

## READING BOROUGH COUNCIL

### REPORT BY EXECUTIVE DIRECTOR OF ECONOMIC GROWTH AND NEIGHBOURHOOD SERVICES

<b>TO:</b>	<b>POLICY COMMITTEE</b>		
<b>DATE:</b>	<b>15 FEBRUARY 2021</b>		
<b>TITLE:</b>	<b>COMMUNITY INFRASTRUCTURE LEVY - 15% LOCAL CONTRIBUTION</b>		
<b>LEAD COUNCILLOR:</b>	<b>COUNCILLOR PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT</b>
<b>SERVICE:</b>	<b>PLANNING</b>	<b>WARDS:</b>	<b>ALL</b>
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#### 1. EXECUTIVE SUMMARY

- 1.1 This report updates on a number of aspects relating to the Community Infrastructure Levy (CIL), in particular the 15% of collected CIL which should be allocated to the local area in which development takes place.
- 1.2 The report:
  - Updates on the progress of the projects to which 15% local CIL was allocated by Policy Committee in November 2018 and by Decision Book in August 2020;
  - Sets out a proposed allocation of 15% local CIL collected in 2018-19 and 2019-20 to additional projects;
  - Sets out a proposed approach to future consultation on allocation of 15% local CIL; and
  - Proposes a consultation on the provisional allocations and approach to future funds.
- 1.3 Appendices:
  - Appendix 1 - Equality Impact Assessment
  - Appendix 2 - Update on existing 15% local CIL projects
  - Appendix 3 - Schemes consulted upon in 2018 that did not receive funding
  - Appendix 4 - Amended CIL protocol
  - Appendix 5 - Proposed consultation on allocation of 15% local CIL

## **2. RECOMMENDED ACTION**

**2.1 That the progress on the projects benefitting from the 15% local CIL allocated by Policy Committee on 26th November 2018 (Appendix 1) be noted.**

**2.2 That the following further allocations of 15% local CIL collected up until 31<sup>st</sup> March 2020 be agreed, with a total allocation of £1.462m:**

**£0.050m for town centre monuments and statues**

**£0.100m for war memorials and public art**

**£0.075m for Borough-wide graffiti removal project**

**£0.100m for Thames cycle path in Kings Meadow**

**£0.100m for Palmer Park play area improvements**

**£0.275m for the High Street Heritage Action Zone project**

**£0.005m for Morpeth Close road marking**

**£0.050m for pedestrian crossing on Addington Road**

**£0.015m for landscaping improvements at South Whitley Park**

**£0.095m for Waterloo Meadows play area improvements**

**£0.075m for Shinfield Road Recreation Ground improvements**

**£0.050m for pedestrian crossing on Church End Lane**

**£0.010m for lining alteration on The Meadway**

**£0.050m for pedestrian crossing on Norcot Road**

**£0.100m for Arthur Newbery Park play area improvements**

**£0.095m for Oxford Road Recreation Ground play area improvements**

**£0.085m for Dover Street play area improvements**

**£0.030m for Moriston Close play area improvements**

**£0.002m for laptops for Coley Park Community Centre**

**£0.100m for Brook Street West improvements**

**2.3 That delegation be given to the relevant Service Head to complete necessary procurement processes to deliver the programme of work.**

**2.4 That spend approval be delegated to the relevant officers in accordance with the funds approved at 2.2 above. Any variation to the allocations above be delegated to the relevant officers in consultation with the Lead Members for Strategic Environment, Planning and Transport and Corporate and Consumer Services and the Head of Finance.**

**2.5 That changes to the CIL protocol (Appendix 4) setting out a new process for local consultation and allocation of 15% local CIL be agreed.**

**2.6 That the consultation document on spend of collected and future 15% local CIL (Appendix 5) be agreed for consultation.**

### 3. POLICY CONTEXT

3.1 Since 1st April 2015, the Council has operated the Community Infrastructure Levy (CIL) within Reading. This is a levy that is applied to new development, and which is to be used to fund infrastructure to support growth. The collection and spend of CIL is governed by the Community Infrastructure Levy Regulations 2010 (as amended).

3.2 Under the CIL Regulations, where there is no neighbourhood development plan in place and where development was not granted permission by a neighbourhood development order, 15% of CIL money arising must be spent in the 'relevant local area' in which development takes place (this is referred to hereafter as '15% local CIL'). In many authorities, this means passing the relevant proportion of collected CIL to the parish councils or town councils in whose area development takes place, but Reading requires different arrangements. For these purposes, Policy Committee on 16<sup>th</sup> July 2018 agreed that Reading should be split into four neighbourhood zones, as follows (Minute 26 refers):

- Central - Abbey, Battle, Park wards
- North - Caversham, Mapledurham, Peppard, Thames wards
- South - Church, Katesgrove, Redlands, Whitley wards
- West - Kentwood, Minster, Norcot, Southcote, Tilehurst wards

3.3 A protocol approved at Policy Committee on 16<sup>th</sup> July 2018 (Minute 26 refers) sets out a focus for the use of 15% local CIL as below and subject to the project according with a number of principles:

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

### 4. THE PROPOSAL

#### (a) Current Position

4.1 Policy Committee in July 2018 agreed a schedule of preferred projects which could benefit from 15% local CIL funding. This was subject to public consultation, in line with national CIL guidance, beginning in July 2018.

4.2 The results of the public consultation were reported to Policy Committee on 26th November 2018. Taking these consultation results into account, the Committee agreed the allocation of £1.204m<sup>1</sup>, comprising 15% local CIL collected up to 30th September 2018, to a

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<sup>1</sup> Although the November 2018 report states £1.206m is allocated, the allocations listed in the report sum to £1.204m

range of projects in each neighbourhood zone. These projects are listed in Appendix 1. Policy Committee gave delegation to officers in consultation with the relevant lead members to vary the provisional allocations within the total allocated to each zone (Minute 49 refers).

4.3 In line with this delegation, additional funds were allocated to two of the selected projects in August 2020 by Decision Book<sup>2</sup>, as follows:

- An additional £0.100m towards the High Street Heritage Action Zone (HSHAZ) project, making a total allocation of £0.150m. The HSHAZ project formally commenced in November 2020, and it requires match funding of £0.808m over the four-year period of the project.
- An additional £0.050m towards the proposed refurbishment of the seating areas in Broad Street, making a total of £0.065m. Officers were unable to source a suitable contractor willing to take on phase 1 as a single project, and it was decided that the project should be expanded to create a larger project. This was achieved using an underspend of £0.015m from one of the other agreed Central zone projects, the Dog Fountain in St Laurence's churchyard, with the remaining £0.035m from unallocated 15% local CIL.

4.4 This means that, of the £1.670m 15% local CIL collected up to the end of 2018-19, the allocation of £1.339m has been identified (£1.204m by Policy Committee in November 2018 plus £0.135m by Decision Book as set out above). The remaining £0.332m collected up to the end of 2018-19 remains unallocated.

4.5 Appendix 2 contains a schedule of the projects that have been allocated funds so far, and sets out progress on their delivery. As set out in the schedule, a number of schemes have already been delivered. There are some outstanding schemes that represent longer term projects or where delivery is expected to take longer, and this is also detailed in Appendix 2.

4.6 The allocations already made relate to funds collected up to the end of 2018-19, and £0.332m remains unallocated as set out in paragraph 4.4. An additional £1.337m of 15% local CIL has been collected in 2019-20. This means that, from CIL collected up until the end of 2019-20, there is £1.669m 15% local CIL available to allocate.

(b) Option Proposed

4.7 This report contains two main proposals:

- A proposed allocation of 15% local CIL funds collected up to 31<sup>st</sup> March 2020.
- A proposed approach to future consultation and allocation of 15% local CIL funds, involving a consultation on local priorities.

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<sup>2</sup> <https://democracy.reading.gov.uk/ieDecisionDetails.aspx?ID=449>

Allocation of 15% local CIL collected up to 31<sup>st</sup> March 2020

- 4.8 As set out in paragraph 4.6, there is £1.669m of 15% local CIL that was collected up to 31<sup>st</sup> March 2020 and which is still available to allocate. This is divided between the four neighbourhood zones as follows:
- Central - £1.156m
  - North - £0.005m
  - South - £0.420m
  - West - £0.088m
- 4.9 The most recent consultation on a list of candidate schemes was undertaken in the summer of 2018, and this led to the initial allocation of funds towards schemes in November 2018. There were a significant number of schemes that were not allocated funds in that initial allocation which are still both necessary and deliverable. It is therefore logical to consider whether there are schemes on that original list which should be delivered through further allocations of 15% local CIL.
- 4.10 The full list of schemes that were subject to consultation in July 2018 but were not allocated funds in November 2018 is set out in Appendix 3. These schemes have been re-examined to understand whether they are still required and whether they can be delivered within 2021-22 or, if not, 2022-23. A conclusion from that re-examination is included in the table in Appendix 3.
- 4.11 It is also worth considering whether a strict zonal approach should be taken towards allocating 15% local CIL. The vast majority of these funds was raised in Central zone, and there would in fact be significant money left over in this zone after funding all remaining Central zone schemes. Funds available in South zone would be approximately in line with the amount needed to fund all remaining South zone schemes. Funds raised in the West are very small, whilst in the North there would not be sufficient funds to allocate to any scheme.
- 4.12 However, the conclusion reached in paragraph 4.24 for future allocations is that a zonal approach is not the most appropriate way in which to proceed, for the reasons set out in that paragraph. It does not therefore make sense to strictly allocate funds according to zone at this point.
- 4.13 For this reason, it is not proposed that the allocation of 15% local CIL already collected is undertaken in strict accordance with the four neighbourhood zones. However, as this differs from the zonal approach upon which the 2018 consultation including these schemes was based, it is proposed that the preliminary allocation be subject to further public consultation, as part of the consultation document set out in Appendix 5. This consultation would be undertaken in March and April 2021, and would be reported back to Policy Committee in May 2021 where a decision on the final allocation would be made.

- 4.14 The preliminary allocation of CIL funds against remaining schemes from the 2018 consultation, after consideration of deliverability, necessity and degree to which infrastructure would relate to the areas where development is taking place, would total £1.187m. This comprises the schemes set out below, further details of which are included in Appendix 3.

£0.050m	Town centre monuments and statues (Central item B), involving inspection, cleaning and repairs. Identified as 8 <sup>th</sup> ranked Central priority by all respondents in 2018.
£0.100m	War memorials and public art (Central item C), involving inventory, maintenance and cleaning. Identified as 7 <sup>th</sup> ranked Central priority by all respondents in 2018.
£0.075m	Borough-wide graffiti removal project (Central item E, also listed for all other zones). Identified as 5 <sup>th</sup> ranked Central priority by all respondents in 2018.
£0.100m	Thames cycle/path route at Kings Meadow (Central item J), involving repair/resurfacing. Identified as 1 <sup>st</sup> ranked Central priority by all respondents in 2018.
£0.100m	Palmer Park play area improvements (Central item L). Identified as 2 <sup>nd</sup> ranked Central priority by all respondents in 2018.
£0.005m	Road marking on Morpeth Close (South item G), involving parking bay markings. Identified as 26 <sup>th</sup> ranked South priority by all respondents in 2018.
£0.050m	Pedestrian crossing on Addington Road (South item F), between the junctions with Erleigh Road and Eastern Avenue. Identified as 18 <sup>th</sup> ranked South priority by all respondents in 2018.
£0.015m	Landscaping improvements at South Whitley Park (South item L). Identified as 15 <sup>th</sup> ranked South priority by all respondents in 2018.
£0.095m	Play area improvements at Waterloo Meadows (South item O). Identified as 10 <sup>th</sup> ranked South priority by all respondents in 2018.
£0.075m	Improvements at Shinfield Road Recreation Ground, Linden Road (South item S), involving improving and upgrading the park and facilities. Identified as 11 <sup>th</sup> ranked South priority by all respondents in 2018.
£0.050m	Pedestrian crossing on Church End Lane (West item F), in the vicinity of Moorlands Primary School. Identified as 4 <sup>th</sup> ranked West priority by all respondents in 2018.
£0.010m	Lining alteration on The Meadway (West item K) at the roundabout with St Michael's Road. Identified as 26 <sup>th</sup> ranked West priority by all respondents in 2018.
£0.050m	Pedestrian crossing on Norcot Road (West item L), close to number 101. Identified as 16 <sup>th</sup> ranked West priority by all respondents in 2018.

