

Public Document Pack



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To: Councillor Debs Absolom (Chair)
Councillors Ayub, Page, Gittings, Maskell,
David Absolom, Ballsdon, Barnett-Ward,
Brock, Hopper, Khan, Robinson, Stanford-
Beale and J Williams

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13 November 2018

Your contact is: **Peter Driver, Committee Services**

NOTICE OF MEETING - STRATEGIC ENVIRONMENT PLANNING AND TRANSPORT COMMITTEE 21 NOVEMBER 2018

A meeting of the Strategic Environment Planning and Transport Committee will be held on Wednesday, 21 November 2018 at 6.30 pm in the Council Chamber, Civic Offices, Reading. The Agenda for the meeting is set out below.

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1. DECLARATIONS OF INTEREST		
2. MINUTES OF THE STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE HELD ON 2 JULY 2018		5 - 14
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4. MINUTES OF OTHER BODIES - JOINT WASTE DISPOSAL BOARD 6 JULY 2018		33 - 36
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 meeting.		
6. QUESTIONS FROM COUNCILLORS AND MEMBERS OF THE PUBLIC		37 - 46

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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. REVISED HOSIER STREET AREA DEVELOPMENT FRAMEWORK **ABBEY** **47 - 104**

A report seeking approval of the revised Hosier Street Area Development Framework, following consultation that took place during July-September 2018 on the published draft framework.

9. DRAFT ST PETERS CONSERVATION AREA APPRAISAL **BOROUGH WIDE** **105 - 114**

A report seeking the Committee's approval of the Draft St Peters Conservation Area Appraisal.

10. DRAFT PALMER PARK DEVELOPMENT FRAMEWORK **115 - 124**

A report seeking approval of the draft Palmer Park Development Framework for public consultation.

11. LOCAL PLAN EXAMINATION **BOROUGH WIDE** **125 - 134**

A report updating the Committee on the progress of the Local Plan examination, including public hearings that closed on 5 October 2018.

12. AIR QUALITY UPDATE **BOROUGH WIDE** **135 - 142**

A report updating the Committee on air quality matters following the Council's submission of a 'targeted feasibility study' to Government and the current position regarding a range of Air Quality initiatives.

13. ANNUAL CARBON FOOTPRINT REPORT **BOROUGH WIDE** **143 - 152**

A report updating the Committee on progress made towards the Council's Carbon Plan targets for reduction of carbon emissions and increased usage of clean and renewable energy.

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| 14. | NATIONAL PRODUCTIVITY INVESTMENT FUND - CATTLE MARKET CAR PARK IMPROVEMENTS | ABBEY | 153 -
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A report on plans for use of the funding allocations from the National Productivity Fund to improve the Cattle Market car park.

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| 15. | WINTER SERVICE PLAN 2018/2019 | BOROUGH
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A report informing the Committee of the outputs delivered by the Winter Service Plan 2017/2018 and seeking approval for the Winter Service Plan 2018/2019.

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| 16. | HIGHWAY MAINTENANCE POLICY UPDATE | BOROUGH
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A report updating the Committee on Highway Maintenance Policies and seeking the Committee's approval to changes to the 'A' Boards policy and a trial 'short frontage agreement'.

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| 17. | HIGHWAY MAINTENANCE CODE OF PRACTICE AND HIGHWAY ASSET MANAGEMENT UPDATE | BOROUGH
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A report on progress with implementing the 'Well Managed Highway Infrastructure code of practice.

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| 18. | NATIONAL CYCLE NETWORK 422 - PHASE 3 SCHEME AND SPEND APPROVAL | ABBEY;
PARK;
REDLANDS | 179 -
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A report informing the Committee of progress with phases 1 and 2 of the new national Cycle network route and seeking approval for improvements along London Road and Wokingham Road, from Watlington Street to Holmes Road.

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| 19. | TRANSPORT CONSULTANCY SERVICES - PROCUREMENT OF NEW CONTRACT | BOROUGH
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A report informing the Committee of the end of the existing Transport Consultancy Services Term Contract in August 2019, and setting out the recommended procurement approach for a new Transport Consultancy Services Term Contract.

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Agenda Item 2

STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE 2 JULY 2018

Present: Councillors Debs Absolom (Chair), David Absolom, Ayub, Barnett-Ward, Gittings, Hopper, Khan, Maskell, O'Connell, Page, Robinson, Stanford Beale and J Williams.

Apologies: Councillor Brock

2. MINUTES

The Minutes of the meetings held on 19 March 2018 and 23 May 2018 were confirmed as a correct record and signed by the Chair, subject to the completion of the name of the Chair at the March meeting: Councillor David Absolom.

3. MINUTES OF THE TRAFFIC MANAGEMENT SUB-COMMITTEE

The Minutes of the meeting of Traffic Management Sub-Committee held on 8 March 2018 were received.

4. MINUTES OF OTHER BODIES

The Minutes of the following meetings were submitted:

- Joint Waste Disposal Board of 27 April 2018
- AWE Liaison Committee of 6 December 2017

Resolved - That the Minutes be noted.

5. QUESTIONS FROM COUNCILLORS AND MEMBERS OF THE PUBLIC

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

Questioner	Subject
Councillor J Williams	Kennet Mouth Community Sign
Enrico Petrucco	Road User Charging Scheme
Enrico Petrucco	Differential Road User Charging
Zahid Aziz	Traffic Management Plan
Zahid Aziz	Extension of A329(M) and Third Thames Bridge - Update
Zahid Aziz	Bottlenecks in Caversham
John Mullaney	Definitions of 'Mass' and 'Transit'

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

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6. DRAFT ST PETERS CONSERVATION AREA APPRAISAL

The Director of Environment and Neighbourhood Services submitted a report seeking the Committee's approval of the draft Conservation Area Appraisal for the St Peters Area and for undertaking community involvement on the draft Appraisal document between July and October 2018.

The report explained that the St Peters Conservation Area had been designated in 1988 under the Town & Country Planning Act 1971 (as amended) and a full conservation area appraisal had been adopted in 2009. Following discussions over the Council's approach to the historic environment, the Council had agreed to support the setting up of a Reading Conservation Areas Advisory Committee (CAAC). The report stated that one of the primary concerns of the CAAC was the long length of time since many conservation area appraisals had been prepared and adopted. According to best practice, appraisals should be updated every 5-10 years and many of these appraisals were now in need of review. It had subsequently been agreed that the CAAC would lead on reviews of conservation area appraisals in consultation with local communities. The report explained that the Appraisal of the St Peter's Conservation Area was the first review to be completed.

The following documents were attached to the report:

Appendix 1 - St Peters Conservation Area Draft Conservation Area Appraisal, July 2018

Appendix 2 - Equality Impact Assessment

The report explained that the results of community involvement would feed into a revised Appraisal to be presented to the Committee for adoption later in the year.

At the invitation of the Chair, Evelyn Williams and John Nicholls from the CAAC gave a short presentation on the St Peters Conservation Area Appraisal.

Resolved -

- (1) That the Draft St Peters Conservation Area Appraisal, as set out in Appendix 1 to the report, be approved for community involvement;**
- (2) That the Head of Planning, Development and Regulatory Services be authorised to make any minor amendments necessary to the Draft St Peters Conservation Area Appraisal in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, prior to the start of community involvement on the draft document.**

7. ADOPTION OF THE Re3 STRATEGY 2018-2020 AND THE WASTE ACTION PLAN FOR READING

The Director of Environment and Neighbourhood Services submitted a report introducing and seeking adoption of the re3 Strategy 2018-2020, which had been endorsed and recommended by the Joint Waste Disposal Board, comprising Bracknell Forest Borough Council, Reading Borough Council and Wokingham Borough Council.

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The report informed the Committee of the current work on the Reading Waste Minimisation Strategy 2015-2020, and the proposals to bring it into line with the re3 Strategy and to produce a Waste Action Plan for Reading.

The draft re3 Strategy 2018-2020 was attached to the report as Appendix A.

The report explained that the re3 Strategy principally related to the statutory waste disposal function of the re3 Partnership comprising Bracknell Forest, Reading and Wokingham Borough Councils. It was an important document because, once adopted, it would represent both the specific performance targets for the individual re3 councils, and the agreed consensus within the re3 Partnership in support of strategic development up to 2020.

The report stated that the re3 Strategy aims aligned with those of the RBC Waste Minimisation Strategy 2015-2020 in order to ensure the effective strategic partnership between collection and disposal functions. The re3 Strategy for 2018-2020 had two principal aims:

- Reduce the net cost of waste
- Recycle 50% by 2020

The report explained that both aims would require enhanced collaboration between the statutory waste disposal function and the statutory waste collection function. However, while the re3 Board was constituted to manage the former, its composition (and the supporting officers) afforded the individual partner authorities, and their respective relevant waste functions, with the capacity for genuine strategic partnership.

The report listed the objectives of the Strategy.

The report stated that the aims of the re3 Strategy and the Reading Waste Minimisation Strategy had been aligned in 2017 to ensure co-ordination of work streams and strategic partnership working. Officers were working closely with re3 and partner authorities to share resources and best practice around common themes such as waste collection from flats, the introduction of kerbside food waste and recycling, and communication initiatives. It was now appropriate to replace the Reading Waste Minimisation Strategy with a Waste Action Plan for Reading which would set out a clear path for the delivery of the high-level strategic objectives of the re3 Strategy and the specific service development priorities for Reading Borough Council including the need to deliver substantial savings as set out in the Council's Medium Term Financial Strategy.

The report explained that the key objectives of the emerging Waste Action Plan for Reading would focus on reducing cost and would include:

- Introduction of weekly kerbside food waste collection.
- Steps to improve diversion of recyclable material from the residual bin to recycling.
- Reductions in the contamination of recyclable material with non-recyclable wastes, by way of a dedicated team of Waste Officers.
- Improved and sustained communications campaigns, including schools.
- Improved direct contact with residents, businesses and landlords.

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- Further promotion of the Council's trade waste offer
- Hard market testing of the waste service.

The report stated that the Waste Action Plan would set out the actions and milestones relating to each objective, and performance would be monitored regularly and reported to the Housing, Neighbourhoods and Leisure Committee as appropriate.

Resolved -

- (1) That the re3 Strategy 2018-2020 be adopted, as recommended by the re3 Joint Waste Disposal Board on 27 April 2018;**
- (2) That the outline objectives of the emerging Reading Waste Action plan and the intention to develop a more detailed action plan to deliver the aims of the re3 strategy be noted.**

8. CENTRAL AND EASTERN BERKSHIRE JOINT MINERALS AND WASTE PLAN

The Director of Environment and Neighbourhood Services submitted a report seeking approval for the Draft Central and Eastern Berkshire Joint Minerals and Waste Plan and associated supporting documents, which were attached at Appendix 1.

The report explained that consultation on the Draft Document was intended to be undertaken, starting in August and finishing in October 2018. This consultation/ community involvement would then feed into the preparation of a revised version of the draft local plan for eventual submission to the Secretary of State.

The report explained that Reading Borough Council was preparing the Central and Eastern Berkshire Joint Minerals and Waste Plan jointly with the Royal Borough of Windsor and Maidenhead, Bracknell Forest Borough Council and Wokingham Borough Council. The Plan was being prepared on behalf of the participating authorities by Hampshire County Council. The Draft Plan consultation papers were attached to the report and were available on request. They were at an advanced stage of preparation, but would be subject to some further minor drafting/amendment prior to being made available as part of the consultation.

The report explained that the Draft Central and Eastern Berkshire Joint Minerals and Waste Plan followed on from consultation on the Issues and Options stage of local plan preparation which had been undertaken during summer 2017. Responses to that consultation, along with various factors detailed within the report, had been taken into account in drawing up the Draft Plan.

Resolved -

- (1) That the Draft Central and Eastern Berkshire Joint Minerals and Waste Plan, as set out in Appendix 1 to the report, be approved;**
- (2) That community involvement on the Draft Central and Eastern Berkshire Joint Minerals and Waste Plan and associated supporting documents be authorised to take place during late summer/October 2018;**
- (3) That the Head of Planning, Development and Regulatory Services be authorised to make any minor amendments necessary to the Draft**

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Central and Eastern Berkshire Joint Minerals and Waste Plan, in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, prior to the commencement of community involvement.

9. DRAFT HOSIER STREET AREA DEVELOPMENT FRAMEWORK

The Director of Environment and Neighbourhood Services submitted a report seeking approval of a draft development framework for the Hosier Street Area. The area included the Broad Street Mall, the now vacant site of the former Civic Offices, the Thames Valley Police headquarters, the Magistrates Courts and the Hexagon Theatre. In the light of the multiple ownerships of the area, it had been decided that a draft framework should be produced to guide future development. The draft framework had been produced by the Council (with the assistance of an urban design consultancy) and was attached at Appendix 1.

The report explained that the former Civic Offices had been vacated during 2014/15 and subsequently carefully demolished. In order to develop proposals for the eventual disposal and development of the site, the Council had entered into a partnership arrangement with Kier Construction. At the same time Thames Valley Police had been reviewing their headquarters buildings with redevelopment of the site being one option. The Council and its partner Kier had been involved in discussions in relation to possible future redevelopment of this site. In the meantime, the new owners of Broad Street Mall (Moorgarth) had been evolving ambitious plans for the remodelling and development of the Broad Street Mall which included incorporating a significant level of new residential development in various buildings above the roof of, and adjacent to, the current building, along with various improvements to the Mall and other property in the vicinity. The owners were currently discussing their proposals with officers as part of a process of pre-application advice. They intended to submit a planning application in the near future.

The report stated that, in order to move forward in terms of the future development of the wider area and in the interests of achieving a high quality, comprehensive development of the area in accordance with the Local Plan policies, officers had sought to encourage the preparation of a single development brief by the various owners of land in the area. In the light of the difficulties in getting the agreement of the owners to prepare (and fund) that piece of work, and with a need to move forward on the former Civic offices site, it had been decided that the Council would undertake the work.

The report explained that the primary purpose of the draft framework was to provide a public realm-led master plan for the area, showing how it could be developed as a series of quality streets, squares and new spaces, and might look once developed. The draft proposed broad principles for the development of the area and provided a comprehensive Masterplan and urban design framework. It contained more detailed studies of the different quarters of the Masterplan area, the Hexagon Quarter, Minster Square, and Oxford Road/St. Mary's Butts.

The report explained that, subject to the Committee's approval, the draft framework would be published and would be the subject of a formal consultation exercise, led by the Council. The consultation was expected to begin in mid-July 2018 and would last for a period of ten weeks (to allow for the summer holiday period) until early

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October 2018. Responses received would be considered in preparing a final draft framework for adoption.

Resolved -

- (1) That the Draft Hosier Street Area Development Framework, set out in Appendix 1 to the report, be approved for community involvement;**
- (2) That the Head of Planning, Development and Regulatory Services be authorised to make any minor amendments necessary to the Draft Hosier Street Area Development Framework, in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, prior to the start of community involvement on the draft document.**

10. ELECTRIC VEHICLE CHARGING PROJECT

The Director of Environment and Neighbourhood Services submitted a report the outcome of a successful bid to the Department of Environment, Farming & Rural Affairs (DEFRA) and the details of a project which aimed to encourage the uptake of electric vehicles and pilot new electric charging infrastructure in areas of the Borough with no off-street parking.

The report stated that the Government had published the Clean Growth Strategy in 2017, in which it had announced its intention to:

- End the sale of new conventional petrol and diesel cars and vans by 2040.
- Spend £1 billion supporting the take-up of ultra-low emission vehicles (ULEV), including helping consumers to overcome the upfront cost of an electric car.
- Develop one of the best electric vehicle charging networks in the world.

The report explained that the Council had been able to bid to DEFRA in December 2017 for EV funding because the Borough had an Air Quality Management Area (AQMA) that had been declared before March 2017 and, in addition, currently marginally exceeded predicted roadside NO₂ on one stretch of road identified by DEFRA. The Council's analysis of the sources of nitrogen dioxide carried out in 2013, had shown that cars accounted for 55% of vehicle NO₂ emissions (40% Diesel, 15% petrol). This was the single largest contribution to locally produced NO₂ emissions. The current Air Quality Strategy and Action Plan focused on delivering transport based solutions, which could help to deliver improvements at source.

The report explained the range of barriers to the uptake of electric vehicles, many of which were outside the Council's control. However, one area where the Council could have some influence was by delivering pilot projects on electric vehicle infrastructure in areas that would normally be considered to be technically difficult, such as to households without off-street parking. This could result in the acceleration of the uptake of electric vehicles and a resultant reduction in NO₂, particulates and CO₂ as conventional diesel and petrol vehicles were replaced.

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The details of the project were set out in Appendix 1 to the report. The work packages set out in paragraph 4.7 of the report included a survey of areas to assess suitability; residents' survey to identify demand; pilot scheme(s) involving the installation of EV charge points; evaluation of the pilots and education and advertising to promote electric vehicles as a viable solution for residents. Officers hoped that, in addition to providing residents with evidence of a tested solution, the project would enable the Council to test and validate potential market solutions (eg lamppost EV charging), as well as feed into policy making which would help shape Reading's Ultra Low Emission future.

Resolved -

- (1) That the actions set out in paragraph 4.7 of and Appendix 1 to the report be endorsed;**
- (2) That spend approval for the project up to the value of the bid be delegated to the Head of Planning, Development and Regulatory Services in consultation with the lead member for Strategic Environment, Planning & Transport.**

11. EMPLOYMENT AND SKILLS PLANS - ANNUAL PROGRESS REPORT

The Director of Environment and Neighbourhood Services submitted a report on progress with the implementation of planning policies concerned with promoting Employment and Skills Plans.

Nigel Horton-Baker, Executive Director of Reading UK, presented the report which described how, through engagement and contributions from developers and users of completed developments, appropriate hiring and skills development had been undertaken to assist the local economy and local residents seeking employment. The report described the successes gained through the delivery of plans, working mainly with the construction industry, the various employment projects delivered using financial contributions and the proposals for the next wave of projects to be delivered using contributions.

The report explained that in the last two years £65,000 cash contribution had been drawn down through Section 106 cash contributions, and had been used to deliver outputs including job fairs, construction skills certificates, access to work events, Over 50s return to work activity and school outreach. The successes included:

- 170 people supported into self-employment
- An estimated £1.2m saved on benefit payments through self-employment
- Over 700 local people attending jobs fairs - with over 100 employers with live vacancies attending
- 200 Over 50's attending a routes to work event with employers and workshops

Appendix A to the report provided details of 42 current Section 106 Agreements supporting delivery of the Employment and Skills Plan.

Appendix B to the report included details of the track record of delivery supported by cash contributions.

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Appendix C to the report outlined the planned delivery of Employment and Skills Plan activities in 2018/19.

Resolved -

- (1) That the report be noted and the ongoing delivery of employment and skills outcomes, enabled by Section 106 Employment and Skills Plans, be welcomed;**
- (2) That the benefits of this delivery to the local economy and in particular to local residents in order to assist residents to find good quality, permanent employment within the Borough be noted.**

12. HIGHWAY MAINTENANCE - POTHOLE REPAIR PLAN 2018/2019

The Director of Environment and Neighbourhood Services submitted a report advising the Committee of the additional allocation of £66,975 from the Pothole Action Fund awarded to the Council in 2017/18, as notified by the Department for Transport on 1 February 2018 and paid to the Council on 2 February 2018.

The report also informed the Committee of the £134,681 share awarded for 2017/18 and 2018/19 from the further £100 Million of funding made available through the Pothole Action and Flood Resilience Fund, as announced by the Secretary of State for Transport on 26 March 2018, paid in two instalments to the Council, one of £100,147 on 29 March 2018 and a subsequent payment of £34,534 in April 2018.

The report explained plans for establishing a Pothole Repair Plan, as in previous years, which would operate from July 2018 until 31 March 2019 and provided details of the procedures for identifying, inspecting and prioritising the repair of potholes.

An update on the Pothole Repair Plan would be included in the 'Highway Maintenance Update 2018/2019 and Programme 2019/2020' report, which would be presented to Strategic Environment Planning and Transport Committee in March 2019.

The report sought spend authority for the specialist/proprietary material surfacing work on a section of Mayfair using the additional allocation of £66,975 from the Pothole Action Fund awarded to the Council in 2017/18, and for the 2018/2019 Pothole & Flood Resilience Repair Plans.

Resolved -

- (1) That the additional allocation of £66,975 from the Pothole Action Fund Award (2017/18) as notified by the Department for Transport on 1 February 2018 and paid to the Council on 2 February 2018, be accepted;**
- (2) That the £134,681 share from the Pothole Action and Flood Resilience Fund for 2017/18 and 2018/19 as announced by the Secretary of State for Transport on 26 March 2018, be accepted.**

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- (3) That the proposed specialist/proprietary material surfacing work on a section of Mayfair and the proposed spend allocation outlined in Section 4 of the report be approved;
- (4) That the proposed 2018/2019 Pothole & Flood Resilience Repair Plans and the proposed spend allocation outlined in Section 4 of the report be approved.

13. APPOINTMENT OF DIRECTOR: READING TRANSPORT LTD.

The Chief Executive submitted a report inviting the Committee, acting as shareholder of Reading Transport Limited (RTL), to appoint a director to the RTL Board.

The report explained that there was one vacancy, arising from Councillor Stanford-Beale coming to the end of her four-year term.

Resolved - That Councillor Stanford Beale be appointed as a Director of Reading Transport Ltd.

14. EXCLUSION OF PRESS AND PUBLIC

Resolved -

That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of Item 15 below, as it was likely that there would be disclosure of exempt information as defined in Paragraphs 3 and 4 of Part 1 of Schedule 12A of that Act.

15. CONTRACTUAL MATTER

The Director of Environment and Neighbourhood Services submitted a report seeking the Committee's authority to activate a voluntary termination clause within the NCP contract, which currently managed nine car parks for the Borough, in order to bring the service in-house. The report stated that this would deliver savings in relation to the management and maintenance of the Council's off-street car parking facilities.

The full financial business case was included in the report as Appendix A and the worked scenarios based on operating costs for the purpose of termination were set out in Appendix B.

Resolved -

- (1) That the report be noted;
- (2) That the proposal for voluntary termination of the NCP contract and to bring the service back in-house be approved.

(The meeting started at 6.30pm and closed at 8.47 pm).

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Present: Councillor Ayub (Chair)

Councillors Debs Absolom, Barnett-Ward, Ennis, Hacker, Hopper, Jones, McGonigle, Page, R Singh, Stanford-Beale and Terry.

1. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM

(1) Questions

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

Questioner	Subject
John Booth	Traffic Modelling

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

(2) Presentation - Residents Permit Parking

The Sub-Committee received a presentation from Elizabeth Robinson, Civil Enforcement Manager, on the Residents Parking Permit Scheme.

The presentation covered parking issues for households, the current permit scheme, details of the number of permits that had been issued in 2017/18 and improvements to the scheme that had been made since April 2017, specifically the online application process. The presentation also gave details of improved enforcement and enforcement requests and potential future developments.

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

Resolved - That the presentation be noted.

2. MINUTES

The Minutes of the meeting of 8 March 2018 were confirmed as a correct record and signed by the Chair.

3. HIGHWAY MAINTENANCE - POTHOLE REPAIR PLAN 2017/2018 REVIEW

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the review that had been carried out on the Pothole Repair Plan 2017/2018 which had been created using the £97k share from the £70m Pothole Action Fund that had been made available to the Council for pothole repairs in the 2017/18 Financial Year, following the announcement in the Government's Autumn Statement 2015.

The report stated that it had been proposed that a further Pothole Repair Plan be set up following the successful completion of previous Plans so that potholes of a lesser depth than the Council's normal investigatory criteria could be repaired which would help to extend the life of roads until such time that they required more comprehensive maintenance treatment.

The Plan had also included repairs to potholes of lesser criteria than the Council's minimum depth requirement of 30mm, which typically were located on concrete roads where the thin overlain surfacing had locally 'scabbed'. A proprietary material had been trialled for this purpose on a selection of roads, minor and major, heavily trafficked and quieter residential roads. The proprietary material had been provided and laid by a specialist contractor. The performance of the material had been variable, overall tending to perform better on lesser trafficked minor roads and in summary it was felt that this material was perhaps not so well suited for use within an urban environment due to the uneven finish quality, limitations for laying the material in windy and/or wet weather conditions, the additional traffic management that was required and the hire of specialist machinery. Public feedback on the quality of the material had also been mixed.

The report explained that potholes for inclusion in this Plan had, again, been identified by the Neighbourhood Officers, through the cyclical statutory highway inspections, Ward Councillor input and following ad hoc reports/complaints that had been received by the Council. All of the Council's public highway roads had been considered for appropriate pothole repairs under this Plan and the Plan would operate concurrently with the statutory highway inspection regime, as had been the case with previous Plans.

The Plan had been delivered on site using existing Highway Operative resources and plant/equipment, with the exception of the work using the proprietary material and had commenced in November 2017 and had been successfully delivered and completed on 31 March 2018. 1,462 potholes had been ordered for repair, including potholes that had been repaired in advance of the annual Reading Half Marathon and an additional 374 potholes, of a lesser depth than 30mm, had been repaired using the proprietary material by the specialist contractor; a total of 1,836 potholes had been repaired under this Plan.

Finally, the report stated that the overall cost for delivering the Pothole Repair Plan 2017/2018 had been approximately £123k, which had included pothole repairs for the Reading Half Marathon and providing the traffic management for the specialist contractor carrying out the proprietary material pothole repair trial. The additional £26k spend, over and above the £97k Government Pothole Action Fund 2017/18 allocation, had been funded from the Local Transport Capital Block Funding for Highway Maintenance.

Resolved - That the review carried out on the Pothole Repair Plan 2017/2018 which was created using the £97,000 share from the £70 Million Pothole Action Fund in 2017/18, made available to Reading Borough Council for pothole repairs in the 2017/18 Financial Year, following the announcement in the Government's Autumn Statement 2015 be noted.

4. BI-ANNUAL WAITING RESTRICTION REVIEW - 2018A STATUTORY CONSULTATION

The Director of Environment and Neighbourhood Services submitted a report seeking approval for carrying out statutory consultation and implementation, subject to no objections being received, on requests for or changes to waiting/parking restrictions.

The report explained that requests for new or alterations to existing waiting restrictions were reviewed on a six-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 and officer recommendations and Appendix 2 provided drawings to accompany the recommendations.

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 to the report (subject to (3) below), in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That the requests made for waiting restrictions as shown in Appendix 1 be amended as follows:
 - (i) Abbey: Fobney Street - Request to convert the double yellow lines on the south side to a full time loading ban remain in the programme;
 - (ii) Peppard: Peppard Road - Review and possible extension of waiting restrictions to prevent illegal parking on Peppard Road outside Budgens to be included in the programme;
 - (iii) Redlands: Erleigh Road - To be included in the Hospital and University area scheme;
- (4) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (5) That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (6) That the Head of Transportation and Streetcare, in consultation with the appropriate Lead Councillor be authorised to make minor changes to the proposals;
- (7) That no public enquiry be held into the proposals.

5. RESIDENT PERMIT PARKING

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of responses that had been received from the consultation on resident permit parking in the Little Johns Lane area and providing an update on the development of proposals for the Lower Caversham area, Harrow Court and East Reading Study Area schemes. A copy of the Little Johns Lane area scheme drawing that had been formally consulted on was attached to the report at Appendix 1 and the responses that had been received during the statutory consultation for the Little Johns Lane area Residents Permit Parking (RPP) proposals was attached to the report at Appendix 2.

The report stated that the report that had been submitted to the meeting on 11 January 2018 (Minute 61 refers) had provided the results of an informal consultation on proposals to introduce a RPP scheme in the Little Johns Lane area of Battle Ward. This had been a long standing request and had been included on the list of outstanding requests/schemes

that had been reported, currently located at priority 1. The results of the informal consultation had shown that 66% of respondents across the proposed area were in support of the scheme. The report had noted that there were some areas of low support for the implementation of an RPP scheme, but had recommended that the whole area be progressed to statutory consultation due to the likely displacement of non-resident parking, should these areas not be included. The report recommended that the scheme should be implemented as advertised.

The report that had been submitted to the meeting on 8 March 2018 had provided the results of the informal consultations that had been conducted on potential RPP schemes in Lower Caversham, Harrow Court and East Reading (Minute 75 refers). The proposals had been prioritised on the reported list of outstanding requests/schemes. The results had shown a majority support for the introduction of RPP schemes across the area and it had been recommended that officers develop concept designs for schemes across these separate areas. Officers had developed initial concept designs, which were being shared with the Lead Councillor for Strategic Environment, Planning and Transport, the Chair of the Sub-Committee, Ward Councillors and the East Reading Area Study steering group, as appropriate. If it was considered appropriate and necessary the report recommended that agreed concept drawings were used for further informal consultation, such as area drop-in sessions, to facilitate developments of a scheme that was favoured for future statutory consultation. The report proposed that the favoured scheme designs should be submitted to a future meeting of the Sub-Committee, possibly in September 2018, with a recommendation to progress to statutory consultation.

Resolved -

- (1) That the report be noted;
- (2) That having considered the objections detailed in Appendix 2, attached to the report, the proposals be implemented;
- (3) That the Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order and no public inquiry be held into the proposals;
- (4) That the objectors be informed of the decision of the Sub-Committee accordingly;
- (5) That informal consultations be conducted on the concept proposals for the Lower Caversham, Harrow Court and East Reading Study area, if considered necessary and appropriate, in consultation with the Lead Councillor for Strategic Environment, Planning & Transport, the Chair of Traffic Management Sub-Committee, Ward Councillors and Steering Group Members.

6. RESIDENTS PARKING SCHEME - UPDATE REPORT

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the online application process and proposals to update the permit scheme rules including changes to Daily Tradesperson/Daily Landlord Permits process.

The report stated that previously there had been 52 Residents Parking zones across the Borough but this had been revised to the current 19 zones. These zones encompassed all the areas and residential properties that had been covered by the previous scheme but they now provided more space on-street through the larger zones.

A new online permit application system had been introduced from 1 November 2017 and between then and April 2018 4,508 resident permits and 6,738 visitor permits had been issued through the online system. In addition a further 2,338 discretionary permits had been issued. Residents who were unable to apply online could still apply by post. The online system had improved the efficiency of the application process, reducing processing time from 28 days to 7 days for resident and visitor applications, although it could still take 28 days to review discretionary applications. The report included a table that set out the permits that had been issued in 2017/18 and the charges from 1 April 2017.

The report stated that the Council had issued 688 Tradesperson/Landlord daily permits in 2017/18; these permits cost £10 per permit with a maximum of 30 being issued per year. Private landlords (owning up to three properties in permit zones) could apply for daily permits only and they had to provide property ownership proof and vehicle ownership proof. Tradespersons had to provide proof of business status and vehicle ownership and a letter detailing the work that was being carried out, the address, dates of work, the vehicle registration, make and model. The permits could be issued in a single or bulk purchase, up to a maximum of 30 permits. Tradesperson permits could be purchased at Reception in the Civic Offices, all Landlord Applications were made via post.

The report proposed that the Daily Tradespersons and Daily Landlord process be amended as follows:

- Applicants would no longer be able to purchase individual permits, but they would be sold as a minimum of five (one book with five tradesperson/landlord daily permits), charged at £50, to a maximum 30 permits or six books per year at a total cost of £300;
- Applications would be made online and permits would be posted;
- The Civic Offices Reception would still handle applications for Tradespersons permits, if required for emergency works. However, this would be limited to five Tradesperson permits per transaction, equivalent to a week's parking.

The report also set out updates and amendments to Permit Scheme definitions including the definition of households, an update of the refund/transfer section and removal of the visitor parking permit - discretionary permit from the definitions.

The Sub-Committee discussed the report and Councillor Page reassured the Sub-Committee that there were no commitment at this stage to move towards introduction of a virtual scheme. He stated that the priority would be to see other improvements introduced and to explore print-at-home permits or other efficient, user-friendly alternatives.

Resolved -

- (1) That the update on the online application process be noted;
- (2) That the updated Permit Scheme Definitions, as set out in paragraphs 4.3.6 to 4.3.7 of the report, be agreed;

- (3) That the amendments to the process of purchasing daily tradesperson and daily landlord permits, the permits are sold as minimum of 5 permits (1 book), at cost of £50 as set out in paragraph 4.3.1 of the report, be agreed and the Permit Management Rule and Definitions be updated.

7. CAR PARK TARIFF REVIEW

The Director of Environment and Neighbourhood Services submitted a report on proposals to change the "off-street" car parking orders following a review of the tariffs. Proposed car park charges for 2018 were attached to the report at Appendix 1, proposed season ticket charges for 2018 were attached at Appendix 2 and a comparison of charges across car parks was attached to the report at Appendix 3.

The report explained that the car park tariffs had last been reviewed in June 2017 with changes made to the tariffs in Broad Street, Queens Road, Civic B, Cattle Market, Hills Meadow and King's Meadow car parks. The tariffs reflected the different types of off street parking that was available, for example with the local centre shopper's car parks charged differently to town centre car parking.

Resolved -

- (1) That the changes to the car park tariff, as set out in Appendix 1 and 2 attached to the report, be agreed;
- (2) That the statutory requirements for changes to the Borough of Reading (Civil Enforcement Area) (Off Street Parking Places) Order 2012, Borough of Reading (Civil Enforcement Area) (Off Street Parking Places) (Amendment) Order and The Borough of Reading (Off Street Parking Places) (Civic Car Park "B") (Experimental) Order 2014 be authorised and the Head of Legal and Democratic Services be authorised to advertise the proposals.

8. RESULTS OF STATUTORY CONSULTATIONS - PAY & DISPLAY MINOR CHANGES (HOSPITAL & UNIVERSITY AREA) AND BRIDGE STREET BUS LANE

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the comments and objections that had been received in respect of the Traffic Regulation Orders, which had recently been advertised following reports to the Sub-Committee in January 2018, regarding amendments to parking restrictions in Redlands and Bus Lane restrictions on Bridge Street. A summary of the comments and objections that had been received during the consultation period for the proposals to extend the hours of operation for the existing shared use restriction in the University/Hospital area was attached to the report at Appendix 1.

The report explained that at the meeting held on 11 January 2018 the Sub-Committee had been asked to support the undertaking of statutory consultations for the extension of the inbound bus lane on Bridge Street as part of the South Reading MRT scheme (Minute 60 refers). A statutory consultation for the Bridge Street proposals had been carried out between 3 and 25 May 2018 for a period of three weeks. No objections had been received and the report therefore recommended that the proposal should be implemented as advertised.

At the January 2018 meeting the Sub-Committee had also been asked to support the undertaking of a statutory consultation for a number of minor amendments to the restrictions within the Hospital and University area parking scheme. These alterations had been in addition to those that had been agreed at the September 2017 meeting and it had been proposed that these proposals should be combined into a single statutory consultation.

At the invitation of the Chair, Janet Allen, Honorary Secretary of Reading Bowling Club, addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;
- (2) That having considered the comments and objections noted in Appendix 1, attached to the report, the following proposals be implemented in respect of:
 - Alexandra Road;
 - Denmark Road;
 - Elmhurst Road subject to the pay and display charges being considered separately by officers;
 - Malvern Court;
 - Morgan Road except for the parking bay near Redlands Road;
 - Pepper Lane;
 - Redlands Road;
 - Upper Redlands Road (West) (plan 2 Pay and Display only);
- (3) That having considered the comments and objections noted in Appendix 1, attached to the report, the following proposals be amended:
 - (i) Addington Road - Re-advertise the proposal removing residents parking at all other times;
 - (ii) Allcroft Road - Re-advertise the proposal removing residents parking at all other times;
 - (iii) Erleigh Road - Remove from the proposal;
 - (iv) Kendrick Road - Remove from the proposal;
 - (v) Morgan Road (bay near to Redlands Road) re-advertise the proposal removing resident parking at all other times;
 - (vi) Upper Redlands Road (East) (plan 1 Pay and Display only) Re-advertise the proposal removing residents parking at all other times;
- (4) That the Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order and no public inquiry be held into the proposals;

- (5) That the objectors be informed of the decision of the Sub-Committee accordingly;
- (6) That any objections received following the statutory re-advertisements in (3) above, be reported to a future meeting of the Sub-Committee.

