cost estimates to deliver the scheme were based on utilising Network Rail's existing contractor responsible for the viaduct, who were already mobilised between the two bridges. Unfortunately, the CPO process delayed the proposed programme, and this contractor has since left site.
- 4.2 Network Rail have completed a value engineering exercise alongside a main contractor in order to identify potential cost savings by redesigning and reducing the scope of certain elements of the project. The Council has been involved in the review primarily to ensure the essential elements of the scheme are retained (such as the new footway on the east side of the southern bridge).
- 4.3 The value engineering exercise identified some potential areas where the overall project scope can be reduced without affecting the overall project objectives. The main points to note relate to the pedestrian facilities to cross the road between both bridges and a subsequent new layout to include a zebra crossing (instead of a pedestrian refuge), and a request by Network Rail to close Cow Lane throughout the duration of the works, which has since been rejected by the Council.
- 4.4 Network Rail confirmed in December 2016 that they are required to carry out a full procurement process in order to identify a suitable contractor to construct the scheme. Tenders have been received by a number of bidders and are in the process of being assessed. Upon completion of that process and award of tender Network Rail will be in a position to confirm the overall programme. The outcome for the award of tender is anticipated by the end of July 2017 with an anticipated start on site for works in September, after the Reading Festival. Officers have initiated dialogue with Network Rail regarding traffic management requirements for the scheme, including for demolition of the old railway bridge, with the objective of minimising disruption to the travelling public for the duration of the works.
- 4.5 Officers will continue to update Members on the latest position with this scheme.

Thames Valley Berkshire Growth Deal Schemes

Green Park Station

- 4.6 Reading Green Park Station is a proposed new railway station on the Reading to Basingstoke line. The station and multi-modal interchange would significantly improve accessibility and connectivity to this area of south Reading which has large-scale development proposed including the expansion of Green Park Business Park, Green Park Village residential development and the Royal Elm Park mixed use development.
- 4.7 The scheme was granted financial approval by the Berkshire Local Transport Body in November 2014. Design work for the station is being progressed in partnership with Network Rail and Great Western Railway (GWR) to ensure the station complies with the latest railway standards. Design work for the multi-modal interchange and surface level car park is being progressed in parallel with the station design work.
- 4.8 It was agreed by the Berkshire Local Transport Body in July that an additional £2.75m funding from the LEP's unallocated capital pot should be allocated to Green Park Station. This will ensure that passenger facilities at the station can be enhanced in line with the increased anticipated demand for the station due to the level of proposed development in the surrounding area.
- 4.9 A bid has been submitted to the New Stations Fund for £2.8m additional funding, which if successful would further improve passenger facilities at the station. A decision on this proposal has been delayed and is now anticipated after the General Election.
- 4.10 The programme for station opening in December 2018 is currently being reviewed in partnership with Network Rail and GWR due to delays in the design work to date which is being undertaken by Network Rail.

South Reading Mass Rapid Transit

- 4.11 South Reading Mass Rapid Transit (MRT) is a series of bus priority measures on the A33 corridor between Mere Oak Park & Ride and Reading town centre. The scheme will reduce congestion and journey times, improving public transport reliability on the main growth corridor into Reading. Any proposal will not reduce existing highway capacity along the A33 as the scheme will create additional capacity for public transport.
- 4.12 Phases 1 & 2 of the scheme, from M4 J11 to Island Road, were granted full funding approval from the Berkshire Local Transport Body in November 2015. Construction of Phase 1A was completed in December 2016. This initial phase of works involved construction of a series of bus lanes between the A33 junction with Imperial Way and the existing bus priority provided through M4 Junction 11. The scheme is achieved predominantly by utilising space in the central reservations and realigning existing lanes where required.

- 4.13 Construction works for Phase 1B and 2 of the scheme commenced on-site in April 2017 and good progress is being made to date. This involves the creation of outbound bus lanes between the junctions with Lindisfarne Way (Kennet Island) and Imperial Way, linking to the Phase 1A scheme. Off-peak land closures will be required to facilitate construction works which are scheduled to be completed in November 2017.
- 4.14 Phases 3 and 4 of the scheme, between Rose Kiln Lane and Longwater Avenue, were granted programme entry status by the Berkshire Local Transport Body (BLTB) in March and the full business case is due to be submitted to the BLTB in November to seek financial approval for the scheme.