£0.100m	Arthur Newbery Park play area improvements (West item O). Identified as 3 <sup>rd</sup> ranked West priority by all respondents in 2018.
£0.095m	Oxford Road Recreation Ground play area improvements (West item P). Identified as 15 <sup>th</sup> ranked West priority by all respondents in 2018.
£0.085m	Dover Street play area improvements (West item U). Identified as 25 <sup>th</sup> ranked West priority by all respondents in 2018.
£0.030m	Moriston Close play area improvements (West item V). Identified as 27 <sup>th</sup> ranked West priority by all respondents in 2018.
£0.002m	New laptops for Coley Park Community Centre (West item Z). Identified as 7 <sup>th</sup> ranked West priority by all respondents in 2018.
£0.100m	Improvements and tidy up of wooden bridge area at Brook Street West (West item AA), including opening up area and cutting back trees. This scheme is not yet fully costed, but an allocation of £0.100m is likely to be sufficient, and additional funds can be allocated in future years if necessary. Identified as 17 <sup>th</sup> ranked West priority by all respondents in 2018.
<b>£1.187m</b>	<b>Total</b>

- 4.15 In addition, the High Street Heritage Action Zone project, which commenced in November 2020, will need to continue to rely on 15% local CIL funding to make up much of the £0.808m match funding required. The spend profile included in the initial application, and reviewed in July 2020, expects capital expenditure from match funding of £0.425m by the end of 2021-22. The previous allocation was £0.150m, meaning that an additional £0.275m would be required. Whilst there may be some delays in spend as a result of Covid, it makes sense to allocate the required amount at this stage, and carry over spend into the next year if necessary.
- 4.16 The provisional allocation, to be subject to a further consultation, would therefore total **£1.462m**. The balance of available 15% local CIL funding (£0.207m) would be carried over.

*Future approach to consultation and allocation*

- 4.17 The approach to consultation on and allocation of 15% local CIL, involving putting together a long list of potential schemes in each zone and consulting on them, was developed for the first time in 2018, and involved interpretation of legislation that was primarily developed by government with spend by parish councils in mind. Therefore, it is perhaps inevitable that there would be difficulties with the approach taken and it would need to evolve over time. The main difficulties that have emerged are as follows:
- Some schemes were not fully fleshed out when they were initially placed on the list, meaning that when funds were allocated they

needed more time to get up and running and have taken some time to deliver;

- The length and complexity of the consultation as a result of such a long list of schemes may well have put some people off responding;
- The amount of schemes proposed in a single zone was not usually in line with the funds available, so, for example, a large number of schemes were subject to consultation in North, but very little money was available;
- Due to the complexity of the carrying out and reporting on a consultation of this scale and complexity, it is difficult to allocate funds on a regular basis.

4.18 In addition, an audit report has been prepared on processes around 15% local CIL. This was particularly in response to delays on delivery of some of the items allocated funding in 2018, and asked whether:

- RBC's CIL scheme is up to date, in line with best practice and is visible via the website;
- Roles and responsibilities for the delivery, monitoring, management and reporting of CIL funded schemes are clearly documented, understood and adhered to;
- That there is a robust process in place for the recording and reconciliation of obligations and expenditure;
- That there is an appropriate and coherent governance structure in place to monitor the delivery of CIL funded schemes; and
- Where there is slippage in the delivery of a CIL funded scheme, then the reasons for this are identified, appropriately justified, reported and agreed.

4.19 The audit report, produced in December 2020, made seven recommendations. Of greatest relevance to this report were recommendations that policies and procedures around CIL (including the 15%) are periodically reviewed and updated, and that 15% local CIL schemes are accompanied by a Project Initiation Document that details key delivery information on each scheme. The proposals in this report for the future approach take account of the findings of the report, and the Council is working on making changes to address all of the report's recommendations.

4.20 A new approach to consultation and allocation is therefore proposed, which will be used for the allocation of funds collected after 31<sup>st</sup> March 2020 (and any funds carried over from before that date). This will require amendment to the CIL protocol agreed by Policy Committee on 16<sup>th</sup> July 2018. The proposed amended CIL protocol is set out in Appendix 4, in tracked changes format.

4.21 In general, the proposal is to separate out the consultation from the consideration of specific schemes. It is proposed to consult on general priorities for the spend of 15% local CIL every three to four years, with the consultation being around the different infrastructure types (e.g. open spaces and play areas, transport and highways etc) rather than specific schemes. The identified priorities will be used as one of the

main considerations in allocation of 15% local CIL, which will be undertaken annually by Policy Committee.

- 4.22 This approach would fulfil the requirements of the Regulations and supporting guidance, which do not define that specific projects are consulted on, rather simply that a consultation process be conducted. Where they exist, neighbourhood plans are often used as the basis for allocations and identifying high-level local priorities would be broadly equivalent.
- 4.23 There are a number of advantages of a more general consultation on priorities every three to four years and annual allocations of specific schemes:
- The process is more responsive to newly arising issues, so if a new scheme is proposed to address an issue that has recently arisen, it does not have to wait up to two years for a new consultation to take place before being allocated 15% local CIL funds;
  - Consultations will become shorter and more accessible, and do not require respondents reading through the delivery details of dozens of schemes, which many are likely to find off-putting;
  - Consultations would not raise expectations around specific schemes that may not then be allocated funding; and
  - It will enable the Council to make more regular allocations of 15% local CIL every year, and report this in its Infrastructure Funding Statement, which is not currently the case.
- 4.24 The proposal also involves moving away from the four neighbourhood zones. Reading is a geographically small authority and consists of a single settlement, and infrastructure delivered in one part of the Borough may well also serve the needs of other parts. There is no reason within the relevant legislation why an authority without parishes has to be divided up into constituent elements. The nature of development within Reading means that the Central zone will continue to be the main focus for collection of CIL, and, under a strict zonal approach, would be the dominant location for infrastructure delivered by 15% local CIL. However, residents of the centre will almost certainly make use of infrastructure in other zones, for instance open spaces and schools, and this would not therefore reflect the pattern of infrastructure use.
- 4.25 The proposed consultation document to identify future spending priorities for the next few years is at Appendix 5. The consultation involves asking within respondents to rank their priorities in terms of the following:
- Highways, transport and travel measures, e.g. footpaths, crossings, traffic calming, cycle provision, signage, junction upgrades
  - Play areas and public open spaces
  - Heritage and cultural provision, e.g. conservation areas, monuments, art
  - Community centres and hubs

- Healthcare provision (inclusion subject to more in-depth discussion with CCG about how CIL money could be put towards deliverable schemes)
  - General environmental enhancements
  - Natural environment, e.g. trees and biodiversity
  - Climate change and renewable energy proposals
  - Education facilities
- 4.26 The allocation of funds will be undertaken by Policy Committee on an annual basis, generally in Spring, to give an opportunity for schemes to be delivered within the financial year wherever possible. Officers from the relevant sections will usually put schemes forward, but there will also be an opportunity for Councillors, community groups and members of the public to make nominations using an online form. Nominations would need to be made by the end of the year to feed into a potential allocation in the following Spring.
- 4.27 The key information on each scheme will be presented to Policy Committee to enable a judgement against the criteria set out in the proposed protocol. It will be for Policy Committee to make a final decision on allocation, although Committee may wish to delegate variations to the allocations to officers in consultation with lead councillors, to be reported through the Decision Book process.
- 4.28 For context, the forecast 15% local CIL income over the next four years is as set out in Table 1. Please note that these are very much approximations at this point, and will change over time as reliefs are applied for and granted, and depending on whether and when developments come forward. If, for instance, one large development does not come forward in the timescales anticipated, this could result in major changes to the forecasts.

**Table 1: Latest forecast CIL income for 2020-24**

	<b>Total CIL Liability</b>	<b>15% local CIL</b>
2020-21	£2.935m	£0.425m
2021-22	£4.698m	£0.705m
2022-23	£3.757m	£0.564m
2023-24	£1.332m	£0.200m
<b>TOTAL</b>	<b>£12.722m</b>	<b>£1.894m</b>

(c) Other Options Considered

- 4.28 Regarding allocation of existing funds, a number of options are open to members. As stated above, while public consultation is required on the proposals to allocate 15% CIL funds, it is for the Committee to decide the final allocations of funds.
- 4.29 One option would be the allocation of funds strictly according to the amount of 15% local CIL raised in each zone. However, this is likely to lead to domination of 15% local CIL funds by the Central zone, at the

expense of important schemes in other parts of the Borough. This finer grain allocation also makes it more difficult to match funds raised to deliverable schemes. In addition, it does not reflect the realities of Reading, which are that residents make use of infrastructure in a number of different parts of the Borough and do not stick to a single zone.

- 4.30 Another option would be to base the allocation of funds purely on the results of consultation undertaken in July 2018. However, while the consultation provides important evidence to inform decision making it is not necessarily fully representative of local views and the outcomes do not necessarily take account of Council priorities, recent investments or future ambitions and proposals. In addition, the consultation results are now more than two years old, and priorities may have changed. Schemes not receiving funding this year may receive funding in future years' allocations or receive funding from other sources, if available.
- 4.31 A final option for allocation of existing funds would be to allocate to projects not originally identified, but which arose through public consultation. These were reported to Policy Committee in November 2018. However, these projects have not been fully assessed in terms of their cost, deliverability and desirability, and the Council would not therefore be in a position to quickly move forwards to implementation.
- 4.32 In terms of an approach to future allocations, there are also a number of alternative options.
- 4.33 One option is to continue with the process which was used in 2018, which consisted of consulting on a long list of possible infrastructure projects and ask respondents to rank them. The difficulties of this approach are set out in paragraph 4.17, and the benefits of the proposed new approach are in paragraph 4.23.
- 4.34 Another option is to retain the approach of four neighbourhood zones. The reasons for not continuing with this option for allocating existing CIL funds are set out in paragraph 4.29 above, and these apply equally to allocations of future funds.

## **5. CONTRIBUTION TO STRATEGIC AIMS**

- 5.1 The proposals to use CIL 15% local contribution supports a number of strategic aims. Given the proposed allocation of the majority of funds to transport, open space and leisure, community and the historic environment proposals the recommendations set out in this report mainly support:
- Protecting and enhancing the lives of vulnerable adults and children
  - Keeping Reading's environment clean, green and safe
  - Promoting great education, leisure and cultural opportunities for people in Reading.

## **6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS**

- 6.1 The proposed allocations of CIL already collected will mean the improvement of infrastructure such as open spaces and play areas in areas where residents live, as well as improvements to walking and cycling infrastructure, which should help to reduce the need to travel by car. Identified priorities for spend of 15% local CIL within the protocol continue to include this type of infrastructure, as well as infrastructure which will directly address environmental and climate issues such as air quality and renewable energy provision.

## **7. COMMUNITY ENGAGEMENT AND INFORMATION**

- 7.1 There is no statutory requirement for community engagement on allocation or spend of 15% local CIL. However, national Planning Practice Guidance states that authorities “*should engage with the communities where development has taken place and agree with them how best to spend the neighbourhood funding*”. It is for authorities to set out how this consultation will take place.

- 7.2 Between 20th July and 14th September 2018, the Council consulted on a long list of potential schemes for allocation of 15% local CIL funds. The response to the consultation was reported to Policy Committee on 26<sup>th</sup> November 2018 (Minute 49 refers). In total, there were 347 responses, and these were taken into account in the initial allocation of 15% local CIL.

