



WOKINGHAM BOROUGH COUNCIL

A Meeting of the **COMMUNITY AND CORPORATE OVERVIEW AND SCRUTINY COMMITTEE** will be held in David Hicks 1 - Civic Offices, Shute End, Wokingham RG40 1BN on **TUESDAY 14 NOVEMBER 2023 AT 7.00 PM**

A handwritten signature in black ink, appearing to read 'Susan Parsonage', written in a cursive style.

Susan Parsonage
Chief Executive
Published on 6 November 2023

The role of Overview and Scrutiny is to provide independent “critical friend” challenge and to work with the Council’s Executive and other public service providers for the benefit of the public. The Committee considers submissions from a range of sources and reaches conclusions based on the weight of evidence – not on party political grounds.

Note: Non-Committee Members and members of the public are welcome to attend the meeting or participate in the meeting virtually, in line with the Council’s Constitution. If you wish to participate either in person or virtually via Microsoft Teams, please contact Democratic Services. The meeting can also be viewed live using the following link:

<https://youtube.com/live/uX8yNcXh1bU?feature=share>

This meeting may be filmed for inclusion on the Council’s website. Please note that other people may film, record, tweet or blog from this meeting. The use of these images or recordings is not under the Council’s control.

Our Vision
<i>A great place to live, learn, work and grow and a great place to do business</i>
Enriching Lives
<ul style="list-style-type: none"> • Champion excellent education and enable our children and young people to achieve their full potential, regardless of their background. • Support our residents to lead happy, healthy lives and provide access to good leisure facilities to enable healthy choices for everyone. • Engage and empower our communities through arts and culture and create a sense of identity for the Borough which people feel part of. • Support growth in our local economy and help to build business.
Providing Safe and Strong Communities
<ul style="list-style-type: none"> • Protect and safeguard our children, young and vulnerable people. • Offer quality care and support, at the right time, to reduce the need for long term care. • Nurture our communities: enabling them to thrive and families to flourish. • Ensure our Borough and communities remain safe for all.
Enjoying a Clean and Green Borough
<ul style="list-style-type: none"> • Play as full a role as possible to achieve a carbon neutral Borough, sustainable for the future. • Protect our Borough, keep it clean and enhance our green areas for people to enjoy. • Reduce our waste, promote re-use, increase recycling and improve biodiversity. • Connect our parks and open spaces with green cycleways.
Delivering the Right Homes in the Right Places
<ul style="list-style-type: none"> • Offer quality, affordable, sustainable homes fit for the future. • Ensure the right infrastructure is in place, early, to support and enable our Borough to grow. • Protect our unique places and preserve our natural environment. • Help with your housing needs and support people, where it is needed most, to live independently in their own homes.
Keeping the Borough Moving
<ul style="list-style-type: none"> • Maintain and improve our roads, footpaths and cycleways. • Tackle traffic congestion and minimise delays and disruptions. • Enable safe and sustainable travel around the Borough with good transport infrastructure. • Promote healthy alternative travel options and support our partners in offering affordable, accessible public transport with good transport links.
Changing the Way We Work for You
<ul style="list-style-type: none"> • Be relentlessly customer focussed. • Work with our partners to provide efficient, effective, joined up services which are focussed around our customers. • Communicate better with customers, owning issues, updating on progress and responding appropriately as well as promoting what is happening in our Borough. • Drive innovative, digital ways of working that will connect our communities, businesses and customers to our services in a way that suits their needs.
Be the Best We Can Be
<ul style="list-style-type: none"> • Be an organisation that values and invests in all our colleagues and is seen as an employer of choice. • Embed a culture that supports ambition, promotes empowerment and develops new ways of working. • Use our governance and scrutiny structures to support a learning and continuous improvement approach to the way we do business. • Be a commercial council that is innovative, whilst being inclusive, in its approach with a clear focus on being financially resilient. • Maximise opportunities to secure funding and investment for the Borough. • Establish a renewed vision for the Borough with clear aspirations.

MEMBERSHIP OF THE COMMUNITY AND CORPORATE OVERVIEW AND SCRUTINY COMMITTEE

Councillors

Chris Johnson (Chair)
David Cornish
Charles Margetts

Peter Dennis (Vice-Chair)
Norman Jorgensen
Alistair Neal

Laura Blumenthal
Pauline Jorgensen
Marie-Louise Weighill

Substitutes

Jane Ainslie
Catherine Glover
Rachelle Shepherd-DuBey

Andy Croy
Stuart Munro
Alison Swaddle

Phil Cunnington
Caroline Smith
Shahid Younis

ITEM NO.	WARD	SUBJECT	PAGE NO.
57.		APOLOGIES To receive any apologies for absence.	
58.		MINUTES OF PREVIOUS MEETING To confirm the Minutes of the meeting held on 30 October 2023.	5 - 12
59.		DECLARATION OF INTEREST To receive any declarations of interest.	
60.		PUBLIC QUESTION TIME To answer any public questions. A period of 30 minutes will be allowed for members of the public to ask questions submitted under notice. The Council welcomes questions from members of the public about the work of this Committee. Subject to meeting certain timescales, questions can relate to general issues concerned with the work of the Committee or an item which is on the Agenda for this meeting. For full details of the procedure for submitting questions please contact the Democratic Services Section on the numbers given below or go to www.wokingham.gov.uk/publicquestions	
61.		MEMBER QUESTION TIME To answer any Member questions.	
62.	None Specific	ST CRISPIN'S LEISURE CENTRE To scrutinise the outcomes of the recent consultation on the future of the leisure centre.	To Follow
63.	None Specific	MTFP 2024/27 To scrutinise the Revenue and Capital bids for the Place & Growth service.	13 - 102

Any other items which the Chairman decides are urgent

A Supplementary Agenda will be issued by the Chief Executive if there are any other items to consider under this heading

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MINUTES OF A MEETING OF THE COMMUNITY AND CORPORATE OVERVIEW AND SCRUTINY COMMITTEE HELD ON 30 OCTOBER 2023 FROM 7.00 PM TO 9.05 PM

Committee Members Present

Councillors: Chris Johnson (Chair), Peter Dennis (Vice-Chair), Laura Blumenthal, David Cornish, Norman Jorgensen, Pauline Jorgensen, Charles Margetts, Alistair Neal and Marie-Louise Weighill

Other Councillors Present

Councillors: Rachel Bishop-Firth, Stephen Conway, Sarah Kerr, Imogen Shepherd-DuBey and Ian Shenton

Officers Present

Neil Carr (Democratic & Electoral Services Specialist), Graham Ebers (Deputy Chief Executive), Louise Livingston (Assistant Director - HR and Organisational Development), Sarah Morgan (Assistant Director - Commercial Property), Sally Watkins (Chief Operating Officer) and Jackie Whitney (Assistant Director - Digital, Change & IT)

50. APOLOGIES

There were no apologies for absence.

Councillors Norman Jorgensen and Ian Shenton attended the meeting via Microsoft Teams.

51. MINUTES OF PREVIOUS MEETINGS

The Minutes of the meetings of the Committee held on 2 and 9 October 2023 were confirmed as a correct record and signed by the Chair.

52. DECLARATION OF INTEREST

There were no declarations of interest.

53. PUBLIC QUESTION TIME

There were no public questions.

54. PROCEDURAL ISSUES AT OVERVIEW & SCRUTINY MEETINGS

The Chair stated that there had been a number of procedural issues at recent Overview and Scrutiny Meetings. Consequently, a briefing note had been produced and would be circulated to Members, covering the following issues:

- Substitutes
- Recorded Votes
- Formulation of Recommendations
- The Party Whip

A copy of the briefing note is appended to the Minutes for information.

55. MEMBER QUESTION TIME

There were no Member questions.

56. MTFP 2024-27

The Committee considered a report, set out at Agenda pages 19 to 100, which gave details of the Revenue and Capital Bids for the Resources & Assets and Chief Executive Directorates. A supplementary paper provided an update on the Inflation Analysis contained in the report.

Executive Members attended the meeting to answer Member questions on their service areas, supported by Graham Ebers (Deputy Chief Executive and S151 Officer) and the relevant Assistant Directors.