TVP Park & Ride and East Reading Mass Rapid Transit

- 4.15 Thames Valley Park (TVP) Park & Ride is a proposed park & ride facility off the A3290 being led by Wokingham Borough Council. East Reading Mass Rapid Transit (MRT) is a proposed public transport, walking and cycle link between central Reading and the TVP park & ride site, running parallel to the Great Western mainline, being led by Reading Borough Council. Both schemes were granted programme entry status by the BLTB in July 2014.
- 4.16 A consultation was undertaken by Wokingham Borough Council during November 2015 regarding the TVP park & ride proposals, and planning permission was granted by Wokingham Borough Council in November 2016.
- 4.17 A consultation for the MRT scheme was undertaken during July 2016, including a public drop-in session which took place on Tuesday 19th July between 13.00 and 19.00 at the Waterside Centre in Thames Valley Park. The exhibition was also on display at the Civic Offices and feedback has been incorporated into the scheme design. Submission of the planning application is due at the end of June 2017.
- 4.18 Preparation of the full scheme business case for the MRT scheme is being progressed and the assessment is anticipated to be submitted to the Berkshire Local Transport Body in July 2017 to seek full financial approval for the MRT scheme. This is subject to the outcome of the independent assessment of the business case by the LEP and their assessors.

National Cycle Network Route 422

- 4.19 National Cycle Network (NCN) Route 422 is a proposed cross-Berkshire cycle route between Newbury and Windsor. The route would provide an enhanced east-west cycle facility through Reading, linking to existing cycle routes to the north and south of the borough. The scheme was granted full funding approval from the Berkshire Local Transport Body in November 2015.

- 4.20 Preferred option development has been undertaken and detailed design for Phase 1 of the scheme is complete, which is the provision of a shared path on the northern side of the Bath Road between the Borough boundary and Berkeley Avenue. The first phase of works commenced in February 2017 which are progressing well, including construction of raised tables at Southcote Road and Honey End Lane which have been completed.
- 4.21 Concept design options for the remaining phases of the scheme, through the town centre and to east Reading, are currently being developed in consultation with local interest groups and Ward Councillors.

Other Schemes

Reading West Station Upgrade

- 4.22 The Council has been working with Great Western Railway and Network Rail to produce a Masterplan for significantly improved passenger facilities at Reading West Station. The proposals include accessibility improvements including lift access to the platforms from the Oxford Road and enhancements to the path from the Tilehurst Road; provision of a station building on the Oxford Road and associated interchange enhancements such as increased cycle parking; improvements within the station itself including wider platforms, longer canopies, enhanced lighting and CCTV coverage; and improvements to the entrance from Tilehurst Road including provision of a gateline and ticket machines.
- 4.23 Delivery of the scheme is split into two distinct phases, with Network Rail due to implement Phase 1 as part of their wider programme of works for electrification of the line between Southcote Junction and Newbury.
- 4.24 Unfortunately, the bid to the Local Growth Fund to support Phase 2 of the scheme was unsuccessful. Therefore, at this time, the Council will continue to explore other potential funding sources alongside Network Rail and GWR.

Third Thames Bridge

- 4.25 A Third Thames Bridge over the River Thames is a longstanding element of Reading's transport strategy to improve travel options throughout the wider area. A group has been established to investigate the traffic implications and prepare an outline business case for the proposed bridge, led by Wokingham Borough Council and in partnership with Reading Borough Council, South Oxfordshire District Council, Oxfordshire County Council, Thames Valley Berkshire LEP and Oxfordshire LEP.
- 4.26 Production of the outline strategic business case for the scheme is being led by Wokingham Borough Council on behalf of the Cross Thames Travel Group. Unfortunately, the bid to DfT for funding to produce the full business case was not successful. Therefore, options to progress the development of the scheme are currently being investigated by the joint group.

4.27 Members are asked to note the contents of this report.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The delivery of the projects outlined in this report help to deliver the following Corporate Plan Service Priorities:

- Keeping the town clean, safe, green and active.
- Providing infrastructure to support the economy.

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 The projects have and will be communicated to the local community through local exhibitions and Council meetings.

7. LEGAL IMPLICATIONS

7.1 None relating to this report.

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 At the relevant time, the Council will carry out an equality impact assessment scoping exercise on all projects.

9. FINANCIAL IMPLICATIONS

9.1 None relating to this report.

10. BACKGROUND PAPERS

10.1 Traffic Management Sub-Committee and Strategic Environment, Planning and Transport Committee reports.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT PLANNING AND TRANSPORT COMMITTEE		
DATE:	3 July 2017	AGENDA ITEM:	9
TITLE:	MAJOR & MINOR ROADS CARRIAGEWAY RESURFACING CONTRACT 2017 / 2018: SPEND APPROVAL AND DELEGATED AUTHORITY FOR CONTRACT AWARD		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	SAM SHEAN	TEL:	0118 9372138
JOB TITLE:	STREETCARE SERVICES MANAGER	E-MAIL:	sam.shean@reading.gov.uk

1. PURPOSE OF THE REPORT AND EXECUTIVE SUMMARY

- 1.1 The purpose of the report is to inform Councillors of the procurement process for the Major & Minor Roads Carriageway Resurfacing Contract 2017/2018 and to seek spend approval and delegated authority to enter into a contract with the successful tenderer after the tendering process in accordance with the Public Contracts Regulations 2015.