- 7.3 It is proposed that a further consultation takes place on the provisional allocation and on priorities for future spend. The proposed consultation document is included as Appendix 5. As for the 2018 consultation, it is recommended that this revolve around an online questionnaire on the Council’s website. The consultation would be undertaken by e-mail and could be sent to those on the Council’s corporate consultation list, Safer Communities consultation list and the Citizen’s panel list, as well as those who had previously responded and left contact details. It is intended that the consultation would take place between 19<sup>th</sup> February and 16<sup>th</sup> April 2021 to reflect the fact that it includes the Easter holidays.

## **8. EQUALITY ASSESSMENT**

- 8.1 The Scoping Assessment, included at Appendix 1 identifies that an Equality Impact Assessment (EqIA) is relevant to this decision. The EqIA (also at Appendix 1) identifies that, where there are identified impacts upon specific groups, these are expected to be positive. 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.

## **9. LEGAL IMPLICATIONS**

- 9.1 The collection and application of CIL is governed by the CIL Regulations 2010 (as amended). Regulation 59F states that, where there are no parish councils, the portion of CIL that would otherwise have been passed to parishes (which, where no neighbourhood plan is in place, is 15%) should be used to support the development of the relevant area by funding:
- “(a) the provision, improvement, replacement, operation or maintenance of infrastructure; or  
 (b) anything else that is concerned with addressing the demands that development places on an area.”
- 9.2 The ‘relevant area’ in this instance is the part of an authority’s area not covered by a parish council area, which in this case means the whole Borough.

## 10. FINANCIAL IMPLICATIONS

- 10.1 CIL funds can be used flexibly to fund any infrastructure projects as defined within the regulations and are not tied to a specific development or the provision of specific infrastructure. Of the total CIL receipts, 80% will be used to fund strategic infrastructure through the Council’s capital programme. 15% will be spent in the ‘relevant local area’ in which development occurs. The 15% local CIL does not have to be spent on items in the Infrastructure Funding Statement. Up to 5% of CIL will be allocated to cover CIL administration costs.
- 10.2 The CIL protocol agreed at Policy Committee in July 2018 set out proposed procedures for dealing with the allocation and monitoring of the use of all CIL receipts and provides a framework for identifying projects that contribute to achieving the Council’s strategic priorities while meeting CIL regulations. This enables the optimum use of the finite resources available. Proposed amendments to this protocol are set out in Appendix 4.
- 10.3 The summary position in relation to 15% local CIL funds collected up to 31<sup>st</sup> March 2020 is set out in Table 2 below.

**Table 2: Summary position for 15% local CIL collected**

15% local CIL collected up to 31/03/2020	£3.008m
Allocated in November 2018 by Policy Committee	£1.204m
Allocated in August 2020 by Decision Book	£0.135m
Provisional allocation in this report	£1.462m
15% local CIL remaining unallocated after provisional allocation (to be carried forward)	£0.207m

- 10.4 Up to 10% of the allocated funds can be used for project management costs. None of the items identified as part of the provisional allocation have known revenue implications. The proposed amended protocol would mean that potential revenue implications will be considered as part of future allocations.

Value for Money (VFM)

- 10.5 The proposed schemes for allocation have been assessed as being deliverable and a worthwhile use of 15% local CIL funds. The proposed amended protocol includes financial considerations among the assessment criteria, and this includes assessment of value for money.

Risk Assessment

- 10.6 There are no direct financial risks associated with the recommendations of this report. In the event that schemes identified as part of the allocation are not delivered, remaining funds will be available for future allocations.

**BACKGROUND PAPERS**

CIL Regulations 2010 (as amended)  
Planning Practice Guidance

**APPENDIX 1: EQUALITY IMPACT ASSESSMENT**

**Provide basic details**

**Name of proposal/activity/policy to be assessed:**

Allocation of 15% local CIL funds

**Directorate:** DEGNS - Directorate of Economic Growth and Neighbourhood Services

**Service:** Planning

**Name:** Mark Worringham

**Job Title:** Planning Policy Team Leader

**Date of assessment:** 05/01/2021

**Scope your proposal**

**What is the aim of your policy or new service?**

To allocate funds received through CIL receipts to local projects within the Borough, and to determine how future allocations will be undertaken.

**Who will benefit from this proposal and how?**

The local community will benefit through a range of capital and other improvements - including highway enhancements, improved leisure/open space enhancements and community enhancements.

**What outcomes will the change achieve and for whom?**

The outcome will be to secure improved facilities, improved accessibility and improvements to community facilities.

**Who are the main stakeholders and what do they want?**

The local community, wider public and community groups. The public will want to ensure allocations of funds are to projects that meet infrastructure needs, particularly where it arises from new development.

**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: N/A

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
<p>A public consultation was undertaken on the initial list of proposed infrastructure projects, the results of which were reported to Policy Committee in November 2018.</p> <p>A public consultation on the proposed allocations and on future priorities is recommended to be undertaken as part of this report.</p>	<p>An e-mail highlighting the consultation was sent to contacts on the Council’s corporate consultation list, Safer Communities consultation list and the Citizen’s panel list, as well as being included within the consultations list on the website. A similar process is proposed for the recommended consultation.</p>	<p>November 2018 - February 2019</p> <p>March 2021</p>

Collect and Assess your Data

**Describe how could this proposal impact on Racial groups**  
 No specific impacts are identified  
**Is there a negative impact?** Yes  No  Not sure

**Describe how could this proposal impact on Gender/transgender (cover pregnancy and maternity, marriage)**  
 No specific impacts are identified.  
**Is there a negative impact?** Yes  No  Not sure

**Describe how could this proposal impact on Disability**  
 Projects allocated funding 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 specific impacts are identified.

**Is there a negative impact?** Yes  No  Not sure

**Describe how could this proposal impact on Age**

A number of the proposed allocations for funding are for improvement of children's play areas, which will have a positive impact on the quality of facilities available for children.

**Is there a negative impact?** Yes  No  Not sure

**Describe how could this proposal impact on Religious belief?**

No specific impacts are identified.

**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?**

Individual projects will need to ensure that appropriate access for all is taken into account in each scheme. It is noted that some schemes will not receive funding from this allocation. Unfunded projects may receive future funding.

Signed (completing officer) Mark Worringham Date: 5<sup>th</sup> January 2021  
Signed (Lead Officer) Mark Worringham Date: 5<sup>th</sup> January 2021

## APPENDIX 2: UPDATE ON EXISTING 15% LOCAL CIL PROJECTS

Name	Allocation	Scheme description	Delivery date (actual/expected)	Latest update
Ivydene Play Area improvements	£100,000	Refurbishment of play area	September 2019 (completed)	Completed
Coley Recreation Park outdoor gym	£65,000	New outdoor gym stations and associated infrastructure	September 2019 (completed)	Completed
Avon Place Play Area improvements (Canal Way)	£100,000	Installation of new children's playground.	20 <sup>th</sup> November 2020 (completed)	Completed
Cintra Park play area improvements	£95,000	Refurbishment of playground - Including removing some existing outdated items of play equipment and replacing. Retaining items in good working order, improving surface below. Ensuring slope into playground is accessible.	Spring 2021 (expected)	The refurbishment of Cintra Park's CPG went out to tender in November 2020. The designs submitted then progressed to public consultation, where the public could vote for their preferred option. This consultation ended in January 2021 with the winning design being that submitted by HAGS. The Council have now worked with HAGS to take on feedback received during the public consultation and consultation with the Disability Task and Finish Group. HAGS will begin works on site and the CPG will be ready for use in Spring 2021.
Long Barn Lane Recreation Ground Improvements	£155,000	Installation of a new inclusive outdoor gym. Refurbishment of the existing BMX track.	Spring 2021 (expected)	BMX TRACK: Went out to tender and consequent public consultation in Autumn 2020. Subsequently, the contract was awarded to Clark and Kent Contractors. Works began on site in November 2020. Weather conditions and the vandalism of contractors' equipment left on site have resulted in the delayed completion of this project. It is now expected the site will be ready for use in February 2021.

				<p>OUTDOOR GYM: Went out to tender and consequent public consultation in Autumn 2020. Subsequently, the contract was awarded to The Great Outdoor Gym Company. Works began on site in December 2020. The gym is ready for use (but currently closed in-line with lockdown restrictions). The contractor will be returning to site in Spring 2021 to replace three items of equipment which were provided as substitutes due to manufacturing issues caused by the pandemic.</p>
Prospect Park Improvements	£88,000	Creating a family outdoor leisure destination. Providing a safe and welcoming environment for children, including vulnerable and SEND children, to develop physical and social skills. Proposal includes: low ropes adventure course, archery range, climbing wall, family golf and a café. Facility will complement existing facilities and be adjacent to proposed new playground.	Financial year 2021/22 (expected)	£556k of CIL and S106 funding will be invested into a new community hub and activity centre, which will become the destination for activities, entertainment and learning for Children and families across Reading and beyond. The pavilion is the home of the Council's highly regarded Play Service, and the new centre would also provide an outdoor enclosed education zone to support the team's educational outreach programme. Works are ongoing to progress this scheme and it is anticipated that works will start on site in 2021. See dedicated report to this committee.
Broad St refurbishment of the seating areas Phase 1	£65,000 (previously £15,000 - increase via August 2020 Decision Book)	Repairs to the damaged wooden seating slats, to wooden seat backs, to stainless steel parts and to areas of granite. Cleaning and wood treatment.	Q4 20/21 subject to weather (expected)	Repair works have started on the seats in Broad Street and will be completed in 4-6 weeks depending on weather.
Reinstatement of two sculptures (Karen, Libbie and Adam and	£20,000 (supplemented by £26,000 of	To find and agree appropriate new sites for the 2 pieces of artwork. Obtain planning consent and carry out	To be confirmed	A suitable site in a retail area is currently being sought for Bagged and a project plan will be put together when a shortlist of sites is prepared this will be shared with members before a final

Bagged (shopping bags) in the town centre area	Section 106 funds)	installation on 2 bespoke display plinths.		decision is made. Members are considering the preferred process for the installation of Adam, Karen and Libby.
Dog fountain in St Lawrence's Churchyard (Grade 11 listed).	£15,000 (previously £30,000 - money reallocated to Broad Street project via August Decision Book)	To repair damaged stonework (croquets, copings, finial and floral embellishments and clean the fountain.	Q1 2021-22 (expected)	A Listed Building Consent application has been made for the repair and cleaning of the Dog Fountain, the results of which are due by the 2nd March. Subject to permission being granted works will begin in April or May.
Additional community facilities as part of, or near to, improved health care provision in Whitley Wood	£50,000	To support the improvement of community and healthcare provision within Whitley Wood. Application includes new church, medical centre community use space & residential.	Delivery date to be confirmed.	Associated with planning application 191265 for new church centre building, two flats and a health centre. Planning Applications Committee in October 2020 resolved to grant permission subject to Section 106 agreement. Agreement not yet completed. Due to possible funding issues for wider project, there is a possible need for potential consideration of alternative ways in which to deliver this allocation, and, if necessary, approval will be sought through the relevant channels.
Southcote Community Centre improvements - freezer	£700	To install a new fridge-freezer to complement the Southcote Hub Improvement Works by addressing kitchen needs and making it more useable for groups including Food 4 Families and other cookery sessions.	2018-19 (completed)	Completed
Southcote Community Centre improvements - blinds	£1,000	To install new blinds to complement Improvement Works for the Southcote Hub by limiting solar gain. This	2018-19 (completed)	Completed

		would make existing and new parts of the building more user friendly, e.g. toddler groups where making experience as comfortable as possible improves learning capability.		
Gosbrook Road Zebra Crossing	£50,000	Installation of a zebra crossing at the end of the Christchurch Meadows footpath.  This has evolved into a tiger crossing, as recommended by officers to 'future-proof' the scheme.	By April 2021 (expected)	Associated changes to parking restrictions approved by Traffic Management Sub-Committee on 12 <sup>th</sup> November 2020. Finalising delivery plan.
Ridgeway School Zebra crossing	£50,000	Installation of a zebra crossing across Whitley Wood Road, near to Ridgeway Primary School.  Design also includes proposal for additional uncontrolled pedestrian crossing enhancement.	February 2021 (expected)	Zebra crossing now installed, awaiting finishing touches.
Reading Girls School Extension of 20mph zone	£40,000	Extend the existing 20mph zone south, past Reading Girls School.  Design also includes a number of uncontrolled pedestrian crossing enhancements.	February 2021 (expected)	Approved by Traffic Management Sub-Committee 12 <sup>th</sup> November 2020. Implementation planned week commencing 1 <sup>st</sup> February 2021.
Enforcement of 20mph areas South (Redlands)	£100,000	Measures to support compliance 20mph speed limit.	By April 2021 (expected)	Implementation approved by Traffic Management Sub-Committee 14th January 2021. Delivery planning underway, including some necessary design work following TMSC decision.