9. RESULTS OF INFORMAL CONSULTATION - POSSIBLE CLOSURE OF MEADOW AND MILFORD ROAD

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the results of an informal consultation on the possible closure of Meadow Road and Milford Road and inviting the Sub-Committee to consider whether design proposals should be developed for further informal and/or statutory consultation.

The report explained that during the weekend of 12 and 13 May 2018, Abbey Ward Councillors had delivered an informal consultation letter to residents of the Addison Road, Cardiff Road and Swansea Road areas, requesting that responses be received by 1 June 2018. The informal consultation requested feedback on the principle of closing Meadow Road and Milford Road to through traffic.

The works to the Cow Lane Bridges, once completed, would result in the removal of permanent traffic lights and the creation of full two-way traffic operation through the bridges. It was projected that this was likely to result in more traffic using the Portman Road and Richfield Avenue to reach Caversham Road.

The consultation had highlighted the risk that, particularly in peak times, some traffic might try to use a shortcut route via Tessa Road, Cremyll Road, Milford Road, Meadow Road and then use Addison Road, Ross Road, Swansea Road and Northfield Road as a bypass to any queuing traffic. Although there was a short one-way plug in Northfield Road the consultation also highlighted that there could be increased abuse of this route in the reverse direction. In order to remove these risks it had been proposed that it would be possible to close Meadow Road near the junction with Milford Road and also Milford Road near to the junction with Cardiff Road. These two options were also being discussed in connection with the current planning application for the residential redevelopment of the Cox and Wyman site. If these road closures were to be implemented it could be considered whether existing width restrictions in Cardiff Road, Addison Road and Ross Road could be removed or other alterations could be made to provide additional resident parking spaces as a result. However, this might require further consultation. The report included a table that contained the results of the informal consultation.

Councillor Page informed the Sub-Committee that to date 74 residents were in favour of the proposals with 20 against and one undecided which equated to 78% of residents being in favour.

Resolved -

- (1) That the report be noted;
- (2) That design proposals be developed by Officers in consultation with Abbey Ward Councillors, for further informal and/or for statutory consultation;

- (3) That the Head of Legal and Democratic Services be authorised to carry out statutory consultations and advertise the proposals in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (4) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (5) That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (6) That the Head of Transportation and Streetcare, in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals;
- (7) That no public enquiry be held into the proposals.

10. MAJOR TRANSPORT AND HIGHWAYS 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:

Cow Lane Bridges

Thames Valley Berkshire Growth Deal Schemes

And the following unfunded schemes:

Reading West Station

Third Thames Bridge

Resolved - That the report be noted.

11. EXCLUSION OF PRESS AND PUBLIC

Resolved -

That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of Item 14 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.

12. 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 sixteen applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That applications 3, 5, 7, 8, 9, and 13 be approved subject to any necessary documentation and conditions being met, as set out in the report, the permits are personal to the applicants and charged at the first permit fee;
- (2) That applications 1, 11 and 16 be approved subject to any necessary documentation and conditions being met, as set out in the report, the permits are personal to the applicants and charged at the third permit fee;
- (3) That application 6, for 1 book of visitor permits be approved subject to review of the resident permit zones in Oxford Road area;
- (4) That application 10 be approved subject to any necessary documentation and conditions being met, as set out in the report, charged at the first discretionary business permit fee;
- (5) That application 14 be approved subject to the necessary documentation and conditions being met, as set out in the report, charged at the second permit fee;
- (6) That the Director of Environment and Neighbourhood Services' decision to refuse applications 2, 4, 12 and 15 be upheld.

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

(The meeting started at 6.30 pm and finished at 9.14 pm).

Present: Councillor Ayub (Chair)
 Councillors Debs Absolom, Barnett-Ward, Hacker, Hopper, McGonigle, Page, R Singh, Stanford-Beale and Terry.

Apologies: Councillors Ennis and Jones.

13. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM

(1) Questions

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

Questioner	Subject
Janet Allen	Changes to the Parking in the Hospital and University Areas: Re-advertisement
Janet Allen	Parking Restrictions on Morgan Road
Janet Allen	Changes to Parking in the Hospital and University Areas: Morgan Road
Adam Hewitt	Zebra Crossings
Adam Hewitt	20mph Speed Signage on Allcroft Road

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

(2) Presentation - National Highways and Transport Satisfaction Survey 2018 Results

Simon Beasley, Network and Parking Services Manager, gave a presentation on the National Highways and Transport Network Survey Report 2018 for Reading. He explained that the survey response rate had been over 20% and that the results had been benchmarked against the national picture and against Reading's results from the 2016 survey. Overall satisfaction had been recorded at 55%, which was around the national average. The presentation covered the results from the survey in terms of satisfaction by the themes of accessibility, public transport, walking and cycling, traffic congestion, road safety and highway maintenance.

In terms of national trends there had been a big shift to rail use with a 44% increase over the previous ten years, changes in technology and the way people worked, for example the increase in the numbers of people working from home, meant that there were more people on the roads during the day, there had been an increase in the age of people travelling and nationally journeys by bus had decreased by 11% since 2010.

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

Resolved - That the presentation be noted.

14. MINUTES

The Minutes of the meeting of 13 June 2018 were confirmed as a correct record and signed by the Chair.

15. QUESTIONS FROM COUNCILLORS

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

Questioner	Subject
Councillor McGonigle	Parking in the Wokingham Road Area

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

16. WAITING RESTRICTION REVIEW PROGRAMME

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of objections that had been received during statutory consultation for the agreed proposals that formed the 2018A Waiting Restrictions Review Programme. The report also provided the Sub-Committee with the list of new requests for potential inclusion in the 2018B programme.

The following appendices were attached to the report:

Appendix 1 - Objections, support and other comments that had been received during statutory consultation for the 2018A programme.

Appendix 2 - New requests for consideration in the 2018B programme.

At the invitation of the Chair Councillor White and Frances Passey addressed the Sub-Committee on Cumberland Road proposal which was part of the 2018A Waiting Restriction Review Programme.

Resolved -

- (1) That the report be noted;
- (2) That the objections noted in Appendix 1 with the appropriate recommendation to either: implement, amend or reject the proposals be noted;
- (3) That the following proposals made under the waiting restriction review 2018A, as set out in Appendix 1, be implemented, amended or removed from the programme as follows:
 - Fobney Street - Implement as advertised;
 - Marsack Street/South view Avenue - Implement as advertised subject to the yellow lines being installed at the same time as the residents parking scheme;
 - Milman Road - Remove from the programme;

- Cumberland Road - Remove from the programme;
 - Galsworthy Drive - Implement as advertised;
 - Lowfield Road - Implement as advertised;
 - Hexham Road - Retain double-yellow-lines around the junction and remove the remainder of the scheme;
 - The Mount - Implement as advertised;
 - Dovedale Close/The Mount - Defer to the next meeting;
 - St Peter's Avenue/Wychotes - Implement as advertised;
 - Thicket Road/Bramble Crescent - Implement as advertised;
 - Dunsfold Road - Implement as advertised;
 - Bromley Walk/Elvaston Way - Implement as advertised;
- (4) That the Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order and no public inquiry be held into the proposals;
- (5) That the objectors be informed of the decision of the Sub-Committee accordingly;
- (6) That the officer recommendations, following investigations of the new requests, be shared with Ward Councillors, providing opportunity for their comments to be included in the next report to the Sub-Committee;
- (7) That should funding permit, a further report be submitted to the Sub-Committee requesting approval to conduct the Statutory Consultation on the recommended schemes for the 2018B subject to the following amendments to the programme:
- Lawrence Road (Norcot Ward) - Remove from the programme;
 - Newtown Area (Park Ward) - Include in the Resident Permit Parking Review List;
 - Evesham Road (Peppard Ward) - Defer.

17. RESIDENT PERMIT PARKING

The Director of Environment and Neighbourhood Services submitted a report that provided the Sub-Committee with an update on the list of requests for Resident Permit Parking.

The report also provided an update on the development of proposals for the Lower Caversham area, Harrow Court and the East Reading Study area schemes, with a recommendation to progress the Harrow Court and East Reading Study proposals to statutory consultation.

The following appendices were attached to the report:

Appendix 1 - Updated list of requests for Resident Permit Parking.

Appendix 2 - Recommended scheme for Harrow Court.

Appendix 3 - Recommended scheme for the East Reading Study area.

At the invitation of the Chair Councillor White addressed the Sub-Committee on the East Reading Study area scheme.

The Sub-Committee discussed the report and Councillor McGonigle suggested that Order 1 in respect of the East Reading Study area scheme should include Pitcroft Avenue, Grange Avenue, St Edward's Road and Bishop's Road. Councillor McGonigle moved an amendment, which was seconded by Councillor Hopper and carried and set out in resolution (5) below.

Resolved -

- (1) That the report be noted;
- (2) That the scheme for Harrow Court, as set out in Appendix 2 attached to the report, proceed to the statutory consultation stage;
- (3) That the scheme for the East Reading Study Area, as set out in Appendix 3, proceed to statutory consultation, as set out in paragraph 4.14 of the report;
- (4) That the officer recommendations, as set out in paragraph 4.17 of the report, splitting the scheme into two consultations, be agreed, subject to the inclusion of Pitcroft Avenue, Grange Avenue, St Edward's Road and Bishop's Road in Order 1;
- (5) That the Head of Legal and Democratic Services be authorised to carry out the statutory consultations and advertise the proposals in accordance with the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996;
- (6) That, subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (7) That any objections received following the statutory advertisement be submitted to a future meeting;
- (8) That the Head of Transportation and Streetcare, in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals;
- (9) That no public enquiry be held into the proposals.

18. REQUESTS FOR NEW TRAFFIC MANAGEMENT MEASURES

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of requests for new traffic management measures that had been raised by members of the public, other organisations/representatives and Councillors. These were measures that had either been previously reported, or those that would not typically be addressed in other programmes, where funding was yet to be identified.

Appendix 1 of the report provided a list of schemes and proposals together with officer comments.

At the invitation of the Chair Els De Met addressed the Sub-Committee on the request to install a pedestrian crossing on Upper Redlands Road.

The Sub-Committee discussed the report and agreed to consider the traffic management measures at a future meeting when the results of the Community Infrastructure Levy consultation were known.

Resolved -

- (1) That the report be noted;
- (2) That the schemes set out in Appendix 1, attached to the report, be considered at a future meeting once the results of the Community Infrastructure Levy consultation were known.

19. NETWORK RAIL PROPOSED WESTERN LINK TO HEATHROW CONSULTATION RESPONSE

The Director of Environment and Neighbourhood Services submitted a report that set out the Council's response to the Network Rail consultation on the 'Proposed Western Rail Link to Heathrow' that sought to improve accessibility to Heathrow Airport based on exiting airport capacity. The Council's response to the consultation was attached to the report at Appendix A.

The report stated that Network Rail had carried out statutory public consultation on the proposed Western Rail Link to Heathrow, which formed part of the Railway Upgrade Plan, between 11 May and 22 June 2018. The proposed link between the Great Western Mainline and Heathrow Airport, which would commence between Langley and Iver via a 5 km tunnel and merge with existing railway lines at Heathrow Terminal 5, was anticipated to generate the following benefits:

- Reduce rail journey times between Reading and Heathrow;
- Significantly improved rail connectivity to Heathrow from the Thames Valley, South Coast, South West, South Wales and the West Midlands;
- Provide an alternative form of transport for passengers and people who worked at the airport who currently travelled by road;
- Ease congestion on roads, including the M4, M3 and M25 and lower CO2 emissions;
- Generate economic growth and new jobs across the Thames Valley and surrounding area;
- Reduce passenger congestion at London Paddington.

The Council's response to the consultation strongly supported the proposals for improved rail connectivity to Heathrow and its economic importance to the Thames Valley region.

The report stated that it should be noted that the Network Rail consultation had been based on existing airport capacity. A separate consultation had been carried out by Heathrow on the proposed expansion and airspace principles between 17 January and 28 March 2018. Feedback from the latter consultation was currently being analysed and further consultation was expected to be carried out by Heathrow on more detailed proposals in 2019.

Other surface access improvements were being considered as part of Heathrow expansion in response to the draft Airports National Policy Statement. The Statement set out the requirements for any development consent and Surface Access Strategy to include details of how it would 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.

Resolved - That the Council's response to the consultation, as set out in Appendix A attached to the report, be noted.

20. 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.

The report explained that in relation to the Cow Lane Bridges Highway Works 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. The report recommended that a statutory consultation should be conducted on a proposal to lower the existing speed limit on Richfield Avenue, Cow Lane and Portman Road to 30mph. It was considered that this proposal would improve access/egress to/from side roads and accesses along the corridor and would improve the perception of safety for pedestrians and cyclists using the area.

The report also provided an updated on the Thames Valley Berkshire Growth Deal Schemes and the following unfunded schemes: Reading West Station Upgrade and Third Thames Bridge.

Resolved -

- (1) That the report be noted;**
- (2) That a statutory consultation be conducted on the proposal to reduce the speed limit on Richfield Avenue, Cow Lane and Portman Road to 30mph, as detailed in paragraph 4.5 of the report;**
- (3) That the Head of Legal and Democratic Services be authorised to carry out the statutory consultation and advertise the proposals in accordance with the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996;**
- (4) That, subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;**
- (5) That any objections received following the statutory advertisement be submitted to a future meeting;**
- (6) That no public enquiry be held into the proposals.**

21. EXCLUSION OF PRESS AND PUBLIC

Resolved -

That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of Item 10

below, as it was likely that there would be disclosure of exempt information as defined in Paragraphs 1 and 2 of Part 1 of Schedule 12A of that Act.

22. 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 eleven applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That, with regard to application 3 a third discretionary resident permit be issued, personal to the applicant; if the certificate of lawful use is granted later, the household will be eligible for permits as per the rules;
- (2) That, with regard to application 5 a third discretionary resident permit be issued, personal to the applicant;
- (3) That, with regard to applications 1 and 4 a first discretionary resident permit be issued, personal to the applicant;
- (4) That, with regard to application 8 the decision be upheld to offer the discretionary resident permit at the second permit fee;
- (5) That application 10, for 4 books of discretionary visitor permits be approved subject to no further visitor permits being issued;
- (6) That with regard to application 11 a teacher's permit be issued charged at £30;
- (7) That the Director of Environment and Neighbourhood Services' decision to refuse applications 2, 6, 7 and 9 be upheld.

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

(The meeting started at 6.30 pm and finished at 8.42 pm).

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**JOINT WASTE DISPOSAL BOARD
6 JULY 2018
(11.15 am - 12.20 pm)**

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

Reading Borough Council
Councillor Tony Page

Wokingham District Council
Councillor Norman Jorgensen
Councillor Simon Weeks

Officers Pete Baveystock, Wokingham Borough Council
 Alison Bell, Reading Borough Council
 Grace Bradbrook, Re3 Principal Finance Officer
 Monika Bulmer, re3 Marketing and Communications Officer
 Oliver Burt, re3 Strategic Waste Manager
 Steve Loudoun, Bracknell Forest Council
 Damian James, Bracknell Forest Council

Apologies for absence were received from:

Councillor Sophia James, Reading Borough Council

1. Election of Chairman

RESOLVED that Councillor Mrs Hayes be elected Chairman of the Joint Waste Disposal Board Management Committee for the 2018/19 Municipal Year.

2. Nomination of Vice Chairman

RESOLVED that Councillor Jorgensen be appointed Vice-Chairman of the Joint Waste Disposal Board Management Committee for the 2017/18 Municipal Year.

3. Declarations of Interest

There were no declarations of interest.

4. Urgent Items of Business

There were no urgent items of business.

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

RESOLVED that the minutes of the meeting of the Joint Waste Disposal Board held on the 27 April 2018 be approved as a correct record and signed by the Chairman.

Arising on the minutes it was noted:

Minutes 34 – The website had been updated to advertise both the Green Machine Community Interest Company and Sue Ryder initiative, a joint leaflet was also being produced. There would also be a social media campaign. A banner was being

produced for Sue Ryder and discussions were taking place with Green Machine Community Interest Company to produce similar.

Councillor McCracken commented that the schemes could be advertised in the Autumn edition of Town & Country as well as the “We Love Bracknell” Facebook page, and Councillor Jorgenson said that it could be advertised in the next edition of the Wokingham Borough News.

Councillor Hayes raised that Barnsley Council had recently won an award for their bike scheme, this is something that we also did and could be promoted more.

Minute 38 – The re3 Strategy had been agreed by Reading Borough Council, would be going to Bracknell Forest Council’s Executive on 17 July and Wokingham Borough Council in September.

6. **Progress Report**

The Board received a report briefing them on the progress in the delivery of the re3 Joint Waste PFI Contract. The report covered:

- GDPR
- Lotta Bottle Campaign
- Schools Campaign
- Household Waste Recycling Centre Project
- Resources and Waste Strategy 2018 Update

The Board was advised that:

- Legal advisors were currently reviewing the GDPR provisions. There had been some debate to whether FCC were a data controller or processor, but it had been concluded that they were in the processing role. Once the review had been concluded a proposed data protection clause would be incorporated into the re3 Project Agreement and O&M Contract.
- Members raised concerns that their respective Councils did not have allocated budget to support the planned work for the Schools Campaign. Members requested that Officers undertake further work on the proposal and bring it back to the Board as there were too many unknowns, it was also asked that this be replaced within the second recommendation. Members suggested that they identify 4-6 primary schools to pilot the campaign within their areas that were likely to want to participate.
- All the compost bags had sold out, more bags would be available next year. Officers were unsure of the reason to why more bags had been sold at the Longshot site.
- Large stickers had now been attached to the relevant bottle banks, advertising the potential to benefit the particular school or group. Banks had never been assigned to schools previously.
- Officers were reviewing the capacity and utilisation of the HWRC’s but needed to be mindful of the house building increase and the demographic growth in the three Boroughs. Members requested that the data and demographic information be brought back to the Board by October.

RESOLVED that:

- i) Members note the contents of the report.
- ii) That Members instruct the relevant officers of the respective Councils and the re3 Project Team to undertake further research in the Schools Programme and bring back to a future board meeting.

7. Exclusion of Public and Press

RESOLVED that pursuant to Section 100A of the Local Government Act 1972, as amended, and having regard to the public interest, members of the public and press be excluded from the meeting for the consideration of the following item which involves the likely disclosure of exempt information under the following category of Schedule 12A of that Act:

- (3) Information relating to the financial or business affairs of any particular person (including the authority holding that information) (Item 8).

8. Financial Report

The Board received a report briefing them on the Partnership's current financial position.

The Board received an update on the allocation of insurance premiums. The re3 Project Director would be discussing this issue with FCC and hoped to report back to Members prior to the next meeting. It was agreed that it was important that Officers had appropriate flexibility to negotiate an outcome which reflected the reasonable council position.

RESOLVED that:

- i) Members note the Partnership's financial position for the year to date.
- ii) Members approve an increase to the nearest pound, of the 'non-household' waste prices at HWRCs with the continuation of a 6 month review.
- iii) Members approve the proposal to seek a resolution of current issues relating to the sharing of insurance premiums as describes at 5.56 of the re3 Strategic Waste Manager's report.

9. Date of the Next Board Meeting

The date of the next Joint Waste Disposal Board was Friday 12 October at Smallmead Recycling Centre, It was requested that future meetings of the Joint Waste Disposal Board start at 10am.

10. AOB

It was proposed that both sites close early should England reach the Semi Final on Wednesday and Final of the Football World Cup on Sunday. Conversations would be held with the contractor and the Board Members would be emailed the outcome.

CHAIRMAN

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READING BOROUGH COUNCIL

STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT COMMITTEE - 21 NOVEMBER 2018

COUNCILLORS QUESTION NO. 1 in accordance with Standing Order No.36

Councillor Josh Williams to ask the Chair of Strategic Environment, Planning & Transport Committee:

Road Pricing

Does the Council have the legal authority to introduce road pricing (for example, a Congestion Charge) within the Borough without obtaining approval from the Secretary of State or anyone else ?

REPLY by the Chair of the Strategic Environment, Planning & Transport Committee (Councillor Debs Absolom):

I invite Councillor Page, the Lead Councillor for Strategic Environment, Planning and Transport to make the response on my behalf.

REPLY by the Lead Councillor for Strategic Environment, Planning and Transport (Councillor Page):

I thank Cllr Williams for his question, to which the short answer is ‘No’.

Local Authorities have the power to introduce road congestion charging schemes under Part III and Schedule 12 of the Transport Act 2000, as amended by the Local Transport Act 2008. However the legislation is clear that charging schemes may only be made “if it appears desirable for the purpose of directly or indirectly facilitating the achievement of policies in the charging authority’s local transport plan”.

The procedure involved in making a charging scheme, as set out in the Act, is for the Local Authority to advertise and consult on a Scheme Order. The Order would need to be submitted to the Secretary of State for approval, who may decide to call a public enquiry.

We are currently in the process of updating our Local Transport Plan, which will include a public consultation in early 2019. A key focus of the plan will be to develop and extend sustainable travel options and thereby reduce reliance on the private car. Therefore a congestion charge, or similar demand management measures such as a Workplace Parking Levy, could help achieve our objectives.

However before either of these options could be approved we would need to demonstrate how the income would deliver the necessary and complementary

alternative sustainable transport options such as more park and ride facilities, Mass Rapid Transit priority routes, additional bus services and frequencies, new light rail and new stations, and enhanced walking and cycling routes.

The current Administration recognises that any proposed new charging schemes must clearly and transparently show how every penny raised would be invested in improved transport infrastructure that offers convenient, effective and rapid alternatives to the private car.

Without these sustainable public transport alternatives our roads, particularly radial routes into and out of Reading, will become totally gridlocked with thousands of new motorists trying to get into and out of Reading from the tens of thousands of new homes planned in the Wokingham, Bracknell and West Berkshire area over the next 20 years.

READING BOROUGH COUNCIL

STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT COMMITTEE - 21 NOVEMBER 2018

COUNCILLORS QUESTION NO. 2 in accordance with Standing Order No.36

Councillor Josh Williams to ask the Chair of Strategic Environment, Planning & Transport Committee:

Working with the Local Community

Earlier this year, The Director of Public Health concluded that green spaces can fundamentally define the spaces in which people live and work. The natural environment can have wide ranging health benefits for our communities and have an important role to play in helping to reduce health inequalities. The Director recommended that Local Authorities should foster new relationships with organisations aiming to improve the natural environment and its use. Could the Lead Councillor give us a brief update on the work the Council is doing and actions it has taken, or plans to take, to foster those new relationships ?

REPLY by the Chair of the Strategic Environment, Planning & Transport Committee (Councillor Debs Absolom):

I invite Councillor Page, the Lead Councillor for Strategic Environment, Planning and Transport to make the response on my behalf.

REPLY by the Lead Councillor for Strategic Environment, Planning and Transport (Councillor Page):

I thank Councillor Williams for his question.

Reading's Parks and Open Spaces are one of the most used of any service the Council provides, and are enjoyed by all socio-economic groups across the Borough.

We regularly undertake work to improve the natural environment and have done so for many years. This has included schemes such as the development of Fobney Island Nature Reserve and its ongoing maintenance, the more recent major tree works along the adjacent river banks and, of course, improving access and habitat within Lousehill Copse along with the provision of a dipping platform.

In addition to the physical works, we host hundreds of community event activities and bookings throughout the year generating hundreds of thousands of visits. We have numerous well established partnerships with many organisations to provide larger scale community engagement events promoting participation in physical activity such as Race for Life, The London to Reading Bike Ride, fun runs, sponsored walks and boot camps.

Reading Borough's first Park Run was launched in May 2018 at Prospect Park. This activity is free to participate in and fully volunteer-led. Partnership working with the organisers to establish and facilitate requirements takes place throughout the year and, to date, the Park Run has attracted over fifteen hundred participants also generating thousands of visits to the scheme.

The Council developed the Reading Walks programme which has now been operating for a number of years to increase the health and well-being of those unlikely to use traditional leisure facilities. These walks are led by our volunteer leaders creating a social friendly club-like atmosphere. We support Walk leaders to deliver the walks, collecting data for monitoring, marketing the scheme and referring people to walks as part of our GP referral scheme. Last year, more than three hundred people took part generating thousands of visits to the scheme with over a thousand hours of volunteer time being given to lead the walks themselves.

We also work with a host of other organisations to provide volunteering opportunities and/or improve and maintain our open spaces, these include the Environment Agency, Friends of Fobney Island, Conserve Reading on Wednesdays, Econet, Tools for Self-Reliance, Friends of Clayfield Copse, Conservation Volunteers, Friends of Caversham Court, Friends of Reading Abbey and the Probation Service amongst others.

In addition to the activities being run we are also working with the Lawn Tennis Association to improve our tennis facilities and again increase participation in physical activity with the "Club Spark" scheme starting at Christchurch Meadows this year, which we will look to develop further at other sites.

The play service has now moved to Prospect Park and we are growing the number of events and activities we provide in-house within open space. We will build on this summer's successful Out Post project and the growing number of play and family days run at Prospect Park. With a partner operating our Leisure Centres next year, the retained Leisure and Recreation team will also be able to focus more on partnerships, Public Health Outcomes and wellbeing rather than the operational management of indoor sports facilities.

Notwithstanding the continuing and swingeing cuts in our government grants I hope this answer illustrates some of the initiatives we are implementing and supporting across our open space estate, and demonstrates that we will strive to do even more in the future.

READING BOROUGH COUNCIL

STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT COMMITTEE - 21 NOVEMBER 2018

QUESTION NO. 1 in accordance with Standing Order No.36

John Booth to ask the Chair of Strategic Environment, Planning & Transport Committee:

Climate Change Emissions

We note that the report to this Committee at Item 13 says that the Council is making good progress against its carbon reduction targets, but (3.8) that it is not on target with renewable energy generation at 6.1% against a target of 15% by 2020, and has had recent problems with renewable heat.

The report says (3.4) “The Government’s latest strategy aimed at delivering the fifth carbon budget and air quality objectives is called the Clean Growth Strategy.”

However these targets and strategies were derived based on limiting the global average temperature rise to 2°C and before the recent Intergovernmental Panel on Climate Change report on the importance of limiting global temperature rise to 1.5°C. This new report is discussed in an article on Reading Climate Action Network website <https://readingcan.org.uk/ipcc-special-report-15-global-warming-of-1-5degc> which discusses the requirement for much faster reduction in emissions over the next decade.

Even against its emissions target of 80% reduction by 2050 the Climate Change Committee’s 2017 progress report found “although good progress has been made to date, that progress is stalling. Since 2012, emissions reductions have been largely confined to the power sector, whilst emissions from transport and building stock are rising.”

Locally, a wide-area traffic simulation (including Reading’s roads) for the ‘Smart M4’ found that carbon emissions from road transport will rise by 8% between 2013 and 2037 (with a 30% increase in numbers of trips) when the Climate Change Committee’s fifth carbon budget says that national transport emissions should fall by 48% between 2013 and 2030.

So even if we have a rapid transition towards an all-electric vehicle fleet, and do as much as possible to reduce emissions from conventional vehicles in the meantime, we may not achieve the deep and immediate cuts now required from the transport sector. To keep global warming below 1.5°C, we also need to reduce miles driven by all vehicles, conventional and electric. Reducing miles driven by battery electric vehicles will also reduce the additional demand on the grid and free up renewable power capacity, as well as cutting dangerous particulate pollution from brake and tyre wear.

Please will the Council assess CO2 emissions from transport (to, from, through and within Reading), as well as the benefits to congestion and air quality of planning for traffic reduction, when developing the emerging Local Transport Plan.

REPLY by the Chair of the Strategic Environment, Planning & Transport Committee (Councillor Debs Absolom):

I invite Councillor Page, the Lead Councillor for Strategic Environment, Planning and Transport to make the response on my behalf.

REPLY by the Lead Councillor for Strategic Environment, Planning and Transport (Councillor Page):

I thank John Booth for his question.

As he well knows, this Council is fully committed to playing its part in what should be the national and international campaign to avoid catastrophic Climate Change.

As a leading authority on this issue we have set out our stall by aiming to reduce our emissions by further than the pace set through national policy. The Council has surpassed its 50% reduction target three years early in 2017/18 with a 54% reduction in emissions since 2008.

The emission reductions for the wider Borough of Reading are also well above target, with reductions of 41% in 11 years since 2005. This exceeds the UK wide emissions reduction over the 27 years since 1990.

The Council has committed to realising a 'Zero Carbon Reading'. This we feel is what we need to do to play our part in the <+1.5°C future that we must achieve to avert catastrophic climate change. We are proposing to introduce a Zero Carbon Development policy into the new Local Plan and are working closely with the Climate Change Partnership and Reading 2050 to develop and deliver community and technology solutions to achieve this.

Transport emissions have continued to fall in spite of the increased population in Reading. However, the transport network will come under considerable pressure with the planned growth in Reading and the surrounding areas. In order to meet this challenge, whilst continuing to reduce carbon emissions, we must press ahead with our plans to develop the transport network into a smart multi-modal system. Expanding our already successful public transport network is a fundamental part of our strategy. That means more mass rapid transit schemes into and out of Reading delivering greater frequency and reliability of sustainable alternatives to the private car - although I note that Mr Booth and many of his colleagues continue to oppose some practical schemes to promote and extend public transport improvements.

Our fourth draft Local Transport Plan will be available for public consultation in early 2019 and will focus on promoting sustainable alternatives to the private car, managing

congestion and air quality whilst enabling sustainable growth in Reading and the wider region. This will help manage growth and support a sustainable and efficient transport system that improves accessibility, quality of life and health, including reductions in CO₂ emissions. Initial assessments will be undertaken on such measures as part of the development of the LTP and developed further as part of business cases and funding bids.

Currently CO₂ emissions from transport are calculated by the Department for BEIS using transport and fuel sales figures from each borough. I am advised that they do not include information on where journeys start and finish. This means, in practice, that transport policies must act across boundaries. For example someone who selects a public transport route to work, to replace a car journey which begins outside the borough would reduce emissions attributed to neighbouring boroughs in addition to Reading. As mentioned, however, specific transport schemes will also include more detailed assessments of the expected impact on carbon emissions and air quality impacts.

Reading Borough Wide CO₂ Emissions: 2005 to 2016

Year	Transport Emissions CO ₂ (eq)	% overall reduction on 2005 level	Total Borough emissions	% overall reduction on 2005 level	Population 000's
2005	156.4	-	992.4	-	146.9
2006	150.7	4	971.7	2	148.3
2007	151.8	3	928.0	6	149.7
2008	146.0	7	936.6	6	151.5
2009	141.5	10	827.9	17	152.3
2010	139.0	11	844.7	15	154.3
2011	137.9	12	742.7	25	155.3
2012	136.2	13	796.9	20	156.8
2013	133.5	15	764.0	23	158.6
2014	133.8	14	672.2	32	160.3
2015	136.1	13	629.0	37	161.7
2016	137.5	12	580.6	41	162.7

*source www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-2016

The Council is also improving and updating its own vehicle fleets to incorporate electric vehicles and is working closely with Reading Buses to ensure that the bus fleet remains an effective sustainable alternative to the private car in Reading. As reported at Item 12 today, the Council has obtained government funding to retrofit up to 137 buses to Euro 6 standard. Improvements to the quality of the local bus fleet, and the sustainability of fuel supply, will continue to deliver benefits to local air quality and CO₂ emissions.

Reading Buses already has one of the UK's cleanest and greenest fleets, but that does not mean we can't deliver further improvements to air quality and tackling congestion

as we promote more mass rapid transit options and bus priority measures - with more 'clean and green' buses coming into and out of Reading.

READING BOROUGH COUNCIL

STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT COMMITTEE - 21 NOVEMBER 2018

QUESTION NO. 2 in accordance with Standing Order No.36

John Booth to ask the Chair of Strategic Environment, Planning & Transport Committee:

Clean Air

A year ago Reading Friends of the Earth presented a petition to this Committee, signed by over 400 people, calling 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.”

We note that the report to this Committee at Item 12 says that the Council is to obtain government funding to retrofit 137 buses to Euro 6 standard. It is good that the Council was able to persuade the government to consider other roads in addition to the IDR and to obtain funding for this measure.

However it is alarming to see in the Defra document that at least four roads in Reading in 2018 are at least 20% above the legal limit for NO₂ and that legal compliance on London Road and Chatham Street will not be achieved until 2021. The legal limit is not a safe threshold so the Council is right to progress further measures.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/746100/air-quality-no2-plan-supplement.pdf

The report to this Committee at Item 12 said less about particulates - PM_{2.5} - which are believed to have much greater impact on human health than NO₂. The response to our petition (Item 10 in March 2018 SEPT) said (section 4.6):

- “The locally produced portion of PM_{2.5} will predominantly be from traffic and smoke from chimneys and bonfires.”
- “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.”

Please will the Council at least provide estimates, if not measurements, of roadside PM_{2.5} in critical locations, and an assessment of its impact on health, and include measures to address this pollutant in its revision of the local transport plan

REPLY by the Chair of the Strategic Environment, Planning & Transport Committee (Councillor Debs Absolom):

I invite Councillor Page, the Lead Councillor for Strategic Environment, Planning and Transport to make the response on my behalf.

REPLY by the Lead Councillor for Strategic Environment, Planning and Transport (Councillor Page):

I thank Mr Booth for his question.

Reading does not have any roadside PM_{2.5} monitoring, but it is possible to estimate PM_{2.5} from PM₁₀ readings. The estimated levels at our roadside sites are:

Site	Location	PM10	PM2.5* (0.70PM10)
Caversham Road AQMS	Roadside	23	16.1
Oxford Road AQMS	Roadside	21	14.7
London Road AQMS	Roadside	18	12.6

*The PM_{2.5} levels given in the above table have been calculated using the method recommended in Defra's Technical Guidance LAQM.TG(16)

There is no specific target level set for PM_{2.5}, but local authorities in England have been given a flexible role to work towards reducing emissions and concentrations of PM_{2.5}, which is a very important area of focus due to the well-documented health impacts.

Measures to address the high-level of PM_{2.5} at the identified locations are already underway, including the declassification of the Oxford Road and supporting package of sustainable transport measures along the corridor as well as improvements to the bus fleet that will see vehicles upgraded to EURO VI standards.

These measures will be further supported by key policies and schemes developed as part of the Local Transport Plan 4, which will focus on promoting sustainable alternatives to the private car, managing congestion and air quality whilst enabling sustainable growth in Reading, and the wider region.

The draft fourth Local Transport Plan will be available for public consultation in early 2019.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE		
DATE:	21 NOVEMBER 2018	AGENDA ITEM:	8
TITLE:	REVISED HOSIER STREET AREA DEVELOPMENT FRAMEWORK		
LEAD COUNCILLOR:	COUNCILLOR PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	PLANNING	WARDS:	ABBEY
LEAD OFFICER:	KIARAN ROUGHAN	TEL:	0118 9374530
JOB TITLE:	PLANNING MANAGER	E-MAIL:	kiaran.roughan@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 This report seeks approval of the revised Hosier Street Area Development Framework, following consultation that took place during July-September 2018 on the published draft framework. The draft Framework was approved by the Strategic Environment Planning and Transport Committee in July 2018.
- 1.2 The area covered by the framework includes the Broad Street Mall, the now vacant site of the former Civic Offices, the Thames Valley Police headquarters, the Magistrates Courts and the Hexagon Theatre, along with adjoining streets; St Mary's Butts, Oxford Road, Queens Walk and Castle Street. In the light of the multiple ownerships in the area, it was decided that a draft framework should be produced to guide future development. The draft framework has been produced by the Council (with the assistance of an urban design consultancy). The draft framework was published in July 2018 and was subject to formal consultation undertaken during July, August and September, finishing on 28th September 2018.
- 1.3 This report describes the consultation undertaken; provides a summary of the representations and matters raised as part of the consultation and proposes a Revised Development Framework for approval and adoption as a Supplementary Planning Document.

