

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

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9 March 2018

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**NOTICE OF MEETING -STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE -
19 MARCH 2018**

A meeting of the Strategic Environment, Planning and Transport Committee will be held on Monday 19 March 2018 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 22 NOVEMBER 2017		1
3. MINUTES OF THE MEETING OF THE TRAFFIC MANAGEMENT SUB-COMMITTEE HELD ON 11 JANUARY 2018		11
4. MINUTES OF OTHER BODIES		
(A) JOINT WASTE DISPOSAL BOARD: 13 OCTOBER 2017		25

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5.	PETITIONS 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		-
6.	QUESTIONS FROM COUNCILLORS AND MEMBERS OF THE PUBLIC 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.		-
7.	DECISION BOOK REFERENCES 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.		-
8.	PRESENTATION: READING PATHWAY TO ZERO CARBON 2050 A presentation on Reading Pathway to Zero Carbon 2050.	BOROUGHWIDE	-
9.	READING’S CLIMATE CHANGE STRATEGY 2013-2020; PERFORMANCE REPORT 2017/18 A report providing the Committee with an outline of the progress made to date on the delivery of Reading’s Climate Change Strategy, the progress against the Borough emissions target and also setting out the scale of the challenge to become 100% clean energy by 2050.	BOROUGHWIDE	30
10.	AIR QUALITY A report providing a response to the Reading Friends of the Earth petition and further updates on air quality matters following a successful court challenge to the Government’s approach to tackling nitrogen dioxide levels.	BOROUGHWIDE	105
11.	HEATHROW EXPANSION AND AIRSPACE PRINCIPLES CONSULTATION - COUNCIL RESPONSE A report providing the Committee with a summary of the current consultation being undertaken by Heathrow regarding the emerging proposals and options for expanding the airport, and providing a draft Council response to the consultation.	BOROUGHWIDE	110

12. ALLOCATION OF S106 FUNDING FOR TRANSPORT SCHEMES 2018-2020	BOROUGHWIDE	122
A report setting out the request for spending approval for new Transport capital projects starting in 2018 to the value of £8,887,840.61.		
13. LOCL TRANSPORT PLAN IMPLEMENTATION PLAN 2018/19	BOROUGHWIDE	132
A report providing the Committee with the Local Transport Plan Implementation Plan that sets out the Council's three year rolling delivery programme covering the period 2018/19 to 2020/21, delivery highlights from 2017/18 and incorporating progress against delivering the Cycling Strategy 2014.		
14. TRAFFIC SIGNALS MAINTENANCE CONTRACT -JOINT ARRANGEMENT & DELEGATED CONTRACT AWARD AUTHORITY	BOROUGHWIDE	139
A report informing the Committee of the ongoing procurement process for a county wide Traffic Signals Maintenance Contract to be implemented in Summer/Autumn 2018.		
15. HIGHWAY MAINTENANCE UPDATE 2017/2018 AND PROPOSED PROGRAMME 2018/2019	BOROUGHWIDE	144
A report providing the Committee with an update on the 2017/2018 Highway Maintenance Programme, informing the Committee of the £1.361 Million Highway Maintenance 2018/2019 Award from the Local Transport Block Funding settlement and outlining the proposed Highway Maintenance 2018/2019 works programme and spend allocation.		
16. HIGHWAY ASSET MANAGEMENT & HIGHWAY MAINTENANCE CODE OF PRACTICE	BOROUGHWIDE	160
A report providing the Committee with an update on progress of the implementation of Highway Asset Management systems and the adoption of Well Managed Highway Infrastructure: A Code of Practice and clarifying the definition of highway defects and how they are managed.		
17. MAJOR TRANSPORT AND HIGHWAY PROJECTS - UPDATE	BOROUGHWIDE	167
A report providing the Committee with an update on the current major transport and highways projects in Reading.		

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STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE
22 NOVEMBER 2017

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

Apologies: Councillors McDonald and Rodda.

9. MINUTES

The Minutes of the meeting held on 3 July 2017 were confirmed as a correct record and signed by the Chair.

10. MINUTES OF THE TRAFFIC MANAGEMENT SUB-COMMITTEE

The Minutes of the meetings of Traffic Management Sub-Committee held on 14 June and 13 September 2017 were received.

11. MINUTES OF OTHER BODIES

The Minutes of the meeting of the Joint Waste Disposal Board of 7 July 2017 were submitted.

Resolved - That the Minutes be noted.

12. PETITIONS

Enrico Petrucco presented a petition on behalf of Reading Friends of the Earth, in the following terms:

"I call for a new air quality action plan to be put in place by 2018 with the necessary resources to cut all pollutant levels to below World Health Organisation guidelines by 2020."

In response Councillor Page, Lead Councillor for Strategic Environment, Planning and Transport, thanked the petitioners and advised that the Council would take account of the points made. He hoped that officers would be able to bring forward a report to the Committee during 2018 once further details had been received from the Government including what assistance they might make available to support introduction of a Clean Air Zone and associated measures to improve air quality.

13. QUESTIONS FROM COUNCILLORS AND MEMBERS OF THE PUBLIC

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

Questioner	Subject
Councillor McGonigle	Charging points for electric powered vehicles
Tom Robinson	Reading Cycle Network Maps

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

14. PRE-SUBMISSION DRAFT LOCAL PLAN

The Director of Environment and Neighbourhood Services submitted a report seeking the Committee's approval to undertake community involvement on a Pre-Submission 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 Committee noted that the Local Plan had been considered at two previous stages, the Issues and Options Document in November 2015 and April 2016 (Minutes 22 and 34 refer respectively) and the full Draft Local Plan which had been considered at the 4 April meeting and consulted on in May and June 2017 (Minute 26 refers).

The report provided a summary of the approximately 150 responses which had been received to the consultation. The report explained that, with the Committee's approval, further community involvement would be undertaken, and, subject to any further minor changes that did not affect the overall policy direction, the Local Plan would be submitted to the Secretary of State for public examination.

The Pre-Submission Draft Local Plan was attached as Appendix 1 to the report. The Draft Proposals Map was attached as Appendix 2 to the report.

The report listed the main changes made to the draft, mostly made in response to comments received during the consultation, which included:

- An increase in the overall number of houses planned for, from 658 per year to 671 per year
- A new policy on noise generating equipment
- Changes to the Heritage section to take account of a significant number of comments received
- A new policy on build-to-rent housing schemes
- Clarification on how zero carbon homes would be implemented for new developments
- Clarification on the education requirements associated with the proposed levels of growth
- Changes to respond to concerns about air quality, including provision for electric vehicle charging
- Extension of the site at Napier Court to take in a new parcel of land owned by Network Rail which might become available during the Plan period
- A policy on potential traveller transit provision on Cow Lane as a result of a recent consultation which would be fully reported to Policy Committee in the new year.

The Committee noted that subject to its approval, consultation was scheduled to commence on 30 November and would end on 26 January 2018.

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At the invitation of the Chair, Karen Rowland addressed the Committee on behalf of the Conservation Area Advisory Committee.

Resolved -

- (1) That the Pre-Submission Draft Local Plan (Appendix 1 of the report) and Pre-Submission Draft Proposals Map (Appendix 2 of the report) be approved;
- (2) That community involvement on the pre-Submission Draft Local Plan, Proposals Map 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 Pre-Submission Draft Local Plan and Proposals Map in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, prior to community involvement;
- (4) That the Pre-Submission Draft Local Plan and Proposals Map be authorised for submission to the Secretary of State should no significant issues arise during community involvement that would necessitate a substantive change to the document;
- (5) That the Head of Planning, Development and Regulatory Services be authorised to make any minor amendments necessary to the Pre-Submission Draft Local Plan and Proposals Map that do not alter the policy direction, in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, prior to their submission to the Secretary of State and prior to the consequent Public Examination of the Document.

(Councillor Vickers declared a non-pecuniary interest in this item. Nature of interest: Councillor Vickers is a Trustee of Tilehurst Poor's Land Charity)

15. PLANING AND COMPULSORY PURCHASE ACT 2004 - BROWNFIELD LAND REGISTER

The Director of Environment and Neighbourhood Services submitted a report setting out new requirements placed on local authorities under the Town and Country Planning (Brownfield Land Register) Regulations 2017. The regulations required the publication on the Council's website of a Register of all previously developed ('brownfield') housing sites of 0.25ha, or capable of accommodating at least five dwellings. This was required to be published by the end of 2017. The report outlined the requirements of the regulations and detailed how officers intended to respond to these in 2017 and in future years.

The report explained that the register was in two distinct parts. Part one of the register was a list of all suitable sites, i.e. those with planning permission, those allocated in development plans and those considered to be suitable in assessments supporting the Local Plan. The second part was a list of those sites from part one

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that had received 'permission in principle' - a new form of planning permission introduced in 2017 which could either be applied for or conferred by the planning authority. The act of listing a site in part two of the register had the effect of conferring permission in principle, which would be followed by a technical details stage. Since inclusion within Part 2 essentially granted permission, a number of consultation and notification stages were associated with placing a site in Part 2 of the register.

Local authorities had been encouraged by DCLG to keep the register as simple as possible and accordingly, since there appeared to be no repercussions for local authorities if they did not put any sites in Part 2, the report proposed that the register prepared by the end of 2017 should only include sites within Part 1.

Resolved -

- (1) That the requirements under the Town and Country Planning (Brownfield Land Register) Regulations 2017, to publish a register of brownfield housing sites within their area of 0.25ha or above, or capable of accommodating at least five dwellings, be noted;
- (2) That the register to be published in 2017, and in subsequent years, be agreed by the Head of Planning Development and Regulatory Services in consultation with the Lead Councillor for Strategic Environment Planning and Transport.

16. VEHICLE IDLING REVIEW AFTER ONE YEAR

The Committee received a presentation by Ross Jarvis, Senior Technical Officer and Catherine Lewis, Environmental Protection and Nuisance Manager, regarding the vehicle idling campaign.

The presentation informed the Committee of progress made with vehicle idling and plans to take the campaign forward in the coming year. Awareness raising activities and had taken place with schools in the Borough including a competition to design signs to put up around the Town centre and school sites, where idling was a problem. Taxi drivers had signed-up to a voluntary agreement to avoid idling and Licensing officers had been speaking to idling taxi drivers to challenge non-compliance.

An idling action campaign, supported by Green Gumption, would initially focus on changing driver behaviour. The campaign would involve recruiting a team of volunteers to act as clean air champions to run a series of awareness-raising events across the Borough.

It was noted that officers had powers to issue fixed penalty notices in cases of persistent idling and although it had been the approach so far not to issue notices, those powers would be used in future and enforcement officers had been trained in how to issue fixed penalty notices for idling where drivers failed to comply.

A copy of the presentation was made available on the Council's website.

Resolved - That the presentation be noted.

17. AIR QUALITY PLAN 2017

Further to the report on the Government's proposals for reducing Nitrogen Dioxide, considered by the Committee on 3 July 2017 (Minute 5 refers), the Director of Environment and Neighbourhood Services submitted a report providing an update on the Air Quality Plan for nitrogen dioxide and its impact on Reading, the recently published Clean Growth Plan and next steps to improve air quality.

The report explained that the draft plan to tackle Nitrogen Dioxide (NO₂) had been published on 5 May 2017 following a challenge at the European Courts to the 2015 plan by Client Earth, an environmental lobbying group. The draft plan had remodelled where acceptable levels of NO₂ might be exceeded and concluded that significant intervention was likely to be required in 40 local authority areas including Reading and Wokingham. The Committee had agreed the Council's response to the draft plan on 3 July 2017 (Minute 5 refers).

The report stated that the new Air Quality plan had remodeled the air quality data using more up to date figures. Due to the remodeling, Reading was no longer required to prepare an action plan as the new data indicated that the town would meet legal requirements by 2020. The report explained that the modelling indicated that Reading met the legal requirement by a marginal 'pass', which without continued action under the Air Quality Action Plan, could still result in the Council having to take action.

The report also provided details of the Government's Clean Growth Strategy 2017, which was primarily aimed at delivering the fifth carbon budget through domestic action, but included specific measures which impacted on plans to reduce Nitrogen Dioxide, specifically accelerating the shift to low carbon transport. The report added that the Government had indicated its aim to publish a Clean Air Strategy in 2018 to set out how it would meet international commitments to significantly reduce emissions of five damaging air pollutants by 2020 and 2030.

The report explained that, since Government modelling had removed Reading from the list of authorities expected to breach the NO₂ limits by 2020, no further action was required in respect of the new Air Quality Plan for Nitrogen Dioxide 2017. However, given concerns about the accuracy of DEFRA's modelling and the continuing need to protect residents' health from exposure to poor air quality, work was still required. A report by the Royal College of Physicians published on 31 October 2017 and believed to be based on 2013 data, had named Reading as one of forty four local authority areas breaching particulate limits based on the World Health Organisations limit values.

The report explained that the Council would continue to deliver on the Air Quality Action Plan, which included delivery of key highways and transport schemes and projects; idling campaigns and as required enforcement and update of the Borough's Smoke Control Zones and the framework around it. Additionally, the Council had reviewed its Local Plan and has made updates to reflect proposals outlined in the Air Quality Plan for Nitrogen Dioxide 2017 and the Clean Growth Strategy.

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Resolved -

- (1) That the changes to the Air Quality Plan be noted;
- (2) That a progress report on vehicle idling be presented to the Committee in summer 2018.

18. READING TRAIN CARE DEPOT - STATUTORY NUISANCE

The Director of Environment and Neighbourhood Services submitted a report on the outcome of a statutory noise nuisance investigation at Reading Train Care Depot, impacting on residents of Cardiff Road, Reading.

The report explained that Network Rail Infrastructure Ltd (NRIL) had built Reading Train Care Depot in 2013 under permitted development rights. The depot was currently operated by First Greater Western Limited (trading as Great Western Rail (GWR)) as a light servicing depot carrying out cleaning, maintenance and refuelling of over 40 diesel trains. The depot also included sidings where trains were stacked for a period overnight before returning to service in the early hours of the morning.

The report detailed the history of complaints from local residents about the noise, light and odour nuisance from the site, which had been the subject of extensive communications between the council, NRIL and GWR. A statutory abatement notice had been served in 2013, resulting in construction of a 4m acoustic barrier. However, early in 2014 complaints had begun to be received again after electrification works had impacted the typical rail operations. Investigations had established that a statutory noise nuisance was occurring, which was considered prejudicial to health.

The report explained that as a result of the noise nuisance, statutory notices had been served on Network Rail Infrastructure Limited, First Greater Western Limited and the Board of Directors of each company. Negotiations and work to rectify the matter with both NRIL and GWR had been ongoing for a number of years without a satisfactory conclusion. It was with regret therefore that it had been necessary to undertake formal proceedings. Substantial and careful consideration has been given to the impact of the service of statutory notices, both on the operators and rail users. The Council had issued the abatement notices which gave the recipients six months to abate the nuisance. The recipients had a right to appeal the notices to the magistrates' court. During the period of any appeal the notices would not be suspended. The Council had expressed its willingness to attend a prearranged meeting with the representatives of GWR and NRIL. The Council had also stated that it was prepared to consider mediation if satisfied that this could bring about a speedier abatement of the nuisance.

Resolved - That the report be noted.

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

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19. ANNUAL CARBON FOOTPRINT REPORT 2016/17

The Director of Environment and Neighbourhood Services submitted a report on the Council's progress towards reducing its emissions of greenhouse gases by 50% by 2020 and to zero carbon by 2050. The report showed that the Council has continued to make reductions of carbon emissions and almost reached its 2020 target in 2016/17, with a 13.1% reduction in corporate emissions against the previous year's levels (2015/16). When taking into account the gross emissions of the wider influence of the Council, the footprint decreased by 11.5 %.

The report explained that the 2016/17 carbon footprint for the Council's corporate activities was 45 % lower than the baseline emissions in 2008/09, well ahead of target and on track to meet it early. The total renewably generated energy in 2016/17 had been equivalent to 5% of the total energy use of the council, or 7.1% of energy used in buildings, which continued to move towards the challenging 2020 renewable energy target of 15%. In addition, Reading Transport Ltd continued to invest in its bus fleet to reduce the impact on the environment and improve its efficiency.

The report stated that on-going and new initiatives would support further reductions; these included completing the second and final year of the major street lighting upgrade programme, continued Salix investment in energy efficient technology through building improvement programmes, new procurement of water, a coordinated energy awareness and training programme and sustained improvements in data capture and analysis. It was estimated that the avoided energy costs to the Council from the reduced energy consumption since 2008 were £5.8m (excluding standing charges and other contract charges). In 2016/17 the avoided costs were estimated to be around £1m (excluding standing charges and other contract charges).

The full Reading Borough Council Greenhouse Gas Protocol Report 2016-17 was provided in Appendix 1 of the report.

Resolved -

- (1) That the Committee notes the continued reduction of carbon emission for 2016/17, with the Council's corporate activities 45% lower than the baseline emissions in 2008/09, 8.5% ahead of target and the Council's wider activities (including schools and managed services) being 28.8 % lower than the baseline emissions in 2008/09;
- (2) That the Committee notes that total renewably generated energy in 2016/17 was equivalent to 5.0% of the total energy use of the council, or 7.1% of energy used in buildings. In addition the Committee recognises that the 2020 renewable energy target continues to be challenging following the significant changes to the 'Feed in Tariff' incentive scheme made by government in 2015/16;
- (3) That the Committee notes that total renewably generated energy in 2016/17 was equivalent to 5.0% of the total energy use of the council, or 7.1% of energy used in buildings. In addition the Committee recognises that the 2020 renewable energy target

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continues to be challenging following the significant changes to the 'Feed in Tariff' incentive scheme made by government in 2015/16.

20. LOCAL AUTHORITY ENERGY COMPANY

The Director of Environment and Neighbourhood Services submitted a report proposing that Reading Borough Council join Southampton City Council's (SCC) proposal to establish a 'white label' service to sell energy to residents in the South of England in Local Authority (LA) areas across Berkshire, Hampshire and Oxfordshire.

The report stated that just below 14% of Reading households remained in fuel poverty, meaning they could not afford to heat their homes. Continually rising energy prices were putting ever increasing pressure on low income families and households. A typical home on a standard variable tariff in the UK spent £1,135 per annum on energy; over £300 more than the lowest tariff available (October 2017 figures). Reading's residents and businesses paid an estimated £109m p.a for energy and these prices were set to rise, worsening the problem of fuel poverty and weakening the local economy.

The report explained that there were currently 60 energy suppliers in the UK, of which the 'big six' supplied 82% of customers and other companies 18%. With the energy market starting to diversify, Local Authorities were getting involved in energy supply. The first LA owned company to set up in the UK was Robin Hood Energy in 2015, followed more recently by Bristol Energy. A new energy supplier called Rayleigh Energy was setting up in Portsmouth as a private/LA venture.

The report noted that a number of Local Authorities had implemented collective switching campaigns. Reading Borough Council had not done so, preferring to focus resources on helping those most at need who were least likely to register for this kind of service. The Council had been working with APSE Energy, SCC and a number of other Southern authorities to establish an approach to jointly supply energy. It had been concluded that it was best to operate as a grouping of LAs to gain a sufficient market share. This could provide a reliable, good value local energy tariff.

The report stated that a Local Authority energy company offer in the South could:

- Help tackle fuel poverty by reducing the cost of energy for residents.
- Create income for RBC.
- Enable a fully licensed company in the future.
- Reduce carbon footprint and improve energy security of borough.
- Create jobs.
- Deliver further energy related services to the community creating further jobs and decarbonising Reading.

In June 2017 the SCC Cabinet had approved the establishment of such a LA offering. SCC has written to potential partnering LAs to gain endorsement for phase 1 of the scheme, which was set out in four possible phases. The first phase was the establishment of a regionally branded 'white label' contract with a licensed energy supply company. Southampton would manage this on behalf of a number of partnering LAs in the southern region. Subsequent phases offered the opportunity to

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provide additional sustainable energy products and services and potentially to establish a LA owned licensed energy company in the South.

Resolved -

That the Committee delegates to the Director of Environment and Neighbourhood Services in consultation with the Head of Legal Services and the Director of Finance, the decision to enter into a contractual arrangement with Southampton City Council to supply energy to customers in Reading Borough.

21. WINTER MAINTENANCE SERVICE PLAN 2017/18

The Director of Environment and Neighbourhood Services submitted a report informing the Committee of the outputs of the Winter Service Plan 2016/17 and setting out details of the Winter Service Plan for 2017/18.

The report explained the main features of the Winter Service Plan for 2017/18 which had been produced by Transport and Streetcare Services following the review of the 2016/2017 Plan, and was available as a background paper.

The report explained that the review of salting of pedestrian footbridges had found following benchmarking that none of the other Berkshire Authorities pre-treated pedestrian footbridges in isolation. The report itemised the main logistical, operational and practical problems associated with salting footbridges and explained why it was not appropriate to consider treating Christchurch Footbridge in isolation from other footbridges, or the entire length of a designated 'pedestrian/cycle route'.

The Committee noted that in consultation with the Council's contractor, it had been agreed to reduce the salt stock from 1200 tonnes to 750 tonnes due to the degrading condition of 500 tonnes of older salt stored under sheeting, which was purchased to increase resilience following the severe winter of 2009/10, it was proposed to prioritise using the older salt and to increase the spread rate from 7g per square metre to 8g per square metre to ensure that recommended salt spread rates were maintained.

Resolved -

- (1) That the outputs of the Winter Service Plan 2016/2017 be noted;
- (2) That the Winter Service Plan 2017/2018 be approved.

22. MAJOR TRANSPORT AND HIGHWAY PROJECTS - UPDATE

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

- Reading Station Area Redevelopment (Cow Lane Bridges)
- Thames Valley Berkshire Growth Deal Schemes - Southern Reading Mass Rapid Transit, Green Park Station, TVP Park and Ride, East Reading Mass Rapid Transit and National Cycle Network Route 422

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- Unfunded schemes - Reading West Station upgrade and Third Thames Bridge

The report also provided key future programme dates associated with these schemes, where available.

The Committee noted that that at the recent meeting of the Berkshire Local Transport Body, full financial approval had been granted for the East Reading MRT and for phases three and four of the South Reading MRT. The Planning application for East MRT had been submitted and was being considered by both Reading and Wokingham Planning Authorities. It was planned to commence phases three and four of South Reading MRT early in 2018 starting with the sections in the Town Centre on London Street and Bridge Street.

Resolved - That the report be noted.

(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 7.27pm).

TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 11 JANUARY 2018

Present: Councillor Debs Absolom (Chair).

Councillors Ayub, Ballsdon, Davies, Duveen, Hacker, Hopper, Jones, Page, Terry, and White.

55. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM

(1) Questions

Questions on the following matters were submitted, and answered by the Chair:

Questioner	Subject
Mike Facherty	Reading Buses 22 Service
Stephen Roberts	Reading Buses 22 Service
Judith Dawson	Reading Buses 22 Service
Jackie Holland	Traffic Lights at the Junction of Gosbrook Road and George Street

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

(2) Presentation - Cow Lane

Simon Beasley, Network and Parking Manager, and James Penman, Assistant Network Manager, gave a presentation on the Cow Lane Bridge Scheme. The Cow Lane Bridge Scheme was a highway improvement scheme between Portman Road and Cardiff Road being conducted by Network Rail as part of a wider project.

The presentation covered the background to why the scheme was needed, the objectives and the works that were required. Simon explained that the traffic management during the works had initially been proposed to be two-way or four-way traffic signals, spanning the total 420m works site but this had not been considered as appropriate and consideration was then given for a one-way restriction. Simon explained the rationale behind implementing the one-way restriction, which would be in place until summer 2018.

At the invitation of the Chair, members of the public asked the officers questions on the presentation.

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

Resolved - That the presentation be noted.

56. MINUTES

The Minutes of the meeting of 2 November 2017 were confirmed as a correct record and signed by the Chair.

57. QUESTIONS FROM COUNCILLORS

A question on the following matter was submitted, and answered by the Chair:

Questioner	Subject
Cllr Hopper	Cow Lane Bridge One-Way System

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

58. PEDESTRIAN CROSSINGS PETITIONS UPDATE

Further to Minute to Minute 42 of the last meeting, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the receipt of a petition asking the Council for improved pedestrian crossing facilities at the junction of Bridge Street, Church Street and Church Road; the junction of Peppard Road, Prospect Street, Henley Road and Westfield Road and Moorlands Primary School (Church End Lane).

The report stated that in respect of the petitions asking for crossings at Bridge Street/Church Road/Church Street and Peppard Road/Prospect Street/Westfield Road/Henley Road officers understood the perceived safety concerns at these junctions and there was a statutory duty placed upon the Council, as the highway authority, to improve road safety through the reduction of casualties. This was done by analysing casualty data that had been supplied by Thames Valley Police. An incident had been recorded involving a pedestrian on 17 June 2016 on Church Road, with a number of causation factors reportedly contributing to the incident. This was the only casualty that had been reported at these junctions in the previous three year period of data that was held, which suggested that these junctions had a very good highway safety record. The junctions were very traffic sensitive, with the meeting of some major streets and one of two river crossings (Bridge Street/Church Road). The addition of an 'all-red-to-traffic' pedestrian phase to the junctions would have a significant impact on traffic flow. The recent Thames Water works on Church Street, requiring an additional traffic signal phase (from the current two phase junction to a temporary three phase junction) had demonstrated the traffic sensitivity of this particular junction, with widespread congestion being experienced. Any proposals would have to be traffic modelled, so that the likely impact could be assessed and considered. This would require external resource to be employed. Funding would need to be identified for the investigation and modelling, as well as any implementation of proposals. The report therefore recommended that these requests were added to the regular 'Requests for Traffic Management Measures' report for unfunded schemes.

With regard to the petition in respect of Moorlands School, Church End Lane the report explained that potential investment in Moorlands Primary School could make funding available for the installation of facilities to assist pedestrians and options could be considered once funding had been identified. Analysis of the casualty data that had been supplied by the police had suggested that Church End Lane had a very good highway safety record, with no pedestrian related incidents recorded within the previous three year period of data. The report again recommended that this request was added to the regular 'Requests for Traffic Management Measures' report for unfunded schemes.

Resolved -

- (1) That the report be noted;
- (2) That the requests for improved pedestrian crossing facilities be added to the 'Requests for Traffic Management Measures' report;
- (3) That the lead petitioners be informed accordingly.

59. BI-ANNUAL WAITING RESTRICTION REVIEW - 2017B STATUTORY CONSULTATION

The Director of Environment and Neighbourhood Services submitted a report asking for the Sub-Committee's approval to carry out statutory consultation and implementation, subject to no objections being received, on requests for/changes to waiting/parking restrictions.

The report explained that requests for new or alterations to existing waiting restrictions were reviewed on a 6-monthly basis commencing in March and September each year. It stated that in accordance with the report to the Sub-Committee on 9 March 2017 (Minute 80 refers) consultation with Ward Councillors had been completed.

Appendix 1 to the report provided a list of streets, officer recommendations and relevant proposed plans for the Bi-Annual Waiting restrictions review programme. Drawings to accompany the officer recommendations were attached to the report at Appendix 2.

Resolved -

- (1) That the report be noted;
- (2) That the Head of Legal and Democratic Services be authorised to carry out statutory consultations and advertise the proposals listed in Appendix 1 in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That subject to no objections received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (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 no public enquiry be held into the proposals.

60. BUS LANES - PROPOSALS FOR STATUTORY CONSULTATION

The Director of Environment and Neighbourhood Services submitted a report that sought the Sub-Committee's approval for Officers to undertake statutory consultation for the implementation of enforceable bus lanes as part of the South Reading MRT project and for Beresford Road and Garrard Street and for officers to implement an experimental Traffic Regulation Order (TRO) on Kings Road inbound bus lane to better manage the vehicles that

were permitted to use this public transport infrastructure. The following appendices were attached to the report:

Appendix 1	South Reading MRT drawings;
Appendix 2	Beresford Road location plan;
Appendix 3	Garrard Street location plan;
Appendix 4	Kings Road location plan;
Appendix 5	Regulated traffic sign for proposed Kings Road restriction.

South Reading MRT - The report recommended that officers be granted approval to carry out statutory consultation for the implementation of enforceable bus lane restrictions, as part of the Council's South Reading MRT scheme. It also recommended that officers be granted approval to carry out the statutory notice procedure for implementing a new controlled pedestrian crossing on London Street.

Beresford Road - The report recommended that officers be granted approval to carry out statutory consultation for the implementation of an enforceable bus [only] gate restriction in place of the 'No Entry' restriction and that this be enforceable by camera, subject to implantation and the availability of funding.

Garrard Street - The report recommended that officers be granted approval to carry out statutory consultation for the implementation of an enforceable gate restriction on Garrard Street, at its junction with Station Road, signed to permit buses, bicycles and 'authorised vehicles' to pass through. The TRO would define 'authorised vehicles' to be Reading Borough Council Licensed Hackney Carriages only. Officers considered that this restriction reflected the intended use of this facility and allowed the restriction to be enforced by camera, subject to implementation and the availability of funding.

The Sub-Committee discussed the report and it was agreed that a report be submitted to the next meeting on delays at the Oracle roundabout, including information from Reading Buses and Councillor Page proposed that recommended action in respect of Garrard Street be extended to include the whole of the town centre loop and key approaches such as Bridge Street and Duke Street and that a report on the town centre be submitted to a future meeting.

Resolved -

- (1) That the report be noted;
- (2) That the Head of Legal and Democratic Services be authorised to undertake statutory consultations as recommended in the proposals for South Reading MRT, Beresford Road and Garrard Street and subject to the Bridge Street northbound bus lane within the Oracle roundabout being removed from this programme and the proposal in respect of Garrard Street be considered for extension to include the whole of the town centre loop and key approaches, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That reports be submitted to a future meeting on delays at the Oracle roundabout, including information from Reading Buses, and on the town centre loop and key approaches;

- (4) That subject to no objection(s) being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Orders;
- (5) That any objection(s) received, following the statutory advertisement, be reported to a future meeting of the Sub-Committee;
- (6) That the Head of Legal and Democratic Services be authorised to carry out the statutory notice procedures for the intention to implement a new controlled pedestrian crossing on London Street, in accordance with Section 23 of the Road Traffic Regulation Act 1984;
- (7) That the Head of Legal and Democratic Services be authorised to make the experimental Order as recommended for the proposal on Kings Road, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (8) That subject to no objections being received, the Head of Legal Services be authorised to make the appropriate permanent traffic regulation order;
- (9) That if objections are received these will be reported to the Sub-Committee at the appropriate time;
- (10) That no public inquiry be held into the proposals;
- (11) That per paragraph 6.3 of the report, the lead petitioner will be informed about the decision of the Sub-Committee, with regards to recommendation (6) above, following publication of the meeting minutes.

61. RESIDENT PERMIT PARKING UPDATE - BATTLE WARD INFORMAL CONSULTATION

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with the results of the informal public consultation that had been carried out in October 2017 on a proposal to introduce a new Resident Parking Permit Scheme in Battle Ward. A plan of the proposed scheme was attached to the report at Appendix 1.

The report stated that the request for a Resident Parking Permit (RPP) scheme in the area bounded by Oxford Road, Alma Road and Chester Street had been high as residents felt parking issues had continued to worsen and the challenge was to design a RPP scheme that would meet high resident parking demand in what was a highly dense residential area. The only option that could be realistically delivered, whilst maintaining the maximum number of parking spaces, was to consider a combination of shared use resident permit bays where carriageways were wide enough to accommodate parking on both sides of the road and "permit only pass this point" restriction in areas with narrower road width such as Westbrook Road, Thornton Road and Fulmead Road. An informal consultation had been carried out between 9 October and 10 November 2017 and a total of 135 responses had been received, of these 46 had objected and 89 had been in favour of the scheme. A table had been included in the report that set out the results in detail.

The report stated that based on the overall result of the informal consultation, 66% of the respondents had been in favour of the proposed scheme. Although there had been fewer residents in support from Gordon Place, Westbrook Street and Thornton Mews, any permit scheme exclusion would likely result in displacement parking in those unrestricted areas.

The report recommended that a statutory consultation be carried out which would provide residents with a further opportunity to express their thoughts on the proposed scheme formally.

Resolved -

- (1) That the report be noted;
- (2) That in consultation with the Chair of the Sub-Committee, the Lead Councillor for 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 in Appendix 1 in accordance with the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulation 1996;
- (3) That subject to no objection being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objection received following the statutory consultation be reported to a future meeting of the Sub-Committee;
- (5) That the Head of Transportation and Streetcare, in consultation with the appropriate Lead Councillor be authorised to make minor changes to the proposals.

62. OBJECTION TO ADVERTISED TRAFFIC REGULATION ORDER - BOSTON AVENUE

The Director of Environment and Neighbourhood Services submitted a report asking the Sub-Committee to note the responses received to the advertised Resident Permit Traffic Regulation Order in Boston Avenue. Responses that had been received in relation to the advertised TRO were attached to the report at Appendix 1.

The report stated that parking within Boston Avenue had been a long standing issue due to its proximity to the town centre. Previous proposals to introduce a part-time waiting restriction and a one-way plug had been rejected by local residents. Both residents and Ward Councillors had continued to express their support for a resident permit parking scheme in Boston Avenue as they felt commuter parking had increased in recent years. A statutory consultation on a proposal to introduce a shared use resident permit parking scheme had been carried out on 23 November 2017 for three weeks. Of the 22 residents that had responded to the statutory consultation 14 (64%) had objected to the proposed permit scheme.

At the invitation of the Chair Kathy Lewington addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;
- (2) That following consideration of the objections and support for the scheme, as set out in Appendix 1, the proposals for a Traffic Regulation Order be rejected;

- (3) That the objectors be informed of the decisions of the Sub-Committee accordingly.

63. OFF-STREET PARKING MANAGEMENT AT LEISURE SITES - PROPOSALS FOR STATUTORY CONSULTATION

The Director of Environment and Neighbourhood Services submitted a report that sought that Sub-Committee's approval for officers to undertake statutory consultation on the introduction of managed parking at some leisure sites. Appendix 1 provided details of the leisure car parks for statutory consultation and the associated tariff.

The report recommended that officers be granted approval to carry out statutory consultation for the implementation of managed parking (including the introduction of parking charges) at some leisure sites. The introduction of managed parking was primarily for the purpose to protect parking for the leisure facilities.