Elgar Road Signs for HGVs	£50,000	Implement a signing strategy to guide HGV's to key destinations, avoiding Elgar Road and Berkeley Avenue weight limit.	30 <sup>th</sup> October 2020 (completed)	Completed
Brunswick St and Western Rd 20mph zone	£50,000	Implement a new 20mph zone, with required supporting traffic calming measures.	6 <sup>th</sup> November 2020 (completed)	Completed
Southcote Road and Westcote Road Speed reduction	£30,000	Implement a new 20mph zone, with required supporting traffic calming measures.  Members and officers recommended this zone be extended to include Parkside Road also - this has been included in the design.	16 <sup>th</sup> December 2020 (completed)	Completed
Grovelands Rd double roundabout signing	£15,000	Implement a scheme that will better highlight the double-mini-roundabouts to approaching traffic, therefore reducing approach speeds and improving compliance.  Ward Councillors requested any surplus funding be used to improve the road surface condition prior to implementation of the scheme.	18 <sup>th</sup> November 2020 (completed)	Completed

Oxford Road and Overdown Road pedestrian Crossings	£50,000	<p>Implement pedestrian crossing facilities.</p> <p>Officers evolved proposals to include a tiger crossing at Oxford Road (linking existing facilities) and uncontrolled crossing enhancements on Overdown Road.</p>	By April 2021 (expected)	Implementation approved by Traffic Management Sub-Committee 14th January 2021. Delivery planning underway.
High Street Heritage Action Zone covering the high streets of the three conservation areas within town centre area	£150,000 (previously £50,000 - increase via August 2020 Decision Book)	<p>The HSHAZ project has been awarded a grant of up to £806,500 from Historic England to be match funded from S106 and CIL funding and other sources.</p> <p>The Programme aims to make the high street a more attractive, place through physical, community and cultural activities.</p>	End of the financial year 2023/24 (expected)	Forms match-funding towards High Streets Heritage Action Zone programme. Two dedicated project officers in place, and the scheme commenced November 2020. Capital spend will be over a four-year period to 2024. Detailed information on the latest situation is available on the Council website: <a href="http://www.reading.gov.uk/hshaz">www.reading.gov.uk/hshaz</a>

### APPENDIX 3: SCHEMES CONSULTED UPON IN 2018 THAT DID NOT RECEIVE FUNDING

Please note that comments in all except the final column are as they were presented for consultation in 2018. This means that some references may now be slightly out-of-date.

Ref	Area	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments	Consultation Rank in zone	2020 comments on deliverability and necessity
CENTRAL									
B	Streetcare	Abbey	Town Centre Monuments and Statues		Town Centre - Various	Inspection, cleaning and repairs	Anticipated Costs: £50K	8 <sup>th</sup> (all) 7 <sup>th</sup> (Central residents)	This will be a cross departmental piece of work involving planning and Streetcare and will involve specialist contractors. Inventory and surveys can be delivered in 2021/22 and some cleaning work.
C	Streetcare	Abbey	War Memorials & Public Art		Town Centre - Various	Inventory, maintenance and cleaning of war memorials & public art	Anticipated Costs: £100K	7 <sup>th</sup> (all) 8 <sup>th</sup> (Central residents)	This will be a cross departmental piece of work involving planning and Streetcare and will involve specialist contractors. Inventory and surveys can be delivered in 2021/22 and some cleaning work.
D	Transport	Borough-wide	Signing	Borough-wide	Borough-wide	Sign de-cluttering and consolidation. Following report to Sept 2013 TMSC and release of the Traffic Signs, Regulations and General Directions in April 2016, removal of unnecessary/non-compliant signing, consolidation of existing, including posts. Benefits will be an improvement to	<ul style="list-style-type: none"> <li>• <b>Casualty Data:</b> N/A</li> <li>• <b>Benefits/Impact:</b> Improved street scene and clarity of important information. Removal of signs that no longer comply with regulations, increased footway width from removal of unnecessary poles, reduced maintenance and</li> </ul>	3 <sup>rd</sup> (all) 2 <sup>nd</sup> (Central residents)	Scope, method, process and resources would need to be identified for investigating and delivering this scheme. In principle, the removal of unnecessary signs and posts is relatively quick thereafter. Would be in partnership with Highways. Deliverability could start in the next financial year but is dependent on prioritisation against other works programmes. Depending on the types of signs to be tidied, £50k may not deliver a high-impact change. Larger signs can be costly and this is a large area covered, with a huge number of different signs.

						the street scene, improved clarity of signing, reduced maintenance costs and reduced electrical costs for illuminated signs.	electrical costs relating to illuminated signs.		
							<ul style="list-style-type: none"> <li>• <b>Anticipated Costs:</b> £50k.</li> <li>• <b>Recommended Action:</b> Recommended for further and ongoing investigation.</li> </ul>		
E	Streetcare	Boroughwide	Graffiti Removal Project	Various	Various	Highway & Cleansing Inspections	<b>Anticipated Costs:</b> £75k	5 <sup>th</sup> (all) 3 <sup>rd</sup> (Central residents)	Once identified and prioritised, work can begin within short time scales.
J	Parks	Abbey	Thames cycle/path route	Napier Road	Kings Meadow	The surface of the cycle/footpath along sections is cracked and broken from tree routes.	£100k - some areas of path are in a very poor state and given its continual use by pedestrians and cyclists is in need of attention.	1 <sup>st</sup> (all) 4 <sup>th</sup> (Central residents)	The site floods, so, whilst resurfacing over the winter is possible, delivery will be weather dependent. Some temporary closures may be required.  Could be delivered in 2021/22.

L	Parks	Park	Play area improvements	Wokingham Road	Palmer Park	Some items of play equipment need replacing urgently with all-inclusive facilities along with appropriate safety surfacing (not loose-fill such as sand or bark). If they are not replaced, they will need to be removed, leaving a gap in provision.	£100k - this is one of Reading's most well used play areas. When the East Reading Adventure Play Area closed an agreement was made to remove its old equipment and invest in extending facilities at the Wokingham Road side of the park. Significant investment has been made here and now the older units require urgent replacement.	2 <sup>nd</sup> (all) 1 <sup>st</sup> (Central residents)	Offer for disabled children and for toddlers of all abilities needs to be improved. Investment in all-inclusive play a priority. Loose fill surfacing requires replacement to improve access. Several swing units require replacement for H&S reasons. Could be delivered in 2021/22.
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**NORTH**

A	Transport	Borough-wide	Signing	Borough-wide	Borough-wide	See Central item D	See Central item D	7 <sup>th</sup> (all) 8 <sup>th</sup> (North residents)	See central item D
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B	Transport	Caversham	Pedestrian Crossing	Briants Avenue	Near to South View Avenue	Local resident requested formal crossing (e.g. zebra) to ease the crossing of Briants Avenue. There is no controlled pedestrian crossing along Briants Avenue.	<ul style="list-style-type: none"> <li>• <b>General:</b> It is likely that any potential location for such a facility will be a reasonable distance away from the junction with South View Avenue (and the bend in the road) to satisfy the required forward visibility to the crossing. Surveys would need to be conducted to consider whether a crossing in such a location would be sufficiently used. Consideration could be made for introducing imprints at the informal crossings at the northern side or raised informal crossings that could act as a speed calming feature also, in the context of the proposed 20mph zone.</li> </ul>	10 <sup>th</sup> (all) 9 <sup>th</sup> (North residents)	<p>It will be challenging to identify a suitable location, as indicated in the text. The scheme is also likely to require the removal of on-street parking and potential movement of bus stop locations and the parking changes will require full public consultation.</p> <p>The street is still 30mph, so any raised features will need illuminated warning signs, having a significant impact on scheme costs.</p> <p>Various aspects will require legal public consultation. Requires Independent Road Safety Audit.</p> <p>Deliverability potential for 2022-23 financial year and will be dependent on prioritisation against other works programmes.</p>
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• **Casualty**  
**Data:** Over the latest 3-year period (up to June 2017), 1 serious and 2 slight incidents involving injury, where pedestrians have been crossing the road. There are a number of causation factors, but all incidents are at the northern end of the street.

• **Benefits/Impact:** Improved pedestrian crossing facilities. Potential reduction in vehicle speeds.

• **Recommended Action:** Recommended for further investigation.

• **Casualty**  
**Data:** Previously reported to TMSC.

• **Benefits/Impact:** Improved pedestrian crossing facilities. Potential reduction in vehicle speeds.

• **Anticipated Costs:** Estimated £55k without

							<p>‘raised’ features. Estimated £75k with some raised features and signing requirements for 30mph street.</p> <p>• <b>Recommended Action:</b> Recommended for progression, as per TMS agreement.</p>		
D	Transport	Caversham	20mph	Various	Lower Caversham and Amersham Road area	<p>A report to Sept 2016 TMS proposed a 20mph zone that could cover the Lower Caversham and Amersham Road estate areas. This report was the result of a number of petitions and requests for 20mph in these areas. It was agreed that there would need to be further consultation with Councillors and CADRA, but noted that there was currently no funding for the scheme.</p>	<p>• <b>General:</b> This scheme is awaiting funding to enable it to be fully investigated (e.g. conducting speed surveys) and to progress to detailed design and implementation.</p> <p>• <b>Casualty Data:</b> This will be investigated, alongside surveys, as the scope of the scheme is developed.</p> <p>• <b>Benefits/Impact:</b> Reduced speeds around this busy area of Caversham.</p> <p>• <b>Anticipated Costs:</b> Dependant on area. Minimum £100k for modest area with</p>	9 <sup>th</sup> (all) 6 <sup>th</sup> (North residents)	<p>Physical traffic calming (e.g. humps, cushions) are most effective at reducing vehicle speeds. Any zone will need to include some, but will work best if there is a high number of measures. These are quite costly, so the cost of the scheme will vary considerably, depending on the size. The scope of the scheme needs to be agreed at an early stage.</p> <p>Various aspects will require legal public consultation. Likely to require independent Road Safety Audit. Requires speed surveys.</p> <p>Deliverability potential for 2022-23 financial year and will be dependent on prioritisation against other works programmes.</p>

							minimal raised traffic calming.		
							<ul style="list-style-type: none"> <li>• <b>Recommended Action:</b> Recommended for further investigation.</li> </ul>		
E	Transport	Mapledurham	Pedestrian Crossing	Upper Woodcote Road	General	A number of requests have been made for improvements to pedestrian crossings (and increased numbers) along the street.	<ul style="list-style-type: none"> <li>• <b>General:</b> There are no controlled crossings along the street and a limited number of refuge islands. There would be benefit in considering some of the areas that attract a higher footfall and providing appropriate facilities to assist pedestrians. Facilities could range from imprinting, to assisted crossings (e.g. zebra crossings)</li> <li>• <b>Casualty Data:</b> No incidents involving pedestrian casualties in the latest 3-year period (up to June 2017).</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities. Potential reduction in vehicle speeds.</li> </ul>	11 <sup>th</sup> (all) 7 <sup>th</sup> (North residents)	<p>A suitable location will need to be found and may now be impacted by the school development and any highway alterations proposed - this was originally a desirable location for a facility.</p> <p>The anticipated cost is per 'standard' zebra crossing.</p> <p>The crossing will require legal public consultation. Requires independent Road Safety Audit.</p> <p>Deliverability potential for 2022-23 financial year and will be dependent on prioritisation against other works programmes.</p>