2. Recommended Action

- 2.1 That the results of the consultation on the Draft Framework, undertaken during July to September 2018, as set out in the Statement of Community Involvement at Appendix 1, be noted.
- 2.2 That the draft officer responses to individual representations, as set out in the Statement of Community Involvement at Appendix 1, be approved
- 2.3 That the Hosier Street Area Development Framework (Appendix 2) be approved and adopted as a Supplementary Planning Document.

3. BACKGROUND

- 3.1 The former Civic Offices were vacated during 2014/15 and, subsequently, carefully demolished. In order to develop proposals for the eventual disposal and development of the site, the Council entered into a partnership arrangement with Kier Construction.
- 3.2 At the same time, Thames Valley Police have been reviewing their headquarters buildings with redevelopment of the site being one option. Thames Valley Police has recently confirmed that vacating their current site remains their preferred option although they are still some way from achieving that aim. The Council and its partner Kier have been involved in discussions in relation to possible future redevelopment of this site.
- 3.3 In the meantime, the new owners of Broad Street Mall have been evolving ambitious plans for the remodelling and development of the Broad Street Mall which includes incorporating a significant level of new residential development in various buildings above the roof of, and adjacent to, the current building, along with various improvements to the Mall and other property in the vicinity. The owners (Moorgarth) are currently discussing their proposals with officers as part of a process of pre-application advice. They propose to submit planning applications in the near future.
- 3.4 Planning policy for the future development of the area is provided in the Reading Central Area Action Plan. This has now been updated in the Submission Draft Local Plan that was approved by Committee in March 2018 for submission to the Secretary of State. Draft Policy CR12 deals with the West Side Major Opportunity Area. CR12d covers the site of the Broad Street mall and indicates that,

“The site will be used for continued retail and leisure provision, maintaining frontages, with uses including residential, with some potential for offices, on upper floors.”

- 3.5 CR12e, which covers the Hosier Street /Civic Offices, Thames Valley Police and Magistrates Court sites, indicates that,

“Development on this site will result in a new residential community centred on an improved area of public open space and a high quality environment, with an improved entrance to the site from St Mary’s Butts. The edges of the open space will be activated with retail, leisure and/or other main town centre uses such as hotel use, and development may also include some limited offices uses. The Hexagon theatre will only be developed if a replacement facility for Reading is provided, and approaches to the theatre will be improved. Development will also include a replacement site for the street market. The car parking below ground level will be retained and incorporated into the development.”

- 3.6 Policy CR10, along with Figure 5.2, provides the policy for the development of tall buildings in central Reading noting their role in marking the centre out as a regionally-significant hub of activity and a practical role in accommodating the level of development that this status entails in this highly accessible location. Sub policy CR10b provides guidance for the Western Grouping which envisaged a cluster of tall buildings within the grouping. Chatham Street provides one tall building and the Broad Street Mall and the site of the former Civic Offices are the only other locations where the cluster of tall buildings can be achieved.

- 3.7 The policy wording and associated text provides a very broad basis for considering the future development and use of land. However it is of limited value to promoting the most appropriate form of development of a large complex site in multiple ownerships. A more detailed masterplan or framework which has been subject to public consultation would normally be sought for a site such as the Hosier Street Area. The Hosier Street Area Development Framework fulfils that function. Once adopted as a Supplementary Planning Document, it will carry weight in the determination of planning applications within the area to which it applies.

4.0 Development Framework

(a) Current Position

- 4.1 Consultation was carried out during July, August and September 2018. A longer than normal period of consultation was provided to allow for the fact that consultation was taking place over the summer holiday period. Details of the consultation were sent by email and letter to all those who are registered with the council for planning policy related consultations. As part of the consultation exercise, 2 exhibitions/drop-in events were held in the Hexagon theatre. These were both well attended. An interactive event, led by the Council’s

urban design consultants was also held on 13th September 2018, again at the Hexagon Theatre. Invitations were sent to community groups and other interested parties to take part in the event. Approximately 45 people attended. Further detail on the consultation process is provided in the Statement of Community Involvement attached at Appendix 1.

4.2 The Statement of Community Involvement attached at Appendix 1 also records the responses to the consultation. This includes summaries of all the formal written comments that have been received via the Webform on the Council's website or via letters and emails sent into the Planning Policy Team. It also includes separate records of matters raised in the exhibitions/drop-in events and at the interactive event.

4.3 Written comments were received from 18 separate groups or individuals. These have been summarised in The Statement of Community Involvement which is attached at Appendix 1. The statement divides up the summaries of written responses under the following main headings:

- Uses and Response to Context;
- Townscape, Massing and Tall Buildings;
- Landscape and Public Realm.

4.4 Under **uses and response to context**, representations have raised the following concerns:

- Concerns over the high density and high population that will result from the development and questions as to how sustainable such development will be. Asks whether the introduction of such a large population into the area can be supported by appropriate health, leisure, education and other infrastructure;
- The area lies within an area of high deprivation and high levels of anti-social behaviour. New development could potentially exacerbate existing problems in the area if not properly planned. Questions whether the area is an appropriate location for social housing;
- The need for this council owned opportunity to be used to encourage the provision of additional leisure facilities and a supermarket as part of the development;
- Questions over the need, and market, for more fast food restaurants and whether the framework can ensure healthy food offers;
- Issues about the market including a call for more ambitious plans for upgrading the market;
- Concerns that the document lacks clarity about the future of the Hexagon;

- Concerns about the suitability of the existing podium to accommodate new development and changes to its structure and the need for proper planning of the areas under the podium to ensure that they are attractive, safe and well supervised;
- Existing artwork (cartwheeling boys, the clock, etc.) should be retained and the Jubilee drinking fountain should be repaired.
- Need for careful maintenance and management of the site so that it doesn't become a run-down no-go area;
- The document fails to refer to the Russell Street/Castle Hill Conservation Area and to consider the adverse effects the proposals will have on that Conservation Area. It could also do more to enhance some parts of the area's historic character;
- Issues related to the need for sufficient provision for car parking for all uses;
- Transport officers have various concerns in relation to parking, servicing, proposals for St Mary's Butt's and Oxford Road in relation to bus use, non-car transport, etc. the need to consider how pedestrians and cyclists access the site including whether, a bridge or decking over the IDR, should be provided, and the form of such provision.
- The time frame in which this development is being pushed through is far too aggressive for such an important development.

4.5 Under the heading, **Townscape, Massing and Tall Buildings**, representations have raised the following concerns:

- The contrast between the generally low-rise, generally Victorian buildings in the area, and the proposed 20-storey tall buildings that will be visually jarring and totally unacceptable;
- Tall buildings will affect sunlight/daylight and lead to overlooking of properties in the area;
- Tall buildings will fail to preserve and enhance the setting of conservation areas and listed buildings. The potential harm to these areas has not been given adequate consideration;
- Tall buildings should not be restricted in height to a maximum of 20 storeys;
- Concerns about the position, height, massing, orientation and wind tunnel effect of the tall buildings and blocks.
- The layout should provide a greater degree of north - south alignment to allow more sunlight into the site;
- Dusseldorf Way seems too narrow in the new scheme;
- there appear to be no specific proposals to improve the Castle Street, Castle Hill IDR junction, which is shown as within the development area and is in need of improvement;
- Castle Street should be identified as a separate character area in Figure 11 and a vision should be developed for the development in this area;

- it would be helpful to see how the proposed cluster of tall buildings will appear in some of the long distance views, including those identified as key views in the Tall Buildings SPD, as well as, some closer ‘neighbourhood level’ views from within the town centre

4.6 Under the heading, **Landscape and Public Realm**, representations have raised the following concerns:

- Provision of open space will significantly shrink compared with the existing area of open space. Such loss is unacceptable;
- Insufficient mitigation for such a dense development in terms of the size of open space;
- The proposed development and lack of open space has a significant impact on views across the site;
- Private amenity space should be transferred to the public open space and better use made of roof top space for providing for private amenity space;
- Differing views on the provision of a bridge or decking across the IDR and the form such provision should take;
- Various heritage features within the site (cartwheeling boys) should be retained as part of any new development;
- Dusseldorf Way seems too narrow in the new scheme;

4.7 The main matters raised in the two exhibitions and the Interactive Event are largely covered by the above listings.

(b) Proposed Option

4.8 Officers have considered the various representations summarised in the Statement of Community Involvement. Officer responses have been made in relation to each of the points made in written submissions indicating any actions resulting from consideration of the representation. Those responses are set out in the Statement of Community Involvement attached as Appendix 1. Committee is asked to agree those draft responses.

4.9 The proposed development framework for the area has been revised with the assistance of the retained urban design consultancy, in accordance with the officer responses. The revisions to the Framework therefore seek to take account of the representations and other feedback as appropriate. The revised version of the Framework attached at Appendix 2 shows the main changes to the document.

4.10 The starting point in considering the Council’s response to the representations is the development plan policies, both the current adopted policies and those policies in the emerging plan that has recently been the subject of a Local Plan Examination. As there were no substantive objections to the relevant policies outlined in Section

3 above, it is reasonable to assume that the Inspector will not be recommending any substantive changes to these policies and that they will be taken forward into the new local plan which is programmed to be adopted during 2019.

- 4.11 Under the development plan, therefore, the Broad Street Mall and the Hosier Street Areas are allocated for high density mixed use development including residential development. Such residential development will contribute to the challenging level of new residential development (including affordable housing) that needs to be provided in the Borough in the period up to 2036. This is a highly sustainable location for such high density development. The development plan also provides for the development of tall buildings in accordance with Council's Tall Buildings Strategy. The current Reading Central Area Action Plan which was adopted, following independent examination, in 2009, identified a Western Grouping for tall buildings as follows, "*A small number of tall buildings would be appropriate to create a distinctive grouping, focused along the line of the IDR, to mark the area as the civic heart of Reading and a gateway to the centre.*" The principle of providing tall buildings in this area is not, therefore, a new proposal and forms a long standing commitment in the development plan for the area.
- 4.12 While a tall building on the site is therefore acceptable in policy terms, any proposed tall building will have to meet the various criteria for the development of a tall building set out in the local plan. Additional advice on the design of any tall building has been added to the Framework to reflect these various criteria and to ensure a building of high quality design.
- 4.13 In response to some of the criticisms of the provision for tall buildings within the development framework, further work has been carried out to assess the most appropriate location and form of a new tall building. As a result, some adjustments have been made to the Framework. Details of the options considered in that work is also provided in an appendix at the end of the Framework. The Framework proposed for adoption does not dictate the final layout for the site including the position of the tall building; this will be confirmed via a more detailed planning application for the site.
- 4.14 Further work has been undertaken to address the criticism over the amount of open space proposed and the loss of specific areas of open space under the framework. A detailed analysis of the proposed open space provision, compared with the existing open space within the site before the Civic Offices were demolished, demonstrates that there will be a small net gain in the overall amount of open space within the area following the development of the area. Some areas of existing open space will be lost. However, the framework proposes a significantly enlarged central area of open space adjacent to the Hexagon which will provide an improved setting for the Hexagon, a

focal point for the wider development and a space large enough to accommodate a range of open space uses to serve residents of the development and those visiting the town centre. It will be an area with a high level of surveillance. The development will avoid small unsupervised areas which can be the focus of anti-social behaviour.

- 4.15 In response to concerns about the width of Dusseldorf Way following development, the framework includes, in an appendix, examples of streets of similar width with high buildings on either side. These are mostly examples in London. However, the width of 18m minimum is very similar to the width of Broad Street in Reading in the area between John Lewis and the HSBC Bank on the opposite side of the street. This is also an example of a primarily pedestrian environment with large mature trees which is the intention for Dusseldorf Way within the redeveloped area.
 - 4.16 Further studies are being undertaken to consider options for a bridge or decking to be provided over the IDR, although it should be noted that this is a very expensive infrastructure item.
 - 4.17 The revised framework responds to issues raised over the mix of uses and provides additional encouragement to further leisure and retail uses to be provided on the ground floors of the development blocks, creating active frontages.
 - 4.18 The revised framework makes reference to the Russell Street/Castle Hill Conservation Area both in text and on context plans. It includes the Conservation Appraisal Plan as an appendix to the document. It explicitly seeks the retention of the existing Cartwheeling Boys, clock, water feature and Jubilee Drinking fountain artwork. It makes reference to the existing Tea Hut in St Mary's Butts. It provides additional wording in relation to aspirations for an upgraded market within the area. The introduction is also being expanded to note the role of the Framework in informing the preparation of future planning applications, noting that there will be considerable further consultation in relation to pre-application and planning application proposals for the development of different parts of the site.
- (c) Other Options Considered.
- 4.19 No development is not a realistic option as there is broad agreement that this valuable town centre site needs to be regenerated and advantage taken of its highly sustainable location through high quality development.
 - 4.20 Clearly, there are other options that would involve lower density development. However, these would not be in accordance with the development plan policies outlined above (nor national policy which seek to maximise the development of urban land in sustainable locations). It would fail to make best use of this highly sustainable

location. The viability of such a form of development would be significantly reduced which might become a barrier to the development of the area.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 Adoption of the development framework will guide future development of the site in a way that will contribute to achieving the Council's priorities set out in the Corporate Plan through:

- Securing the economic success of Reading and provision of job opportunities;
- Ensuring access to local housing to meet local needs;
- Keeping Reading's environment clean, green and safe.

This development framework and the subsequent development will contribute to generating job opportunities both in construction and the use of the development. It will provide much needed affordable housing as well as other market housing to meet local needs. It will enable regeneration and improvement of an area that has now become tired and which is in need of high quality new development. It will provide a mix of uses that provides new facilities, attractions and public realm in the central area while ensuring that the historical and architectural character is preserved and enhanced.

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 The Council's consultation process for planning policy is set out in the adopted Statement of Community Involvement (SCI, adopted March 2014), and seeks to allow the community a genuine chance to influence the document.

6.2 A formal consultation led by the Council was undertaken starting in mid-July and lasting for a period of ten weeks (to allow for the summer holiday period) until the end of September. Responses received have been considered in preparing the revised framework for adoption. The consultation was e-based around making the document available for comment, and through 2 exhibition/drop-in events and an interactive event led by the Council's Urban Design Consultants. Full details of the consultation are set out in Appendix 1 to this report, the Council's Statement of Consultation.

7. EQUALITY ASSESSMENT

7.1 In line with assessments undertaken for the local plan it is not expected that there will be any significant adverse impacts on specific groups due to race, gender, disability, sexual orientation, age or religious belief. An equality scoping assessment is included in Appendix 2 of this report.

8. LEGAL IMPLICATIONS

- 8.1 There are no legal implications arising from the report. The framework will be published as a Supplementary Planning Document under the Planning Acts. It will be subject to statutory consultation and a requirement to take account of representations. It will be adopted by the Council and will hold weight in the determination of planning applications for any development that occurs in the Hosier Street Area.

9 FINANCIAL IMPLICATIONS

- 9.1 The framework has involved costs for employing specialist consultants and carrying out consultation including various events. These costs fall under the budget of the Planning Section. The Council is a significant land owner of the site. The adoption of the Framework as a supplementary planning document will have an impact on land values for all owners.

Value for Money (VFM)

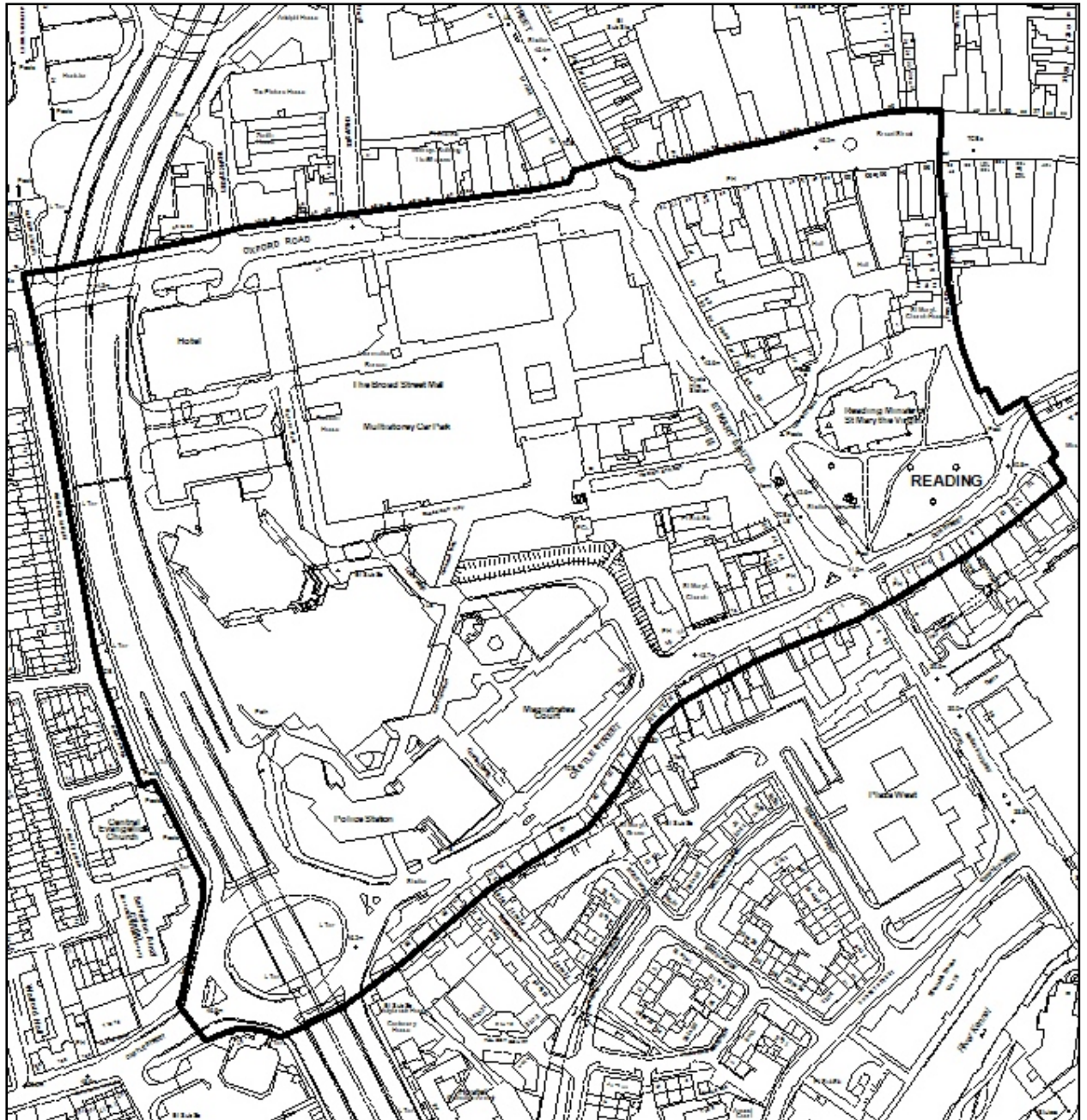
- 9.3 The preparation of framework will ensure that developments are appropriate to the area, that significant effects are mitigated and that harmful effects are minimised. Production of a Supplementary Planning Document for a complicated site such as the Hosier Street Area is in line with best practice and therefore represents good value for money.

Risk Assessment

- 9.4 There are no direct financial risks associated with the report.

BACKGROUND PAPERS

- National Planning Policy Framework;
- Reading Borough Core Strategy;
- Reading Borough, Reading Central Area Action Plan;
- Draft Reading Borough Local Plan



Extent of Hosier Street Area

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Reading Borough Council

DRAFT HOSIER STREET AREA DEVELOPMENT FRAMEWORK

STATEMENT OF CONSULTATION

November 2018

Statement of Consultation.

Background

The Council prepared a Draft Hosier Street Area Development Framework which was approved for public consultation by the Council's Strategic Environment Planning and Transport Committee in July 2018.

Consultation was carried out during July, August and September 2018. A longer than normal period of consultation was provided to allow for the fact that consultation was taking place over the summer holiday period. Details of the consultation were sent by email and letter to all those who are registered with the council for planning policy related consultations. Some additional groups and individuals with known interests in the framework area were also consulted by email. A press release was also issued and notifications were put up on the consultation page of the Council's website.

As part of the consultation exercise, 2 exhibitions/drop-in events were held in the Hexagon Theatre the first on the afternoon/evening of 31st July 2018, the second on the afternoon/evening of 5th September 2018. These were both well attended.

An interactive event, led by the Council's urban design consultants was also held on 13th September 2018, again at the Hexagon Theatre. Invitations were sent to community groups and other interested parties to take part in the event. Approximately 45 people attended.

Content of the Consultation:

Notifications of the consultation pointed to the Consultation Page on the Council's Website (<https://consult.reading.gov.uk/dens/draft-hosier-street-area-development-framework>). The Website provided context information about the Development Framework and the consultation and provided a link to the document. It also provided a link to a "Give us your Views" form which allowed respondents to return their comments via a Webform. Email/letter notifications and the website also provided for inviting written responses to be submitted via an email address.

The two Exhibitions comprised a small display using plans, photographs and extracts from the framework, manned by officers between the hours of 3.00 and 7.00.

The agenda for the Interactive Event on 13th September 2018 included introductions by Councillor Tony Page, Lead Councillor for Strategic Environment, Planning and Transport at Reading Borough Council, and Giorgio Framallicco, Head of Planning, Development and Regulatory Services for Reading Borough Council. There followed a presentations by James Gross, Director of Urban Place Labs, the Council's Urban Design Consultants outlining the methodology and findings that fed into the Framework. This was followed by a Question and Answer Session. The remaining time was given over to topic work, exploring the report findings with regard to:

- Uses, and Response to Context
- Townscape, Massing and Tall Buildings
- Landscape and Public Realm

Results of Consultation

A total of 18 responses were received, some of which were very detailed. All the written representations have been summarised and set out in the table below along with officer recommended responses and action/proposed changes to the Framework.

The responses received and recorded under the written representations are analysed under the following headings:

- Uses, and Response to Context;
- Townscape, Massing and Tall Buildings;
- Landscape and Public Realm.

The table recording the written representations is followed by officer notes of matters raised in the 2 exhibitions and then by the consultant's notes of the matters raised at the Interactive Event.

All these results of consultation have been fed back into a Revised Hosier Street Area Development Framework.

The Council would like to thank all those who have contributed to the consultation and thus the content of the final document.

Written Representations

Uses and Response to Context

Respondent	Summary of comment	Officer comment
BSANA	The HSADF fails to mention how it helps the establishment of a sustainable community and how it meets the needs of families, the elderly, the vulnerable and other members of society and how this community will integrate in with surrounding communities. The HSADF concentrates on maximising the number of dwellings that can be built within the sites confines without looking at how it will work for those who will live within it. A high-rise very high-density development of up to 3,000 potential residents needs to be handled with great care if it isn't going to create a 21st Century slum and/or a poverty trap. There are many examples of failures for this to be an area of significant concern that should be addressed.	The HSADF is primarily an urban design framework interpreting policies in the RCAAP. Applications will be determined in relation to all development plan policies, including those which deal with housing mix and infrastructure provision.
BSANA	No mention is made as to how the demand for school places from this large development will be met.	This is addressed through the development plan process and via school place planning by education officers.
BSANA	No provision for child play grounds and facilities within the site and facilities neighbouring the site are virtually non-existent.	Reference to inclusion of such facilities within open space area of the site.
BSANA	There is also no provision for any community assets including meeting rooms.	There is potential for community uses to be delivered within a development. However, the experience has often been that such spaces, when provided, often remain unused unless there is a clear end user for the space.
BSANA	The HSADF fails to adopt the advice in the local plan on creating a healthy environment.	There is an existing drop-in centre at the Broad Street Mall. This centre also registers patients for regular appointments. The Clinical

		Commissioning Groups are consulted on significant planning applications and any concerns raised would be addressed at application stage.
BSANA	Health facilities need to be improved to cater for the additional population.	The CCGs are consulted on planning applications and any concerns raised would be addressed at application stage.
BSANA	Serious thought needs to be given to the availability of leisure facilities that are easily available by foot to people living in central Reading. This is especially the case given the obesity crisis that we now face as a country.	Reference to provision of commercial leisure facilities within the site.
BSANA	The policy seeks a proportion of affordable housing as social rented accommodation. This type of accommodation, particularly where it is for single people, often caters for the most vulnerable in society, who may not be suited to the high-pressure living environment of the centre. While this issue will still need to be dealt with on a case-by-case basis, there is a need to avoid an over-concentration of one-bedroom social renting". Given the acute need for social housing and the likelihood that the many vulnerable people who fill the waiting lists for social could be the most likely tenants, assurances need to be given that the goal is creating a sustainable well-balanced community rather than using the site as a response to house only our most vulnerable. For many of these people, high density living may not provide a suitable environment and it can indeed perhaps be detrimental not to their own mental well-being and growth, but detrimental to the healthy lifestyles and happiness of their fellow community neighbours.	Planning policies seek mixed and balanced communities and a range of accommodation is sought in line with those policies. However, most of the need for affordable accommodation is actually for one- and two-bed accommodation and town centre sites will provide most of the housing provision in Reading.
BSANA	The plans must be assessed by the Thames Valley Police to ensure that they are satisfied that it can be policed effectively and efficiently.	The Council consulted Thames Valley Police's Crime Prevention Team, and did not receive a response. TVP will also be consulted on planning applications on the site.
BSANA	This is an area with very high levels of deprivation and anti-social behaviour. As a result, this development requires very careful planning not to aggravate an already bad situation. The development could and should be used to help improve the lives of surrounding neighbourhoods.	Noted.
BSANA	The Council has previously said that it is committed to seeing a full-size supermarket provided	Change made to include

	<p>in the town centre that does justice to a growing population in a way that the Sainsbury's development does not. No mention is made in the framework about provision for a supermarket. Food poverty (the inaccessibility of fresh and healthy food) without the provision of a true supermarket is a very real concern. Not to provide such a necessity is forsaking the responsibility of the Council to ensure healthy eating provision for new residents within the HSADF area.</p>	<p>reference to possible provision of a supermarket within the Broad Street Mall. It should be noted however, that this is largely out of the Council's control and will depend of rising demand generated by residential development within the town centre.</p>
BSANA	<p>To use this RBC land almost exclusively for residential development when there are increasing demands for leisure facilities is a significant lost opportunity.</p>	<p>Reference to provision of commercial leisure facilities within the site. It should be noted, though, that the Council's leisure strategy does not include the provision of facilities by the Council on this site.</p>
BSANA	<p>Clever design may lead to a more tiered structure where a large supermarket can be incorporated beneath public realm along with leisure facilities and residential developed around this.</p>	<p>Reference to the opportunity for bulky floorspace under the podium to be used for leisure facilities or a supermarket, although the Broad Street Mall may be able to accommodate these uses.</p>
BSANA	<p>The current outdoor market is very small and it could be expanded upon to make for a larger more flexible market space, potentially on the top floor of the shopping centre car park, maybe undercover and again maybe there is an opportunity for creating a more dynamic eating space, noting how well the street food works in Market Place. Small and flexible commercial spaces may help give Reading a unique edge over neighbouring towns and help better represent itself beyond the traditional chain stores that are expected and don't give a unique pull.</p>	<p>Reference to a significantly upgraded market added.</p>
BSANA	<p>A resilient plan needs to be put in place for the careful maintenance and management of the site so that it doesn't become a run-down no-go area. As a condition of providing the owner of the shopping centre with planning permission, it is suggested that it should be a requirement that they manage and maintain the streets surrounding their development. It</p>	<p>Change made to emphasise the importance of maintenance and management. This will also be addressed at planning</p>

	would be in their commercial interest that the surrounding area is kept in a well-maintained condition.	application stage. However, legal agreements must meet the relevant tests in the regulations.
BSANA	This focus is evident in that the HSADF fails to deliver anything much beyond housing; it takes and gives little back in an area that is already suffering from acute levels of deprivation.	Housing is Reading's highest priority in order to meet the critical need for housing in sustainable locations. Lack of access to housing is an aspect of deprivation, and one that is of particular significance in Reading. Additionally, this site is in urgent need of regeneration and reinvestment that will benefit the whole of Reading.
BSANA	The time frame in which this development is being pushed through is far too aggressive for such an important development. There is more need for public consultation and participation as far too many problems with the existing plans were highlighted in the initial consultations. This should be an iterative process to allow for the best possible outcome. There appears to be a wish to rush this through as quickly as possible which we believe is wrong.	The area is in multiple ownerships. The Council understands that planning applications on this site are imminent and the framework is primarily intended to assist in decision-making in relation to the piecemeal development of different ownerships. The framework has no weight as guidance until it is adopted and thus is of no value in determining imminent planning applications unless it is approved in time. It should also be noted that the Framework has been developed out of policy for the area that was adopted over ten years

		ago, and which has been reviewed through the Local Plan over the last three years.
BSANA	RBC has a notable conflict of interest in this development framework with them both being responsible for the development framework's approval and owning a substantial proportion of the development site with which they are placing aggressive demands on the number of dwellings that they wish to see being built. This large-scale development requires independent overview.	While we acknowledge that the Council is owner of a large portion of the site, the framework seeks to interpret existing adopted policies, which have been subject to precisely that independent overview. All guidelines will apply to all owners and developers, including the Council.
BSANA	The HSADF failure to mention the Russell Street / Castle Hill CA and surrounding residential areas is a glaring omission.	Change made to emphasise this Conservation Area.
BSANA	Historical significance of the Area, adjoined by 2 conservation areas	Change made to include reference to the historic significance of both adjacent Conservation Areas.
BSANA	Site was redeveloped in the 1970 at the same time as the IDR was constructed.	Noted and referred to in the framework.
BSANA	Area suffers very high levels of nitrous oxides.	Air Quality is an issue for many parts of the urban area of Reading and is being addressed through a variety of initiatives including planning policies that seek to mitigate and limit additional pollution. This will be addressed at application stage.
BSANA	Area already has high density of fast food outlets. There is a need to provide food that is conducive to good health.	Although we agree and acknowledge that planning for good health is important, planning policies are unable to control the types of food

		retailers that establish themselves in the area. Policies are only concerned with particular use categories, such as Class A3 “food and drink” or Class A5 “hot food and takeaway”. Planning policies do aim to prevent proliferation of such uses, for example many consecutive takeaways.
BSANA	Proposals for the site will produce an estimated population which is similar to the population of the large villages of Theale and Pangbourne.	Noted. However, national planning policies emphasise the need for high density development in sustainable locations close to services and facilities with high levels of accessibility to transport. The alternative to high-density development in sustainable locations is building on greenfield sites in unsustainable locations. Unlike some 15-20 years ago when there was little residential development in the Town Centre, planning policies now give great emphasis to residential development in town centres. This is part of achieving sustainable development and regenerating areas.
BSANA	The BSANA area has been identified as being very highly deprived especially in terms of Living Environment Deprivation and crime (receiving the lowest possible national rating) as evaluated by Indices of Multiple Deprivation 2015 (IMD). Special consideration needs to be given to any developments taking place nearby in order to avoid exacerbating the many	Noted.

	problems the area suffers from.	
CAAC	This is the site of Reading's oldest market and if Reading wants to create a 'destination market' it needs to try harder. However, Reading is not a theme park and the market needs to be fit for purpose for traders and customers to cater for all tastes and pockets. The proposed location on either side of St Mary's Butts would accentuate rather than reduce the busyness of the area. In order to open up a walkway from Castle Street alongside the Sun public house, the demolition of the market storage area is mentioned. This would seem to be a direct attack on the viability of the market in this area and is not acceptable.	Change made to emphasise the aim for an upgraded market. The location of the market (either adjacent to the Broad Street Mall or at St Mary's Butts) requires more detailed study. A long term strategy for the market is not something that the framework can provide.
CAAC	We have not commented at this stage on the provision of facilities and infrastructure for residents of the proposed housing and may wish to comment in the future.	Noted. Infrastructure provision is addressed by policies in the Local Plan and through arrangement via S106 and/or under the Community Infrastructure Levy (CIL).
CAAC	The document assumes that over a foreseeable period, the police station and magistrates' court will be redeveloped. The Civic Offices site is already available and Broad St Mall owners have expressed the intention to add to their property by building above. The framework may not be flexible enough to deal with the scenario that not all these properties become available and the complications that might arise in relation to other assumptions such as the retention of the podium. The Hexagon may remain for many, many years to come.	Without a framework, development of the area will occur in a piecemeal fashion and will likely be unsatisfactory. The framework is intended to be flexible and may evolve over time to take account of changing circumstances, for example any changes regarding the Hexagon Theatre. The framework is flexible to accommodate the retention of buildings such as the Hexagon and magistrate's court.
CAAC	The corner of St Marys Butts and Castle Street (from the Sun to the Horn and to Kall Kwik printing) is within the CA. The only significant change proposed is to open up the alleyway via the courtyard of the Sun pub. This change to the street plan of the area would leave the Sun	This is an aspiration to provide an obvious pedestrian connection that is over private

	as a disconnected building between the road of the underground car park and the enclosed pedestrian walk. The benefits of this might outweigh the disadvantages but a graphic of this would help to form an opinion.	land and will require negotiation with private landowners.
CAAC	Views into the CA from Hosier St and within the CA NE from the Horn are important. They are marked on the CA appraisal map as 'significant views'. The proposal should present 'now' and 'proposed' views so that a balanced judgement can be made about the impacts on views.	A range of modelled views are provided in the framework
CAAC	The Jubilee drinking fountain should be restored to order.	The fountain is referred to in the document.
CAAC	The 2008 Conservation Area appraisal for St Marys Butts/Castle St identified many negative features which the framework seeks to address. This appraisal is now 10 years out of date and is not necessarily a reliable reflection of the current situation.	Noted. Although the appraisal is ten years old, it is not considered necessary that an updated appraisal be used to inform the framework.
CAAC	The market proposals seem half hearted and not thought through.	A long term strategy for the market is not something that the framework can provide.
CAAC	There is considerable explanation of impacts on the St Marys Butts/Castle St Conservation Area, but there is barely a mention of Russell Street/Castle Hill. This is a serious omission and fails to comply with Core Strategy policy CS33 and the emerging policy EN6 in the New Local Plan which states "new development in the vicinity of historic assets or at the edge of conservation areas should be sympathetic."	Change made to note the relationship between the site and the Russell Street/Castle Hill Conservation Area.
Ian Dennis	Restaurants are failing throughout the country, including at the Oracle. Would people go in enough numbers to a new location which is out of the centre of the town and does not have the attractions of the Riverside? If the prison becomes an Arts Centre (which would be wonderful for the town), the likely traffic to the Hosier Street cafes would surely be insufficient for them to be viable.	Town centres are facing considerable challenges in terms of retail footfall and need to adapt and develop new attractions, many of which could be leisure related. At the same time, considerable residential development in this area will bring a substantial population that will increase demand for services and facilities. There will therefore be increasing demand for retail and food and drink

		establishments.
Robert Pye of Ethos Valuable Outcomes	Major city centre redevelopment represents unprecedented opportunities to “think differently” about using these projects to enable a more collaborative approach to skills and employment. If we provide job opportunities for local people we will inevitably reduce demand for public services across the Council, Police and Health services. We believe that Hosier Street presents an opportunity for energy engagement with planners, developers and clients to enable strategic skills outcomes. Look at major development at the Manchester Campus as an example.	Noted. Local Plan policies and the Employment, Skills and Training SPD require consideration of employment and skills both during construction and use.
Highways England	We have reviewed the consultation and have no comments on it at this time.	Noted.
Moorgarth	It is clear that this part of the town centre has been left unloved for too long, and whilst Moorgarth’s primary objective is to ensure the Mall remains a vibrant shopping and leisure destination, we share the Council’s aspirations to investigate further potential for alternative uses, including residential, aimed at creating a new mixed-use offer. We have already embarked on a series of improvements both internally and externally at the Mall. Fountain house has been refurbished, as well.	Noted.
Moorgarth	It should be noted that while affordable housing should be included, the Council’s policies clearly state that this is subject to viability. Furthermore, works secured by S106 must comply with the relevant tests set out in CIL Regulation 122.	Noted. This is acknowledged by the Council’s planning policies and will be addressed at application stage.
Moorgarth	Moorgarth recognises the role that the existing car park plays at Broad Street Mall, however a balance must be struck between car parking and new residential uses and associated amenity areas at roof level. Provision of parking within the multi-story car park should be considered at application stage and based on evidence of need.	Noted. Provision of car parking will be considered at application stage according to the Council’s planning policies. Car parking for the proposed residential development can be provided at a reduced rate due to the sustainable location of the site and high access to public transport, but any losses of public parking must be justified
MP Matt Rodda	Regenerating this area is a once-in-a-generation opportunity, however, I am concerned about the proposals for the following reasons:	The site will deliver significant opportunities for walking and cycling. It is unclear how the

