

**MINUTES OF A MEETING OF THE
SPECIAL COUNCIL EXECUTIVE COMMITTEE
HELD ON THURSDAY 21 OCTOBER 2010 FROM 10.27PM TO 10.35PM**

Present: Dianne King (Chairman), Prue Bray, David Lee, Anthony Pollock, Rob Stanton and Bob Wyatt

Also present:- Keith Baker, UllaKarin Clark, Matthew Deegan, Julian McGhee-Sumner, Angus Ross and Liz Siggery

PART I

5. MINUTES

The Minutes of the meeting of the Committee held on 20 May 2010 were confirmed as a correct record and signed by the Chairman.

6. APOLOGIES

There were no apologies of absence received.

7. DECLARATIONS OF INTEREST

There were no declarations of interest received.

8. DURATION OF MEETING

In accordance with Rule 4.2.12m) of the Council's Constitution it was proposed by Prue Bray and seconded by Rob Stanton that the meeting continue beyond 10.30pm. Having been put to the vote it was agreed to continue the meeting beyond 10.30pm.

RESOLVED: That the meeting continue beyond 10.30pm.

9. PUBLIC QUESTION TIME

There were no public questions received.

10. MEMBER QUESTION TIME

There were no Member questions received.

11. WOKINGHAM TOWN CENTRE REGENERATION

The Committee considered a report that set out the process that had been followed in order to conclude the Competitive Dialogue Process leading to appointment of a development partner for the Wokingham Town Centre Regeneration works.

12. EXCLUSION OF THE PUBLIC

RESOLVED: That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in Paragraphs 1, 2 and 3 of Part 1 of Schedule 12A of the Act (as amended) as appropriate

13. WOKINGHAM TOWN CENTRE REGENERATION

The Committee considered exempt information relating to individual developer schemes and the findings of the Evaluation Team.

Councillor Prue Bray raised concerns about the risk element of the project and therefore put forward an additional recommendation requesting that Internal Audit and the Trading and Enterprises Sub Committee regularly monitor and review the Risk Assessment. This amendment to the recommendation was seconded by Rob Stanton and having been put to the vote was agreed.

RESOLVED That:

- 1) the developer named within the Part II section of this report be appointed as the Regeneration partner based upon their position as the highest scoring developer against the Council Project Brief and evaluation criteria. This will enable final negotiations and 'fine-tuning' of the bid to enable signing of the Legal Agreement, hopefully by February 2011. Commitment is being made to appoint the partner at this stage, whilst final commitment to the scheme will occur at the point of signing of the Legal Agreement;
- 2) up-front funding of c£200K pa for two years be approved to pay for direct monitoring and management of the implementation by the Council; (NB – figure to be reimbursed from project revenue once sufficient monies available)
- 3) the 'Corporate Implications for proceeding with the Scheme' as contained within the Part II section of the report be noted;
- 4) the Risk Assessment, as contained within the Part II section of the report be noted and that the Trading and Enterprises Sub Committee, through Internal Audit, continually monitor the management of the risks.

These are the Minutes of a meeting of the Special Council Executive Committee

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TITLE	Local Transport Plan 3 (2011-2026)
FOR CONSIDERATION BY	Special Council Executive Committee on 31 March 2011
WARD	None specific
STRATEGIC DIRECTOR	Mark Moon, Strategic Director Place Based Service Delivery
LEAD MEMBER	Keith Baker, Executive Member for Highways and Corporate Affairs

OUTCOME

Approval of a third Local Transport Plan.

RECOMMENDATION

That, as recommended by the Executive, the Local Transport Plan (2011 – 2026) Document be adopted.

SUMMARY OF REPORT

The report seeks agreement that the Local Transport Plan (2011 – 2026) be adopted by the Council. *(Please note that due to the size of the document a copy has not been included in the agenda but is available on request from Democratic Services.)*

The Local Transport Plan (LTP) is a statutory document that should be adopted on March 31st to replace the existing LTP. There is a legal obligation to have a plan in place by April 1st 2011 or the council could be subject to possible future legal challenge in regard to a mandate for works on the highway.