Councillor Imogen Shepherd-Dubey and Graham Ebers introduced the report and stated that the previously reported pressures from statutory services such as Adult Social Care and Children's Services continued to increase, placing additional pressure on the Council's finances.

The report stated that considerable work had been undertaken by budget managers, senior officers and Executive Members in arriving at the proposals set out in the Agenda for this meeting. Some of the proposals could be seen as challenging or even contentious, but this was inevitable in the context of the severe financial challenges facing the Council. The Council was required to set a safe and balanced budget. The Committee was requested to provide challenge and new ideas which would help to bridge the current Revenue budget gap of £5m and the Capital funding gap of c£34m.

Responses were provided to questions arising at the previous meeting and questions submitted in advance of this meeting, as follows.

Request to show the savings that were put forward in Year 2 of the previous year's MTFP. These savings had been incorporated into the schedules submitted to this meeting. The level of savings illustrated the work carried out since the previous MTFP was approved.

Total budget for each item – the templates now showed the existing budget for each item, the financial impact of the proposal and the revised budget.

Councillor Pauline Jorgensen sought clarification on – what does a negative figure on expenditure/income mean? Should the total budget plus or minus the cumulative movement be equal to the revised budget? Graham Ebers suggested that these points be addressed through examining specific templates.

The report (Page 26) presented a comparison of this year's inflation assumptions compared to Years 1, 2 and 3. The supplementary paper provided more detail and updated the assumptions. This included the late addition to the Adult Social Care budget following the local government finance settlement. Other factors related to pay and pensions, Adult Social care cost increases and contract inflation in Children's Services and Place and Growth.

The value of the Shute End site versus the cost of refurbishing the potential new site at 23-38 Peach Street. Graham Ebers confirmed that, at this stage, the figures were high level, pending more detailed analysis. The high level difference in running costs was around £200k. However, the Shute End figures did include an assumption relating to potential income from renting out parts of the building. There was clearly a significant risk associated with this assumption. The results of the more detailed analysis would be reported to Overview and Scrutiny in due course.

What was the status of the £6m provision for WBC Holdings? It was confirmed that this figure was similar to the provision for the Community Investment Fund in that it was included as permission to spend but only following the agreement of a detailed business case or cases. It was also confirmed that any spending against this provision would be reflected in the six-monthly report to the Executive from the Council-owned companies.

Toutley development – what was the status of the area marked for residential and, potentially, a care home? It was confirmed that a market analysis had examined different options for the site. The potential for a care home on the site remained – further details would be reported to Members in due course. Not proceeding with the care home proposal would lead to a write-off of £300k to £350k. However, if a care home proposal was progressed at Toutley or another site, a proportion of that sum could be reused as it reflected organisational intelligence which could be transferred to other sites.

Commercial portfolio – what was the status of the two £100k items. It was confirmed that the two £100k items related to the impact on the Council's portfolio of the cost of living crisis, Covid-19 and the economic downturn, etc. One of the items related to the Council's more commercial properties (including Wokingham town centre) while the other item related to more recent properties purchased through the Community Investment Fund. These two Special Items were considered to be modest in light of the impact of various external issues on the Council's commercial holdings. It was expected that there would be a gradual return to the levels set out in the Budget.

The individual Executive Members introduced the Growth, Savings, Special Items and Capital Bids relating to their individual portfolios.

Members raised the following points and questions.

In relation to the earlier request for clarification on negative figures for expenditure and income, Graham Ebers explained the presentation of RA.19 (Investment & Estates property pressures from the depressed market) and RA.R11 (Remodel of Sports and Leisure Service). RA.R19 showed a positive expenditure of £100k i.e. the budget moved from £1,642k to £1542k. Re RA.R11, there appeared to be an inconsistency as the budget went from £841k to £656k and the expenditure was negative. Graham Ebers confirmed that for RA.R11 the credit had erroneously been put under expenditure rather than income, hence the apparent inconsistency.

Stephen Conway referred to RA.R3 (Election cycle) and stated that this proposal would require a policy change as Council had agreed to retain elections by thirds. In financial terms this proposal would generate a modest saving of £80k in Year 3. Council had agreed to maintain elections by thirds on the grounds of democratic accountability and greater stability, in the light of neighbouring authorities which had undergone major upheavals following all-out elections.

Re RA.R3 - how did the proposed saving of £80k in Year 3 square with the much bigger saving of c£300k reported to Council earlier in 2023? Graham Ebers stated that the cost comparison was (roughly) between an election every four years with an election every year (i.e. £80k x 4).

RA.R13 – Review of Commercial Property capitalisation – what was the status of this growth bid? It was confirmed that, over time, the Capital programme changed, e.g. the

town centre regeneration required a lot of Capital. A reduction in Capital projects meant a reduction in opportunities for the capitalisation of staffing costs which then resulted in a Revenue pressure. The proposals included an associated savings bid reflecting a changed service model for Property Services.

Re RA.C3 – Renewable Energy Infrastructure – the provision of solar panels above car parks – how would this work in practice? It was confirmed that the proposal represented the installation of solar panels above existing car parking spaces. There would be no reduction in the number of spaces. A detailed business case, including site feasibility would be submitted to the Executive in due course. The business case would cover the implications for potential future change of use of existing park and ride sites.

Re RA.C2 – Solar PV Site 2 – It was confirmed that the provisional connection date for the Barkham Solar Farm was 2026. Informal discussions were ongoing about the potential second site. A detailed business case would be submitted to the Executive for the second site.

Re the Central Contingency of £1.5m per annum to cover overruns on the Capital programme and unforeseen events – how was this figure determined? It was confirmed that the £1.5m was not the result of a detailed scientific process – it was felt to be a modest level of contingency based on previous experience of delivering the Capital programme.

Re RA.R6 (Contracts and Commissioning) and RA.R9 (Benefit realisation from Commercial activities) – it was noted that the Contracts and Commissioning team were working across the Council to understand the opportunities to reduce costs and/or generate additional income. How realistic were the savings targets being put forwards? Graham Ebers confirmed that this issue would be addressed in the annual CFO report to Council. The £500k savings target in RA.R6 was a relatively small percentage of the Council's overall commissioning spend.

Re RA.R7 (Review of financial processes and automation opportunities) – what type of opportunities were being looked at? It was confirmed that this included high volume transactions, administration, payment of invoices, etc. However, the Council remained committed to ensuring that residents retained a variety of means to pay bills, Council Tax, etc. depending on their specific needs.

It was suggested that there could be savings through delivering a more streamlined and focussed Member training programme. There was also potential for savings from the costs associated with the democratic process, e.g. printing of Agenda, evening meetings, etc. although this had to be balanced against the provision of an effective, visible process, including the role of Overview and Scrutiny.

RESOLVED That:

- 1) the Executive Members and officers be thanked for attending the meeting to present the budget proposals and answer Member questions;
- 2) the unprecedented financial challenges faced by the Council be noted;
- 3) the imperative for responsible financial management be supported;

- 4) the comments and challenges provided by the Committee, relating to the proposals for the Resources & Assets and Chief Executive directorates, be fed into the Budget development process for 2024/25.

57. WORK PROGRAMME

The Committee considered its Work Programme for 2023/24.

The following amendments were agreed:

St Crispins Leisure Centre Consultation to be considered at the meeting on 14 November 2023.

Bins Task & Finish Group – Terms of Reference to be considered at the meeting on 28 November 2023 (to include details of the current contract). Members to submit ideas for the task and finish group to Chris Johnson.

Chair and Vice-Chair to consider need for an additional meeting of the Committee in order to deliver the work programme.

RESOLVED That:

- 1) the Committee's Work Programme for 2023/24, as amended, be noted;
- 2) Chris Johnson attend the Executive meeting on 30 November 2023 to present the Committee's views on LTP4 and the St Crispins Leisure Centre consultation outcomes.

58. ACTION TRACKER

The Committee considered the regular Action Tracker report.

22 May 2023 – Combatting Drugs Partnership – Officers to ascertain if the police operation over Christmas (2022) was random or intelligence based – update to be circulated to Members.