	<ul style="list-style-type: none"> • The site should deliver significant opportunities for walking and cycling, such as a link to Katesgrove Lane and the north of the town centre. This could also link the Sustrans route from the Bath Road to the RBH. • RBC has a strong track record of delivering council accommodation and we need to look at what scope there is for council housing on this important site. • Given the density and massing, there should be more shops and amenities provided for residents of the town centre where there are a limited number of shops and supermarkets provided south of Broad Street. • Car-parking should be treated as a higher priority, particularly for residents who own a car and need to park it for long periods in order to commute to London or use public transport. <p>I hope that the residents' association and other groups' views will be taken into account and that planner will engage with residents at every stage of the development.</p>	<p>site could link the Bath Road to RBH since the planned route for the extension to the NCN is not adjacent to the site. Changes have been made to the document to highlight the opportunity for a supermarket on the site, perhaps within the Broad Street Mall. Because the site is in a highly sustainable location with excellent access to public transport, it is not considered to be an appropriate location for excessive levels of parking. Commuters are encouraged to utilise park and ride parking provided as part of planned MRT schemes. The revised draft of the document contains may changes suggested by residents' groups and the Council will ask residents again for their views at such time planning applications are made.</p>
<p>RBC Transport</p>	<p>The proposed framework seeks to retain the existing pedestrian access to and from the area and enhance them through changes to the environment. The proposed bridge linking the site with Howard Street and Baker Street will improve access to the town centre; the bridge should be able to accommodate both pedestrians and cyclists.</p> <p>Vehicular access is to be gained from Castle Street as currently and this is deemed acceptable, dedicated delivery areas will be required that ensures the retention of other vehicles utilising the service area for access.</p> <p>Car parking for the proposed residential can be provided at a reduced rate due to the sustainable location of the site but any loses of public parking must be justified.</p>	<p>Points noted</p>

	<p>Given the current basement is very unwelcoming, dark has the potential to facilitate the homeless all cycle parking should be accessed from the ground / podium level. Any pedestrian / cycle access from basement level would require improvements to the pedestrian / cycle provision at that level to reduce the risk of conflict.</p> <p>Height of any building over the vehicle access route from Castle Street should be a minimum of 6.1 m above the carriageway; this may prove problematic given the gradient of the carriageway as it lowers to the basement level.</p> <p>There is currently an under provision of cycle parking within the town centre area and the proposal is likely to increase demand given the commercial element of the development, as such an increase in cycle parking should be provided within the Framework area and it would seem most appropriately located to be within the Public area adjacent to the church and / or along Hosier Street / Dusseldorf Way.</p> <p>The Department for Transport Local Transport Note 1/11 'Using shared space to improve high streets for pedestrians' has been withdrawn. Given the number and type of vehicle movements that currently travel through St Marys Butts there are concerns that shared space adjacent to the Churchyard is likely to generate conflicting movements especially as vehicles including delivery vehicles would have to access the rear of the retail units fronting on to St Marys Butts and Broad Street.</p> <p>The St Marys Butts area is one of the busiest public transport arrival/departure areas for the town centre and any changes should be able to accommodate high levels of bus movement. Provision for public transport routing and stops <i>is an important current function of St Marys Butts and any alteration to existing facilities will have significant implications for future service provision</i> While it would be desirable to reduce bus traffic through the area, there remain considerable issues with alternative routings which need considerable further investigation.</p> <p>Transport officers have provided further detailed points relating to the current and future use of St Mary's Butts to accommodate public transport routes and stops</p> <p>The Framework suggests the narrowing of the carriageway to the north of Broad Street Mall</p>	<p>Reference to improved environment and safety added to the Framework.</p> <p>Requirement added to the Framework</p> <p>Reference to the provision of public cycle parking added.</p> <p>Text added to say that shared surfaces and crossing desire lines will need to be carefully designed to accommodate all users.</p> <p>Refer to the need for further investigation of alternative bus routings and bus stop arrangements within the area to seek to achieve the aim of reducing the number of buses running through St Mary's Butts.</p> <p>These detailed comments are noted and will be taken account of in the further investigation of alternative bus</p>
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	<p>but the number of bus movements along with those of delivery vehicles, other vehicles with town centre access, cycles etc. would require the carriageway width to remain as is. Any reduction could result in queues of buses through the Oxford Road / Broad Street / St Marys Butts / West Street junction and have a detrimental impact on Highway safety.</p> <p>The plan and text mentions parking but not on street disabled parking. Any loss of disabled parking should be identified and disability groups consulted.</p> <p>The plan and text does not mention the need for deliveries to access the front of businesses on from existing roads. These businesses have no alternative access arrangements and will require the further take of kerb space and also require large HGV vehicles to enter and exit the area.</p> <p>Hosier Street is to be changed to a public realm shared space but it is also stated as being used for servicing, if this is the case then a dedicated turning area will need to be incorporated into the scheme given the increased risk of conflict between pedestrians and vehicles. Deliveries are currently undertaken from within the carriageway and pedestrians general keep to the footways on either side.</p> <p>The plan and text does not acknowledge that SMB provides the only delivery and blue badge access to West Street and thus generates further traffic needing to drive through St Marys Butts apart from those needing access as noted above.</p> <p>It is stated that no taxi exists within the vicinity of the framework area, although this is true they do make use of the parking bays in the centre of the southern section of St Marys Butts. With the proposed increase in mixed uses within the framework area it is proposed to include parking bays for taxis along Castle Street and Oxford Road, however it is unlikely that the taxi association would want to be located in these areas especially on Castle Street where there would be little footfall.</p> <p>Within the parking section there is no mention of use of alternative park and ride which exists in the form of greenwave from Mere oak and the 500 from Winnersh. Both services already</p>	<p>routings and bus stop arrangements. In relation to the Oxford Road frontage, this is now solely an aim of the Framework. It is accepted that further detailed work will be required.</p> <p>The need to provide on-street as well as off-street disabled parking added to the text.</p> <p>Noted.</p> <p>The framework seeks to discourage servicing from Hosier Street.</p> <p>This was in the context of the increased population envisaged by the development of the area.</p> <p>Reference to Park and ride added.</p>
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	<p>access SMB and provide fast direct services which should be promoted in preference to use of central parking requiring penetration of central area roads and access by cars, thus continuing to create excessive traffic congestion.</p> <p>An extensive amount of well used motorcycle parking will be lost from within the central area located along the southern part of St Marys Butts; the Framework would need to clarify what is proposed with this motorcycle parking.</p> <p>The plans do include the provision of a restricted vehicular access at the Bridge Street junction and transport would have no objection to this being reviewed.</p> <p>None of the public realm improvements include the basement area but this will still include a significant amount of movement whether to the proposed commercial or residential units or the retained uses that will need to make use of this area. The area as stated above is very unwelcoming, dark has the potential to facilitate the homeless; it is also the first and last impression visitors we see as they enter this spaces and therefore the scheme should therefore include improvements to this basement area as it will form a significant part of the development.</p> <p>Proposed buildings above the access road would need to retain a height clearance of 6.1m.</p>	<p>Reference to motorcycle parking added.</p> <p>Noted</p> <p>Reference to improved environment and safety under the podium added to the Framework.</p> <p>Note added to the framework.</p>
Peter Robinson	<p>There are some good ideas in the initial plans. Firstly, they've broadened the scope to offer a vision for a wider area to include sprucing up all the streets adjoining the Broad St Mall, and the area surrounding St Mary's Minster. Secondly, they've included a public square in front of the Hexagon, and thirdly, and potentially most importantly, they're thinking ahead by covering the wider area even though the timescales for when the different plots come up for redevelopment might differ. However, I would like to see more ambition in the plans. My main complaint is the tiny amount of space at ground floor (or podium level) devoted to retail or leisure. There would probably be a couple of coffee shops along the edges of vast perimeter blocks of flats that hide away significant areas of precious town centre land as private gardens for their residents. I understand the demand for housing, but to give up so much highly accessible central square footage is, in my view, a disappointingly tame surrender to market forces. Rather than having retail/leisure below the built-part of the apartments, why not allocate the full ground floor (podium) areas A & B, and place the private residential gardens above. It's good news to have vibrant towns and cities around the region, but Reading needs to respond to this competition. We were overly exposed by</p>	<p>Framework provides principles based on one possible form of provision based on current understanding of likely demand for commercial facilities. These see ground floorspace used for commercial, retail and leisure purposes (allowing for entrances to residential unit).s There may be scope for such uses to extend to upper floors or even below the podium. The Framework does not prevent alternative forms of development that comply with</p>

	<p>concentrating so heavily on the provision of high street multiple retailers. We have a chance here, with council-owned land, to provide housing but also some new high profile leisure/cultural offerings that will tempt people from the wider region to restore their occasional trip - ideally by bus or train - to central Reading (in addition to supporting their own local centres). That'll boost the footfall in the town centre as a whole, safeguarding existing retailers (and their jobs) whilst making further development of broader cultural and leisure facilities befitting of a regional centre viable. The Abbey Ruins re-opening is great, the Gaol project would be incredible, but we could do so much more. All that said it's a big positive, in my view, that this underused area is coming up for regeneration and that we have a chance to share our views.</p>	<p>policies and principles. As indicted elsewhere, the document is not a blueprint for development and will evolve over time responding to change including changes in the market for retail and leisure facilities.</p>
Thames Water	<p>Developers are encouraged to work with Thames Water early on in the planning process so that we are able to understand what infrastructure is required, and where, when and how it will be delivered. We encourage developers to use our free pre-planning service and would like to continue to work closely with the Local Authority.</p>	<p>Noted.</p>
John Wilkins	<p>It is pleasing that RBC is carrying out a consultation and as a Council Tax payer it would be interesting to know approximately what the work to date has cost. The document would be improved by use of plain English rather than planning jargon. Could I have an English translation of the second bullet point on page 32?</p>	<p>Preparation is on-going utilising in-house staff resources and expert consultant advice. As an on-going project it is difficult to cost to date. Comments on language noted and being addressed in final version.</p>
John Wilkins	<p>It is assumed that the existing "podium" is retained. Has this been subject to a long term structural assessment?</p>	<p>A structural assessment has not been undertaken at this time. Such an assessment will obviously be needed prior to any development taking place.</p>
John Wilkins	<p>It is not clear how the large number of bus movements through the area are being accommodated and they do not seem consistent with the concept of the realm. While shared space seems to be fashionable, I think segregating vehicles and pedestrians is essential and provides safety. Perhaps RBC could give consideration to a central bus station as a way of improving interchange and concentrating stops.</p>	<p>Segregating vehicles and pedestrians is not feasible and would require huge expenditure in reconfiguring the space. All plans will be subject to consultation with both Reading Buses and RBC Transport in order to resolve all safety concerns, as well as to mitigate</p>

		impacts on the public realm. There are no proposals for a central bus station in Reading, and this is not a matter that could be dealt with in this document.
John Wilkins	The future of the Hexagon would seem to be a key issue for the area and one of the areas of which RBC has control. My reading of the document is that the Hexagon may stay or go but the intention is to reserve the space for theatre or similar use. Further clarity is needed.	Change made to clarify the Council's intention to retain the Hexagon at least until an alternative and comparable venue is provided either within the Hosier Street site or elsewhere in Reading.
Reading Civic Society	We support the careful and considered redevelopment of the area, but the Framework needs further work and further public engagement. The Interactive Event was successful, but further events should be held in evenings and on weekends. The two public exhibitions were unimpressive. The process seems to be done in haste.	The area is in multiple ownerships. The Council understands that planning applications on this site are imminent and the framework is primarily intended to assist in decision-making in relation to the piecemeal development of different ownerships. The framework has no weight as guidance until it is adopted and thus is of no value in determining imminent planning applications unless it is approved in time. It is not considered that further work and public engagement are necessary or would result in a markedly different outcome. Additionally, consultation is quite an expensive process and the Council must strike a

		balance between responsible use of taxpayer monies and gathering views. It should also be noted that the Framework has been developed out of policy for the area that was adopted over ten years ago, and which has been reviewed through the Local Plan over the last three years.
Reading Civic Society	The stated lack of full involvement by an architect is a glaring omission and needs to be addressed.	It is a planning and urban design framework. The views of architects could be helpful but in times of resource constraints, they are not essential.
Reading Civic Society	The opportunity needs to be grasped to satisfactorily address the future of the market in Hosier Street.	Change made to emphasise the aim for an upgraded market. The location of the market (either adjacent to the Broad Street Mall or at St Mary's Butts) requires more detailed study. A long term strategy for the market is not something that the framework can provide.
Historic England	HE support positive planning for regeneration of an area that has developed a poor character as a result of poorly judged regeneration in the later 20 th century, including dominance of large footprint blocks with poor relationship with their surrounding environments.	Noted.
Historic England	We feel that the document fails to provide an adequate response to the opportunity to enhance some parts of the area's historic character by providing a clear enough vision for how these should develop and how fractured elements of the town's historic landscape should be reunited. As such, we feel that, at present the document has not fulfilled the Council's Statutory duties with regard to its conservation areas, or achieved several of the desired outcomes that the document sets out.	The preparation of the framework has had regard to the historic environment and is positively seeking to integrate new development with that historic environment as well as

		seek enhancements. It is not clear what HE think this development could additionally achieve?
Historic England	A failure to address or acknowledge the presence of the Castle Hill and Russell Street Conservation Area runs throughout the document. This area of special architectural or historic interest, designated by the Council, lies just west of the IDR at Howard Street. It is an area of generally low level development, although its ground level is slightly higher than the general ground level of the redevelopment area. Whilst much of the area might be typified as inward looking with a strong sense of enclosure, both Oxford Road and Castle Hill form continuous streets that form part of the redevelopment area and frame views into the area that will be affected by development within it. Effects at Howard Street are likely to be particularly pronounced where the street provides views across the IDR.	Change made to address the presence of the Castle Hill and Russell Street Conservation Area. Properties within the Conservation Area are very separate from the edge of the Hosier Street site and outside the town centre. Development within the town centre will take a different form and to some extent will contrast with the form of development in adjoining areas.
Historic England	The distinctly intrusive, impact of the Broad Street Mall's existing tower in views east along Oxford Street from the conservation area illustrates how incongruous such buildings may be in views from the historic townscape of the conservation area, whilst there seems a considerable risk of the proposed tower on the former Council Offices site taking considerable daylight from Howard Street.	The acceptability of tall buildings in this location has already been established in policy terms and any impacts on surrounding areas will be further scrutinised at such time planning applications are made. Based on daylight analysis, the tall building is not expected to unduly affect the daylight of the properties on Howard Street. Additional information has been added to the Framework to illustrate this point. Existing trees on Howard Street already shield many properties from direct sunlight at certain times of the year.

Historic England	The document makes a great deal of the importance St Mary's Butts and St Mary's Churchyard, which we support, including the proposed enhancement to these spaces (although we note that the churchyard already performs the function of a public green space and the benefits of its enhancement seem somewhat over played in the document). By comparison, however, the framework fails to provide a coherent vision for Castle Street, which, within the conservation area's boundary, is composed almost entirely of listed buildings, including five in the higher Grade II* category (considered to be of more than special interest). This is one of Reading's finest historic streets. Whilst Figure 10 of the masterplan identifies only St Mary's Church as a key building, the St Mary's Butts Conservation Area Appraisal identifies several additional buildings on Castle Street as focal buildings, which also contribute to the identification of several key views along this street.	A new section and further wording added referring to the Castle Street Character Area. The framework deliberately reduces the scale of buildings towards Castel Street to avoid undue impacts on numerous listed buildings and the quality of the southern side of the street.
Historic England	We note it is proposed to replace the Magistrate's Court and Thames Valley Police buildings, which are identified as negative features that detract from the area's character or appearance in the conservation area appraisal (they are considered to have a negative impact on the conservation area because of their monolithic frontages). However, it isn't clear how the framework has sought to enhance this space following the removal of these buildings, other than through their replacement with new buildings with a more divided frontage, but apparently of even greater scale. We note that the indicative rhythm of units expected to form the new northern side to the road, even in diagrammatic form, fails to reflect the more organic rhythm of properties on the south side of the road, which creates variety and intricacy in the street scene.	Magistrate's Court and Thames Valley Police buildings are part of the framework area but their development is in the future. Framework indicates relatively low replacement buildings A new section and further wording added referring to the Castle Street Character Area.

Townscape, Massing and Tall Buildings

Respondent	Summary of comment	Officer comment
BSANA	<p>Density: With an estimated population of between 1,872 and 2,808 living on a small site of 6.16 hectares this can be considered an incredibly high-density housing development outside of any major city within the UK and London based architects would describe this as super density. Such an incredibly high housing density should be provided with very strong mitigating factors such as a very large area of open green parkland neighbouring the development, this is not the case to the contrary this development would aggravate the acute lack of open space poverty that the BSANA area suffers from, as it contains no public open space within its borders. It is not unreasonable to demand that a substantial area of the IDR will be decked over as a minimum requirement for mitigation prior to allowing any residential development to take place on the HSADF site.</p>	<p>While desirable, the high cost of decking over the IDR may be prohibitive. Nevertheless it remains an aspiration within the framework.</p>
BSANA	<p>The area should be made more welcoming by positioning buildings in a south to north direction to allow light to flow into the area and to remove shaded areas and allowing for far more public realm as shown in figure 9.1. If the streets don't receive sunlight then in winter the narrow internal streets may become liable to becoming icy and dangerous.</p>	<p>The layout picks up the existing pattern while respecting the historical street pattern. This provides an element of north south alignment. Difficult to see how additional north south routes can be achieved without harm to heritage assets.</p>
BSANA	<p>The tall buildings are located to mitigate the visual impact on the Grade I listed Reading Minster, however, this comes at the direct cost to Russell Street / Castle Hill CA in terms of their privacy, views and sunlight. The low-rise residential buildings within the CA are typically 2 to 3 storeys above ground level, the contrast between these low-rise building and the 20-storey tall buildings will be visually jarring and totally unacceptable.</p>	<p>The distance to the nearest houses is more than 60m, so there will be no direct impact on privacy. According to national policy, planning cannot protect private views from residences. Additional information has been added to clearly illustrate limited effects on daylight in the</p>

		Conservation Area. The acceptability of tall buildings in this area is already well-established through the Council's Local Plan policy.
BSANA	Placing such tall buildings next to such a large area of low-rise residential area will result in hundreds of properties being overlooked at a direct cost to their privacy and views.	The distance to the nearest houses is more than 60m, so there will be no direct impact on privacy. According to national policy, planning cannot protect private views from residences.
BSANA	Placing such tall buildings next to a conservation area is in direct contradiction to the local draft plan CR10: TALL BUILDINGS that looks to "preserve and, where appropriate, enhance the setting of conservation areas and listed buildings."	All development has an impact. It is not considered that the development described in the framework will have a significantly harmful impact that fails to preserve and enhance the Conservation Area. It should be noted that the RCAAP policy, and the Tall Buildings Strategy upon which it was based, considered the relationships with heritage assets and determined that there was potential for tall buildings within this area.
BSANA	The old civic office (now demolished) did not dominate the skyline when looking out of the Russell Street / Castle Hill Conservation area towards the development site.	The acceptability of tall buildings on this site has been previously established and current planning policy identified this site for an area of tall buildings.

BSANA	Although many other tall buildings are being developed within Reading these are well away from existing low-rise residential developments and CAs unlike the HSADF.	Do not agree. There are low-rise buildings near to King's Point, Napier Road, Chatham Street and North of the Station where tall buildings are existing or planned. Again, the acceptability of tall buildings on this site has been previously established.
BSANA	A common problem associated with tall buildings is accelerated winds at their base and with a high concentration of buildings creating narrow channels to further concentrate the effect of wind. No evidence is provided as to this being thoroughly evaluated and mitigated in the design	Wind tunnelling impact is a requirement of any application and can only be applied to detailed proposals.
BSANA	Tall buildings have a detrimental impact on the Russell Street / Castle Hill CA.	Because the Conservation Area is at least 60 m from the edge of the site, it is not considered that the proposed tall buildings will have a detrimental impact. It should be noted that the RCAAP policy, and the Tall Buildings Strategy upon which it was based, considered the relationships with heritage assets and determined that there was potential for tall buildings within this area.
BSANA	Tall buildings: bulky and dominant massing. The proposed tall buildings are placed close together.	The policy refers to a cluster of tall buildings within the western grouping.
BSANA	Tall buildings: placing a modern 20-storey building next to Victorian buildings 2 to 3-storeys in height is visually jarring.	The proposed tall building(s) are not located "next to" 2- to 3-storey Victorian

		buildings. More information has been added to the Framework to give a better idea of the impacts on views towards the site from the Baker Street area.
BSANA	Tall buildings: the 20-storey buildings will have a negative impact on hundreds of residential properties in terms of outlook, privacy and night-time lighting.	Because the Conservation Area is at some distance from the edge of the site, it is not considered that the proposed tall buildings will have a detrimental impact. It should be noted that the RCAAP policy, and the Tall Buildings Strategy upon which it was based, considered the relationships with heritage assets and determined that there was potential for tall buildings within this area.
BSANA	Tall buildings: Create safe, comfortable and attractive spaces around them, and avoid detrimental impacts on the existing public realm: existing public realm will be built directly upon.	The amount of public realm proposed represents a slight increase when compared to the amount of public realm just before the Civic Offices were demolished. Further information has been added to the Framework to clearly illustrate this point.
BSANA	Tall buildings Contribute to high-quality views from distance, views from middle-distance and local views: local views will be dominated by the tall buildings.	This area has already been identified and adopted as an appropriate site for tall buildings. Analysis completed during the

		completion of the Council's Tall Building Strategy and subsequent 2018 Tall Buildings Strategy Update. Note reinforces that townscape sensitivity in this area remains low and any development will respect glimpsed views to St Mary's Church and the surrounding Conservation Area as noted in the original Tall Buildings Strategy.
BSANA	Fire and Rescue Access: The HSADF includes tall buildings on top of the shopping centre where access will be very restricted, proposed mitigation for fire and rescue access is not provided within the HSADF.	This issue is partly addressed by the building regulations. There are not considered to be particular reasons why the tall buildings on top of the Mall, which would be at the edge on the street frontage, will be less accessible to fire and rescue access than tall buildings in any other town centre location. However, fire and rescue access is a matter that will need to be considered as part of any planning application. Royal Berkshire Fire and Rescue Service will be consulted during the application stage.
BSANA	Maintenance and Management: Assurances need to be made that these won't turn into high-rise ghettos or poverty traps as history has shown us.	Noted. Management and maintenance arrangements will be addressed during

		application stage.
CAAC	Tall buildings: Create safe, comfortable and attractive spaces around them, and avoid detrimental impacts on the existing public realm: existing public realm will be built directly upon.	The amount of public realm proposed represents a slight increase when compared to the amount of public realm just before the Civic Offices were demolished. Further information has been added to the Framework to clearly illustrate this point.
Virginia Day	Tall buildings Contribute to high-quality views from distance, views from middle-distance and local views: local views will be dominated by the tall buildings.	This area has already been identified and adopted as an appropriate site for tall buildings. Analysis completed during the completion of the Council's Tall Building Strategy and subsequent 2018 Tall Buildings Strategy Update Note reinforces that townscape sensitivity in this area remains low and any development will respect glimpsed views to St Mary's Church and the surrounding Conservation Area as noted in the original Tall Buildings Strategy. Individual planning applications will have to be supported by a views study.
Moorgarth	Moorgarth strongly supports the Council's vision statement in particular for a high density mixed use area that includes tall buildings.	Noted.
Moorgarth	Section 5.2 indicates a maximum threshold of 20 storeys (60 m) above podium level. Whilst the rationale is understood, specific heights should instead be given as 'indicative' permissible heights. We would like a degree of flexibility, rather than an artificial cap applied, with detailed	The policy framework for tall buildings needs to be complied with and this the

	townscape and visual impact assessment at application stage determining the appropriate height. On this basis, we suggest that Figure 22 is amended and references to storeys in the text are clearly labelled 'indicative.' We support the approach for complementary developments, but architectural expression should not be unduly controlled by design codes.	height in the framework is seen as being the maximum height that would accord with policy.
MP Matt Rodda	The towers are currently hidden from view from the area in front of St Mary's Church as there are other lower buildings planned which would obscure the view of the towers from street level. However, the view from Baker Street will be in a stark contrast to this with the towers clearly visible and showing their full height, so that residents will see very large buildings from the Conservation Area. I hope the lack of suitable screening will be addressed. Tall buildings along the IDR will alienate the population of Reading West.	Again, properties within the Conservation Area are at least 60m from the edge of the Hosier Street site. Tall buildings are already visible from this location, and there is an existing urban townscape viewed from the western side of the IDR. Additionally, large trees on Howard Street will to some extent screen much of the new development.
MP Matt Rodda	The density of flats proposed is higher than would normally be found in Reading and I am concerned about the effects on quality of life for residents. The central area of Reading is already deprived and the new development needs to be sustainable.	High-density housing will not necessarily negatively affect the quality of life for residents. Residents will have access to open space, nearby retail and leisure and a vibrant town centre. The proposed development is within a highly sustainable location. Access to facilities and services, as well as issues such as privacy, noise and housing mix will be further scrutinised at application stage. The density of housing proposed is fairly typical of recent residential development in

		central Reading.
John Wilkins	I am very concerned with the extent of high rise development proposed. It is not consistent with a provincial town like Reading. Past developments of this type have not been attractive or successful and I see no evidence that this will be different. I suspect in 30 years they will be demolished! This should be reconsidered following Grenfell Tower. If the sites would be otherwise derelict I would like RBC to be honest and justify the need for high rise to secure development and insist upon non-flammable cladding, two protected escape routes and sprinklers. Fountain House should not be regarded as a sort of justification for more tall buildings! What about asking residents of Reading if they really want tall buildings to clutter the skyline and to live in!	This area has already been identified and adopted as an appropriate site for tall buildings. Reading is no longer a “provincial” town, and tall buildings are part of the existing and evolving town centre, and it is not agreed that they will necessarily be unsuccessful or unattractive. National planning policies emphasise the need for high density development in sustainable locations close to services and facilities with high levels of accessibility to transport. The alternative to high-density development in sustainable locations is building on greenfield sites in unsustainable locations. Tall residential buildings will be required by the Building Regulations to achieve fire safety standards.
John Wilkins	The document seems to suggest that the Court buildings are objectionable. To me they are a good example of modern red brick and see no reason why they should not be retained.	Noted. The Framework does not preclude the retention of the Magistrates buildings.
John Wilkins	I note that plans should not “stifle innovation, originality or initiative”. All these things come at a price and often innovation is not lasting in appearance and being liked. The style of the 1970s is not favoured now. Will we do any better by adopting fancy innovation now?	The Framework is a high-level document that is not intended to prescribe specific design criteria. This will be better addressed at

		planning application stage and residents will be given an opportunity at that time to make their views heard.
Reading Civic Society	We have concerns about the position, height, massing, orientation and wind tunnel effect of the accommodation blocks and their impact on the surrounding Conservation Areas and the immediate public space around them.	More information has been added to acknowledge and demonstrate the limited impacts of the development on the nearby Conservation Areas. Wind effects will be properly assessed at application stage. An analysis of alternative locations for the residential tower (block B2), revealed
Reading Civic Society	Increased site permeability (north to south) should be explored further.	The layout picks up the existing street pattern while respecting the historical street pattern. This provides an element of north south alignment. Difficult to see how additional north south routes can be achieved without harm to heritage assets.
Historic England	HE support the use of tall building zoning policies to focus new tall buildings in areas where they reduce harm to the historic environment through loss of heritage assets or harmful change to their settings.	Current RBC planning policy states that tall buildings will only be appropriate in areas defined on the proposals map, based on a Tall Buildings Strategy which included consideration of effects on heritage assets. The Hosier Street site is included in the identified

		“Western Grouping” in policy RC13 of the RCAAP, and policy CR10 of the emerging Local Plan, and Historic England has not objected to this identification.
Historic England	It is interesting to see use of Lidar as a means of assessing average heights across the surrounding area and the use of various forms of illustration of the proposed development.	Noted.
Historic England	It appears some potential harm to these areas has not been given adequate consideration and, having briefly reviewed the Tall Buildings SPD; it appears this is a fault that has been carried over from that earlier document.	The council’s policy on tall buildings was established in the Reading Central Area Action Plan which was subject to examination, attended by Historic England.
Historic England	It has not been explained at any point in the document why the Council are intent on developing this area for tall buildings or what public benefits this will deliver, beyond the redevelopment of the area, which might potentially be achieved through other means. Where tall building development could potentially result in harm to heritage asset though, for example, negative impacts on their settings, this means this harm has not been robustly justified. It is not clear what alternatives have been explored that could help to avoid or minimise harm to heritage assets, such as the introduction of over bearing tall buildings within the setting of an area of generally low level historic building development as a disparate and jarring architectural intervention. As such, the SPD does not appear to support the delivery of sustainable development as set out in the NPPF.	This area has already been identified and adopted as an appropriate site for tall buildings under the Reading Central Area Action. Analysis completed during the completion of the Council’s Tall Building Strategy and subsequent 2018 Tall Buildings Strategy Update Note reinforces that townscape sensitivity in this area remains low and any development will respect glimpsed views to St Mary’s Church and the surrounding Conservation Area as noted in the original Tall Buildings Strategy.
Historic	Whilst use of Lidar to provide a rapid understanding of building heights within the development	This technique has been

England	area and its immediate surroundings we are not convinced that using this to determine an 'average' building height is a robust methodology to define suitable building heights across an area that is both formed of a number of character areas and contributes to the character of adjacent areas. This is particularly relevant where the development area straddles the boundary of a conservation area where there is a statutory duty to pay special attention to the desirability of preserving or enhancing the area's character or appearance which may be different to the character or appearance of other nearby areas. The assessment of suitable building heights should be more focused on understanding suitability within each character area.	used in relation to other similar studies. It provides a very accurate representation. Public sector resource constraints prevent more sophisticated and substantially more expensive techniques to be used. This is an early stage in the process and more sophisticated analysis will be undertaken at the planning application stage.
Historic England	Illustration of the SPD provides very few street level (pedestrian view) depictions of the development that would help Councillors or members of the public understand the real (lived) potential impact of the proposed development. Since the preparation of the Tall buildings SPD in 2008, technology has moved on considerably, allowing rendered 3D models of development that should enable a more representative presentation of the scale and impact of development as proposed. We note that the SPD does have a number of 'bird's eye' representations of how the area is expected to develop. However, these views provide little understanding for decision makers of the impact of these developments on actual people. It would be helpful to see, for example, a rendered view of the proposed tower on the former Council Offices site as it will appear from Howard Street or Castle Street.	Changes have been made to the document to clearly illustrate views from street level. Such modelling is high cost and resources are non-existent. It is also questionable how useful this is at this stage, it is more appropriate at the application stage.

Landscape and Public Realm

Respondent	Summary of comment	Officer comment
BSANA	Under this public realm-led plan, the public realm will significantly shrink and the present open views across the area, and any sunshine, will be very largely closed-off by the medium and high-rise buildings that will tower up from the very edge of the public walkways with no forecourt to mitigate that impact.	The amount of public realm proposed actually represents a slight increase when compared to the amount of

		public realm just before the Civic Offices were demolished. Further information has been added to the Framework to clearly illustrate this point.
BSANA	This loss of public realm included in the HSADF is totally unacceptable and against RBC's own policies	The amount of public realm proposed actually represents a slight increase when compared to the amount of public realm just before the Civic Offices were demolished. Further information has been added to the Framework to clearly illustrate this point.
BSANA	The void created by the demolition of the Civic offices is arguably not a negative feature, but a positively attractive green space and an attractive green space worthy of preservation in any truly public realm-led master plan. The current poor condition of the area exemplifies the case for regeneration of the public realm and the need for sufficient maintenance to existing public realm.	Noted. It is not considered reasonable to retain the void left by the demolition of the Civic Offices, as the location represents brownfield land in a highly sustainable location that could contribute significantly to meeting Reading's housing needs. The Framework seeks to increase (if only slightly) the amount of public realm when compared with the pre-demolition area and to provide a much more useable area. Further information has been added to the Framework to clearly illustrate this point.

