

Policy Committee

16 September 2026



Reading
Borough Council
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Title	Update on projects funded by 15% local Community Infrastructure Levy
Purpose of the report	To make a decision
Report status	Public report
Report author	Mark Worringham, Planning Policy Manager
Lead Councillor	Councillor Micky Leng, Lead Councillor for Planning and Assets
Corporate priority	Healthy Environment
Recommendations	1. That the progress on the projects benefitting from the 15% local CIL allocated set out in Appendix 1 be noted.

1. Executive Summary

- 1.1. This report deals with the 15% of collected Community Infrastructure Levy (CIL) which should be allocated to the local area in which development takes place. The report updates on the progress of the projects which have already been allocated funds by this Committee.

2. Policy Context

- 2.1 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).
- 2.2 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.
- 2.3 A CIL Spend Protocol, originally approved at Policy Committee on 16th July 2018 (Minute 26 refers) and amended at Policy Committee on 15th February 2021 (Minute 97 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.

- 2.4 The protocol further states that allocations of 15% local CIL must accord with the following:
- Support:
 - (a) the provision, improvement, replacement, operation or maintenance of local 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 Infrastructure Delivery Plan (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.
- 2.5 The process for allocating 15% local CIL is set out in full in the amended CIL Spend Protocol. In summary, the steps are as follows:
- Projects nominated by officers, members, community groups or members of the public, 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;
 - The final allocation of funds will be made annually by the Policy Committee, based on the following considerations:
 - 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.
 - Annual progress report to Policy Committee.

3. The Proposal

Current position

- 3.1 Allocations of 15% local CIL totalling £6.017m have already been made towards 61 projects. Allocations were made as follows:
- A first allocation of £1.204m to 23 projects was agreed at Policy Committee on 26th November 2018 (Minute 49 refers).

- Additional funds were allocated towards two of the selected projects by Decision Book in August 2020, bringing the total allocated to £1.339m (Decision Book reference 608).
 - A further allocation of £1.557m was made by Policy Committee on 14th June 2021 towards a further 20 projects. Committee also decided to make some minor amendments to some of the existing allocations that did not change the overall amount of 15% local CIL funds allocated (Minute 7 refers).
 - A reallocation of £0.035m between two of the projects allocated funds in June 2021 was made by Decision Book in January 2022, which did not change the overall amount of 15% local CIL funds allocated (Decision Book reference 647).
 - A further allocation of £1.623m was made by Policy Committee on 7th March 2022 towards a further 18 projects (Minute 80 refers).
 - A further allocation of £1.498m was made by Policy Committee on 8th July 2024 towards a further 31 projects (Minute 14 refers)
- 3.2 This report updates on the progress of those projects allocated funds in the allocations above that have not already been reported to Committee as having been completed (or where Committee has previously agreed to reallocate funds away from the project).

Option proposed

- 3.3 It is recommended that Committee note the progress of the projects allocated 15% local CIL funds as set out in Appendix 1.
- 3.4 The vast majority of those projects allocated funds prior to July 2024 have now been delivered. There are three projects from previous allocations which remain underway (two of which have been combined into a single project).
- 3.5 A number of projects allocated in July 2024 have already been completed. The remainder are mainly in the process of delivery with a small number at the scoping phase. A number have not yet been completed purely because they are awaiting the Autumn planting season.
- 3.6 There have been particular issues with delivering network management projects due to a significant number of competing priorities, including projects not funded from CIL, and resources within the team. This was advised for the relevant schemes in the report to Policy Committee in July 2024, which noted that there would be unlikely to be any delivery before the beginning of 2025/26. In particular, the Traffic Regulation Order Rectification project was the focus of the team's resources for a considerable period. These CIL-funded projects are now progressing.
- 3.7 This report does not deal with future allocations, but a further report is due to be brought to Policy Committee in October which proposes changes to the nominations and allocations process. This will involve changing the CIL Spend Protocol. If agreed it is expected that a new round of nominations would commence thereafter. It should however be noted that, as shown in Table 1 in section 10 of this report, the amount of 15% local CIL available to allocate is relatively low.

Other options considered

- 3.8 No alternative options are identified.

4. Contribution to Strategic Aims

- 4.1 The projects funded by 15% local CIL contribute to achieving a number of the priorities in the Council Plan 2025-28, as follows:
- **Secure Reading's economic and cultural success:** 15% local CIL continues to be used to fund projects that contribute to Reading's cultural success including war memorials and monuments.

- **Deliver a sustainable and healthy environment and reduce Reading's carbon footprint:** 15% local CIL funded projects such as pedestrian crossings, active travel, improvements to bridges and underpasses and water safety help to promote a healthier and safer environment for all where travel on foot or by cycle is improved. Tree planting and greening of the urban environment through CIL projects helps both to mitigate climate change and to adapt to its effects.
- **Safeguard and support the health and wellbeing of Reading's adults and children:** Improvements to parks and open spaces, including children's play areas, will help to support the health and wellbeing of the population, including children.