The report stated that some of the Council's leisure car parks attracted parking from surrounding areas leaving little or no car parking for legitimate users of the leisure facility. This was the case at Academy Sport in south Reading where users of the sports facility struggled to park from Monday to Friday. The Council's Parking Services Team already directly managed several leisure care parks in-house, such as Kensington Road and Thameside Promenade. Costs associated with the supply of ticketing machines and enforcement visits were offset by the income that was received from parking fees and the issuing of Penalty Charge Notices (PCNs). This returned a modest surplus operational income to the Council. Parks and Open Spaces car parks were utilised by a diverse audience, many of whom derived social and health benefits from the use of associated park land and sports facilities. It was felt important to balance the needs/interests of user groups with the requirement to deliver services in a sustainable manner and tackle some of the issues that arose from an absence of active car park management, such as anti-social behaviour, travellers, inappropriate sexual activity and misuse/abuse - being used for all day commuter parking.

Councillor Page proposed an amendment to the tariff for South Reading Leisure Centre, Palmer Park and Prospect Park as follows:

Free of charge for first 2 hours

50p for 3 hours

£1 for 4 hours

50p for each extra hour thereafter.

The Sub-Committee also asked officers to produce permit options for regular users, season ticket permits and how festivals etc in the parks would be accommodated.

Resolved -

- (1) That the report be noted;
- (2) That the Head of Legal and Democratic Services be authorised to undertake statutory consultation for off-street managed parking (including the amended tariff) at leisure sites as shown in Appendix 1, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;

- (3) That subject to no objection(s) being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Orders;
- (4) That any objection(s) received, following the statutory advertisement, be reported to a future meeting of the Sub-Committee;
- (5) That no public inquiry be held into the proposals;
- (6) That officers produce permit options for regular users, season ticket permits and how festivals etc in the parks would be accommodated;
- (7) That the report to be submitted to the Sub-Committee regarding the consultation results include details regarding season ticket options for sports clubs.

(In accordance with Standing Order 38, Councillor White requested that his vote against the resolutions above be recorded).

64. ON-STREET PAY & DISPLAY AND REDLANDS PARKING SCHEME - MINOR AMENDMENTS

The Director of Environment and Neighbourhood Services submitted a report that sought the Sub-Committee's approval for officers to undertake statutory consultation for the addition of Pay and Display parking on the outskirts of the Town Centre, Oxford Road and Wokingham Road. The following appendices were attached to the report:

Appendix 1	Drawings of the proposed additional Pay and Display restrictions;
Appendix 2	Indicative drawings to show the area covered by the proposed extension of Pay and Display timings in the Town Centre;
Appendix 3	Drawings to show the proposed alterations to the Hospital and University area parking scheme.

Expansion of Pay and Display - The report stated that officers had conducted a review of existing local area limited waiting restrictions, such as single-yellow-line restrictions and bays with short duration free parking, in the context of considering more effective management of parking. Limited waiting restrictions were difficult to effectively enforce with the limited number of enforcement officers and the resource intensity of having to repeatedly revisit, or wait at, a particular restriction to assess parking compliance. On street Pay and Display bays provided a short stay, high turnover, parking solution that was straightforward and efficient to enforce. Removing the scope for abusing the limited waiting restrictions typically provided greater availability of parking spaces, which was particularly beneficial in locations where there was a high customer base. The Pay and Display charging tariffs in the Borough were split into short durations and a pay by phone facility was available. The Pay and Display restrictions offered free parking for blue badge holders and a very flexible offer to all visitors. The proposal for additional Pay and Display, and complementary, restrictions in the Borough were on the following:

- Crossland Road
- Great Knollys Street
- Mill Lane
- Northfield Road
- North Street

- Weldale Street

Town Centre Pay and Display - Extending Hours of Operation - As an approved Council savings proposal and to better manage on-street parking and traffic flow in the town centre overnight, the report proposed that the on-street Pay and Display restrictions applied 24 hours per day.

Hospital and University area Parking Scheme - Further to Minute 31 of the meeting held on 13 September 2017, the report stated that this area parking scheme had been implemented in early 2017, consisting of Resident Permit and Pay and Display restrictions, in addition to localised yellow line restrictions. Officers and Redlands Ward Councillors had received feedback from residents and organisations in respect of the statutory consultation on expanding the Pay and Display restrictions to include the weekends and had met to consider minor alterations that could be proposed. The proposals had predominantly included changing the no waiting times for single-yellow-line restrictions at locations where parking would not be considered appropriate.

Pay and Display Tariff Changes - As an approved Council savings proposal, the report proposed that all Pay and Display tariffs (every tariff band) should be increased by a nominal £0.10.

At the invitation of the Chair Alan Tomkyn and Councillor David Absolom addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;
- (2) That the Head of Legal and Democratic Services be authorised to undertake statutory consultations in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, as recommended in the proposals for:
 - (a) Expanding Pay and Display, as detailed in paragraph 4.6 in the report;
 - (b) Extending the operational hours for the Town Centre Pay and Display restrictions, as detailed in paragraph 4.8 in the report;
 - (c) Changes to the Hospital and University area parking scheme, as detailed in paragraph 4.12 in the report;
 - (d) Increasing all Pay and Display charging tariffs by £0.10, as detailed in paragraph 4.15 in the report;
- (3) That subject to no objections being received during the periods of statutory consultation, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Orders;
- (4) That any objection(s) received, following the statutory advertisement, be reported to a future meeting of the Sub-Committee;
- (5) That no public inquiry be held into the proposals.

65. MAJOR TRANSPORT AND HIGHWAY PROJECTS - UPDATE

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the current major transport and highways projects in Reading, namely:

Reading Station Area Development

Cow Lane Bridges - Highway Works

The report explained that Network Rail had appointed a contractor to deliver the scheme with a scheduled completion date of summer 2018. Enabling works had been completed and the old railway bridge had been successfully demolished during the weekend of 3 to 6 November 2017. Officers continued to liaise with Network Rail regarding the traffic management requirements for the scheme and this had resulted in a one-way system being implemented in December 2017. Following completion of the Network Rail scheme the Council intended to deliver a series of complementary public transport, walking and cycling enhancements on the Oxford Road corridor.

Thames Valley Berkshire Growth Deal Schemes

South Reading Mass Rapid Transit

Construction of Phases 1B and 2 of the scheme had been carried out between April and November 2017. This had involved the creation of outbound bus lanes between the A33 junctions with Lindisfarne Way (Kennet Island) and Imperial Way, linking to the Phase 1A scheme. Off-peak lane closures had been required to facilitate the construction work and the scheme had been opened in December 2017. Phases 3 and 4 of the scheme, between Rose Kiln Lane and Longwater Avenue, and sections within the town centre, London Street and Bridge Street, had been granted programme entry status by the Berkshire Local Transport Body (BLTB) in March 2017. Preparation of the full business case for the scheme was complete and the scheme had been granted financial approval by the BLTB in November 2017. Subject to scheme and spend approval being granted by Policy Committee on 15 January 2018, works were due to commence on site in March 2018 on the town centre sections, with works on the A33 to follow from the summer.

Green Park Station

The concept designs for the station had been produced by Network Rail, with the station and track designs having been completed in December 2017 and the signalling designs due in February 2018. Balfour Beatty had been appointed to carry out the detailed design and construction of the station, following approval of this approach by Policy Committee on 25 September 2017 (Minute 31 refers). An indicative programme for delivery of the station by summer 2019 had been agreed with the DfT, Network Rail and GWR, and had been based on the requirement of the station to be included within the specification of the Great Western Franchise. The revised programme was due to delays with the concept design work which was being carried out by Network Rail, and the change in scope of the project due to the recently announced additional funding from the New Stations Fund.

TVP Park and Ride and East Reading Mass Rapid Transit

The planning application was currently being considered by the Local Planning Authorities for both Reading and Wokingham. Preparation of the full scheme business case for the MRT scheme was complete and financial approval had been granted for the scheme by the BLTB that had met in November 2017. The business case demonstrated that the scheme represents 'high value for money' in line with the central Government guidance and would provide significant benefits to Reading and the wider area.

National Cycle Network Route 422

The second phase of works, which had been developed in consultation with local interest groups, would be delivered from January 2018 and the final phase of the NCN programme would be available for feedback in early 2018. The proposed scheme built on works that had been delivered as part of the LSTF programme by extending shared use facilities along Wokingham Road from Cemetery Junction to the Three Tuns. Measures would include improved pedestrian and cycle crossing facilities, junction treatments, signing and footway widening.

Unfunded Schemes

Reading West Station Upgrade

Delivery of the scheme was 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. The second phase was currently unfunded however, the Council would continue to explore potential funding sources for the scheme alongside Network Rail and GWR.

Third Thames Bridge

The Cross Thames Travel Group was currently exploring option to fund the next stage of scheme development work, which included production of the full scheme business case.

Resolved - That the report be noted.

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

66. PROJECT FUNDING AWARDS - C-ITS AND SMART CITY CLUSTER

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of two capital funding awards for transport related projects; Co-operative Intelligent Transport Systems (C-ITS) and Smart City Cluster.

The report explained that the C-ITS project award was £250k direct from the DfT and the Smart City Cluster award was £1.7m and was funded via the Thames Valley Berkshire Local Enterprise Partnership (LEP). The C-ITS project had a total project cost of £337.5k, with an additional £87.5k match funding from EU projects and Reading Buses. Cooperative systems better enabled network managers to properly balance all transport modes to improve the overall highway network efficiency. This proposal looked to improve street works information, parking information and highway network optimisation to the benefit of all road users within the context of sustainable transport policies. The C-ITS project would deliver a new data engine which would be linked to the Universal Transport Management and Control (UTMC) system which would anticipate the data from the rollout of C-ITS units

in vehicles and enhance the use of public transport C-ITS. It would also demonstrate the potential of bicycle C-ITS in intersection management. The C-ITS £250k funding award was matched with EU project funding from the SIMON and EMPOWER projects as well as a contribution from Reading Buses resulting in a total project cost of £337.5k.

The Smart City Cluster project was a two year £1.73m smart city project which was being funded through a capital grant from the Thames Valley Berkshire LEP. There was no requirement for match funding and there was no direct cash funding required to be secured from other sources. However, this award was expected to promote additional external funding. The purpose of the project was threefold as follows:

- To deliver a smart city communications and data platform to enable the development and application of Internet of Things (IoT) technology across Reading, Bracknell, Newbury and West Berkshire;
- To deliver smart city solutions that addresses local authority/city challenges around transport, energy, assisted living and the environment through two challenge fund calls;
- To create a cross authority/cross sector group which could further the development of the smart city agenda in the region and create further investment opportunities.

The Smart City platform would consist of the following:

- A low Powered Wide Area Network (LPWAN) across Reading, Bracknell, Wokingham and West Berkshire;
- Traffic Signal Smart Communication Devices;
- A33 Wireless Communications Backhaul;
- Smart Data Platform.

Smart applications would be delivered on the platform through the award of Challenge Funds to business. These would be grant funds which would be let through two round of competition and would require in kind contribution from the applicants. Competitions would be around transport, energy, assisted living and the environment and the details of these calls would be determined by a steering group such they addressed real city challenges. In addition there would be some direct procurement of smart technologies including air quality monitors. The formation of the steering group was also a key outcome from the project. The report asked for the Sub-Committee to support the recommendations in a report that would be considered by Policy Committee on 19 February 2018 to grant spend approval of both awards in order to deliver the objectives of both projects.

Resolved -

- (1) That the report be noted;
- (2) That the officer recommendation to Policy Committee on 19 February 2018 for spend approval of both awards (C-ITS £250K, Smart City Cluster £1.73M) totalling £1.98M of grant funding to deliver the objectives of the two projects be supported.

67. ANNUAL PARKING SERVICES REPORT 2016-2017

The Director of Environment and Neighbourhood Services submitted a report which explained that the Traffic Management Act 2004 required each local authority with Civil Parking Enforcement to publish an Annual Report about their enforcement activities, covering financial and statistical data.

The Parking Services Annual Report for 2016-17 was attached to the report at Appendix 1 and would be published in January 2018. The annual parking reports for 2008-2016 were available on the Council's website.

The report stated that the Statutory Guidance required that as a minimum the local authority had to include financial details that related to total income and expenditure on the parking account and statistical information that related to the number of PCNs that had been issued, paid, cancelled and challenged. The Annual Report for 2016-2017 included the Statutory Guidance requirements and also included information for Resident Parking Permits, Bus Lane Enforcement, Blue Badge Issues and Enforcement, Car Parks, Pay and Display and Freedom of Information requests.

The Traffic Management Act 2004 and Transport Act 2000 (for bus lane Penalties) set out the appeals process that recipients of Penalty Charge Notices had to follow if they believed they had grounds for the ticket to be cancelled. There were three sequential stages to this process as follows:

- An informal Challenge to the Council;
- A formal representation to the Council upon receipt of the Notice to Owner;
- An appeal to the Traffic Penalty Tribunal, if representation to the Council was unsuccessful.

The appeals process for bus lane penalties was the same except there was no informal challenge to the Council, as the first notification was the "Notice to Owner" notice.

A Legal requirement of both Acts was for the Council to provide an address where these could be sent. The Council provided two dedicated addresses for motorists to correspond with (one for parking penalties and one for bus lane penalties) and had a secure online facility for direct representation to be made against the penalties. An important element of the process was the requirement for the registered keeper of the vehicle (the person named on the vehicle registration document or the registered hirer) to communicate directly with the Council. This meant that a third party could only act on the registered keeper's behalf if legally authorised to do so. Therefore there were very limited circumstances in which an MP or Councillor could act for someone else.

Resolved -

- (1) That the report and that the availability of the Annual Reports for 2008-2016 on the Council's website be noted;
- (2) That the intention to publish the annual report for 2016-2017 in January 2018 be noted.

68. 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 Items 20 and 21 below, as it was likely that there would be disclosure of exempt information as defined in Paragraphs 1 and 4 of Part 1 of Schedule 12A of that Act.

69. 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 13 applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That, with regard to application 2 a first discretionary resident permit be issued, personal to the applicant;
- (2) That, with regard to application 3 a discretionary resident permit be issued, personal to the applicant and charged at second permit fee;
- (3) That, with regard to application 1 a fourth resident parking permit be issued, personal to the applicant and charged at the third permit fee;
- (4) That, with regard to application 5 a third discretionary resident permit be issued, personal to the applicant;
- (5) That, with regard to applications 9, 10, 11 and 12 a discretionary teacher's permit be issued;
- (6) That the Director of Environment and Neighbourhood Services decision to refuse applications 4, 6, 7 and 8 be upheld;
- (7) That application 13 be granted subject to officers checking if any permits have been issued to the property and if less than 2 permits issued then it can be granted. Proofs of residency/vehicle ownership will be required as per the rules and if there is already one permit issued, the permit is granted at the second permit fee.

(Exempt information as defined in Paragraphs 1 and 2).

(The meeting started at 6.30 pm and finished at 9.02 pm).

JOINT WASTE DISPOSAL BOARD
13 OCTOBER 2017
(11.00 am - 12.30 pm)

Present: Bracknell Forest Borough Council
Councillor Mrs Dorothy Hayes MBE

Reading Borough Council
Councillor Liz Terry

Wokingham District Council
Councillor Norman Jorgensen
Councillor Oliver Whittle

Officers Grace Bradbrook, Re3 Principal Finance Officer
Oliver Burt, re3 Strategic Waste Manager
Anna Fowler, re3 Communications and Marketing Officer
Sarah Innes, Reading Borough Council
Steve Loudoun, Bracknell Forest Council
David Moore, Reading Borough Council
Josie Wragg, Wokingham Borough Council

Apologies for absence were received from:

Councillor Iain McCracken, Bracknell Forest Council
Councillor Tony Page, Reading Borough Council

14. Declarations of Interest

There were no declarations of interest.

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

RESOLVED that the minutes of the meeting of the Board held on 7 July 2017 be approved as a correct record and signed by the Chairman.

Arising on the minutes, the Board noted that:

- The report on performance by other authorities had been produced and was to be circulated to members.
- Paul Taylor, the Chief Executive of FCC, was to be invited to the next meeting.

16. Urgent Items of Business

There were no urgent items of business.

17. Progress Report

The Board received a progress report updating it on delivery of the re3 Joint Waste PFI contract. The report covered:

- Review of Charging Structure for Non-Household Waste
- Increasing the Frequency of Commercial and Commercial-type Vehicle Permit Data Downloads

- Monitoring of Frequent Permit Users
- Commercial and Commercial-type Vehicle Permits for Taxis
- Green Machine Service Level Agreement
- Environment Agency Review of Wood Waste
- Marketing and Communications Review

The Board was advised that:

- The changes to the charging structure were intended to simplify the current structure.
- A software update later in the year was likely to address the delayed updating of information relating to commercial vehicle permits.
- There had been no instances of taxis bringing in trade waste, so there did not appear to be a need for taxis to have a commercial vehicle permit although the situation would continue to be monitored.
- The Green machine SLA had been set up to set out what was expected of both parties, in the hope that it would encourage them to do more to promote their service as there was probably a need for more stock turnover.
- A £750 per tonne flat rate fee for the Green Machine had been proposed.
- Green Machine's response to the SLA would be reviewed at the next meeting.
- There may be a need to separate out different types of wood to remove "contaminated" wood but this could have a positive impact on wood recycling.
- A market for "clean" wood may emerge making more recyclable.
- The glass campaign was going well.
- Although the awards for which bids had been made had been unsuccessful, a further bid could be made in relation to the glass campaign in due course.

Councillor Terry indicated that she would approach the Berkshire Community Development Foundation to see whether they could help promote the Green Machine.

The Board noted that this was to be Anna Fowler's last meeting before moving to a new job. The Board asked for its thanks for the work Anna had done to be recorded. The Board believed the work she had done on communications had had a big impact and they were sorry that she was leaving. It was recognized that working with three very different councils had posed particular issues but Anna had successfully worked with their communications teams. The Board was advised that an interim would be in post to cover the glass campaign, in particular, until the permanent replacement started.

RESOLVED that

- 1 The non-household waste charging structure be amended by:
 - (a) Charging for loose waste based on an estimate of 25 litre units;

- (b) The exclusion of plasterboard sheet charges; and,
 - (c) The inclusion of descriptions of key terms such as “rubble” and “single items”.
- 2 There be no requirement for taxis to apply for a commercial vehicle permit although the situation should continue to be monitored.

18. Exclusion of Public and Press

RESOLVED that pursuant to Regulation 4 of the Local Authorities (Executive Arrangements) (Access to Information) Regulations 2012 and having regard to the public interest, members of the public and press be excluded from the meeting for the consideration of items 7, 8 and 9 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 (including the authority holding that information)

19. Food Waste Report

The Board received and noted a report on the options for the processing of food waste in order to inform on-going discussions on service development. Further discussions were needed, within and between the individual re3 councils, before a decision could be taken to push ahead with any planning for food waste processing capacity to support the re3 Partnership. Officers from each of the re3 Councils and the re3 Project Team had met to discuss operational scenarios relating to a food waste service. The session had focused on cost, practicality and deliverability in both collection and disposal services, the re3 Strategy and the available treatment facilities in the region.

Food waste would require additional or significantly different arrangements to be put in place, not least in relation to the vehicles used in collection and the locations at which receipt and processing of the waste would take place. However, the aspiration is to ensure that there is capacity to divert food waste away from disposal (most obviously, landfill) by October 2019.

Oliver Burt advised the Board that the re3 Partnership was in a good position despite not yet processing food waste. Anna Fowler had done a good job in promoting the avoidance of food waste and this reflected the emphasis in the re3 Strategy on the personal and household impacts of food being wasted. He anticipated that the cost of processing food waste by Anaerobic Digestion or In-Vessel Composting which would be considerably cheaper than the cost of sending it to landfill. The cost of collection would need to be addressed, though, and in this regard, the re3 councils should ultimately aim to establish collection arrangements which work complement one another and do not embed unnecessary cost.

The Board believed that there were still issues regarding “Best before” and “Use by” dates which were not understood by many with the result that food was being thrown away unnecessarily in some cases. It was, however, recognized that the desire to encourage people not to throw food away unnecessarily needed to be tempered with the reality that there were public health considerations to be taken into account too.

The Board agreed to discuss the matter further at its next meeting.

Oliver also circulated a media report on Resource Minister, Dr Thérèse Coffey, announcing that flexibility was needed in how waste and recycling was collected and had suggested that the bins side of WRAP's consistency programme should not be applicable to all councils. The report also stressed that Government was keen for every council to collect food waste, but recognised that it is most likely to be introduced at or around a convenient juncture in the existing waste collection arrangements.

20. **Annual Financial Statement**

The Board considered a report summarising the financial position of the joint waste PFI. The report sought to conclude the management of finances in the 2016/17 year and detailed the emerging position in the current year. It also presented the first draft of the budget for 2018/19 which was under review by the accountants at each authority.

The Board discussed the proposal to conduct a survey on trade waste facilities. Whilst there was some concern that this could become a distraction given all the other on-going projects, as the survey would not commit the Board to anything, it was agreed to go ahead as a means of furthering understanding.

The Board also discussed the proposal to increase fees for chargeable non-household waste. It was advised that, the previous decision not to increase charges meant that the service was no longer recovering its full costs. More information on the cost of not increasing the charge was requested. In view of this, it was agreed to review the position with the additional information at the next meeting.

RESOLVED that

- 1 Market research be undertaken to assess the level of demand for a trade waste service at the Recycling Centres to enable officers to further develop forthcoming proposals in a way which best serves the needs of local businesses and residents.
- 2 The Non-Household Waste charges be reviewed at the next meeting.

21. **Material Recycling Facility Report**

The Board considered a report seeking formal approval for supplementary Works on the re3 Material Recycling Facility.

On 7 July 2017, the Board had indicated its support, subject to receipt of a final business case, for the Works and associated communications, proposed within the Material Recycling Facility. It had been necessary to facilitate approval between Board meetings as demand for appropriate engineers was high.

Subsequent to the approval of the Business Case by members, the contractor had confirmed that it would manage completion of the Works by the end of January 2017, within the previously proposed timescale.

RESOLVED that, the decision to undertake the supplementary Works on the Smallmead Material Recycling Facility be formally endorsed.

22. **Date of the Next Board Meeting**

The Board noted that its next meeting would be held at 11am on Friday 26 January 2018 at the Smallmead Household Waste Recycling Centre in Reading.

23. **Miscellaneous Matters**

At the conclusion of the meeting, Oliver Burt briefly provided the following updates on matters of interest to the Board:

- A very positive user satisfaction survey had been received and was circulated to the Board
- It was hoped to begin sales of compost from the recycling centres early in 2018.
- There re3 Project Team would continue to liaise with the Contractor on the potential for third-party recycling to be processed at Smallmead.
- There was a need to monitor the progress of industry-wide discussions on the potential for plastic bottle deposit schemes. For local government, and large parts of the waste management industry, the impact of such schemes could be negative – undermining the existing collection schemes and investment in them. Members asked that a letter be drafted and sent to the appropriate Government Department, indicating the concern of the re3 Partnership about such a development.

CHAIRMAN

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOODS

TO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE		
DATE:	19 MARCH 2018	AGENDA ITEM:	9
TITLE:	READING'S CLIMATE CHANGE STRATEGY 2013-2020; PERFORMANCE REPORT 2017/18		
SERVICE:	SUSTAINABILITY CORPORATE POLICY	WARDS:	ALL
LEAD CLLR:	CLLR PAGE		
AUTHOR:	BEN BURFOOT/ JILL MARSTON	TEL:	72232/72699
JOB TITLE:	SUSTAINABILITY MANAGER/ SENIOR POLICY OFFICER	E-MAIL:	ben.burfoot@reading.gov.uk jill.marston@reading.gov.uk

1.0 EXECUTIVE SUMMARY

- 1.1 The report outlines the progress made to date on the delivery of Reading's Climate Change Strategy, the progress against the Borough emissions target and also sets out the scale of the challenge to become 100% clean energy by 2050.
- 1.2 The latest government data available shows that Reading met its 2020 emissions target 5 years early, having reduced its carbon dioxide emissions by 38% since 2005. This is the 17th highest performance out of 418 UK local authorities.
- 1.3 The latest Climate Change Strategy monitoring report shows that 74% of actions currently have a 'green or amber' delivery status, with 11% 'red' (and 15% 'purple' - for possible future consideration).

2.0 RECOMMENDED ACTION

- 2.1 To note the progress that has been made in the delivery of the Reading Climate Change Strategy 'Reading Means Business on Climate Change', and the local carbon dioxide emissions reductions.
- 2.2 That the committee continue to support the Partnership in the delivery of the Reading Climate Change Strategy actions insofar as they are attributed to the Council.

3.0 BACKGROUND

- 3.1 The Climate Change Strategy for Reading 2013-2020 (Reading Means Business on Climate Change), was developed through extensive stakeholder consultation and launched in Sept 2013.
- 3.2 The strategy sets out a vision for Reading for 2020, with low carbon being the norm in 2050. It proposes a target for the Borough as a whole to reduce emissions by 34% by 2020 (against a 2005 baseline).
- 3.4 The strategy also presents a set of strategic priorities which form the framework for the actions within each of the eight themes of the strategy:
- Energy Supply
 - Low Carbon Development
 - Natural Environment
 - Water Supply and Flooding
 - Transport
 - Purchasing, Supply and Consumption
 - Education, Communication and Influencing Behaviour
 - Community
- 3.5 'Theme leads' from a range of partner agencies (including the Council) volunteer to monitor the delivery of each theme chapter, in consultation with stakeholders.
- 3.6 Detailed action plans, setting out how the strategic priorities will be delivered by partners, were published in November 2013. These include specific targets, measures and milestones for each action. The action plans constitute a three year rolling programme and are reviewed annually. The latest review has been part of the more comprehensive review of the strategic priorities at the mid-point of the strategy (2017) (see section 7).
- 3.7 Performance on the delivery of the action plans (position at the end of March 16) was last reported to SEPT Committee in November 2017.
- 3.8 Although the action plans detail delivery by a range of organisations, a significant number of actions are being delivered by the Council. The Council's delivery within the strategy is generally embodied in existing Council policies such as the Carbon Plan, Local Transport Plan, Core Strategy and Biodiversity Action Plan.
- 3.9 As part of the strategy, Reading Climate Action Network (RCAN), a wider network of organisations, businesses, communities and individuals, was also launched in September 2013. Members of RCAN seek to establish ways to meet the targets and aspirations of the

strategy, committing to one of a number of possible challenges, including reducing their emissions by 7% a year. Initially, two meetings were held per annum, although due to resource constraints, the last event was held in 2015.

- 3.10 In December 2015, the UK, alongside 195 other nations, agreed to sign the global Climate Agreement in Paris. The agreement seeks to reduce emissions to limit global warming by two degrees, with an ambition to seek to limit it to one and a half degrees. The agreement came into force in November 2016.
- 3.11 In line with the commitment made in Paris, the Council became a signatory to the UK100 Clean Energy Pledge. To date, 79 other local authorities in the UK have signed the pledge. An extract of the pledge is shown below:

We have the ambition of making all our towns and cities across the UK 100% clean before 2050, in line with the commitments made nationally and internationally at the Paris Summit.

4.0 READING'S CARBON FOOTPRINT

- 4.1 The total emissions from the whole borough of Reading in 2015 were 38% less than in 2005, and 42% less per head of population. This is the largest percentage reduction of any borough in Berkshire, the 4th highest reduction reported in the Southeast (of 74 authorities) and the 17th highest reduction of the 418 UK authorities.
- 4.2 Figure 1 shows the progress made in reducing emissions against the target. Despite emissions rising in some years prior to 2013, they have reduced in each of the three years to the most recently reported in 2015. The target set out in the Reading Climate Change Strategy was to reduce to 34% below 1990 levels by 2020.
- 4.3 Emissions in each of the years can be seen to be below the linear reduction target line. The 2020 target was met in 2015, five years ahead of the target date.
- 4.4 Figure 2 shows the projections to 2050 of progress to date compared to the current target projection. An approximation of the UK carbon budgets is also shown (1-5), with the 1990 baseline assumed to be 15% higher than the 2005 baseline (there is no local data before 2005). The last point shown is the 80% reduction in 2050.
- 4.5 The carbon budget line can be seen to join the current target projection line in 2032. It should be noted that there is not, as yet, a 6th carbon budget and therefore the level stays the same on the graph for the next 18 years. The current target projection does not go low enough to meet the 2050 target of 80%.

4.6 If progress continues at the current rate (%), it could be possible to achieve 80% reduction in emissions. There is a growing consensus, however, that complete decarbonisation of western economies will be needed in order to meet the aims of the Paris Accord to reduce warming to at least 1.5°C below pre-industrial levels.

Figure 1

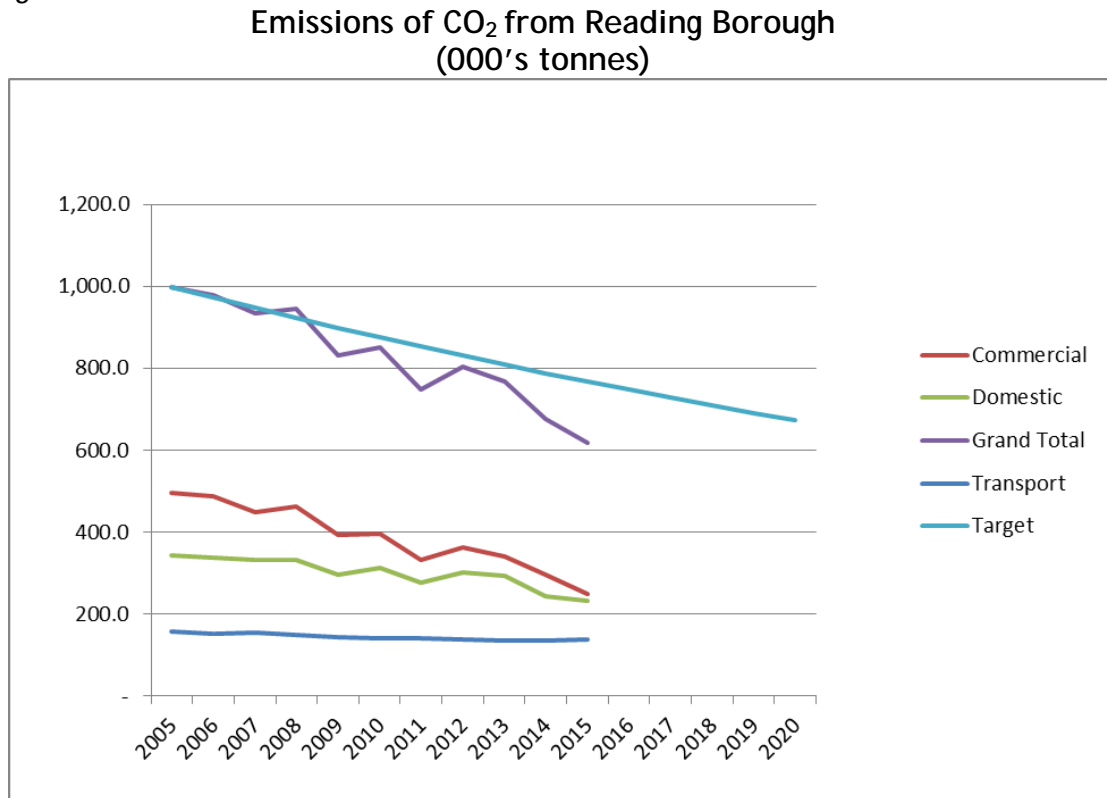
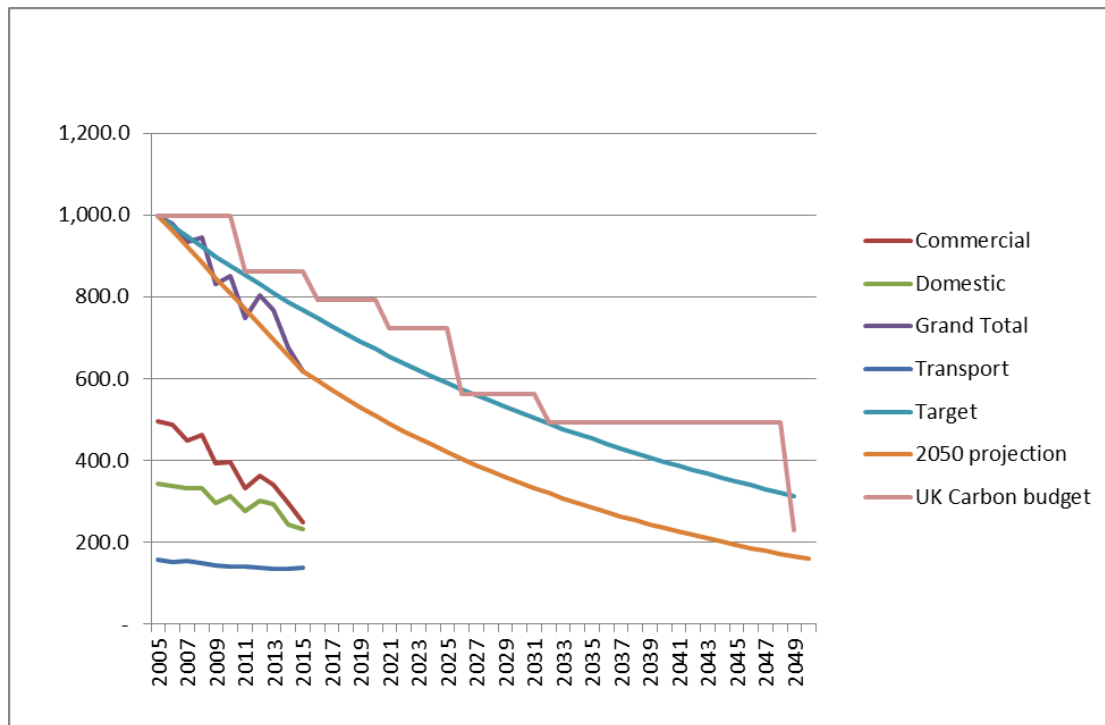


Figure 2

**Emissions CO₂ from Reading Borough Projected to 2050
(000's tonnes)**



5.0 PATHWAY TO CLEAN ENERGY

- 5.1 Reading is a signatory to UK100, which is a pledge to aim to become 100% clean energy by 2050. Over 80 LAs in the UK have now signed the pledge.
- 5.2 The pledge is in recognition of the objective set out in the Paris 2015 Climate Accord to limit global warming to less than 1.5°C above pre-industrial levels.
- 5.3 Carbon emissions in Reading are falling ahead of target. This is due to a number of factors, including improved technologies, building standards and management and control of emissions. A significant factor in this reduction is also the reduced carbon intensity of grid electricity.
- 5.4 Analysis carried out by Reading Borough Council demonstrates that if a very ambitious programme of energy efficiency was carried out in Reading, energy consumption could be reduced by just over 50% by 2050, reducing the requirement for clean energy generation in order to cover Reading's needs.
- 5.5 The scenarios model then seeks to calculate the amount of specific renewable energy installations that can be achieved and seeks to identify if it would meet the needs of Reading.
- 5.6 Whilst the study should only be regarded as a rough assessment of what potential there might be in Reading according to our local

understanding, it sets out a possible blueprint for technology and infrastructure development in the decades to come.