							<ul style="list-style-type: none"> <li>• <b>Anticipated Costs:</b> £50k.</li> <li>• <b>Recommended Action:</b> Recommended for further investigation.</li> </ul>		
F	Transport	Mapledurham / Thames	Signing	Conisboro Avenue / Sandcroft Road	At the bend in the road, where the streets meet.	Councillor requested, on behalf of residents, the installation of 'bend in the road' advance warning signs and a 'no through road' sign for Conisboro Avenue, to the north of this bend.	<ul style="list-style-type: none"> <li>• <b>Casualty Data:</b> The only recorded injury incident on our database was in 1995.</li> <li>• <b>Benefits/Impact:</b> Improve the advance 'visibility' of this corner and hopeful reduction in the number of non-injury incidents and 'near-misses' that are not reflected in the casualty data, but reported by residents.</li> <li>• <b>Anticipated Costs:</b> £5k</li> <li>• <b>Recommended Action:</b> Recommended for further investigation.</li> </ul>	14 <sup>th</sup> (all) 14 <sup>th</sup> (North residents)	<p>Delivery should be straightforward.</p> <p>Could be delivered in the next Financial year subject to prioritisation of the schemes.</p>

H	Transport	Peppard	Zebra Crossing	Caversham Park Road	In place of the uncontrolled crossing between Littlestead Close and the bus stop opposite.	Resident concern about difficulties in crossing the road, particularly for the elderly and for parents with young children. Resident would like a controlled crossing to be installed at this location to improve pedestrian safety.	<ul style="list-style-type: none"> <li>• <b>General:</b> Officers have measured the visibility from the crossing, which meets design guidelines. The implementation of a controlled crossing will require movement of the bus stop and hard-standing on the verge and a re-profiling of the footway on the western side.</li> <li>• <b>Casualty Data:</b> No incidents involving casualties in the latest 3-year period (up to September 2017).</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities.</li> <li>• <b>Anticipated Costs:</b> £60-75k</li> <li>• <b>Recommended Action:</b> Recommended for further investigation.</li> </ul>	13 <sup>th</sup> (all) 13 <sup>th</sup> (North residents)	<p>As the comments have indicated, this will require some significant alterations to the verges and footways on both sides and movement of the bus stop. This will be a challenging crossing to implement, while ensuring safety (e.g. good visibility of the crossing).</p> <p>The crossing will require legal public consultation. Will require independent Road Safety Audit.</p> <p>Deliverability potential for 2022-23 financial year and will be dependent on prioritisation against other works programmes.</p>
I	Transport	Thames	Speed Calming	Albert Road	Entire length	Councillor request to install speed calming measures along the length of Albert Road, following requests from residents. Also to consider	<ul style="list-style-type: none"> <li>• <b>General:</b> Previous reports to TMSC, relating to Highmoor Road/Albert Road Highway safety, have identified traffic speeds and have made clear the</li> </ul>	12 <sup>th</sup> (all) 11 <sup>th</sup> (North residents)	<p>The traffic calming features will require legal public consultation. Likely to require independent Road Safety Audit.</p> <p>Speed surveys will need conducting and the concept proposals revisiting.</p>

					<p>'pushing out' the Highmoor Road junction stop line. Report to TMS in September 2017 provides indicative costs for speed calming measures.</p>	<p>causes of casualty and fatality incidents.</p> <hr/> <p>• <b>Casualty Data:</b> Latest 3-year period (up to June 2017) show no incidents involving casualties, where speeding has been considered as a contributing factor. Speed surveys in 2016 recorded average speeds at 23.1mph (northbound) and 23.7mph (southbound). Casualty data for Highmoor Road junction have previously been reported at TMS.</p>	<p>Deliverability potential for 2022-23 financial year and will be dependent on prioritisation against other works programmes.</p>
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							<ul style="list-style-type: none"> <li>• <b>Benefits/Impact:</b> Depending on options considered, traffic speeds could be reduced by speed calming. This could have a negative impact for public transport and emergency service vehicles and create additional traffic noise for residents. The movement of the Highmoor Road stop line could improve visibility when exiting the road.</li> <li>• <b>Anticipated Costs:</b> £100k</li> <li>• <b>Recommended Action:</b> Recommended that scheme remains on this list.</li> </ul>		
J	Transport	Thames	Pedestrian Crossing	Rotherfield Way	South-west of its junction with Surley Row	<p>A petition to install 'safe crossing places' on Rotherfield Way was reported to Jan 2016 TMSC. An update report went to March 2016 TMSC. A further update report (with an outline zebra crossing design)</p>	<ul style="list-style-type: none"> <li>• <b>General:</b> This scheme is awaiting funding to enable it to progress to detailed design and implementation. Ground investigation works will determine the deliverability of the proposal.</li> <li>• <b>Casualty Data:</b> Previously reported to TMSC.</li> </ul>	5 <sup>th</sup> (all) 3 <sup>rd</sup> (North residents)	<p>There have been a number of different locations for crossing requests along Rotherfield Way, for which a single zebra crossing will not satisfy all. There is potential scope for expanding this to consider a variety of measures, but £50k will not be sufficient to cover significant and widespread physical measures.</p> <p>Aspects of the scheme likely to require legal public consultation. Will require independent Road Safety Audit.</p>

						was reported to June 2016 TMS.	<ul style="list-style-type: none"> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities. Potential reduction in vehicle speeds.</li> <li>• <b>Anticipated Costs:</b> Estimated £50k for a non-raised zebra crossing.</li> <li>• <b>Recommended Action:</b> Recommended for progression, as per TMS agreement.</li> </ul>		Deliverability potential for 2022-23 financial year and will be dependent on prioritisation against other works programmes.
K	Parks	Boroughwide	Graffiti Removal Project	Various	Various	See Central Item E	See Central Item E	8 <sup>th</sup> (all) 10 <sup>th</sup> (North residents)	Once identified and prioritised, work can begin within short time scales.
L	Parks	Caversham	Biodiversity improvements and BMX track improvements	George Street	Hills Meadow	Improvements to the Mill Stream banks are required to open up views, clear fallen trees and improve biodiversity. The jumps at the BMX track are very worn and require re-profiling.	£30k - the path alongside the Mill Stream is very heavily used. £40k Situated next to the skate park in Hills Meadow, this is another popular facility for young people and also very heavily used.	2 <sup>nd</sup> (all) 2 <sup>nd</sup> (North residents)	This is well-used and high-profile. Works would have to be carried out outside of the bird-nesting season (March to October). Could be delivered in 2021/22.
M	Leisure	Thames	Refurbishment of tennis courts and new fencing around croquet lawn.	Albert Road	Albert Road Recreation Ground	Resurface 4no tennis courts, colour spray and line mark. Replace all chain-link fencing around courts. Replace all nets, posts and	£100k - this site has suffered from lack of investment over an extended period of time and the tennis courts now need urgent attention. The play equipment, whilst old is in good	4 <sup>th</sup> (all) 4 <sup>th</sup> = (North residents)	High demand for tennis; the nets were replaced voluntarily by a local resident in summer 2020; courts require resurfacing. Could be delivered in 2021/22.

						winders. Replace all seats on courts. Replace croquet fencing.	condition and replacement parts can still be made on request. Recommended that the play area is maintained as it is and investment is made in the tennis courts. Very popular and well used facility.		
N	Parks	Thames	Access improvements	Hemdean Road	Balmore Walk	Improve path surfacing at entrances and extend handrails.	£65k - very popular and well used site by children on their way to school and dog walkers.	3 <sup>rd</sup> (all) 4 <sup>th</sup> = (North residents)	Regular requests received for this. The entrance is too steep to provide for wheelchairs, but better surfacing will help ambulant disabled and elderly, as well as school children. Delivery will be weather dependent. Could be delivered in 2021/22.
O	Leisure	Thames	Play area improvements	Winterberry Way	Winterberry Way Play Area	Small site requiring a refresh.	£35k - the site was installed as part of planning gain by the developer.	15 <sup>th</sup> (all) 15 <sup>th</sup> (North residents)	Equipment in good condition. Not recommended for further investment at the present time. Consider improvements when funding becomes available.
<b>SOUTH</b>									
A	Transport	Borough-wide	Signing	Borough-wide	Borough-wide	See Central item D	See Central item D	5 <sup>th</sup> (all) 1 <sup>st</sup> (South residents)	<b>See Central item D</b>
E	Transport	Katesgrove / Minster	Signing	London Road, Crown Street	Approaching the junction with Pell Street	Linked with the Elgar Road concerns, Officers have passed on concerns raised at NAG meetings, that HGVs are not noticing the	<ul style="list-style-type: none"> <li><b>General:</b> A signing review can be conducted to investigate signing alterations that can be used to better direct HGVs around this weight limit.</li> </ul>	21 <sup>st</sup> (all) 19 <sup>th</sup> (South residents)	We consider this to have been addressed as part of the delivered Transport CIL scheme around signing for Elgar Road.  Recommend that this scheme is removed from the list.

					weight limit signs for the Berkeley Avenue / A33 overbridge until they are on Pell Street.	<ul style="list-style-type: none"> <li>• <b>Casualty Data:</b> No incidents in the latest 3-year period of data (up to June 2017) that can be attributed to this concern.</li> <li>• <b>Benefits/Impact:</b> Anticipated reduction in problematic vehicle movements.</li> <li>• <b>Anticipated Costs:</b> £50k</li> <li>• <b>Recommended Action:</b> Recommended for further investigation.</li> </ul>			
F	Transport	Redlands	Pedestrian Crossing	Addington Road	Between Addington / Erleigh Road and Addington/Eastern Ave junctions	Request via NAG for a controlled crossing at this location.	<ul style="list-style-type: none"> <li>• <b>General:</b> It would be beneficial to survey this vicinity to assess the footfall and any desire line for pedestrians crossing. This is within the 20mph zone and measures from imprinting to assisted crossings could be considered, if appropriate.</li> <li>• <b>Casualty Data:</b> No incidents involving pedestrian casualties in the latest 3-year period (up to June 2017).</li> </ul>	18 <sup>th</sup> (all) 20 <sup>th</sup> (South residents)	<p>Requires full site survey and feasibility investigation. May necessitate removal of some on street parking to enhance crossing visibility.</p> <p>Aspects of the scheme will require legal public consultation. Will require independent Road Safety Audit.</p> <p>Deliverability potential for 2022-23 financial year and will be dependent on prioritisation against other works programmes.</p>

							<ul style="list-style-type: none"> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities. Potential reduction in vehicle speeds.</li> <li>• <b>Anticipated Costs:</b> £50k</li> <li>• <b>Recommended Action:</b> Recommended for further investigation.</li> </ul>		
G	Transport	Redlands	Road Marking	Morpeth Close	Entire Street	Councillor requested the investigation of installing parking bay markings to assist in easing some of the area parking issues.	<ul style="list-style-type: none"> <li>• <b>General:</b> These marked bays would not have any legal waiting restriction behind them, so would not require formal consultation and a TRO. This will significantly reduce the resource requirements for the proposal. It is likely that the number of marked bays that could be installed will be lower than the number of vehicles that could park in the area at present, should they do so considerably.</li> <li>• <b>Casualty Data:</b> No incidents involving casualties in the latest 3-year period (up to September 2017).</li> </ul>	26 <sup>th</sup> (all) 26 <sup>th</sup> (South residents)	Delivery in the next financial year is relatively straightforward, following completion of design work and subject to prioritisation in context of other works programmes.