5. Environmental and Climate Implications

- 5.1 The allocation of 15% local CIL is towards 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. There would be no implications of any decision in this report.

6 Community Engagement

- 6.1 No community engagement is required at this stage.

7 Equality Implications

- 7.1 This paper reports on the progress of projects that have already been allocated funding. The equality implications of those allocations were assessed at the time that the allocation was made. This report does not therefore recommend any decisions that have equality implications.

8 Health Implications

- 8.1 This paper reports on the progress of projects that have already been allocated funding. This report does not therefore recommend any decisions that have health implications.

9 Other Relevant Considerations

- 9.1 There are none.

10 Legal Implications

- 10.1 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.”*

- 10.2 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.

- 10.3 Projects are checked to ensure they comply with Regulation 59F at the point that they are allocated (in line with the CIL Spend Protocol, see paras 2.4 and 2.5 above)

11. Financial Implications

- 11.1 There are no direct financial implications of the recommended action of this report.
- 11.2 As a general background, the summary position with regard to 15% local CIL since CIL was introduced in Reading in 2015 is set out in Table 1.

Table 1: Summary of 15% local CIL position

15% local CIL collected up to 30/06/2026	£6.831m
Allocated in November 2018 by Policy Committee	£1.204m
Allocated in August 2020 by Decision Book	£0.135m
Allocated in June 2021 by Policy Committee	£1.557m
Allocated in March 2022 by Policy Committee	£1.623m
Allocated in July 2024 by Policy Committee	£1.498m
15% local CIL remaining unallocated	£0.814m

Revenue Implications

- 11.3 There are no revenue implications of this report.

Capital Implications

- 11.4 There are no capital implications of this report,

Value for Money

- 11.5 Value for money was one of the considerations in allocating funds towards the individual projects. The relevant Committee report for each allocation contains more details.

Risk Assessment

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

12. Timetable for Implementation

- 12.1 The timetable for implementation is dependent on the individual project. More details on progress are within Appendix 1.

13. Background Papers

- 13.1 There are none.

Appendices

1. Progress on projects already allocated 15% local CIL funding

Appendix 1: Progress on projects already allocated 15% local CIL funding

NB: Excludes projects already reported to Policy Committee in July 2022, July 2024 or July 2025 as completed, or where one of those meetings of Policy Committee agreed to reallocate funds away from the project

Name	Allocation	Scheme description	Delivery date (actual/expected)	Latest update
Town centre monuments and statues	£70,000 (June 2021) (previously £50,000 – increased by Policy Committee June 2022)	Inspection, cleaning and repairs	To be confirmed	Works to conserve and repair the Maiwand Lion, Forbury War Memorial, Henry Cross, Spanish War Memorial, Joshua Vines Forbury Hill Plaque, King Edward VII statue complete. Officers have been investigating works to Forbury Gardens grotto and wall. Structural survey carried out which identified safety risks. Unlikely to be sufficient funds allocated to the project to cover permanent works, but temporary support and protection measures are being investigated.
War memorials and public art	£100,000 (June 2021)	Inventory, maintenance and cleaning of war memorials & public art	See above	Now combined with town centre monuments and statues – see above
Skate park at John Rabson Recreation Ground	£95,000 (June 2021)	Installation of skate park. Previous consultation in 2018 proposed that this could be located at Cintra Park, but proposal is now that it be delivered at John Rabson Recreation Ground.	September 2025	Completed
Improvements to Victoria Recreation Ground	£231,000 (March 2022)	To provide improved and upgraded play equipment in a new playground adjacent to Hodsoll Road	July 2025	Completed
Northcourt Avenue speed reduction	£200,000 (March 2022)	20mph scheme and traffic calming measures to address concerns of speeding on Northcourt Avenue (also to include Wellington Avenue).	April 2026	Completed
20 is plenty zone on streets around Oxford Road	£200,000 (March 2022)	Introduction of a 20mph zone in residential side streets off	Estimated, subject to consultation	Following engagement with Ward Councillors, reporting the proposed scheme to Traffic Management Sub-Committee, September 2026,