- 5.7 The study shows that there is potentially considerable renewable heat potential from water source heat pumps, utilising Reading's rivers, alongside ground source heat pumps and bio-methane gas from local food waste and sewerage anaerobic digestion. This could supply a large proportion of the town's heat
- 5.8 Renewable electricity generation would be largely provided by solar panels. A considerable increase in the prevalence of this technology would mean the majority of roofs in the borough would have solar panels installed.
- 5.9 However, there is a number of obstacles which could potentially lead to certain technology solutions offering significantly less energy than shown. The pathway would need to have a high degree of flexibility to ensure that, as trials and commercial pilots yield information about the real potential of technologies, the model can be adjusted to ensure that the correct development pathway progresses.
- 5.10 Renewable electricity and heat are treated separately as electricity can be transported through the national grid network. Heat has a limited capability to be transported and therefore generation and heat use must be closely matched. Heat also has a more significant seasonal variation.
- 5.11 By aiming for 100% clean energy, the assumption is that little or no electricity which has fossil based generation can be imported via the national grid. This does not mean that Reading would be 100% supplied by its local renewable energy generating facilities, although local storage facilities would seek to maximise the locally generated energy for local use. This local energy could be stored alongside nationally generated zero carbon electricity, which it is anticipated would be available at certain times when UK demand falls below the generation capacity.

6.0 PROGRESS AGAINST STRATEGY ACTION PLANS - WINTER 2017/18

- 6.1 The current monitoring position shows progress towards achieving the actions set out in the original theme action plans (rather than those that have been amended as part of the mid-term review (see section 7)). This therefore sets out final progress against the 'original' Climate Change Strategy. The first performance monitoring against the revised action plans will be reported to the July 2019 committee.

- 6.2 A RAGP (red/amber/green/purple) status¹ has been allocated to the actions in each theme action plan. The table below summarises the proportion of each type of action.

Figure 3 - Progress against actions within the Climate Change Strategy action plans at Winter 2017/18.

<i>Theme</i>	<i>red</i>	<i>amber</i>	<i>green</i>	<i>purple</i>
Energy Supply	0	6	13	0
Low carbon development	4	11	3	4
Natural environment	5	4	7	1
Water supply and flooding	2	6	7	2
Transport	0	6	18	0
Purchasing, supply and consumption	1	7	5	8
Education, Communication and Influencing Behaviour	5	8	3	1
Community	0	3	4	7
<i>Total (150)</i>	<i>17</i>	<i>51</i>	<i>60</i>	<i>22</i>
<i>%age</i>	<i>11%</i>	<i>34%</i>	<i>40%</i>	<i>15%</i>

- 6.3 There is limited information available on the progress for the ‘community’ theme, as the lead for the theme is new to the role.
- 6.4 The table shows that 40% actions are ‘green’ and 74% ‘green’ or ‘amber’. This compares with 49% green and 75% either amber or green at the last reporting in March 2016. The full monitoring reports for each theme can be found at Appendix A.
- 6.5 The Council is responsible for the delivery of 92 of the 150 actions within the monitored action plans. The table below summarises the proportion of ‘red’, ‘amber’, ‘green’ and ‘purple’ for actions for which Reading Borough Council is the lead deliverer.

Figure 4 - Progress against actions within the Climate Change Strategy action plans at Winter 2017/18, for which Reading Borough Council is the lead delivery agent

¹ **Red** = significant issues with either delivery or resourcing
Amber = work progressing or due to progress but delayed/ not to original timescale; issues but not significant
Green = complete or no issues and on time
Purple - actions which are a good idea, but which are not yet developed or resourced

<i>Theme</i>	<i>red</i>	<i>amber</i>	<i>green</i>	<i>purple</i>
Energy Supply	0	3	11	0
Low carbon development	4	9	2	4
Natural environment	2	2	4	1
Water supply and flooding	1	3	4	0
Transport	0	6	15	0
Purchasing, supply and consumption	0	3	4	4
Education, Communication and Influencing Behaviour	0	4	2	1
Community	0	0	2	1
<i>Total (92)</i>	<i>7</i>	<i>30</i>	<i>44</i>	<i>11</i>
<i>%age</i>	<i>8%</i>	<i>33%</i>	<i>48%</i>	<i>12%</i>

6.6 81% of Council led actions are being delivered (green and amber). The majority of these are on track ('green'). This compares with 80% of Council actions in March 2016.

6.7 The following projects are particular successes to date:

- Solar panel installations were completed on 10 community buildings by Reading Community Energy Society - installing 184kWp (~750 panels).
- The first community benefit project was delivered at the JAC (Just Around the Corner) Centre, installing air source heat pumps.
- Reading's community Hydro project received planning permission.
- A grant from the Climate Change Partnership made re-useable cups available to Reading's independent coffee shops.
- The LED street-lighting project was rolled out, replacing all lanterns in the borough with LED lamps. This is due for completion in March 2018.
- The fleet of CNG buses was expanded, reducing the per passenger carbon emissions further. A greater number of passengers was also recorded on Reading buses.

Delivery Constraints

- 6.8 A number of actions have been designated ‘red’ (significant issues with delivery) or ‘purple’ (actions which are a good idea, but which are not yet developed or resourced) (11% red and 15% purple).
- 6.9 In many cases these actions were subject to government policy changes. In 2015/2016, some significant changes were the abolition of the zero carbon standards (which is detailed further in the legal section) and the scrapping of the Green Deal. The removal of these policies significantly weakened the ability of local areas to reduce carbon emissions from their building stocks. Since this occurred, Reading Borough Council, alongside a number of other Local Planning Authorities, included zero carbon standards into their Local Plan. This will not come into force until 2019 but, if the policy is upheld by the inspectorate, it will create the policy framework that is needed to reduce emissions arising from Reading, in line with carbon targets.
- 6.10 In addition, the Council has had to make substantial savings in its budget. Accordingly, the Council has had to reduce its support to the Reading Climate Change Partnership board and the associated ‘Reading Climate Action Network’ (RCAN) activity. Despite this reduction in resource, the Council is responsible for the delivery of 92 of the 150 actions outlined in the strategy and continues to support the delivery of these actions and the running of the partnership and RCAN within its available resources. The partnership has established a modest resource to support their activities.
- 6.11 The ‘red’ and ‘purple’ actions have therefore been considered by the Reading Climate Change Partnership Board and have been reviewed as part of the mid-term review of the strategy and strategic priorities (see section 7). It was decided that where the delivery of an action is beyond the partnership’s control and no progress is being made, that the action would become ‘purple’, but that all purple actions will be appended to the strategy to ensure that they are retained in the event that delivery can be secured in the future.
- 7.0 MID-TERM REVIEW OF STRATEGY
- 7.1 When the strategy was launched in Sept 2013, we committed to undertake a mid-term review, to look in particular at whether the strategic priorities and action plans are still current and relevant.
- 7.2 The has review involved discussions with theme leads over a number of months in 2016/17, followed by a public consultation in May/June 2017, with nine responses received.
- 7.3 In general, the review has involved streamlining the strategic priorities (SPs); the Green Deal SPs have been removed and adaptation SPs added; SPs relating to waste and recycling have been removed, as these actions sit within the Council’s waste management strategy. Appendix B sets out the old and new SPs.

7.4 Changes in response to the consultation are now being made and the final version of the strategy and revised action plans is due to be published in the summer.

8.0 CONTRIBUTION TO STRATEGIC AIMS

8.1 The Council has made a commitment to lead in tackling climate change in Reading, adopting the 2013-2020 Climate Change Strategy.

8.2 The Council's Corporate Plan sets out the following Service Priorities:

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

8.3 The Climate Change Strategy sets out its strategic priorities, which feed into all of these service priorities, in particular through protecting those vulnerable to fuel poverty and in creating a low carbon economy and infrastructure fit for the future.

9.0 COMMUNITY ENGAGEMENT AND INFORMATION

9.1 Extensive stakeholder engagement, including two very well attended workshops, influenced the development of 'Reading Means Business on Climate Change' from the outset. Four meetings of 'RCAN' have also taken place since its launch. Community initiatives are supported through the provision of grants to support activities which help to deliver the Reading Climate Change Strategy.

9.2 A draft of the strategy was published for public consultation on 1st November 2012, running for six weeks until December 14th and was extended to February 2013.

9.3 The action plans were open for public comment via RGBN and RCAN websites (www.RGBN.org.uk and www.readingclimateaction.org.uk) in Autumn 2014. Responses have been considered as part of the annual review of the action plans.

9.4 A further consultation process was run to seek views on the proposed revision to the Reading Climate Change Strategy in 2017.

10.0 EQUALITY IMPACT ASSESSMENT

10.1 The implementation of Reading Means Business on Climate Change and associated carbon reductions benefits Reading's population as a whole by helping to mitigate the effects of climate change, as well as benefiting some sections of the population more specifically e.g. the education and skill level of those living and working in Reading will need to be raised in order to meet the demands of an expanding 'green economy'; this will enable people generally to play a fuller part in a more cohesive society.

10.2 Support is given to those who are struggling to afford their fuel bills through the Winter Watch project. Grant assistance is provided through the Green Deal's ECO funding, to enable those in fuel poverty who find it difficult to heat their homes to be able to afford work such as insulation so that their homes produce fewer emissions as well as being warmer.

11.0 LEGAL IMPLICATIONS

11.1 The Climate Change Strategy is a key policy adopted by the Council and the partnership is a 'theme partnership' of the Local Strategic Partnership.

11.2 Nationally, legal obligations in respect of climate change are incorporated into legislation through a range of regulations set out under the Climate Change Act 2008. The Reading Climate Change Strategy does not set out any specific binding actions in relation to these regulations but offers a multi-organisation framework which constitutes the proposals for the Borough to assist in meeting the national carbon budgets.

11.3 The low carbon development chapter sets out the intended course of action for planning policy development and obligations relating to the National Planning Policy Framework and the Building Regulations.

11.4 A significant change of policy was made by the government as a result of the housing standards review by a ministerial statement in 2015 which abolished the Code for Sustainable Homes. A Government paper after the 2015 general election also signalled that the intention to implement Zero Carbon Homes through a revision to the Building Regulations would be abandoned. Until any such revision, transitional arrangements that allow Reading to continue to apply the energy standards up to code level 4 in line with existing policies continue to apply. The strategy placed significant reliance on the Zero Carbon approach and therefore a number of failures to deliver are reported against the action plan in this chapter.

11.5 The Fuel Poverty in England Regulations 2014 set out the intention for all homes in the UK to reach the EPC standard of C by 2030. The Energy Efficiency (Private Rented Property) (England and Wales

Regulations) sets out the requirement for private rented properties to meet the standards from 2018.

- 11.6 The Heat Network Metering and Billing Regulations 2014 places obligations on the supply and sale of heat in buildings. This places obligations on the suppliers of heat, including notifying the government of potential sites.
- 11.7 Whilst a number of initiatives and investment proposals will be incorporated in the Climate Change Strategy action plan, the obligations relating to the Energy Performance in Buildings Regulations, Carbon Reduction Commitment, Energy Efficiency Regulations and Energy Act are specifically addressed in the Carbon Plan 2015. This sets out the specific actions that the Council is intending to make in relation to its use of energy and fuel in its own estate operations.
- 11.8 The Home Energy Conservation Act and Energy Act set out the obligations on the Council to make provisions and plans to improve the energy efficiency of the housing stock within its area of control. This included stating the intended course of action in relation to the Green Deal (The Government's policy on retrofitting of buildings for energy efficiency). The Council published its updated HECA report in March 2015. The Green Deal has since been scrapped however, although the Energy Company Obligation will continue albeit with less funding.

12.0 FINANCIAL IMPLICATIONS

- 12.1 The action plans set out the actions that the Council and/or other partners will make to deliver the strategy. Actions for which the Council are the named lead delivery body have only been included where they have been identified as deliverable within the existing budget framework of the Council. In many cases actions depend on national policies that have yet to be passed into legislation.
- 12.2 The responsibility for climate change policy is held by the Strategic Environment, Planning and Transport Committee. The action plans are reviewed annually, and the committee will approve any changes to ensure that delivery is consistent with the Council's policy and budget frameworks. Should amendments to the action plans require additional resourcing, beyond the existing budget framework then the revisions will need to be approved by full Council.
- 12.3 The financial implications of the delivery of the Council's actions in relation to energy management form a key element of the financial savings programme of the Council. Annual energy bills amount to around £4m including schools. This annual revenue expenditure is predicted to rise beyond inflation and therefore it is important to

maintain investment and operational control on energy and fuel to enable significant reductions in energy consumption.

12.4 The delivery of the Council's actions in relation to energy management forms a key element of the financial savings programme of the Council. The Carbon Plan sets out the investment approach for the period 2015-20.

13.0 BACKGROUND PAPERS

13.1 The full theme performance reports are presented at Appendix A

Theme 1: ENERGY SUPPLY

Strategic Priority 1: Reduce electricity and gas consumption within the commercial and public sectors

Strategic Priority 2: Introduce smart meters and energy storage solutions in Reading

Strategic Priority 3: Develop heat supply networks to deliver low carbon heat in Reading

Strategic Priority 4: Increase amount of energy generated locally using renewable technologies

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure	Key issues	RAG status ¹
T1SP1.1 ²	Produce report identifying the commercial and public sector electricity consumption in Reading and identifying key opportunities for energy efficiency	Summer 2015	Report	Reading Borough Council	University of Reading (Technologies for Sustainable Built Environment Centre)	Complete	Lack of data on end uses. Limited up to date local data.	Amber
T1SP1.2	Develop and support a group of organisations to invest in their own energy efficiency programmes	Sept 2015	Meeting of group	Reading Borough Council	University of Reading, Thames Water, large retail stores	Group met Dec 16	Specific action plans not produced	Amber

¹ Red = significant issues with either delivery or resourcing

Amber = work progressing or due to progress but delayed/ not to original timescale; issues but not significant

Green = complete or no issues and on time

Purple = actions which are a good idea, but which are not yet developed or resourced

² T = theme; SP = strategic priority

APPENDIX A - READING CLIMATE CHANGE STRATEGY 2013-2020, ACTION PLAN PERFORMANCE MONITORING, WINTER 2017/18

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure	Key issues	RAG status ¹
T1SP1.3	Council Energy Plan Programme - corporate buildings and new Civic Refurbishment project	2013-2016	<ul style="list-style-type: none"> • Civic refurbishment project 2014 • Low energy Street lighting 2013 to 2016 • Re-Fit building refurbishment project phase 1 2015 to 2017 	Reading Borough Council	Public sector group	<ul style="list-style-type: none"> • New Civic delivered. Solar Housing delivered. • Programme reviewed - Reading Borough Council carbon plan launched. • New whole borough LED street lighting project underway, due to complete April 2018. Building Energy Efficiency Programme in process - 4 strands - compliance, Community Hubs, Leisure Review and accomodation. 	All aspects of programme delivered or being progressed.	Green
T1SP1.4	Continue to offer schools support on energy efficiency and renewable energy investment. School expansion project to include solar panels	2016 to 2020	<ul style="list-style-type: none"> • Issue SALIX finance to 3 schools per annum • Encourage uptake of SEELS (SALIX energy Efficiency Loans) funding for 	Reading Borough Council	Reading Schools	Partially met - Support provided to schools for investment but SLA discontinued due to lack of uptake and removal of		Amber

APPENDIX A - READING CLIMATE CHANGE STRATEGY 2013-2020, ACTION PLAN PERFORMANCE MONITORING, WINTER 2017/18

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure	Key issues	RAG status ¹
			schools. • Expansions complete to energy efficient standards			schools from Carbon Reduction Commitment. SALIX projects delivered in a number of schools and more projects in pipeline. Project to connect TREND to remote monitoring underway.		
T1SP2.1	Produce a model that identifies where electricity loads in buildings can be reduced at peak periods.	Dec 2014	Engineering Doctorate Thesis with Technologies for Sustainable Built Environment Centre	Reading Borough Council	University of Reading. T.S.B.E. centre.	Thesis completed		Green
T1SP2.2	Raise awareness of benefits of smart meters for households and businesses	December 2015	Publicity on smart meters by 2015	utility companies	Reading Borough Council	SSE have information on website	Protocol issues on initial meters - functionality limited.	Green
T1PS2.3	Encourage and increase the number of smart meters and other resource monitoring/ saving devices installed in buildings and other energy/resource using facilities across Reading	March 2014	Source resources to deliver messages year 2	Reading Borough Council	University of Reading	Reading Borough Council and University of Reading have both installed - Further stages of investment progressing. RBC updating staff	Configuration of data systems to connect to smart metering and enable effective analysis and energy management.	Green

APPENDIX A - READING CLIMATE CHANGE STRATEGY 2013-2020, ACTION PLAN PERFORMANCE MONITORING, WINTER 2017/18

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure	Key issues	RAG status ¹
						on use of power during peak periods (Triad warnings)		
T1SP3.1	Identify planning sites that are suitable for decentralised energy networks. Implement policy to incorporate district energy into appropriate planning sites.	March 2015	Shortlist of suitable sites identified.	Reading Borough Council, Thames Valley Energy	Climate Berkshire	Sites being identified. Funding from Government for feasibility on Council site. UoR completed district heating system. Kenavon Drive phase 1 incorporates network elements. New funding awarded in 2016 for heat mapping and master planning for Reading Station area. BEIS funded Heat mapping now completed. A further application for master-planning phase underway.	Substantial infrastructure planning implications	Green
T1SP3.3	Develop district energy projects in Reading amongst partners.	September 2015 March 2016	Initial report on options for specific sites. Business	Reading Borough Council	Private sector	Report produced in BEIS study includes business planning		Green

APPENDIX A - READING CLIMATE CHANGE STRATEGY 2013-2020, ACTION PLAN PERFORMANCE MONITORING, WINTER 2017/18

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure	Key issues	RAG status ¹
			planning for sites or private sector driven through planning/investment.			and IRR estimates etc. Work will continue if further funding granted.		
T1SP3.4	Disseminate information about complete district energy schemes	March 2016	University of Reading scheme	University of Reading	Reading Borough Council	UoR Sustainability Services are developing a new website which will include detail on district heating and energy more generally	<p>energy data available online, https://sites.reading.ac.uk/sustainability/energy-data/whiteknights/whiteknights-energy-centre/</p> <ul style="list-style-type: none"> • provide regular tours of the Energy Centre • currently working with the Association of University Directors of Estates (AUDE) blog article about future heat networks, and are providing information to BEIS in support 	Amber

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Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure	Key issues	RAG status ¹
							of the development of the HNIP funding for district heating	
T1SP4.1	Create a renewable energy deployment strategy for group of businesses and public sector organisations	March 2014	Produce report for end March 2014	Thames Valley Energy	Reading Borough Council	Target needs slight revision and joining to 4.3 but renewable energy evidence base work complete. EU funded Project including business and public sector organisations submitted Nov 2017.	Resource pressure	Amber
T1SP4.2	Deliver Reading Borough Council 'Carbon Plan'	March 2014	Report to Strategic Environment, Planning and Transport committee March 14	Reading Borough Council		Launched at Strategic Environment Planning and Transport Committee July 15	All elements Progressing	Green
T1SP4.3	Produce a renewable energy investment strategy to provide 8% of local power, identifying most investable renewable energy in borough, making	<ul style="list-style-type: none"> • Sept 2014 • April 2015 • October 	<ul style="list-style-type: none"> • Evidence Base complete • Workshops with partners • Report to Reading Climate 	Thames Valley Energy	Reading Borough Council	See 4.1; 2 stakeholder workshops held; evidence complete, but further work	Resource pressure - work on UK100 will provide this.	Amber

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Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure	Key issues	RAG status ¹
	consideration of solar photovoltaics, solar thermal, ground source heat pumps, wind, anaerobic digestion, biomass and gasification processes, and hydro power.	2015	Change Partnership			progressing to finalise strategy		
T1SP4.4	Deliver Council Energy Plan Programme - Renewable energy projects - includes Photovoltaic Solar panels and biomass heating.	March 2016	<ul style="list-style-type: none"> • 1st Biomass project March 2014 • Solar photovoltaic on housing Aug 2014 	Reading Borough Council	Reading Sustainability Centre	<p>Solar Housing project completed. 1100 kWp installed on 457 houses.</p> <p>Biomass - Cedar Court site operational.</p> <p>Reading Community Energy Society launched and further 183kWp installations underway.</p>		Green
T1SP4.5	Work with small businesses to encourage uptake of renewable energy	September 2014	5 x Re-Start Local events, 60 businesses 12hrs assistance	Reading Borough Council, Institute for Sustainability	Thames Valley Energy	<ul style="list-style-type: none"> • 124 businesses have received support on Re-Start project • Achieved 72 businesses at 12 hours assistance level. 		Green

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Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure	Key issues	RAG status ¹
T1SP4.6	Build local supply chains for technologies by building local skills and engaging local companies in larger contracts	September 2014	6 x Re-Start Local events, 60 businesses 12hrs assistance	Reading Borough Council, Institute for Sustainability	Thames Valley Energy	As above	As above	Green
T1SP4.7	Identify local and inward investment options for renewable energy development	Sept 2015	Identify investment routes for projects identified in 4.3.	Reading Climate Change Partnership	Reading Borough Council	Reading Community Energy Society launched and share offer exceeded available solar projects.		Green
T1SP4.8	Encourage local communities and businesses to support the development of renewable energy in their communities	July 2014	<ul style="list-style-type: none"> Identify potential buildings and locations. Identify interested parties Provide technical advice to interested groups 	Reading Borough Council	Reading Voluntary Action, Greater Reading Environmental Network, Transition Town Reading	Working closely with Reading Sustainability Centre Hydro scheme - support given for feasibility. Also Reading Community Energy Society launched 2016.		Green
T1SP4.9	Create a number of community showcase facilities in Reading and run tours	March 14	Identify potential buildings, RISC solar and Green Park wind turbine, To identify others	Reading Borough Council	Reading International Solidarity Centre, Green Education	<ul style="list-style-type: none"> Green Park turbine tours RISC publicise their solar panels 	Need to communicate these sites; include in comms plan	Green

Theme 2: LOW CARBON DEVELOPMENT

Strategic Priority 1: Buildings in Reading to be built to high standards of energy efficiency incorporating on-site renewable energy where possible

Strategic Priority 2: Retrofit energy efficiency measures into Reading's buildings

Strategic Priority 3: Improve properties to reduce fuel poverty in Reading

Strategic Priority 4: Enable uptake of Green Deal and associated grants in Reading

Strategic Priority 5: Monitor and minimise the 'embodied carbon' incorporated into construction projects

Strategic Priority 6: Continue to develop planning policies that:

- support the reduction of green-house gas emissions directly and indirectly from the borough
- reduce the risks of climate change on the communities of Reading

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner (s)	Other delivery partners	Progress against target and measure (Winter 17/18)	Key issues	RAG status ³ (Winter 17/18)
T2SP1.1	Ensure new buildings in Reading meet high standards of energy efficiency in design and construction & install the most appropriate on site renewable energy generating technologies; specifically, review available and emerging standards	September 2017	Establish planning policies that encourage: <ul style="list-style-type: none"> • high FEE (Fabric Energy Efficiency) • Low carbon heating • Renewable energy 	Reading Borough Council		Target timescale for Local Plan delayed to 2019 but draft will be a 'material consideration' for new development.	Draft Local Plan includes higher standards for FEEE including BREEAM Excellent for large non-residential development and a custom 'Zero Carbon Homes' standard for large residential developments. Policy CC4 requires consideration of DH and CHP	Amber

³ Red = significant issues with either delivery or resourcing

Amber = work progressing or due to progress but delayed/ not to original timescale; issues but not significant

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Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner (s)	Other delivery partners	Progress against target and measure (Winter 17/18)	Key issues	RAG status ³ (Winter 17/18)
							but there is nothing in the Local Plan specifically to mandate low carbon heating or renewable energy - but they will be addressed in response to requirements for BREEAM and Z-CH.	
T2SP1.2	Attract low carbon developments to Reading that adopt high standards of energy efficiency such as Minergie or Passive House	March 2015	Actively engage with developers about demonstration homes to gauge market interest	Reading Borough Council		No evidence of progress. RBC Sustainability Team had asked planning and development control to be aware of this.		Red
T2SP1.3	Research and investigate potential for 'Community Energy Fund' ahead of zero carbon standards	September 2015	Report with recommendations about implementing scheme.	Reading Borough Council		Element Energy Report (2012). RBC has studied proposals being put forward in London and included in draft Local Plan.	Subject to Local Plan being found 'sound' by Inspector. More detail needed in SPD.	Amber
T2SP1.4	Implement a local allowable solutions 'Community Energy Fund' to take advantage of allowable solutions locally; implement planning policies that require its use by developers who are not able to establish sufficient on site measures to reduce carbon emissions to zero	March 2016 dependant on building regulations and planning policy developments	Implementation of fund mechanism	Reading Borough Council	Climate Berkshire	Proposals in Draft Local Plan for local 'offsetting' fund.	Details pending revision of Supplementary Planning Document in 2018. Focus of fund will be on retro-fit on hard-to-treat properties. Question of degree to which proposed developer financial	Amber

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Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner (s)	Other delivery partners	Progress against target and measure (Winter 17/18)	Key issues	RAG status ³ (Winter 17/18)
	carbon through Fabric Energy Efficiency						contributions will actually offset emissions from new build properties should be kept under review.	
T2SP1.5	Ensure local construction complies with the zero carbon regulations.	March 2016	Proposal to SEPT	Reading Borough Council		Proposals in Draft Local Plan for local 'Zero Carbon' standards.	Government has withdrawn proposed Zero Carbon regulations. Depends on adoption of Local Plan and SPD. Reading's proposed standards are higher than building regulations but new build will still require significant energy inputs.	Amber
T2SP1.6	Establish whether national data can be used to create a local public register of Energy Performance Certificates in the Borough - to track progress and to celebrate success	September 2015	Identify software options, restrictions and costs	Reading Borough Council		Data now available F.O.C. but not yet downloaded and analysed. Considering as student project or at Berkshire level.	Lack of staff resource and low priority - not seen as essential.	Amber
T2SP2.1	Make guidance available for householders and businesses on retro-fitting renewable energy and energy-saving technologies, including technologies and financial assistance	Six monthly reviews	<ul style="list-style-type: none"> Regularly updated web pages Information and links on RCAN Active publicity campaign 	Reading Climate Change Partnership		There is some information for organisations but little for individuals. No recent progress.	Discussions re change to website platform to allow information to be posted by RCCP Board as well as staff.	Amber

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Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner (s)	Other delivery partners	Progress against target and measure (Winter 17/18)	Key issues	RAG status ³ (Winter 17/18)
T2SP2.2	Review performance of Reading homes as shown by the Private Housing Condition Survey and use information to target energy saving activity and action.	Ongoing	Completion of Home Energy Conservation Act (HECA) report.	Reading Borough Council	Housing associations and landlord groups	HECA report last reviewed March 2015. 2017 report delayed but now in draft.		Amber
T2SP2.3	Develop case studies and show homes networks that encourage renovation and re-use of empty buildings rather than building new homes. Explore links to refurbishments of older buildings.	March 2015	<ul style="list-style-type: none"> Establish specific show homes in Reading through volunteers and/or where funding available. Possible link to heritage open days. 	Reading Borough Council	Superhomes network, Reading community groups	One privately-owned Superhome was opened to public in 2017.	RBC aware of some examples showing benefits but lack resource to collate and publish information.	Red
T2SP3.1	Provide personalised service to help house holders - especially those most vulnerable to fuel poverty, and in particular those that are at imminent health risk - to access Energy Company Obligation subsidies and other services/funding available. ²	Ongoing until March 2017	<p>Continue Winter Watch initiative.</p> <ul style="list-style-type: none"> 2 x staff available to provide service Reach at least 100 households in need 	Reading Borough Council	Energy companies and switching services	<p>Winter watch visited 258 residents between 1 April 2016 - 31 March 2017 providing cost effective measures to keep safe and warm through the winter months including accessing ECO funding.</p> <p>Winter watch working closely with the Private Sector Renewals team.</p>	Staff reduced to 1 but working all year round. ECO2 now focuses primarily on loft and cavity wall insulation. Winter Watch to liaise with the Energy savings trust and sign post low income private tenants for home improvements to improve the energy efficiency of the property.	Green

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T2SP3.2	Provide switching/energy bills advice service for those struggling to afford to heat their homes.	Ongoing	Continue Winter Watch initiative	Reading Borough Council	Energy companies and switching services	Winter watch provides advice to every resident about switching suppliers. The length of time it takes and the benefits of doing so. Have now introduced a guide to switching which will make the process easier		Green
T2SP3.3	Improve standards of empty homes and seek to re-occupy	Annual	<ul style="list-style-type: none"> • Continue Council Tax premium for long term empty properties • Annual report on empty homes progress 	Reading Borough Council		Insulation works are not being progressed as part of this scheme		Purple
NEW T2SP3.6	Prepare for mandatory Minimum Energy Performance Standards from April 2018 (applies to rented properties)	September 2015	Propose policies to encourage early adoption and enforce compliance	Reading Borough Council			Government has published guidance at www.cedr.ec/4lm	Red
T2SP4.1	Establish a contracted Green Deal Energy Company Obligation provider in Reading; contract to include local employment, high quality of specified works, high customer standards and finance as needed	March 2016	Develop proposals for ECO funded schemes that also incorporate social benefit	Reading Borough Council	Housing associations, other Berkshire Authorities	RBC was working to establish a networked heating contract with MITIE but stopped early April 2015. Action abandoned	.	Purple

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Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner (s)	Other delivery partners	Progress against target and measure (Winter 17/18)	Key issues	RAG status ³ (Winter 17/18)
T2SP4.4	Monitor and review up-take of Green Deal and Energy Company Obligation funding through government statistics or if not available from the major provider(s) in the area	annually	<ul style="list-style-type: none"> • Number of participants at each stage • Funding allocated • Annual energy saving due to Green Deal Energy Company Obligation 	Reading Borough Council	Green Deal contracted party	Action abandoned because Green Deal abandoned and ECO severely cut back.		Purple
T2SP5.1	Identify suitable research to identify case studies of mechanisms to estimate embodied energy/carbon in new development	March 2015	Identify case studies.	??		RICS have published "Whole life carbon assessment for the built environment"	Should obtain and review studies and link from RCAN website. Need to ensure this is covered in revised SPD	Amber
T2SP5.2	Identify the carbon costs of development for life-time carbon when submitting planning applications	March 2017	Planning policy review	Reading Borough Council	Reading Borough Council	No progress - not expected until SPD revised	RICS have published a relevant document which RBC could mandate in Sustainable Development SPD.	Amber
T2SP5.3	Develop policies that stipulate energy and sustainable design solutions that are appropriate to the density and location of buildings	March 2017	Review of planning policy documents.	Reading Borough Council	University of Reading	Draft Local Plan Policy CC6 addresses accessibility issues.	Energy implications of density not addressed in draft Local Plan - for large housing developments will arise in planning to meet Zero Carbon Homes requirement.	Amber

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Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner (s)	Other delivery partners	Progress against target and measure (Winter 17/18)	Key issues	RAG status ³ (Winter 17/18)
T2SP6.2	Assess care homes for risk of heat waves; implement measures to ensure that care customers are not at risk of hot conditions; develop low carbon cooling approaches for care homes	Sept 2015	Produce report	Reading Borough Council		Energy officer looked at Care Homes in summer 2014 but no evidence of recent progress.	Need evidence of assessment plan to cover both RBC and privately-owned care homes. ‘Heatwave National Action Plan’ and Southern Health ‘Heatwave Plan 2017’ are relevant but need evidence that they are being acted upon.	Red

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Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner (s)	Other delivery partners	Progress against target and measure (Winter 17/18)	Key issues	RAG status ³ (Winter 17/18)
T2SP6.3	Ensure public spaces and park-areas have sufficient shade and places to rest to reduce risks of over-exposure to sun and potential health impacts, through implementation of Tree Strategy (see Natural Environment chapter and Action Plan)	On-going - six-monthly report	10% increase in canopy cover target from Tree Strategy Evidence of CC-aware planning for shade	Reading Borough Council	Tree wardens	Tree planting by the Council 2016-17: <i>Highways</i> 95 <i>Housing</i> 14 <i>Parks</i> 32 <i>Schools</i> 20 <i>Total</i> 161 Reading Tree Wardens planted 4 trees at Emmer Green Recreation Ground and 12 trees at Palmer Park in 2016/17. In 2017/18 expect to plant 20-25 in Hartland Road, Whitley trees (details as yet to be discussed) in Hartland Road, Whitley.	Lack of evidence of planning for shade. RBC has target of 10% increase in canopy cover by 2030 - propose to review progress in 2018.	Amber

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Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner (s)	Other delivery partners	Progress against target and measure (Winter 17/18)	Key issues	RAG status ³ (Winter 17/18)
T2SP6.5	Research 'green roofs and walls' to inform specific policies and make available guidance on their costs and benefits for developers, planners and public so that their relative merits for different policy objectives relating to climate change (and other benefits/dis-benefits) can be taken in to account in design and planning	March 2017	Planning policy review	Reading Borough Council		No evidence of progress in original timescale.	Existing SDPD Policy DM1 addresses green roofs and tree planting. Draft Local Plan mentions planting in EN18, CR2 and CR10. Neither document refers to guidance or standards to ensure the right decisions are taken.	Purple
T2SP6.6	Continue to review strategic plans for economy, housing, population, industry etc. to ensure they are compatible with local and national emissions targets. Revise strategic plans to manage the amount, type, and location of housing and business development in and around Reading to deliver a low-carbon (and low-cost) economy	ongoing	Consultation response from Reading Climate Change Partnership to Local Plan	Reading Climate Change Partnership	Local Enterprise Partnership Climate Berks	RCCP were consulted on Issues and Options in February 2016. Intend to seek comments on Pre-Submission Draft Local Plan.	RCCP should seek to comment on all stages of draft Local Plan.	Green