RESOLVED: That the Action Tracker report be noted.

Appendix

Briefing Note on Procedural Issues at Overview and Scrutiny Meetings

A number of procedural issues have arisen at recent meetings. Here is a brief summary of advice, based on provisions in the Council's Constitution.

1 Substitutes

Para 6.1.2.2 of the Constitution - Appointment of Substitute – states that a Member of an Overview & Scrutiny Committee may appoint one of the nominated substitutes to attend on their behalf, but they (or their Group Leader or Political Assistant) must notify Democratic Services of the name of the substitute no later than midday on the day of the meeting.

If a Member attends a meeting in order to act as a substitute, without appropriate notice being given to Democratic Services, as set out above, they will not be able to act in that capacity.

2 Recorded Vote

As Members are aware, a Recorded Vote can be requested at Council meetings if six Members make a request (Para 4.2.15.5 of the Constitution applies). This provision also applies to other meetings, including Overview & Scrutiny, but the requirement for six Members to request a Recorded Vote also applies. There is no provision for a smaller number of Members to request a Recorded Vote at meetings outside full Council.

Para 4.2.15.6 of the Constitution states that a Member may request that their vote on a particular item – for, against or abstain - be recorded in the Minutes of the meeting.

Members should also note Para 6.3.15 of the Constitution which states that, whilst debate at Overview & Scrutiny meetings should follow the procedure used at Council meetings, Members should be mindful of the need to adopt a less formal approach where possible.

3 Formulation of Recommendations

At recent Overview & Scrutiny meetings, Members have tried to propose recommendations at the beginning of consideration of an item. As Members are aware, their role on Scrutiny is to consider written and oral evidence and reach conclusions which may then translate into recommendations. It is better practice, therefore, to listen to the evidence presented and the relevant questioning before considering and formulating recommendations. The Chair will guide the Committee in these circumstances.

4 The Party Whip

Para 6.3.12 of the Constitution – The Party Whip – states that “the Council views the use of the Party Whip as incompatible with the aims of Overview and Scrutiny.” When considering any matter at Overview & Scrutiny which is subject to a party whip the relevant Member or Members must declare it before commencement of the Committee’s deliberations on the item. Details of the whipping arrangements will then be recorded in the Minutes of the meeting.

As stated above, the role of Members on Overview & Scrutiny is to act as independent scrutineers – to reach conclusions on the weight of evidence, not on party political grounds. This is stated on each Overview & Scrutiny Agenda. Following this logic, it is also inappropriate to ask for an adjournment in order to consult with fellow Group members on a specific item under consideration.

TITLE	Medium Term Financial Plan 2024-27 Revenue & Capital Budget Place and Growth
FOR CONSIDERATION BY	Community and Corporate Overview and Scrutiny Committee on 14 th November 2023
WARD	None Specific;
LEAD OFFICER	Deputy Chief Executive - Graham Ebers

OUTCOME / BENEFITS TO THE COMMUNITY

To deliver on the priorities within the Council's Corporate Plan whilst maintaining a financially viable Council.

RECOMMENDATION

To note the unprecedented financial challenges faced nationally by Local Government and the subsequent impact on Wokingham Borough Council together with the particular challenges for Wokingham.

To recognise the imperative for responsible financial management.

To consider the report, challenge proposals and identify further ideas to address the financial shortfall.

SUMMARY OF REPORT

This report presents to CCOSC the revenue and capital bids for the Place and Growth directorate and is further detailed in Appendix A.

Detailed templates for revenue bids of £50,000 or more are provided for scrutiny in Appendix B.

The highest spend "new" capital bid templates are provided for scrutiny in Appendix C.

Those capital projects that have had bid documents presented to Overview and Scrutiny in previous years for Place and Growth are provided in Appendix D. The bids are as they were presented when initially proposed and have not been updated.

Considerable work has been undertaken already by budget managers, senior officers and Corporate Leadership Team working with Executive Members in arriving at proposals for this Committee to consider. Some proposals may be seen as challenging or even contentious. This is inevitable given the severe financial pressures faced by the Council's requirement to set a safe and balanced budget and is imperative in responsible financial management. The Committee are asked to receive these proposals in this context and are invited to challenge and consider alternative and additional ideas to bridge the revenue budget gap of c£5m and capital funding gap of c£34m.

FINANCIAL IMPLICATIONS OF THE RECOMMENDATION

The Council continues to face severe financial challenges over the coming years as a result of reductions to public sector funding and growing pressures in our statutory services. It is estimated that Wokingham Borough Council will be required to make budget reductions of approximately £20m over the next three years and all Executive decisions should be made in this context.

	How much will it Cost/ (Save)	Is there sufficient funding – if not quantify the Shortfall	Revenue or Capital?
Current Financial Year (Year 1)	See other financial implications	Y	Both
Next Financial Year (Year 2)	See other financial implications	Y	Both
Following Financial Year (Year 3)	See other financial implications	Y	Both

Other financial information relevant to the Recommendation/Decision

There are no financial implications associated with the scrutiny process, however, the full MTFP, when submitted to Council in February 2024, will have to represent a balanced budget, and the 2024/25 capital programme will be fully funded.

Cross-Council Implications

This is in respect of budgets across all Council services.

Public Sector Equality Duty

Equality Impact Assessments have not been undertaken at this stage; however initial consideration has been included in the capital bids where appropriate. An initial review of the revenue bids has also taken place with the Equalities team, so that Place & Growth are clear which bids are likely to need any further action. A full equalities appraisal will be required before specific proposals are agreed and implemented.

List of Background Papers

MTFP 2023-26

Contact Graham Ebers	Service Resources & Assets
Telephone No Tel: 0118 974 6557	Email graham.ebers@wokingham.gov.uk

MTFP 2024-27

Overview and Scrutiny Committee

14th November 2023

Revenue and Capital Budget Place and Growth

Agenda

- Place and Growth – Specific Risks
- Place and Growth – Revenue
- Place and Growth – Capital

Place and Growth Specific Risks

Risks

- Securing Income – from a range of sources, including planning application fees, parking etc.
- Contracts inflation risk
- Delivery of an ambitious savings agenda
- Future risks from 2026 in relation to the procurement of major contracts including highways and waste contracts
- Rising housing demand and the cost of temporary accommodation
- Implications of immigration on support and housing services
- Delivery of the outcomes of the Waste Strategy
- The delivery of future resident parking zone proposals following public engagement
- Moving Traffic Offences – level of income is far from certain
- Some Capital Projects are reliant on future external grant opportunities

Place and Growth Revenue

Revenue Summary

	2023/24 £'000
Place and Growth - Total Budget	
Expenditure	71,433
Income	(17,767)
Total Net	53,666

20		Proposed 2024/25 £'000	Proposed 2025/26 £'000	Proposed 2026/27 £'000
	Place and Growth - Revenue			
	Savings	(3,464)	(3,847)	(3,897)
	Growth	583	1,283	1,273
	Total Net Growth (cumulative)	(2,881)	(2,564)	(2,624)
	Special Items - one off	1,465	269	0

Revenue Bids - Savings

Place and Growth - Savings	Current MTFP 2024/25 £'000	Bid Type	Proposed 2024/25 £'000	Proposed 2025/26 £'000	Proposed 2026/27 £'000	Business Case Reference	Lead Member
Waste Collection Service Changes	(1,050)	Existing	(1,050)	(1,050)	(1,050)	PG.R1	Ian Shenton
Contract savings - Street Cleansing & Grounds Maintenance	0	New	(309)	(325)	(325)	PG.R2	Ian Shenton
VAT exemption on Country Parks parking charges	0	New	(130)	(130)	(130)	PG.R3	Ian Shenton
Countryside - implement peak car parking charges	0	New	(45)	(60)	(60)	PG.R4	Ian Shenton
Introduction of car parking charges at Aviation Museum	0	New	(40)	(40)	(40)		Ian Shenton
Reduce discount period for garden waste	0	New	(20)	(20)	(20)		Ian Shenton
Play Area Rationalisation	(15)	Existing	(15)	(15)	(15)		Ian Shenton
Annual draw from reserves	0	New	(475)	(475)	(475)	PG.R5	Ian Shenton / Paul Fishwick
Innovative data use to improve gully emptying	(50)	Existing	(50)	(50)	(50)	PG.R6	Ian Shenton / Paul Fishwick
Introduction of Moving Traffic Offence (MTO) Enforcement	(205)	Changed	(353)	(505)	(505)	PG.R7	Paul Fishwick
Resident Parking Zones - including Parking Permits	(342)	Existing	(342)	(342)	(342)	PG.R8	Paul Fishwick
Changes to Highways Contract	(150)	Existing	(150)	(150)	(150)	PG.R9	Paul Fishwick