							<ul style="list-style-type: none"> <li>• <b>Benefits/Impact:</b> Potential improvement in parking management, but could reduce the parking capacity at times, when compared with the current unmanaged area.</li> <li>• <b>Anticipated Costs:</b> £5k.</li> <li>• <b>Recommended Action:</b> Recommended for further investigation.</li> </ul>		
H	Parks	Boroughwide	Graffiti Removal Project	Various	Various	See Central item E	See Central item E	6 <sup>th</sup> (all) 6 <sup>th</sup> (South residents)	Once identified and prioritised, work can begin within short time scales.
L	Parks	Whitley	Landscaping improvements	Harness Close	South Whitley Park	Re-landscape the area next to the ballcourt and swings.	£15k - the existing basket swings are popular but cable runway is impossible to maintain due to repeated vandalism. Area surrounding swings is unusable for much of the year due to standing water. Area to be landscaped to support informal play, look attractive and make best of areas that will drain.	15 <sup>th</sup> (all) 11 <sup>th</sup> (South residents)	The site gets very wet. Can be delivered in 2021/22 during the dry months.

M	Parks	Katesgrove	Play area improvements	Spring Gardens	The Tank	New play equipment and fencing around the ballcourt is required.	£85k - flooding issue now resolved. Decaying equipment needs replacing.	22 <sup>nd</sup> (all) 24 <sup>th</sup> (South residents)	Site is well used; there is no alternative playground nearby. Could be delivered in 2021/22.
N	Parks	Katesgrove	Play area improvements	St Giles Close	St. Giles Close Play Area	Very small site and little scope for improvement.	£60k - the site suffers from anti-social behaviour. Limited equipment due to size constraints.	25 <sup>th</sup> (all) 25 <sup>th</sup> (South residents)	Need for further assessment when funding becomes available.
O	Parks	Katesgrove	Play area improvements	Elgar Road (North)	Waterloo Meadows	Some items of play equipment need replacing along with safety surfacing.	£95k - popular and well used site.	10 <sup>th</sup> (all) 10 <sup>th</sup> (South residents)	Some equipment is rusting and will require replacement. Ballcourt surfacing worn and needs to be replaced. This work is pressing and can be delivered in 2021/22.
Q	Parks	Redlands	Skate Park	Cintra Avenue	Cintra Park	Skate Parks	Skate park could be installed next to the tennis court which is over 60m away from the nearest dwellings. <b>Expected cost: £95k.</b>	14 <sup>th</sup> (all) 13 <sup>th</sup> (South residents)	Possible that earthworks will be required. Could be delivered in summer 2021/22.
R	Parks	Katesgrove	Table Tennis	Katesgrove Lane	Katesgrove Primary	Table tennis facility	This is achievable and outdoor concrete tables with permanent steel nets are available. A suitable flat surface with sufficient run off space would be required and location to be agreed with the school. Bats and balls would have to	24 <sup>th</sup> (all) 23 <sup>rd</sup> (South residents)	Could be delivered in 2021/22 subject to prioritisation of the schemes.

							be provided by the players. <b>Estimated cost:</b> £15k - £20k depending on the extent of the groundworks.		
S	Parks	Church	Improvement	Linden Road		Upgrading the park and facilities just off of Linden Road (Shinfield Rec).	All the play equipment is in good working order and does not need upgrading. The carpet style surfacing within the play area needs to be removed along with some of the fencing and returned to parkland. New furniture is required. The footpaths within the recreation ground also need resurfacing. <b>Estimated cost:</b> £75k	11 <sup>th</sup> (all) 9 <sup>th</sup> (South residents)	Delivery is weather-dependent and could be delivered in 2021/22.
T	Neighbourhood	Katesgrove	Paint mural on IDR wall	Katesgrove Lane	IDR wall	This area is used for drug dealing. Last year the area was tidied up but it would be great to brighten the grey wall up.		20 <sup>th</sup> (all) 22 <sup>nd</sup> (South residents)	This project has already been completed
U	Neighbourhood	Katesgrove	Clean/repaint the underpass	Katesgrove Lane	Underpass	The underpass is very dirty and current tiles on the walls need		9 <sup>th</sup> (all) 7 <sup>th</sup> (South residents)	Dependant on whether existing mural can be cleaned or if tiles need replacing. Quotes received 2-4 years ago suggested they would be extremely difficult to remove without breaking.

						replacing/painting as well as the ceiling needing painting/cleaning.			Original tiles were painted by local school children so if can be removed would need to identify whether returning to those who painted could be possible. Quotes from 2017 in the region of £20- 25K for jet washing and preparing wall ready for a new mural. Painting the ceiling may be a quicker and cheaper process.
V	Neighbourhood	Katesgrove	Re-place 3 notice boards	Pell St/Elgar Rd/Whitley St		These are very old and difficult to open. Residents are happy to look after these, but they are not easy to open for 1 person.		23 <sup>rd</sup> (all) 21 <sup>st</sup> (South residents)	Would be easy to purchase and assuming dependent on officer time could be delivered 2021-22. Estimated cost of purchasing new noticeboards is £2300 per noticeboard + installation costs
W	Leisure	Whitley	Install play equipment	South Park	Park	The local park does not have any play equipment for children to play on.	The site is has 3 heavily used football pitches leased to a club. The nearby Worton Grange development in Imperial Way has a new play area. We have an off-site leisure S106 contribution of £139k specifically for new sports facilities here with associated infrastructure and the available space will serve this purpose.	13 <sup>th</sup> (all) 16 <sup>th</sup> (South residents)	Unable to utilise CIL money to top of S106 money allocated to this scheme (installing / improving sports facility). Cost of improving / installing a new sports facility requires a large top up to be sought from elsewhere.
X	Transport	Redlands	Replacement	The Mount	Progress Theatre	Replace stolen Street sign for Progress Theatre believed to be at a cost of £350	Put forward by Cllr. Deborah Edwards	17 <sup>th</sup> (all) 15 <sup>th</sup> (South residents)	To be addressed outside the CIL process.

WEST									
A	Transport	Borough-wide	Signing	Borough-wide	Borough-wide	See Central item D	See Central item D	5 <sup>th</sup> (all) 4 <sup>th</sup> (West residents)	See central item D
B	Transport	Katesgrove / Minster	Signing	London Road, Crown Street	Approaching the junction with Pell Street	See South item E	See South item E	28 <sup>th</sup> (all) 28 <sup>th</sup> (West residents)	We consider this to have been addressed as part of the delivered Transport CIL scheme around signing for Elgar Road.  Recommend it is removed from the list.
C	Transport	Kentwood	Road Marking	Oxford Road	Entrance to & exit from the car wash, to the side of The Restoration PH	Councillor requested, on behalf of cyclist, the installation of some markings to discourage waiting vehicles stopping across the cycleway, and to highlight the presence of the cycleway at the exit of the car wash.	<ul style="list-style-type: none"> <li>• <b>General:</b> Assistance could be provided with KEEP CLEAR and other minor lining works.</li> <li>• <b>Casualty Data:</b> No incidents involving casualties in the latest 3-year period (up to September 2017) at these locations.</li> <li>• <b>Benefits/Impact:</b> Potential reduction in cycleway blocking, although this isn't enforceable, and greater clarity of the cycleway crossing upon exit of the car wash.</li> <li>• <b>Anticipated Costs:</b> £5k.</li> <li>• <b>Recommended Action:</b> Recommend</li> </ul>	11 <sup>th</sup> (all) 9 <sup>th</sup> (West residents)	It is understood that the car wash is no longer in operation and that the site is now surrounded by hoarding.  As the issue no longer exists, it is recommended that this be removed from the list.

						ed for further investigation.		
H	Transport	Tilehurst	Pedestrian Crossing	Church End Lane	In the vicinity of Moorlands Primary School	<p>Petition received at November 2017 TMSO for the installation of controlled pedestrian crossing facilities at this junction.</p> <p>• <b>General:</b> The petition update report at Jan 2018 TMSO noted that potential development works at the school could realise some funding availability for implementing an enhanced crossing facility. Once this funding has been identified, it was recommended that Officers look at options with the school, which need not be controlled crossing facilities, such as a zebra crossing.</p> <p>• <b>Casualty Data:</b> One slight vehicle accident reported in the latest 3-year period (up to September 2017). No pedestrians involved.</p> <p>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities.</p>	4 <sup>th</sup> (all) 5 <sup>th</sup> (West residents)	<p>Requires full site survey and feasibility investigation. May require some on street parking restrictions to enhance crossing visibility and locating the crossing among the many driveway accesses will be challenging, if it is feasible at all.</p> <p>Aspects of the scheme will require legal public consultation. Will require independent Road Safety Audit.</p> <p>Deliverability potential for 2022-23 financial year and will be dependent on prioritisation against other works programmes.</p>

							<ul style="list-style-type: none"> <li>• <b>Anticipated Costs:</b> £50k. It is hoped that this could be funded from proposed development works at the school.</li> <li>• <b>Recommended Action:</b> Recommended for further investigation.</li> </ul>		
II	Transport	Tilehurst	20mph zone & One-way plug	Recreation Road	Entire length, considering Blundells Road also.	<p>A petition to September 2014 TMSMC requested measures to address rat-running traffic and perceived traffic speeding issues. The petition included a request for 20mph speed limits and consideration of a one-way plug.</p>	<ul style="list-style-type: none"> <li>• <b>General:</b> It would be beneficial to conduct speed and traffic flow surveys (the traffic flow surveys should be conducted during - and outside of - school holidays) to provide the data for consideration in any proposals.</li> <li>• <b>Benefits/Impact:</b> Reduced traffic volumes and reduced vehicle speeds.</li> <li>• <b>Anticipated Costs:</b> £30k</li> <li>• <b>Recommended Action:</b> Recommended for further investigation.</li> </ul>	20 <sup>th</sup> (all) 20 <sup>th</sup> (West residents)	<p>Will require survey work and aspects of the scheme will require legal public consultation.</p> <p>Will require independent Road Safety Audit.</p> <p>Deliverability potential for 2022-23 financial year and will be dependent on prioritisation against other works programmes.</p>

J	Transport	Tilehurst	20mph & Pedestrian Crossing	School Road	Outside The Laurels	<p>Concerns raised regarding perceived vehicle speeds and distance to the nearest assisted crossing point. Requested to consider lowering the speed limit and enhanced crossing facility in this location.</p>	<ul style="list-style-type: none"> <li>• <b>General:</b> Considering the proximity to the school, we would need to survey pedestrian flows and consider implementing a controlled crossing (e.g. zebra crossing).</li> <li>• <b>Casualty Data:</b> No incidents involving casualties in the latest 3-year period (up to June 2017) where speeding has been considered a contributing factor, or where pedestrians crossing the street have been injured.</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities, particularly beneficial at school drop-off/pick-up times. Potential reduction in vehicle speeds.</li> <li>• <b>Anticipated Costs:</b> £50k (standard zebra crossing) £65k (raised crossing to support 20mph)</li> </ul>	19 <sup>th</sup> (all) 21 <sup>st</sup> (West residents)	<p>Requires full site survey and feasibility investigation. May require some on street parking restrictions to enhance crossing visibility and considering some raised traffic calming (which could be a raised crossing) to support compliance of the 20mph restriction.</p> <p>Aspects of the scheme will require legal public consultation. Will require independent Road Safety Audit.</p> <p>Deliverability potential for 2022-23 financial year and will be dependent on prioritisation against other works programmes.</p>
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							<ul style="list-style-type: none"> <li>• <b>Recommended Action:</b> Recommended for further investigation.</li> </ul>		
K	Transport	Tilehurst	Lining Alteration	The Meadway	Roundabout with St Michaels Road	<p>Request to review lining on approaches ('unnecessary' 2 lane approaches) to encourage correct use of the roundabout and reduce the number of vehicles cutting across it.</p>	<ul style="list-style-type: none"> <li>• <b>General:</b> Officers agree that reducing the number of lanes on approach to this mini roundabout could have a positive impact on driver behaviour and improve compliance.</li> <li>• <b>Casualty Data:</b> 1 serious and 2 slight injuries in the latest 3-year period (up to June 2017), where vehicles have failed to give way. However, these incidents were recorded with a number of contributing factors.</li> <li>• <b>Benefits/Impact:</b> Improved driver behaviour and compliance at the roundabout.</li> <li>• <b>Anticipated Costs:</b> £10k.</li> <li>• <b>Recommended Action:</b> Recommended for further investigation.</li> </ul>	26 <sup>th</sup> (all) 26 <sup>th</sup> (West residents)	<p>Relatively straightforward delivery, following design work completion. May require independent road safety audit.</p> <p>Could be delivered in the next Financial year subject to prioritisation of the schemes.</p>