Theme 3: NATURAL ENVIRONMENT

Strategic Priority 1: Improve the quality and connectivity of natural habitats

Strategic Priority 2: Encourage local community groups and businesses to become more involved in the management of local green spaces

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure (Winter 17/18)	Key issues	RAG status ⁴ (Winter 17/18)
T3SP1.1 ⁵	Review the Reading Biodiversity Action Plan and update the plan to take account of climate change	2015	New Biodiversity Action Plan in 2015	Reading Borough Council		Yet to be reviewed.	Resourcing required	Purple
T3SP1.2	Monitor the proportion of Local Wildlife Sites in positive conservation management in line with government guidance on Single Data List 160	ongoing	<ul style="list-style-type: none"> All Reading Borough Council sites to be in positive conservation management by 2015 Reading Borough Council to encourage other 	Reading Borough Council	Other landowners as appropriate	On track; progress reported in the Annual Monitoring Review.		Green

⁴ Red = significant issues with either delivery or resourcing

Amber = work progressing or due to progress but delayed/ not to original timescale; issues but not significant

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⁵ T = theme; SP = strategic priority

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Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure (Winter 17/18)	Key issues	RAG status ⁴ (Winter 17/18)
			landholders to manage their sites					
T3SP1.3	Keep under review, in light of climate change science: <ul style="list-style-type: none"> • Tree Strategy • Orchard Project • Open Spaces Strategy • Thames Parks Plan • Reading Waterspace - A Vision for the Thames and Kennet' 	Sept 2014	Status report. Progress report on each project annually.	Reading Climate Change Partnership	Reading Borough Council	Tree Strategy is being progressed.	Resourcing to monitor strategy	Amber????
T3SP1.4	Identify areas of grass land of highest habitat value and manage as meadow	March 2014	<ul style="list-style-type: none"> • Staff training / awareness days • Statement about grass cutting policy on website 	Reading Borough Council	Private individuals and volunteer groups	Management of conservation grass areas contracted out.	Grant will run out in 2023	Green
T3SP1.5	Help facilitate the work of the Berkshire Local Nature Partnership in respect of Reading sites.	Ongoing	Input to Berkshire Local Nature Partnership	Reading Borough Council	Berkshire Local Nature Partnership		Lack of resource other than that from Council	Amber
T3SP1.6	Undertake periodic ecological surveys of Reading's Local Wildlife Sites and review status in line with government and local guidance	each site is surveyed as a minimum every 5 years	Annual review of surveyed site status	Reading Borough Council	Thames Valley Environmental Records Centre,	On track - ongoing		Green
T3SP1.7	Periodically update the Berkshire phase 1 habitat map	2018	Periodic review approx every 5 years, next due circa 2018	Thames Valley Environmental Records Centre	Reading Borough Council	Last update completed in 2014. Next one due in 2018		Green

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Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure (Winter 17/18)	Key issues	RAG status ⁴ (Winter 17/18)
T3SP1.8	Raise awareness of Biodiversity Opportunity Areas and seek opportunities to engage with landowners and encourage them to manage land in accordance with the objectives for their area	December 2013	Progress report and plan	Berkshire Local Nature Partnership	Thames Valley Environmental Records Centre, Reading Borough Council	This is not being resourced.		Red
T3SP1.9	Encourage groups, individuals and organisations to share ecological data with Thames Valley Environmental Research Centre so that this information can be used to inform studies into the effects of climate change on biodiversity	Ongoing	Annual report from Thames Valley Environmental Records Centre to Reading Borough Council	Thames Valley Environmental Records Centre		Report by Thames Valley Environmental Records Centre		Green
T3SP1.10	Assess adequacy of control over conversion of front gardens to parking	March 2014	Review of policy to committee with recommendations	Reading Friends of the Earth	Reading Borough Council	No progress - proposed postponement.		Amber
T3SP1.11	When reviewing management plans for public land ensure green infrastructure is considered as well as other physical and social issues; consider management plans with involvement of partners	Sept 2014	Produce checklist for key green infrastructure considerations to be applied to high profile sites. Action needs to be reviewed - currently delivered through SDPD.	Reading Borough Council		No checklist but planning policy framework makes certain requirements for trees and other green infrastructure.	Due for review	Amber

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Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure (Winter 17/18)	Key issues	RAG status ⁴ (Winter 17/18)
T3SP1.12	Raise awareness of the importance of green infrastructure for adapting to climate change and the economic benefits it provides	March 2014	Produce a briefing for multi-agency use in publicity.	Reading Borough Council	University of Reading, Reading Friends of the Earth	No progress reported although possible use of RCAN website for this		Red
T3SP1.13	Assess and seek improvement of waterways, river and canal banks as wildlife corridors	March 2014	Identify improvements to managed areas.	Reading Borough Council	Environment Agency, Berkshire Local Nature Partnership, Canals and Rivers Trust.	The Core Strategy sets out the framework. There are some specific management plans for certain sites - e.g. Kennet Island, A33	East Reading Mass Rapid Transit (MRT) proposed public transport link between central Reading and the proposed Thames Valley Park P&R site will mean loss of wildlife corridor	Red
T3SP1.14	Assess and seek improvement of railways as wildlife corridors	March 2014	Identify activity through existing management plans.	Network Rail	Berkshire Local Nature Partnership	No progress	No local advocate identified Consultation on electrification of west coast main line - no net loss in biodiversity - RBC have put some proposals in place	Red
T3SP2.15	Sustain and grow local wildlife activities, especially for children	Ongoing	Wildlife community events	Econet, Globe Groups	Connect Reading (businesses)	Dee Park Catalyst Housing have run at		Green

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			(Estimated 94 meets in 2012)			Louse Hill Copse		
T3SP2.2	Encourage teaching about wildlife in schools; provide training and information for teachers; look at expanding Reading's Outdoor Classroom	March 2014	Produce action plan	Reading Borough Council	Berks, Bucks And Oxon Wildlife Trust, Econet	626 outdoor lessons in 14/15 693 in 15/16		Green
T3SP2.3	Provide guidance on wildlife gardening with assistance from partners	March 2014	Guidance on website. Establish a channel for local expertise sharing	Econet, GLOBE groups (Oxford Road Community Gargen & Ridgeline)	Berks Bucks And Oxon Wildlife Trust, Econet	No progress received		Red

Theme 4: WATER SUPPLY AND FLOODING

Strategic Priority 1: Manage demand for and supply of water to reduce the expected impact of water shortages on consumers and on wildlife

Strategic Priority 2: Reduce the carbon footprint of water supply and water heating

Strategic Priority 3: Reduce risks of damage due to flooding

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure (Winter 17/18)	Key issues	RAG status ⁶ (Winter 17/18)
T4SP1.1	Publish and deliver the Water Resources Management Plan	ongoing	Improved 'Supply Demand Balance'	Thames Water	Environment Agency	Last plan produced 2014. Next plan for consultation in 2017		Green
T4SP1.2	Monitor the frequency of occurrence of drought conditions and restrictions on supply	2020	<ul style="list-style-type: none"> • Hosepipe bans less frequent than every 10 years • 'Temporary Use Bans' less frequent than every 20 years 	Thames Water	Environment Agency	Passed their Levels of Service. - Drought Plan - consultation Jan 2017 (fin Autumn 2017)		Green
T4SP1.3	Ensure that Reading's strategic development plans are compatible with expected availability of water supplies	on review of planning policy documents	Approval by Thames Water and Environment Agency	Reading Borough Council	Thames Water, Environment Agency	RCCP met RBC to discuss draft Local Plan. Intention is that more stringent water standard will be incorporated in building regulations (evidence		Amber

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Amber = work progressing or due to progress but delayed/ not to original timescale; issues but not significant

Green = complete or no issues and on time

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						supplied by Chris Beales via e-mail 11/3/2016). - EA water resources note that there is a lot of uncertainty in growth...so keep Amber - RBC need to go through the Local Plan with EA and TW - With the expected levels of growth the EA should need a Water Cycle Study to be carried out - need to confirm this has been done and check the outcome (early 2017).		
T4SP1.4	Identify key groups of Reading water users for whom supply restrictions may be business-critical and assist them to become more resilient	2015	Identification of key groups	Climate Berks	Local Economic Partnership, Reading UKCIC, Chamber of Commerce, Thames Water, Environment Agency	No update		Purple
T4SP1.5	Reduce demand for water in existing buildings by providing free water saving devices	ongoing	Deployment of devices to building operators	Thames Water		TW are doing this and meeting OffWat targets. - Could they be more ambitious though? - What about retrofits?		Amber

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Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure (Winter 17/18)	Key issues	RAG status ⁶ (Winter 17/18)
T4SP1.6	Incorporate water efficiency measures into development control practice and Reading Borough Council policies.	Mar 2016	<ul style="list-style-type: none"> • Incorporation of water efficiency as a priority into planning policy reviews. • Incorporation of water management into Councils policies. 	Reading Borough Council		The Code for Sustainable Homes is going and LAs only need to impliment building regulations. - Need to review this action in light of the above.		Amber
T4SP1.7	Establish joint working approach with Thames Water, the Environment Agency and Reading Borough Council to engage public support to reduce consumption at times of water stress.	Mar 2015	Establish coordination practices	Thames Water	Environment Agency, Reading Borough Council	Need further update. Is RBC in comms plan for the Drought Plan?		Amber
T4SP2.1	Work with Thames Water to educate consumers and property developers to reduce the use of hot water	ongoing annual reporting.	<ul style="list-style-type: none"> • Target water saving actions to include hot water consumption • Report on up-take of measures to reduce hot water consumption 	Reading Climate Change Partnership Behavioural Change Group	Thames Water, Reading Borough Council	EA thinks that TW are working with British Gas on this.		Red
T4SP2.2	Encourage use of low carbon energy sources to heat water - (see Strategic Priority 3 in Energy Supply section)	July 2014	Produce a list of measures for reducing household hot water wastage/consumption.	Reading Borough Council	Reading Borough Council, Thames Water	Action complete but worth revisting.		Green
T4SP2.3	Reduce energy used in water	ongoing	Data submitted to	Thames Water		Need further		Amber

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Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure (Winter 17/18)	Key issues	RAG status ⁶ (Winter 17/18)
	supply and sewage treatment		Carbon Reduction Commitment Registry (regulated by Environment Agency)			update...not sure if they report this in their plans.		
T4SP3.1	Issue flood warnings	ongoing	As per Flood Management Programme	Environment Agency	Other principal response agencies	The EA flood warning service is well established and multi agency forums and communication channels exist. Can this action be closed or revisited?		Green
T4SP3.2	Implementation of Council Flood Plan	ongoing	Annual report	Reading Borough Council		The Councils Flood Response Plan is in place with an issue date of Oct 15 and a review date of Oct 17		Green
T4SP3.3	Implement sustainable urban drainage systems (SuDS) in accordance with Planning policies and in delivery of infrastructure	ongoing	Number of new SuDS installed	Reading Borough Council	Developers, Environment Agency (until SuDS Approval Boards take over responsibility)	Tied up systems with the Planning Application system so SuDS should automatically be triggered. However this needs to be reviewed. - Note that there is pressure on RBC staff		Amber
T4SP3.4	Seek to establish resources to conduct a review of the implementation of effective SuDS across borough	March 2014	Audit report on capability	University of Reading	Reading Borough Council, Environment	No update		Purple

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Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure (Winter 17/18)	Key issues	RAG status ⁶ (Winter 17/18)
					Agency			
T4SP3.5	Identify properties at risk of flooding and provide advice on resistance and resilience measures	March 2014	Complete survey of users and plan future action	Reading Borough Council	Local Economic Partnership, Reading UK CIC, Chamber of Commerce, Thames Water, Environment Agency	Our properties at risk have been identified. Resistance/resilience measures were offered to those that flooded in 2014 and we offered grants. Advice and signposting is available on our web. - Checking how regularly this info is updated		Green
T4SP3.6	Engage with major utilities, service providers and retailers to gain assurance that essential supplies can be maintained in conditions of flood	March 2014	Action plan to do this prepared and agreed	Reading Borough Council	Thames Water Highways Agency, Local Economic Partnership, Reading UK CIC	Major utilities are being liaised with monthly at the Berkshire Resilience Group which comprises all category 1 and 2 responders under the civil contingencies act. If and when utilities don't play ball we escalate to Chief exec level and gain their input.		Green
T4SP3.7	Ensure that drainage design is sufficient to allow for increased intensity rainfall in new	ongoing	Six monthly report	Reading Borough Council	Environment Agency (until SuDS Approval	No update. - Note that the new EA guidance has been		Red

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Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure (Winter 17/18)	Key issues	RAG status ⁶ (Winter 17/18)
	developments and infrastructure construction/repairs				Boards take responsibility)	published. New developments need to plan for 20% to 40% increase in rainfall intensity with climate change		

Theme 5: TRANSPORT

Strategic Priority 1: Develop a transport infrastructure which supports more low carbon travel options for people in Reading

Strategic Priority 2: Reduce energy use and embodied energy in transport infrastructure

Strategic Priority 3: Manage transport infrastructure and services to prepare for climate change

Strategic Priority 4: Encourage non-car travel for all sectors of the population, through targeted advice, incentives and enforcement

Strategic Priority 5: Reduce the air pollution from vehicles

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure (Winter 17/18)	Key issues	RAG status ⁷ (Winter 17/18)
T5SP1.1 ⁸	Build pedestrian cycle bridge	Summer 2015	procure, build, monitor use	Reading Borough Council	Sustrans, landowners	Complete	Third party matters delay programme. Timescale does not include monitor use.	Green
T5SP1.2	Launch cycle hire	Spring 2014	monthly use	Reading Borough Council	Various	Hourbike awarded new contract to manage and maintain cycle hire scheme until 2020 when	Long term viability - sponsorship being sought.	Green

⁷ Red = significant issues with either delivery or resourcing

Amber = work progressing or due to progress but delayed/ not to original timescale; issues but not significant

Green = complete or no issues and on time

Purple = actions which are a good idea, but which are not yet developed or resourced

⁸ T = theme; SP = strategic priority

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Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure (Winter 17/18)	Key issues	RAG status ⁷ (Winter 17/18)
						the contract will switch to a rolling yearly contract. New locations to be considered by Hourbike and installed in consultation with RBC.		
T5SP1.3	New and upgraded premier cycle routes	ongoing	new links and new facilities	Reading Borough Council	Wokingham and West Berkshire Councils	Development of new National Cycle Network route ongoing. Expected completion Summer 2018. Oxford Road improvements planned for Autumn 2018. A Local Cycling & Walking Infrastructure Plan is expected to be developed Autumn 2018.	Availability of longer term funding. Network Rail delays in delivering Cow Lane improvements have delayed wider improvements to Oxford Road.	Amber
T5SP1.4	Support electric vehicle charging	2015	Quarterly usage stats	Reading Borough Council, business	Car park operators	EV charging points were installed at	Availability of funding	Amber

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						Mere oak and Winnersh Park & Ride sites and are proposed as part of numerous developments. Policy levers requiring developers to install electric vehicle charging points are included in emerging Local Plan.		
T5SP1.5	Apply best practice (from around UK) to road layouts	ongoing during resurfacing programme	reduction in injury accidents	Reading Borough Council		Safety schemes and annual resurfacing programme on-going		Green
T5SP1.6	Improve pedestrian/cycle facilities at local destinations and local environment	ongoing	New crossings, cycle stands installed; local area enhancements	Reading Borough Council	Wokingham and West Berkshire Councils, community, business	Technical support awarded by the DfT to develop a Local Cycling & Walking Infrastructure Plan, including prioritised list	Availability of longer term funding Delays to Network Rail programme have impacted on delivery of improvements	Amber

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Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure (Winter 17/18)	Key issues	RAG status ⁷ (Winter 17/18)
						of improvements. Pedestrian & cycle improvements included in West Reading and Oxford Road Studies.	along Oxford Road.	
T5SP2.1	Expand low energy lighting and control (e.g. dimming)	ongoing	monitor energy use	Reading Borough Council	SSE	Swap out to LED lighting progressing well and on track for completion in Spring 2018.		Green
T5SP2.2	De-illuminate street furniture	ongoing	monitor energy use	Reading Borough Council	SSE	Decluttering proposals continue to be taken forward as part of wider programmes, including the upgrade of existing illumination to LED or white lighting. Illuminated bollards and signs are being		Green

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						replaced by reflective types as they fail or are damaged.		
T5SP3.1	Reallocate road space to public transport and cycling	ongoing	By road or route	Reading Borough Council	Wokingham Council	Road space along the A33 has been reallocated to public transport as part of the construction of the LEP funded South Reading MRT. East Reading MRT was awarded funding by the LEP in Autumn 2017 and a planning application submitted.		Green
T5SP3.2	Improve traffic signal operation	Spring 2015	By junction	Reading Borough Council		Complete	Procurement delays have now been resolved.	Green
T5SP3.3	Management of transport related assets	ongoing	Faults, repair rates, response in extreme weather	Reading Borough Council		Annual programme of resurfacing and repair.		Green

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						Additional funding secured from the DfT for potholes.		
T5SP3.4	Give appropriate advice for new development	ongoing	to be developed	Reading Borough Council	Developers	Ongoing Emerging Local Plan expected to be published Spring 2018.		Green
T5SP4.1	Personalised travel planning (arranging travel plan for individuals)	to March 2015	Take customers through questionnaire - conversations held	Reading Borough Council	Businesses	Complete	Business participation	Green
T5SP4.2	Develop financial and non-financial incentives to use sustainable travel methods (e.g. challenges, promotions)	ongoing	Participation, mode shift	Reading Borough Council	Various	LSTF and EMPOWER Programme complete. New funding opportunities continue to be sought to deliver further revenue-based sustainable travel programmes.	Availability of longer term funding	Green
T5SP4.3	Parking/bus lane enforcement (inc. camera car)	ongoing	to be developed	Reading Borough Council		Ongoing		Green

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Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure (Winter 17/18)	Key issues	RAG status ⁷ (Winter 17/18)
T5SP4.4	Promote travel information website and open data server	ongoing	Measure use and app development	Reading Borough Council	Media, business	Complete		Green
T5SP4.5	Variable Message Signing (VMS) expansion	Complete	Installation of new VMS displays	Local Sustainable Transport Fund partnership		Complete		Green
T5SP4.6	Introduce a 'smart' ticketing system	to March 2015	Increase sustainable travel	Reading Borough Council, Reading Transport Ltd	Various	External barriers prevented the smart card from being launched however other measures were delivered, including a new car club vehicle in Caversham.	Potential for wider integration with other services/ modes dependent upon business cases and commercial agreements between third parties.	Amber
T5SP4.7	Social media use for travel planning	ongoing	More reliable journey planning	Community, business		Complete	Availability of future funding; accuracy of data for journey planning if sourced from third parties.	Green
T5SP4.8	Planned extension of 20mph speed limits/zones as appropriate to local conditions	ongoing	New schemes annually	Reading Borough Council, Police		Eastern area 20mph zone complete. Other 20mph zones are being		Amber

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Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure (Winter 17/18)	Key issues	RAG status ⁷ (Winter 17/18)
						considered as part of wider packages.		
T5SP5.1	Extend park and ride	March 2015	New park and ride southeast, south & west	Reading Borough Council	West Berkshire and Wokingham Councils, bus and train operating companies, businesses	Mere oak and Winnersh Park & Ride sites operational. RBC developing East Reading MRT with the aim of serving planned park and ride facilities at Thames Valley Business Park. Planning application submitted Autumn 2017.	Subject to planning approval.	Amber
T5SP5.2	Parking management	ongoing	Restrictions, enforcement	Reading Borough Council		Annual SPA programme		Green
T5SP5.3	Journey time monitoring system	2014	Journey time reliability	Reading Borough Council, Local Sustainable Transport Fund partnership		Installation of Bluetooth sensors COMPLETE.		Green

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Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure (Winter 17/18)	Key issues	RAG status ⁷ (Winter 17/18)
T5SP5.4	Reduce carbon footprint of public transport		Improve Euro class and number of lower carbon buses to fleet	Reading Transport Ltd		35 CNG buses introduced to fleet. 81 no new Euro class 5/6 buses introduced since 2013 Gas fuelling station installed and Reading Bus depot in Great Knollys Street in 2013	CNG fuelling economics improved greatly by installation of CNG fuelling station at Great Knollys Street Air quality also improved greatly due to low NOx emissions from CNG fuel combustion	Green

Theme 6: PURCHASING, SUPPLY AND CONSUMPTION

Strategic Priority 1: Enable people to make sustainable purchasing choices

Strategic Priority 2: Support and encourage local purchasing and the development of local supply chains

Strategic Priority 3: Promote and encourage new business models focused around the 'circular economy'

Strategic Priority 4: Develop standards and the commitment to sustainable procurement in both the public and private sectors

Strategic Priority 5: Increase recycling rates

Strategic Priority 6: Reduce waste by supporting the re-use and repair of products and materials

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure (Winter 17/18)	Key issues	RAG status ⁹ (Winter 17/18)
T6SP1.1	Identify/support best practice champions in key areas	Sept 14	Form a delivery group, recruit champions	Reading Borough Council	Connect Reading	Invitation to become Best Practice Champion posted on the RCAN ¹⁰ website in 2016	Lack of resource to progress this proactively	Purple
T6SP1.2	Gather information on best practice	March 15 then on going	Publish best practice from delivery group on RCAN website.	Reading Borough Council		List of sources of best practice posted on the RCAN website		Green

⁹ **Red** = significant issues with either delivery or resourcing

Amber = work progressing or due to progress but delayed/ not to original timescale; issues but not significant

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¹⁰ Reading Climate Action Network www.readingclimateaction.org.uk

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Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure	Key issues	RAG status
T6SP1.3	Establish a forum for sharing ideas	Mar 15 then on going	Forum launch	Reading Voluntary Action	Reading International Solidarity Centre (RISC)	Reading Green Business Network (www.rgbn.org.uk) used to provide forums where ideas can be shared. However, security issues means RGBN website is currently closed.	The delivery partners have never committed to this action and RGBN is defunct. We should focus on live events, and consider using another medium for online conversations - eg Linked In or 2 Degrees. Overlap with other projects eg Reading 2050 need exploring.	Purple
T6SP2.1	Publish impartial/ peer reviewed information to guide local purchasing for dissemination.	ongoing	Toolkit developed to support local companies to access public contracts.	Demeter (commissioned by Institute for Sustainability)		Re:Start Local project undertaken with local Small and Medium sized Enterprises, but the report needs to be posted on the RCAN website to be completed.		Amber

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Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure	Key issues	RAG status
T6SP2.2	Compile information guide identifying the key standards and kite-marks	March 14 March 15	<ul style="list-style-type: none"> • set up initial info source • provide formal guide then update ongoing 	Reading Borough Council	Institute for Sustainability, Energy Savings Trust, University of Reading	Links to completed action (see below). Guide to best practice, labels and standards posted on the RCAN website.	Link is broken and needs repair	Amber
T6SP3.1	Organise regular seminars on key subjects such as circular economy	Sept 14	First seminar; 1 per annum	University of Reading		Food Security and Climate Change event took place on May 23 rd 2016. Energy round table took place in February 2017. Next one is due.		Amber
T6SP3.2	Establish a group of organisations that have an interest in exploring 'circular economy' approaches	September 2014	Group established	Kyocera Document Solutions (UK) Ltd		Circular Economy Group was set up on Reading Green Business Network website, but site is now defunct so this conversation needs another home.	RBC owns database of all businesses engaged in RCCP, but does not currently have the resources to carry out action. Should consider another way of resourcing it. GDPR considerations need urgent attention.	Purple
T6SP4.1	Link up with existing public and business sector initiatives and	Sept 16	First group of businesses and organisations to have	Reading Borough Council	Environment Agency, NHS, Kyocera	Re:Start Local project undertaken with local Small and Medium sized Enterprises	Report need to be published	Amber

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Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure	Key issues	RAG status
	build on current standards/procedures		produced a Purchasing Supply and Consumption/ Waste Plan		Documents Solutions UK ltd, Connect Reading	and.		
T6SP4.2	Develop local diverse, flexible supply chains and work with them to improve environmental standards of procurement	Sept 14	RE-Start Local Project. Work with 60 Small and Medium sized Enterprises to outline public sector opportunities and standards.	Reading Borough Council	Institute for Sustainability	Re:Start Local project undertaken with local Small and Medium sized Enterprises and report posted on the RCAN website. This action is COMPLETED		Green
T6SP4.3	Explore the potential to develop an accreditation scheme with Reading businesses	Mar 15	Initial feasibility	Kyocera Document Solutions (UK) Ltd.	Other champions identified through group.	Survey prepared for circulation to all companies who have expressed an interest in the Climate Change Strategy, via and Reading Borough Council database.	Responses need to be shared and analysed	Amber
T6SP4.4	Nominate commercial and public sector “champions” in Reading area to highlight best practice	March 15	recruit champions in each sector	Reading Borough Council	Environment Agency, NHS, Kyocera Documents Solutions UK ltd, Connect Reading	Case studies published on RCAN website. No more have been added since the original 3.	No resource available at RBC to drive this.	Purple
T6SP4.5	Hold collaborative workshops between public and private sector procurers in Reading and other local Council areas to discuss/share	Sept 14	First workshop (annually thereafter)	Reading Borough Council	Business champions	Workshops have been held with suppliers, particularly around reducing travel and energy costs in their operations. Re-Start Local project also carried out workshops and	No resource available at RBC to drive this.	Purple

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Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure	Key issues	RAG status
	knowledge					drop ins.		
T6SP4.6	Develop financial and non-financial incentives (e.g. challenges, promotions) and competition.	Dec 14	Category award best organisation for Sustainable procurement/waste.	Reading Climate Change Partnership	WRAP		This has not been moved forward. Query over availability of resource, needs to be revisited by the board.	Red
T6SP4.7	Hold joint demand/supply chain events to bring local procurers and SME suppliers closer together pre competition	Sept 14	RE Start Local project	Institute for Sustainability/ Reading Borough Council		3 "Meet the Buyer" events were held for local companies.	Report needs to be published	Amber
T6SP5.1	Continue to seek ways to improve Council collections and apply known best practice	March 15	Review of Council Collections	Reading Borough Council	Re3	Progressed through the Waste Minimisation Strategy 2015-2020.	Review recommends deleting this SP (increase recycling rates) as overlaps with RBC Waste Minimisation Strategy	Green
T6SP5.2	Research/map and validate currently available methodologies and update knowledge	March 15	Set up initial info sources	Institute for Sustainability	Reading Borough Council	No progress	Review recommends deleting this SP (increase recycling rates)	Purple

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Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure	Key issues	RAG status
							as overlaps with RBC Waste Minimisation Strategy	
T6SP5.3	Disseminate knowledge and best practice in relation to recycling across the Borough to all communities and sectors	ongoing	re3 partnership - integrate into review	Reading Borough Council	Re3	The Waste Minimisation Strategy 2015 -2020 was adopted in March 2015; a key action is to disseminate knowledge and improve understanding of recycling via a communication strategy.	Review recommends deleting this SP (increase recycling rates) as overlaps with RBC Waste Minimisation Strategy	Green
T6SP5.4	Work with businesses to improve the uptake of recycling of trade waste and to collaborate on finding markets for surplus goods and materials	March 14	Town centre recycling cardboard contract	Reading UK CIC	Connect Reading	Town centre cardboard recycling projects and Broad Street Mall food digester already in place. COMPLETE	Review recommends deleting this SP (increase recycling rates) as overlaps with RBC Waste Minimisation Strategy	Green
T6SP6.1	Use networks and variable communication methods to inform /encourage reduction, reuse and recycling, peer to peer lending and collaborative consumption	Sept 14	Information made available through web and other media.	re3 Partnership	Sue Ryder, Transition Town Reading, share & repair café	Summary of resources was posted to RCAN website. New process needed for ensuring that the resource section of the website is kept up to date.		Amber

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Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure	Key issues	RAG status
T6SP6.2	Identify particular examples/case studies (Reading and beyond) of innovative approaches to waste reduction, recycling and reuse.	March 15	% waste reduction for subsectors of borough to 2018	Reading Borough Council	WRAP, Community sector	The Waste Minimisation Strategy 2015 - 2020 addresses all aspects of waste reduction, recycling and re-use and includes recycling targets for 2017 and 2020 and includes benchmarking and service delivery systems reviews based on best industry practice.	Action should possibly be deleted as covered by RBC Waste Minimisation Strategy	Amber
T6SP6.3	Set up special interest working group to study and report on best practice and innovations.	March 15	form a special interest group, source initial case studies/info 1 year : source resources to deliver messages/seminars year 2	Reading Borough Council		No progress	No resource exists at RBC to drive this.	Purple
T6SP6.4	Promote and disseminate knowledge widely re practical approaches	year 1 and ongoing	% waste reduction for subsectors of borough to 2018	Kyocera		No progress	Lead delivery partner should be reviewed, possibly RBC but currently no resource to drive this.	Purple

Theme 7: EDUCATION, COMMUNICATION AND INFLUENCING BEHAVIOUR

Strategic Priority 1: Further integrate sustainable behaviour promotion and practice throughout schools, colleges, universities, and workplaces

Strategic Priority 2: Ensure that communication which is aimed at influencing climate change related behaviour is delivered in a consistent and targeted way

Strategic Priority 3: Engage organisations in the private sector, including residential and commercial landlords, in effective action to mitigate climate change

Strategic Priority 4: Develop the market for climate change related local business and the skills to ensure that local jobs are created in line with the growing low carbon economy

Ref	Action	Timescale	Target & measure/milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure (Winter 17/18)	Key issues	RAG status ¹¹ (Winter 17/18)
T7SP1.2 ¹²	Encourage each sector to develop plans to enhance education on climate change	July 2014	Identify opportunities and establish relevant educational resources	Reading Borough Council	School leads, Colleges and University of Reading	RCCP supported InterClimate Network to bring their Model Climate Conference to Reading in Nov/Dec 2016 and 2017; 8 schools participated. Brought together local industry, VCSE and Council	RCCP funding being used to stimulate action in schools and other settings is great - it would be good to join this up with the 'pledges' made by	Amber

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Ref	Action	Timescale	Target & measure/milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure (Winter 17/18)	Key issues	RAG status ¹¹ (Winter 17/18)
						initiatives for an 'Ideas and Action Zone' to promote awareness of what's happening locally across the other strands of the CAP (Transport, Water, Environment, Building) and to promote action in schools. Follow-up funding is available to support schools to develop climate action in their school communities.	members of the Climate Action Group, and also link in more with activities under the other strands of this Action Plan..	
T7SP2.1	Develop a media and communications strategy for the Climate Change Strategy targeted at and tailored to all relevant audiences, delivering consistent and relevant messages	March 14	Strategy delivered Communications plan delivered	Reading Borough Council	Environment Agency, University of Reading, Reading UK CIC	Not yet progressed but limited resource now available		Amber
T7SP2.2	Engage partners in identifying potential communication channels for the various activities within the strategy and agreeing how these can be utilised	March 2014	Implement communication strategy with relevant organisations to expand participation	Reading Climate Change Partnership Board	Environment Agency, University of Reading, Reading UK CIC	Follow on from above action	Dependent on communication strategy in action T7SP2.1	Amber
T7SP2.3	Seek agreement through the Local Strategic Partnership	Sept 14	Take paper to Local Strategic	Reading Climate	Environment Agency,	Action outstanding	This action now deleted as part of	Red

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	that key partners will identify potential means to communicate messages and/or work in partnership - especially through existing communication channels		Partnership outlining key messages and list of organisations that could disseminate	Change Partnership Board	University of Reading, Reading UK CIC		review	
T7SP2.4	Review membership of the Behaviour Change sub-group and its role in supporting strategy delivery	March 14	Develop programme	Reading Climate Change Partnership Board		It was felt that the Behaviour Change group did not need to re-form until there is a specific target for any research they might carry out	Behaviour Change Group no longer exists	Red
T7SP2.5	Use current available academic research to inform communications for the public and public sector approaches	ongoing	Linked to programme in T7SP2.4	Reading Climate Change Partnership Behaviour Change Group tbc	Reading Borough Council and other public sector organisations	As 2.4	As 2.4	Red
T7SP2.6	Share findings and approach of behaviour change group with community groups and other relevant agencies	March 2014	policy evidence base	Reading Climate Change Partnership Behaviour Change Group		As 2.4	As 2.4	Red
T7SP2.7	Identify and support climate change schemes in the borough that meet the	Sept 15	Establish list of schemes and their hosting	Reading Climate Change	Reading Borough Council	Support from RCCP for existing initiatives eg Climate Voices	Needs to be more consistent and promoted	Green

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	Strategic Priorities of the strategy; help to improve image of schemes and enhance uptake		groups and organisations.	Partnership Behaviour Change Group				
T7SP2.8	Define and consider target group(s) who may not take up measures and therefore remain vulnerable to climate change; consider measures that are suitable for these people	Sept 15	Establish a list of key vulnerabilities to Climate Change.	Reading Climate Change Partnership Behaviour Change Group	Education and training providers, Citizens Advice Bureau, Reading Borough Council	As 2.4	As 2.4	Red
T7SP2.9	Promote Reading Local Exchange and Trading Scheme, Time Banking and FREEGLE, to community groups, businesses and residents using existing communication channels Link in with wider communications plan for schemes in action plan.	Sept 14	Year 1 - Research existing activities and raise awareness Develop messaging that encourages use of these schemes.	Reading Borough Council	Reading Voluntary Action, Connect Reading, Partnership between business/community/public sectors	Promotion is happening through other channels but doesn't feel connected into this action plan.	No coherent approach to this but lots of vibrant activity - and new Ethical Reading might be an opportunity.	Amber
T7SP2.10	Build trust and reputation between exchangers to reduce equipment ownership; identify specific examples and share best practice. Publicise through media	Sept 15	Publicity from public sector and community groups, use best practice and share success stories	Reading Borough Council	Reading LETS, Freegle, Repair Cafe and Reading Bike Kitchen	This action has been moved to the Circular Economy strand so no action necessary		Green
T7SP2.11	Develop a website to	ongoing	<i>target needs to</i>	Reading	Theme leads	Admin resource to support		Amber