Revenue Bids – Savings Continued

Place and Growth - Savings	Current MTFP 2024/25 £'000	Bid Type	Proposed 2024/25 £'000	Proposed 2025/26 £'000	Proposed 2026/27 £'000	Business Case Reference	Lead Member
Increase in Off Street Parking Charges	(200)	Changed	(110)	(170)	(220)	PG.R10	Paul Fishwick
Utility & works permits - fee increase and expansion	0	New	(80)	(80)	(80)	PG.R11	Paul Fishwick
Highways consultancy service contract saving	0	New	(70)	(70)	(70)	PG.R12	Paul Fishwick
School Keep Clear Markings - roll out of parking enforcement scheme	(50)	Existing	(50)	(50)	(50)	PG.R13	Paul Fishwick
Highways and Transport contract reviews and reductions/changes	0	New	(50)	(30)	(30)	PG.R14	Paul Fishwick
Reduce Transport Planning Consultants	(35)	Existing	(35)	(35)	(35)		Paul Fishwick
New road and footpath network treatment innovations	0	New	0	(50)	(50)	PG.R15	Paul Fishwick
Securing efficiencies during disruptive highway schemes	0	New	0	(50)	(50)	PG.R16	Paul Fishwick
Reducing delivery where more than statutory service provided	0	New	0	(30)	(30)		Paul Fishwick
Best practice from other council Highways teams	0	New	0	(30)	(30)		Paul Fishwick
Housing - correct recharging to General Fund	0	New	(90)	(90)	(90)	PG.R17	Stephen Conway
Total Savings (cumulative)	(2,097)		(3,464)	(3,847)	(3,897)		

Revenue Bids - Growth

Place and Growth - Growth	Proposed 2024/25 £'000	Proposed 2025/26 £'000	Proposed 2026/27 £'000	Business Case Reference	Lead Member
Additional work to manage overhanging vegetation and maintain footpaths	95	80	70	PG.R18	Ian Shenton
New Contract Manager role Environment and Safety	70	70	70	PG.R19	Ian Shenton
Income generation through commercialisation across the directorate	68	68	68	PG.R20	Ian Shenton
To provide sufficient funding to support the Emergency Duty Officers	35	35	35		Ian Shenton
Predicted inflation across the Place & Growth directorate Contracts	TBC	0	0		Ian Shenton / Paul Fishwick
Concessionary travel - reimbursement costs	70	70	70	PG.R21	Paul Fishwick
Street lighting electrical testing	50	50	50	PG.R22	Paul Fishwick
Routing Software - Home to School transport	20	20	20		Paul Fishwick
Highways and Transport staff base budget correction	0	191	191	PG.R23	Paul Fishwick
Historic electricity saving	0	176	176	PG.R24	Paul Fishwick
Review access to free parking at Carnival multi-story Car Park	0	120	120	PG.R25	Paul Fishwick
Making Climate Emergency Officer Posts Permanent	75	103	103	PG.R26	Sarah Kerr
Housing Benefit income for Bed & Breakfast	100	300	300	PG.R27	Stephen Conway
Total Growth (cumulative)	583	1,283	1,273		

Revenue Bids – Special Items

Place and Growth - Special Items	Proposed 2024/25 £'000	Proposed 2025/26 £'000	Proposed 2026/27 £'000	Business Case Reference	Lead Member
Waste Collection Service Changes	550	0	0	PG.R28	Ian Shenton
Specialist service advice for procurement across Place & Growth	200	200	0	PG.R29	Ian Shenton / Paul Fishwick
Planning and Enforcement Staffing Costs	169	69	0	PG.R30	Lindsay Ferris
Resident Parking Zones - including Parking Permits	300	0	0	PG.R31	Paul Fishwick
Car Parking Income	150	0	0	PG.R32	Paul Fishwick
Consultancy Support for Resident Parking Zones project	96	0	0	PG.R33	Paul Fishwick
Total Special Items	1,465	269	0		

Place and Growth Capital

25

Please note – the following slides for Capital have been separated into MTFP items and a list of the latest carry forwards. Some projects will appear on both and therefore the budget request is the combined amounts. Notes have been added where this is applicable.

Place and Growth – Capital MTFP

Lead Member	Project	Year 1 – 24/25 £,000	Year 2 – 25/26 £,000	Year 3 – 26/27 £,000	Funding	O&S Bid Ref
Paul Fishwick	Tan House Crossing Ramps	100	650	0	General	PG.C1
	Local Cycling and Walking Infrastructure Plans	2,800	2,000	2,000	Grant	PG.C2
	Residential Parking Zones	848	0	0	I2S	PG.C3
Stephen Conway	Refurbishment and Extension - 48 Oxford Road (Non HRA asset)	220	0	0	General	PG.C4
	Refurbishment shower blocks - Carters Hill (Non HRA asset)	182	0	0	General	PG.C5
Ian Shenton	Rooks Nest Wood SANG Extension	150	1,400	0	I2S	PG.C6
Paul Fishwick	Active Travel and Bus Priority	400	400	400	Grant	PG.C7
	Wokingham Highways Investment Strategy (WHIS)	2,126	2,126	2,313	General	PG.C8
	A327 Cycle Way	0	2,550	0	S106 / Parish	PG.C9
Stephen Conway	Wellington Road Affordable Housing <i>(note – budget agreed at Exec July '23)</i>	2,600	0	0	S106 / Grant	
	Mandatory disabled facility grants	1,076	1,076	1,076	Grant	
Paul Fishwick	Highways Carriageways Structural Maintenance	2,280	2,280	2,280	General	
	Electric Vehicle Charge Points	1,200	1,200	1,600	I2S	
	Safety / Crash Barriers	750	500	750	General	
	Integrated Transport Schemes	400	400	400	General	
	Commonfield lane passing bays	252	0	0	S106	
	Traffic Signal Upgrade Programme	250	250	250	General	
	Bridge Strengthening	225	225	225	General	

Place and Growth – Capital MTFP Continued

Lead Member	Project	Year 1 – 24/25 £,000	Year 2 – 25/26 £,000	Year 3 – 26/27 £,000	Funding	O&S Bid Ref
Paul Fishwick	Highway Drainage Schemes	200	200	200	General	
	Safer Routes to Schools	150	150	150	General	
	Highways Footway Structural Maintenance Programme	100	100	100	General	
Ian Shenton	Waste Schemes - Recycling	0	89	89	General	
Paul Fishwick	Completed Road Schemes Retention	66	68	70	General	
	Bus Stop Infrastructure Works to Support North Arborfield SDL	30	30	0	S106	
	Strengthening Approach Embankments to Bridges	20	20	20	General	
Ian Shenton	Food Waste Collection	20	20	20	General	
Paul Fishwick	Strategic Road Infrastructure	0	0	3,727	S106 / CIL	
	Street Lighting Column Structural Testing	0	20	0	General	
Place & Growth Total (excl. carry forwards)		14,144	15,753	15,669		

Place and Growth – Capital Carry Forwards (from 23/24 current year)

Lead Member	Project	Year 1 – 24/25 £,000	Year 2 – 25/26 £,000	Year 3 – 26/27 £,000	Funding
Paul Fishwick	Strategic Road Infrastructure	10,364	25,794	22,700	S106 / CIL
Ian Shenton	Sports Provision to Serve North & South SDL's (Grays Farm)	6,220	0	0	S106 / Grant
	Toutley Highways Depot Modernisation	5,788	0	0	General
Stephen Conway	Wellington Road Affordable Housing	3,800	0	0	S106 / Grant
28	Local Cycling and Walking Infrastructure Plans	2,300	0	0	S106 / Grant
Paul Fishwick	Bridge Strengthening - Earley Station Footbridge	2,000	0	0	General
	Greenways	1,472	0	0	S106 / General
	Wokingham Borough Cycle Network	1,217	0	0	S106
	Electric Vehicle Charge Points	988	0	0	I2S

*Carry forwards based on estimated position at Q2 monitoring and subject to change throughout remainder of current financial year and will be reported as part of quarterly Executive capital monitoring reports.