		Maintenance will be addressed at the application stage.
BSANA	What is so disappointing about this public realm led master plan is the damaging shrinkage of the existing public areas as shown in Figure 5.1, open green spaces and attractive open views which will be lost through the introduction of medium and high-rise buildings which will hem-in the existing open walkways and, in some cases, be built to encroach over existing public space. Figures provided to demonstrate loss of existing space compared to the framework proposals.	The amount of public realm proposed actually represents a slight increase when compared to the amount of public realm just before the Civic Offices were demolished. Further information has been added to the Framework to clearly illustrate this point.
BSANA	The gain to the public realm of those improvements can hardly offset the loss of existing treescape views across the area, the loss of the public lawn on the south side of Dusseldorf Way (figure 5.2), the net loss of what appears to be a total of perhaps hundreds of square metres of public hardstanding, walkway width and (to the rear of the Police Station) shrubbery that would be built over.	The amount of public realm proposed represents a slight increase when compared to the amount of public realm just before the Civic Offices were demolished. Further information has been added to the Framework to clearly illustrate this point. The Framework states that designs will utilise existing trees as far as practicable and aims to increase tree planting both in the ground and in planters over the podium.
BSANA	The envisaged footbridge over the IDR to link with Baker Street would be a significant gain for the public realm but its provision is described as “potential” rather than its being an essential element of the plan. There are also potentially as many negatives as positives with the development of this bridge especially as a narrow foot bridge as it is currently drawn. There is a long history of persistent local Anti-Social Behaviour (ASB) and drug crime in the Baker Street area, that can only more easily transfer directly into the new development via the bridge.	Further information has been added to the Framework to emphasise the importance of the footbridge and to clearly articulate phasing. Additionally, any safety

		concerns will be addressed at application stage and the police consulted.
BSANA	Within RBC's Tall Building Strategy (TBS) there is a commitment not to impact existing public realm "All tall buildings proposals should create safe, comfortable and attractive spaces around them, and avoid detrimental impacts on the existing public realm". This is another policy that is insufficiently addressed within the framework laid out by HSADF.	The amount of public realm proposed actually represents a slight increase when compared to the amount of public realm just before the Civic Offices were demolished. Further information has been added to the Framework to clearly illustrate this point.
BSANA	As a condition of approving the construction of dwellings that will add almost 3,000 people into the area and with the acute lack of public space within the surrounding area the decking over the IDR must be committed to in mitigation.	The cost of decking over the IDR is a barrier, but this remains an aspiration of the Council.
BSANA	There is no open public space in the BSANA area which adds further to the area's level of deprivation and limited quality of life standards for the majority of the residents with no green space access.	Noted. The Framework seeks to slightly increase and improve the quality of nearby public realm within the Hosier Street site.
BSANA	RBC has an excellent report that refers to the importance of green space on mental health and we refer the reader to this report - "Creating the right environments for health - annual report from the director for public health ".	Noted.
CAAC	The framework proposed appears to reduce the amount of available public green space. The area behind the Butts Centre and towards the Magistrates Courts is despite its deficiencies of infrastructure well used. It is difficult to tell if the proposed 'managed' green spaces are all truly public or not. Most of the green space seems to be 'private' but it is not easy to differentiate between the two greens used on the Framework Master Plan (Fig 10). Similarly it is not possible to tell the difference between 'existing' and 'new' trees. It is not appropriate to consider St Mary's Churchyard as public open space in the same way as for example, the Forbury Gardens. Because of the wind along Queen's Walk it is not really suitable as a place to sit and relax.	The amount of public realm proposed actually represents a slight increase when compared to the amount of public realm just before the Civic Offices were demolished. Further information has been added to the Framework to clearly illustrate this point. Wind at

		Queen's Walk will be addressed at application stage.
CAAC	<p>We would like to register our interest in the retention of certain heritage features within the area including but not limited to:</p> <ul style="list-style-type: none"> • The Hexagon Theatre including the 'HEXAGON' pole; • The cartwheeling boys sculpture; • The clock and (now disused) fountain and water feature; • Broad St Mall (Butts Centre) concrete facades; and • Tea Hut. 	The Framework has been revised to include the retention of existing features as far as possible.
CAAC	For Minster Square, it is disingenuous to suggest that a church yard can be a 'public space' in the same way as Forbury Gardens. It is first and foremost a graveyard, nicely landscaped, green and peaceful as it should be. A market area and integrated seating against the church walls seems incongruous.	While respecting that it is a graveyard, It is clearly a valuable green space within the town centre.
Ian Dennis	There is not enough true public realm. The sites earmarked for cafes etc. seem to be likely to be in the shade of the taller buildings and exposed to wind for much of the year.	Public realm is increased by a small amount but it is consolidated to provide a large area as a focus for the site and is capable of accommodating a range of open space/public realm uses.
Diocese of Oxford	The Diocese of Oxford as a property owner within the Minster Square (our property separate from the Minster Church) is supportive of the draft proposals. However, we wish to draw to you attention to one area of concern under Paragraph 3.3 - Minster Square. The paragraph refers to the Service Yard (point No. 5) immediately to the north of the square. For years, RBC has used this site as an "unofficial waste handling centre." To our knowledge, there is not permission or licence for this use, but as neighbours will testify the Council uses it to bring in waste from other locations before it is then re-distributed. Whilst the yard is technically outside of the Development Framework, you have identified that access to it is via the "Square" and that "its appearance should be improved." We are happy to support this, but recommend that it should go further, i.e. that it should be regulated and limited to serving those properties with rights of access and NOT as a general waste handling centre. This would significantly reduce the number of vehicular movements along the narrow access i.e. through the middle of the "key space"	Noted. The use of this area is being reviewed by the Council.

	that you have identified on the plan.	
Moorgarth	The Council's proposed phasing sequence is supported insofar as residential and retail redevelopment at Broad Street Mall is identified as coming forward first, however we welcome a discussion with officers to agree the sequence of public realm works, particularly whether improvements to the Oxford Road should occur later and similarly whether the frontage along Hosier St and Dusseldorf Way should come forward earlier as they will be associated with new residential development above and activation of retail and restaurants.	The Framework has been revised to reflect these comments.
MP Matt Rodda	There is already significant lack of green space within the town centre. The proposal further reduces public open space. The private areas for residential buildings are for exclusive use and more thought needs to be given to public vs private open space and green space within the site.	The amount of public realm proposed actually represents a slight increase when compared to the amount of public realm just before the Civic Offices were demolished. Further information has been added to the Framework to clearly illustrate this point.
John Wilkins	It is odd that Minster churchyard is described as "new greenspace." It is existing green space.	Noted
John Wilkins	Consideration should be given to more green space, with trees planted in the ground rather than high-maintenance "planters".	The amount of public realm proposed actually represents a slight increase when compared to the amount of public realm just before the Civic Offices were demolished. Further information has been added to the Framework to clearly illustrate this point.
John Wilkins	The so called "playful interaction" with the landscape is nonsense and should be abandoned. The illustrative play and activity features look to have been created by consultants with no concern for costs. People lounging on airbeds watching a film looks like the worst sort of American-style venue and the climbing wall is unsafe.	These are illustrations of the way open space is used in other similar developments and what is possible on this site subject to detailed design as part of planning applications.

John Wilkins	Central Reading is not a suitable place for a community gardening activity, particularly if what is going on at the old Civic Centre site is an example. I am not against encouraging people to grow things but it must be in the right place. Have you ever seen an attractive allotment site?	The current community garden use is a temporary, beneficial use of the land pending future redevelopment.
John Wilkins	The possible footbridge across the IDR and the possible access from Hosier St to Castle St close to the Sun Inn are welcome potential improvements.	Noted.
Reading Civic Society	We are not convinced of the value of what appear to be private gardens for the accommodation blocks.	Policies require amenity space to serve residential accommodation. In town centre developments there are obvious constraints to how this can be provided and various options have to be considered.
Reading Civic Society	Dusseldorf Way seems too narrow in the new scheme. It will be helpful to understand the significant adverse constraints including the retention of the podium and the sub-station.	The framework now provides examples of similar spaces with illustrative examples provided in an appendix.
Reading Civic Society	More work needs to be done to make the public realm ideas convincing.	This is a framework that sets out principles and guidance. More detail will be provided as part of planning applications.
Reading Civic Society	The opportunity should be explored to expose the Hexagon and make it more visible/accessible at the heart of the scheme.	The framework seeks to do this in the face of considerable constraints mainly related to the podium structure
Reading Civic Society	The positioning and access to the tower blocks on top of the BSM should be given further consideration along with the use of the space on top of the car park.	The Council assumes that these will be matters dealt with in the forthcoming planning application to be submitted by the owners of the BSM.

Reading Civic Society	Whilst the idea of Minster Square is superficially appealing, to be deliverable the buses need to be removed from St Marys Butts.	Officers are working closely with Reading Buses and RBC Transport to determine the appropriate arrangement for buses in this area. More detail has been added in the Framework to reflect this. However, St Mary's Butts is a vital piece of the bus network in the town centre and any changes to bus services need to be very carefully considered.
Reading Civic Society	The churchyard is not a conventional "green space".	Nevertheless it is classed as open space and provides an opportunity to contribute better to the public realm in the wider town centre.
Reading Civic Society	Bridging over the IDR in some way will be welcomed.	Noted.
Reading Civic Society	The Reading Cycle Campaign needs to be involved.	Noted. The Reading Cycle Campaign received notification of this consultation, but the Council did not receive a representation.
Reading Civic Society	Future of the Cartwheeling Boys needs to be clarified, along with other heritage items.	The Framework has been revised to include this.
Historic England	The positive focus on the role of St Mary's Butts and St Mary's churchyard as a new Minster Square where improved public realm is expected to deliver an attractive market place is appreciated, although, as pointed out below, this is only one part of the St Mary's Butts and Castle Street Conservation Area.	Noted.
Historic England	The redevelopment also presents opportunities to enhance the character of the area through improvement to its setting. The past redevelopment of the area turned its back to the IDR leaving the outlook from the conservation area as the highways engineering landscape of the	Noted. The framework considers how the area should address the IDR.

	<p>IDR in its concrete lined canyon. We recognise that the framework identifies this as an area that should be enhanced with green landscaping to create a more attractive outlook but we would suggest that this fails to provide sufficient direction to break the pattern of development ignoring the space and creating a psychological barrier, whereas both requiring buildings to address the IDR and providing views into the public spaces of the development area from Howard Street could help to visually unite the two areas in a more positive way. We recommend that a requirement to address the need for a more active engagement of development with the IDR is a part of the vision for the Hexagon Quarter at page 16.</p>	
Historic England	<p>We also note that the interchange between the IDR and Castle Street/Castle Hill lies with the development area boundary in Figure 2, yet there appear to be no specific proposals to improve this junction, including potentially improving the pedestrian route between Castle Hill and Castle Street. This is identified as having a negative impact on the areas in the St Mary's Butts/Castle St Conservation Area Appraisal (adopted by the Council in 2008) and, as such it seems odd that the framework does not seek to address this issue. Reuniting these as a single street, even if only through public realm works, would help to create a high quality pedestrian route into the town centre from the suburbs directly to the south west and potentially improve the impression of arrival in Reading Town centre as an historic destination with a special "USP". At present the townscape of the IDR creates a fracture between two streets that are both acknowledged as being of special historic or architectural interest and that, historically, were a single entity forming the principle route into Reading from Bath and SW England (which is reflected in the high quality of many of the historic buildings on this route).</p>	<p>This is a very busy traffic junction and a major interchange on the IDR. There are severe limits to how it might be altered. Wording relating to improving the pedestrian cycle crossing and other aspects of this junction added to the framework.</p>
Historic England	<p>It is telling that Castle Street is not identified as a separate character area in Figure 11 and we feel that identifying this as a character area with its own vision, including the buildings on both side of the road, might help to guide thinking towards specific responses to its character and appearance. An instance might be to revise the Framework Masterplan (figure 10) to indicate that public realm enhancements on Castle Street should include works on both sides of the street to ensure that it has a unified character as a single place.</p>	<p>A new section and further wording added referring to the Castle Street Character Area.</p>
Historic England	<p>At the broader, landscape level it would be helpful to see how the proposed cluster of tall buildings will appear in some of the long distance views, including those identified as key views in the Tall Buildings SPD, as well as, some closer 'neighbourhood level' views from within the town centre. Using modern technology to better understand the impact of this proposed form of development is an important opportunity to avoid repeating past mistakes.</p>	<p>Some modelling of longer distance views has been undertaken and will be required as part of the submission of any planning application.</p>

Hosier St Interactive Workshop

13th September 2018, the Hexagon Theatre

15:00 to 18:30

Urban Space Labs (the Council's Urban Design Consultants) Notes.

Highlight Report

The draft Hosier Street / Broad Street Mall Development Framework was submitted to Reading Borough Council's Strategic Environment, Planning and Transport Committee on the 2nd July 2018 with a recommendation for public consultation to be undertaken with a closing date of 28.09.2018.

As part of the consultation, an interactive engagement event with local stakeholders was undertaken to provide an enhanced platform for understanding local opinion. The event took place in the Hexagon Theatre on 13th September 2018

The consultants who assisting in preparing the draft Development Framework, Urban Place Lab Limited, were approached to facilitate the event where presentations on the report could be made, and more detailed feedback provided by the community.

43 participants (including councillors and council officers) plus four facilitators from Urban Place Lab were in attendance, split into 5 groups.

Following on from introductions, a presentation was made on the report methodology and findings and an initial Q&A was performed, pending a 2nd session looking at proposals on a topic basis.

Questions raised at the Q&A included (inter alia):

- With the advent of such high density neighbourhoods, has sufficient space been allowed for the private amenity of residents?
- Have long range views, and the impact of the proposals on Reading's skyline been included as part of the evidence base?
- Has consideration been given to the decking over of the IDR, and if so why would this work here but not at Chatham Street
- Has consideration been given to the removal of the podium, in favour of an 'at grade' solution
- Who will retain the freehold of the podium?

- Has consideration been given to the use of interactive visualisation software to allow for the interpretation and modelling of environmental effects?

Responses were provided by RBC Elected Member Cllr Tony Page, RBC Head of Planning, Development and Regulatory Services Giorgio Framalicco and lead facilitator, James Gross of Urban Place Lab, and focused on the policy background to the former local plan which included a tall buildings study and the changing nature of urban neighbourhoods and lifestyles. The panel deferred answering matters of property as representatives from the RBC property team were not able to attend.

The remaining part of the event was given over to topic work, exploring the report findings with regard to:

- Uses, and Response to Context
- Townscape, Massing and Tall Buildings
- Landscape and Public Realm

Having reviewed the content of feedback gathered at the event, the facilitators have arrived at the following findings:

Uses and response to context

There is a lack of public understanding around the policy position that supports tall buildings in the location. The community has raised concerns over what it calls 'super densities' and is of the opinion that local infrastructure will not be scaled to match requirements.

Climatic aspects of the development framework proposals, notably the effects of wind and shadow casting were felt to have been insufficiently explained in the context of previous buildings (e.g. Station Hill, having experienced similar problems previously).

Although the preservation of a view along Hosier Street was understood and appreciated, a need to understand the ratio of street width to building height through existing place examples was suggested.

A frequent comment was the closure of the Friar Street Sainsbury's and the perceived necessity to add a supermarket into the scheme composition. This was felt to sit better in the Broad Street Mall ownership areas of the scheme.

Townscape, Massing and Tall Buildings

Primary comments were levied at the location and height of Block B2, the suggested 20-storey tower block to the south of the Hexagon Theatre. Questions were asked about the rationale for siting this building, and to what extent, the shadow impact on the Russell Street/Castle Hill Conservation Area had been considered

Additionally, comments were received that suggested a redistribution of height and mass. However this needs to be set against the need to commit to a quantum of development to meet the headline viability assessment target of circa 475 dwellings on RBC land, as well as remain compliant with the Tall Buildings Strategy, that affords Station Hill, vertical primacy in the town centre.

Similar concerns were raised (see response to context above) about the height to width ratio between street and buildings at Hosier Street.

Landscape and Public Realm

Misconceptions around the scale of space outside the Hexagon Theatre led some attendees to comment that the space feels smaller than illustrated in the report. The proposed event space is in fact 3-4 times larger than the current space, although similar geometry may have confused stakeholders.

The public realm at the base of the Hexagon Theatre was questioned as being 'left over' and additional design solutions for this area were sought from the facilitating team.

Linkages to Baker Street over the IDR were queried as to what form these might take. Decking over the IDR was generally understood not to be a viable option, although improvements on a mere footbridge were sought, identifying a green bridge option as a possible compromise.

At odds with questions raised during the Q&A, a groundswell of comment seemed to focus on the breaking up of the block structure, and a redistribution of private (internal block) open space, into the public realm. This needs to be considered in the light of achieving a balance between private and public amenity, but additional (residential) open space was well received as a suggestion for podium levels on top of the Broad Street Mall.

Officer Notes;

Hosier St Interactive Workshop

13th September 2018, 15:00 to 18:30

43 participants (including councillors and council officers) + four facilitators from Urban Place Labs

Conclusions presented from each breakout sessions as follows:

1. Uses and response to context

- Market area should be longer, more active and inviting, perhaps it could be covered? Some asked if this was the best location for a market or should it be moved elsewhere in town.
- Green spaces should be more porous and accessible for members of the public
- Concerns about area underneath the podium. What can be done to make it more open and feel safe?
- How should we best address the barrier of the substation?
- Can we put more public realm on top of the Broad Street Mall for residents of the flats?
- Residents are concerned about the lack of capacity at nearby doctor's surgeries and schools. This needs to be looked at in detail.
- Concerns about a residential mix—do not want to see only one age among residents.
- Is this space a part of the “night-time economy?” If so, there are concerns about security.
- Doubts about the viability of retail, especially with so many businesses struggling already.
- What are the effects of wind and lack of daylight on uses, particularly spillout uses between buildings such as café space?
- Wayfinding should be clear with cohesive signs and gateways to lead members of the public into the space.
- Wayfinding in the carpark is very poor and needs significant improvement.
- Concerns about conflict between cyclists and pedestrians. Can this be “designed out” with a dedicated space for cyclists?
- Concerns that there will be a lack of car parking or too much car parking, more information is needed

2. Townscape, massing and tall buildings

- We need high quality architecture that is distinct and unique to Reading. Architecture should be interesting across all floors of taller buildings.
- Building B2 seems too dominant. Stepping down in height from West “does not work.” We’d like to see views from Baker Street compared with what the view was before the old Civic was demolished.

- Questions about why the blocks have been oriented in such a way. Shouldn't they be oriented from north to south to allow for more light between buildings?
- Concerns that the Hexagon will seem dwarfed and lowered compared with the rest of the development.
- B2 should be moved closer to the centre of the development and step down towards Baker St. Perhaps we should have more blocks, but lower rather than having a few tall buildings. Would like to see something at "neighbourhood scale," perhaps a grid with narrower spaces between buildings and more blocks with lower heights.

3. Landscape and public realm

- Paving must be consistent. Currently it is a patchwork of different materials and in poor condition.
- Would like to see green roofs and walls.
- Play areas for families are needed, as well as areas that are covered.
- How will rainwater be managed? Drainage is important and can provide opportunities for biodiversity.
- Again, we feel that the relationship of the development to the Hexagon is poor. This needs to be carefully managed so that the Hexagon is emphasised and is not dwarfed.
- We would like to see more public green space.
- Is this plan flexible enough? What if retail at ground floor is not viable and is replaced by residential? Have we looked at the impacts of this?
- Footbridge to Baker St should be wider.
- All public outdoor spaces need to be decluttered. We need to rationalise street furniture and make sure it is cohesive, especially at St Mary's Butts.
- We should have amphitheatre seating for informal performances, perhaps outside the Hexagon.
- How can we rearrange bus movements to make St Mary's Butts feel calmer and friendlier to pedestrians? St Mary's Butts seems too wide. Can it be narrowed?
- Edges of St Mary's cemetery should be used to provide seating.
- Widespread support for the decking of the IDR

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE		
DATE:	21 NOVEMBER 2018	AGENDA ITEM:	9
TITLE:	DRAFT ST PETERS CONSERVATION AREA APPRAISAL		
LEAD COUNCILLOR:	COUNCILLOR PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	PLANNING	WARDS:	ALL
LEAD OFFICER:	KIARAN ROUGHAN	TEL:	0118 9374530
JOB TITLE:	PLANNING MANAGER	E-MAIL:	Kieran.roughan@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 The St Peters Conservation Area was designated in 1988 under the Town & Country Planning Act 1971 (as amended) and a full conservation area appraisal was adopted in 2009. Following discussions over the Council's approach to the historic environment, the Council agreed to support the setting up of a Reading Conservation Areas Advisory Committee (CAAC). One of the primary concerns of the CAAC was the long length of time since many conservation area appraisals had been prepared and adopted. According to best practice appraisals should be updated every 5-10 years and many of these appraisals are now in need of review. It was subsequently agreed that the CAAC would lead on reviews of conservation area appraisals in consultation with local communities.
- 1.2 The St Peters Conservation Area appraisal is the first review to be completed. This report seeks approval of the Draft St Peters Conservation Area Appraisal. Committee is asked to approve the revised appraisal for adoption.
- 1.3 Public consultation took place between 11 July and 14 September 2018. Appendix 1 contains a summary of comments received, as well as a response from the CAAC/CADRA with support from the Council. Appendix 2 contains a final draft.

2. RECOMMENDED ACTION

- 2.1 That the Draft St Peters Conservation Area Appraisal be approved.**
- 2.2 That the Head of Planning, Development and Regulatory Services be authorised to make any minor amendments necessary to the Draft St Peters Conservation Area Appraisal in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, prior to final publication.**

3. POLICY CONTEXT

- 3.1 Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and the National Planning Policy Framework impose a duty on local planning authorities to review their existing conservation areas and designate as conservation areas any ‘special areas of architectural or historic interest’.**
- 3.2 Although not required by law, Historic England recommends that Conservation Area Appraisals are reviewed and updated regularly, every five to ten years. Conservation Area Appraisals are material considerations in the determination of relevant planning applications, and can form a key piece of evidence for the preparation of planning policy.**

4. THE PROPOSED ALTERATIONS

(a) Current Position

- 4.1 The original appraisal was prepared in 1987. It confirmed that the properties in this area were of sufficient character to merit being a conservation area. The Council approved the designation in 1988. In 2007, an extension to the boundary to include St Peters Avenue was considered and rejected. The most recent appraisal was completed in 2009 by consultants at Cirencester Conservation Studio.**
- 4.2 The existing boundaries of the conservation area (along with the now proposed boundary extension) are provided in the draft in Appendix 2. The proposed boundary changes have not been changed as a result of the consultation.**

(b) Proposed Option

- 4.3 The consultation has resulted in a recommendation that the extended boundaries of the Conservation Area be adopted to incorporate the Church Street Junction, Bridge Street and Caversham Bridge. The boundary adjustment aims to include the group of listed buildings at the junction of Church Road and Church Street which form the original core of the village of**

Caversham and which provide historically significant views upon entering Caversham. Caversham Bridge itself is central to the appreciation and significance of the history and character and appearance of the Conservation Area. The bridge includes Art Deco detailing with purpose-designed viewing places for pedestrians. There are several unlisted buildings of townscape merit within the proposed extension to the Conservation Area. These include three early 20th Century bank buildings at the Church Road and Church Street junction, the Crown Public House and the Priory Avenue Surgery, as well a pair of Victorian brick semis with original shopfronts (No 9 and 11) opposite the Griffin Public House.

- 4.4 Minor Extensions to the boundary along St Peters Hill and Church Road are also proposed, which seek to include the pavement on the far side of the road. On St Peters Hill, the extension includes trees which are important to views upward toward the curve of the hill. On Church Road the extension encompasses recently removed large trees in order to emphasise their replacement in order to screen adjacent modern apartments.
- 4.5 Consultation on the document was undertaken during July to September 2018 resulted in 63 representations made by organisations and individuals. Of these:
- 55 individuals expressed their support for the updated Appraisal, including the extension of the boundary;
 - 5 organisations reviewed the appraisal and decided that it was not necessary to comment;
 - 1 individual supported the update itself, but opposed the inclusion of the Bridge Street corridor; and
 - 2 representations suggested changes be made to the document before adoption.

A summary of these representations along with a response from the CAAC/CADRA and the Council are included at Appendix 1. There are no substantive changes to the draft Conservation Area Appraisal.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 Adoption of an updated appraisal and boundary extension will contribute to achieving the Council's priorities set out in the Corporate Plan through the protection and management of heritage assets that will contribute to "Keeping the town clean, safe, green and active" and "Providing infrastructure to support the economy". This updated appraisal with amended boundaries would ensure that the historical and architectural character is preserved and enhanced. It would also ensure that future development is appropriate to the character of the area and that development would not have a detrimental and therefore unsustainable impact.

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 The Council's consultation process for planning policy, as set out in the adopted Statement of Community Involvement (SCI, adopted March 2014), is that the widest and most intensive community involvement should take place at the earliest possible stage, to allow the community a genuine chance to influence the document. Although the SCI deals mainly with development plan documents, the general principles are useful for documents such as a Conservation Area Appraisal. Community involvement exercises have been undertaken by the Conservation Area Advisory Committee and the Caversham and District Residents Association as part of undertaking the review. Details of community involvement and the consultations in 2016 and 2017 are set out in pages 39-44 (Appendix 1 & 2) of the appraisal document. These included:

- a guided walk around the area in July 2016, during which some 28 attendees were able to ask questions and give feedback for the review;
- initial conclusions and the proposed extensions shared at the St Peter's Church Fete in July 2017;
- another walk of the area held over Heritage Open Days 2017 which again included opportunity for comment; and
- local businesses affected by the proposed extension being leafleted.

6.2 A formal consultation led by the Council began in mid-July and lasted for a period of eight weeks (to allow for the summer holiday period) until mid-September. The draft St Peters Conservation Area Appraisal was made available online and in the Caversham Library and members of CADRA held a drop-in event at a local community fete to gather comments. Responses received are summarised in Appendix 1 and a final version of the document is in Appendix 2.

7. EQUALITY ASSESSMENT

7.1 It is not expected that there will be any significant adverse impacts on specific groups due to race, gender, disability, sexual orientation, age or religious belief. An equality scoping assessment was included in the July SEPT Committee report.

8. LEGAL IMPLICATIONS

8.1 The proposed extension to the conservation area, once agreed, will benefit from the controls set out within the Planning (Listed Buildings and Conservation Areas) Act 1990. The legislation would control the demolition of buildings as well as ensure a closer control over new development in the area.

8.2 The following would apply:

- (a) In the exercise of planning powers the Secretary of State and planning authorities are under a duty to pay special attention to the desirability of preserving and enhancing the character or appearance of the area;
- (b) the demolition of certain buildings now requires specific Conservation Area consent;
- (c) “Permitted Development” rights are more restricted in Conservation Areas, and Article 4 Directions restricting “permitted development” rights in Conservation Areas do not (as is the case elsewhere) have to be referred to the Secretary of State for consent;
- (d) more controls exist in relation to works to any trees, not necessarily just TPO trees;
- (e) more exacting standards of advertisement control should be applied to advertisements in the Conservation Area, so long as the authorities are sensitive to the needs of businesses within the Conservation Area;
- (f) development proposals within conservation areas should either make a positive contribution to the preservation of the character or appearance of the area, or leave the character or appearance unharmed.

9 FINANCIAL IMPLICATIONS

- 9.1 Existing budgets are sufficient for the publication of the final documents and to notify occupiers affected.

Value for Money (VFM)

- 9.5 The preparation of an updated appraisal will ensure that developments are appropriate to the area, that significant effects are mitigated and that there are no harmful effects to the historic environment within the Conservation Area. Production of an updated appraisal is in line with best practice, therefore represents good value for money.

Risk Assessment

- 9.6 There are no direct financial risks associated with the report.

BACKGROUND PAPERS

- National Planning Policy Framework
- Planning Guidance - Conserving and Enhancing the Historic Environment
- Section 69, Planning (Listed Buildings and Conservation Areas) Act 1990.

APPENDIX 1: SUMMARY OF REPRESENTATIONS RECEIVED DURING THE CONSULTATION

Representative	Summary of representation	CADRA/CAAC/ Council response
Canal & River Trust	The Canal & River Trust have considered the content of the document and have no comments to make at this time.	Noted.
Environment Agency	The consultation request falls outside of our remit and we have no further comments to make.	Noted.
Phil Gill	<p>My comments are only concerning the principle of extending the conservation area. I appreciate the benefits of the CA in protecting the historic environment, but this must be balance against the needs for development and improvement.</p> <p>The proposed extension to encompass Area C (the junction area) appears logical as the buildings there are good quality and are well-related to one another and to the rest of the CA. While I do not agree that it is necessary in principle to extend the CA, if there is such a desire then this area appears to be a sensible extension.</p> <p>I disagree with the incorporation of Area D (the Bridge St corridor). This area is a hotchpotch of buildings that, together or individually, contribute little to the Caversham centre and are of a different character to the rest of the CA. The block of the west side of Bridge St is of particular poor quality and largely unsuitable for occupancy. The inclusion of this area would detract from the rest of the CA. What Area D does offer is the opportunity for redevelopment to provide housing and business space, a high quality gateway to Caversham. Extension of the boundary may prevent this from happening.</p>	<p>This option was carefully considered when determining the proposed boundary extension. Arguments supporting the inclusion of Bridge St and Caversham Bridge are outlined throughout the document. The importance of Bridge Street as the visual corridor linking Caversham with the river outweighs the poor treatment of some of its buildings, which nevertheless have a consistent scale and style. Views from the bridge are central to the CA. Designation will help to prevent further deterioration. Gap sites within this area would greatly benefit from sympathetic redevelopment.</p>
Hermes Property Unit Trust	It is now proposed to designate the Church Rd and Church St area, despite the 2009 appraisal noting that this area was felt not to consistently contribute to the setting of the Conservation Area. Despite this earlier position, having reviewed the analysis contained in the draft, we do not wish to make comments on the proposed extension	While we recognise the value of improvements to St Martin's Centre, we do not believe a more detailed assessment of sites adjoining the CA

	<p>at this time. There is one area, however, where we feel the assessment and guidance contained in the draft could be amplified; namely, an enhanced articulation of the contribution made by the wider townscape setting to the significance of the CA in accordance with Historic Environment Good Practice Advice in Planning Note 3 (Second Edition): The Setting of Heritage Assets (2017). We agree that the setting of the CA is most sensitive (and contributes most strongly to the asset’s significance) towards the western end, particularly river views and the heavily-wooded ridge above the Thames. Views from Caversham Bridge especially contribute to the CA’s significance. By contrast, areas to the east of the CA are more variable in character. This area contains late 20th-century elements that do not positively contribute to the CA. The nearby post-1945 development, located to the east of the proposed CA, including St Martin’s Centre, is unrelated to the historic character or appearance of the CA. Moreover, planning permission has been granted to redevelop the Site, recognising that there is an opportunity to enhance the quality of the CA’s setting. In order to minimise ambiguity, clear identification of the relative contribution of elements in the CA’s setting in the appraisal would be of assistance. We request confirmation in the adopted appraisal that St Martin’s Centre in its current condition does not contribute positively to significance of the St Peters CA. This is inferred but not specifically stated. We suggest that paragraph 7.6 confirms that development within the setting of a CA can have a beneficial, neutral or adverse impact on its heritage significance and that all proposals should be informed by a proportionate understanding of the character or appearance of the CA. Paragraphs 5.2 and 7 should be revised to reflect more clearly, on a proportionate basis, the relative contribution made by the different elements of the townscape setting to the significance of the CA.</p>	<p>would make the appraisal more effective. Change proposed to add <i>“Care should be taken in respect of the height, massing and detailing of future development adjoining the Conservation Area.”</i></p>
Highways England	<p>We would be concerned with proposals that have the potential to impact the safe and efficient operation of the strategic road network, in this case the M4. We have</p>	<p>Noted.</p>

	reviewed this consultation and its supporting documentation and have no comments.	
Historic England	Our specialist staff have considered the information and we do not wish to offer any comments at this time. Applications should be determined in accordance with national and local policy guidance, and on the basis of your expert conservation advice.	Noted.
Natural England	Natural England does not have any specific comments on this conservation area appraisal.	Noted.
Bob O'Neill	May I ask if this extension is proposed to also cover the highest listed building in Reading, the Grade I listed Barn at Chazey Court at the end of the Warren? As you are aware, this building is on the At Risk register and has been treated appallingly by Reading's conservation and enforcement team who have failed for a decade to enforce important repair orders on the owners. They have also failed to consult properly with the listing agents to ensure that urgent action is taken.	While we recognise the poor state of the building and the urgent need for repairs, the Chazey Barn is approximately 1 mile from the western boundary of the CA and is outside of the scope for the appraisal.
Transport for London	TfL has no comments to make on the updated conservation area appraisal.	Noted.
A Costellot Abdul H Khan Alan Pennington Amanda Jan-Janin Andrea Warner Anna Beasley Anna Stevens Barbara Stuckey C Brown C Holvbowicz C M Rothwell Chris Greenway Clair Dreven Cllr Karen Rowland D Holvbowicz D J Holvobowicz D M G Pearce David Kenny David Moore David Nicholls David Tansley Deborah Ashton Diana Jones Elizabeth Dodsworth Elizabeth Killick Gabriel Freeman Glenn Rothwell	I wish to express my support for the updated St Peters Conservation Area Appraisal including the boundary extension.	Noted.

H Lambert Jane Eyre Jennifer Hermon Jessica Hottinger John Boucher John Brennen John Hodges Justine Pearce Lindsey McConnell Louise Tansley M G Pemble M Hermon M Jan-Janin Marie Irene Howard Mark Hiner Michael Smith Paul Dye Paul Freeman Peter Jones Rachel Kelliwell S J Bennett Severine Wilken Susan Alexander Susan Spires T A & P J Handford Thea Green V Jones		
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READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT PLANNING AND TRANSPORT COMMITTEE		
DATE:	21 NOVEMBER 2018	AGENDA ITEM:	10
TITLE:	DRAFT PALMER PARK DEVELOPMENT FRAMEWORK		
LEAD COUNCILLOR:	COUNCILLOR PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	PLANNING	WARDS:	PARK
LEAD OFFICER:	GIORGIO FRAMALICCO	TEL:	0118 9373604
JOB TITLE:	HEAD OF PLANNING, DEVELOPMENT AND REGULATORY SERVICES	E-MAIL:	giorgio.framalicco@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 This report seeks approval of the draft Palmer Park Development Framework for public consultation.
- 1.2 The framework refers to the land within the area of Palmer Park defined by the railway line, London Road, St Bartholomews Road, Wokingham Road and Palmer Park Avenue. It was decided that a draft framework should be produced to provide a blue print for the future enhancement of the park incorporating the Council's ambition to provide a new swimming pool as part of the formal leisure offer. The draft framework has been produced by the Council (with the assistance of an urban design consultancy). Subject to approval by Committee, the draft framework will be published and will be the subject of a formal consultation exercise.

2. Recommended Action

- 2.1 That the Draft Palmer Park Development Framework (Appendix 3) be approved for community involvement.

2.2 That the Head of Planning, Development and Regulatory Services be authorised to make any minor amendments necessary to the Framework in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, prior to the start of community involvement on the draft document.

Appendix 1 - Extent of Palmer Park Framework Area

Appendix 2 - Equalities Impact Assessment

Appendix 3 - Draft Palmer Park Development Framework

3. BACKGROUND

- 3.1 Palmer Park is an important green space serving East Reading's neighbourhoods as amenity and recreational space. The athletics stadium and velodrome have, as sporting venues, more regional and county wide importance. The park also serves as a location for local events such as fun fairs, circus and charity fundraising events.
- 3.2 The park was initially 21 acres from land donated to the town by the renowned biscuit company, Huntley and Palmers, in 1889. In 1891 it was extended to cover 49 acres, and fully opened in November of that year. It was designed by the architect William Ravenscroft.
- 3.3 Whilst the park has a number of well used facilities (the Stadium, Bowling Club and sports pitches), there are a number of underused facilities and spaces, particularly in the central zone. These have the potential to become attractive, vibrant spaces and successful facilities.
- 3.4 Planning policy for the future development of the area is provided in the current Local Development Framework and the emerging Reading Local Plan (Submission Draft Local Plan - approved by Committee in November 2017).
- 3.5 The Council's current Local Development Framework includes policies related to the loss of open space (Core Strategy Policy CS28), as does the emerging draft Local Plan, which recently went through examination. Draft Local Plan Policy EN7Ed deals with Palmer Park:

ER1j - PALMER PARK STADIUM AREA

Additional leisure development for a new swimming pool.

Development should:

- Demonstrate that car parking to be lost can be replaced on or off-site, or is no longer required;*
- Ensure that there is no adverse impacts on the use of the park and its sport and leisure facilities;*

- *Ensure that there is no adverse impact on the listed monument and its setting;*
- *Take account of potential archaeological significance; and*
- *Retain public rights of way across the site.*

Site size: 3.08 ha Approximately 1,000 sq m pool

- 3.6 The emerging Local Plan for Reading refers to the aspiration to update and improve Reading's indoor sports provision with the potential to:
- re-provide the Arthur Hill Swimming Pool at Palmer Park Stadium;
 - re-provide the Central Swimming Pool within the town centre catchment;
 - refurbish/extend Meadway; and,
 - refurbish other indoor sports centres to provide activities reflecting modern needs and demands.

It is expected that these facilities would support increased activity and various health initiatives.