L	Transport	Tilehurst / Kentwood	Pedestrian Crossing	Norcot Road	o/s 101	<p>Councillor requested that the refuge island is converted to a full pedestrian crossing, as the island is too small for push chairs. This would also be a safety benefit for school children.</p>	<ul style="list-style-type: none"> <li>• <b>General:</b> This location is a significant distance from the nearest controlled crossings and near to the linking footway between Norcot Road and Wealden Way. It will be necessary to conduct surveys to assess the footfall and desire line for pedestrians and consider an appropriate facility.</li> <li>• <b>Casualty Data:</b> No incidents involving pedestrian casualties in the latest 3-year period (up to June 2017).</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities. Potential reduction in vehicle speeds.</li> <li>• <b>Anticipated Costs:</b> £50k</li> <li>• <b>Recommended Action:</b> Recommended for further investigation.</li> </ul>	<p>16<sup>th</sup> (all) 17<sup>th</sup> (West residents)</p>	<p>Requires full site survey and feasibility investigation. May require some on street parking restrictions to enhance crossing visibility and locating the crossing among the many driveway accesses will be challenging.</p> <p>Aspects of the scheme will require legal public consultation. Will require independent Road Safety Audit.</p> <p>Deliverability in the next Financial year is feasible at the end of the year subject to prioritisation of the schemes.</p>
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M	Transport	Tilehurst / Kentwood	20mph zone	Westwood Road	Whole length	Request received for a reduced speed limit and traffic calming measures to be installed.	<ul style="list-style-type: none"> <li>• <b>General:</b> If this proposal is developed, there would need to be supplementary traffic calming features added. There would need to be careful consideration of the type of measure, as this is a bus route and will be a key emergency service vehicle route for parts of Tilehurst and beyond.</li> <li>• <b>Casualty Data:</b> No incidents involving casualties in the latest 3-year period (up to September 2017) where speeding has been considered a contributing factor.</li> <li>• <b>Benefits/Impact:</b> Reduced vehicle speeds, but need to consider the impact of the required traffic calming features on emergency service vehicles and residents (potentially</li> </ul>	22 <sup>nd</sup> (all) 24 <sup>th</sup> (West residents)	<p>Requires speed surveys, independent Road Safety Audit of a designed scheme and aspects will require legal public consultation.</p> <p>Deliverability in the next Financial year is feasible subject to prioritisation of the scheme against other works programmes.</p>
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							increased traffic noise).		
							<ul style="list-style-type: none"> <li>• Anticipated Costs: £75k</li> <li>• Recommended Action: Recommended for further investigation.</li> </ul>		
N	Parks	Boroughwide	Graffiti Removal Project	Various	Various	See Central item E	See Central item E	13 <sup>th</sup> (all) 11 <sup>th</sup> (West residents)	Once identified and prioritised, work could begin within short time scales.
O	Parks	Kentwood	Play area improvements	Armour Hill/Oak Tree Road	Arthur Newbery Park	The large main play unit is over 30yrs old and needs replacing. Parts are obsolete and have to be specially hand made.	£100k - the remaining play equipment is in good condition following recent investment. A very popular and heavily used site.	3 <sup>rd</sup> (all) 2 <sup>nd</sup> (West residents)	Play facilities installed in the late 1980s. Very heavily used. Deliverable in 2021-22.
P	Parks	Kentwood	Play area improvements	Oxford Road	Oxford Road Recreation Ground	The play equipment is very old and in need of replacement.	£95k - a valued and well used space within a densely populated area.	15 <sup>th</sup> (all) 14 <sup>th</sup> (West residents)	Site requires complete refurbishment and replacement of loose-fill surfacing. Deliverable in 2021-22.
Q	Parks	Tilehurst	Play area improvements	Ayrton Senna Road	Ayrton Senna Play Area	The single unit is reaching the end of its life. The area requires landscaping.	£20k - this is a very small site with only one item of play equipment with limited play value.	23 <sup>rd</sup> (all) 23 <sup>rd</sup> (West residents)	Need for further assessment when funding becomes available.

R	Parks	Tilehurst	Play area improvements	Recreation Road	Blagrave Recreation Ground	There are 2 separate play areas within the park and the equipment in both is approx. 30yrs old and in urgent need of replacement.	£100k - one area is for toddler play (0-5yrs) and the other area is aimed at juniors (5+yrs).	12 <sup>th</sup> (all) 8 <sup>th</sup> (West residents)	Refurbishment is urgent. Capital is available for this, so works are in hand. Completion expected end March 2021. No longer required as Capital funding has been allocated.
U	Parks	Minster	Play area improvements	Dover Street	Dover Street Play Area	All the equipment and surfacing is at the end of its life.	£85k - this steep sloping site restricts improvement and is unsuitable for children with disabilities. Suffers from regular drug abuse and anti-social behaviour.	25 <sup>th</sup> (all) 25 <sup>th</sup> (West residents)	Improvement works can be delivered in financial year 21/22.
V	Parks	Norcot	Play area improvements	Moriston Close	Moriston Close Play Area	Play equipment is old and has little play value.	£30k - the size of the play area limits any potential improvements. It is surrounded by open space.	27 <sup>th</sup> (all) 27 <sup>th</sup> (West residents)	Improvement works can be delivered in financial year 21/22.
W	Neighbourhood	Southcote	Replacement	Coronation Square	Southcote Community Centre	To carry out additional works to complement the Southcote Community Hub improvement works. To replace the sprung flooring in the main hall which is currently damaged and worn to enable it to continue to be used by a variety of dance, keep fit		8 <sup>th</sup> (all) 12 <sup>th</sup> (West residents)	This was completed as part of the hub completion

						and family groups and attract the bookings of additional performance groups. This work would ideally tie in with phase 2 of works commencing 11 June for 6 weeks. Cost is estimated at £12-15k			
Z	Neighbourhood	Minster	Replacement	Wensley Road	Coley Park Community Centre	To replace 8 old laptops with fully functioning new hardware to be used by the Community Centre. This would make projects such as Get Online Reading at the Over-50s Club and the ParkWay Café and job club more attractive and viable so that more members of the community could benefit from education and support. Estimate £2k		7 <sup>th</sup> (all) 15 <sup>th</sup> (West residents)	The purchase of equipment could be delivered quickly but any projects where they are used would have to wait until lockdown measures end. The job club is no longer running but there are future plans to re-instate a number of groups to deliver projects aimed at digital exclusion and education as well as activities for the over 50s club and tackle social isolation.

AA	Neighbourhood	Minster	Open & tidy area up - cut back trees etc.	Brook St West	Area over the wooden bridge	This area has been used for ASB (drugs and illegal encampments). It is currently receiving a cut back on the walkway side but needs the same to happen down the 'river' side. We would also like a cycle lane to join the area from Berkeley Avenue.	17 <sup>th</sup> (all) 19 <sup>th</sup> (West residents)	Further consideration has been given to works in this area, to open out the area to make it more desirable for local people to visit and less desirable for drug users. Need for a full project plan. Could include cycle path link to Berkeley Avenue and/or nature trail.
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## **APPENDIX 4: PROPOSED AMENDED CIL SPEND PROTOCOL (TRACKED CHANGES)**

### **Community Infrastructure Levy (CIL) - Draft Spend Protocol**

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

CIL differs fundamentally from S106 in that the funds collected are not tied to a specific development or the provision of specific infrastructure. Unlike infrastructure provided through S106 planning obligations, which must be necessary to mitigate the impact of a particular development and used only for that specific purpose, CIL funds can be used flexibly to fund any infrastructure as defined within the regulations. The Council's Infrastructure Funding Statement (IFS) will set out priorities for CIL spend, but this will not exclude spend on items that are not identified in the IFS. CIL funds can be pooled freely to fund infrastructure priorities and collectively between authorities towards larger strategic investments. They should be seen as a contribution to assisting with the provision of overall infrastructure priorities which may well change over time.

### **Framework for Determining Expenditure of CIL Monies**

Authorities are required to set out their priorities for expenditure through an annual IFS. The current IFS for Reading Borough was based on an Infrastructure Delivery Plan that was produced as part of the preparation of the local plan, and in consultation with the various spending services, and which drew on the previous Regulation 123 list. A Regulation 123 list was a now-superseded requirement for a list of items to be funded by CIL. A copy of the Council's original Regulation 123 list was approved as part of the papers submitted to the Secretary of State for approval of the Council's CIL Charging Schedule.

The spending priorities in the IFS refer to the types of infrastructure but does not specify particular schemes or projects. The priorities are based on adopted Local Plan policies, and relate to:

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

The CIL regulations set out specific requirements on local authorities to monitor, report and publish, annually, details of all funding received and all

expenditure of CIL funding. This will be completed through the annual IFS which the Council is required to produce by 31<sup>st</sup> December each year.

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

### **Proposed Allocation of Expenditure**

The principles are that expenditure will be;

#### **80%:**

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

#### **15%:**

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

#### **5%**

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

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

The financial year end report (presented in the early summer) will provide as necessary a listing of CIL receipts received or expected imminently. It will indicate the level of CIL receipt from each listed development and thus a calculation of the level of 15% that should be allocated to the relevant area. For the purposes of CIL the relevant local area in the absence of any parish councils is the whole Borough, because Reading is a geographically compact area and a single settlement where residents make use of infrastructure in different parts of the Borough. The degree to which infrastructure relates to the areas where development is taking place will be a consideration in allocation 15% CIL funding, but this will be weighed against other considerations. In any event, when allocating the 15% local contribution, consideration needs to be given to the location of the development providing the CIL receipt and the impacts that the development has on its neighbourhood.

There is provision within the regulations for the local authority to allocate up to 5% of CIL receipts to the administration of the scheme. Set up costs, the costs of items such as the purchase of software, and the staffing costs involved in administering the scheme can be paid for directly from CIL receipts. Costs will be incurred by Planning, Finance and Legal Sections and any other sections with an input into the administration of CIL within the authority. Accordingly, up to 5% of CIL receipts will be allocated to cover all administration costs, albeit this figure can be reviewed from time to time.