Place and Growth – Capital Carry Forwards (from 23/24 current year) Continued

Lead Member	Project	Year 1 –	Year 2 –	Year 3 –	Funding
		24/25	25/26	26/27	
		£,000	£,000	£,000	
Paul Fishwick	A327 Cycleway`	848	0	0	S106
Ian Shenton	Public Rights of Way Network (PROW - Loddon Long Distance Path)	749	0	0	S106
Paul Fishwick	Transport corridor improvements - Shepherds Hill to TVP P&R	570	0	0	S106
	Bridge Strengthening	300	0	0	General
	Land Acquisition for Major Road Schemes	298	0	0	General
Ian Shenton	Byways	45	0	0	General
Paul Fishwick	Hilltop Road Area Walking & Cycling Improvements	35	0	0	S106
	Street Lighting - LED Project	29	0	0	General
	Bus Stop Infrastructure Works to Support North Arborfield SDL	22	0	0	S106
Place & Growth Total (excl. carry forwards)		37,043	25,794	22,700	

*Carry forwards based on estimated position at Q2 monitoring and subject to change throughout remainder of current financial year and will be reported as part of quarterly Executive capital monitoring reports.

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Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Savings
Business Case Name	EXISTING - Waste Collection Service Changes (linked to bid no. PG.R28)
Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	Change from weekly collections to fortnightly collections (refuse one week recycling the following week, food waste weekly). The change to the frequency of waste collections and introducing wheeled bins for refuse was approved by Executive in 26th March 2023. Two consultations were undertaken and the majority were in agreement to change the way waste is collected in the borough. These changes will improve our recycling performance, decrease our carbon generation and realise savings.
Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	The change from weekly to alternate weekly collections (but maintaining weekly food waste collections) will realise savings whilst boosting the environmental and carbon reduction agendas. It is estimated that c.£1m could be saved with this change.
Detail the external and organisational implications if this is not successful.	Not realising the £1m savings will impact on the authority and robust measures are in place to continually verify the projected savings against external factors which could affect this.

Finance Information

		2023/24 £000		
Total Current Budget for Activity		10,337		
		Yr 1	Yr 2	Yr 3
		2024/25 £000	2025/26 £000	2026/27 £000
Amount needed per year	Expenditure	(1,050)	0	0
	Income	0	0	0
<i>Cumulative movement from 23/24 budget</i>		(1,050)	(1,050)	(1,050)

		2024/25 £000		
Total Revised Budget for Activity after impact of all 2024/25 revenue bids		9,837		
Capital Investment Requirement				
Capital Bid / MTFP Reference				
	Green	High certainty on figures and project delivery		
	Amber	Some certainty on figures and project delivery		
	Red	Low certainty on figures and project delivery		

RAG Status (Certainty around financial request and project delivery)

Select "RAG Status" Amber

Comments regarding RAG Status	The change to waste collection in the borough is projected to save £1m, however external factors could affect this and robust measures are in place to mitigate where possible any potential issue.
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Proposed high level implementation timetable

Activity	Start Date	End Date
1 - Go live	Summer 2024	N/A

Sign Off

Service Manager	Lead Specialist: Place Clienting - Richard Bisset
Assistant Director	Assistance Director for Environment & Safety (interim) - Steve Brown
Director	Director for Place & Growth - George Framalocco
Lead Member	Executive Member for Environment, Sport & Leisure - Ian Shenton

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Savings
Business Case Name	Contract savings - Street Cleansing & Grounds Maintenance
Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	Due to the Council's current and future financial situation, it was proposed that the street cleaning and grounds maintenance services were reviewed to identify savings. This work has been undertaken and an approach has been approved for delivery.
Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	The proposed approach involves reducing both street cleansing and grounds maintenance services. This will see less street cleaning and a reduction in the number of grass cuts in the borough. This has been approved at Executive on 26 October 2023.
Detail the external and organisational implications if this is not successful.	Not approving this will mean not achieving the proposed savings which have been identified.

Finance Information

		2023/24 £000		
Total Current Budget for Activity		1,297		
		Yr 1 2024/25 £000	Yr 2 2025/26 £000	Yr 3 2026/27 £000
Amount needed per year	Expenditure	(309)	(16)	0
	Income	0	0	0
<i>Cumulative movement from 23/24 budget</i>		<i>(309)</i>	<i>(325)</i>	<i>(325)</i>

		2024/25 £000		
Total Revised Budget for Activity		988		
Capital Investment Requirement		<input type="text"/>	<input type="text"/>	<input type="text"/>
Capital Bid / MTFP Reference		<input type="text"/>		

	Green	High certainty on figures and project delivery
	Amber	Some certainty on figures and project delivery
	Red	Low certainty on figures and project delivery

RAG Status (Certainty around financial request and project delivery)

Select "RAG Status"	Amber
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Comments regarding RAG Status	The report at Executive has approved this to progress.
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Proposed high level implementation timetable

Activity	Start Date	End Date
1 - Go Live	Dec-23	N/A

Sign Off

Service Manager	Lead Specialist: Place Clienting - Richard Bisset
Assistant Director	Assistance Director for Environment & Safety (interim) - Steve Brown
Director	Director for Place & Growth - George Framalicco
Lead Member	Executive Member for Environment, Sport & Leisure - Ian Shenton

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Savings
Business Case Name	VAT exemption on Country Parks parking charges
Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	Car parking charges at country park car parks could be exempt from applying VAT to these charges if certain criteria are met. In the case of both Dinton and California country parks there is compliance with all the HMRC criteria allowing the council to remove the VAT element from the car parking charges. This proposal is to maintain the gross level of the charge meaning the council will receive the 20% VAT element that is currently being paid to HMRC as income to the council.
Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	This proposal came from a recent HMRC visit to the council in which they suggested the country parks might be eligible for this exemption. The necessary compliance checks have been undertaken identifying that the council is compliant and can implement this change without having any impact on the users of these car parks. This proposal allows the council to generate additional income without direct impact on users.
Detail the external and organisational implications if this is not successful.	If this is not implemented the council will be applying VAT incorrectly and in doing so lose out on income by giving it to HMRC. There is no implication for the users of the countryside car parks either way.

Finance Information

		2023/24 £000		
Total Current Budget for Activity		(663)		
		Yr 1 2024/25 £000	Yr 2 2025/26 £000	Yr 3 2026/27 £000
Amount needed per year	Expenditure	0	0	0
	Income	(130)	0	0
<i>Cumulative movement from 23/24 budget</i>		(130)	(130)	(130)

		2024/25 £000		
Total Revised Budget for Activity		(793)		
Capital Investment Requirement				
Capital Bid / MTFP Reference				
	Green	High certainty on figures and project delivery		
	Amber	Some certainty on figures and project delivery		
	Red	Low certainty on figures and project delivery		
RAG Status (Certainty around financial request and project delivery)	Green			
Select "RAG Status"	Green			

Comments regarding RAG Status All the compliance checks have been performed. Records have been documented identifying how and why the council is compliant. This is now an administrative change to implement this.