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Ref	Action	Timescale	Target & measure/milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure (Winter 17/18)	Key issues	RAG status ¹¹ (Winter 17/18)
	communicate updates on the action plan & actions that are relevant to the strategy aims. Aimed at 'the converted' (not general public)		<i>be developed</i>	Borough Council or RCCP Board??		RCCP has now been identified		
T7SP2.12	Build a '...thriving network of businesses and organisations who will be at the forefront of developing solutions for reducing carbon emissions and preparing for climate change....'	ongoing	<i>target needs to be developed</i>	Reading Borough Council or RCCP Board??	RCCP Board organisations	RCCP Board made up of network of businesses	RCAN events can further support if there is admin capacity at RCCP	Amber
T7SP3.1	Develop accessible media options for officers to promote energy efficiency measures and the products available	Oct 2015	Develop accessible media options for officers to promote energy efficiency measures and the products available.	Reading Borough Council		Changes in government offer Green Deal/ ECO, lack of resource to develop targeted campaign.	Action removed as part of review	Purple
T7SP3.2	Work with landlords, lettings and managing agents to ensure minimum EPC compliance and encourage improvements in the sector.	Oct 2015	Produce a web based video. Milestones include developing a storyboard and identifying a	Reading Borough Council	Reading College			Green

APPENDIX A - READING CLIMATE CHANGE STRATEGY 2013-2020, ACTION PLAN PERFORMANCE MONITORING, WINTER 2017/18

Ref	Action	Timescale	Target & measure/milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure (Winter 17/18)	Key issues	RAG status ¹¹ (Winter 17/18)
			partner to produce the video					
T7SP4.2	Work with the building industry, professional bodies and educational establishments to identify and further develop training or guidance on low-carbon construction and renovation skills as part of Elevate Reading	Sept 15	Inclusion of this target in Economic Growth Plan for Reading 2015-2018 will ensure that report on uptake of training/apprenticeships in low-carbon construction will be included in reporting for the Economic Growth Plan		Reading UK CIC, Reading Borough Council, New Directions, Trades Associations Reading College	Individual action is being undertaken by a range of institutions	No lead to take it forward coherently	Amber
T7SP4.3	Encourage businesses and public sector to incorporate environmental sustainability into appropriate job descriptions, identifying appropriate training where needed	March 2015	Assessment of senior management jobs at RBC	Reading Borough Council		Individual action is being undertaken by a range of institutions	No lead to take it forward coherently	Amber

Theme 8: COMMUNITY

Strategic Priority 1: Building community activity relating to sustainable communities

Strategic Priority 2: Build community resilience to climate change and self-sufficiency (collective and individual)

Strategic Priority 3: Reduce consumption by building a 'sharing economy'

Strategic Priority 4: Build an 'alternative economy' focussed on quality of life and emphasising sustainable communities

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure (winter 17/18)	Key Issues	RAG status ¹³ (winter 17/18)
T8SP1.1 ¹⁴	Identify groups carrying out activities supporting sustainable communities in Reading.	June 2014	Establish activity groups through RCAN ¹⁵ with a range of projects/ activities	Reading Climate Change Partnership Board		RCAN meetings on food and energy in 2015 See also action 2.4	RCAN events became unresourced after Nov 2015.	Green
T8SP1.2	Build relationships with 'non-environmental groups'; encourage uptake of sustainable	<ul style="list-style-type: none"> ●Sept 2014 ●June 2015 ●Sept 2015 	<ul style="list-style-type: none"> ● Build relationships in launch year. Trial methods of promotion. ●Design and build campaign 	Reading Climate Change Partnership board	Reading Borough Council, Reading Voluntary Action, Greater	Other groups doing through their campaigns and events - e.g.: <ul style="list-style-type: none"> ● Reading town meal (1st Oct 16) ● Reading Bike Kitchen has 	Promotions through grants is taking place (i.e. presence at Reading Town Meal in October). Climate talks also took place in 2015/16 and	Purple

¹³ Red = significant issues with either delivery or resourcing

Amber = work progressing or due to progress but delayed/ not to original timescale; issues but not significant

Green = complete or no issues and on time

Purple = actions which are a good idea, but which are not yet developed or resourced

¹⁴ T = theme; SP = strategic priority

¹⁵ Reading Climate Action Network www.readingclimateaction.org.uk

APPENDIX A - READING CLIMATE CHANGE STRATEGY 2013-2020, ACTION PLAN PERFORMANCE MONITORING, WINTER 2017/18

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure (winter 17/18)	Key Issues	RAG status ¹³ (winter 17/18)
	community related activities through a 'campaign' or other forms of promotion, in line with actions identified in EBC SP2. design and build and launch a campaign to promote climate friendly activities to 'non environmental groups'		<ul style="list-style-type: none"> Find resources to launch campaign 		Reading Environment Network, Reading International Solidarity Centre, community forums, Reading Climate Action Network members	high profile presence in town, <ul style="list-style-type: none"> RISC - Rdg International festival as well as all year round program of events 	another programme planned for 2018/19 Non Environmental groups difficult to define. Best done as 'guest presenter'	
T8SP1.3	Sustain and improve 'environmental' community organisations by improving links between groups contributing to tackling climate change.	July 2014	Use Reading Climate Action Network (RCAN) to build a two way direct and quality communication between Reading Climate Change Partnership and environmental community groups.	Reading Climate Change Partnership Board	Key environmental groups (TBC), options include Greater Reading Environmental Network, Transition Towns Reading, Econet, Globe Groups	<ul style="list-style-type: none"> RCAN event in 2015 gave info on action updates from community sector mainly; but no events in 15/16 Reading Climate Change Partnership project support fund assisting with building relationships as groups highlight their project for financial support. Supporting Reading Sustainability Centre in kind with hydro project. 	No resource for RCAN events in 15/16 but 2014 target delivered.	Green
T8SP2.1	Build uptake of energy efficiency,	Sept 2014	<ul style="list-style-type: none"> Identify & approach potential asset 	Reading Borough	Transition Towns Reading,	<ul style="list-style-type: none"> Action complete - solar housing project concluded and community solar project 	Reading Hydro group still going, waiting on planning permission from	Green

APPENDIX A - READING CLIMATE CHANGE STRATEGY 2013-2020, ACTION PLAN PERFORMANCE MONITORING, WINTER 2017/18

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure (winter 17/18)	Key Issues	RAG status ¹³ (winter 17/18)
	renewable energy & energy co-ops as well as (communal) food growing. Engage appropriate asset holders and develop local schemes.		holders. <ul style="list-style-type: none"> Identify 3 community assets to invest in energy efficiency, food growing and renewables. Seek investment to benefit those who come forward. 	Council	Greater Reading Environmental Network, Reading Voluntary Action, GLOBE groups, Food4 Families,	delivered. <ul style="list-style-type: none"> Food growing activities continuing 	RBC and EA Reading Hydro received planning permission in 2017. Reading Community Energy Society launched 2016.	
T8SP2.2	Communal food growing together and learning; continuation of Food4Families; support allotment and food growing activities	Sept 2014	<ul style="list-style-type: none"> Provision of allotment space in accordance with allotment strategy 2011 Establish 15 Food4Families food growing gardens Establish networks / events that help promote food growing and local food. 	<ul style="list-style-type: none"> Reading Borough Council Food4 Families / Reading Food Growing Network. 	Transition Town Reading (orchard and bulk buying sub-groups); organisations with buildings/ grounds	<ul style="list-style-type: none"> Reading Town Meal ongoing and was crowd funded. Has become an annual event. Food 4 Families ongoing, and are linked to Reading Food Growing Network, and Reading Town Meal. 		Green

APPENDIX A - READING CLIMATE CHANGE STRATEGY 2013-2020, ACTION PLAN PERFORMANCE MONITORING, WINTER 2017/18

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure (winter 17/18)	Key Issues	RAG status ¹³ (winter 17/18)
T8SP2.3	Identify potential for a 'showcase facility' (city farm) where local people can learn about the opportunities to grow food, harness natural products and develop skills	March 2014	<ul style="list-style-type: none"> •Complete research into viability of city farm in Reading •Consider report produced and revise action plan accordingly. 	Spring Board		<ul style="list-style-type: none"> • Green Health Reading has a small scale farm / allotment, helping vulnerable. • Spring Board seed funding has ended. 	GHR still wants to deliver a city farm but needs funds and land to do this.	Purple
T8SP2.4	Develop a network of accessible self-sufficient community buildings supporting skill development and providing local food.	June 2014	Complete mapping exercise of community buildings	Reading Borough Council	Reading Voluntary Action	No progress		Purple

APPENDIX A - READING CLIMATE CHANGE STRATEGY 2013-2020, ACTION PLAN PERFORMANCE MONITORING, WINTER 2017/18

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure (winter 17/18)	Key Issues	RAG status ¹³ (winter 17/18)
T8SP2.5	Build householders / individuals resilience in a number of ways; growing food, generating energy, insulating homes, planting trees, installing rainwater harvesting and composting food/garden waste.	Sept 2014	<ul style="list-style-type: none"> • Increase numbers of households adopting measures • Develop monitoring indicators • Design suitable messages, to target particular groups of householders 	Reading Climate Change Partnership	Reading Borough Council	<ul style="list-style-type: none"> • Awareness event: Reading Climate Forum in Sept 16 • Tilehurst Globe and Caversham and District Residents Association events on energy efficiency in the home. • Generating energy - RBC 457 council homes installed with solar panels. Further number given energy efficiency advice -• High uptake of solar pre-fit in 2016. Reading had 7MWp in 2017 - that's about 28,000 panels. About 8000 owned by RBC. Primarily domestic. 		Green
T8SP2.6	Influence government policy to favour and link local food growers to commercial organisations	TBC	Obtain funding, conduct research (surveys)	University of Reading		No update available yet.		Purple
T8SP3.3	Build 'share and repair' movement, increasing skills in the community and reducing waste	March 2015	<ol style="list-style-type: none"> 1. Establish sharing network 2. Identify community champion(s) 3. Establish list of organisations that can repair and refurbish products 	Transition Towns Reading	Greater Reading Environmental Network, Reading Voluntary Action	<ul style="list-style-type: none"> • Reading Bike Kitchen doing very well. • Monthly Repair Café still going strong. 		Green

APPENDIX A - READING CLIMATE CHANGE STRATEGY 2013-2020, ACTION PLAN PERFORMANCE MONITORING, WINTER 2017/18

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure (winter 17/18)	Key Issues	RAG status ¹³ (winter 17/18)
T8SP3.4	Mainstream sharing initiatives in Reading residents / businesses culture	March 2016	Recruit business partners and expand network	Transition Towns Reading / Connect Reading (to be identified)		As 3.3	No progress, or resources.	Red
T8SP4.1	Conduct research into local outlets that would consider trading in a Reading pound to strengthen the local economy	Dec 2014	Complete research project	Transition Towns Reading	Local businesses	No progress	Action needs to be discussed further with the community	Red
T8SP4.2	Support local economy to explore methods used in UK towns and cities to increase local identity and build number of local businesses	<ul style="list-style-type: none"> • April 2014 • June 2014 	<ul style="list-style-type: none"> • Build research group of interested organisations/ individuals (tastecard/ wedgecard/ Bristol £ etc). • First meeting 	Transition Towns Reading	Reading Borough Council, Reading UK CIC Federation of Small Businesses, Reading Voluntary Action (Highbridge exchange / The Real Business Club),	No progress.	Action needs to be discussed further with the community	Red

APPENDIX A - READING CLIMATE CHANGE STRATEGY 2013-2020, ACTION PLAN PERFORMANCE MONITORING, WINTER 2017/18

Ref	Action	Timescale	Target & measure/ milestone	Lead delivery partner(s)	Other delivery partners	Progress against target and measure (winter 17/18)	Key Issues	RAG status ¹³ (winter 17/18)
T8SP4.3	Rebalance Reading's 'corporate image' ; Alt.Reading website- magazine focussing on independents, culture and opinion of and from Reading.	<ul style="list-style-type: none"> • Jan 2014 • TBC 	<ul style="list-style-type: none"> • Launch website • Compile independent business directory 	Alt.Reading		<ul style="list-style-type: none"> • Alt Reading- website is doing well, • A new facebook group is creating a similar on-line presence 'theDing' 		Green

Reading Climate Change Strategy Review

Key changes to strategic priorities

Current Strategic Priorities (SPs)- 2013 Strategy	Proposed Strategic Priorities -2016/17 Review	Why changes have been made
Energy Supply		
- Reduce electricity consumption within the commercial and public sectors (T1SP1)	- Reduce energy consumption in Reading (T1SP1)	<i>Streamlining of SPs- the four existing SPs have been summarised by the two proposed SPs.</i>
- Introduce smart meters and energy storage solutions in Reading (T1SP2)	- Decarbonise energy supply of Reading (T1SP2)	
- Develop heat supply networks to deliver low carbon heat in Reading (T1SP3)		
- Increase the amount of energy generated locally using renewable technologies (T1SP4)		
Low Carbon Development		
- Buildings in Reading to be built to high standards of energy efficiency incorporating on-site renewable energy where possible (T2SP1)	- Continue to develop planning policies that support the reduction of greenhouse gas emissions directly and indirectly from the borough (T2SP1)	<i>National changes in policy limits what can be achieved in the short term.</i>
- Retrofit energy efficiency measures into Reading's buildings (T2SP2)	- Retrofit energy efficiency measures into Reading's buildings (T2SP2)	<i>No change</i>
- Improve properties to reduce fuel poverty in Reading (T2SP3)		<i>SP3, which related to fuel poverty, has been removed, but its actions have been incorporated into other SPs.</i>
- Enable the uptake of Green Deal and associated grants in Reading (T2SP4)		<i>SP4, which related to the Green Deal, has been removed due to the end of this funding stream from central government.</i>
- Minimise the 'embodied carbon' incorporated in construction projects (T2SP5)		<i>Deleted</i>

Appendix B

Current Strategic Priorities (SPs)- 2013 Strategy	Proposed Strategic Priorities -2016/17 Review	Why changes have been made
<p>-Continue to develop planning policies that:</p> <ul style="list-style-type: none"> • support the reduction of greenhouse gas emissions directly and indirectly from the borough • - reduce the risks of climate change to the communities of Reading (T2SP6) 		<p><i>Deleted; first bullet covered T2SP1 Second bullet covered by new T2SP3</i></p>
	<p>-Develop and implement adaptation measures to reduce the risk of high temperatures (T2SP3)</p>	<p><i>A new SP3 on adaptation to climate change has been added.</i></p>
Natural environment		
<p>- Improve the quality and connectivity of natural habitats (T3SP1)</p>	<p>- Improve the quality and connectivity of natural habitats (T3SP1)</p>	<p><i>No changes to strategic priorities made, but the theme reflects an aim to connect more with local environmental community groups.</i></p>
<p>- Encourage local community groups and businesses to become more involved in the management of local green spaces (T3SP2)</p>	<p>- Encourage local community groups and businesses to become more involved in the management of local green spaces (T3SP2)</p>	
Water Supply and Flooding		
<p>- Manage demand for and supply of water to reduce the expected impact of water shortages on consumers and on wildlife (T4SP1)</p>	<p>- Manage demand for and supply of water to reduce the expected impact of water shortages on consumers and on wildlife (T4SP1)</p>	<p><i>No change</i></p>
<p>- Reduce the carbon footprint of water supply and water heating (T4SP2)</p>		<p><i>Deleted</i></p>
<p>- Reduce the risk of damage due to flooding (T4SP3)</p>	<p>- Reduce the risk of damage due to flooding (T4SP2)</p>	<p><i>No change</i></p>
	<p>- Develop an adaptation plan for Reading so we can plan for extreme events associated with the changing climate (T4SP3)</p>	<p><i>New SP</i></p>

Appendix B

Current Strategic Priorities (SPs)- 2013 Strategy	Proposed Strategic Priorities -2016/17 Review	Why changes have been made
Transport		
- Develop a transport infrastructure which supports more low carbon travel options for people in Reading (T5SP1)	- Develop and manage a transport infrastructure supporting low carbon travel options (T5SP1)	<i>SPs 1 and 3 combined into the new SP1.</i>
- Reduce energy use and embodied energy in transport infrastructure (T5SP2)	- Reduce energy use and embodied energy in transport infrastructure (T5SP2)	<i>No change</i>
- Manage transport infrastructure and services to prepare for climate change (T5SP3)		<i>Covered by SP1</i>
- Encourage non-car travel for all sectors of the population, through targeted advice, incentives and enforcement (T5SP4)	<i>Deleted</i>	<i>SP4 considered a sub-action under SP5</i>
- Reduce the air pollution from vehicles (T5SP5)	- Reduce the air pollution derived from motor vehicles (T5SP3)	<i>No change</i>
Purchasing, Supply and Consumption		
- Enable people to make sustainable purchasing choices (T6SP1)	- Support and encourage local purchasing and the development of local supply chains (T6SP1)	<i>SPs 1 and 2 have been combined.</i>
- Support and encourage local purchasing and the development of local supply chains (T6SP2)		<i>Merged with SP1 above</i>
- Promote and encourage new business models focused around the ‘circular economy’ (T6SP3)	- Promote and encourage new business models focused around the ‘circular economy’ (T6SP3)	<i>No change</i>
- Develop standards and the commitment to sustainable procurement in both the public and private sectors (T6SP4)	- <i>Develop standards and the commitment to sustainable procurement in both the public and private sectors (T6SP3)</i>	<i>No change</i>
- Increase recycling rates (T6SP5)	<i>Deleted</i>	<i>SPs 5&6 have been removed, as these actions are owned and delivered by</i>

Appendix B

Current Strategic Priorities (SPs)- 2013 Strategy	Proposed Strategic Priorities -2016/17 Review	Why changes have been made
		<i>Reading Borough Council's waste management services* and its waste contractor</i>
- Reduce waste by supporting the re-use and repair of products and materials (T6SP6)	<i>Deleted</i>	<i>As above</i>
Education, Communication and Influencing Behaviour		
- Further integrate sustainable behaviour promotion and practice throughout schools, colleges, universities, and workplaces (T7SP1)	- Integrate sustainable behaviour promotion and practice throughout schools and colleges, homes, businesses and workplaces (T7SP1)	
- Ensure that communication which is aimed at influencing climate change related behaviour is delivered in a consistent and targeted way (T7SP2)		<i>SPs 2 and 4 were considered sub-actions and have been integrated into two wider, more comprehensive SPs.</i>
- Engage organisations in the private sector, including residential and commercial landlords, in effective action to reduce their carbon footprint (T7SP3)		<i>Deleted</i>
- Develop the market for climate change related local business and the skills to ensure that local jobs are created in line with the growing low carbon economy (T7SP4)		<i>SPs 2 and 4 were considered sub-actions and have been integrated into two wider, more comprehensive SPs.</i>
	- Raise awareness [with the stakeholders mentioned above] of the range of opportunities, initiatives, successes and challenges relating to climate action across Reading (T7SP2)	<i>New SP</i>
Community		
- Build community activity relating to sustainable		<i>Consolidation of previous SPs.</i>

Appendix B

Current Strategic Priorities (SPs)- 2013 Strategy	Proposed Strategic Priorities -2016/17 Review	Why changes have been made
communities (T8SP1)		
- Build community resilience to climate change and self-sufficiency(collective and individual) (T8SP2)	- Build community resilience to climate change and self-sufficiency(collective and individual) (T8SP2)	<i>No change</i>
- Reduce consumption by building a 'sharing economy' (T8SP3)	- Reduce consumption by building a 'sharing economy' (T8SP3)	<i>No change</i>
- Build an 'alternative economy' focused on quality of life and emphasising sustainable communities (T8SP4)		<i>Deleted</i>

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT PLANNING & TRANSPORT COMMITTEE		
DATE:	19 MARCH 2018	AGENDA ITEM:	10
TITLE:	AIR QUALITY		
LEAD COUNCILLOR:	CLLR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT
SERVICE:	REGULATORY SERVICES	WARDS:	ALL
LEAD OFFICER:	JAMES CROSBIE	TEL:	72424
JOB TITLE:	REGULATORY SERVICES MANAGER	E-MAIL:	james.crosbie@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 A report was presented to Committee in November 2017 which outlined the Government's proposals for reducing Nitrogen Dioxide and an overview of the Clean Growth Plan. At that Committee, Reading Friends of the Earth presented a petition calling for further action from the Council to tackle air quality.
- 1.2 This report provides a response to the Reading Friends of the Earth petition and further updates on air quality matters following a successful court challenge to the Government's approach to tackling nitrogen dioxide levels.

2. RECOMMENDED ACTION

- 2.1 That the Committee notes the response to the Friends of the Earth petition.
- 2.2 That the Committee note the requirement to submit a feasibility study to the Government by the end of June 2018. Given the limited time to submit information the study be approved by the Head of Planning, Development and Regulatory Services in consultation with the Lead Councillor for Strategic Environment, Planning and Transport and the Chair of the SEPT Committee.
- 2.3 That the Committee note that the feasibility study submitted to the Government and any funding arising will inform a refresh of the current Air Quality Action Plan alongside changes which are currently being developed/delivered to the Local Plan, Local Transport Plan and the Joint Strategic Needs Assessment.

3. POLICY CONTEXT

- 3.1 The Government published its latest plan to tackle Nitrogen Dioxide (NO₂) in July 2017. Client Earth, an environmental lobbying group, challenged the plan on the basis that it did not require all local authority areas with identified exceedances to formally submit plans to the Government stating how they would manage air quality within their area and bring about reductions in Nitrogen Dioxide in the shortest possible time. Client Earth won their latest challenge on the 21 February 2018.

- 3.2 Subsequently, the Government requested that thirty three local authority areas including Reading attend a meeting at Westminster to discuss how they will respond. At the meeting the Government confirmed that they would be taking a more formal approach with this group of ‘marginal’ local authorities which includes Reading Borough Council. Reading was previously modelled out of the requirement to prepare an action plan given the Government’s data confirmed that the town will meet legal requirements by 2020. It is worth noting that the modelling indicates that Reading meets the legal requirement by 1µg/m³, so this is a marginal ‘pass’, which without continued action under the Air Quality Action Plan, could still result in the council having to take action.
- 3.3 The Government have asked Reading to consider all options to identify any additional measures that could bring forward compliance with NO₂ limits in the specific roads identified as soon as possible. They have confirmed that funding will be made available to help the development of these local feasibility studies, as well as funding to support measures identified that would bring forward compliance.
- 3.4 The Government has given the end of June 2018 as a submission date for feasibility studies.
- 3.5 The outcome of the Client Earth court case is welcomed as it may help the Council to achieve its aim of improving areas of poor air quality within the Borough sooner.

4. READING FRIENDS OF THE EARTH PETITION RESPONSE

- 4.1 Reading Friends of the Earth (RFoE) put forward a petition which was signed by over 400 residents. The petition questions and a response to these are outlined below. RFoE’s comments are presented in bold text:
- 4.2 **RFoE would like RBC to put in place a new action plan and the resources to cut all pollutant levels to below WHO guidelines by 2020.**

The Council has a current and recently reviewed Air Quality Action Plan (AQAP) in place which aims to tackle a broad spectrum of air pollutants. The plan aims to deliver improvements which would significantly reduce current pollutant levels and bring them below the National Air Quality Objectives.

The Council’s next steps will depend on the available funding from the Government to support ‘marginal’ councils such as Reading Borough Council as well as the publication of the Government’s draft Clean Air Plan which is due to be published in April/May. This will inform a refresh of the current AQAP alongside changes which are currently being developed/delivered to the Local Plan, Local Transport Plan and the Joint Strategic Needs Assessment.

- 4.3 Reading’s current action plan lists many positive actions but does not quantify the benefits expected from each - or achieved - so it is not clear what effect they will have.

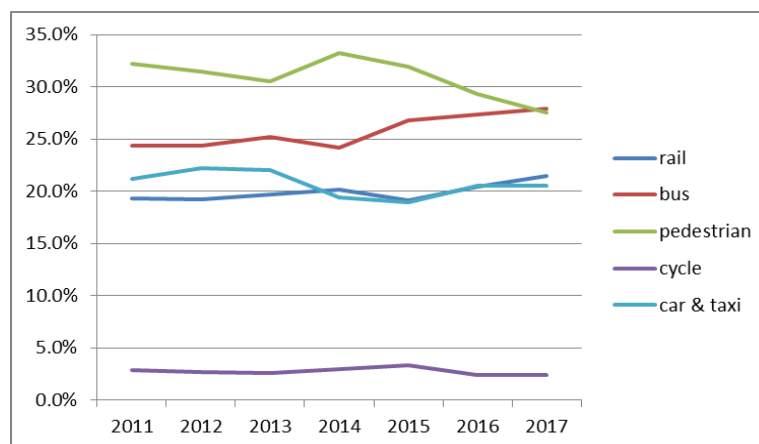
Cleaner air requires some combination of cleaner vehicles and/or fewer vehicles - both should be considered but we note that traffic reduction and modal shift to public transport, walking and cycling can also reduce congestion and greenhouse gases - potentially win, win, win!

- We want the Council to assess the benefits of:
- Greatly improved facilities for cycling

- 'Clean Air Zones' - charging particularly polluting vehicles - at the river crossings and at pollution hotspots.
- Workplace parking levies to reduce congestion and support public transport
- Reducing town centre car parking
- Road pricing as advocated by Reading Independent Transport Commission

Will the Council assess these benefits?

Greatly improved facilities for cycling - In 2017 the Council introduced the new NCN cycle route 422, re-procured the Readybike contract, and is delivering the EMPOWER incentivisation programme aimed at encouraging commuters to switch to bicycle. Unfortunately it is difficult to assess the benefits of this at the moment. The Council's figures (shown in the below graph) show a decrease in the percentage of cyclists. Although these figures are only for a single day and in the last 2 years these counts have fallen on rainy days which will have impacted the figures.



Clean Air Zones - there would be a requirement for the council to undertake a feasibility into the introduction of a chargeable Clean Air Zone. There are significant costs associated with undertaking such a study as well as costs associated with introducing and managing a scheme at multiple locations. As the Government now must consider what plans the additional thirty three council areas have in place to meet the national objective by 2019/20, it may be that funding becomes available to carry out such a project.

4.4 A new Local Transport Plan.

The Council is in the process of initiating a project to develop and implement a new Local Transport Plan, which will include a review of existing transport strategies and policies including the Parking Strategy. Part of the review will include the development of a parking strategy action plan with the aim of reducing congestion and improving alternatives to the car. Improvements in AQ will be integral to the Local Transport Plan and the plans that support it.

4.5 RfOE want Reading to carry out a 'feasibility study', acquire or allocate funding, and implement effective measures.

The delivery of a feasibility study into options to implement effective measures to improve AQ in Reading is something that the Council would wish to undertake, however, as indicated, there are significant financial implications to carrying out a feasibility study and implementing actions set out in any study. Some funding is likely to be made available by Government, but it is currently unclear what level of support this will be.

- 4.6 The government monitors PM2.5 at its 'urban background' monitor in the middle of the Cemetery, about 100 m south of the A4. Measurements of NO2 at this location are much lower than in town centre locations near busy roads so we don't think the PM2.5 results are valid for the town centre.

We want the Council to investigate levels of PM2.5 in areas that are busiest and assess the risks and take appropriate actions.

The Council acknowledges the harmful impacts of PM 2.5 and agrees that an expanded monitoring network which includes PM 2.5 would be helpful in assessing impacts. However, the cost of increasing the monitoring network to include PM 2.5 is prohibitive. The Council currently has three roadside monitors which are capable of monitoring PM10. It is possible to approximate PM 2.5 levels from these measurements as well as draw conclusions from levels of nitrogen dioxide measured i.e. a reduction in nitrogen dioxide is indicative of a reduction in particulate matter.

The PM2.5 monitor at the background site shows levels have decreased since monitoring began, but have begun to increase in the last couple of years.

Year	Annual Mean PM _{2.5} µg/m ³ (TEOM FDMS)
2010	13
2011	14
2012	12
2013	10
2014	10
2015	7
2016	9
2017	10*

*subject to change pending data ratification

PM2.5 is a transboundary pollutant meaning that the majority of it travels over large distances. Local measures will therefore not be effective in reducing this portion. The locally produced portion of PM2.5 will predominantly be from traffic and smoke from chimneys and bonfires. RBC is actively targeting the reduction of vehicular emissions

of NO₂. Measures that target NO₂ will also be effective at reducing PM_{2.5} from this source.

The Government is currently conducting a consultation on a range of options to improve air quality linked to tackling emissions from wood burning stoves and open fires. These options include:

- Encouraging consumers to switch from house coal by only allowing the sale of low sulphur smokeless alternatives
- switching from wet wood to dry wood
- the introduction of sulphur limits for all smokeless solid fuels
- and new powers for local authorities to take action for persistent smoke offences where local amenity is harmed

Additionally, the Council is reviewing the application of smoke control zones in the Borough, which will also contribute to reducing the local contribution to PM 2.5 emissions.

5. NATIONAL POLICY CHANGES

5.1 The Government has outlined their intention to publish a Clean Air Plan in 2018 which will set out steps for improving air quality by tackling a range of pollutants. There is currently no date set for its publication or details of what the plan may cover.

5.2 The Government recently published a call for evidence on ‘domestic burning of house coal, smokeless coal, manufactured solid fuels and wet wood’. The outcome of the call for evidence has not been published at the time of this report.

6. CONTRIBUTION TO STRATEGIC AIMS

6.1 A revised Air Quality Action Plan alongside changes which are currently being developed/delivered to the Local Plan, Local Transport Plan and the Joint Strategic Needs Assessment would contribute to the following strategic aims:

3. Keeping the town clean, safe, green and active;

7. COMMUNITY ENGAGEMENT AND INFORMATION

7.1 A revised Air Quality Action Plan would require formal consultation.

8.0 EQUALITY IMPACT ASSESSMENT

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

9.0 LEGAL IMPLICATIONS

9.1 There are no legal implications in respect of this report.

10.0 FINANCIAL IMPLICATIONS

10.1 There are no financial implications arising from this report. As and when the Government releases its funding streams for various schemes and projects, bids will be submitted by officers.

11.0 BACKGROUND PAPERS

11.1 Air Quality Plan 2017 - SEPT Committee November 2017

READING BOROUGH COUNCIL
REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT PLANNING AND TRANSPORT COMMITTEE		
DATE:	19 MARCH 2018	AGENDA ITEM:	11
TITLE:	HEATHROW EXPANSION AND AIRSPACE PRINCIPLES CONSULTATION - COUNCIL RESPONSE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICERS:	CHRIS MADDOCKS/ STEPHEN WISE	TEL:	0118 937 4950 / 0118 937 3735
JOB TITLE:	ACTING STRATEGIC TRANSPORTATION PROGRAMME MANAGER / SENIOR TRANSPORT PLANNER	E-MAIL:	chris.maddocks@reading.gov.uk stephen.wise@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 This report summaries the current consultation being undertaken by Heathrow regarding the emerging proposals and options for expanding the airport, and provides a draft Council response to the consultation.
- 1.2 Appendix A - Draft Response to 'The Proposed Expansion of Heathrow Airport' Consultation.

2. RECOMMENDED ACTION

- 2.1 That the Committee notes the contents of the report and approves the draft response from the Council at Appendix A.

3. POLICY CONTEXT

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

4. BACKGROUND

- 4.1 In October 2016 the Government announced that a northwest runway at Heathrow Airport as its preferred scheme for the expansion of airport capacity in the South East. The Government then published the draft Airports National Policy Statement (NPS) in February 2017, setting out the draft policy for expansion at Heathrow.
- 4.2 A consultation on the draft Airports NPS was undertaken by Government in February 2017, with further consultation between October and December 2017 to allow updated evidence to be considered. The draft NPS is currently being scrutinised by the Transport Select Committee and it is anticipated there will be a vote in the House of Commons in 2018 on whether the draft NPS is formally adopted as Government policy.
- 4.3 Expansion of Heathrow is classified as a nationally significant infrastructure project for the purposes of the Planning Act 2008, therefore Heathrow is currently preparing an application to the Secretary of State for Transport for a Development Consent Order (DCO). In addition, changes to airspace will be considered by the Civil Aviation Authority (CAA) through an Airspace Change Process which will decide whether the change can be made based on a range of requirements. Subject to this approval process, it is anticipated that a new northwest runway at Heathrow could be open in late 2025/2026.
- 4.4 The Council's position on Heathrow expansion is set out in the Council Motion adopted in January 2014. This recognises the economic and employment benefits to Reading of Heathrow, accepts the importance of retaining the world's busiest hub airport in its current location, and accepts the need identified by Government for some expansion of airport capacity in the South East. However, the Motion includes caveats for expansion including the need for significant enhancement to sustainable surface access to the airport and the requirement for environmental concerns of local residents to be fully addressed.

5. THE PROPOSAL

- 5.1 The consultation currently being undertaken by Heathrow is in two parts:
- Airport Expansion - physical changes on the ground needed to build a new northwest runway and to operate an expanded airport.
 - Airspace Principles - high-level principles that could be applied when designing the new airspace required for an expanded airport. It should be noted that future flight path options are not being consulted upon at this time but will be subject to a future consultation.

- 5.2 Reading is located 25 miles west of Heathrow, therefore the effects of the airport expansion will be different to those communities adjacent to the airport. The consultation documents focus mostly on effects on communities adjacent or close to the airport, however the first part of the consultation includes significant sections relating to surface access, noise, air quality & emissions, and carbon & climate change. These aspects are of greater interest and concern to the Council and residents of Reading.
- 5.3 Enhancing sustainable surface access to Heathrow is a particular concern to the Council. The consultation includes a statement of intent supporting airport expansion that *'We have made a commitment that the expansion of Heathrow will not lead to an overall increase in Heathrow related traffic volumes compared to today'*. In addition, the draft Airports NPS states that *'any application for development consent and accompanying surface access strategy must include details of how Heathrow will increase the proportion of journeys made to the airport by public transport, cycling and walking to at least 50% by 2030 and at least 55% by 2040 for passengers. Heathrow must also demonstrate how it will achieve a 25% reduction of all colleague (employee) car trips by 2030, and a reduction of 50% by 2040 from a 2013 baseline level.'*
- 5.4 The proposed expansion of Heathrow would increase the number of people visiting the airport and the consultation sets out the ways in which the percentage of people accessing the airport by sustainable means, particularly public transport, will be increased in order to achieve the surface access commitments. The existing mode share for passenger access to the airport is 39% by public transport, 28% by car and 33% taxis / private hires. For employees, the public transport share is 40% and car share is 53%.
- 5.5 It should be noted that Heathrow is relying on the Elizabeth Line (Crossrail) and Piccadilly Line Upgrade schemes to provide the major transport enhancements needed to meet their surface access commitments. It is being argued by Heathrow that the proposed western and southern rail access schemes are not required to achieve the NPS targets set for airport expansion.
- 5.6 The second part of the consultation relates to airspace design principles; specifically flight paths, urban and rural areas, noise & emissions, technology & innovation and night flights. The purpose of this part of the consultation is to seek feedback on key principles that would be used to guide the design and structure of the airport's future airspace.
- 5.7 The deadline for responding to this consultation is 28 March 2018. It is anticipated that a second consultation containing more detailed proposals will be undertaken by Heathrow next year. The Committee is asked to agree the draft response to the consultation from the Council as set out at Appendix A.