2. RECOMMENDED ACTION

- 2.1 That the Strategic Environment Planning & Transport Committee provides spend approval for the Major & Minor Roads Carriageway Resurfacing Contract 2017/2018.
- 2.2 That delegated authority is given to the Head of Transportation & Streetcare in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, the Head of Legal & Democratic Services and the Head of Finance to enter into a contract with the successful tenderer for the Major & Minor Roads Carriageway Resurfacing Contract 2017/2018.

3. POLICY CONTEXT

- 3.1 To secure the most effective use of resources in the delivery of high quality, best value public service.
- 3.2 To make travel more secure, safe and comfortable for all users of the public highway.
- 3.3 To provide a public highway network as safe as reasonably practical having due regard to financial constraints and statutory duties.

4. THE PROPOSAL

- 4.1 The Council as the Local Highway Authority has a statutory duty under the Highways Act 1980 to maintain the public highway network.
- 4.2 Each summer, as part of its highway maintenance programme, the Council enters into a contract with a suitable contractor for the maintenance of Major & Minor Road Carriageways within the Borough.
- 4.3 The contract works involve the planing (surface course removal) and relaying of the carriageway surface on the main roads within Reading Borough ('A, B and C' Classified roads).
- 4.3 This contract is tendered on an annual basis with the majority of the work carried out during the summer months, utilising the school summer holidays to reduce traffic disruption.
- 4.4 The contract is Grant funded from the Capital Local Transport Plan Award for 2017/2018. Spend approval for the LTP Bridges & Carriageway three financial year award commencing 2016/17 through to 2018/2019 has been granted following a report to Full Council on 24th February 2015.
- 4.5 The proposed Major & Minor Roads Carriageway Resurfacing 2017/2018 scheme list was approved at Traffic Management Sub-Committee on 9th March 2017.
- 4.6 Specific scheme approval and delegation is required to enter into a contract with the successful contractor who submits the most economically advantageous tender following the tender process for each contract.
- 4.7 The proposal is to tender for a contract with works scheduled to take place during the summer of 2017.

Procurement

- 4.6 In accordance with the Council's Contract Procedure Rules and the principles of the Open Procedure in accordance with the Public Contract Regulations 2015 ("the Regulations") a single stage open procurement process has been

undertaken to appoint a contractor to deliver the Major & Minor Roads Carriageway Resurfacing Contract 2017/2018.

4.7 In accordance with the Council Contract Procedure Rules, the opportunity was advertised on the Council's electronic tendering portal as well as via 'Contracts Finder'.

4.8 It is intended to enter into a contract based upon the most economically advantageous tender in accordance with the criteria stated within the specification.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The Highway Maintenance Update and Programme 2017/2018 will contribute to the Council's Corporate Plan 2016 - 2019 objectives of:

- Keeping the town clean, safe, green and active
- Providing infrastructure to support the economy
- Remaining financially sustainable to deliver these service priorities

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 The approved Major & Minor Roads Carriageway Resurfacing Contract 2017/2018 Committee report was released into the public domain in the lead up to the meeting.

6.2 The approved Highway Maintenance Capital Programme report to Traffic Management Sub-Committee has been published in advance of the 9th March 2017 Committee meeting.

7. EQUALITY IMPACT ASSESSMENT

7.1 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.

7.2 The Highway Maintenance Programme 2017/2018 consists of improvement work to the Council's existing public highway network. There is no overall change to service delivery at this time. Should any future updates/amendments be required, which result in service delivery changes, an equality impact assessment will be carried out.

8. LEGAL IMPLICATIONS

- 8.1 It will be necessary to enter into a contract with the successful tenderer.
- 8.2 The tender process is being undertaken in accordance with the Council's Contract Procedure Rules and the principles of the Open Procedure in accordance with the Public Contract Regulations 2015 and it is intended to enter into a contract based upon the most economically advantageous tender.
- 8.3 Reading Borough Council, as Highway Authority, has a duty under the Highways Act 1980 to maintain the public highway.

9. FINANCIAL IMPLICATIONS

- 9.1 The costs associated with the Major & Minor Roads Carriageway Resurfacing Contract 2017/2018 will be met from the Transportation and Streetcare Capital LTP Grant funded budget.

10. BACKGROUND PAPERS

- 10.1 Council Budget Report 24th February 2015
- 10.2 Traffic Management Sub-Committee report 9th March 2017

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT PLANNING AND TRANSPORT COMMITTEE		
DATE:	3 July 2017	AGENDA ITEM:	10
TITLE:	MINOR ROADS SURFACING CONTRACT 2017 / 2018: SPEND APPROVAL AND DELEGATED AUTHORITY FOR CONTRACT AWARD		
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1. PURPOSE OF THE REPORT AND EXECUTIVE SUMMARY

- 1.1 The purpose of the report is to inform Councillors of the procurement process for the Minor Roads Surfacing Contract 2017/2018 and to seek spend approval and delegated authority to enter into a contract with the successful tenderer after the tendering process in accordance with the Public Contracts Regulations 2015.