Infrastructure Prioritisation Criteria (for 80% Allocation)

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

- Education
- Strategic Transport Projects
- Strategic Leisure / Culture

Which accord with the following:

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

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

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

Which must accord with following:

Support: (a) the provision, improvement, replacement, operation or maintenance of <u>local</u> facilities and/or infrastructure; or (b) anything else that is concerned with addressing the demands that development places on a local area.
May be included in the IDP and / or Approved Capital Programme.
May enable other funds that would not otherwise be available or offer a financial return on investment, e.g. needed to match or draw grant funding
Address a specific impact of new development beyond that which has been secured through a S106 obligation or S278 agreement
Contribute to the delivery of key development sites in the district to realise the Local Plan proposals

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

- Projects can be nominated by officers, members, community groups or members of the public, using a standard form available on the website setting out key details; these could be from proposals that have been identified via committees, on work programmes, through surveys or elsewhere. Such proposals may include improvements to Parks and Open Spaces or highway schemes, for example. Nominations will need to be made by the end of the calendar year to feed into final allocations in the following Spring;
- Initial proposals will be discussed with lead councillors;
- Given that funds are limited the use of 15% local CIL funds will be normally allocated to small scale projects or around £100k or less;
- Public consultation on the general spending priorities under the local community 15% spend will take place every 3-4 years, at the beginning

of the calendar year. These will not be based on specific projects, but on overall type of infrastructure;

- The final allocation of funds will be made annually by the Policy Committee. The following considerations will be taken into account when making allocations:
  - Deliverability (timescales, risks, resources required, dependence on external partners)
  - Financial considerations (value for money, additional capital funding required, revenue considerations)
  - Accordance with spending priorities identified in consultation
  - Relationship with identified strategic priorities
  - Degree to which projects meet infrastructure needs arising from or enabling development.
- A Policy Committee report on new allocations each year would also report on the progress of the allocations from previous years and would give the opportunity to re-allocate unspent funds or put additional funds towards existing projects if required.

*[Delete map showing neighbourhood zones]*

## APPENDIX 5: PROPOSED CONSULTATION DOCUMENT ON ALLOCATION OF 15% LOCAL CIL

[FRONT PAGE - WEBSITE TEXT]

### Consultation on allocation of the neighbourhood portion of the Community Infrastructure Levy

#### Background

The Council collects money for infrastructure from new developments through the Community Infrastructure Levy (CIL). This is a charge based on the floorspace of new developments.

Under the CIL regulations, the Council needs to put 15% of the collected CIL money towards infrastructure in the relevant area where development takes place. This is referred to here as '15% local CIL'. For many other authorities, this means passing the money to parish councils, but in Reading, as there are no parishes, it can be spent on local schemes within the Borough.

Of the remaining CIL, 80% is used for strategic infrastructure, and this usually means items within the Council's capital programme. The Council can retain 5% for administration of CIL.

This consultation is about how we should spend the 15% local CIL. We last consulted on this matter between July and September 2018, and received 347 responses. This led to a total of £1.204 million being allocated to 22 projects across Reading in November 2018, and these projects are either completed or are in the process of delivery.

The consultation asks for your views on two main points:

- Whether you agree with our suggestions for how to spend the outstanding money already collected by 31<sup>st</sup> March 2020; and
- What your priorities are for future spending in 2022 and beyond.

#### Spend of money collected up to 31<sup>st</sup> March 2020

We have continued to collect 15% local CIL, and by the end of March 2020 a further £1.669 million was available to allocate to local schemes.

We believe that the priority for this money should be on those projects we already consulted on in 2018, but which did not receive funding at that point. These schemes have been considered, fully costed, and in most cases are ready to deliver in 2021-22. Many of these were popular in the last consultation.

One of the main things we need to take into account is where development that pays CIL takes place, because CIL is about addressing the additional demands that new development places on an area. Therefore, if an area of Reading sees less development that makes CIL payments, it is also less likely to receive 15% local CIL funds.

We therefore propose that the following projects be funded from the 15% local CIL collected up to 31<sup>st</sup> March 2020:

Project	Ward	Proposed allocation	Further information
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Borough-wide graffiti removal project	Borough-wide	£75,000	Highway and cleansing inspections
Town centre monuments and statues	Abbey	£50,000	Inspection, cleaning and repairs
War memorials and public art	Abbey	£100,000	Inventory, maintenance and cleaning of war memorials & public art
Thames cycle/path route at Kings Meadow	Abbey	£100,000	The surface of the cycle/footpath along sections is cracked and broken from tree roots. Given its continual use by pedestrians and cyclists is in need of attention.
High Street Heritage Action Zones project	Abbey, Battle and Katesgrove	£275,000	Ongoing programme to make the high street within three town centre conservation areas a more attractive place through physical, community and cultural activities. Awarded £150,000 of 15% local CIL in previous allocations.
Improvements at Shinfield Road Recreation Ground, Linden Road, involving improving upgrading the park and facilities	Church	£75,000	Upgrading the park and facilities. Removal of the carpet style surfacing within the play area along with some of the fencing and returned to parkland. New furniture. Resurfacing of footpaths.
Play area improvements at Waterloo Meadows	Katesgrove	£95,000	Some items of play equipment need replacing along with safety surfacing.
Arthur Newbery Park play area improvements	Kentwood	£100,000	The large main play unit is over 30yrs old and needs replacing. Parts are obsolete and have to be specially hand made.
Oxford Road Recreation Ground play area improvements	Kentwood	£95,000	The play equipment is very old and in need of replacement.
Pedestrian crossing on Norcot Road, close to number 91	Kentwood/ Tilehurst	£50,000	Convert refuge island to a full pedestrian crossing, as the island is too small for push chairs. This would also be a safety benefit for school children. This is a significant distance from the nearest controlled crossings and near to the linking footway between Norcot Road and Wealden Way. Requires full site survey and feasibility investigation.
Dover Street play area improvements	Minster	£85,000	Equipment and surfacing is at the end of its life. Steep sloping site restricts improvement and is unsuitable for children with

			disabilities. It suffers from regular drug abuse and anti-social behaviour.
New laptops for Coley Park Community Centre	Minster	£2,000	Replace 8 old laptops with fully functioning new hardware to be used by the Community Centre, so that more members of the community could benefit from education and support.
Improvements and tidy up of wooden bridge area at Brook Street West	Minster	£100,000	Open out the area to make it more desirable for local people to visit and less desirable for drug users. Need for a full project plan. Could include cycle path link to Berkeley Avenue and/or nature trail.
Moriston Close play area improvements	Norcot	£30,000	Play equipment is old and has little play value. The size of the site limits potential improvements.
Palmer Park play area improvements	Park	£100,000	Offer for disabled children and for toddlers of all abilities needs to be improved. Investment in all-inclusive play a priority. Loose fill surfacing requires replacement to improve access. Several swing units require replacement for health and safety reasons.
Road marking on Morpeth Close, involving parking bay markings	Redlands	£5,000	Installing parking bay markings to assist in easing some of the area parking issues.
Pedestrian crossing on Addington Road, between the junctions with Erleigh Road and Eastern Avenue	Redlands	£50,000	Provision of controlled crossing at this location. Requires full site survey and feasibility investigation. May necessitate removal of some on street parking to enhance crossing visibility. Aspects of the scheme will require legal public consultation. Will require independent Road Safety Audit.
Pedestrian crossing on Church End Lane, in the vicinity of Moorlands Primary School	Tilehurst	£50,000	Installation of controlled pedestrian crossing facilities at this junction, as requested by 2017 petition. Requires full site survey and feasibility investigation. May require some on street parking restrictions to enhance crossing visibility and locating the crossing among the many driveway accesses will be challenging, if it is feasible at all. Aspects of the scheme will require legal public consultation. Will

			require independent Road Safety Audit.
Lining alteration on The Meadway at the roundabout with St Michael's Road	Tilehurst	£10,000	Review lining on approaches ('unnecessary' 2 lane approaches) to encourage correct use of the roundabout and reduce the number of vehicles cutting across it. May require independent road safety audit.
Landscaping improvements at South Whitley Park	Whitley	£15,000	Re-landscape the area next to the ballcourt and swings to support informal play, look attractive and make best of areas that will drain.

The projects above total £1.462 million. The remaining £207,000 will be carried forward and allocated in future years.

### Priorities for future allocations

For allocations of 15% local CIL from 2022 onwards, we propose that the consultation we undertake focuses on residents' general priorities. These priorities can then be used to help to assess the specific projects for allocation every year. We propose that we would undertake a similar consultation every three to four years to understand if priorities have changed.

The consultation therefore asks you to rank the following priorities, to help us to assess future projects.

**1. Highways, transport and travel measures**

This might include footpaths, crossings, cycle provision, traffic calming, signage and junction upgrades.

**2. Play areas and public open spaces**

**3. Heritage and cultural provision**

This might include work on conservation areas, monuments, public art etc.

**4. Community centres and hubs**

**5. Healthcare provision**

Spend on healthcare provision would usually be in conjunction with the relevant Clinical Commissioning Group

**6. General environmental enhancements**

**7. Natural environment, e.g. trees and biodiversity**

**8. Climate change and renewable energy proposals**

**9. Education provision**

A form will be made available on the website later in 2021 to allow residents to suggest specific projects for allocation of 15% local CIL money.

### How to respond

Please respond to the consultation by using the webform. Please ensure that you have submitted your comments by **5pm on Friday 16<sup>th</sup> April 2021**. If you have any questions, please contact the CIL team on [CIL@reading.gov.uk](mailto:CIL@reading.gov.uk).

[CONSULTATION RESPONSE - WEBFORM]

**Your details**

**1: Please enter your personal details below.**

Title  First Name  Surname

Address

E-mail address

Telephone

**2: Which ward do you live in?**

*Unless you check one of the two boxes below, your personal details will be kept by the Planning Section only for the purposes of analysing the consultation results, and will be destroyed thereafter.*

**3: Please check one or both of the boxes if you want to be consulted on this matter, or related matters.**

- Please include me in future consultations on spending of the Community Infrastructure Levy in my local area.
- Please include me in other future consultations relating to planning policy.

**4: Do you agree with the proposed allocation of 15% local CIL collected up to 31<sup>st</sup> March 2020?**

- Yes
- No
- Don't know

**5: Please provide any comments you want to make alongside the relevant project**

Project	Your comment
Borough-wide graffiti removal project (£75,000)	
Town centre monuments and statues (£50,000)	
War memorials and public art (£100,000)	

Thames cycle/path route at Kings Meadow (£100,000)	
High Street Heritage Action Zones project (£275,000)	
Improvements at Shinfield Road Recreation Ground, Linden Road (£75,000)	
Play area improvements at Waterloo Meadows (£95,000)	
Arthur Newbery Park play area improvements (£100,000)	
Oxford Road Recreation Ground play area improvements (£95,000)	
Pedestrian crossing on Norcot Road, close to number 91 (£50,000)	
Dover Street play area improvements (£85,000)	
New laptops for Coley Park Community Centre (£2,000)	
Improvements and tidy up of wooden bridge area at Brook Street West (£100,000)	
Moriston Close play area improvements (£30,000)	
Palmer Park play area improvements (£100,000)	
Road marking on Morpeth Close (£5,000)	
Pedestrian crossing on Addington Road, between the junctions with Erleigh Road and Eastern Avenue (£50,000)	
Pedestrian crossing on Church End Lane, in the vicinity of Moorlands Primary School (£50,000)	
Lining alteration on The Meadway at the roundabout with St Michael's Road (£10,000)	
Landscaping improvements at South Whitley Park (£15,000)	

**6: Do you have any other comments on the proposed allocation of 15% local CIL collected up to 31<sup>st</sup> March 2020?**

If so, please provide these in the box below.

**7: Please identify your priority for future spend of 15% local CIL**

The following possible priorities have been identified for future funding. Please rank them in order of where you would prefer to see the money spent, with 1 being the highest priority. Any priority which you do not rank will be assumed to be the lowest priority.

Type of infrastructure	Your priority (1-9)
A. Highways, transport and travel measures	
B. Play areas and public open spaces	
C. Heritage and cultural provision	
D. Community centres and hubs	
E. Healthcare provision	
F. General environmental enhancements	
G. Natural environment	
H. Climate change and renewable energy proposals	
I. Education provision	

**8: Are there any priorities not listed above that you would like to see considered?**

If so, please describe in the box below and set out why you think this should be considered.

**9: Do you have any other comments on the priorities for future spend?**

If so, please provide these in the box below.

Thank you for taking the time to respond.

Responses will be reported back to the Council's Policy Committee and will inform decisions about allocations of 15% local CIL.