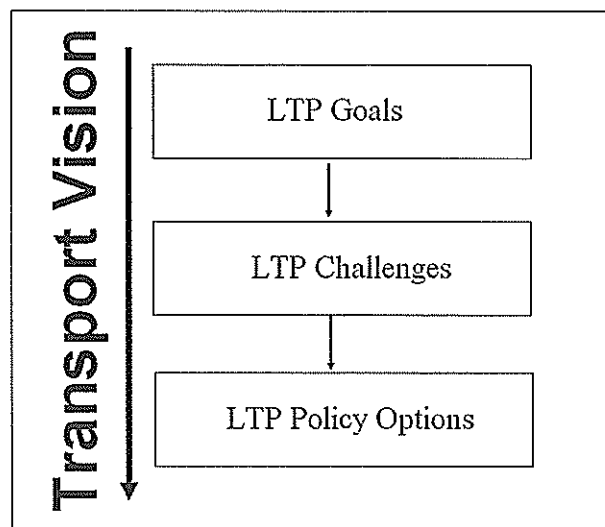
The Local Transport Plan, once adopted, will replace the current Local Transport Plan (LTP2) and sets out how the Council intends to improve transport and accessibility over the next fifteen years. The plan has been developed in consultation with our partners and the public to set out the Council's local transport strategies and policies.

The plan identifies a long term vision for the borough's transport networks and has been largely shaped by the Sustainable Community Strategy and Core Strategy within the context of developing national transport policy. The plan will be used as an overarching framework for delivering transport services and securing appropriate funding to ensure that transport networks in Wokingham Borough meet the needs of local residents and businesses.

Background

Wokingham Borough Council is required by the Transport Act 2000, and as amended by the Transport Act 2008, to produce a Local Transport Plan (LTP). The LTP sets out the Council's local transport strategies and policies, together with an implementation plan for investment.

The Council's current LTP (LTP2) expires on March 31st 2011. A third LTP (LTP3) for Wokingham Borough is being prepared to replace the existing plan from April 2011. LTP3 provides details of how the Council intends to address transport issues and accessibility over the period 2011-2026, by considering the transport and wider local challenges facing the borough. The plan contains a set of goals, challenges and policy options which will help to achieve its vision - this process is shown below.



The overarching vision of LTP3 is

“to provide an inclusive transport network that enhances the economic, social and environmental prospects of the Borough whilst promoting the safety, health and well-being of those that use it.”

This vision is supported by clearly defined goals within LTP3. These goals focus on targeting improvements to local highways, public transport, managing the demand for travel, encouraging healthy and active travel, and supporting strategic projects. The goals are set within both the current national and local transport policy framework, and will enable the Council to prioritise funding for transport investment under LTP3.

To understand and prioritise the key transport challenges facing the borough now and in the future, public consultation was undertaken between 4th January and 12th February 2010 and over a 12 week period from October 1st 2010 to December 24th 2010.

The plan comprises of a number of policies which support the development of transport schemes for delivery between 2011 and 2026. The policies will help deliver the LTP Goals and meet the local transport challenges over this period.

In developing LTP3 the Council has also undertaken a number of statutory

assessments that have formed an integral part of decision making. These were:

- Strategic Environmental Assessment: A Strategic Environmental Assessment of LTP3 has ensured that sustainability is at the heart of decision making by carefully balancing environmental, social and economic considerations.
- Health Impact Assessment: This assesses the impacts of this plan on health and provides an evidence base to support decision making
- Habitats Directive Assessment: A screening of LTP3 under the Habitats Directive considers if LTP3 is likely to have a significant effect on European sites.
- Equality Impact Assessment: This helps to determine how LTP3 affects different groups of people and ensures that the plan meets anti-discrimination and equalities legislation whilst considering impacts on the local community.

Outcomes from these assessments have helped shape LTP3 to ensure transport improvements are focused on addressing existing and future challenges, whilst avoiding adverse impacts on the environment and natural habitats.