Proposed high level implementation timetable

Activity	Start Date	End Date
1 - Finalise compliance checks and agree with HMRC	Aug-23	Aug-23
2 - Apply adjustment to the Fees & Charges list for 2024/25	Oct-23	Nov-23
3 - Undertake changes to website & ticket machines	Mar/Apr-24	Apr-24

Sign Off

Service Manager	Lead Specialist: Place Clienting - Richard Bisset
Assistant Director	Assistance Director for Environment & Safety (interim) - Steve Brown
Director	Director for Place & Growth - George Framallicco
Lead Member	Executive Member for Environment, Sport & Leisure - Ian Shenton

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Savings
Business Case Name	Countryside - implement peak car parking charges
Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	Implement new peak charges for Dinton and California. This year we increased off peak charges to be in line with competitors. However, bench marking data shows us that similar areas also have higher charges for peak times such as holidays and weekends.
Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	As a result of benchmarking we can see that similar car parks in similar areas are charging increased sums at peak times. Our proposal is to move our charges in line with benchmarked areas. Calculations are currently being pulled together and will also be reported within the fees and charges process.
Detail the external and organisational implications if this is not successful.	Income would not be achieved and savings would need to be found elsewhere, potentially having to cut services.

Finance Information

		2023/24		
		£000		
Total Current Budget for Activity		(663)		
		Yr 1	Yr 2	Yr 3
		2024/25	2025/26	2026/27
		£000	£000	£000
Amount needed per year	Expenditure	15	(15)	0
	Income	(60)	0	0
<i>Cumulative movement from 23/24 budget</i>		<i>(45)</i>	<i>(60)</i>	<i>(60)</i>

		2024/25		
		£000		
Total Revised Budget for Activity		(708)		
Capital Investment Requirement		<input type="text"/>	<input type="text"/>	<input type="text"/>
Capital Bid / MTFP Reference		<input type="text"/>		
RAG Status (Certainty around financial request and project delivery)	Green	High certainty on figures and project delivery		
	Amber	Some certainty on figures and project delivery		
	Red	Low certainty on figures and project delivery		
Select "RAG Status"	Green			

Comments regarding RAG Status	Project process is clearly defined.
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Proposed high level implementation timetable

Activity	Start Date	End Date
1 - Market comparison	Sep-23	Sep-23
2 - Estimate income	Oct-23	Oct-23
3 - Implement changes	Apr-24	May-24

Sign Off

Service Manager	Head of Environmental Services - Andy Glencross
Assistant Director	Assistance Director for Environment & Safety (interim) - Steve Brown
Director	Director for Place & Growth - George Framalico
Lead Member	Executive Member for Environment, Sport & Leisure - Ian Shenton

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Savings
Business Case Name	Annual draw from reserves
Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	The authority holds reserves that have been received from developers that it draws on for annual maintenance works. This proposal formalises the annual draw on these reserves.
Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	Following a new development and connected works taking place in the borough the authority often takes on additional responsibilities in relation to maintaining assets, such as roads, parks, etc. Developers make contributions to the authority to cover the cost of maintaining these new assets, which are held in reserves. The proposal formalises the way in which these reserves are utilised on an annual basis which has not formally been in place. This will create consistency and sustainability of the reserves and the purpose for them.
Detail the external and organisational implications if this is not successful.	The authority risks not fully utilising the funds it has been given for the purpose they are provided if this is not put in place. There is no impact external to Wokingham Borough Council.

Finance Information

		2023/24 £000		
Total Current Budget for Activity		0		
		Yr 1 2024/25 £000	Yr 2 2025/26 £000	Yr 3 2026/27 £000
Amount needed per year	Expenditure	0	0	0
	Income	(475)	0	0
<i>Cumulative movement from 23/24 budget</i>		(475)	(475)	(475)

		2024/25 £000		
Total Revised Budget for Activity		(475)		
Capital Investment Requirement		<input type="text"/>	<input type="text"/>	<input type="text"/>
Capital Bid / MTFP Reference		<input type="text"/>		

RAG Status (Certainty around financial request and project delivery)	Green	High certainty on figures and project delivery
	Amber	Some certainty on figures and project delivery
	Red	Low certainty on figures and project delivery

Select "RAG Status"	Green
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Comments regarding RAG Status	The analysis of the reserves has been undertaken and will be implemented as part of the budget setting process.
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Proposed high level implementation timetable

Activity	Start Date	End Date
1 - Formalise as part of the 2024/25 budget setting process	Oct-23	Oct-23
2 - Annual draw down from reserves	ongoing each April	ongoing each March

Sign Off

Service Manager	Assistance Director for Environment & Safety (interim) - Steve Brown / Assistant Director Highways & Transport - Chris Easton
Assistant Director	
Director	
Lead Member	Director for Place & Growth - George Framallicco Executive Member for Environment, Sport & Leisure - Ian Shenton / Executive Member for Active Travel, Transport & Highways - Paul Fishwick

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Savings
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Business Case Name	EXISTING - Innovative data use to improve gully emptying
Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	Wokingham Borough Council are responsible for maintaining almost 40,000 highways drainage gully's across the Borough. The Highways Maintenance Management Plan currently states that all gully's within the Borough will be emptied once a year, and a third of gully's that lie within higher risk locations will be cleared twice a year. The Council spend on average £300k a year on the gully maintenance programme. Officers have been collecting data on silt levels within all gully's at the point of emptying. This has allowed officers to develop an accurate picture of areas at most risk of debris build up, and that consequently require more frequent maintenance. The proposed move is to a risk based approach to gully emptying based upon detailed analysis of historical silt level data. Analysis of the historical silt level data should allow us to identify a proportion of gullies that require less frequent emptying.

Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	Detailed work is underway to look at the level of saving that can be achieved but the current estimate is based upon a percentage of the overall budget which appears to be consistent with the work of other authorities on this type of approach.
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Detail the external and organisational implications if this is not successful.	As the work to move to a risk-based approach to gully emptying is already underway and funded from the current revenue budget any budget efficiency generated would be available to invest in other areas of the flooding and drainage team's
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Finance Information

2023/24

£000

Total Current Budget for Activity	£879,400
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		Yr 1	Yr 2	Yr 3
		2024/25	2025/26	2026/27
		£000	£000	£000
Amount needed per year	Expenditure	(£50,000)	£0	£0
	Income	£0	£0	£0

Cumulative movement from 23/24 budget (£50,000) (£50,000) (£50,000)

2024/25

£000

Total Revised Budget for Activity	£829,400
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Capital Investment Requirement

Capital Bid / MTFP Reference

	Green	High certainty on figures and project delivery
	Amber	Some certainty on figures and project delivery
	Red	Low certainty on figures and project delivery

RAG Status (Certainty around financial request and project delivery)

Select "RAG Status" Amber

Comments regarding RAG Status	Success of this efficiency is dependent on the outcome of the detailed investigation, but the experience of other authorities suggests that this should be achievable (subject to our contractor agreeing a variation to the current contract)
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Proposed high level implementation timetable

Activity	Start Date	End Date
1 - Completion of Investigation	Oct-23	Jan-24
2 - Revising gully emptying programme with Contractor	Feb-24	Mar-24
3 - Implementation of new gully emptying programme	Apr-24	Apr-24

Sign Off

Service Manager	Head of Environmental Services - Andy Glencross
Assistant Director	Assistance Director for Environment & Safety (interim) - Steve Brown
Director	Director for Place & Growth - George Framalocco
Lead Member	Executive Member for Environment, Sport & Leisure - Ian Shenton / Executive Member for Active Travel, Transport & Highways - Paul Fishwick

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Savings
Business Case Name	CHANGED - Introduction of Moving Traffic Offence (MTO) Enforcement
Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	Eleven MTO locations have been implemented in September 2023 for the first time in Wokingham. This enforces specific offences such as turning left at a 'no left turn' junction. Further locations are to be reviewed and considered for increasing the number of locations for CCTV enforcement.
Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	A review is to be done to determine where the additional locations might be. Some work has already started on this. 11 locations have been implemented already. The decision will then be whether to use some of the existing cameras to move to other locations as compliance and driver behaviour improves (which is the ultimate aim). However, this would potentially not generate additional revenue but replace previous revenue from those sites where compliance has improved.
Detail the external and organisational implications if this is not successful.	Reduced revenue and a status quo of drivers still not complying, rather than improving behaviours to prevent incidents and accidents.