6. CONTRIBUTION TO STRATEGIC AIMS

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

- Providing infrastructure to support the economy.

7. COMMUNITY ENGAGEMENT AND INFORMATION

7.1 Significant consultation will be undertaken regarding this proposed scheme as set out within the report.

8. LEGAL IMPLICATIONS

8.1 None relating to this report.

9. EQUALITY IMPACT ASSESSMENT

9.1 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.

9.2 It will be the responsibility of Heathrow to carry out an equality impact assessment at the relevant time.

10. FINANCIAL IMPLICATIONS

10.1 None relating to this report.

11. BACKGROUND PAPERS

11.1 Airports Commission Interim Report - Council Motion, Council, January 2014.

11.2 Consultation documentation - <https://www.heathrowconsultation.com/>

APPENDIX A - DRAFT READING BOROUGH COUNCIL RESPONSE TO 'THE PROPOSED EXPANSION OF HEATHROW AIRPORT' CONSULTATION

PART 1 - AIRPORT EXPANSION CONSULTATION

The first part of the consultation considers issues relating to surface access, noise, air quality & emissions and carbon & climate change. The Council's draft response is set out below:

1. Surface Access

Reading Borough Council (RBC) supports the surface access commitments set for airport expansion as part of the Airports National Policy Statement (NPS) and notes the current mode share for visitors and employees accessing the airport. The Council strongly supports the development of public transport initiatives for both passengers and staff, given current levels of traffic congestion in existence around the airport, and as a result in journey originating towns like Reading. For the NPS targets to be achieved Heathrow will need to demonstrate real support for schemes that will facilitate a step change in public transport provision to the airport.

Whilst the strategy as outlined in the surface access document includes support for developing public transport links to the airport, it is short on detail as to what level of financial support will be forthcoming, if at all. This is particularly the case where new rail links have been proposed to connect Heathrow to the west and south. These areas are shown in the car use statistics in the consultation documents to be responsible for a disproportionate amount of the current car journeys to the airport. These car journeys are one of the principal causes of existing congestion on the M25, M3, M4 and A4 and the development and implementation of the new rail projects should be a priority for support from Heathrow Airport now, particularly in the case of the rail access from the west. As part of the expansion plans a further new rail link will be needed to connect Heathrow to the rail lines to the south.

Western Rail Link to Heathrow

In the case of the proposed Western Rail Link to Heathrow (WRLTH), development seems to have stalled over arguments regarding funding. It is clear that Heathrow currently would benefit considerably from implementation of this access and the scheme should be delivered in advance of the works to expand Heathrow as this will help to embed sustainable travel habits for both visitors and employees.

The period of construction for the expanded airport would inevitably cause significant congestion and traffic issues around a large area, therefore construction of WRLTH should take place and be completed in the period prior to the major construction programmes for airport expansion as this would help to mitigate the disruption and enable a significant modal shift to take place.

The statement in the consultation that Heathrow would *'Provide a fair and reasonable contribution to the costs for a new Western Rail Link to Heathrow allowing direct rail services to Heathrow from Reading and the west'* falls significantly short of the commitment needing to be shown by Heathrow to ensure this project is delivered in a timely manner. The Council notes with concern that there is no proposed date for completion of this link in the documentation.

Southern Rail Access to Heathrow

Regarding rail access from the south, the consultation document states that Heathrow will *'Work with stakeholders to support the development of a new direct rail link to Heathrow from the south.'* Again this statement falls a long way short of the commitment required from Heathrow for this scheme, considering that for an expanded Heathrow a direct rail link to the mass of rail lines south of the Thames would be a significant benefit.

Further, in the consultation document it is stated that *'A feasibility study undertaken by Network Rail showed that there is a strong business case for the proposals and that there are credible infrastructure solutions that should be explored further. Heathrow's analysis to date indicates that our proposed surface access strategy is not reliant on a Southern Rail Link to deliver the mode share targets in the revised draft ANPS and commitment to no increase in Heathrow-related traffic.'* This analysis appears to ignore Heathrow's own analysis elsewhere which clearly shows that where good public transport connections exist they are already used; whilst where they do not exist the car is the dominant form of passenger and worker access to the existing airport.

Currently the public transport share of passengers from Camden is 69%, Westminster 56%, but Reading only 29% and Guildford just 9%. These figures clearly show the need for the rail links to be provided to the west and south of the airport. Therefore the contention that the southern rail access is not really needed for Heathrow Airport expansion is a major concern.

A similar argument for early implementation of a southern link exists, as this would start to tackle the number of car journeys to the airport from that direction ahead of the disruption and capacity constraints likely to be caused by the physical works to expand Heathrow.

Failure to provide either or both rail links to the west and south will be likely to cause additional rather than less traffic as a result of airport expansion. This will lead to more traffic congestion for those living and travelling in a wide area and not needing any direct dealings with the airport. This would be an unreasonable imposition on residents and business in the area nearby, and further away towns in the Thames Valley and Surrey.

Local Bus Services

Expansion of local bus routes is proposed as part of the consultation, however it appears to concentrate on those within the Greater London area and mostly ignores those running outside that area to Slough and other locations in the Thames Valley.

As noted above, there is a need to develop better public transport links to Thames Valley locations whether by direct rail links or where these are not possible, by direct frequent bus links. In addition the proposed rail links will not serve local stops in residential areas that are served by buses. The consultation suggests that many bus services don't provide good timetables that are appropriate to the needs of shift workers at Heathrow. This would be easy to solve with Heathrow support for these bus services, as there is no need for overnight engineering possessions of tracks as for a rail service. There are currently no 24 hour buses from/to Thames Valley towns such as Slough, Maidenhead and Reading, presumably because of reluctance by Heathrow to offer support.

This contrasts with the situation in Reading where there are five 24/7 bus routes in operation. Bus usage statistics (DfT) also show that the potential for development of bus services west of Heathrow is not currently being met, as in Reading Borough a total of 21.4m bus journeys are made compared to just 4.7m in Slough Borough (the nearest town west of Heathrow). In terms of trips by bus per head of population (which is broadly similar) the figure for Reading is 131 trips per year per head of population compared with just 32 in Slough. It is clear from these figures that current bus routes to the west of Heathrow are not sufficient to attract significant numbers of car users to travel by bus.

The consultation documents do not contain any specific proposals to upgrade bus links to Mass Rapid Transit (MRT) or Bus Rapid Transit (BRT) standards (not necessarily guided) despite the planned wholesale relocation of roads such as the A4. The relocation/rebuilding of these roads which are already used by numerous buses should include the provision of dedicated bus lanes (where feasible) to provide exclusive right of way for bus services. This will allow bus services to operate more quickly and more reliably than is currently the case. This will allow more services to be run for the same cost and attract more passengers to them.

As a minimum at least one 'transit corridor' for upgrading to BRT standards should be provided in each direction of approach to the airport campus. Given the very large sums likely to be spent in relocating the affected roads this is a golden opportunity to provide this missing BRT infrastructure and to create a world class connecting public transport network to match the aspirations for a world class airport. To the west Slough Borough Council is implementing BRT lanes on the A4 and it would be logical to deliver a complete BRT route from Slough to the Heathrow campus and operate it 24 hours a day.

On the Heathrow campus there should be no reason for buses to be stuck in traffic queues as dedicated bus lanes can be provided to ensure efficient access to and

between terminals. There is no mention of future provision of any such 'on campus' facilities in the consultation documentation.

In addition, to enable construction workers to easily get to/from work sites the more bus lanes that are implemented prior to the main construction the easier it will be to deal with the construction. It will also mitigate the effects of road closures and the inevitable congestion.

Smart Ticketing

Provision of new and innovative ticketing arrangements is ongoing within both Transport for London (TfL) and the wider bus industry in the Thames Valley, and to a lesser extent with train services. There is a clear need for passengers and employees to be able to easily obtain economic and flexible tickets for their whole journey from their home to the airport. This is not the case currently and would be a major step towards people being able to easily choose to use public transport. Currently information on how to get to Heathrow is patchy.

Inclusive public transport tickets from airlines are also the exception. It should be feasible to offer free or discounted surface access public transport tickets as part of an airline ticket package. The airline offering such surface access solutions should be rewarded by the airport.

2. Noise

Reading is not directly affected by the noise of operations (take off and landings) at the airport and the effects of flight paths will be covered in the future Airspace Principles consultation.

However, RBC would support the measures proposed to reduce or mitigate the effects of noise nuisance from both the existing airport and the expanded airport. The ability to offer respite through runway alternation would appear to be improved with the three runways and should be made a significant objective. The 6.5 hour ban on night flights should continue and the 11pm to 5.30am period seems suitable. However it is unclear how if the current ban is from 11.30pm to 6am, there can be flights 'scheduled to land from 04.30 to 06.00'. If the ban period is to be from 11pm to 5.30am there should not be planes arriving at 4.30am.

There was nothing mentioned in the main consultation document regarding noise of construction. Clearly the construction project will be ongoing for many years once it starts. This needs to be treated as a serious noise issue as it will affect nearby residents, passengers and colleagues at the airport for years.

There is no connection noted between noise nuisance and the choices of surface access made to get to/from the airport. This is an omission as the over dependence on cars as a means of access ensures high levels of road traffic noise nuisance are experienced on roads even a long way from the airport such as the M4 passing South Reading. If the proposed western and southern rail links as set out

above were delivered there would be a beneficial noise reduction effect over a large area.

3. Air Quality and Emissions

The main consultation document contains a triple lock guarantee on air quality and emissions as set out below:

- *'Meeting our existing commitment to play our part in improving air quality by targeting no increase in the amount of airport related vehicles on the road and by supporting improved surface access.'*
- *Ensuring further measures are ready to be introduced, if required, to reduce road journeys and emissions and encourage sustainable forms of transport.*
- *Binding our commitment by guaranteeing that new capacity at an expanded airport will only be released when it is clear that the airport's contribution will not delay the UK's compliance with EU air quality limits.'*

RBC would agree with the requirements of the triple lock and re-iterate that the delivery of the rail links and bus links for surface access noted above will be the best and most effective way of ensuring that the airport expansion plays its part in reducing emissions and improving air quality.

The consultation document outlines the general approaches that will be taken to reduce the impact on air quality, such as incentivising the use of cleaner aircraft and their operation on the ground. It will be important that the future consultation contains more detail on these incentives and other measures that will offset the significant increase in planes and the associated increase in traffic on the ground.

However, it is noted that as the airport expansion is intended to provide for an increase in take offs and landings by provision of the third runway, it is surprising that there is little detail on how the extra emissions from the extra planes will be dealt with. The consultation document contains little acknowledgment that planes burn large quantities of fossil fuels and appears to mostly apportion airport emissions to surface access transport.

4. Carbon and Climate Change

RBC supports the proposals to reduce carbon emissions, and reduce the climate change effect of the airport. The consultation document rightly acknowledges the influence of construction as well as operations in this area. The need for a climate change resilient airport is also acknowledged with a need for greater resilience for adverse weather events. This is not something the current airport with its restricted runway capacity is good at.

Once again making surface access by sustainable transport as attractive and easy as possible will be of great importance in reducing carbon emissions and climate change. Although electric vehicles have their place, an electric car is still an

inefficient use of road space compared to an electric or low emission BRT vehicle or compared to a bicycle or train. A reduced need for car parking spaces for any type of car and a consequent need for less road space would contribute to a reduction in carbon emissions throughout the 'life cycle' of the airport expansion and reduce the influence on climate change.

The proposed incentivised use of lower carbon aircraft is noted and supported.

PART 2 - AIRSPACE PRINCIPLES CONSULTATION

Principle 1: Flight Paths

Extract from the Consultation Document:

'There are three options for the design principle we could apply when deciding where we choose to put our flight paths in relation to where they are today. A trade-off exists between these three options so we want your views on which should be given priority.'

- A. Minimise the total number of people overflown, with routes designed to impact as few people as possible.*
- B. Minimise the number of people newly overflown, keeping routes close to where they are today, where possible.*
- C. Share routes over a wider area, which might increase the total number of people overflown but would reduce the total number of people most affected by the routes as the noise will be shared more equally.'*

RBC Response:

Option A is likely to place significant impact on the people who will be overflown, whilst Option C is likely to blight huge areas not previously affected by noise nuisance from overflights. Therefore, the Council's preference would be Option B to keep the same routes where feasible, as this would affect as few additional people as possible.

Principle 2: Urban and Rural Areas

Extract from the Consultation Document:

'We are seeking views about whether we should prioritise flights over urban or rural areas. When designing airspace, we could:

- A. Prioritise routing aircraft over urban areas, recognising that urban areas have higher general noise levels; or*
- B. Prioritise routing aircraft over rural areas where fewer people live.'*

RBC Response:

Airport expansion is stated to be for the benefit of the entire region and the UK as a whole, therefore it is envisaged that a reasonable balance of spreading noise nuisance across both urban and rural areas would be the only equitable and

feasible way to achieve the additional flights resulting from the proposed expansion. However, between the two options RBC would favour Option B, particularly with priority given for avoiding noise pollution over urban areas during anti-social hours.

Principle 3: Urban Areas

Extract from the Consultation Document:

'Not all urban areas have the same general noise level, and parks and open spaces within urban areas may be especially valued for their tranquillity. When designing airspace in urban areas, we could:

- A. Design flight paths over parks and open spaces rather than residential areas; or*
- B. Design flight paths over residential areas, avoiding aircraft overflight of parks and open spaces.'*

RBC Response:

As stated above it is anticipated that a reasonable sharing of noise nuisance across all areas would be achieved, however RBC would favour Option A particularly with priority given for avoiding noise pollution over residential areas during anti-social hours.

Principle 4: Noise and Emissions

Extract from the Consultation Document:

'Avoiding overflight of local communities could result in a longer route, with aircraft burning more fuel and producing more emissions. When designing airspace, we could:

- A. Design flight paths that prioritise the reduction of aircraft noise for local communities over those that reduce fuel burn and emissions; or*
- B. Design flight paths that prioritise a reduction in fuel burn and emissions over those that reduce noise for local communities.'*

RBC Response:

In the context of an inter-country or inter-continental journey the extra fuel used by making some diversions around particularly sensitive locations would be a relatively minor increase. For people on the ground respite from aircraft noise is likely to be a more important consideration, therefore RBC would favour Option A.

Principle 5: Technology and Innovation

Extract from the Consultation Document:

'This airspace redesign is a once in a generation opportunity to modernise the way our airspace is used. The airspace we design now needs to be efficient for the foreseeable future.'

We are therefore proposing that one of our design principles is to base our airspace on the latest navigation technology, and we are working in partnership with our airlines to ensure they invest in some of the older aircraft at Heathrow to bring them up to these more modern capabilities.

We don't offer an alternative to this principle, but we do ask for you to comment on aircraft technology and airline investment as part of this consultation.'

RBC Response:

As the airport expansion is based on a degree of inconvenience and adjustment being required by the airport's neighbours and by society as a whole while the project is delivered, it is essential that the aviation industry make its own investments in aircraft suitable for the future arrangements. This is not only true with regard to navigation and airspace performance but also in terms of emissions and noise reduction, better carbon lifecycles and generally making aircraft more acceptable.

Principle 6: Night Flights

Extract from the Consultation Document:

'Reducing the noise impacts of Heathrow, particularly at night, is a key focus for us - now and in the future. Heathrow has made good progress over the last few years in reducing the number of late running flights that operate from the airport and, with expansion we have committed to extend the ban on scheduled night flights from five hours today to six and a half hours (sometime between 11pm and 7am) with the exact timings to be decided by the Development Consent Order process.

Within our separate but parallel consultation on the expansion of the airport, we are required to ask for your feedback on particular issues relating to night flights, noise and air quality.'

RBC Response:

This principle doesn't really relate to night flights if the ban is to be a key part of future operations. The option of making different choices of the airspace principles above for the stated 'small number' of early flights before 7am or late flights after 11pm should be viewed with the overriding principle that there should be a fair distribution of noise nuisance, with priority given to avoiding residential areas during anti-social hours.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT PLANNING AND TRANSPORT COMMITTEE		
DATE:	19 March 2018	AGENDA ITEM:	12
TITLE:	ALLOCATION OF S106 FUNDING FOR TRANSPORT SCHEMES 2018-2020		
LEAD COUNCILLOR:	COUNCILLOR PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	CRIS BUTLER	TEL:	0118 937 2068
JOB TITLE:	STRATEGIC TRANSPORT PROGRAMME MANAGER	E-MAIL:	Cris.butler@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report sets out the request for spending approval for new Transport capital projects starting in 2018 to the value of £8,887,840.61. It is anticipated that the majority of these schemes will be solely funded from Section 106 receipts but some will require additional external funding from the Local Enterprise Partnership (LEP), which has already been secured.
- 1.2 A summary of the S106 contributions and the capital projects they are to fund is outlined in Appendix 1. These improvements contribute to the delivery of the current Corporate Plan 2016-19 and any future Corporate Plan by implementing a programme of Transport and Highway Improvements across the Borough. This programme contributes to several corporate priorities (section 4 of the current Corporate Plan) and enhances Reading as a place and improves the quality of life for residents and visitors.
- 1.3 The £8,887m referred to in this report uses all available Section 106 funds received by Winter 2017 and is an update on the figures detailed within the Council's Capital Programme approved at February 2018 Policy Committee.

2. RECOMMENDED ACTION

- 2.1 That scheme and spending approval is given for the Capital Projects outlined in Appendix 1.

2.2 That the Director of Environment and Neighbourhood Services in consultation with the relevant Lead Councillor for Strategic Environment, Planning and Transport and Head of Finance, be given delegated authority to finalise details of individual schemes and programmes within the overall approval given.

3. POLICY CONTEXT

3.1 Reading's Local Transport Plan 2011-2026 has a number of specific roles including:

- Improve accessibility to central Reading and to neighbourhood centres for all modes of transport, ensuring access to essential facilities for all members of the community and continuing sustainable economic growth
- Reduce the impact of congestion on key radial routes, through the provision of justified additional capacity for each mode, thereby enhancing travel choice
- Ensure that travel in Reading is made as safe as possible, particularly for vulnerable road users, through timely maintenance and traffic management
- Promote management of and investment in the local transport system, delivering continuous and sustainable improvements through efficient use of resources, effective use of existing networks, and long term planning for future travel needs.

4. THE PROPOSAL

Current Position

- 4.1 The funded schemes detailed in Appendix 1 are in line with the aims and objectives of the current Local Transport Plan 2011-2026.
- 4.2 An assessment of available funding has been undertaken along with the time and geographic fettering of Section 106 receipts and has been cross-referenced with identified needs to produce an improvement programme.
- 4.3 The proposed transport capital programme for 2018-2020 for which spending approval is being sought is tabled at Appendix 1. Full details of these schemes have previously been reported through Traffic Management Sub-Committee and the Strategic Environment Planning and Transport Committee.
- 4.4 The overall cost of a complete scheme may exceed the value of the total S106's identified in some cases and therefore schemes will be phased to align with available funding.

- 4.5 The timetabling for the commencement of the individual schemes may be subject to change. In some cases, schemes are dependent on subsequent Traffic Regulation Orders and Public Consultation as well as the availability of contractors. Regular updates on individual schemes will continue to be reported through the Traffic Management Sub-Committee and Strategic Environment Planning and Transport Committee.

Other Options Considered

- 4.6 The terms and conditions of the individual legal agreements are closely fettered and this therefore limits choices on where funding can be spent.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 Improving the quality of transport facilities in Reading will provide a safer, more reliable transport network with increased access to modal choice, delivering a better quality of life for residents and visitors to Reading. The delivery of improved transport facilities contributes to achieving the following Corporate Priorities:

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

- 5.2 Improved quality transport facilities ensure that infrastructure is in place to support economic growth, housing provision and access to services.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 Where appropriate, consultation and engagement with local communities and interest groups will be undertaken prior to each of the projects.

- 6.2 Ward Councillors will be consulted on all projects within their Ward.

7. EQUALITY IMPACT ASSESSMENT

- 7.1 Under the Equality Act 2010, Section 149, a public authority must consider whether the decision will or could have a differential impact on: racial groups; gender; people with disabilities; people of a particular sexual orientation; people due to their age; people due to their religious belief. Approval of the decisions to carry out any of the improvement work will not have a differential impact on any of the above.

- 7.2 An Equality Impact Assessment is not relevant to the decision in this instance.

8. LEGAL IMPLICATIONS

8.1 The funding of the capital schemes will include the appropriate use of Section 106 receipts, in accordance with the terms of the individual legal agreements.

9. FINANCIAL IMPLICATIONS

9.1 It is anticipated that these capital schemes will be either part or fully funded through Section 106 receipts. The allocation of the contributions listed at Appendix 1 is in accordance with requirements of the S106 Agreements.

9.2 The phasing of capital expenditure will be subject to confirmation of individual scheme project plans once tenders/quotations are in place.

9.3 Revenue Implications

It is anticipated that any operational costs associated with individual programmes and schemes will be met within existing approved budgets.

10. BACKGROUND PAPERS

10.1 Core Strategy Document

10.2 LTP 2011-2026

APPENDIX 1 - List of S106 Contributions for Capital Programme

Capital Programme Scheme	Development where S106 was received	Transport/ RUAP balance currently remaining	Allocation Towards Scheme	Transport/ RUAP fettering
Eastern Area Study	8930MZ-1611 - Land at Green Road Reading	-55,152.25	-55,152.25	Measures to mitigate on street parking and increased traffic flows on local roads as a consequence of the development
	8931EM-838 - St Georges Hall UoR	-2,300.00	-2,300.00	RUAP and LTP in the Locality
	8931GC-3293 - 276 Wokingham Road	-8,631.19	-8,631.19	South Eastern and Central Reading Area of LTP3
	8931H7-4075 - Alfred Sutton Primary School	-87,790.69	-87,790.69	South Eastern and Central Reading Area of LTP3
	8931JK-4084 - Land at 67 Brighton Road	-5,700.00	-5,700.00	Eastern and Central Reading Area of LTP
	8931K1-4091 - 27 Hamilton Road	-11,476.00	-11,476.00	Eastern and Central Reading Area of LTP
	8931M4-3217 - 1A Woodstock Street	-1,600.25	-1,600.25	Northern and Central Reading Area of LTP
	8930U9-753 - 1 Cardigan Road	-7,814.51	-7,814.51	Implementation of Traffic Regulation Order
	8931BN-3050 - Land at Regis Park Road	-39,902.48	-39,902.48	South Eastern and Central Reading Area of LTP3
	8931NQ-3085 - 29-31 Cumberland Road	-7,469.97	-7,469.97	South Eastern and Central Reading Area of LTP3
	8931CR-3228 - St Johns Primary School	-110,526.00	-110,526.00	East Reading Transport Study
	8931FW-3983 - 121 Grange Avenue	-2,042.84	-2,042.84	South Eastern and Central Reading Area of LTP3
Total Allocation Towards that Scheme			-340,406.18	
Green Park Station	8931PD-2080 - Land Adjacent to the Existing Green Park	-5,559,313.59	-5,559,313.59	Green Park Station
	Total Allocation Towards that Scheme			-5,559,313.59

Western Area Access Study	8930RL-1966 - 112-114 Southcote Lane	-9,125.87	-9,125.87	RUAP
	8931KP-3989 - 242 Gainsborough Road	-2,754.34	-2,754.34	Western and Central Area of LTP
	8931L9-3288 - 19 Westcote Road	-21,950.92	-21,950.92	South Western and Central Area of LTP
	8931LA-3318 - 44 Winsor Drive	-2,067.55	-2,067.55	South Western and Central Area of LTP
	8931JB-4078 - Southcote Primary School	-92,593.20	-92,593.20	Safer Routes to School or South Western area of LTP
Total Allocation Towards that Scheme			-128,491.88	

South MRT	8931CY-3254 - Kennet Island Phase 3	-406,576.42	-406,576.42	Reading Urban Area Package (RUAP) LTP3
	8931JF-4089 - Land at Worton Drive	-74,912.65	-74,912.65	Transport Contribution
	8931AC-3136 - 12 Christchurch Gardens	-13,682.94	-13,682.94	Network Safety and Integrated Transport on the A33, A327 and Basingstoke Road within 1.5sq miles of the site identified in the Southern and Central Area LTP
	8931FE-3960 - 23-25 Whitley Street	-15,309.65	-15,309.65	Southern and Central Area of LTP
	8931HU-4076 - Reading Girls School	-68,252.00	-68,252.00	Eastern, Southern and Central Area of LTP
	8931HZ-4059 - Geoffrey Field Infants School	-36,240.00	-36,240.00	Zebra Crossing in Northumberland Avenue and / or schemes in South Reading Area of LTP
	8930YW-Land at Shinfield (Wokingham development, no S106 number)	-380,859.77	-380,859.77	Public Transport Improvements along A327 Corridor
	8931J2-4088 - The Ridgeway	-176,264.68	-66,000.00	Southern and Central Area of LTP
	8931N4-3010 - Lok n Store, 5-9 Berkeley Avenue	-201,365.11	-201,365.11	Southern and Central Area of LTP
	8931HJ-3997 - Royal Berkshire Hospital, Redlands Road	-4,589.29	-4,589.29	Southern and Central Area of LTP
	8931J2-4088 - The Ridgeway	-100,000.00	-100,000.00	Southern and Central Area of LTP
	8930PB-1876 - 3 Bamsdale Road	-3,063.26	-3,063.26	Reading Urban Area Package (RUAP)
Total Allocation Towards that Scheme			-1,370,851.09	

Traffic Management Measures	8931KD-1675 - Builders Yeard, Uplands Road	-1,000.00	-1,000.00	Reading Urban Area Package (RUAP)
	8931MD-3999 - Land adj 107A Kidmore Road	-4,381.76	-4,381.76	Reading Urban Area Package (RUAP)
	8931MV-3179 - 62-64 Northumberland Avenue	-4,810.03	-4,810.03	Reading Urban Area Package (RUAP)
	8930PF-1507 - 2a Brimpton Road	-2,000.00	-2,000.00	Reading Urban Area Package (RUAP)
	8930ZB-1659 - 2 Kentwood Hill	-1,009.57	-1,009.57	In the locality of the development
	8931FX-3317 - Land r/o 59-67 Armour Hill	-18,362.27	-18,362.27	Western and Central Area LTP
	8931G3-3297 - 8 Grass Hill (3297)	-3,130.23	-3,130.23	Northern Area of LTP
	8931GL-4018 - 38 Chichester Road	-3,000.00	-3,000.00	Western and Central Area LTP
	8931GS-3988 - Land at 77 St Michaels Road	-4,040.64	-4,040.64	Western and Central Area LTP
	8931GT-3189 - 46a and 46b Armour Road	-6,291.36	-6,291.36	In the locality of the development
	8930CS-1261 - Sovereign House, Vastern Rd	-2,727.15	-2,727.15	Traffic Regulation Orders
	8931HN-4053 - St Martins RC Primary School, Pendennis Av	-27,838.78	-27,838.78	Northern and Central Area of LTP
	8931HY-4072 - The Hill Primary School	-13,143.00	-13,143.00	Northern and Central Area of LTP
	8931J2-4088 - The Ridgeway	-176,264.68	-10,000.00	Southern and Central Area of LTP
	8931KW-4112 - 29 Waylen Street	-6,135.59	-6,135.59	Central Area of LTP
	8931L8-3970 - 22 Norcot Road	-6,000.00	-6,000.00	Western and Central Area LTP
	8931GH-4001 - Land adj 86 York Road	-2,500.00	-2,500.00	Traffic Regulation Orders
	8931F8-3968 - 8 Woods Road	-4,143.43	-4,143.43	Northern and Central Area of LTP
	8931CU-1381 - Land r/o 88-96 Lower Henley Road	-26,326.84	-26,326.84	Reading Urban Area Package (RUAP)
Total Allocation Towards that Scheme			-146,840.65	

Oxford Road Corridor Study	8930PD-1357 - 196 Tilehurst Road	-999.44	-999.44	Western Area of LTP
	8930QT-1953 - 75 Loverock Road	-14,600.75	-14,600.75	Western and Central Area LTP
	8930VH-2093 - 116-118 Chatham Street	-31,236.49	-31,236.49	Western and Central Area LTP
	8931BC-3167 - 179 Oxford Road	-4,796.91	-4,796.91	Transport Infrastructure in Central Reading
	8931C1-3211 - 10 Prospect Street	-5,237.27	-5,237.27	Western and Central Area LTP
	8931HH-4031 - 553 Oxford Road	-2,397.20	-2,397.20	Western and Central Area LTP
	8931HS-4074 - 11-15 Western Elms Av	-21,817.41	-21,817.41	Western and Central Area LTP
	8931KN-4148 - 1053-1057 Oxford Road	-65,210.76	-65,210.76	Western and Central Area LTP
	8931LN-4109 - Hodsoll Road Academy	-157,957.16	-157,957.16	Western, South Western and Central Area LTP
	8931F2-3958 - 45 Westbourne Terrace	-2,096.41	-2,096.41	Western and Central Area LTP
	8931KA-3996 - 53 Argyle Street	-4,210.04	-4,210.04	Western and Central Area LTP
	8931EC-1549 - 120 Connaught Road	-2,393.38	-2,393.38	Reading Urban Area Package (RUAP)
	8931DD-3227 - 537-541 Oxford Road	-12,683.48	-12,683.48	Western and Central Area LTP
	Total Allocation Towards that Scheme			-325,636.70

TM Schools	8931J1-4092 - EP Collier School	-70,427.73	-70,427.73	Northern and Central Area of LTP
	8931J3-4071 - St Michaels School	-90,686.50	-90,686.50	Western and Central Area LTP
	8931J4-4093 - Churchend Primary School	-94,062.68	-94,062.68	Western and Central Area LTP
	89305Q-685 - 15 Basingstoke Rd	-40,253.01	-40,253.01	Transport Improvements including Traffic Calming, Safer Routes to Schools and On-Street Parking / Waiting Restrictions
	Total Allocation Towards that Scheme			-295,429.92

Town Centre Review	8930AA-1147 - 79 London Road/ 34 Eldon Terrace	-4,800.00	-4,800.00	Central Area of the Reading Urban Area Package (RUAP)
	8931BU-3191 - 53 Greyfriars Road	-12,883.37	-12,883.37	Central Area of the LTP
	8931FU-3324 - Energis House, Forbury Road	-69,030.00	-69,030.00	Pedestrian Routes in Central Reading
Total Allocation Towards that Scheme			-86,713.37	

Bus Service 42	8931G9-4011 - 42 Kenavon Drive	-360,198.32	-300,000.00	Bus Subsidy to Serve the Development
Total Allocation Towards that Scheme			-300,000.00	

Individual Contributions Towards Specific Improvements

Ped Crossing by Tilehurst Station	8931B4-3170 - Land adjacent to Roebuck Hotel, Oxford Road	-12,069.25	-12,069.25	Western and Central Area LTP
Maitland Road one-way	8931KT-4081 - 1 Brownlow Road	-6,269.00	-6,269.00	Central Area of the LTP
A33 Ped Crossing Stat notice, safety audit, detailed design £5k £100k delivery of crossing	8930YU-3106 - Former Berkshire Brewery, Imperial way	-253,371.02	-105,000.00	Mitigation to A33/ Imperial Way Roundabout
NCN 422 and upgrade of Wokingham Road / St Barts Road Crossing and / or London Road / Liverpool Road	8931J5-4142 - Land at Crescent Road	-64,250.00	-64,250.00	National Cycle Network Route 422 and the upgrade of pedestrian crossings between the site and New Town
Cycle Route NCN422	8931MU-4257 - Former Homcastle Ford Dealership	-50,000.00	-50,000.00	National Cycle Network Route 422
Cycle Forum	8931N6-4139 - 29a Chain Street	-1,000.00	-1,000.00	Cycle Paking in Central Reading
Public Transport Review	893001-329 - 21/ 3 Valpy Street	-3,352.00	-3,352.00	

Cycle Forum	89300R-530 - Bear Wharf, Fobney St	-15,000.00	-15,000.00	Improvements to the Pedestrian/ cycle route adjacent to the IDR Bridge over the River Kennet and the Pedestrian/ cycle subway under the IDR and its approaches linking County Lock with Katesgrove Lane
Transport Enhancements Surrounding the Site	8931M5-4172 - Former Elvian School, Bath Road	-55,921.10	-55,921.10	as a contribution towards improvements to highway infrastructure adjacent or in close proximity to the Elvian School Site including the following:- <ul style="list-style-type: none"> • The creation of a pedestrian crossing facility • The introduction of Kassel kerbs at the four bus stops (two inbound and two outbound) on Southcote Lane and at the four bus stops (two inbound and two outbound) on the A4 Bath Road closest to the Elvian School Site • Implementation of parking restrictions along the Southcote Lane boundary and along the access road to reduce any overspill parking arising from the Elvian School Development
Pedestrian Improvements	8931M5-4172 - Former Elvian School, Bath Road	-10,000.00	-10,000.00	as a contribution to improvements to the footpath towards Wensley Road (Improvement to the Kissing Gate)
Junction Improvements A33/ Rose Kiln Lane (Linked to South MRT)	8931KR-4114 - Reading Link Retail Park	-11,295.88	-11,295.88	Towards improvements to the A33/ Rose Kiln Lane signallised junction
Total Allocation Towards that Scheme			-334,157.23	
Total Allocation Towards All Schemes			-8,887,840.61	

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES

TO:	STRATEGIC, ENVIRONMENT, PLANNING & TRANSPORT COMMITTEE		
DATE:	19 MARCH 2018	AGENDA ITEM:	13
TITLE:	LOCL TRANSPORT PLAN IMPLEMENTATION PLAN 2018/19		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC, ENVIRONMENT, PLANNING & TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	EMMA BAKER	TEL:	0118 937 4881
JOB TITLE:	SENIOR TRANSPORT PLANNER	E-MAIL:	emma.baker@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The Local Transport Plan (LTP) is a statutory document setting out the Council's transport strategy and policy. The Council's third Local Transport Plan (LTP3) for the period 2011-26 was adopted by the Council on 29 March 2011. The adopted Plan included a 15-year Strategy Document and a Committee Report that stood as the first in a series of annual Implementation Plans incorporating a rolling 3-year programme.
- 1.2 This LTP Implementation Plan sets out our 3-year rolling delivery programme covering the period 2018/19 to 2020/21, and delivery highlights from 2017/18. The report also incorporates progress against delivering the Cycling Strategy 2014 '*Bridging Gaps, Overcoming Barriers & Promoting Safer Cycling*' that has previously been reported separately.