Analysis of Issues

LTP3 recognises how transport is a crosscutting theme and impacts on quality of life, health, economic prosperity and the environment. The plan has been strongly influenced by the Wokingham Borough Sustainable Community Strategy and will contribute towards delivering the Council's priorities. To meet wider local goals, partnership working is an important element of LTP3 and will ensure an efficient and cost-effective way of delivering services. LTP3 also supports the policies set out in the Core Strategy and outlines the need for delivering the infrastructure that will support future growth in the Borough.

The LTP3 strategy will be accompanied by an implementation plan, covering the delivery of schemes and undertaking of transport studies. The successful delivery of the plan is dependent on funding. This will be attained from Council funding, external developer funding and government grants such as the recently announced Local Sustainable Transport Fund (LSTF). Implementation plans will be regularly reviewed and updated to present a forward programme of transport schemes in response to changing local issues and challenges. Reviews will be informed by appropriate consultation with key stakeholders, including Members, neighbouring local authority areas, community groups and the general public. Risks of deliverability are also identified within the implementation plan.

LTP3 will form a key part of the Council's policy framework and will provide an overarching document from which transport-related services will be delivered. A full copy of the document and supporting documents are available in Democratic Services

Financial Implications

LTP3 will be a vehicle to inform future capital works programmes and revenue support. These will be set out in the LTP3 implementation plan that cannot be fully developed until we have approval of the overarching strategy as set out in LTP3 itself. The implementation plan will form the basis of bids to government (subject to future funding mechanisms) and through the Council's own internal funding prioritisation process. The form of the new mechanism for prioritising schemes will enhance the information available to support these bids. Existing LTP schemes (as set out in LTP2) will be subject to a review using the new assessment mechanism developed within LTP3. At

present no specific LTP schemes are included in the Council's MTFP but a general allocation for integrated transport. This includes Road Safety and traffic management and transport planning. It is recognised that the delivery elements of statutory road safety delivery will consume most of this allocation with only a relatively small portion of funding being available for LTP development. Additional funding maybe sort through a supplementary bid process, be this internal or to external bodies to deliver the full ambition of the plan.

List of Background Papers
Strategic Environmental Assessment
Health Impact Assessment
Habitats Directive Assessment
Equality Impact Assessment

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Date 21 March 2011	Version No. 1

LTP Changes Log

After a 12 week public consultation period it has been necessary to make a number of amendments to the draft Local Transport Plan. Additionally since the draft document was first published there has been a significant change in government policy and the way that transport is funded. Changes have been made to the document and logged section by section below.

As well as changes to the text of the document there have been a number of general changes concerning graphic design, renumbering of all figures and tables and renumbering of all chapters.

Chapter 1 Introduction

- Unchanged

Chapter 2 A Review of LTP2

- A review of the text concerning the changes in the relationship between central and local government to reflect new central government funding streams for transport localism. Page 11 Para 2.3
- A review of the text concerning the development of the LTP through closer partnership working. Section largely rewritten (As per Shinfield Parish Council comment) Pages 11 & 12 Para 2.4

Chapter 3 The Wider Policy Context

National Policy

- A review of the text referring to the 2010 DfT business plan replacing the DaSTS goals with Coalition Priorities for Transport. Pages 15 -18
- Addition of a section on PPG 13as per Highways Agency comment) Pages 18 to 19
- Removal of figure 5 National Policy and Objectives

Local Policy

- Unchanged

Chapter 4 LTP Goals

- A review of the text referring to the Highways Goal. The word 'balances' replaces 'maximises'. As per CTC comment. Page 26
- Updated Table 1: Links to local and national policy goals. Page 27