Finance Information

		2023/24 £000		
Total Current Budget for Activity		(103)		
		Yr 1 2024/25 £000	Yr 2 2025/26 £000	Yr 3 2026/27 £000
Amount needed per year	Expenditure	0	0	0
	Income	(353)	(152)	0
<i>Cumulative movement from 23/24 budget</i>		(353)	(505)	(505)

		2024/25 £000		
Total Revised Budget for Activity		(456)		
Capital Investment Requirement				
Capital Bid / MTFP Reference				
		Green	High certainty on figures and project delivery	
		Amber	Some certainty on figures and project delivery	
		Red	Low certainty on figures and project delivery	
RAG Status (Certainty around financial request and project delivery)				
Select "RAG Status"		Amber		

Comments regarding RAG Status	Income and savings may not be achieved once motorists are compliant - new sites may not generate the same levels of income. Income figures above relate to potential revenue from the 11 new sites.
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Proposed high level implementation timetable

Activity	Start Date	End Date
1 - Data review and monitoring	Sep-23	Jan-24
2 - Sites ID	Feb-24	Apr-24
3 - Investment/Savings ratified	May-24	Jun-24
4 - Papers/Approval	Jul-24	Oct-24

Sign Off

Service Manager	Head of Service, Highways & Transport - Matt Gould
Assistant Director	Assistant Director Highways & Transport - Chris Easton
Director	Director for Place & Growth - George Framaliccio
Lead Member	Executive Member for Active Travel, Transport & Highways - Paul Fishwick

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Savings
Business Case Name	EXISTING - Residents Parking Zones - including Parking Permits (linked to bid PG.R31)
Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	This project relates to the introduction of controls for on-street spaces, initially based on time-limited (maximum 1 hour or 2 hour). This is created due to the limited ability to deal with the specific high demand locations close to stations, retail centres and existing resident parking areas. The project will amount to approximately 500 - 800 spaces in the first instance, with a simultaneous review of residents permit holder provision so that availability meets demand and expansion of the permit holder scheme.
Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	The reopening of our urban core retail and business centres and changes to the volume of on-street parking demand by residents now working from home on a more frequent basis requires a review of on-street parking controls that meet varying demands. The Council's provision of off-street parking meets the longer stay needs of residents, visitors and businesses but, in high demand areas, the volume of free on-street parking has been significantly reduced and there is a need to explore ways of controlling this for the benefit of all users. The introduction of these measures would ensure the council effectively manages and maintains traffic flow, manages kerbside demand and improves safety within the borough; makes parking provision fairer for all our residents, visitors and businesses; helps to improve air quality through reduced traffic congestion; and encourages a behavioural shift towards sustainable travel choices.
Detail the external and organisational implications if this is not successful.	Demand for on-street spaces will exceed availability and off-street car parks won't meet the demand for very short duration visits, resulting in customers going to other urban / retail centres and an adverse economic impact on our town centres.

Finance Information

		2023/24		
		£000		
Total Current Budget for Activity		(280)		
		Yr 1	Yr 2	Yr 3
		2024/25	2025/26	2026/27
		£000	£000	£000
Amount needed per year	Expenditure	0	0	0
	Income	(342)	0	0
<i>Cumulative movement from 23/24 budget</i>		(342)	(342)	(342)

		2024/25		
		£000		
Total Revised Budget for Activity after impact of all 2024/25 revenue bids		(322)		
Capital Investment Requirement				
Capital Bid / MTFP Reference				
	Green	High certainty on figures and project delivery		
	Amber	Some certainty on figures and project delivery		
	Red	Low certainty on figures and project delivery		
RAG Status (Certainty around financial request and project delivery)				
Select "RAG Status"		Red		
Comments regarding RAG Status		Scheme has yet to be finalised and approved. Scheme rollout and approvals takes approx. 12 months.		

Proposed high level implementation timetable

Activity	Start Date	End Date
1 - Detailed analysis/Draft reports/Surveys	Oct-23	Jun-24
2 - Consultation/Finalise scheme - approvals	Jun-24	Jan-25
3 - Good ordered/Contracts approved/Final order approved	Jan-25	Mar-25
4 - Rollout/Live	Mar-25	Aug-25

Sign Off

Service Manager	Head of Service, Highways & Transport - Matt Gould
Assistant Director	Assistant Director Highways & Transport - Chris Easton
Director	Director for Place & Growth - George Framalocco
Lead Member	Executive Member for Active Travel, Transport & Highways - Paul Fishwick

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Savings
Business Case Name	EXISTING - Changes to Highways Contract
Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	A full review is underway, of the Highways services contracts, with the aim of finding more efficient ways of working and financial savings. There are multiple aspects to this that have the potential to improve working practices and reduce service expenditure.
Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	Further works are required in order to ensure these proposals are deliverable. The exact timing of achieving these saving will be developed as work progresses.
Detail the external and organisational implications if this is not successful.	Opportunities to improve service delivery and reduce service cost would be missed.

Finance Information

		2023/24 £000		
Total Current Budget for Activity		4,839		
		Yr 1 2024/25 £000	Yr 2 2025/26 £000	Yr 3 2026/27 £000
Amount needed per year	Expenditure	(150)	0	0
	Income	0	0	0
<i>Cumulative movement from 23/24 budget</i>		(150)	(150)	(150)

		2024/25 £000		
Total Revised Budget for Activity		4,689		
Capital Investment Requirement				
Capital Bid / MTFP Reference				
	Green	High certainty on figures and project delivery		
	Amber	Some certainty on figures and project delivery		
	Red	Low certainty on figures and project delivery		
RAG Status (Certainty around financial request and project delivery)				
Select "RAG Status"	Amber			
Comments regarding RAG Status	External consultants and WBC staff are involved in this process, but it is at an early stage. Careful consideration will be needed to progress these changes and obtain best value for the council.			

Proposed high level implementation timetable

Activity	Start Date	End Date
1 - Contract manager in to post	Aug-23	Oct-23
2 - Full contract review and management in place	Oct-23	Nov-23
3 - Customer experience improvements	Oct-23	Dec-23
4 - Supplier engagement and joint working	Oct-23	Apr-25

Sign Off

Service Manager	Capital Programme & Contracts Manager - Malcolm Pinto / Contract Manager Highways & Transport - Vikki Roberts
Assistant Director	Assistant Director Highways & Transport - Chris Easton
Director	Director for Place & Growth - George Framallicco
Lead Member	Executive Member for Active Travel, Transport & Highways - Paul Fishwick

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Savings
Business Case Name	CHANGED - Increase in Off Street Parking Charges
Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	To increase the charges for off street parking in line with inflation.
Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	Parking charges were increased for the first time this year since 2018. A report went to the Executive on 29/09/22 outlining the proposed increases in parking charges which were approved in 2023 and changes were implemented across the charging car parks which came into effect July 23. Parking charges will be increased in line with inflation and will be approved as part of the budget-setting process when considering fees and charges.
Detail the external and organisational implications if this is not successful.	Fees and charges will include off street parking and any uplifts will be considered within the standard cost of living increases applied centrally.

Finance Information

		2023/24 £000		
Total Current Budget for Activity		(1,453)		
		Yr 1 2024/25 £000	Yr 2 2025/26 £000	Yr 3 2026/27 £000
Amount needed per year	Expenditure	0	0	0
	Income	(40)	0	0
<i>Cumulative movement from 23/24 budget</i>		(40)	(40)	(40)

		2024/25 £000		
Total Revised Budget for Activity		(1,493)		
Capital Investment Requirement				
Capital Bid / MTFP Reference				
	Green	High certainty on figures and project delivery		
	Amber	Some certainty on figures and project delivery		
	Red	Low certainty on figures and project delivery		
RAG Status (Certainty around financial request and project delivery)				
Select "RAG Status"	Green			
Comments regarding RAG Status	Data will be reviewed to analyse savings and the impact of changes perceived.			