- 3.7 The emerging planning policy provides a very broad basis for considering the future development of a site within the park. However a detailed framework would provide an opportunity to consider the park as a whole, taking into account the historic and community interest in the park and providing a 'whole park' vision. In addition to Policy ER1j (above) the emerging plan has relevant policies related to the local green space and public open space (EN7) and other relevant development management policies such as those related to design, parking, etc.

4.0 DEVELOPMENT FRAMEWORK

(a) Current Position

- 4.1 While any development in the park would be governed by existing and emerging local plan policies, these are very high level and offer limited advice on how the park should be comprehensively developed in the future.
- 4.2 There is a need to ensure that the development of a pool at the park is seen in the context of the wider character of its surroundings; officers sought to encourage the preparation of a development brief to ensure that effective community engagement can be taken on the vision and that, subject to member approval, a formal brief is adopted for the site to guide future developments.

(b) Proposed Option

- 4.3 A draft development framework for the area has been prepared, with the assistance of Urban Place Labs, an urban design consultancy, in consultation with various parts of the Council including Property, Parks, Highways etc.
- 4.4 While the primary purpose of the framework is to provide a public realm led master plan for the area, showing how a pool could be accommodated on the site, it also provides some context in relation to the history of the park and its value as an important part of local community infrastructure.
- 4.5 The starting point for the framework has been a thorough understanding of the park's context and role and an analysis of the opportunities and constraints of the current park.
- 4.6 The draft framework focuses on key design drivers:
- Retain the character of the northern part of the park
 - Reinstating the heart of the park
 - Strengthening the active centre
 - Confluent paths and re-discovering historic links
 - Consolidating car parking
- 4.7 The draft framework provides options for the development of the proposed pool. Option 1 seeks to attach a new pool to the existing stadium building; Option 2 focuses on the principle of re-using the existing building and attaching the new pool uses onto the front. Both options are considered valid for consultation purposes.
- 4.8 The framework proposes a range of enhancements to the park. Critical to the design is the concept of providing a 'heart' to the park, an improved setting for the George Palmer statue, the provision of reinstated linear pedestrian routes and the proposed new car park area.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 Adoption of the development framework will guide future development of the site in a way that will contribute to achieving the Council's priorities as set out in the Corporate Plan through:
- Keeping Reading's environment clean, green and safe.
 - Promoting great education, leisure and cultural opportunities for people in Reading

- 5.2 This development framework and the subsequent realisation of the proposals set out in the final framework will contribute to a key strategic aim to modernise leisure and cultural facilities and offer facilities to support well-being and health improvements. The proposals also seek to maintain and improve the public realm within the town's parks and open spaces.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 The Council's consultation process for planning policy, as set out in the adopted Statement of Community Involvement (SCI, adopted March 2014), is that the widest community involvement should take place at the earliest possible stage, to allow the community a genuine chance to influence the document.
- 6.2 A formal consultation led by the Council is expected to begin in mid-December and will last for a period of ten weeks (to allow for the Christmas holiday period) until late February. Responses received will be considered in preparing a final draft framework for adoption. The consultation will largely be based around making the document available for comment, although it is also expected to feature an exhibition/drop-in event.

7. EQUALITY ASSESSMENT

- 7.1 The Scoping Assessment included at Appendix 2 identifies that an Equality Impact Assessment (EqIA) is relevant to this framework. The EqIA (also at Appendix 2) identifies that there are positive impacts for the protected characteristic of disability, as defined in the Equality Act, because any development would look to improve, where required, access for people with disabilities. It also identifies positive impacts for the protected characteristic of age, as there are principles about appealing to a wide range of people, with particular provision for people with young children. Compliance with the duties under S149 of the Equality Act 2010 can involve treating some persons more favourably than others, but it is not considered that there will be a negative impact on other groups with relevant protected characteristics.

8. LEGAL IMPLICATIONS

- 8.1 There are no direct legal implications arising from the report. The framework will be published as a Supplementary Planning Document under the Planning Acts. It will be subject to statutory consultation and a requirement to take account of representations. It will be adopted by the Council and will hold weight in the determination of planning applications for any development that occurs at Palmer Park and can be used to seek external funding should opportunities arise.

9 FINANCIAL IMPLICATIONS

- 9.1 The framework has been prepared within the resources of the Planning Section.
- 9.2 Consultation exercises can be resource intensive and there are limited funds to undertake such exercises. The Council's consultation process is based mainly on electronic communication, which helps to minimise resource costs. Other more intensive forms of consultation or community involvement will be investigated as part of this consultation but can only be undertaken where resources are available.
- 9.3 The proposals set out in the framework require significant funds to fully realise, including the significant investment required to deliver a new pool facility. The Framework is a planning document to guide development; while funding could come from a number of sources including the Council, it is anticipated that a clear, adopted masterplan for the park would be helpful in seeking external funding should sources become available in the future.

Value for Money (VFM)

- 9.3 The preparation of a framework will ensure that future development proposals are appropriately guided and that significant effects are mitigated and that harmful effects are minimised. Production of a Supplementary Planning Document for Palmer Park is in line with best practice and therefore represents good value for money.

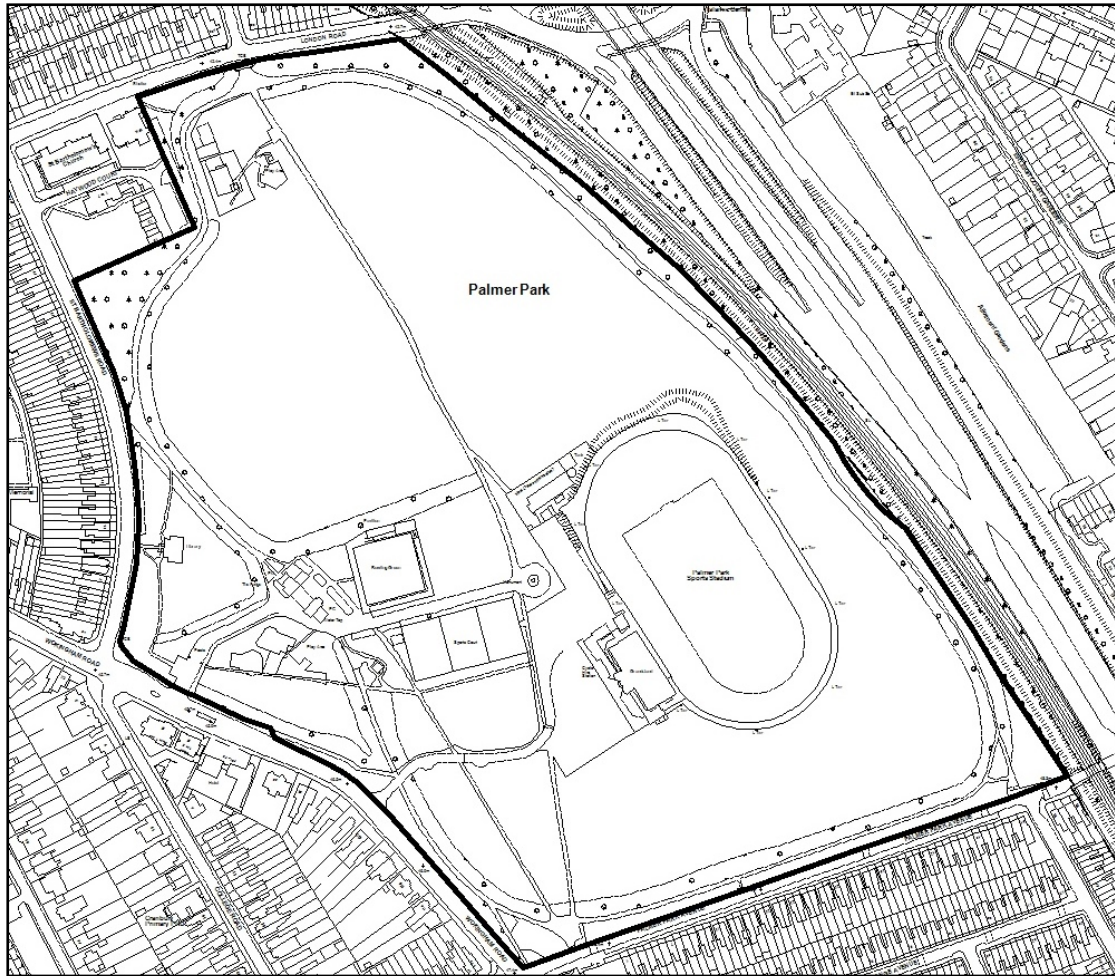
Risk Assessment

- 9.4 There are no direct financial risks associated with the report.

BACKGROUND PAPERS

- National Planning Policy Framework;
- Reading Borough Core Strategy;
- Draft Reading Borough Local Plan

APPENDIX 1:



Extent of Palmer Park Area

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APPENDIX 2: EQUALITY IMPACT ASSESSMENT

Provide basic details

Name of proposal/activity/policy to be assessed:

Draft Palmer Park Development Framework

Directorate: DENS - Environment and Neighbourhood Services

Service: Planning, Development and Regulatory Services

Name: Giorgio Framalicco

Job Title: Head of Planning, Development and Regulatory Services

Date of assessment: November 18

Scope your proposal

What is the aim of your policy or new service?

To guide the development at and enhancement of Palmer Park

Who will benefit from this proposal and how?

The local community will benefit through the adoption of a framework which indicates how the park might develop subject to funding. The adoption of a clear vision may support bids for external funding. Ultimately the proposal seeks to improve the character of the park and the services and facilities available.

What outcomes will the change achieve and for whom?

The outcome will be to secure a single vision for the park to support future enhancements and developments. Developments in line with the vision are intended to improve the park for the local community and other users.

Who are the main stakeholders and what do they want?

The local community, wider public and community groups, infrastructure providers. The public will want to ensure that any changes to the park are appropriate and improve the offer to the community.

Assess whether an EIA is Relevant

How does your proposal relate to eliminating discrimination; promoting equality of opportunity; promoting good community relations?

Do you have evidence or reason to believe that some (racial, disability, gender, sexuality, age and religious belief) groups may be affected differently than others? (Think about your monitoring information, research, national data/reports etc)

Yes No

Is there already public concern about potentially discriminatory practices/impact or could there be? Think about your complaints, consultation, feedback.

Yes No

If the answer is **Yes** to any of the above you need to do an Equality Impact Assessment.

If **No** you **MUST** complete this statement

An Equality Impact Assessment is not relevant because:

Assess the Impact of the Proposal

Your assessment must include:

- **Consultation**
- **Collection and Assessment of Data**
- **Judgement about whether the impact is negative or positive**

Consultation

Relevant groups/experts	How were/will the views of these groups be obtained	Date when contacted
The framework will be subject to public consultation	The consultation will largely be based around making the document available for comment, although it is also expected to feature an exhibition/drop-in event. Responses received will be considered in preparing a final draft framework for adoption.	A formal consultation is expected to begin in mid-December and will last for a period of ten weeks until late February.

Collect and Assess your Data

Describe how could this proposal impact on Racial groups

No impact.

Is there a negative impact? Yes No Not sure

Describe how could this proposal impact on Gender/transgender (cover pregnancy and maternity, marriage)

No impact.

Is there a negative impact? Yes No Not sure

Describe how could this proposal impact on Disability
Any development at the park will need to ensure appropriate access for all.
Is there a negative impact? Yes No Not sure

Describe how could this proposal impact on Sexual orientation (cover civil partnership)
No impact.
Is there a negative impact? Yes No Not sure

Describe how could this proposal impact on Age
The improvements to the park seek to ensure that the park appeals to all ages including families with young children.
Is there a negative impact? Yes No Not sure

Describe how could this proposal impact on Religious belief?
No impact.
Is there a negative impact? Yes No Not sure

Make a Decision

Tick which applies

1. **No negative impact identified** Go to sign off
2. **Negative impact identified but there is a justifiable reason**

You must give due regard or weight but this does not necessarily mean that the equality duty overrides other clearly conflicting statutory duties that you must comply with.
Reason
3. **Negative impact identified or uncertain**

What action will you take to eliminate or reduce the impact? Set out your actions and timescale?

How will you monitor for adverse impact in the future?
Outcomes of the proposed consultation will be reported to Committee when seeking to formally adopted the framework.

Signed (completing officer) Giorgio Framallicco Date: November 2018
Signed (Lead Officer) Giorgio Framallicco Date: November 2018

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE		
DATE:	21 NOVEMBER 2018	AGENDA ITEM:	11
TITLE:	LOCAL PLAN EXAMINATION		
LEAD COUNCILLOR:	COUNCILLOR PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	PLANNING	WARDS:	ALL
LEAD OFFICER:	MARK WORRINGHAM	TEL:	0118 9373337
JOB TITLE:	PLANNING POLICY TEAM LEADER	E-MAIL:	mark.worringham@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 The Council is replacing its existing development plans (the Core Strategy, Reading Central Area Action Plan and Sites and Detailed Policies Document) with a new single Local Plan to set out how Reading will develop up to 2036. Three consultations have been undertaken on this Local Plan between 2016 and 2018. The Local Plan was submitted to the Secretary of State on 29th March 2018, which marks the beginning of a public examination held by an independent Planning Inspector.
- 1.2 This report updates Committee on the progress with the Local Plan examination, which included public hearings that closed on 5th October. The Inspector has requested, and received, additional information from the Council and other participants, and is in the process of considering which modifications will be needed to make sure that the plan is 'sound' and legally compliant. Once this is known, consultation on these modifications will be required before a final inspector's report can be issued.

2. RECOMMENDED ACTION

- 2.1 That the progress on the public examination into the Reading Borough Local Plan be noted.

3. POLICY CONTEXT

- 3.1 The Local Plan sets out the planning policies for an area and is the main consideration in deciding planning applications. The existing local plan for Reading, previously referred to as the Local Development Framework, currently consists of three documents - the Core Strategy (adopted 2008, amended 2015), Reading Central Area Action Plan (RCAAP, adopted 2009) and Sites and Detailed Policies Document (adopted 2012, amended 2015).
- 3.2 Various changes have meant the need to review the Local Plan. In particular, the publication of the National Planning Policy Framework (NPPF) in 2012 has meant significant changes, in particular the need for local planning authorities to identify their 'objectively assessed development needs' and provide for them. The need to review the local plan as a single, comprehensive document was identified in a Local Development Scheme, which is the programme for producing planning policy documents, the latest version of which was agreed by this Committee on 23rd November 2016 (Minute 15 refers).

4. THE PROPOSAL

(a) Current Position

- 4.1 The first stage of preparing the Local Plan was consultation on Issues and Options. An Issues and Options for the Local Plan document was approved by this Committee on 24th November 2015 (Minute 22 refers), and consultation was carried out between January and March 2016. The second stage was production of a full Draft Local Plan and Proposals Map for consultation. The Drafts were approved by this Committee on 4th April 2017 (Minute 26 refers), and consultation was carried out during May and June 2017. The third stage was a Pre-Submission Draft Local Plan and Proposals Map, which was approved by this Committee on 22nd November 2017 (Minute 14 refers), and consultation on which was carried out between November 2017 and January 2018.
- 4.2 The Council received 193 written responses to the Pre-Submission Draft Local Plan (although one of these was a petition with 142 signatures). The responses that were received were in general quite detailed, and a total of 583 individual comments were made. A full Statement of Consultation on the Pre-Submission Draft Local Plan is on the Council's website¹, but in summary, the following issues were raised:
- Generally, there was support for trying to accommodate the need for 671 homes per annum from the development industry. Adjoining authorities noted the position regarding the expected unmet needs.

¹ http://www.reading.gov.uk/media/8684/LP006-Statement-of-Consultation-on-PreSubmission-Draft-Local-Plan/pdf/LP006_Statement_of_Consultation_on_PreSubmission_Draft_Local_Plan.pdf

- Many individuals expressed support for encouraging higher density growth in the town centre, while some individuals expressed concern about the number of flats planned and the need for more family housing, as well as affordability concerns.
- Many developers requested more flexibility, particularly with regard to energy efficiency, design and affordable housing. Additionally, some developers considered the requirement of employment development to mitigate impacts on housing to be onerous.
- A number of developers supported the Council's inclusion of a Private Rental Sector policy in order to encourage build-to-rent properties, but many disagreed with the specific approach taken and recommended changes.
- Many individuals expressed concern about the impacts of new development on existing infrastructure, citing traffic congestion, limited school places and crowded GP surgeries, particularly in the north of Reading.
- In terms of sites allocated for development, the sites that generated the largest volume of responses (most opposing development), were
 - Land at Kentwood Hill (WR3s) and Land at Armour Hill (WR3t)
 - Part of Reading Golf Course at Kidmore End Rd (CA1b)
 - Potential Traveller Transit Site at Cow Lane (WR4)²
- Many developers and landowners who had put forward sites earlier in the process responded with support.
- Some individuals expressed concerns about the impacts of tall buildings on the character of the town.
- Some landowners and developers advocated other sites located just outside Reading's boundary, around Grazeley in Wokingham Borough and around the edges of Caversham and Emmer Green in South Oxfordshire District, as potential sites to help meet Reading's housing need.
- Numerous individuals and community groups expressed strong support for retention and improvement of existing open spaces. A number of responses were in relation to identification of sites as Local Green Space. The site most frequently mentioned was Mapledurham Playing Field.

² The Council recommended during the examination process that the Cow Lane site be withdrawn, in line with the decision of Policy Committee on 11th June 2018 (Minute 9 refers). The removal of this site is therefore expected to be one of the Inspector's 'main modifications' discussed in paragraph 4.13 to 4.15.

- There were a number of detailed technical comments on the environmental policies from respondents such as the Environment Agency and Natural England.
 - Historic England, community groups and individuals were pleased with the greater emphasis placed on heritage within the Local Plan.
- 4.3 After consultation on the Pre-Submission Draft Local Plan, the Council made a number of minor changes to the plan that did not alter the policy direction (see the Schedule of Minor Changes on the Council's website³), as agreed by this committee on 22nd November 2017 (Minute 14 refers), and submitted the Local Plan to the Secretary of State on 29th March 2018.
- 4.4 Submission of a Local Plan document marks the beginning of a public examination, during which an independent Inspector considers whether the plan is sound, legally compliant and fulfils the duty to co-operate. The Planning Inspector appointed to examine the Local Plan was Louise Gibbons, who set the programme, procedure and main issues for the examination.
- 4.5 The main focus of the examination was a set of public hearings held between 25th September and 5th October 2018 in the Town Hall, in which Council officers and those invited to take part spoke to discuss the soundness and legal compliance of the plan. Those invited to speak generally consisted of those who had made representations on the Pre-Submission Draft Local Plan, but the Inspector had discretion to invite others to participate, and used this discretion in one case (see paragraphs 4.11 and 4.12 below).
- 4.6 There are a number of documents associated with the examination on the Council's website⁴, including lists of topics, agendas and hearing statements from participants.
- 4.7 The hearings have now closed. The outcome of the examination will not be known until the Inspector produces her final report. However, the Inspector said on the final day of the hearings that she does not expect to produce an 'interim report'. An 'interim report' is generally produced where the Inspector considers that there are fundamental soundness issues with a Plan, and therefore this statement was positive. However, the Inspector asked for a variety of additional information to be submitted.
- Additional information*
- 4.8 The Inspector requested a number of additional pieces of information or actions from the Council and other participants in response to issues that arose during the hearings, and gave a deadline of 9th November for their

³ http://www.reading.gov.uk/media/8660/LP008-Schedule-of-Minor-Changes-prior-to-Submission/pdf/LP008_Schedule_of_Minor_Changes_prior_to_Submission.pdf

⁴ www.reading.gov.uk/localplanexamination

production. A full list of the information requested is on the Council's website⁵. There are three areas in particular worthy of highlighting.

- 4.9 Firstly, the Inspector was not clear how the requirement to assess the effect that policies would have on development viability has been taken into account, particularly for policies H4 on build to rent developments and H5 on standards for new housing regarding internal space, energy and water efficiency, and accessibility. Therefore, the Council, in conjunction with its viability consultant, produced additional detail on how these matters have been taken into account.
- 4.10 Secondly, the Inspector asked the Council to produce a Statement of Common Ground with the University of Reading. The University had a number of objections to the Local Plan, and attended many of the hearing sessions. In particular, in one of their hearing statements the University stated that the intention was to increase student numbers by 31%, i.e. an extra 5,000 to 6,000 students, by 2028. This intention had not previously been articulated to the Council, and would clearly have very significant implications, not only in terms of student accommodation, but also on a whole range of issues. Officers set out their strong concerns about this level of growth. The Inspector requested the Statement of Common Ground to set out both parties' positions on this, and a range of other matters including minor wording changes, whether or not there was agreement. This Statement was completed and is available on the Council's website⁶.
- 4.11 Finally, there was significant discussion around the proposed allocation of Part of Reading Golf Club at Kidmore End Lane (site CA1b in the Local Plan). The Local Plan allocation identified two holes on the golf course for development for 90-130 dwellings and a new clubhouse, which was the Golf Club's initial proposal to secure the financial future of the club. However, Reading Golf Club (RGC) has recently agreed to work with a developer, Wates, to bring forward proposals for the entire golf course, which also extends into South Oxfordshire. RGC did not make a formal comment on the Local Plan, and were not therefore expected to participate in the hearings. However, as the hearings began, RGC wrote to the Inspector asking to be given a place at the table. The Inspector agreed to this request on the basis that the discussion was limited to the existing allocation in the Local Plan, rather than the emerging proposals from RGC and Wates for the whole area. The particular concern of the Inspector was whether the allocation in the Local Plan was deliverable.
- 4.12 Further to the hearing session, the Inspector asked RGC to provide written evidence regarding the deliverability of the Local Plan allocation and any changes they propose, which would then be circulated for comment by the Council and anyone who responded to this allocation in the Pre-Submission Draft Local Plan. RGC produced a statement which is

⁵ http://www.reading.gov.uk/media/9643/EI013-List-of-Examination-Outstanding-Actions/pdf/EI013_List_of_Examination_Outstanding_Actions.pdf

⁶ To be added once complete

on the Council's website⁷. This was sent out to all those who commented on this site with a deadline of 9th November for responses, and more than 50 responses were received. These are set out on the website⁸, as is the Council's own response to the information⁹.

Main modifications

- 4.13 Once she has considered the additional information that she requested, the Inspector is expected to identify a number of instances where 'main modifications' are required. 'Main modifications' are those changes that affect the direction or interpretation of policy, and therefore require an additional consultation stage. The process is that the Inspector identifies a list of areas where modifications will be required, but that it is for the Council to draft and then consult on these modifications, and then formally request that the Inspector make them. Without these 'main modifications', the Local Plan will not be found 'sound' and/or legally compliant, and cannot be adopted.
- 4.14 The Inspector already highlighted a number of these potential changes during the hearings, so it is clear that this additional consultation stage will be required. This is not unexpected, as 'main modifications' are now regularly required by Inspectors. The Council went through two 'main modifications' stages in 2012 on its Sites and Detailed Policies Document.
- 4.15 The timing of this list of 'main modifications' is in the Inspector's hands, and therefore it is not possible to be precise about when a report can be brought to a committee to request approval to consult on these modifications. It is hoped that these may be available in time to be discussed at Policy Committee on 14th January 2019.

Next steps

- 4.16 A consultation on 'main modifications' will need to last for at least six weeks, and will need to be undertaken in line with the Council's consultation process for planning policy, as set out in the adopted Statement of Community Involvement (adopted March 2014). Following this, the Council will write to the Inspector formally requesting that these modifications, incorporating any amendments as a result of consultation, be made.
- 4.17 The expectation will then be that the Inspector will produce a report on the soundness and legal compliance of the Local Plan, incorporating the main modifications. If the plan is found sound and legally compliant, it can then proceed to adoption. If not, the Council will need to reconsider its approach, and prepare a new version. No timescales have been given for production of the final Inspector's Report at this stage, but for past development plans it has taken around two months after the final

⁷ [http://www.reading.gov.uk/media/9599/EP043-Additional-Information-from-Reading-Golf-Club/pdf/EP043_Additional_Information_from_Reading_Golf_Club_\(1\).pdf](http://www.reading.gov.uk/media/9599/EP043-Additional-Information-from-Reading-Golf-Club/pdf/EP043_Additional_Information_from_Reading_Golf_Club_(1).pdf)

⁸ To be added once complete

⁹ To be added once complete

request for main modifications. This could mean receipt of a final report, and therefore adoption, in Spring 2019.

(b) Option Proposed

4.18 Committee is recommended to note the progress made on the Local Plan examination.

(c) Other Options Considered

4.19 At this stage, there are no alternative options to consider.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The Local Plan, through setting out the way Reading will develop to 2036, will contribute to the following priorities in the Corporate Plan 2018-21:

- Securing the economic success of Reading;
- Improving access to decent housing to meet local needs;
- Keeping Reading's environment clean, green and safe;
- Promoting great education, leisure and cultural opportunities for people in Reading.

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 The Local Plan has been through three community involvement stages. Community involvement on Issues and Options for the Local Plan took place in January, February and March 2016. Consultation on the Draft Local Plan started in May 2017, and on the Pre-Submission Draft Local Plan in November 2017. All consultation phases were carried out in line with the Council's consultation process for planning policy, as set out in the Statement of Community Involvement (adopted March 2014).

6.2 The Planning Inspector is expected to identify a number of 'main modifications' to the Local Plan as a result of the examination process. These modifications require a further six-week period of consultation, which will also be carried out in line with the Statement of Community Involvement. The consultation would be focused on the main modifications only, not the remainder of the Local Plan. A report will need to be brought to a future committee meeting to approve these modifications for consultation, and timescales for doing so will depend on the Inspector's consideration of the additional information set out in paragraphs 4.8 to 4.12.

7. EQUALITY ASSESSMENT

7.1 The Sustainability Appraisal of the Pre-Submission Draft Local Plan incorporates the requirement to carry out a screening stage of an Equality Impact Assessment. A full Sustainability Appraisal that examines the effects of each policy and development site within the plan

was submitted alongside the Local Plan on 29th March 2018¹⁰. It did not identify any significant adverse impacts on specific groups due to race, gender, disability, sexual orientation, age or religious belief.

8. LEGAL IMPLICATIONS

- 8.1 Local plans are produced under the Planning and Compulsory Purchase Act 2004. The process for producing local plans is set out in the Town and Country Planning (Local Planning) (England) Regulations 2012. Regulation 22 sets out the process for submission of Local Plans, including which documents should be published at that stage. Regulations 23, 24 and 25 concern the process for examination of a Local Plan and publication of an Inspector's Report.

9 FINANCIAL IMPLICATIONS

- 9.1 Production of the Local Plan up to examination stage has been carried out within existing planning budgets. The holding of an examination is a significant cost to the Council and the full scale of the cost will only become known once the Inspector's Report has been issued and the Planning Inspectorate provides an invoice. The Council has sought to minimise the length and scope of the examination by seeking to resolve objections before the examination. This cost is expected to fall within the 2018-19 financial year.

Value for Money (VFM)

- 9.2 The preparation of a local plan ensures that developments are appropriate to their area, that significant effects are mitigated, that contributions are made to local infrastructure, and that there are no significant environmental, social and economic effects. Robust policies will also reduce the likelihood of planning by appeal, which can result in the Council losing control over the form of some development, as well as significant financial implications. Production of the local plan, in line with legislation, national policy and best practice, therefore represents good value for money.

Risk Assessment

- 9.3 There are no direct financial risks associated with the report.

BACKGROUND PAPERS

- Planning and Compulsory Purchase Act 2004
- Localism Act 2011
- The Town and Country Planning (Local Planning) (England) Regulations 2012

¹⁰ http://www.reading.gov.uk/media/8050/Sustainability-Appraisal-of-the-PreSubmission-Local-Plan-1117/pdf/Sustainability_Appraisal_of_the_Presubmission_Local_Plan_1117.pdf

- National Planning Policy Framework
- Local Development Scheme 2016
- Submission Draft Local Plan, March 2018
- A wide range of evidence on various matters available on www.reading.gov.uk/localplanexamination

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READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT PLANNING & TRANSPORT COMMITTEE		
DATE:	21 NOVEMBER 2018	AGENDA ITEM:	12
TITLE:	AIR QUALITY UPDATE		
LEAD COUNCILLOR:	COUNCILLOR 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 This report provides an update on air quality matters following the Council's submission of the 'targeted feasibility study' to Government.
- 1.2 The report also provides an update on the following other air quality related projects that the Council have recently completed, or are in the process of delivering.
 - Vehicle Idling
 - Electric Vehicle Charge Points in residential streets with no off street parking - 'Go Electric Reading'
 - Electrify Reading
- 1.3 Following the outcome of the Targeted Feasibility Study it is proposed to update the Council's Air Quality Action Plan (AQAP).

2. RECOMMENDED ACTION

- 2.1 That the committee notes the actions taken.
- 2.2 That the committee notes the proposal to review the Air Quality Action Plan.
- 2.3 That the committee agrees to the proposal to bid for funding to commission a Low Emissions Strategy

3. POLICY CONTEXT

- 3.1 The Government, via a Ministerial Direction, required Reading and 32 other 'third wave' councils to complete a Targeted Feasibility Study, considering all options to identify additional measures that could bring forward compliance with Nitrogen Dioxide (NO₂) limits on specific roads which it had identified as soon as possible.
- 3.2 At the start of the process the Government's modelling indicated three road links with a projected exceedance of the annual mean NO₂ limit. The three links were sections of the A329 (IDR section of Caversham Road before Vastern Road roundabout).
- 3.3 The Council had local monitoring data that indicated that there were other road links with exceedances. This additional data was also put forward for consideration in the study.
- 3.4 When this additional data was considered, four additional road links were projected to exceed the annual mean NO₂ limit value after 2019 if no further measures were taken:
- Friar Street projected to be compliant in 2021
 - London Road projected to be compliant in 2022
 - Kings Road/Wokingham Road projected to be compliant in 2022
 - Chatham Street projected to be compliant in 2022
 - Caversham Road projected to be compliant in 2019
 - Oxford Road/ Grovelands Road projected to be compliant in 2019
- 3.5 Following this the Council were required to produce a long list of measures that could bring forward compliance and then form a short list of measures considered to be the most realistically achievable in the timeframe given as well as having a quantifiable impact. The shortlist came up with four viable options. It is important to stress that the shortlist of measures had to be realistically delivered by 2019 and reduce emissions to a point where the roads impacted were compliant with the limit values. The following measures were shortlisted based on computer modelling:
- A. Traffic management scheme at Cow Lane Junction. An extensive re-routing scheme to remove traffic from the A329 due for completion in early 2019. This is expected to reduce emissions on the target links of the A329.
- B. Low emission buses: 50% of the bus fleet in Reading is Euro 6. This measure would increase that to 100% Euro VI buses. Euro standards are a classification of emissions from the tailpipe of a vehicle, Euro 1 being the worst and currently Euro 6 the best.

- C. Low emission taxis: 8% of the taxi fleet are Euro 6 with the most vehicles being Euro 4 (46%). This measure included three options:
- i). All taxi to be Euro 6
 - ii). All taxi to be Electric
 - iii). Combined i) and ii) above.
- 3.6 No measures were able to bring forward compliance at Caversham Road and Census ID 6924 due to the short timescales involved. For the other road links, bus retrofit was identified as being the most effective single measure able to bring forward compliance.
- 3.7 Following a detailed submission, the Government has directed Reading Borough Council to implement the bus retrofit as soon as possible and at the latest, in time to bring forward compliance with the dates set out in 3.8 below.
- 3.8 The scheme is estimated to involve retrofitting up to 137 buses to Euro 6 standard. It is estimated that this can be implemented by the end of 2019. The local modelling sets out that bus retrofit could have the following impact:
- Bring forward compliance on Friar Street from 2021 to 2019.
 - Bring forward compliance on London Road from 2022 to 2021.
 - Bring forward compliance on Kings Road/Wokingham Road from 2022 to 2020.
 - Bring forward compliance on Chatham Street from 2022 to 2021.
- 3.9 Reading buses have been informed of the scheme, and officers are currently working with Reading Buses to complete the recently published application forms to access funding.
- 3.10 Although retrofitting buses was the most effective single measure achievable in the timescale, the modelling showed that upgrading all taxis to electric also improved air quality and speeded up compliance in some locations. Officers will continue to explore ways to facilitate this.
- 3.11 Unfortunately, due to the short time scales set by the Government, no measures can be implemented to bring forward compliance along Caversham Road and around the Oxford Road/ Grovelands Road junction.

4. VEHICLE IDLING

- 4.1 The powers adopted under the Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002 to issue fixed penalty notices (FPNs), can only be used after a driver has been warned.
- 4.2 Licensing officers have been speaking to taxi drivers on the rank over the last 18 months bringing the need to reduce idling to their attention and asking

drivers to switch their engines off. In addition to this in June this year a letter was sent to all Hackney Carriage Taxi Drivers by the Lead Member for Strategic Environment & Transport. The letter reiterated the issue to drivers and warned them that drivers found to be idling at the ranks without reasonable excuse would be subject to fixed penalty notices. To date no FPN has been issued.

- 4.3 Sixty no idling signs have been put up at idling hotspots around the borough such as the taxi ranks outside Reading Train Station, Garrard Street and on Friar Street, as well as outside schools that have requested them after being contacted by the Council.
- 4.4 In 2018, officers have run 3 idling action events. One event was held in the town hall and town centre. The other 2 were held in schools, EP Collier and The Heights.
- 4.5 During the events volunteers (members of the public, or at the schools some of the pupils) were trained about vehicle idling. The volunteers were then paired up and sent out to speak to drivers about idling. Leaflets on idling and air quality themed snakes and ladders games which could be played at home with family to raise awareness about the issue were given out.
- 4.6 Officers will continue to use proactive measures as detailed above to encourage compliance with no idling law, but ultimately enforcement in line with our approved policy may be required.

5. GO ELECTRIC READING

- 5.1 Go Electric Reading is a Department for Environment, Food and Rural Affairs (DEFRA) funded project run by the Council to look at providing electric car charging for people living in homes without a drive.
- 5.2 The charge points will be installed using the existing supply to street furniture such as lamp columns along these streets to enable residents to charge their vehicles.
- 5.3 Defra awarded the Council £100,000 to carry out the project following a successful bid application.
- 5.4 A street survey has identified 2547 lamp columns in the areas of interest. 450 of these are at the front of the pavement and suitable for installation of electric vehicle charge points. The other 2097 lamp columns are located at the rear of the foot way and would therefore require the installation of a bollard, or pillar at the roadside.
- 5.5 A residents' survey is currently being carried out to gauge where there is most demand for the charge points to be installed. These locations will be prioritised. The survey is currently live and can be seen at: www.reading.gov.uk/goelectricsurvey
- 5.6 The branding 'Go Electric Reading' was created for the purposes of this project. This has been added to leaflets and posters that have been left at public buildings such as libraries and leisure centres as well as car

show rooms. A press release and a web page containing additional information on electric vehicles have been published.

- 5.7 An expression of interest has recently been published to test market interest for installing the EV charge points. The response to this will aid the decision as to whether a formal procurement process will be required.

6. ELECTRIFY READING

- 6.1 In the New Year, Electric Blue are scheduled to carry out a campaign raising the awareness with the residential and business community about the benefits of electric vehicles in Reading and encourage local support for having electric taxis.
- 6.2 Electric Blue will contact businesses within Reading to raise awareness and see if they will pledge their support to the campaign. Businesses supporting the campaign would have their logos added to a campaign website.
- 6.3 The campaign will demonstrate support from businesses for EVs to convince local taxi drivers of the benefits of converting to EVs.
- 6.4 The campaign will work to raise awareness and encourage everyone to book electric taxis over conventional combustion engine run vehicles.
- 6.5 Electric Blue will support Reading's Taxi Fleets, by providing local taxi drivers with the opportunity to try out the new electric, zero emission Dynamo taxi and creating a business case showing why they should 'go electric'.
- 6.6 The campaign is already being run in Watford. An example of the campaign website for Watford can be found by following the below link: <http://www.electrify.taxi/watford/>
- 6.7 The campaign is free of charge to the Council. The campaign is simply to raise awareness and does not endorse Electric Blue over any other company to provide products or services.
- 6.8 As a company providing EV related products and services Electric Blue are likely to benefit from any increase in demand for EVs, but this would also be true of other companies providing similar services.