		Oxford Road. Initial phase(s) of wider desirable zone area.	outcome, delivery from Spring 2027.	seeking agreement to undertake the statutory consultation processes.
Landscape the verge along the route in front of the Irish Club along Chatham Street	£15,000 (July 2024)	-	May 2026	Completed
Re-landscape the front garden of Somerstown Court	£20,000 (July 2024)	-	Autumn 2026	Completed except for new planting timetabled for Autumn 2026
Town centre tree planting	£50,000 (July 2024)	-	Autumn 2026	Some tree planting has already taken place as part of this project, and additional locations for the remaining budget have been identified with planting planned for Autumn 2026.
Permanent planters on Oxford Road IDR over pass	£20,000 (July 2024)	-	June 2026	Completed
Pocket Park biodiversity enhancement at Castle Hill roundabout (NW corner)	£20,000 (July 2024)	-	Autumn 2026	Clearance and groundworks have taken place and planting is planned for Autumn 2026.
Repair and cleaning and providing water to George Street allotments	£20,000 (July 2024)	-	May 2026	Completed
Planting green spaces in Battle ward	£20,000 (July 2024)	-	Autumn 2026	Sites for planting identified and new planting timetabled for Autumn 2026
More greenery on the Oxford Road	£75,000 (July 2024)	-	Spring 2026	Officers were unable to find suitable locations on the Oxford Road due to underground services, highways visibility etc. Therefore this is now to be combined with "planting green spaces in Battle ward" project, to allow greater flexibility for planting locations in the wider vicinity.
Zebra crossing on Portman Road opposite Milk & More	£85,000 (July 2024)	-	Estimated, subject to consultation outcome, delivery by April 2027.	Following engagement with Ward Councillors, reporting the proposed scheme to Traffic Management Sub-Committee, September 2026, seeking agreement to undertake the statutory consultation processes.
20mph zone for the Amersham Road estate area	£40,000 (July 2024)	-	Estimated, subject to consultation	A briefing note and initial concept plan has been shared with lead and ward Councillors and a report is now being prepared for Traffic

			outcome, delivery by April 2027.	Management Sub-Committee in September seeking approval to consult.
Traffic and crossing measures in Emmer Green	£40,000 (July 2024)	-	Estimated Summer 2027	Officers engaging with Ward Councillors on concept proposal shared in August 2026.
Maintenance/refurbishment of Albert Road Park tennis courts	£100,000 (July 2024)	-	October 2025	Completed
Provision of graffiti resistant information boards within the Cowsey	£20,000 (July 2024)	-	May 2026	Completed
Replacement of outdated/broken community noticeboards in Katesgrove	£15,000 (July 2024)	-	June 2026	Completed
Removal of the priority flow feature at the junction of Allcroft Road and Redlands Road	£25,000 (July 2024)	-	Estimated Summer 2027	Being treated as a single project with the project below. Initial concept scheme shared with Ward Councillors and good engagement received. Site meeting undertaken and concept proposals being redesigned.
Amend the width restriction build-outs on Redlands Road to include cycle-through bypasses	£12,000 (July 2024)	-	Estimated Summer 2027	See "Removal of the priority flow feature at the junction of Allcroft Road and Redlands Road" project
Add a non-turf cricket pitch and a two net training facility at Cintra Park	£61,000 (July 2024)	-	To be confirmed	Phase 1 – installation of a new artificial cricket wicket – complete March 2025. Phase 2 – batting nets - tied in with the leasing of the pavilion and site use which Active Reading dealing with. Active Reading would need to lead on the planning application for the nets if it proceeds as it will be linked in with the leasing. However, the lease has so far not been agreed and it appears unlikely that this part of the project will be delivered.
Bath Road/Granville Road underpass enhancement	£26,000 (July 2024)	-	August 2026	Proposal to improve lighting, undertake deep clean and install mural art. Works programmed for October 2026.
Enhance the green in the Horncastle Conservation Area	£20,000 (July 2024)	-	February 2026	Completed

Improving the appearance of the public areas of the Orts Road Estate	£100,000 (July 2024)	-	To be confirmed	Identified focus on clean-up, landscaping, highway works (including bollards) and environmental measures. Community consultation events carried out between April and June 2025. Highway works due to commence in August 2026 and procurement underway for second phase involving landscaping.
Create a biodiversity friendly setting along the Gunther's Brook	£20,000 (July 2024)	-	Autumn 2025	Cost to clear brook exceeds budget. This project will therefore not progress further. It is expected that this funding will need to return to the overall 15% local CIL fund and be reallocated to other projects.
Water safety enhancements including at the Kennet river	£30,000 (July 2024)	-	October 2025	Completed
Installation of information board(s) and signage and improving pathway at Coley Water Meadows	£50,000 (July 2024)	-	End of 2025/26	Pathwork has been completed in October 2025, with fencing completed June 2026. Design work of information boards is underway and these will be installed once finalised.
Clean and enhance the underpass from Katesgrove Lane to the County Lock and general enhancement of the area	£100,000 (July 2024)	-	Autumn 2025	Art panels installed and deep clean and graffiti removal undertaken February 2026. Ceiling painting programmed for September 2026.
Infill footpath in Southcote Linear Park along the Holy Brook close to the allotments	£100,000 (July 2024)	-	July 2026	Completed
Repaint and resurface the footbridge over the Kennet between Kennet Walk and Avon Place	£200,000 (July 2024)	-	July 2026	Completed
Installation of additional river safety equipment along Thames Promenade and potentially more exit points	£25,000 (July 2024)	-	October 2025	Completed

Improvement of active travel connections to The River Academy	£100,000 (July 2024)	-	To be confirmed	Pedestrian and cycle improvements on Richfield Avenue by the School as part of the planning consent are substantially complete. A feasibility study was carried out to assess options, and following this a new signalised crossing on the northern side of Caversham bridge, with an alternative option being the improvement to the existing junction with Church Rd/Church Street, to provide fully signalised crossings was proposed and traffic surveys were undertaken. A briefing on the design is now being prepared.
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