2. RECOMMENDED ACTION

- 2.1 To agree the LTP programme for the 2018/19 as outlined in Appendix A.
- 2.2 To note the proposals for subsequent years as listed in Appendix A and to 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 To note the progress made in delivering the LTP3 Programme (Appendix B).

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 LTP3 Implementation Plan is a continuation of previously approved Implementation Plans and fits into the adopted LTP3: Strategy 2011-26. Together the Strategy Document and Implementation 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 taking into consideration forecasted budgets, including any external funding sources. The programme includes a list of funded and unfunded schemes for subsequent years. The LTP programme for 2018/19 is detailed in Appendix A.

- 3.3 The LTP3 Implementation Plan also monitors progress with delivering the overall Strategy Plan. Projects delivered and milestones reached during 2017/18 are included at Appendix B and results from monitoring travel habits in Reading are set out in Appendix C.
- 3.4 In light of changing local and national priorities, Officers are beginning the process of developing a forth Local Transport Plan (LTP4) and reviewing a number of sub-strategies currently adopted under LTP3, including the Interim Parking Policy and School Travel Strategy. In addition, a Local Cycling and Walking Infrastructure Plan will be developed spanning the Reading urban area, following a successful bid to the Department for Transport for technical support, which will become available in the autumn. Public consultation will be undertaken to inform development of these proposed Plans.

4. LTP3 IMPLEMENTATION PLAN 2018/19

- 4.1 The LTP programme for 2018/19 and the longer-term programme (see Appendix A) have been developed by assessing available funding and strategic priorities.
- 4.2 Over the last year, Reading has continued to successfully develop and deliver a range of schemes and measures utilising LTP and Local Growth Deal grant funding, land-use developer contributions and local funding sources.
- 4.3 The impact of this work in achieving policy goals is monitored annually and will be cumulative with the implementation of schemes throughout the LTP3 period. However, the 2017 monitoring programme 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.

CYCLING STRATEGY IMPLEMENTATION PLAN

- 4.4 The Cycling Strategy 2014 ‘Bridging Gaps, Overcoming Barriers & Promoting Safer Cycling’ is just one of the sub-strategies adopted under LTP3. The delivery programme detailed in Appendix A includes measures aimed at encouraging cycling for local journeys, which will continue to focus on the delivery of NCN 422, the integration of cycling measures as part of wider schemes and the development of a Local Cycling and Walking Infrastructure Plan. Delivery highlights from the 2017/18 programme are outlined in Appendix B.
- 4.5 The ongoing monitoring of cycle use into/from the town centre collected through the annual cordon count is outlined in Appendix C, alongside results of the Active People Survey. The annual cordon count is further supported by ongoing analysis of STATS 19 data collected by Thames Valley Police following a road traffic accident. A summary of accident data, including the number of cyclists injured, will be reported in the annual road safety programme, which details measures aimed at reducing the number and severity of accidents.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The delivery of the Local Transport Plan and associated strategies helps:
- Keeping the town clean, safe, green and active; and
 - Providing infrastructure to support the economy

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 Schemes developed under the Local Transport Plan will be communicated to the local community through a variety of channels, such as formal statutory processes, public exhibitions and Council meetings.

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 Equality Impact Assessment scoping reports will be undertaken as part of the development of schemes taken forward under the Local Transport Plan.

8. LEGAL IMPLICATIONS

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

9. FINANCIAL IMPLICATIONS

- 9.1 The tables in Appendix A detail the anticipated LTP programme for 2018/19 funded through existing transport budgets, including Integrated Transport Block, Local Growth Deal and private sector contributions. The draft LTP programme is subject to change dependent upon the availability of funding. Scheme and spend approval for individual projects will be sought separately from Committee.

10. BACKGROUND PAPERS

- 10.1 Local Transport Plan 3: Strategy 2011-2026 (Council, 29 March 2011).

- 10.2 Local Transport Plan 3: Annual Implementation Plan reports to Strategic, Environment, Planning and Transport Committee and Traffic Management Sub-Committee from 2011 onwards.

- 10.3 Cycling Strategy 2014 and Implementation Plan reports to Strategic, Environment, Planning and Transport Committee and Traffic Management Sub-Committee from 2014 onwards.

- 10.4 Major Transport Scheme Update reports to Strategic, Environment, Planning and Transport Committee and Traffic Management Sub-Committee from 2015 onwards.

Appendix A: LTP3 Programme

Note: Draft programme is subject to change dependent upon funding availability.

STATUTORY FUNCTIONS

Project Name	Action Plan Area	18/19	19/20	20/21
LTP Development (inc. Local Walking & Cycling Infrastructure Plan)	0 - All	x		
LTP Implementation Plan & Monitoring	0 - All	x	x	x
School Travel Plans	0 - All	x	x	x
Road Safety annual programme	0 - All	x	x	x
Highway Inspection	0 - All	x	x	x
Footway Surfacing annual programme	0 - All	x	x	x
Drainage annual programme	0 - All	x	x	x
Micro-Asphalt Resurfacing annual programme	0 - All	x	x	x
Road resurfacing annual programme	0 - All	x	x	x
Bridge Maintenance annual programme	0 - All	x	x	x
Kennetside Structural Maintenance	1 - Central	x	x	x
Asset Management Plan Development	0 - All	x	x	x
Local Flood Risk Management	0 - All	x	x	x
Winter Maintenance	0 - All	x	x	x
English National Concessionary Travel	0 - All	x	x	x

COMMITTED / ONGOING

Project Name	Action Plan Area	18/19	19/20	20/21
Street Lighting Replacement Programme	0 - All	x		
Street Lighting Annual Programme	0 - All	x	x	x
Bikeability Cycle Training	0 - All	x	x	x
Cycle Hire	0 - All	x	x	x
National Productivity Fund	0 - All	x		
Pothole Repair Programme	0 - All	x		
Fleet Management & Replacement Programme	0 - All	x	x	x
Enforcement by CCTV / Part 6 Traffic Management Act	1 - Central	x	x	x
Bus shelter contract	0 - All	x	x	x
Parking Civil Enforcement	0 - All	x	x	x
Park & Ride Sites & Bus Contract Services	0 - All	x	x	x
Network Management annual programme	0 - All	x	x	x
Bus lane enforcement	0 - All	x	x	x
West Reading Study - Implementation	4 - Western	x		
Oxford Road Study - Implementation	4 - Western	x		

MAJOR SCHEMES

Project Name	Action Plan Area	18/19	19/20	20/21
Cow Lane Bridges (Led by Network Rail)	4 - Western	x		
South Reading MRT - Phase 1 & 2	2 - Southern	x		
South Reading MRT - Phase 3 & 4	2 - Southern	x	x	x
Green Park Station	2 - Southern	x	x	
Thames Valley Park - Park & Ride (Led by Wokingham BC)	6 - Eastern	x		
East Reading MRT	6 - Eastern	x	x	x
NCN Route 422	0 - All	x		
Smart City Cluster Project	0 - All	x	x	

RESERVE - UNFUNDED

Project Name	Action Plan Area	18/19	19/20	20/21
West Reading Park & Ride	4 - Western			
North West Reading Park & Ride	5 - Northern			
North Reading Park and Ride	5 - Northern			
North East Reading - Park and Ride	5 - Northern			
West Reading Mass Rapid Transit	4 - Western			
North Reading Mass Rapid Transit	5 - Northern			
Third Thames Bridge	5 - Northern			

Appendix B: Delivery Highlights 2017-2018

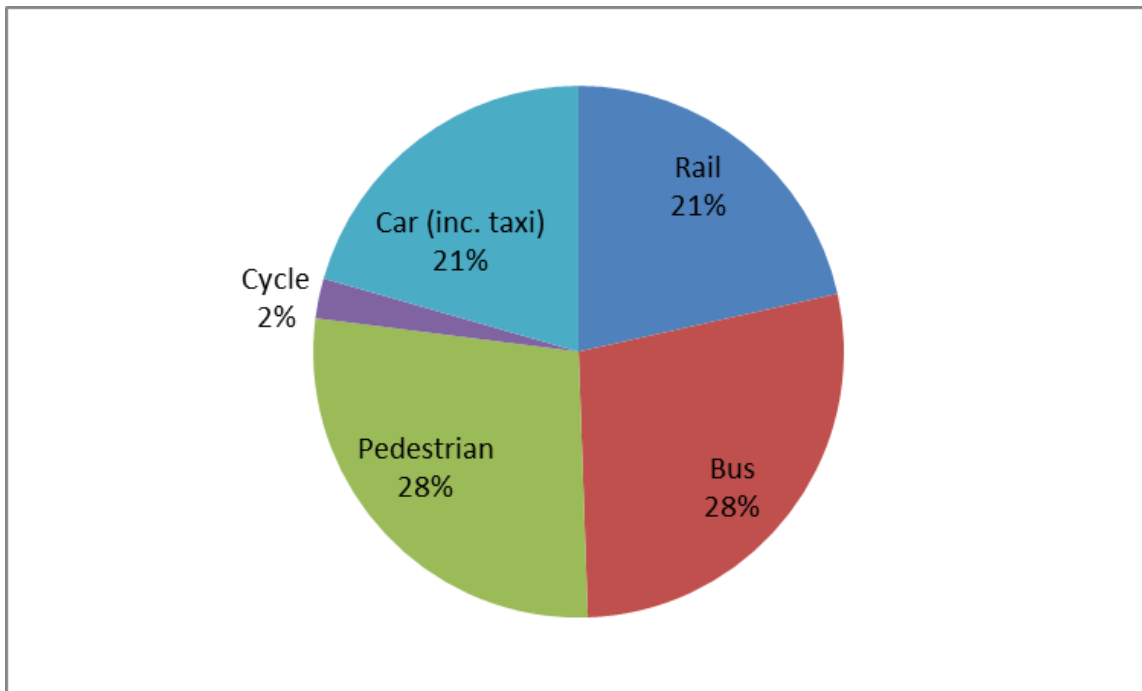
LTP3 Strategy Connecting Reading Detailed Policy / Delivery Area	sub-strategy	LTP3 THEMES				Key Achievements 2017-18
		Inclusion	Interventions	Infrastructure	Innovations	
School Travel		✓	✓	✓		Over 1200 children received Bikeability cycle training in 2017/18. Three schools are on-track to achieve Modeshift STARS accreditation, recognising their contribution to encouraging sustainable travel to school. Improved cycle facilities connecting to three west Reading secondary schools have been delivered as part of NCN 422.
Travel Information/Behaviour		✓	✓		✓	A six-month delivery EU programme (EMPOWER) aimed at incentivising commuters to travel to work by bicycle was delivered between January and July 2017. The EMPOWER project, branded locally as Bikesmart, involved over 1600 participants who travelled almost 98,000 miles.
Neighbourhood Enhancements		✓	✓			Scheme development undertaken for West Reading Study as well as consultation on options for both West Reading and Oxford Road Studies.
Air Quality Management		✓	✓		✓	Four EV charge points were installed at the Civic Offices and the first EV fleet vehicle was introduced. A strategic air quality assessment looking at the effect of the LP on air quality, to enable mitigation of detrimental effects of development on AQ and better targeting of measures in the future was complete.
Road Safety		✓	✓			The annual road safety programme included the implementation of new road markings at Highmore Rd/Albert Rd and the investigation of improved crossing facilities on George Street and spiral markings on Vastern Road roundabout.
Public Transport		✓	✓	✓	✓	Bus patronage continued to increase in Reading to 21.4 million trips in 2016/17 compared to 20.4 million trips in 2015/16. Ongoing investment in improved public transport provision and service development, particularly Greenwave services.
Network Management			✓			Annual waiting restriction review programme undertaken. Red routes - scheme developed and works commenced. New pedestrian crossing installed outside Broad Street Mall, following the removal of traffic signals. East Reading 20mph scheme implemented.
Maintenance/Asset Management		✓	✓			Annual carriageway and footway resurfacing programme undertaken.
Drainage/Surface Water Management			✓		✓	Annual programme of drainage works to further reduce impact of flooding events.
Walking/Rights of Way			✓	✓		Bid submitted to Great Western Railway's Customer & Communities Infrastructure Fund for wayfinding improvements in the town centre linking to Reading Station. Technical support granted by DfT to develop a Local Cycling & Walking Infrastructure Plan for the Reading Urban Area.
Cycling		✓	✓	✓		ReadyBike contract repocured, delivery of EMPOWER incentivisation programme aimed at encouraging commuters to switch to bicycle, delivery of NCN scheme and the award of technical support to develop a Local Cycling & Walking Infrastructure
Parking Policy and Standards			✓	✓		New barriers and ticketing machines installed at Broad Street Mall car park. Review of East Reading parking restrictions undertaken and consultation commenced.
Local Development Framework		✓	✓	✓	✓	Planning permission sought for East Reading MRT and Green Park Station. Local Plan updated and expected to be adopted Spring 2019.
Cross-Boundary Partnerships				✓		Ongoing development and delivery of cross boundary schemes, including public transport improvements in East Reading and the construction of NCN route. Successful joint expression of interest submitted for LCWIP technical support.
Major Scheme Development				✓	✓	Network Rail recommenced works at Cow Lane Bridge in summer 2017 and consultation on supporting measures along the Oxford Road has been undertaken. Ongoing development and delivery of LEP funded schemes; South MRT, East MRT, Green Park Station and NCN 422.
Demand Management			✓		✓	New bus lane facilities have been installed along the A33 to improve journey times between the town centre, Green Park and Mereok Park and Ride as part of South Reading MRT and future phases are planned.
Climate Change			✓		✓	Continued installation of led lighting. Street lighting energy consumption has been reduced by c40% to date, 3500 columns have been replaced and 10,000 lanterns have been converted to LED
Freight/Sustainable Distribution			✓		✓	Network Rail works at Cow Lane re-commenced to remove height and weight restrictions and measures supporting the declassification of Oxford Road were available for further comment.
Research and Development		✓	✓		✓	EU EMPOWER programme delivered over six month period to assess the impact of incentives on road user behaviour. Funding secured from Local Growth Fund and C-ITS to use technology and innovation to manage the highway network.

Appendix C: Performance Outputs 2017

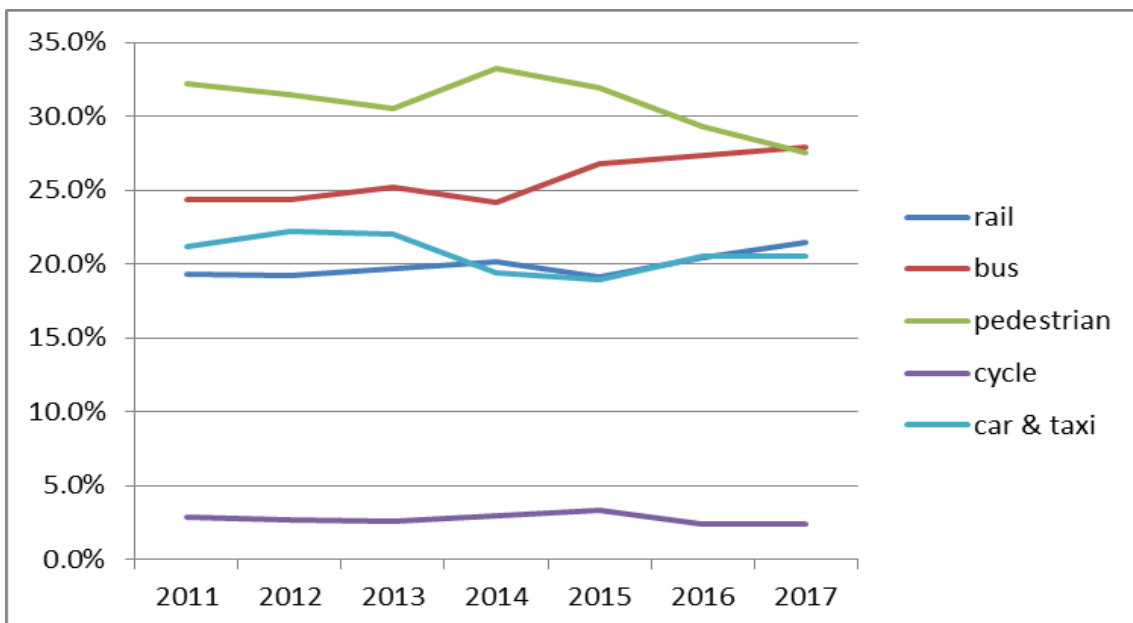
Mode split is measured by our annual 12-hour survey counting the number of vehicles, pedestrians, cyclists and bus and rail passengers on all approaches into central Reading.

The survey day, which was held on Wednesday 17th May 2017, was recorded as one of the wettest days of the year with 38.1mm of rainfall. The level of rainfall was significantly higher than the previous survey day in 2016, which also experienced heavy rainfall of 10.4mm. As a result, surveys conducted in both 2016 and 2017 recorded decreases in the number of pedestrians and cyclists travelling into/from the town centre compared to previous surveys, which recorded increases in these modes.

Percentage Mode Split into/from Central Reading 2017 (7am to 7pm)



Percentage Mode Split into/from Central Reading 2011 - 2017



Annual data on individual modes is also available from other sources. For example, the Office of Rail Regulation's annual estimates of station usage data shows total entries and exits at Reading Station in 2016/17 of over 17.1 million, up from 16.7 million in 2015/16. In addition, the number of passengers interchanging between rail services within the station was estimated to be over 4.1 million people during 2016/17.

The number of bus trips are captured by bus operators in the area and reported to the Department for Transport annually. The figures show total trips of 21.4 million in the borough during 2016/17. Reading continues to see a significant number of journeys undertaken by bus, resulting in it having the third for the highest number of bus journeys per head of population in the country outside of London.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT COMMITTEE		
DATE:	19 MARCH 2018	AGENDA ITEM:	14
TITLE:	TRAFFIC SIGNALS MAINTENANCE CONTRACT -JOINT ARRANGEMENT & DELEGATED CONTRACT AWARD AUTHORITY		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	JAMES CLEMENTS, SIMON BEASLEY	TEL:	0118 937 2228
JOB TITLE:	SENIOR TRANSPORT PROCUREMENT OFFICER NETWORK & PARKING MANAGER	E-MAIL:	James.clements@reading.gov.uk Simon.beasley@reading.gov.uk

1. PURPOSE OF THE REPORT AND EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to inform the Committee of the ongoing procurement process for a county wide Traffic Signals Maintenance Contract to be implemented in Summer/Autumn 2018; and to seek delegated authority to enter into an initial Joint Arrangement between the Berkshire Contracting Authorities, and following a competitive procurement process, delegated authority to enter into a contract with the most economically advantageous tenderer in accordance with the Public Contracts Regulations 2015.

2. RECOMMENDED ACTION

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

Environment, Planning and Transport, the Head of Legal & Democratic Services and the Head of Finance, to enter into a Contract with the most economically advantageous tenderer.

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

Overview

4.1 Reading is a major population and employment centre within the South East, benefiting from close proximity to London and Heathrow, and with excellent links to national road and rail networks as well as to Heathrow Airport. Such connectivity is represented by Reading's status as a regional transport hub, international gateway and a major transport interchange.

4.2 Many of Reading's roads have high traffic volumes. Intelligent traffic signals are therefore critical to allow junctions in the Borough to operate at maximum efficiency, reducing congestion and pollution, whilst allowing public transport priority and maintaining safe crossing facilities for pedestrians and cyclists.

4.3 Reading Borough Council, under a joint arrangement with the Berkshire local authorities, currently has a Traffic Signals Maintenance Contract which enables the delivery of services required to maintain and enhance the operation of our traffic signals including:

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

4.4 The current contract with Siemens has now expired. In order to enable Reading Borough Council to continue to maintain the current Intelligent Transport Systems (ITS) equipment there is a need to procure a new contract.

4.5 A soft market testing exercise was undertaken in summer 2017 to review the proposed technical specification and understand where requirements could be value engineered to reduce the overall cost of the contract, whilst maintaining a suitable level of service. Feedback was received from 3 major contractors, which has been considered in finalising the proposed specification.

- 4.6 The proposal is to tender for a new term contract running from 1st October 2018 for an initial term of 5 years with the option to extend for a further 5 years (annually) subject to performance.

Joint Working Arrangement

- 4.7 As this is intended to be a joint contract between the successful contractor and the participating Berkshire local authorities, it is expected that the local authorities will enter into a Joint Working Arrangement, which sets out the governance arrangements for the procurement and the subsequent service contract entered into.
- 4.8 The Joint Working Arrangement sets out that Reading Borough Council will act as the Lead Authority for the contract and will maintain overall responsibility for administering the overarching obligations of the contract. It also sets out an obligation from all participating authorities to commit to the initial 5 year contract term, thus ensuring that best value can be achieved through an economy of scale.
- 4.9 The legal costs associated with preparing both the Joint Working Arrangement and the Commercial Contract will be spread equally between each of the participating authorities, and will be reimbursed back to Reading Borough Council.

Procurement

- 4.10 As agreed within the Joint Working Arrangement, Reading Borough Council in its role as Lead Authority has committed to undertake the procurement process on behalf of the participating authorities.
- 4.11 All reasonable endeavours shall be taken to comply with the Public Contracts Regulations 2015 as well as the local Contracts Procedures of each of the participating authorities.
- 4.12 In accordance with the Public Contract Regulations 2015 and the Council's Contract Procedure Rules, It is proposed that a single stage open procurement process is undertaken. Due to this contract being above the financial threshold for a 'Service' contract, the tender will be published in the Official Journal of the European Union (OJEU).
- 4.13 The procurement shall be conducted in consultation with the other participating authorities, who shall provide all reasonable assistance promptly and confirm approval at each stage of the process.
- 4.14 The participating authorities have confirmed their agreement to the procurement strategy, which includes their membership on the evaluation panel. It is intended that the contract will be awarded to the most economically advantageous tender based on a variety of quality and cost considerations.

4.15 Upon identifying a preferred supplier, Reading shall prepare the Service Contract to be entered into between the successful contractor and all participating authorities. The terms of this contract will be agreed in writing by all parties prior to the commencement of the procurement process and shall be based on the NEC3 Term Service Contract (TSC).

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The delivery of this programme will 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 N/A

7. EQUALITY IMPACT ASSESSMENT

7.1 Under the Equality Act 2010, Section 149, the Council 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 The Council has reviewed the scope of the scheme as outlined within this report and considers that the proposals have no direct impact on any groups with protected characteristics.

8. LEGAL IMPLICATIONS

8.1 Reading Borough Council is acting as 'Lead Authority' for the procurement of a Traffic Signals Maintenance contract. The Council will ensure that the correct procurement procedures are followed to ensure that all participating Local Authorities can enter into a lawful contract following the conclusion of the process.

8.2 As the estimated scheme costs for each phase exceeds the "services threshold", the procurement exercise is subject to the Public Contract Regulations 2015, and as such the principles of non-discrimination, equal treatment, transparency, mutual recognition and proportionality will be applied.

- 8.3 In accordance with the Public Contract Regulations 2015 and the Council Contract Procedure Rules, the opportunity will be advertised in the Official Journal of the European Union (OJEU) as well as on the Councils electronic tendering portal and via 'Contracts Finder'.
- 8.4 It is intended to enter into a contract based upon the most economically advantageous tender in accordance with the criteria stated in the specification.
- 8.5 A single joint contract will be entered into between the successful tenderer, Reading Borough Council (the 'Lead Authority') and the other participating Local authorities.

9. FINANCIAL IMPLICATIONS

- 9.1 The estimated cost associated with the core items of this contract is approximately £400k p/a across Berkshire. Value engineering measures have been considered and introduced into the Service Information (specification), in order to reduce the risk of cost increase from the existing contract. Moreover we have included the maintenance of additional ITS hardware and software as optional items that can be included under the terms of this contract.
- 9.2 Subject to these additional items being included within the maintenance contract, the overall value could increase up to approximately £1,000k p/a.
- 9.3 The benefit of a single service provider for ITS maintenance is that it may generate overall cost reductions, but more significantly will improve the management of asset maintenance.
- 9.4 Should the Council incorporate the additional items into the maintenance contract, the estimated total cost to the Council of maintaining the core items is approximately £600k.
- 9.3 The cost of maintaining the ITS equipment will be met through existing revenue budgets.

10. BACKGROUND PAPERS

- 10.1 None

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT PLANNING AND TRANSPORT COMMITTEE		
DATE:	19 MARCH 2018	AGENDA ITEM:	15
TITLE:	HIGHWAY MAINTENANCE UPDATE 2017/2018 AND PROPOSED PROGRAMME 2018/2019		
LEAD COUNCILLOR:	COUNCILLOR A PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	BOROUGH WIDE
LEAD OFFICER:	SAM SHEAN	TEL:	0118 937 2138
JOB TITLE:	STREETCARE SERVICES MANAGER	E-MAIL:	sam.shean@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 To provide the Committee with an update on the 2017/2018 Highway Maintenance programme.
- 1.2 To inform the Committee of the £ 1.361 Million Highway Maintenance 2018/2019 Award from the Local Transport Block Funding (Integrated Transport & Highway Maintenance) settlement.
- 1.3 The report outlines the proposed Highway Maintenance 2018/2019 works programme and spend allocation as set out in Appendix 1.

2. RECOMMENDED ACTION

- 2.1 That the Committee notes the Highways Maintenance Update 2017/2018.
- 2.2 That the Committee accepts the £1.361 Million Highway Maintenance Award for 2018/2019 from the Local Transport Block Funding (Integrated Transport & Highway Maintenance) settlement.
- 2.3 That the Committee gives approval for the proposed Highway Maintenance Programme 2018/2019 and the proposed spend allocation, as set out in paragraph 4.9.

- 2.4 That the Head of Transportation & Streetcare be granted delegated authority, in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, the Head of Legal & Democratic Services and the Head of Finance, to enter into the variety of contracts required to undertake the highways maintenance works as described in this report.

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

BACKGROUND - Highway Maintenance Update 2017/2018

- 4.1 The Council has carried out a works programme of major carriageway resurfacing, minor roads surfacing, footway resurfacing, Street Lighting (LED Replacement), bridges/structural maintenance works programme as well as the delivery and completion of the Whiteknights Reservoir Flood Alleviation Scheme, as well the progression of the Pothole Repair Plan 4. The outstanding carriageway resurfacing works from the 2016/17 programme at Duke Street/Kings Road junction and Northumberland Avenue have also been completed. In addition, a further scheme, namely, Northumberland Avenue/Cressingham Road roundabout, was resurfaced due to concerns with its rapid deterioration.
- 4.2 In the Government's Autumn Statement 2015, it was announced that additional funding is being made available to Local Councils for pothole repairs. Given the success of the three previous Pothole Repair Plans, the Council proposed and is delivering a fourth Pothole Repair Plan in 2017/2018. As before, this enabled potholes of a lesser depth than the Council's current investigatory criteria (50mm depth, over an approximate area of 300mm x 300mm) to be repaired, which helps to extend the life of roads until such time that they require a more comprehensive maintenance treatment.
- 4.3 Following the successful progression of the Pothole Repair Plan 4 during 2017/18 we can report that 1245 potholes as at 6th March 2018 have been repaired.

PROGRAMME - Highway Maintenance Spend Proposal 2018/2019

Local Transport Block Funding (Integrated Transport & Highway Maintenance) Settlement

- 4.4 The Council receives an annual Local Transport Block Funding settlement from the Department for Transport (DfT) for highway maintenance work. This settlement covers the general headings of bridges, highways and lighting. The Highway Authority then needs to demonstrate that it has made suitable use of their allocation in accordance with highway needs and within the general criteria for which LTP maintenance funding is allocated.
- 4.5 In December 2014, the Secretary of State for Transport announced how the DfT planned to allocate £6 Billion being made available between 2015/16 and 2020/21 for local highways maintenance capital funding. Ministers reached a decision on how to allocate the £976 Million of local highways maintenance capital block funding available each year based on a 'needs based' formula funding model.
- 4.6 Reading Borough Council's settlement for this 6 year cycle is as follows:

FINANCIAL YEAR	AMOUNT OF SETTLEMENT
2015/16	£ 1,472,000
2016/17	£ 1,350,000
2017/18	£ 1,309,000
2018/19	£ 1,185,000
2019/20	£ 1,185,000
2020/21	£ 1,185,000

- 4.7 Every Local Highway Authority had the opportunity to secure additional funding on an "incentive basis", dependent on its pursuit of efficiencies and use of asset management; and/or from a competitive Challenge Fund for major maintenance projects.

Of the £6 Billion, £578 Million has been set aside for an incentive fund scheme, to help reward Local Highway Authorities who can demonstrate they are delivering value for money in carrying out cost effective improvements.

Each Local Highway Authority in England (excluding London) was invited to complete an annual self-assessment questionnaire, in order to establish the share of the incentive fund that they will be eligible for. Local Highway Authorities are not competing with each other for funding, but are demonstrating that efficiency measures are being pursued in order to receive their full share of the funding.

Each Local Highway Authority scores themselves against 22 questions, which places them into one of 3 Bands on the basis of the available evidence.

The incentive funding awarded to each Local Highway Authority is based on their score in the questionnaire and is relative to the amount received through the needs-based funding formula. The current banding model is shown in the table below.

This table, therefore, shows an indicative estimate of what the Council could potentially receive in additional funding per Band per Financial Year to 2020/21.

Highways maintenance incentive funding formula and indicative incentive allocations for Reading Borough Council award over the next 3 Financial Years is as follows:

YEAR	AWARD	BAND	INCENTIVE
2018/2019*	£1,185,000*	3 (100%)	£247,000
		2 (70%)*	£176,000*
		1 (30%)	£74,000
2019/2020	£1,185,000	3 (100%)	£247,000
		2 (50%)	£123,000
		1 (10%)	£25,000
2020/2021	£1,185,000	3 (100%)	£247,000
		2 (30%)	£74,000
		1 (0%)	0

*Note: For 2018/2019 Reading Borough Council remains at 'Band 2' so the total award with incentive is: £1,185,000 + £176,000 = £1,361,000

- 4.8 To enable Reading Borough Council to achieve the maximum incentive funding, the Asset Management Team are working to deliver an asset management programme that, it is hoped, has the potential to move Reading from 'Band 2' to 'Band 3'.
- 4.9 In previous years the LTP3/Local Transport Block Funding settlement has been split into a number of different areas to make best use of the funds available, and it is intended to continue with this approach. Against each heading is the proposed works allocation based on the 2018/2019 settlement for works.

	2017/18 Spend (Works Only)	2018/19 Spend Proposal (Works Only)
Major Carriageway Resurfacing	£600,600	£550,000
Minor Roads Surfacing	£220,000	£135,000
Footway Resurfacing	£70,000	£83,600
Bridge/Structural Maintenance	£336,000	£400,000
Street Lighting	£0	£0
Major Maintenance Schemes	£0	£0
Pothole Action Fund Award	£97,000	£97,000*

Pothole Action Fund Award (Additional Allocation)**	£66,975**	£66,975**
National Productivity Investment Fund	£0	£523,000

* 2017/18 allocation shown as awaiting 2018/19 award from Department for Transport.

**Additional Allocation from Department for Transport (Letter dated 1 February 2018 refers). Spend carried over to 2018/19 (as per the Grant Determination).

Major Carriageway Resurfacing (£550,000)

- 4.10 Due to the limited funding available it is necessary to prioritise the schemes based on nationally accepted technical assessment processes as well as visual engineering assessments.
- 4.11 The provisional programme for category 1 and 2 roads (mainly class A and class B roads and roads with high volumes of commercial traffic) surface treatment has been prioritised after assessment of carriageways using information from:
- SCANNER surveys which checks the structural integrity and residual life of existing carriageways;
 - SCRIM (sideways-force coefficient routine investigation machine) surveys to check skidding resistance.
 - VISUAL/ENGINEERING ASSESSMENT by Highways Maintenance (Engineering) Team.
- 4.12 Based on the above assessments the roads/sections of roads listed in Section A of Appendix 1 are recommended for treatment in 2018/2019. These are shown in priority order and will be progressed until the allocation is spent. To make the most effective use of the budget available only the sections of the roads with a poor residual life, as identified from the SCANNER surveys and visual engineering assessments, will be treated. Estimated costs, based on current information, are shown against each scheme and on this basis it would suggest that schemes 1 to 9 could be achieved in the 2018/2019 maintenance programme.
- 4.13 Tenders for this work will be invited shortly and the documents will include reserve schemes, in the event that returned tender prices prove to be more favourable than current estimates suggest, thus enabling us to undertake further scheme(s) within the available budget. In the event of unforeseen carriageway deterioration outside of the scope of normal maintenance work, the programme of works would be reviewed and if necessary a reallocation of funding within the budgets would be made to undertake higher priority carriageway schemes.

Other Carriageway Schemes / Projects

- 4.14 Two Transport Planning Schemes, Mass Rapid Transport (MRT), one in London Street (from IDR to London Road) and the other in Bridge Street (from Southampton Street Roundabout to Fobney Street) are to be carried out in 2018/2019. Both of these Schemes are funded from Capital Grant Funding allocated by Thames Valley Berkshire Local Enterprise Partnership (as shown in Appendix 1 Section B).
- 4.15 St Mary's Butts carriageway is recognised as in need of comprehensive maintenance work which cannot be addressed by just 'deep planing' and resurfacing. The carriageway is showing signs of localised failure in its structural integrity and, overall, is in a poor state of repair with considerable evidence of wear and tear. Clearly, a carriageway reconstruction scheme will be costly and not something which can be accommodated within the 2018/2019 highway maintenance budget. In addition to maintenance work, there is a review underway of the immediate traffic management of the wider area and works will be brought forward should appropriate funding become available.