7. AIR QUALITY ACTION PLAN

- 7.1 Following the outcome of the Targeted Feasibility Study it is proposed to update the Council's Air Quality Action Plan (AQAP) to reflect the findings.
- 7.2 The AQMA has been declared over the centre of Reading and the main roads in and out, some of which do not exceed air quality targets. The modelling work carried out as part of the Feasibility study identified several road links of particular concern. It may be possible to tailor some measures within an updated action plan to those specific areas.

- 7.3 Buses were identified as having the single biggest impact on air quality along the road links of concern. The feasibility study will result in funding to retrofit all the buses using these road links with emissions systems to bring them up to EURO 6 standard.
- 7.4 Taxis were also identified as having an impact on air quality. Their impact is not being addressed through the outcome of the feasibility study, therefore it is proposed to add appropriate actions to the AQAP to address pollution from this source.
- 7.5 New measures to address the impact from smoke from open fires and wood burners are likely to be included in the Government's new Air Quality Strategy. Depending on the details of this, it is proposed to add appropriate actions to help control pollution from chimneys.
- 7.6 In July 2018 the Council's Policy Committee considered a report outlining the proposals for a new transport plan. Central to Reading's new Local Transport Plan will be a new Car Parking and Air Quality Management Strategy which would be based on up-to-date information on commuter travel and parking in the borough, and the impact on congestion and pollution levels in the town. Initial feasibility studies are being completed to inform the plan and include a Workplace Parking Levy which would largely follow the model already in operation in Nottingham; a Clean Air Zone / Low Emission Zone; road charging and a package of complementary measures which could include traffic management, access restrictions, park and ride, Mass Rapid Transit and bus priority, public transport information, ticketing improvements and walking and cycling improvements. It is critical that the plan delivers significant future air quality improvements for the Borough
- 7.7 It is also proposed to review the possibility of producing a Low Emissions Strategy which would help to provide better integration of transport, air quality, planning, public health, sustainability and other relevant Council departments and drive policy thinking. It is proposed to put in a bid for one of DEFRA's Air Quality Grants in order to fund this.

8. NATIONAL POLICY CHANGES

- 8.1 The Government is due to publish the final version of a new Clean Air Strategy by the end of the year.
- 8.2 Following a recent call for evidence on 'domestic burning of house coal, smokeless coal, manufactured solid fuels and wet wood,' the strategy is expected to include actions to improve smoke control powers in the Clean Air Act.

9. CONTRIBUTION TO STRATEGIC AIMS

- 9.1 The 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:
- Keeping Reading's environment town clean, green and safe;

10. COMMUNITY ENGAGEMENT AND INFORMATION

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

11.0 EQUALITY IMPACT ASSESSMENT

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

12.0 LEGAL IMPLICATIONS

12.1 The Government made a Ministerial Direction on 5 October 2018 under the Environment Act 1995 (Implementation of Measures for Nitrogen Dioxide Compliance) Air Quality Direction 2018 requiring that Reading delivers a bus retrofit programme.

13.0 FINANCIAL IMPLICATIONS

13.1 The projects detailed in the report are all grant funded, limiting revenue implications to the Council. The bus retrofitting bid and subsequent grant is fully funded and does not require match funding. The Low Emission Strategy bid is likely to require some match funding and as with previous successful bids this has been delivered through existing resource.

13.2 'Go Electric Reading' has the potential to raise revenue for the Council by taking a small amount of the cost per charge from residents. However, there are also potential cost implications due to the ongoing service and maintenance costs.

13.3 Officers will include criteria during procurement to minimise the risk from service and maintenance costs. Where it is not possible to eliminate future costs, officers will look to balance these against revenue from the use of the charge points.

13.4 The Government announced as part of the Budget 2018 that an additional £20m of funding will be made available to support more local authorities to meet their air quality obligations. Officers are seeking further information from DEFRA on what this funding will cover and how it might be accessed.

14.0 BACKGROUND PAPERS

14.1 Air Quality Plan 2017 - SEPT Committee November 2017

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READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE		
DATE:	NOVEMBER 2018	AGENDA ITEM:	13
TITLE:	ANNUAL CARBON FOOTPRINT REPORT, 2017/18		
LEAD COUNCILLOR:	CLLR PAGE	PORTFOLIO:	Strategic Environment, Planning and Transport
SERVICE:	SUSTAINABILITY	WARDS:	ALL
LEAD OFFICER:	Kirstin Coley	TEL:	x72291
JOB TITLE:	Energy Management Officer	E-MAIL:	Kirstin.coley@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 Reading Borough Council's 'Carbon Plan, 2015-2020' sets out actions to meet a carbon emissions target of 50% by 2020. In addition a new renewable energy target was set to generate renewable energy equivalent to 15% of total energy consumed.
- 1.2 Reading's Climate Change Strategies 2008 and 2013, set out the ambition to have a low carbon future and for the Council to reduce carbon emissions by 50% by 2020 and to zero by 2050. In 2016, The Council pledged to aim for 100% clean energy in Reading by 2050 (UK100), requiring a step change in energy efficiency and renewable energy deployment across the Borough.
- 1.3 This report shows that in 2017/18, the Council continued to make reductions of carbon emissions, with a 16.1 % reduction in corporate emissions and a 13.1 % reduction in emissions within the wider influence of the Council, against the previous year's levels (2016/17). The 2017/18 carbon footprint for the Council's corporate activities is 53.9 % lower than the baseline emissions in 2008/09, exceeding the 2020 target three years early. The full report can be found in Appendix 1.
- 1.4 The total renewably generated energy in 2017/18 was equivalent to 6.1 % of energy used in buildings. This slow progress has primarily been due to national policy changes but also due to the challenges associated with providing renewable heat. In addition, Reading Transport Ltd continues to invest in its bus fleet to reduce the impact on the environment and improve its efficiency.
- 1.5 It is estimated that the avoided costs to the Council from the reduced energy consumption since 2008 are £7.1m¹, compared to if no action had been taken. In 2017/18 these avoided costs are £1.3m¹. With energy costs set to rise, limiting the Council's exposure to increased energy bills is a priority.
- 1.6 Looking forward, on-going and new initiatives will support further reductions these including investments in energy efficient technologies in buildings programmes such as the town hall, Leisure sites and Bennet Road depot. A coordinated energy awareness and training programme and sustained improvements in data capture and analysis also play an important part. A number of renewable energy and storage

¹ excluding standing charges and other contract charges

technologies will be tested in a new EU match funded project for which RBC is awaiting confirmation of funding.

- 1.7 Appendix 1 to this report provides the full Reading Borough Council: Greenhouse Gas (GHG) Protocol Report 2017-18. This is a technical document which is required to meet the Government's expectations for performance recording.

2. RECOMMENDED ACTION

- 2.1 The Committee notes the continued reduction of carbon emissions for 2017/18, with the emissions from the Council's corporate activities 53.9 % lower than the baseline emissions in 2008/09, exceeding the 2020 target by 3.9% three years ahead of schedule. The emissions from the Council's wider activities (including schools and managed services) being 38.1 % lower than the baseline emissions in 2008/09.
- 2.2 The Committee notes that total renewably generated energy in 2017/18 was equivalent to 4.5 % of the total energy use of the council, or 6.1 % 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, and its forthcoming withdrawal in April 2019.
- 2.3 The Committee continues to support the delivery of the carbon plan by resourcing ongoing investment in low carbon technologies and initiatives to reduce energy costs and the carbon footprint of Council operations subject to budget approvals.

3. POLICY CONTEXT

The current position:

- 3.1 In 2008, following the adoption of the UK Climate Change Act 2008, the first climate change legislation anywhere in the world, the Council launched its climate change strategy, '*Stepping Forward for Climate Change*'. A key commitment in this document was to reduce its carbon footprint by 50% by 2020. The latest Reading Climate Change Strategy 2013-20, '*Reading Means Business on Climate Change*' is a collaborative strategy with business, community and public sector. It invites other organisations to join in a shared ambition to reduce their emissions by 7% per annum. Reading Borough Council's 'Carbon Plan, 2015-2020', was approved in 2015, with a target to reduce the organisation's carbon emissions by 50% against the 2008/9 baseline and generate renewable energy equivalent to 15% of total energy consumed, by 2020.
- 3.2 In 2016, the Council signed a pledge to move to 100% clean energy for Reading by 2050 (UK100). This commitment is consistent with the Council's original strategy, which sets out the aim for the Council to be zero carbon by 2050. The Council are working with the Reading Climate Change Partnership and Reading 2050 to establish a roadmap towards the goal of achieving the aim to become zero carbon by 2050. A new Climate Change Strategy and revised Carbon Plan will be published in 2020/21.
- 3.3 Work by the Council, over the next three years, will be shaped by the newly published corporate plan, *Shaping Reading's Future 2018 - 2021*. Commitment to carbon reduction by the Council continues as a priority through *keeping Reading's*

environment clean, green and safe, against a backdrop of financial challenges such as reductions in Government funding and growing demands on key Council services.

3.4 The Government's latest strategy aimed at delivering the fifth carbon budget and air quality objectives is called the Clean Growth Strategy. It focuses amongst other things on innovation in renewable energy, smart energy systems and low carbon transport. It seeks to link air quality and low carbon growth and will be relevant to how the Council approaches its low carbon and air quality investments going forwards.

3.5 Carbon reduction work in 2017/18 has developed across a broad range of areas, as outlined below;

- In 2008, the Council implemented a government backed scheme called SALIX, which provides a revolving investment fund to invest-to-save in low carbon technologies that reduce the carbon emissions of the authority and the costs associated with energy. By the end of 2017/18 the Council had invested over £1.5m, in almost 90 single or multi-technology projects. There are currently a further 14 Salix projects in progress or development.
- To date the Council has installed over 7,500 solar panels on 40 council, community and school buildings, and 457 houses. These provide renewable electricity to power the buildings and generate income from the Feed in Tariff scheme, which pays for each unit of electricity generated. In 2017/18 the systems generated 1.3MWh of electricity, the equivalent to powering approximately 400 houses with 100% of their electricity needs.
- Over the last six years, significant improvement has been made with automatic metering and data quality. The majority of the council's electricity and gas meters are now Automatic Read Meters (AMR), providing more accurate data and improved billing. An additional 9 electricity meters in 2017/18 were upgraded to be Half-Hourly meters. These meters measure and record electricity consumption every half hour, and this has enabled a more detailed analysis and understanding of electricity use at these sites. Using this data we have significantly improved our understanding of energy used within RBC buildings, which has helped with targeting energy efficiency measures.
- 2017/18 was the third full year of operation of the newly refurbished Civic Offices building. Investments were made in energy efficiency, including LED lighting and controls, energy efficient boilers, refurbishments of Air Handling Units and motors. In addition the Council installed its largest single solar panel system, to date, on the roof of the building. Following the third full year of occupation, the energy used in the refurbished Civic Offices continues to be considerably lower, 62%, than the energy used in the old Civic Offices. Work continues to find further energy and water efficiencies within the building to make additional savings.
- In 2016/17 an awareness raising programme was developed, and 2017/18 was the first full year of the programme. Four awareness raising and training sessions were run for corporate and housing staff, schools business managers and site controllers. In addition regular 'all staff' communications have been distributed to increase general levels of awareness.
- In 2017/18 council staff responded to supplier warnings of higher energy costs at peak electricity demand periods in the winter months, known as TRIAD warnings. By reducing or shifting electricity demand in response to these warnings the council avoided costs of over £14k.
- In 2016 Reading Community Energy Society was launched. An Energy4All cooperative raised share capital from a community share offer and installed 186kWp of solar panels on 10 Council and community buildings. RCES are in the process of developing another share offer which could include some further Council buildings. The energy supplied from these systems in 2017/18 meant a

further increase in clean energy supply in the borough, some of which is supplied directly to Council buildings.

- The commercial water market was de-regulated in April 2017. In 2017 the council's retail water supplier changed from Thames Water to Castle Water. The council has worked over the last 12 months to facilitate this move between suppliers, validate the water assets register and establish a good baseline of water consumption data. This work will now place the organisation in a good position procure a new supplier competitively.
- 3.6 In 2017/18 there has been a 16.14 % reduction in corporate emissions against our 2016/17 levels. When taking into account the gross emissions of the wider influence of the Council, the footprint decreased by 13.11 %. The full report can be found in Appendix 1.
- 3.7 The 2017/18 carbon footprint for the Council's corporate activities is now 53.9% lower than the baseline emissions in 2008/09, meaning the Council has achieved the 2020 50% reduction target three years early.
- 3.8 The total renewably generated energy in 2017/18 was equivalent to 6.1% of the energy used by the Council (excluding fuel for transport). Whilst this falls well below the 2020 target figure of 15%, a more detailed analysis shows that the Council generates the equivalent to 12% its annual electricity demand using renewable technologies. Problems with the Council's biomass plant at Cedar Court and ground source heat pumps at the Avenue Centre in 2017/18 meant that almost no renewable heat was generated this year.
- 3.9 The 2017/18 carbon footprint for the Council's wider activities (including schools and managed services) is 38.1% lower than the baseline emissions in 2008/09. This excludes emissions from Reading Transport Ltd buses and other vehicles.

Looking forward:

- 3.10 Whilst the completion of schemes already mentioned has led to reductions in carbon emissions, further activities are being implemented or planned to continue the reduction of the Council's energy costs and carbon emissions in future years. This is important as, whilst the Council have been very successful in reducing emissions, the costs of energy have risen by more, meaning that our energy costs continue to rise. In addition the Council is committed to reduce its emissions of greenhouse gases and as the Council implements the most cost effective measures, this becomes ever more challenging.
- 3.11 A full street lighting upgrade to LED technology was started in April 2016, in collaboration with two other neighbouring authorities. The upgrade programme was due to be completed over two years, in March 2018. The original 2 year contract period has been extended into a third year and will now be completed by 31st March 2019. The LED upgrades are 90% complete and works to sign lights, bollards and high mast columns are currently being carried out. Significant energy savings and carbon emissions reductions should be realised from this programme. In the final quarter of 2017/18 energy consumption by street lighting was reduced by 42.5%, compared to the same period before the upgrade programme started (2015/16).
- 3.12 Further SALIX investment will be integrated through other property development programmes, such as the Office Accommodation Strategy, the Condition/Compliance programme, and the community hubs programme. This approach brings capital Salix funding to support scheduled building improvements through the most energy efficient technology where possible, and to investigate the opportunities for further energy saving measures whilst building work is planned/taking place. Work is already

planned to upgrade insulation, change lighting to LEDs and improve heating systems in various facilities across the council estate, for example supporting the works planned at the Town Hall, Southcote Youth and Community Centre and 19 Bennet Road.

- 3.13 In 2017 an application was made for EU (ESIF) funds to support some innovative, low carbon projects in the Council's buildings estate. These seek to combine technologies to enable solutions which can offer potentially viable low carbon energy opportunities in the future without additional funding. These include 'whole building' approaches to energy efficiency, solar car parking canopies, solar PV and battery storage and/or electric vehicle charging and vehicle to grid. Renewable heat technologies supported will include ground and water source heat pump technologies.
- 3.14 Work continues to improve the council's energy data capture. Improvements in accuracy and precision of data will aid our understanding of the organisation's energy use and help in targeting work to improve the efficiency of its use and to make reductions through the efficient operation of assets, with a particular focus on understanding and reducing energy use within the organisation's larger buildings.
- 3.15 The renewables target, '15% of total energy used', remains challenging, particularly following the changes to incentive schemes for renewable energy by the government in 2015/16. Business cases for investment in renewable technology are currently less compelling, although opportunities will continue to be investigated to identify the most promising opportunities. Low carbon and renewable technologies such as heat pumps, Combined Heat and Power (CHP) and solar P.V. in combination with battery storage are actively being considered.
- 3.16 Whilst the Council continues to invest in solar PV as a technology, the problem with meeting the 2020 target of 15% of energy supplied by renewables rests almost entirely in finding viable renewable heat alternatives to gas. In 2018 to 2021, the Council is planning to conduct some trials of ground and water source heat pumps, to enable investment into these technologies. Biomass investment is less likely due to the implication for local air quality, although this technology may be suitable for locations that have low levels of fine particulates and nitrogen dioxide.
- 3.17 A coordinated awareness raising programme is in operation which seeks to make all staff aware of energy and carbon, and how their actions can influence it. Initial training sessions were run in 2017/18. Further training sessions and communications are planned and scheduled, with a particular focus on the Council's larger buildings.
- 3.18 In the last year Reading Buses (Reading Transport Ltd) have seen the expansion of the gas compression facility at Great Knollys Street to give 50% more capacity to fast-fuel CNG powered vehicles. The new plant cost approximately £2m (£1.6m of that was covered by a Low Emission Bus Fund grant from the Department for Transport). This expanded facility has allowed Reading Buses to place orders for 5 new CNG double deck buses for Route 33 (the first order for such vehicles in the UK) and subsequently commissioned 17 similar vehicles (with dual doors) for Route 17. All 22 vehicles were deployed between December 2017 and January 2018.
- 3.19 In 2017/18 Electric Vehicle Charging Fast Charge facilities were installed outside the Civic Offices. These were installed alongside a bank of chargers in the basement car park which are available to RBC fleet vehicles. A number of additional EV charging points are planned to be installed at the Bennet Road Depot site, if the EU funded programme goes ahead. The Council will increase its rate of procurement of Electric Vehicles as it installs charging infrastructure. The Council will also actively seek to co-locate electric vehicle charging points with renewable energy generation and or storage facilities to reduce the carbon emissions associated with the electricity consumed by the vehicles.

3.20 The development and use of electric vehicle charging facilities will contribute to both the Council’s commitment to reduce its carbon footprint as well as support air quality improvement initiatives. A report on publically accessible electric charging points is reported elsewhere on the same Committee agenda.

4. THE CARBON FOOTPRINT

4.1 The Council’s carbon emissions for its controlled (corporate) operations in 2017/18 was 9,095 tCO₂, down 16.14 % (1,750 tCO₂) against 2016/17 emissions. Renewably generated electricity, exported to the grid, or sold to third parties was equivalent to 6.1 % of energy consumed, excluding transport fuel.

4.2 The absolute carbon emissions of the organisation’s wider activities, including emissions from schools and managed services, were 17,395 tCO₂ (excluding fuel use from Reading Buses) for 2017/18, down 13.11 % compared to 2016/17 figures.

4.3 The GHG carbon footprint figures for 2017/18 are illustrated in Table 1 below, compared against 2016/17 data.

YEAR	2016/17	2017/18
	tCO ₂	tCO ₂
SCOPE 1 - Corporate		
	4,348	4,395
SCOPE 2 - Corporate		
	5,776	4,135
SCOPE 3		
<i>CORPORATE</i>	721	565
<i>SCHOOLS</i>	6,944	6,447
<i>MANAGED ASSETS/SERVICES</i>	2,229	1,853
GROSS EMISSIONS - Scope 1, 2, 3 - CORPORATE	10,845	9,095
GROSS EMISSIONS - ALL	20,018	17,395
ELECTRICITY EXPORTED/SOLD TO GRID/OTHERS	610	500
NET EMISSIONS - Scope 1, 2, 3 - CORPORATE	10,235	8,595
NET EMISSIONS - ALL	19,409	16,895

Table 1: Reading Borough Council GHG Emissions 2017/18, compared to 2016/17 figures.

4.4 Work on carbon reduction for the Council’s corporate activities is ahead of the reduction target, as illustrated in Figure 1a, below. Figure 1b shows the Council’s wider carbon footprint. The emissions from the wider activity of the Council (including schools and managed services) also have reduced compared to baseline levels. It should be noted that the pupil numbers in Reading’s schools have seen a significant increase, of over 30% since 2008/9. The carbon emissions per pupil across Reading have decreased by over 7% between 2016/17 and 2017/18, going from 0.32tCO₂/pupil to 0.30tCO₂/pupil.

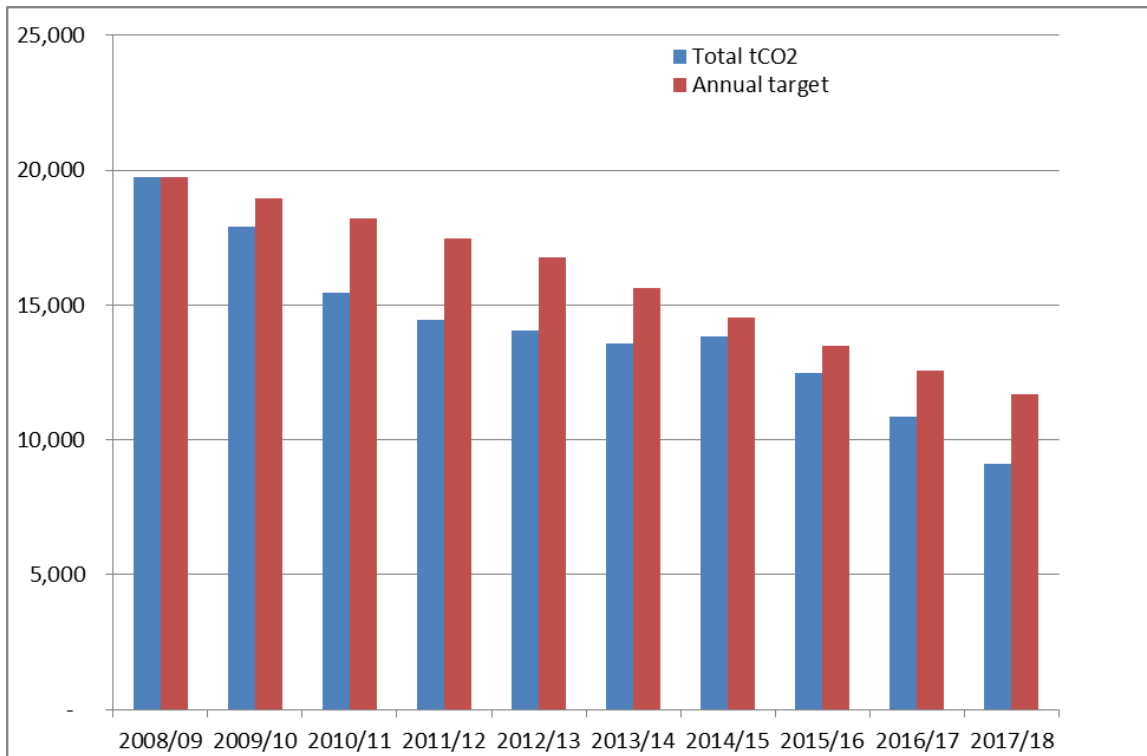


Figure 1 a): Reading Borough Council's corporate GHG emission performance against annual 4% target from the Baseline year (2008/9) through to 2017/18

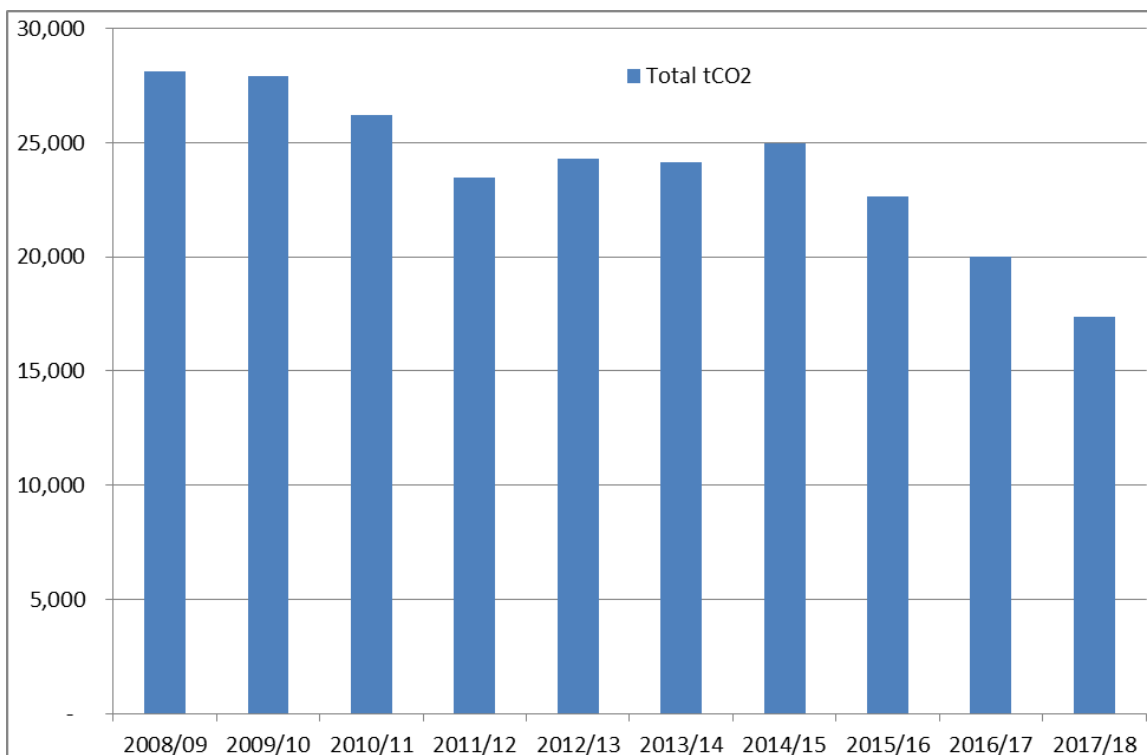


Figure 1 b): Reading Borough Council's wider GHG emission performance, from the Baseline year (2008/9) through to 2017/18 (including schools and managed services)

4.5 Table 2 below provides the annual corporate carbon footprint figures, compared against the target. The 2017/18 carbon footprint is 53.9 % lower than the 2008/09 baseline, exceeding the 2020 target by 3.9% three years early.

- 4.6 The 2017/18 carbon footprint for the Council’s wider activities (including schools and managed services) is 38.1% lower than the baseline emissions in 2008/09, as illustrated in Table 2.

		2008/09	2013/14	2014/15	2015/16	2016/17	2017/18
CORPORATE	Total tCO ₂	19,761	13,584	13,997	12,485	10,845	9,095
	Annual target	19,761	15,609	14,516	13,500	12,556	11,677
SCHOOLS	Total tCO ₂	5,216*	7,778	8,005	7,487	6,944	6,447
MANAGED SERVICES	Total tCO ₂	3,125	2,777	2,959	2,656	2,229	1,853
TOTAL	Total tCO ₂	28,102	24,139	24,961	22,628	20,018	17,395

Table 2: Annual RBC corporate, schools and managed services carbon emissions.* Note: early data from the schools sector was variable in quality and coverage. Data provided was the best available at the time.

- 4.7 Total carbon emissions of the Reading Buses’ fleet have increased slightly in 2017/18, compared to 2016/17. A number of factors within the last year have contributed to this increase. In 2017/18 Reading Transport Ltd has provided a more extensive service across a wider Thames Valley region. The existing fleet have been running on longer distance routes, and doing high-speed work, including motorway running. This type of operation is outside the most efficient working range of the existing fleet’s engines. Additional congestion and roadworks across the borough in 2017/18 resulted in more of the local network operations being stop-start and less steady running. With the expansion of the network range, congestion and roadworks, extra vehicles were required in 2017/18 to meet the service needs. To bridge the gap before newer, more efficient vehicles came into service later in the year, older, less efficient vehicles have been kept operational, which has had an impact on fuel consumption. Despite the marginally higher carbon emissions of the fleet in 2017/18, the CNG vehicles have much lower tailpipe NOx emissions, and hence have been contributing to improving the air quality in Reading. It should also be noted that the majority of fleet growth has been in the CNG buses and whilst the carbon emissions from these are reported through the GHG methodology, these emissions are offset by injection of bio-methane into the gas grid, making them effectively ‘zero carbon’.

	2012/13		2013/14		2015/16		2016/17		2017/18	
FLEET	tCO ₂	kg CO ₂ /km	tCO ₂	kg CO ₂ /km	tCO ₂	kg CO ₂ /km	tCO ₂	kg CO ₂ /km	tCO ₂	kg CO ₂ /km
DIESEL	7,971		6,889		9,203		7,952		8,204	
CNG	451		1,706		2,610		2,599		3,110	
TOTAL	8,422	1.12	8,595	1.11	11,813	1.23	10,551	1.11	11,314	1.28

Table 3: Reading Buses fuel use since the introduction of CNG fuelled vehicles in 2012/13

- 4.8 As set out in the ‘Air Quality’ report to this Committee, following a detailed submission to the Government in relation to measures to bring forward air quality improvements, the Government has directed Reading Borough Council to implement a bus retrofit scheme which would potentially result in a significant number of buses being retrofitted to a Euro 6 standard.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The work on carbon reduction directly contributes to the Council's Corporate Plan priority:

- Keeping Reading's environment clean, green and safe;

5.2 This work also contributes to the sustainable development of Reading, helping to reduce our impact on the environment and reduce costs now, to support Reading for the future.

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 As required by the government Department for Business Energy and Industrial Strategy, the Reading Borough Council Greenhouse Gas (GHG) Report: 2017-18 is published on the Reading Borough Council website.

7. EQUALITY IMPACT ASSESSMENT

7.1 An Equality Impact Assessment (EIA) is not required for the Carbon Footprint report.

8. LEGAL IMPLICATIONS

8.1 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. These include the Energy Performance of Buildings Regulations 2012, Heat Network (Metering and Billing) Regulations 2014 and the Energy Efficiency Regulations 2015.

9. FINANCIAL IMPLICATIONS

9.1 The Council's actions in relation to carbon reduction form a key element of the financial savings programme of the Council. Annual energy bills amount to around £2m. The cost of energy 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. Prices increased by around 20% in 2017/18 against 16/17. The reduced energy consumption of the council is estimated to have avoided costs of around £1.3 m in 2017/18 compared to if no action had been taken. It is estimated that the avoided energy costs to the Council from the reduced energy consumption since 2008 are £7.1m², compared to if no action has been taken.

10. BACKGROUND PAPERS

Environmental Reporting Guidelines: Including mandatory greenhouse gas emissions reporting, June 2013, Department for Environment, Food and Rural Affairs

Reading's Climate Change Strategy 2008-2013. Stepping forward for Climate Change

Reading's Climate Change Strategy 2013-2020; *Reading Means Business on Climate Change*

Reading Borough Council: Carbon Plan, 2015-2020

² excluding costs such as standing charges and other contract charges

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE		
DATE:	21 NOVEMBER 2018	AGENDA ITEM:	14
TITLE:	NATIONAL PRODUCTIVITY INVESTMENT FUND - CATTLE MARKET CAR PARK IMPROVEMENTS		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ABBEY
LEAD OFFICER:	SIMON BEASLEY	TEL:	0118 937 2228
JOB TITLE:	NETWORK & PARKING MANAGER	E-MAIL:	simon.beasley@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to inform The Committee of the intention to invest in Cattle Market car park. This investment will utilise the National Productivity Investment Fund grant already allocated to the Council (by the Department for Transport DfT) in January 2017. The investment will provide for a higher quality facility to meet the demand for parking in the town centre and Reading railway station.
- 1.2 The grant allocated to the Council by the DfT as a part of the National Productivity Investment Fund is £523,000.

2. RECOMMENDED ACTION

- 2.1 That The Committee note the contents of this report.
- 2.2 That scheme and spend approval is granted to improve the Cattle Market car park as detailed in paragraph 4.2.
- 2.3 That the grant secured by the Council from the DfT through the National Productivity Investment Fund in January 2017 is utilised for this project.

3. POLICY CONTEXT

- 3.1 The proposals are in line with Reading Borough Council's Local Transport Plan (LTP3) and current central government and local government policies. The National Productivity Fund is allocated to local highway authorities for the purpose of improvements to promote investment, growth and jobs.

4. BACKGROUND, PROPOSALS AND RECOMMENDATIONS

- 4.1 In January 2017, Reading Borough Council was awarded a £523,000 capital grant from the DfT as a part of the National Productivity Investment Fund. The grant must be used to improve infrastructure to promote investment, growth and jobs within the local authority area.
- 4.2 Officers recommend investing the grant into improving the existing car parking facility at the Cattle Market car park due to its close proximity to Reading Station, the future delivery of Crossrail and the potential to attract further business into the Town. The scheme involves improved drainage, lighting, security and carriageway surfaces to replace the very low quality facility currently offered at the car park.
- 4.3 With investment in providing an improved facility, the car park revenue is expected to increase by a further £100,000 per year. As the National Productivity Fund is a government grant, the revenue benefit through car park sales is achieved immediately.
- 4.4 Subject to detailed design it is hoped that a new pedestrian crossing across the IDR can also be incorporated within the existing traffic signals at the junction of the IDR and Tudor Road. This will improve pedestrian access to the railway station area. Pedestrian facilities already exist at the junction of the IDR and Great Knollys Street for access to the town centre area.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 These proposals contribute to the Council's strategic aim to:
- Safeguarding and protecting those that are most vulnerable
 - Providing the infrastructure to support the economy.
 - Keeping the town clean, safe, green and active.
 - Remaining financially sustainable to deliver these service priorities

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 This project is to improve a currently underused facility that people currently avoid. The project itself does not require specific community engagement but the tariff of the car park is advertised through a public notice procedure. Highway adoption is a statutory process also requiring a public notice.

7. LEGAL IMPLICATIONS

- 7.1 Internal resources will be used as much as possible in delivering this invest to save proposal so there are not expected to be any procurement issues. Specific car park equipment will be procured through our existing car park contracts.
- 7.2 The final car park tariff will be set through the public notice process and any highway adoption will follow the normal statutory procedures.

8. EQUALITY IMPACT ASSESSMENT

- 8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

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

- 8.2 The Council does not consider that the proposals will have a direct impact on any groups with protected characteristics. However, this will be reviewed as a part of the project implementation and assessed throughout as appropriate.

9. FINANCIAL IMPLICATIONS

- 9.1 This proposal uses National Productivity Investment Funding allocated to the council by the DfT to be used for the purpose of attracting investment to generate growth and jobs within Reading. The DfT have confirmed there are no time constraints on using the grant and the grant amount will fully cover the costs of delivering the scheme.

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:	21 NOVEMBER 2018	AGENDA ITEM:	15
TITLE:	WINTER SERVICE PLAN 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 inform the Strategic Environment Planning and Transport Committee of the outputs delivered by the Winter Service Plan 2017/2018.
- 1.2 To inform the Strategic Environment Planning and Transport Committee of the Winter Service Plan review carried out to ensure compliance with the Highways Act 1980 and 'Well-managed Highway Infrastructure: A Code of Practice'.
- 1.3 To inform and seek approval from the Strategic Environment Planning and Transport Committee for the Winter Service Plan 2018/2019.

2. RECOMMENDED ACTION

- 2.1 That the Strategic Environment Planning and Transport Committee note the outputs delivered by the Winter Service Plan 2017/2018.
- 2.2 That the Strategic Environment Planning and Transport Committee note the outcome of the review carried out on the Winter Service Plan to ensure compliance with the Highways Act 1980 and the 'Well-managed Highway Infrastructure: A Code of Practice'.
- 2.3 That the Strategic Environment Planning and Transport Committee note and approve the Winter Service Plan 2018/2019.

3. POLICY CONTEXT

- 3.1 To provide a service to reduce, as far as possible, the effects of adverse weather on the public highway during the winter period.
- 3.2 To provide conditions that are as safe as reasonably practical having regards to financial constraints and our statutory duties.
- 3.3 To secure the most effective use of resources in the delivery of high quality, best value public service.