Chapter 5 LTP Challenges

- Unchanged

Chapter 6 Highways Policy Options

- A review of the text relating to the existing highways network in terms of congestion has been modified to reflect the impact of 13,000 new homes in the next 15 years. As per Shinfield Parish Council's comments. Page 46
- Highways Policy HW4, inserted a reference to 'equestrians and motorcycles' and a section of text relating to recent road safety trends in motorcycling. Page 48
- Highways Policy HW5, addition of text to support the development of new Road Safety targets dependant on new national road safety targets and calculations. Page 49
- Highways Policy HW10, inclusion of a new reference to Nitrogen Dioxide alongside policies on Air quality and carbon reduction commitments. There are also numerous other references to Nitrogen Dioxide throughout the plan. Page 54

Highways Targets and Indicators

- Road Safety target wording has been amended to reflect local priorities and National guidance. (This target can be revisited as and when further national road safety guidance is issued) Page 60
- Air Quality Target removed as there is no statutory requirement to retain the indicator (In light of this removal further reference have been made in body of the LTP text that strength ties between Air quality and transport)Page 60
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- Climate Change and Air quality Indicators removed as per the change in the national indicator set (There is no statutory reason for retaining the indicators) Page 60

Chapter 7 Active Travel Policy Options

- Active Travel Goal graphics page. Text changed to remove graphic design error in duplication of the Public Transport Goal. Page 71
- Active Travel Policy AT1, supporting text reworded to include district centres to be added to cycle friendly destinations as opposed to just Wokingham town. As per Woodley Town Councils comment. Page 78
- Policy AT1, the word 'Facilities' inserted into the policy in recognition that cycle lockers and shower rooms etc are as important as other infrastructure. As per CTC comments and from the Royal Borough of Windsor & Maidenhead's (RBWM) comment Page 78

Highways Targets and Indicators

- Removal of 2026 target for cycling as due to conflicting data collection methodologies (This target will be review over the life of the LTP and maybe replaced by a long term Berkshire wide benchmarking exercise) Page 74
- Accessibility indicators removed as this does not sufficiently reflect localised levels of access and movement patterns for Active Travel.

Chapter 8 Public Transport Policy Options

- A review of the text relating to the Public Transport Policy introduction section to include Wokingham Borough Council and Reading Borough Council past partnership working successes to improve bus services. As per Reading Borough Council comment. Page 79
- Public Transport Policy PT6 amendment of text to reflect that bus services that serve new development should be delivered in line with requirements set out in the Core Strategy and Infrastructure SPD. Page 85
- Public Transport Policy PT8 amendment of text to list locations for Park & Ride bus services. As Per Reading BC comment. Pages 86 & 87
- Public Transport Policy PT 11 includes reference to South Central Ambulance trust. As per RBWM comments Page 89

Highways Targets and Indicators

- Removal of 2026 Public Transport satisfaction target. WBC no-longer conducts a satisfaction survey and so data collection methodology has been removed. Page 95
- Accessibility indicators have been removed as this is not viewed as being a good proxy for public transport provision locally. Page 95
- Removal of participation of 17 year olds in education or training indicator. Page 95

Chapter 9 Smarter Choices and Demand Management Policy Options

- Amendment of policy SCDM8 to accommodate motorcyclist. Page 108

Highways Targets and Indicators

- Amendment of 2020 target on business and sustainable transport support. Page 118
- Removal of 2020 target requiring over 600 businesses to have accessed advice on sustainable transport. (Removed due to data collection issues). Page 118
- Removal of journey to work mode of travel indicator. Page 118

Chapter 10 Strategic Projects Policy Options

- Reading Borough Council has commented that a proposed Mass Rapid Transport (MRT) links between Woodley and Central Reading are not included in the Major projects section of the plan. This has been amended to highlight Mass Rapid Transport links. Page 122
- The wording of Major Strategic Projects has been amended to include improvements to transport capacity along the A327 (to both the M3 and Reading, including Arborfield Cross Relief Road) and routes towards

Bracknell (including the extension of Nine Mile Ride to the A327), as per Arborfield Parish Council. Page 122.

TITLE	Wokingham Town Centre Regeneration
FOR CONSIDERATION BY	Special Council Executive Committee on 31 March 2011
WARD	Emmbrook, Norreys, Westcott
STRATEGIC DIRECTOR	Graham Ebers, Strategic Director Resources
LEAD MEMBER	Matthew Deegan, Executive Member for Community Regeneration

OUTCOME

Complete legal documentation to confirm the appointment of a development partner for the Wokingham Town Centre.