Minor Roads Surfacing (£135,000)

- 4.16 For category 3 roads (residential and other distributor roads) there is generally no skid or condition information available therefore priorities have to be established as a result of visual condition surveys to determine deterioration. The common types of deterioration are, for example, the number of potholes, rutting, the amount of patching and cracking.
- 4.17 An assessment of the road surface condition for minor roads is therefore carried out annually using the Council's pro-forma. The assessment process consists of scoring the carriageway condition against various criteria. Those roads with the highest scores are then subjected to a further engineering assessment and those which, again, score highly through this process as well as being considered appropriate, are recommended for inclusion in the next Financial Year's minor roads surfacing programme, subject to budget availability.
- 4.18 Based on the above a list of schemes has been prepared as detailed in Appendix 1 Section C. Estimated costs based on current information are shown against each scheme and would suggest that schemes 1 to 14 could be achieved this year. Tenders for his work will be invited shortly and the documents will include reserve schemes (schemes 15 to 20 as shown in Appendix 1 Section C) in case the tender prices returned are more favourable than current estimates enabling us to do more schemes within the available budget.

Footway Resurfacing (£83,600)

- 4.19 Potential footway resurfacing schemes are identified as a result of visual condition surveys to determine deterioration. An assessment of the footway surface is carried out annually using the Council's pro-forma. The assessment process consists of scoring the footway condition against various criteria; those footways with the highest scores, as well as being considered appropriate, are then recommended for inclusion in the next Financial Year's footway maintenance programme, subject to budget availability. Many requests for footway resurfacing schemes are also received from Ward Councillors and members of public, but the amount of funding available is not sufficient to deal with every request.
- 4.20 In recent years the footway maintenance programme has consisted of 'slurry sealing' surfacing. Although this is a cost-effective process which provides a new 'thin veneer' overlain surface which seals and ultimately extends the life of footways, this treatment has limitations and has not been well received by local residents at every location. Where footways have more comprehensive deterioration or wear and tear, resurfacing and/or localised reconstruction is a more appropriate maintenance treatment.
- 4.21 As was the case with the 2017/2018 footway maintenance programme, it is proposed to focus on resurfacing/reconstructing several more footways/stretches of footway in 2018/2019 rather than a slurry sealing programme. Unlike slurry sealing, which is carried out by a specialist contractor, footway resurfacing/reconstruction work is carried out in-house by the Council's Highways and Drainage Operations Team.
- 4.22 The schemes listed in Section D of Appendix 1 are recommended for action in 2018/2019. Estimated costs, based on current information, are shown against each scheme and would suggest that schemes 1 to 8 could be achieved this year. Three reserve footway resurfacing/reconstruction schemes 9 to 11 (as shown in Appendix 1 Section D) would be implemented if the costs for the main footway programme prove to be less than the current estimates thus enabling us to do more schemes within the available budget.

Bridge/Structural Maintenance (£400,000)

- 4.23 The Council has maintenance responsibility for around 80 bridges and 300 other structures. Each structure is inspected in line with the Code of Practice for Highway Structures. Based on these inspections the priority for works within the capital programme is determined and a rolling 5 year programme is developed and updated annually. Section E of Appendix 1 details the schemes proposed for 2018/2019.

Street Lighting

- 4.24 A successful bid was made jointly by the 3 Authorities (Reading/Wokingham /Slough Borough Councils) and 70% (£6.68 Million) of the full cost of £9.8 Million was secured by Reading, reducing the Borough's contribution to 30% (£2.94 Million) and funding was secured. A joint LED swap out contract was tendered in Autumn 2015 and Volker Highways were awarded the contract to swap out 11,329 street lights, 2578 sign lights, 890 illuminated bollards and 2533 life expired columns. The contract works began in April 2016 and the contracted work will be complete by the 31st March 2018 as planned. During the contract additional works have had to be instructed for example, 1500 5m columns were found to have structurally failed and have had to be replaced to ensure public safety and continuity of service and this work will extend into a third year contract extension, which will be completed by September 2018. This extra work will be funded from the contract contingency fund. All equipment has been fitted with the Mayflower CMS system which allows remote dimming, will monitor energy usage accurately and report faults remotely. To date 10,500 lanterns have been upgraded and 3500 columns have been replaced.
- 4.25 As the number of LED replacement street lighting units increase it is envisaged that maintenance cost will reduce by between 50% - 55% and energy consumption will reduce by up to 50% by the end of Financial Year 2018/2019, creating significant savings in both revenue and capital budgets.

Illuminated Bollards/Traffic Signs

- 4.26 As part of the street lighting Invest to Save LED swap out works, the 890 remaining mains powered illuminated bollards will be changed to solar powered types. 2578 illuminated road signs will be either changed to LED types or be de-illuminated.

Major Maintenance Schemes (£0)

- 4.27 No programmed major maintenance schemes in Financial Year 2018/2019.

Other Carriageway Maintenance Works (£ To Be Confirmed)

- 4.28 It is recognised that there are roads which repeatedly do not meet the appropriate criteria for inclusion within the major carriageway resurfacing or minor roads surfacing programmes, but would benefit from other maintenance treatment(s) to extend the life of these assets. Examples of such maintenance works are explained in more detail below:
- Following a SCRIM (Sideway-force Coefficient Routine Investigation Machine) survey, where a carriageway surface appears, overall, to be in a good condition but would benefit from a surface rejuvenation to improve/restore skid resistance, extending the life of the road. This

process would prove to be a cost-effective treatment, when compared with full scale resurfacing, enabling more roads to be treated.

- There are a number of concrete roads across the Borough which have previously been overlain with a thin flexible surfacing course. Over time this surfacing has locally worn away leaving a ‘scabbed’ surface. Typically these areas do not meet the Council’s current defect investigatory level to trigger repairs and as long as the underlying concrete slabs are in a stable condition, they are unlikely to increase in depth. A typical example of such surface deterioration is evident on the Mayfair carriageway (refer to paragraph 4.29 ‘Additional Pothole Action Fund Award’). Although such deterioration is aesthetically not pleasing, if the underlying concrete slabs are in reasonable condition, such roads do not score/rank as high as other roads for programmed maintenance work. Nevertheless such roads would benefit from an appropriate treatment whereby the existing surfacing is either rejuvenated or replaced to not only improve the running surface but to also seal and protect the underlying concrete slabs, in turn, extending the life expectancy of these roads.
- There are also examples of localised carriageway deterioration where the surfacing and/or sub-structure show signs of wear and tear in specific areas but not extensive enough to justify full-scale maintenance work to the complete carriageway area. In such situations, substantially sized patching, whether in the form of a surfacing course or a greater depth of reconstruction, can rectify the issue locally and help to extend the overall life expectancy of the complete road.

With the exception of the ‘Additional Pothole Action Fund Award (£66,975) allocated for Mayfair, there is no available budget for such work but should appropriate funding become available or be identified, the Strategic Environment Planning and Transport Committee will be updated accordingly by way of a report at a future Committee Meeting.

4.29 Pothole Action Fund Award 2018/19 (Awaiting announcement from DfT)*

Following the Autumn Statement 2015 with the announcement of additional funding for pothole repairs and as confirmed in the DfT’s Roads Funding: Information Pack (January 2017), £97,000 was allocated to Reading Borough Council for 2017/2018. **No announcement has yet been made by the DfT on the Pothole Action Fund Award allocation for 2018/19.*

Subject to the announcement of the Pothole Action Fund Award allocation for 2018/19, given the success of the previous Pothole Repair Plans, it is proposed to deliver a further Pothole Repair Plan. As before, this will enable potholes of a lesser depth than the Council’s current investigatory criteria

(50mm depth, over an approximate area of 300mm x 300mm) to be repaired, which can only help to extend the life of roads until such time that they require a more comprehensive maintenance treatment.

This Pothole Repair Plan will be set up similarly to the previous Plans and Members will be engaged at the appropriate time. Details will be presented in a Report for approval at a future Strategic Environment Planning and Transport Committee.

Additional Pothole Action Fund Award (£66,975 for 2017/18)

Following the Under Secretary of State for Transport's Announcement of 14th December 2017 in respect of the Pothole Action Fund, the Council has been allocated additional funding of £66,975 for 2017/18 (in addition to the original 2017/18 allocation of £97,000). This additional funding is being provided under the Local Transport Capital Block Funding (Pothole Action Fund). DfT letter dated 1st February 2018 refers, which is available as a background paper.

The Committee should note that the DfT have confirmed to the Council that this additional funding allocation can be carried over to the 2018/19 Financial Year (as per the Grant Determination). As with the original Pothole Action Fund allocation, this additional funding is ring-fenced for pothole repairs and/or surfacing work to prevent potholes forming in roads.

As has been reported to Committee previously and as explained in paragraph 4.28, Mayfair is one of a number of concrete roads across the Borough with a thin flexible 'scabbed' surfacing course. Given that the deterioration of Mayfair road surface has created an 'uncomfortable' running surface with poor ride quality for which the Council has received many complaints in recent years, it would benefit from a new surface to not only rejuvenate the road but also to seal and protect the concrete slab road construction.

As Mayfair does not meet the criteria for the conventional resurfacing/surfacing programmes, the Additional Pothole Action Fund Award 2017/18 is to be allocated for surfacing the worst section of this road with an appropriate proprietary surfacing material. It should be noted that due to the cost of this specialist material/process, it will only be possible to surface a section of Mayfair during the 2018/19 Financial Year.

4.30 National Productivity Investment Fund (£523,000)

As announced in the Autumn Statement 2016, £185 million was allocated to Local Highway Authorities from this Fund for 2017/18. This funding is for local highway and other local transport improvements to reduce congestion at key locations, upgrade or improve the maintenance of local highway assets, to improve access to employment and housing, to develop economic and job creation opportunities. This funding has been allocated to Local

Highway Authorities based on a formulaic approach. Reading Borough Council allocation for 2017/18 was £523,000. It should be noted that this funding is being carried over into the 2018/19 Financial Year, as agreed with the DfT.

Currently Officers are obtaining further clarification on the scope of work covered by this funding allocation. A proposed works programme will then be prepared and presented in a separate report for Committee approval.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The Highway Maintenance Update and Programme 2018/2019 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 Defects reported by members of the public on the Council's public highway network are assessed / considered for appropriate action in accordance with the Council's investigatory criteria.

6.2 Schemes are identified through an assessment process however members of the public also request sites and these are considered as part of the assessment process.

6.3 The Highway Maintenance Update and Programme 2018/2019 will be available on the Council's website.

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 2018/2019 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 for each of the maintenance operations described in this report.
- 8.2 In each case, the tender process will be conducted in accordance with the Council's Contract Procedure Rules and the principles of the Open process as defined by the Public Contract Regulations 2015 ("the Regulations"). It is intended that each contract will be entered into based on the most economically advantageous tender received.
- 8.3 The Council, as Highway Authority, has a duty under the Highways Act 1980 to carry out highway maintenance and maintain highway structures.

9. FINANCIAL IMPLICATIONS

- 9.1 The proposed Highway Maintenance Programme 2018/2019 will be fully funded by the Local Transport Block Funding (Integrated Transport & Highway Maintenance) settlement 2018/2019, Pothole Action Fund 2018/2019, Additional Pothole Action Fund Award 2017/2018 and National Productivity Investment Fund 2017/2018.
- 9.2 The proposed street lighting LED replacement programme is jointly being funded by the 'DfT Challenge Fund Award' and 'An Invest To Save' capital borrowing.

10. BACKGROUND PAPERS

- 10.1 Local Transport Block Funding (Integrated Transport & Highway Maintenance) Document.
- 10.2 Traffic Management Sub-Committee Report - 9th March 2017.
- 10.3 DfT Roads Funding: Information Pack - January 2017.
- 10.4 DfT Letter 'Roads Funding 2017/18' - 13th January 2017.
- 10.5 DfT Letter 'Local Transport Capital Block Funding (Pothole Action Fund) Specific Grant Determination (2017/18): No.31/2951' - 1st February 2018.
- 10.6 DfT Confirmation that the 2017/18 National Productivity Investment Fund of £523,000 can be spent in 2018/2019 Financial Year.
- 10.7 DfT Additional Pothole Action Fund Award 2017/2018 letter & confirmation to carry spend into 2018/19 Financial year.

HIGHWAY MAINTENANCE PROGRAMME 2018/2019

Section A - Major Road Carriageway Resurfacing Schemes (£550,000)

Priority	Ward	Road / Road Section	Estimated Cost (£)	Cumulative Cost (£)
1	Abbey	Valpy Street	50,692	50,692
2	Redlands	Redlands Road (From o/s 24 to London Road)	96,715	147,407
3	Tilehurst	City Road (From Park Lane to Borough Boundary)	41,055	188,462
4	Tilehurst	Park Lane (From Halls Road to City Road)	81,374	269,836
5	Kentwood/Battle	Wigmore Lane / Portman Road (From Stone Street to Bridgewater Close)	97,750	367,586
6	Norcot	Oxford Road (Westbound From Reading Retail Park to Norcot Road Roundabout)	25,000	392,586
7	Peppard	Caversham Park Road (From Birchwood Close to Northbrook Road)	70,000	462,586
8	Southcote	Burghfield Road (From Bath Road to Old Kennels Court)	58,278	520,864
9	Abbey	Duke Street (Vicinity of Zebra Crossing)	37,835	558,699
		<u>Reserve Schemes</u>		
10	Abbey	Friar Street	114,914	673,613
11	Minster	Rose Kiln Lane (From Admiral Court to Berkeley Avenue)	51,175	724,788
12	Peppard	Kiln Road (From Peppard Road to Borough Boundary)	102,281	827,069

Section B - Other Carriageway Schemes

Ward	Road / Road Section	Comments	Programme Details
Katesgrove	London Street (From IDR to London Road)	Transport Planning - MRT Scheme (funded from Capital Grant Funding allocated by Thames Valley Berkshire Local Enterprise Partnership)	(Programmed for Financial Year 2018/2019)
Abbey	Bridge Street (From Southampton Street Roundabout to Fobney Street)	Transport Planning - MRT Scheme (funded from Capital Grant Funding allocated by Thames Valley Berkshire Local Enterprise Partnership)	(Programmed for Financial Year 2018/2019)
Abbey	St Mary's Butts	Noted potential Scheme for the future - (Reconstruction required but no allocated funding at present)	(Not Programmed)

Section C - Minor Surfacing Schemes (£135,000)

Priority	Ward	Road	Estimated Cost (£)	Cumulative Cost (£)
1	Southcote	Barn Close	5,440	5,440
2	Southcote	Tallis Lane	8,245	13,685
3	Southcote	Cowper Way	5,185	18,870
4	Peppard	Autumn Close	3,910	22,780
5	Peppard	Cherry Close	5,440	28,220
6	Peppard	Russet Glade (Part)	4,250	32,470
7	Mapledurham	Gurney Close /Gurney Drive	13,600	46,070
8	Church	Barnsdale Road	28,500	74,570
9	Norcot	Wye Close	8,330	82,900
10	Tilehurst	Poole Close	9,265	92,165
11	Minster	St Saviours Road (Part)	11,730	103,895

12	Park	Green Road	11,815	115,710
13	Southcote	Inkpen Close	5,440	121,150
14	Southcote	Garston Close	5,448	126,598
		<u>Reserve Schemes</u>		
15	Tilehurst	Beverley Road	25,500	152,098
16	Church	Torrington Road	16,150	168,248
17	Church	Totnes Road	8,500	176,748
18	Park	Belle Avenue	10,285	187,033
19	Katesgrove	Boulton Road	35,700	222,733
20	Church	Axbridge Road	6,460	229,193

Section D - Footway Schemes (£83,600)

Priority	Ward	Road	Estimated Cost (£)	Cumulative Cost (£)
1	Peppard	Quantock Avenue (Part)	14,100	14,100
2	Redlands	Hexham Road (Part)	13,065	27,165
3	Tilehurst	New Lane Hill (Part)	7,650	34,815
4	Mapledurham	St Peter's Avenue (Part)	22,500	57,315
5	Norcot	Cockney Hill (Part)	7,853	65,168
6	Southcote	Morlands Avenue (Part)	13,223	78,391
7	Southcote	Fawley Road (Part)	4,988	83,379
8	Thames	Wilwyne Close (Part)	1,650	85,029
		<u>Reserve Schemes</u>		
9	Whitley	Ambrook Road (Part)	24,975	110,004
10	Battle	Prospect Street (Part)	21,810	131,814

11	Thames	Dovedale Close (Part)	13,972	145,786
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Section E - Bridge/Structural Maintenance Schemes (£400,000)

	Scheme	Estimated Cost (£)	Cumulative Cost (£)
1	Kings Road Culvert Strengthening (including Abbey Square and Duke Street Culverts)	250,000	250,000
2	Kennetside Retaining Wall Strengthening - Phase 3 (approximately 70m length of river wall near Blakes Lock)	200,000	450,000
3	Bridge Assessment Programme (load assessment of Caversham Bridge and conversion from HB to SV rating)	25,000	475,000
	<u>Reserve Schemes</u>		
4	Deck Repairs to Orbit Footbridge	120,000	595,000
5	Oxford Road Bridge bearing replacement	725,000	1,320,000
6	Bearing replacement on 5 other IDR structures	2,200,000	3,520,000
7	Hills Meadow Culvert strengthening & silt removal	200,000	3,720,000
8	High Bridge (Grade II listed structure) - Repair/Replacement of Stone Parapet	200,000	3,920,000
9	Refurbishment of Berkeley Avenue Canal and Railway Bridges	475,000	4,395,000
10	Kennetside Retaining Wall strengthening (remaining 1km length)	4,000,000	8,395,000
11	Bridge Assessment Programme	100,000	8,495,000
12	Strengthening works to Local Transport Corridor structures	1,500,000	9,995,000

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT PLANNING & TRANSPORT COMMITTEE		
DATE:	19 MARCH 2018	AGENDA ITEM:	16
TITLE:	HIGHWAY ASSET MANAGEMENT & HIGHWAY MAINTENANCE CODE OF PRACTICE		
LEAD COUNCILLOR:	COUNCILLOR A PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	BOROUGH WIDE
LEAD OFFICER:	SAM SHEAN	TEL:	0118 937 2138
JOB TITLE:	STREETCARE SERVICES MANAGER	E-MAIL:	sam.shean@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 To report on progress of the implementation of Highway Asset Management systems and the adoption of Well Managed Highway Infrastructure: A Code of Practice
- 1.2 To seek Committee approval for the recommended response to Well Managed Highway Infrastructure: A Code of Practice
- 1.3 To clarify the definition of highway defects and how they are managed.

2. RECOMMENDED ACTION

- 2.1 That the Committee notes the Highway Asset Management Annual Review 2017/2018.
- 2.2 That the Committee notes the review and progress made on the Well Managed Highway Infrastructure: A Code of Practice in advance of the October 2018 deadline.
- 2.3 That the Committee approves the approach to responding to Well Managed Highway Infrastructure: A Code of Practice (Refer to paragraphs 5.8 to 5.17)
- 2.4 That the Committee approves the clarification of the definition of a highway defect (Refer to paragraph 6)

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. BACKGROUND

Highway Asset Management: Code of Practice

- 4.1 In October 2016 the UK Roads Liaison Group released Well-managed Highway Infrastructure: A Code of Practice, which set out 36 recommendations for the implementation of Highway Asset Management. Local Authorities have been given 2 years (from the date of publishing) to adopt the new Code of Practice. Although it is not specified what will happen should the recommendations in the Code of Practice not be fully adopted within this time scale the previous codes of practice will cease to be recognised and court rulings will therefore be based on the new code.
- 4.2 One of the most significant changes in the Code of Practice is that local authorities must have a risk based approach to their Highway maintenance regimes rather than there being defined standards. It is therefore for each authority to decide their own levels of maintenance and inspection regimes based on what they consider to be acceptable levels of risk.
- 4.3 In December 2016 Reading Borough Council appointed a Highway Asset Manager who was been tasked with reviewing existing practices and progressing with the adoption of the Code of Practice.

5. THE PROPOSAL

Highway Asset Management Annual Review

- 5.1 In May 2017 Reading Borough Council's Highway Asset Management Policy was published following approval by Committee. The Policy confirmed Reading Borough Council's commitment to Highway Asset Management and outlined how assets will be managed and how progress will be reported, including the establishment of a Highway Asset Management Board (HAM Board)
- 5.2 In September 2017 the first meeting of the HAM Board took place. The Board consisted of the main stakeholders within the Council including Councillors

Tony Page and David Absolom. The first meeting explained what we are doing and outlined the purpose of the board which is to

- Provide direction to the Asset Management team
- Make decisions on technical changes and minor policy changes
- Reporting on progress and spend
- Reporting on efficiencies
- Review and comment on plans for improvements
- Review and comment on documents

- 5.3 The Board has subsequently agreed the governance / terms of reference and established a programme for the board meetings with a full board meeting taking place annually and a smaller board meeting on a quarterly basis. Details of the make-up of each group can be found in the governance / terms of reference.

Asset Management Systems

- 5.4 The Asset Management team has been overseeing the introduction of Asset Management systems. These computer systems will provide a more robust method of recording data and will aid us in managing Highway Maintenance.
- 5.5 The main system change this year has been the switch of the Highway Safety Inspections from a paper based system to handheld devices. These devices are used by the Neighbourhood Officers to record defects directly into the Routine Maintenance System part of our Asset Management system. The Highways & Drainage Operations Manager is now able to assign the defects directly to the works gangs. The Neighbourhood Officers part of the system will be fully operational by the start of the new financial year and the whole system fully electronic shortly thereafter.
- 5.6 Our system for Bridges and Highways Structures is also in the process of being switched to the new asset management system. This should be operational early in the new financial year. One benefit of the new system will be the carrying out of inspections via handheld devices.
- 5.7 Street lighting assets are also being moved to a new asset management system. The intention is to integrate this system into Reading Borough Council's own website allowing members of the public to report street lighting faults directly into the system removing the need for a third party to pass the information onto the street lighting officer. This system is currently being prepared and should be ready to come into operation early in the next financial year.

Well-managed Highway Infrastructure: A Code of Practice - Review

- 5.8 Full implementation of all 36 recommendations within 2 years is unrealistic given the resources The Council has available.

5.9 The Council, following advice from the Insurance Industry, will concentrate on key recommendations that we have been advised should be prioritised to ensure highway safety compliance. These prioritised Recommendations are:

1. Consistency with other Local Authorities (recommendation 5)
2. Risked based approach (recommendation 7)
3. Competencies and training (recommendation 15)

Recommendation 5 - Consistency with other Local Authorities

5.10 Discussions between the Berkshire Local Authorities regarding consistency of approach regarding defect definitions, investigatory levels and inspection frequency are taking place. The six Berkshire Local Authorities Highway Managers meet on a regular basis and are working towards meeting recommendation 5.

Recommendation 7 - Risk based approach

5.11 The Neighbourhood Officers are required to risk assess each particular potential defect they find in the carriageway and footway during a safety inspection. Having risk assessed a potential defect the Neighbourhood Officers have the authority to instruct repairs to be carried out on highway 'defects' that do not currently meet the investigatory level should they conclude that the risk of not doing so is too great. Reasons for doing so include, but are not restricted to the following

1. The defect is potentially dangerous due to its location, high level of highway usage and large number of vulnerable users in the area.
2. The defect will potentially meet intervention level before the date it is next due to be inspected

5.12 A risk based approach will also be required for other Highway assets such as bridges and highway structures. At present the frequency and type of inspection for these assets are guided by Highways England's standards for highways. We are currently working with our bridge maintenance consultant to risk assess the inspection of our highway structures to decide whether or not any variance on the current guidance would be acceptable.

Recommendation 15 - Competencies and training

5.13 The Code of Practice recommends that 'the appropriate competency required for asset management should be identified, and training provided where necessary'.

5.14 Given the need to have a risk based approach to Highway Maintenance it has been identified that the Neighbourhood Officers should undergo training to demonstrate that they are competent to carry out on site risk assessment. Whilst the Neighbourhood Officers are experienced in their role such

training will provide formal evidence that they are competent to carry out safety inspections.

- 5.15 Over the last year we have found that there is a need to have additional resilience. This will be achieved by training four additional members of staff to cover the four (4 No.) existing Neighbourhood Officers (Highway Inspectors) during periods of long term absence.

WAY FORWARD

- 5.16 Whilst we are prioritising these 3 recommendations work to meet the other recommendations will also be carried out where possible. The Committee should note that a significant number of local authorities have indicated that they will also be unable to implement all 36 recommendations before October 2018.
- 5.17 The use of the Asset Management systems will be expanded to include the highway works gangs during the next financial year, which will enable the system to direct work repair tickets directly to the gangs from the time they are loaded by the Neighbourhood Officers. This will make the process more efficient, provide priority repair clarity, save time and generate additional capacity within the teams.

6 CLARIFICATION OF THE DEFINITION OF A HIGHWAY DEFECT

CARRIAGEWAY

- 6.1 The Council's current investigatory level for a carriageway defect is 50mm depth over an approximate area of 300mm x 300mm.

FOOTWAY

- 6.2 The Council's current investigatory level for a footway defect is 20mm depth over an approximate area of 300mm x 300mm.

PROPOSAL

- 6.3 The Council is not proposing to alter these investigatory levels at this time. This will continue to be reviewed as we implement Asset Management and the Risk Based approach to safety inspections.

6. CONTRIBUTION TO STRATEGIC AIMS

- 6.1 The Highway Asset Management Policy and Well Managed Highway Infrastructure: A Code of Practice 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

7. COMMUNITY ENGAGEMENT AND INFORMATION

7.1 The Highway Asset Management Policy includes managing community expectations about how the Council manages its Highway Assets. As progress is made on implementation of Asset Management new policies and standards will be made available on the Council's website once approved by the Highway Asset Management Board.

7.2 The Highway Asset Management Policy is available on the Council's website.

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 Highway Asset Management Policy and Well Managed Highway Infrastructure: A Code of Practice are part of procedures to maintain the Council's existing public highway network. There is no overall change to service delivery at this time only how those service requirements are met. Should any future updates/amendments be required, which result in service delivery changes, an equality impact assessment will be carried out.

9. LEGAL IMPLICATIONS

9.1 The Council, as Highway Authority, has a duty under the Highways Act 1980 to carry out highway maintenance and maintain highway structures.

10. FINANCIAL IMPLICATIONS

10.1 The proposed Highway Asset Management Programme as determined by the Highway Asset Management Policy will be fully funded by the Streetcare Services revenue budget for 2018/19 and the Local Transport Block Funding (Integrated Transport & Highway Maintenance) settlement 2018/2019 for bridges and carriageways.

11. BACKGROUND PAPERS

11.1 Well-managed Highway Infrastructure: A code of practice

11.2 HAM Board Governance / Terms of Reference

11.3 HAM Board minutes

11.4 Highway Asset Management Policy

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT PLANNING AND TRANSPORT COMMITTEE		
DATE:	19 MARCH 2018	AGENDA ITEM:	17
TITLE:	MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICERS:	CRIS BUTLER / CHRIS MADDOCKS	TEL:	0118 937 2068 / 0118 937 4950
JOB TITLE:	ACTING HEAD OF TRANSPORTATION & STREETCARE / ACTING STRATEGIC TRANSPORTATION PROGRAMME MANAGER	E-MAIL:	cris.butler@reading.gov.uk / chris.maddocks@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 - South Reading Mass Rapid Transit, Green Park Station, TVP Park & Ride, East Reading Mass Rapid Transit and National Cycle Network Route 422.
- Unfunded 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 notes the contents of 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 This scheme will unlock the historic bottle neck at Cow Lane by providing two lanes for traffic alongside a continuous shared path for pedestrians and cyclists. The scheme was originally intended to be delivered as part of the Reading Station Area redevelopment scheme, however as previously reported to the Traffic Management Sub-Committee the need to undertake a Compulsory Purchase Order (CPO) process has significantly delayed implementation of the scheme. This has also lead to increased scheme costs as the original 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.
- 4.2 Network Rail undertook a value engineering exercise for the scheme which the Council was involved in, primarily to ensure the essential elements of the scheme (such as the new footway on the east side of the southern bridge) were retained. The value engineering exercise identified some potential areas where the project scope could 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 was rejected by the Council.
- 4.3 Network Rail has appointed a contractor to deliver the scheme with a scheduled completion date of summer 2018. Construction works commenced in November including demolishing the old railway bridge which has been successfully completed. Officers continue to liaise with Network Rail regarding the traffic management requirements for the scheme, resulting in a one-way system being implemented in December 2017.
- 4.4 Following completion of the Network Rail scheme, the Council intends to deliver a series of complementary public transport, walking and cycling enhancements on the Oxford Road corridor.

Thames Valley Berkshire Growth Deal Schemes

South Reading Mass Rapid Transit

- 4.5 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.
- 4.6 Phases 1 & 2 of the scheme, from M4 J11 to Island Road, were granted full funding approval from the Berkshire Local Transport Body (BLTB) in November 2015. Construction of Phase 1A was completed in December 2016, consisting of a new southbound bus lane 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.
- 4.7 Construction of Phases 1B and 2 of the scheme was undertaken between April and November 2017. This involved the creation of outbound bus lanes between the A33 junctions with Lindisfarne Way (Kennet Island) and Imperial Way, linking to the Phase 1A scheme. Off-peak lane closures were required to facilitate the construction work and the scheme was opened in December 2017.
- 4.8 Phases 3 and 4 of the scheme were granted programme entry status by the BLTB in March 2017. Preparation of the full business case is complete and the scheme was granted financial approval by the BLTB meeting in November 2017. The scheme includes the following elements:
- Outbound bus lane on London Street;
 - Extension of the inbound bus lane on Bridge Street;
 - Upgrade of the traffic signals on the Oracle roundabout to a MOVA method of control.
 - Outbound bus lane on the A33 approach to Rose Kiln Lane;
 - Outbound bus lane on the A33 between Rose Kiln Lane and Lindisfarne Way (Kennet Island);
 - Inbound bus lane on the A33 between Imperial Way and South Oak Way; and
 - Upgrade of the traffic signals on the Bennet Road gyratory to a MOVA method of control.
- 4.9 The previously proposed section of inbound bus lane at the Oracle roundabout has been removed from the scheme following a decision from this Committee in January. Construction works are due to commence on site in March on the remaining town centre sections of the scheme, with works on the A33 to follow from the summer.

Green Park Station

- 4.10 Reading Green Park Station is a proposed new railway station on the Reading to Basingstoke line. The station and multi-modal interchange will 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.
- 4.11 The scheme was granted financial approval by the BLTB in November 2014. The funding package includes £9.15m from the Local Growth Fund, £4.6m from private developer Section 106 contributions and £2.3m from the New Stations Fund 2, which was announced by the DfT in July 2017. The additional funding will enable enhanced passenger facilities to be provided at the station to help cater for the significant level of proposed development in the surrounding area.
- 4.12 The concept designs for the station have been produced by Network Rail, and Balfour Beatty has been appointed to undertake the detailed design and construction of the station which 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 has been completed and enabling works are due to commence on-site in March.
- 4.13 An indicative programme for delivery of the station by summer 2019 has been agreed with the DfT, Network Rail and GWR, based on the requirement for the station to be included within the specification for the Great Western Franchise. The revised programme is due to delays with the concept design work which is being undertaken by Network Rail, and the change in scope of the project due to the recently announced additional funding from the New Stations Fund.

TVP Park & Ride and East Reading Mass Rapid Transit

- 4.14 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.
- 4.15 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 with works due to start on-site in the summer.

- 4.16 A consultation for the MRT scheme was undertaken during July 2016, including a public drop-in session at the Waterside Centre in close proximity to the route. The exhibition was also on display at the Civic Offices and on the Council's website.
- 4.17 The MRT scheme planning application was submitted in July 2017 and further public exhibitions took place to raise awareness of the scheme. The planning application is currently being considered by the Local Planning Authorities for both Reading and Wokingham.
- 4.18 Preparation of the full scheme business case for the MRT scheme is complete and financial approval was granted for the scheme by the BLTB meeting in November 2017. The business case demonstrates that the scheme represents 'high value for money' in line with central Government guidance and will provide significant benefits to Reading and the wider area.

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 BLTB in November 2015.
- 4.20 Preferred option development has been undertaken and the 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 and was completed in July 2017. Traffic signal upgrades converting the pedestrian crossing to the east of Southcote Road are complete and upgrades at Liebenrod Road are expected to be complete mid-March.
- 4.21 Phase 2 of the scheme, from Bath Road/Berkeley Avenue through the town centre to east Reading, was granted scheme and spend approval at Policy Committee in September 2017. Proposed works include alterations to an existing raised table at the junction of Watlington Street and London Road and a contraflow cycle facility on Kennet Side which are subject to statutory processes. The second phase of works commenced on Berkeley Avenue in January 2018 and is expected to move to Bridge Street in March.
- 4.22 Feedback on the final phase of the NCN programme is currently being reviewed and the plans finalised. The proposed scheme builds on works delivered as part of the LSTF programme by extending shared-use facilities along Wokingham Road from Cemetery Junction to Three Tuns. Measures will include improved pedestrian and cycle crossing facilities, junction treatments, signing and footway widening, including proposed changes to the existing pedestrian crossing on Wokingham Road to the east of St Bartholomews Road.

Unfunded Schemes

Reading West Station Upgrade

- 4.23 The Council has been working with Great Western Railway and Network Rail to produce a Masterplan for 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. It also includes 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.
- 4.24 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. This includes replacing the footbridge and providing a stepped access from the town centre side of the Oxford Road to the outbound platform (for services towards Basingstoke). The second phase of works is currently unfunded, however the Council will continue to explore potential funding sources for the scheme 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, and to help relieve traffic congestion north of the river and in the town centre. A working group has been established to investigate the traffic implications and prepare an outline business case for the proposed bridge, led by Wokingham Borough Council in partnership with Reading Borough Council, South Oxfordshire District Council, Oxfordshire County Council, Thames Valley Berkshire LEP and Oxfordshire LEP.
- 4.26 Preparation of the Outline Strategic Business Case for the scheme is complete and was discussed at a Summit meeting called by the MP for Reading East in September 2017. The business case shows there is a strong case for a two lane traffic bridge in this location, with the full documentation available on Wokingham Borough Council's website here - <http://www.wokingham.gov.uk/parking-road-works-and-transport/transport-and-roads-guidance-and-plans/>
- 4.27 The Cross Thames Travel Group is currently exploring options to fund the next stage of scheme development work, which includes production of the full scheme business case.

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 public exhibitions and Council meetings.

7. LEGAL IMPLICATIONS

7.1 The creation of - and changes to existing - Traffic Regulation Orders will require advertisement and consultation, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

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 Major Transport Scheme Update reports to Strategic, Environment, Planning and Transport Committee and Traffic Management Sub-Committee, from 2015 onwards.