4. THE PROPOSAL

Review of Winter Service Plan 2017/2018 and Updated Winter Service Plan 2018/2019

- 4.1 This report outlines the review of the Winter Service Plan 2017/2018 and the changes incorporated within the Winter Service Plan 2018/2019, which the Council produce and agree on an annual basis through the Committee process.
- 4.2 The 2017/2018 winter season proved to be cold overall with two severe and prolonged snow events; the latter one in March was referred to as the '*Beast from the East*'.
- 4.3 The contract with Vaisala, for providing the weather forecasting service to the Berkshire Consortium was extended in 2015/16 for two years and therefore the 2017/2018 winter season was the second year of the extension.

The Berkshire Consortium have agreed to extend the contract with Vaisala for a further two year period. The 2018/2019 winter season will be the first year of this further extended period.

- 4.4 The joint arrangement/agreement with Wokingham Borough Council, through their Consultants, Balfour Beatty, for providing the Decision Making Service, (the decision on whether to grit or not, based on the prevailing conditions and forecast information), continued in 2017/2018 and overall provided a good service. Balfour Beatty will continue to provide the decision making service for 2018/2019.

Note: The official/formal winter decision making service, currently provided by Balfour Beatty, operates from 1st November 2018 until 31st March 2019. An informal agreement/service has been provided by Balfour Beatty to Reading Borough Council for the 2018/2019 winter season, since 1st October 2018.

Balfour Beatty's current contract with Wokingham Borough Council ends March 2019. Wokingham Borough Council will confirm arrangements in place for providing an informal winter decision making service in April 2019, should this be required.

- 4.5 During the severe and prolonged snow events, particularly the one in March 2018, the 'Duty Officer resource' was, at times, stretched. This was attributed to the fact that there were only two Balfour Beatty staff covering the rota for the winter season on an alternate weekly basis, which proved demanding.

At the 'Winter Maintenance Review/Pre-Season Meeting' in September 2018, the Duty Officer Rota was discussed with Wokingham Borough Council and Balfour Beatty. Balfour Beatty agreed that a reserve/standby Duty Officer would also be added to the rota for the 2018/2019 winter season to assist/support during any prolonged severe weather events.

- 4.6 The Winter Service Plan 2017/2018 provided a robust service for the duration of the winter period with minimal disruption to the primary and secondary road network during the 'normal' winter weather. Inevitably there was some unavoidable disruption to the road network during the two snow events, but the Winter Maintenance Contractor coped well considering the severity of the weather at the time.

- 4.7 The availability of salt for the Council's Winter Maintenance Contractor to maintain salt stock levels during the 2017/2018 winter season was achieved for the majority of the winter period, except towards the end of March 2018, at the time of the '*Beast from the East*', when there was some pressure on salt delivery. This ultimately did not affect the delivery of the winter service in Reading.

- 4.8 A review of the Winter Service Plan 2017/2018 has been undertaken. The main points, including updates for the Winter Service Plan 2018/2019, are summarised below:

- It had been proposed to remove all Council grit bins from the public highway network as part of a package of budget savings for 2018/2019. This budget saving was identified some time ago, prior to the implementation of the 'Well-managed Highway Infrastructure: A Code of Practice' in October 2018. The emphasis is now on a 'risk based approach' for the delivery of a winter maintenance service. Looking again at the grit bin saving offered up and after assessing the 'risk' to the Council in removing all 47 grit bins, Officers considered that the risk in removing them was not acceptable under the new Code of Practice. Over the years the number of grit bins for use on the public highway network in the Borough has reduced considerably, down to 47 which have all scored highly using the Council's 'Grit Bin Risk Assessment Proforma'.
- The Council has also negotiated a reduced rate for the supply of the grit bins with the Winter Maintenance Contractor as part of the mitigation of the required savings.

- The contractual salt stock held by the Council's contractor will continue to be 750 Tonnes throughout the 2018/2019 winter service period, all of which is stored by the contractor at their Aldermaston site, (under sheeting cover).
- Agreement was reached with the Winter Service Contractor to purchase the 600 Tonnes of salt owned by Reading Borough Council, which had been held in reserve for several winter seasons and was of deteriorating quality. The majority was mixed with new / fresh salt and used during the 2017/18 winter season. The Winter Service Contractor will use the remaining stock by the end of the 2018/2019 winter season.
- Confirmation has been obtained from Salt Union (the salt supplier) that there are adequate National salt stocks available to cope with a severe winter season.
- A further review of salt spread rates for the 2017/2018 winter season has been carried out, following discussions at the pre-season meeting with Wokingham Borough Council and Balfour Beatty. It has been agreed that both Borough Councils will continue to use a spread rate of 8g/m² when appropriate/conditions dictate, (standard winter conditions). It was agreed that Reading Borough Council will increase the spread rates from 11g/m² to 15g/m², when conditions dictate, (during prolonged colder conditions), given that the salt is stored outside covered under sheeting. Wokingham Borough Council will increase their spread rate from 11g/m² to 16g/m² during these conditions given that their salt is stored outside but uncovered (not sheeted). This was to ensure that both Councils can guarantee the required minimum spread rates.
- Bus routes continue to be on primary or secondary salting routes. Reading Buses have confirmed two bus route changes:
 - *Marchwood Avenue/Phillimore Road/Tower Close* - No longer a bus route. Action: Removed from Secondary Precautionary Salting Route.
 - *New Lane Hill/Hogarth Avenue* - No longer a bus route. Action: Remains on Secondary Precautionary Salting Route as this route is a link road with gradient between The Meadway and Bath Road.
- Island Road has been added to the Secondary Precautionary Salting route for access to RE3 Waste/ Reclamation Site.
- There are no changes to the Primary Precautionary Salting Route for the 2018/2019 winter season.
- All cross-boundary primary and secondary salting routes correspond with neighbouring Authorities routes.

- When the Snow Plan is activated (during prolonged adverse weather events) footway snow ploughs continue to be available for use in the Town Centre and on primary pedestrian routes such as the Reading / Caversham Bridges and Christchurch Bridge.
- The Town Centre ‘core area’ footways have been treated with ‘urea pellets’ for some years, when snow is predicted to lay for a prolonged period. However, there is now some difficulty in sourcing this product or anything similar. It was further noted that this product had been limited in its effectiveness during the severe/prolonged snow events and, as a result, was supplemented with traditional grit/salt to help treat the Town Centre footways, which proved to be more effective. Traditional grit/salt will therefore continue to be used on The Town Centre footways, when snow is predicted to lay for a prolonged period, until such time that perhaps a suitable alternative proprietary product can be sourced. The Town Centre footways are listed in Appendix E of the 2018/2019 Winter Service Plan and shown on a plan ‘Town Centre Winter Maintenance - Treated Footway Areas 2018/2019’ (Drawing Number RBC/WM/001) which forms part of this Appendix.
- The Council’s advice for cyclists using the Borough’s public highway network during the winter season has been reviewed, including the Council’s Network Management Team and the wording updated accordingly. Section 7 ‘Footways and Cycleways’ (paragraph 7.5) in the 2018/2019 Winter Service Plan refers:

‘You can continue to cycle in winter but dress appropriately, use mudguards and lights, consider your tyres (the wider the better) and commuting by bike can be comfortable and efficient. It is important that you make your own safety assessment particularly during periods of prolonged hazardous conditions, (refer to Council’s Snow Plan). The Council does not precautionary grit / salt shared footways and remote cycleways when frost, ice or prolonged hazardous conditions are forecast, with the exception of shared carriageway / cycleway routes on the primary and secondary salting network. Being part of the carriageway, shared carriageway/cycleway routes on the primary and secondary precautionary salting route networks will be salted by default in accordance with the Winter Service Plan.

Should individuals make the decision to cycle during hazardous winter conditions the Council recommend that they take the necessary precautionary measures for the prevailing conditions’.

- 4.9 Following the review of the 2017/2018 Winter Service Plan, Transport and Streetcare Services have produced the 2018/2019 Winter Service Plan.
- 4.10 The updated 2018/2019 Winter Service Plan and map showing the primary/secondary routes and grit bin locations is available as a background paper.

4.11 The plan showing the Town Centre footways to be treated, when snow is predicted to lay for a prolonged period, is available as a background paper (Drawing No. RBC/WM/001 refers).

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The Winter Service Plan 2018/2019 will contribute to the Council's Corporate Plan 2018-21 objectives of:

- Securing the economic success of Reading
- Keeping Reading's environment clean, green and safe
- Ensuring the Council is fit for the future

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 The Winter Service Plan 2018/2019, (including the Winter Salting Routes 2018/2019 map and the Town Centre Winter Maintenance - Treated Footway Areas 2018/2019 map), is produced and made available on the Reading Borough Council Website outlining the Council's decision making process. This is subject to review annually taking into account comments from the public, media, Government and Councillors.

6.2 Salting decision/action updates are available on social media via Twitter.

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 Winter Service Plan 2018/2019 includes minor updates/amendments as required in readiness for the coming winter season. 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 The Borough Council, as Highway Authority, has a duty under the Highways Act 1980 Section 41 (1A) to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.

9. FINANCIAL IMPLICATIONS

- 9.1 The cost of winter maintenance is fully funded from the Transport and Streetcare Revenue Budget.

10. BACKGROUND PAPERS

- 10.1 Winter Service Plan 2018/2019.
- 10.2 Winter Salting Routes 2018/2019.
- 10.3 Town Centre Winter Maintenance - Treated Footway Areas 2018/2019.
- 10.4 Grit Bin Evaluation Sheet of current 47 No. approved grit bin locations.
- 10.5 Press Release regarding retention of 47 No. approved grit bins - 15th October 2018.
- 10.6 Winter Service Plan 2017/2018 - Strategic Environment Planning and Transport Committee - 22nd November 2017

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READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT PLANNING & TRANSPORT COMMITTEE		
DATE:	21 NOVEMBER 2018	AGENDA ITEM:	16
TITLE:	HIGHWAY MAINTENANCE POLICY UPDATE		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT PLANNING & TRANSPORT
SERVICE:	TRANSPORTATION & 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 This report updates Members on the Highway Policies approved at Strategic Environment Planning & Transport Committee in April 2017.
- 1.2 This report seeks approval for the proposed changes to the 'A' Board Policy.
- 1.3 This report seeks approval to proceed with a trial 'Short Frontage Agreement' for vehicle crossings where the minimum 4.8m depth requirement cannot be met.

2. RECOMMENDED ACTION

- 2.1 That the Committee approve the proposed changes to the 'A' Board Policy set out in 4.5.
- 2.2 That the Committee approve a one-year trial 'Short Frontage Agreement' for vehicle crossings, and to bring a report back to Committee on the findings of the trial, as set out in 4.6.

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. THE PROPOSAL

- 4.1 The Council has a Highway Maintenance Policy document which amalgamated several stand-alone Highway Maintenance Policies and Working Practices.
- 4.2 The Council is committed to meeting legislative requirements and guidance in respect of the public realm and highway maintenance standards. Responsibility for maintaining these standards rests with the Council, in its capacity as the Local Highway Authority, but affects everyone living, working and visiting the Borough.
- 4.3 Section 41 of the Highways Act 1980 places a duty on Reading Borough Council as Local Highway Authority to maintain public highway land, so far as reasonably practicable.
- 4.4 The duty extends to include applications and issuing licences for the following on the public highway, under the Highways Act 1980:

LICENCE	HIGHWAYS ACT 1980 SECTION
4.4.1 Advertising ('A' Boards)	Section 115E (Appendix 1)
4.4.2 Vehicle Crossings	Section 184 (Appendix 2)
4.4.3 Disabled Bays	Section 115
4.4.4 Access Protection Markings	Section 115
4.4.5 Placing of skips	Section 139
4.4.6 Excavate and store materials	Section 171
4.4.7 Oversail the Highway	Section 177
4.4.8 Hoarding & Scaffold	Sections 169 & 172
4.4.9 Private Sewers	Section 50
4.4.10 Private Structures	Section 115
4.4.11 Planting	Section 142
4.4.12 Obstructions	Sections 143 & 149
4.4.13 Cranes	Section 178

- 4.5 'A' Board advertising on the public highway (Amended).

4.5.1 Current position

A policy to control 'A' Boards on the public highway was adopted in April 2017. Applications have been considered and assessed in accordance with the policy requirements/conditions and licences have been issued accordingly.

The 'A' Board Policy has been working with measured success since its introduction in April 2017, however, some minor issues have arisen which warrant consideration.

- 4.5.2 A situation has arisen where for example a Reading Borough Council (RBC) Department has held an event or when a Member of Parliament and /or Local Ward Councillor holds periodic surgeries and uses of an 'A' Board on the public highway.

The proposal is to waive the cost of the application fee for all Council Departments and Political organisations. Each RBC Department will still need to apply for the 'A' Board licence and Councillor Services will apply on behalf of the Political Parties.

For Community, Church & Charity Organisations it is proposed that they will still need to apply for the licence and pay the application fee, but will not then be charged for the annual renewal cost.

- 4.5.3 Clarification on number of 'A' Boards

There are some applicants whose business property fronts on to different roads, in this instance they can have more than one 'A' Board, but would need to make separate applications for each location.

- 4.5.4 The revised 'A' Board Policy is attached in Appendix 1.

4.6 Vehicle Crossings

4.6.1 Current Position

The Vehicle Crossing Policy was adopted in April 2017. Applications have been considered and assessed in accordance with the policy requirements /conditions and licences have been issued accordingly.

The ~~Vehicle Crossing~~-Policy has been working with measured success since its introduction in April 2017, however, some minor issues have arisen which warrant consideration.

4.6.2 The Proposal

A review has been carried out of the vehicle crossing criteria/requirements and it should be noted that there is specific reference to Council maintained grass verge areas and where such areas would be affected by a vehicle crossing application. The loss of sizeable areas of grass verge (permeable surface/natural soakaway) within the highway domain can have implications with drainage, potentially aggravating highway drainage issues. In addition, the loss of grass verge/green open space areas can have a considerable negative visual impact on the local environment and street scene. The loss of

such amenity is considered unacceptable and, for this reason alone, a vehicle crossing application will be refused. Where there is just a small area of grass verge affected by an application, this will be identified through the assessment process and dealt with accordingly, as specified in the criteria/requirements of the Vehicle Crossing Policy.

4.6.3 Some confusion on actual size/extent of loss of grass verge area has arisen and the following clarification is provided:

Loss of grass verge area up to 8m² is acceptable

Loss of grass verge area between 8m² and 15m² is acceptable, however, will require the use of permeable materials to reduce the impact of surfacing a verge area. It should be noted that these vehicle crossings are more expensive to construct.

4.6.4 Short Frontage Agreements

The vehicle crossing criteria includes for a minimum 4.8m depth of property frontage to ensure that the vehicle can park perpendicular to the boundary and not overhang the public highway.

There are numerous historic examples across the Borough where this minimum depth was not achieved, but a vehicle crossing installed. The assumption is that they were approved at a time when the obstruction of the public highway was not included in the approval process and presumably met the Council's criteria in place at that time. The Council continues to receive applications which are refused because the 4.8m depth criteria cannot be met.

The Council has carried out a benchmarking exercise and found that three London Borough Councils employ the use of 'Short Frontage Agreements', which reduces the minimum depth criteria to either 4.3m or 4.1m depth. The Agreement contains conditions to ensure that the vehicle is contained within the property frontage and an actionable outcome should the property break the conditions and overhang / obstruct the public highway.

The Council proposes to carry out a one-year trial of 'Short Frontage Agreements' for vehicle crossings where the minimum 4.8m depth requirement cannot be met. The minimum property frontage depth will be reduced to 4.3m with a requirement for the applicant to prove that they can safely park a vehicle wholly within their property and not overhang the public highway causing an obstruction.

Failure to comply will result in the vehicle crossing being removed and all costs recovered from the property owner.

The Vehicle Crossing Policy is shown in Appendix 2.

4.7 The remaining items listed in 4.4 (4.4.3 to 4.4.13) are generally working well and no changes proposed at this time.

4.8 An annual review of these Highway Policies will be carried out and brought back to this Committee at a future date.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The Highway Maintenance Policy will contribute to the Council's Corporate 2018-21 objectives of:

- Securing the economic success of Reading
- Keeping Reading's environment clean, green and safe
- Ensuring the Council is fit for the future priorities

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 The Highway Maintenance Policy and Appendices 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 Council's existing Highway Maintenance Policies and Working Practices are amalgamated into a single Highway Maintenance Policy document. 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 The principal legislation covering the Highway Maintenance Policy is contained within the Highways Act 1980.

9. FINANCIAL IMPLICATIONS

9.1 There are no financial implications to the Council associated with this report. All operational costs associated with the Highway Maintenance Policy are contained within the existing fully funded Revenue Budgets.

9.2 The Council regularly reviews its Fees & Charges which will include the Licences issued in relation to this Highway Maintenance Policy, as listed in Section 4.4 of this report.

10. BACKGROUND PAPERS

10.1 Highways Act 1980

10.2 Strategic Environment Planning & Transport Report 'Highway Maintenance Policy' 4th April 2017

11. APPENDICES

11.1 Advertising ('A' Boards) (Appendix 1)

11.2 Vehicle Crossings (Appendix 2)

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT PLANNING & TRANSPORT COMMITTEE		
DATE:	21 NOVEMBER 2018	AGENDA ITEM: 17	
TITLE:	HIGHWAY MAINTENANCE CODE OF PRACTICE & HIGHWAY ASSET MANAGEMENT UPDATE		
LEAD COUNCILLOR:	COUNCILLOR A PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT BOROUGH WIDE
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 the progress of the implementation of the 'Well Managed Highway Infrastructure: A Code of Practice'.
- 1.2 To report the progress of Highway Asset Management programme.
- 1.3 To clarify the tolerance between highway safety inspection frequencies.

2. RECOMMENDED ACTION

- 2.1 That the Committee notes the progress made on the 'Well Managed Highway Infrastructure: A Code of Practice'.
- 2.2 That the Committee notes the progress of the Highway Asset Management programme.
- 2.3 That the Committee approves the clarification of the tolerance for the highway safety inspection regime frequency.

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 Local Authority to decide their own levels of maintenance and inspection regimes based on what they consider to be acceptable levels of risk.

5. THE PROPOSAL

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

- 5.1 Full implementation of all 36 recommendations within 2 years was unrealistic given the resources the Council has available.
- 5.2 The Council, following advice from the Insurance Industry, has been concentrating on key recommendations that we have been advised should be prioritised to ensure highway safety compliance. These prioritised recommendations are:
 - 1. Consistency with other Authorities (recommendation 5)
 - 2. Risked based approach (recommendation 7)
 - 3. Competencies and training (recommendation 15)

Recommendation 5 - Consistency with other Authorities

- 5.3 Discussions between the Berkshire Local Authorities regarding consistency of approach regarding defect definitions, investigatory levels and inspection frequency have taken place. The six Berkshire Local Authorities Highway Managers meet on a regular basis and are working towards meeting recommendation 5 where appropriate. It is noted that each Local Authority

will have their own view on what is appropriate for their area, therefore finding common ground will be a challenge.

Recommendation 7 - Risk based approach

5.4 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.

5.5 The Council clarified what an investigatory level defect is at this Committee on 19th March 2018 as follows:

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

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

The Council has been working towards introducing a category for highway defects below the investigatory levels stated above. The reason for this is that whilst a defect might not require immediate action it is still a symptom of carriageway deterioration. By noting these defects it will help us to have a better understanding of the state of the roads and therefore plan maintenance more effectively. The new categories will mean that defects that are below investigatory level will be recorded as 'Programmed Works' unless they are below a lower cut off level in which case they will not be recorded. The clarification of these new categories will be approved by the Highway Asset Management Board and brought back this Committee in the near future.

Recommendation 15 - Competencies and training

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

5.7 Given the need to have a risk based approach to Highway Maintenance, the Neighbourhood Officers have completed and are undergoing further 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. A form of 'refresher' training will be carried out on an annual basis.

Highway Asset Management Update

- 5.8 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)
- 5.9 The Council has produced a draft updated Highway Maintenance Manual, (HMM), which will be in line with the 'Well-managed Highway Infrastructure: A Code of Practice'. This policy document will be presented to the HAM Board and brought back to this Committee for formal approval.

Asset Management Systems

- 5.10 The Asset Management team have been overseeing the introduction of the Asset Management system. These computer systems will provide a more robust method of recording data, aid the Council in managing Highway Maintenance and improve efficiency of the Highway Teams.
- 5.11 Following the successful introduction of handheld devices used by the Neighbourhood Officers to record defects directly into the Routine Maintenance System (RMS), the Highways & Drainage Operations Manager is now able to assign the defects directly to the works gangs, who have also been issued with the handheld devices, making the whole system fully electronic.
- 5.12 The management of bridges and highways structures has also been moved to the new Asset Management System, which will allow our Term Structural Consultant to carry out inspections via handheld devices.
- 5.13 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.

WAY FORWARD

- 5.14 The Highway Asset Management Team will continue to update the Highway Maintenance Manual (HMM) and incorporate the full 36 recommendations on a priority basis and report progress back to the Highways Asset Management (HAM) Board on a quarterly basis and this Committee on an annual basis.

6 CLARIFICATION OF THE TOLERANCES OF THE HIGHWAY SAFETY INSPECTION FREQUENCY

- 6.1 The Council's current highway safety inspection frequency regime is as follows:

Road Type	Current Frequency
Category A	3 Monthly
Category B & C	6 Monthly
Categories U	Every 18 Months

- 6.2 The Council is proposing to set a tolerance for completing the above inspections to allow some flexibility when inspections cannot be carried out due to illness or leave.
- 6.3 The Council is proposing to allow the following tolerances to inspection times. However, should any of this time be required to complete the affected inspection, then the same amount of time would need to be taken off the next scheduled inspection so that over the 2 consecutive inspection periods the average inspection frequency complies with our stated inspection frequency policy.

Carriageway: Routine Inspection Frequencies			
Carriageway Hierarchy	Inspection Frequency	Inspection Method	Tolerance #
Strategic Route	3 Monthly	Walked	1 Week
Main Distributor	3 Monthly	Walked*	1 Week
Secondary Distributor	6 Monthly	Walked	2 Week
Link Road	18 Months	Walked**	1 Month
Local Access Road	18 Months	Walked	1 Month

* With the exception of the Inner Distribution Road between Great Knollys Street and London Street which is driven because the road is subject to a 40mph and there is no safe walking route on this section.

***With the exception of Burghfield Road between Underwood Road and the Borough Boundary which is driven because the road has no footways, visibility is restricted due to a hump back railway bridge and high level of goods vehicles*

Where an inspection is carried out late but within the tolerance the next inspection shall still be carried out within the frequency interval of the original planned inspection date

7. CONTRIBUTION TO STRATEGIC AIMS

7.1 The Highway Asset Management Policy and Well-managed Highway Infrastructure: A Code of Practice will contribute to the Council's Corporate Plan 2018-21 objectives of:

- Securing the economic success of Reading
- Keeping Reading's environment clean, green and safe
- Ensuring the Council is fit for the future

8. COMMUNITY ENGAGEMENT AND INFORMATION

8.1 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.

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

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 The Highway Asset Management Policy and Well-managed Highway Infrastructure: A Code of Practice is 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.

10. LEGAL IMPLICATIONS

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

11. FINANCIAL IMPLICATIONS

- 11.1 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.

12. BACKGROUND PAPERS

- 12.1 Well-managed Highway Infrastructure: A Code of Practice
- 12.2 HAM Board Governance / Terms of Reference
- 12.3 Highway Asset Management Policy
- 12.4 Draft Highway Maintenance Manual (HMM)

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READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE		
DATE:	21 NOVEMBER 2018	AGENDA ITEM:	18
TITLE:	NATIONAL CYCLE NETWORK ROUTE 422 - PHASE 3		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ABBEY, REDLANDS & PARK
LEAD OFFICER:	EMMA BAKER	TEL:	0118 937 4881
JOB TITLE:	ACTING TRANSPORT PLANNING MANAGER	E-MAIL:	EMMA.BAKER@READING.GOV.UK

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report outlines progress in delivering Phases 1 and 2 of the new National Cycle Network route between Greenwood Road on the Bath Road and Watlington Street on London Road. It also seeks scheme and spend approval for improvements along London Road and Wokingham Road, from Watlington Street to Holmes Road, following feedback submitted earlier this year on the draft Phase 3 designs.
- 1.2 Appendix 1 - Detailed designs for NCN 422 Phase 3
Appendix 2 - Equality Impact Assessment for NCN 422 Phase 3

2. RECOMMENDED ACTION

- 2.1 The Committee notes progress in delivering the National Cycle Network (NCN) 422 scheme.
- 2.2 The Committee grants scheme and spend approval for NCN 422 Phase 3.
- 2.3 That Committee gives delegated authority to the Acting Head of Transportation and Streetcare, in consultation with the Lead Member and Ward Councillors, to proceed with the Phase 3 programme between Culver Road and Green Road (Drawing: NCN422_PH3_GA_022), subject to a review of concerns raised at Traffic Management Sub-Committee.

3. POLICY CONTEXT

- 3.1 The Local Transport Plan (LTP) is a statutory document setting out the Council's transport strategy and policy. Reading Borough Council's third Local Transport Plan (LTP3) for the period 2011-26 was adopted by the Council on 29 March 2011.
- 3.2 The Cycle Strategy 2014: Bridging Gaps, Overcoming Barriers & Promoting Safer Cycling, was adopted by the Council on 19 March 2014 as a sub-strategy to the Local Transport Plan. The strategy includes detailed policies regarding the design principles

for delivering infrastructure and route improvements for cyclists on the public highway, as well as policies to encourage and promote cycling.

- 3.3 The NCN 422 scheme is included within the Council's Corporate Plan 2016-19 and Thames Valley Berkshire LEP's Strategic Economic Plan 2016-21.

4. THE PROPOSAL

- 4.1 National Cycle Network (NCN) Route 422 was granted full funding approval from the Berkshire Local Transport Body in November 2015 to the value of £4.2 million. The cross-Berkshire cycle route between Newbury and Ascot will provide an enhanced £1.3 million east-west cycle facility through Reading, linking to existing cycle routes to the north and south of the borough and directly serving schools and other local facilities/services.
- 4.2 Phase 1 works commenced on-site along Bath Road in January 2017, following approval from Policy Committee. These works extend existing off-carriageway cycle facilities to the west of the borough boundary to Berkley Avenue, through the introduction of widened and resurfaced footways, decluttering, the installation of signing, the construction of raised tables and traffic signal upgrades at Southcote Road and Liebenrood Road. These works are now largely complete however the traffic signal upgrade at Circuit Lane is expected to be complete in November 2018.
- 4.3 Options to widen the footway and strengthen a privately-owned wall, between Greenwood Road and New Lane Hill, are still being considered.
- 4.4 Phase 2 works commenced on-site along Berkley Avenue in January this year, and consist of a mixture of on and off-carriageway facilities linking Bath Road to east Reading via the town centre. Works including the installation of two tiger crossings, imprinting across junctions and crossing improvements are now complete. Outstanding works; including the widening of existing cycle lanes on Berkeley Avenue, a contra-flow cycle facility on Kennet Side and the installation of improved signing in the form of directional signs and those reminding users to 'share with care'; are expected to be complete in Winter 2018,.
- 4.5 The Phase 3 programme will deliver off-carriageway cycle facilities along sections of Wokingham Road, between Eastern Avenue and Wilderness Road (the borough boundary). This will be complemented by improvements to the existing on-carriageway route (local route R30), providing a mixture of routes that will cater for both experienced and less confident cyclists. The route will link to Phase 2 of the NCN 422 route to the west via existing off-carriageway cycle facilities at Cemetery Junction and along London Road, and will also connect to the Wokingham Borough section of the NCN 422 route to the east, once completed. The route will also link to local cycle routes and facilities, including the R20 and R3.
- 4.6 The scheme will be delivered by our in-house Highways team, who will be supported by existing contractors where specialist services are required. The delivery programme will include:
- Entry treatments at junctions including raised tables, imprinting or tighter geometry.
 - Localised footway resurfacing and widening, supported by the installation of shared-use tiles.
 - Decluttering and the relocation of street furniture to maximise the effective width of the footway.
 - Directional and regulatory signs, including official NCN branding.

4.7 The detailed designs for Wokingham Road between Culver Road and Green Road (drawing: NCN422_PH3_GA_022) are currently being reviewed following feedback from Traffic Management Sub-Committee. Subject to the outcome of the review, the delivery programme is likely to include:

- Changes to traffic calming measures including vertical deflections and raised informal pedestrian crossing points through the Wokingham Road local centre.
- Improved crossing facilities east of College Road and west of Pitcroft Avenue, including dedicated cycle facilities.

4.8 The Phase 3 detailed designs are shown in Appendix 1.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The delivery of the new National Cycle Network route - NCN 422 outlined in this report helps to deliver the following Corporate Plan Service Priorities:

- Keeping Reading's environment clean, green and safe

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 Updates on the development of the NCN scheme have, and will continue, to be reported at Traffic Management Sub-Committee, the Cycle Forum and Older People's Working Group.

6.2 The Phase 3 detailed designs have been circulated to Ward Councillors, the Cycle Forum and Older People's Working Group for comment and updated to reflect feedback.

6.3 Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 and any objections reported to Traffic Management Sub-Committee.

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 An Equality Impact Assessment scoping report has been carried out for the Phase 3 detailed designs (Appendix 2) and does not highlight any negative impacts on people with protected characteristics.

8. LEGAL IMPLICATIONS

8.1 Traffic Regulation Orders will be made under the Road Traffic Regulation Act 1984 and any objections reported to a future Traffic Management Sub-Committee.

9. FINANCIAL IMPLICATIONS

- 9.1 This scheme is included in the Council's Capital Programme which was approved by Policy Committee in February 2018.
- 9.2 The NCN 422 scheme is funded by a £1.2million LEP Local Growth Deal grant and £100,000 Section 106; £50,000 from the Lidl development on Bath Road and £50,000 for Maiden Erlegh in Reading. An additional £14,000 Section 106 is available to upgrade the pedestrian crossing at Bath Road/Circuit Lane as part of the development adjacent to 153 Bath Road. There is no commitment on Reading Borough Council finances.
- 9.3 To date £800,000 of the £1.3 million budget has been spent on the design and construction of the route. The scheme is currently within the allocated budget and is expected to remain so taking into account the Phase 3 delivery programme, which is expected to be in the region of £300,000.
- 9.4 The Phase 3 work programme will be delivered in-house by our Highways team, who will be supported by existing contractors where specialist services are required.
- 9.5 Any LEP Local Growth Deal funding not used for NCN 422 would have to be returned to the LEP.

10. BACKGROUND PAPERS

- 10.1 Traffic Management Sub-Committee Report, Major Transport & Highways Projects - Update reports from November 2015 onwards.
- 10.2 Policy Committee Report, National Cycle Network Route NCN422, January 2017.
- 10.3 Policy Committee Report, National Cycle Network Route NCN422, September 2017.
- 10.4 NCN 422 Phase 3 Detailed Designs: <http://www.reading.gov.uk/transport-schemesand-projects>.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE		
DATE:	21 NOVEMBER 2018	AGENDA ITEM:	19
TITLE:	TRANSPORT CONSULTANCY SERVICES - PROCUREMENT OF NEW CONTRACT		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	EMMA BAKER	TEL:	0118 937 4881
JOB TITLE:	ACTING TRANSPORT PLANNING MANAGER	E-MAIL:	emma.baker@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report highlights the end of the existing Transport Consultancy Services Term Contract with Peter Brett Associates, on 31st August 2019, and sets out the recommended procurement approach for a new Transport Consultancy Services Term Contract.

2. RECOMMENDED ACTION

- 2.1 To note the existing Transport Consultancy Services Term Contract will expire on 31st August 2019.
- 2.2 To note the procurement approach and anticipated timeframe for securing a new Transport Consultancy Services Term Contract.
- 2.3 That delegated authority is given to the Director of Environment and Neighbourhood Services in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, the Head of Legal & Democratic Services and the Head of Finance to award the new Transport Consultancy Services Term Contract upon completion of the procurement process.

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

- 4.1 The Transport Consultancy Services Contract with Peter Brett Associates, which is due to expire on 31st August 2019, provides valuable support and expertise in developing and delivering our Local Transport Plan. The existing consultancy contract allows us to call on expertise not available from within the Council and to respond to peaks in workload and funding availability.

- 4.2 There continues to be a demand for specialist support and advice on a range of transport matters to enable the Council to fulfil its role and responsibilities as Local Highway Authority, as detailed in national legislation.
- 4.3 As with the existing Term Contract, the Contractor will be expected to assist in all aspects of transport planning and other supporting functions including offering advice on wider highway and network management functions, such as, but not limited to, flooding and drainage, bridges and structures and traffic signal design.
- 4.4 It is now proposed that a new Transport Consultancy Services Term Contract is procured to ensure service continuity and a smooth transition between Contracts. It is recommended that the new contract is procured via a two-stage tendering process to ensure the Council is able to continue demonstrating best value for money and allow the Council and Contractor sufficient time to develop a successful partnership approach in the delivery of our transport strategy.
- 4.5 However, it should be noted that procurement frameworks could continue to be considered for individual projects as required, as is currently the case with the Green Park Station scheme and the production of Concessionary Bus Passes.
- 4.6 The anticipated timeframe for procuring a new Transport Consultancy Services Contract is:
- Issue Pre-Qualification Questionnaire (PQQ) - January 2019
 Shortlisting - February 2019
 Issue Invitation to Tender (ITT) - March 2019
 Tender evaluation - April 2019
 Recommendation to appoint - May 2019
 Mobilisation period commences - June 2019
 New Contract commences - Sept 2019
- 4.7 Whilst ‘do nothing’ is a potential option, the Council relies on the additional resource available through the Term Contract and wider expertise to support the development and delivery of transport schemes. Without this additional support the Council would be unable to develop and deliver major transport schemes, respond to external funding opportunities or overcome issues requiring specific technical expertise.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The services provided through a new Transport Consultancy Services Contract meet the Corporate Plan priorities of:
- Securing the economic success of Reading and provision of job opportunities
 - Keeping Reading’s environment clean, green and safe
 - Ensuring the Council is fit for the future

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 None arising through this report.

7. EQUALITY IMPACT ASSESSMENT

- 7.1 Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to:
- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

7.2 Schemes and policies developed through this Contract will be subject to separate Equality Impact Assessments, reported to a relevant Committee at an appropriate time.

8. LEGAL IMPLICATIONS

8.1 The existing Transport Consultancy Services Contract with Peter Brett Associates is due to expire on 31 August 2019. There are not expected to be any TUPE implications in relation to the termination of the existing Contract.

8.2 As the estimated Contract costs exceed the “Services Threshold”, this 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

9. FINANCIAL IMPLICATIONS

9.1 Spend under this Contract is predominantly funded through capital budgets, including ring-fenced capital grants received from, but not limited to, the Department for Transport and Thames Valley Local Enterprise Partnership.

9.2 Spend under this Contract is variable based on service demand, and led by successful funding bids. Based on recent history it is anticipated that the annual spend through this contract will be approximately £1.5m to £3m.

10. BACKGROUND PAPERS

10.1 Cabinet report, ‘*Transport Consultancy Appointment*’, 28th September 2009

10.2 Decision Book 453, ‘*Proposed Contract Extension - Transport Consultancy*’, published 7th July 2014

10.3 Decision Book 516, ‘*Transport Consultancy Services - Contract Extension*’, published 23rd September 2016

10.4 Decision Book 550, ‘*Transport Consultancy Services - Contract Extension*’, published 12th January 2018.

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