2. RECOMMENDED ACTION

- 2.1 That the Strategic Environment Planning & Transport Committee provides spend approval for the Minor Roads Surfacing Contract 2017/2018.
- 2.2 That delegated authority is given to the Head of Transportation & Streetcare in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, the Head of Legal & Democratic Services and the Head of Finance to enter into a contract with the successful tenderer for the Minor Roads Surfacing Contract 2017/2018.

3. POLICY CONTEXT

- 3.1 To secure the most effective use of resources in the delivery of high quality, best value public service.
- 3.2 To make travel more secure, safe and comfortable for all users of the public highway.

- 3.3 To provide a public highway network as safe as reasonably practical having due regard to financial constraints and statutory duties.

4. THE PROPOSAL

- 4.1 The Council as the Local Highway Authority has a statutory duty under the Highways Act 1980 to maintain the public highway network.
- 4.2 Each autumn, as part of its highway maintenance programme, the Council enters into a contract with a suitable contractor for the maintenance of Minor Roads within the Borough.
- 4.3 The contract works involve the laying of a Micro-Asphalt material on top of the existing carriageway surface on the minor roads within the Borough ('C' Classified roads and the Unclassified residential roads).
- 4.3 This contract is tendered on an annual basis with the majority of the work carried out during the autumn months, utilising cooler weather and part of the autumn school half term to reduce traffic disruption.
- 4.4 The contract is Grant funded from the Capital Local Transport Plan Award for 2017/2018. Spend approval for the LTP Bridges & Carriageway three financial year award commencing 2016/17 through to 2018/2019 has been granted following a report to full Council on 24th February 2015.
- 4.5 The proposed Minor Roads Surfacing scheme list was approved at Traffic Management Sub-Committee on 9th March 2017.
- 4.5 Specific scheme approval and delegation is required to enter into a contract with the successful contractor who submits the most economically advantageous tender following the tender process for each contract.
- 4.4 The proposal is to tender for a contract with works scheduled to take place during the autumn of 2017.

Procurement

- 4.6 In accordance with the Council's Contract Procedure Rules and the principles of the Open Procedure in accordance with the Public Contract Regulations 2015 ("the Regulations") a single stage open procurement process is being undertaken to appoint a contractor to deliver the Minor Roads Surfacing Contract 2017/2018.
- 4.7 In accordance with the Council Contract Procedure Rules, the opportunity was advertised on the Council's electronic tendering portal as well as via 'Contracts Finder'.

- 4.8 It is intended to enter into a contract based upon the most economically advantageous tender in accordance with the criteria stated within the specification.
5. CONTRIBUTION TO STRATEGIC AIMS
- 5.1 The Highway Maintenance Update and Programme 2017/2018 will contribute to the Council's Corporate Plan 2016 - 2019 objectives of:
- Keeping the town clean, safe, green and active
 - Providing infrastructure to support the economy
 - Remaining financially sustainable to deliver these service priorities
6. COMMUNITY ENGAGEMENT AND INFORMATION
- 6.1 The approved Minor Roads Surfacing Contract 2017/ 2018 Committee report was released into the public domain in the lead up to the meeting.
- 6.2 The approved Highway Maintenance Capital Programme report to Traffic Management Sub-Committee has been published in advance of the 9th March 2017 Committee meeting.
7. EQUALITY IMPACT ASSESSMENT
- 7.1 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.
- 7.2 The Highway Maintenance Programme 2017/2018 consists of improvement work to the Council's existing public highway network. There is no overall change to service delivery at this time. Should any future updates/amendments be required, which result in service delivery changes, an equality impact assessment will be carried out.
8. LEGAL IMPLICATIONS
- 8.1 It will be necessary to enter into a contract with the successful tenderer.
- 8.2 The tender process is being undertaken in accordance with the Council's Contract Procedure Rules and the principles of the Open Procedure in accordance with the Public Contract Regulations 2015 and it is intended to enter into a contract based upon the most economically advantageous tender.

8.3 Reading Borough Council, as Highway Authority, has a duty under the Highways Act 1980 to maintain the public highway.

9. FINANCIAL IMPLICATIONS

9.1 The costs associated with the Minor Roads Surfacing Contract 2017 /2018 will be met from the Transportation and Streetcare Capital LTP Grant funded budget.

10. BACKGROUND PAPERS

10.1 Council Budget Report 24th February 2015

10.2 Traffic Management Sub-Committee report 9th March 2017