RECOMMENDATION

That, as agreed by the Executive, the Special Council Executive Committee be recommended to:

- 1) confirm Wilson Bowden as the Council's regeneration partner and direct that all relevant contractual documentation is completed to give effect to this decision;
- 2) note the 'Corporate Implications for proceeding with the Scheme' as contained within the Part II section of the report; and
- 3) note the Risk Assessment, as contained within the Part II section of the report;
- 4) note the potential financial implications as laid out in Part II.

SUMMARY OF REPORT

To provide an update on the partnership proposal between Wilson Bowden Developments and Wokingham Borough Council.

Background

Following on from the extensive Competitive Dialogue procurement process the Executive were presented at the Executive meeting on the 21st October with Part I and Part II reports setting out the findings and recommendations of the Council evaluation team.

The Executive recommended that the Special Council Executive Committee approve the selection of Wilson Bowden Developments as the Council's preferred regeneration partner. Subsequent to this Executive meeting the Special Council Executive Committee met to consider the report and resolved that Wilson Bowden would be the Council's preferred development partner.

Following this the Council entered an official Standstill period where all short listed parties were informed of the intent to proceed with Wilson Bowden as the preferred partner. After the conclusion of this period the Council and Wilson Bowden proceeded to develop the final contractual documentation which defines the relationship.

Negotiations with Wilson Bowden have now concluded and the Development Agreement, along with associated attachments, is now ready to be entered into by both parties.

Entering into the Agreement by both parties will enable work on the town centre scheme to proceed and planning approval for it sought. During this time the Council will continue to undertake a thorough monitoring role to ensure the principles of the regeneration are met.

Analysis of Issues

Due to the confidential nature of the process not all issues can be considered under Part I of this report. An additional analysis can be found in the Part II addendum of this report.

- **Corporate Strategy and Service Provision** – The retention of the Shute End Offices continues to support the ongoing Transformation programme in addition to offering opportunities to co-locate partners within the town centre.
- **Financial** - Due to the confidential nature of the process please refer to the Part II addendum of the report for an assessment of financial implications
- **Risk Management** - Due to the confidential nature of the process please refer to the Part II addendum of the report for an assessment of risks
- **Equalities** -Any regeneration of the town centre is likely to have a beneficial impact upon equality as it will open the town up to a wider range of people as well as modernising facilities
- **Sustainability** - Any regeneration of the town centre will have an impact on sustainability due to the nature of construction, however the replacement of older less efficient properties with newer resources will produce some improvements for the town centre.
- **Sustainability** - By improving the town centre retail offer more people will choose to shop locally, increasing the element that will walk or cycle into the town and reducing the number of car trips made within the borough to other centres

The following alternative options were considered in regards to regeneration –

Do nothing - research into the town as part of the Core Strategy as the Town Centre Masterplan SPD shows that 'doing nothing' is not an option for the town. Wokingham falls well below the provision required both for its position in the retail hierarchy as well as the demands of the local catchment area. The town needs regeneration to strengthen its position and diversify the town centres offer, providing leisure, housing, retail and employment opportunities locally

Procurement Route -Although the Competitive Dialogue route is required for projects of this scheme under the OJEU regulations consideration was given to reducing the scope of the project and following a more traditional route for the procurement of a developer; however this would not provide the council with the opportunity to be involved in the development of the final scheme design and outcomes other than through the planning process

Reasons for considering the report in Part 2

Due to the confidential nature of the Competitive Dialogue Process and the need to Retain commercial sensitivity over the details of the scheme at this stage the 'financial obligations' need to be discussed in Part II.
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List of Background Papers

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| <ul style="list-style-type: none">• Executive Meeting 31st October 2010 WTCR Part I report (Public document available from the council web site or on request)• Executive Meeting 31st October 2010 WTCR Part II report (Confidential) |
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