Proposed high level implementation timetable

Activity	Start Date	End Date
1 - Add off street parking into fees and charges	Oct-23	Oct-23
2 - Variation order off street re fees	Nov-23	Nov-23
3 - Fees and charges signoff	Nov-23	Jul-24
4 - Implementation	Jul-24	Jul-24

Sign Off

Service Manager	Head of Service, Highways & Transport - Matt Gould
Assistant Director	Assistant Director Highways & Transport - Chris Easton
Director	Director for Place & Growth - George Framalisco
Lead Member	Executive Member for Active Travel, Transport & Highways - Paul Fishwick

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Savings
Business Case Name	Utility & works permits - fee increase and expansion
Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	To introduce a new requirement for utility companies to have a permit to do ground embedding, for example City Fibres. Currently we have permits for level 1 and 2 roads but have no permit requirement for level 3 and 4 roads. Roads are categorised by the number of million-standard axles (msa) they carry so a Type 1 road would be a road like the A329M or the A33. Type 4 roads carry up to 0.5 msa and would generally be residential roads.
Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	Last year there were approximately 6,000 level 3 and 4 road requests in the last financial year. Whilst this 6,000 is significantly higher than normal due to bulk works being done by City Fibres, we have estimated the likely average numbers we would receive. Benchmarking has been done with other councils who charge for this service, including Bracknell, Slough, Surrey and West Sussex. The charges are being implemented as we currently carry out all of the work without charge, so we need to move to charging. The cost impact will be on third parties who need electricity connections or similar works within the roads.
Detail the external and organisational implications if this is not successful.	Success achieves greater income which supports the service better. In turn this can then support other areas of the council. If not successful, the service will not be impacted directly but we are just not making the best use of our opportunities where

Finance Information2023/24
£000

Total Current Budget for Activity	(£145,650)
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		Yr 1 2024/25 £000	Yr 2 2025/26 £000	Yr 3 2026/27 £000
Amount needed per year	Expenditure	£0	£0	£0
	Income	(£80,000)	£0	£0
<i>Cumulative movement from 23/24 budget</i>		(£80,000)	(£80,000)	(£80,000)

2024/25
£000

Total Revised Budget for Activity	(£225,650)
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Capital Investment Requirement

Capital Bid / MTFP Reference

RAG Status (Certainty around financial request and project delivery)

Select "RAG Status"

Green

Comments regarding RAG Status	Delivery looks positive though due to consultation and data gathering it will not be a quick project. The aim will be to deliver the new permits from April 2024.
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Proposed high level implementation timetable

Activity	Start Date	End Date
1 - Meeting with External advisor - project plan advice/business case	Sep-23	Sep-23
2 - Project group to be formed	Sep-23	Sep-23
3 - Data review and consultation	Oct-23	Dec-23
4 - Scheme approval - increase included in Fees and charges	Jan-24	Feb-24

Sign Off

Service Manager	Streetworks Traffic Manager - Edward Day
Assistant Director	Assistant Director Highways & Transport - Chris Easton
Director	Director for Place & Growth - George Framallicco
Lead Member	Executive Member for Active Travel, Transport & Highways - Paul Fishwick

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Savings
Business Case Name	Highways consultancy service contract changes
Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	Highways currently use an engineering and professional services consultancy company. They provide specialist advise and support on Highways issues, within an existing contract. They are offering a contract saving as part of the negotiation for a 3 year extension to their existing contract with the council. This has been looked into and the service provided gives the council value for money and has been signed off by procurement and finance.
Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	Options appraisal was completed regarding an extension to this contract. As part of this process, savings were offered.
Detail the external and organisational implications if this is not successful.	Higher costs for the service until a new contract can be procured in 2026.

Finance Information

		2023/24 £000		
Total Current Budget for Activity		846		
		Yr 1	Yr 2	Yr 3
		2024/25 £000	2025/26 £000	2026/27 £000
Amount needed per year	Expenditure	(70)	0	0
	Income	0	0	0
<i>Cumulative movement from 23/24 budget</i>		(70)	(70)	(70)

		2024/25 £000		
Total Revised Budget for Activity		776		
Capital Investment Requirement				
Capital Bid / MTFP Reference				
	Green	High certainty on figures and project delivery		
	Amber	Some certainty on figures and project delivery		
	Red	Low certainty on figures and project delivery		
RAG Status (Certainty around financial request and project delivery)				
Select "RAG Status"	Green			

Comments regarding RAG Status	Contract extension has been approved and is currently being progressed.
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Proposed high level implementation timetable

Activity	Start Date	End Date
1 - contract extension discussions and approval	Sep-23	Nov-23

Sign Off

Service Manager	Capital Programme & Contracts Manager - Malcolm Pinto
Assistant Director	Assistant Director Highways & Transport - Chris Easton
Director	Director for Place & Growth - George Framalocco
Lead Member	Executive Member for Active Travel, Transport & Highways - Paul Fishwick

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Savings
Business Case Name	EXISTING - School Keep Clear Markings - roll out of parking enforcement scheme
Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	Roll-out of equipment and operational costs for extended scheme. A special item for £183k in 2023/24 is linked to this. This saving cannot be realised without the special item, they are both part of the same bid. For 24/25 we plan to introduce enforcement at 4-6 additional locations.
Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	The £183k 2023/24 one-off cost (shown separately as a special item), followed by an annual requirement of £40k per annum and a forecast revenue of £90k per annum both from 2024/25 onwards. Resulting in the net saving of £50k per annum.
Detail the external and organisational implications if this is not successful.	The Council would not be able to deal effectively with the issues raised by many residents, parents and elected members about safe driving conditions outside schools. Manual enforcement is only effective when officers are on site, and costs

Finance Information

		2023/24		
		£000		
Total Current Budget for Activity		0		
		Yr 1	Yr 2	Yr 3
		2024/25	2025/26	2026/27
		£000	£000	£000
Amount needed per year	Expenditure	40	0	0
	Income	(90)	0	0
<i>Cumulative movement from 23/24 budget</i>		<i>(50)</i>	<i>(50)</i>	<i>(50)</i>

		2024/25		
		£000		
Total Revised Budget for Activity		(50)		
Capital Investment Requirement		<input type="text"/>	<input type="text"/>	<input type="text"/>
Capital Bid / MTFP Reference		<input type="text"/>		
	Green	High certainty on figures and project delivery		
	Amber	Some certainty on figures and project delivery		
	Red	Low certainty on figures and project delivery		

RAG Status (Certainty around financial request and project delivery)

Select "RAG Status"	Green
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Comments regarding RAG Status	The first schools have been delivered, although the level of income is not yet known.
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Proposed high level implementation timetable

Activity	Start Date	End Date
1 - Data review/new sites assessment	Oct-23	Jan-24
2 - Engagement for sites	Jan-24	Feb-24
3 - Approval/decisions	Mar-24	Mar-24
4 - Rollout coms	Apr-24	Jun-24

Sign Off

Service Manager	Head of Service, Highways & Transport - Matt Gould
Assistant Director	Assistant Director Highways & Transport - Chris Easton
Director	Director for Place & Growth - George Framallicco
Lead Member	Executive Member for Active Travel, Transport & Highways - Paul Fishwick

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Savings
Business Case Name	Highways and Transport contract review and reductions/changes
Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	We will review all contracts in detail to determine whether there are any areas which have the potential to create savings. This will include: areas not currently being delivered which should be, areas being delivered which are no longer needed and should have a price reduction, service levels which can be reduced to create greater savings, etc.
Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	Some of this work has already been done, but we will spread this across all contracts and take a detailed review. This will include the outcomes of the Peopletoo review on the contracts, which helped to identify where there were opportunities to improve efficiencies in Highways and Transport contracts. Once savings have been identified they will be assessed to understand their impact as well as any EQIA, consultation or decision processes followed.
Detail the external and organisational implications if this is not successful.	If not successful we will continue to pay the same contract prices, or indeed more if the inflation rates continue at the current high level. This is at a time when significant savings need to be found. If successful, support will be needed to agree the

Finance Information

		2023/24 £000		
Total Current Budget for Activity		0		
		Yr 1 2024/25 £000	Yr 2 2025/26 £000	Yr 3 2026/27 £000
Amount needed per year	Expenditure	(50)	20	0
	Income	0	0	0
<i>Cumulative movement from 23/24 budget</i>		(50)	(30)	(30)

		2024/25 £000		
Total Revised Budget for Activity		(50)		
Capital Investment Requirement				
Capital Bid / MTFP Reference				
	Green	High certainty on figures and project delivery		
	Amber	Some certainty on figures and project delivery		
	Red	Low certainty on figures and project delivery		
RAG Status (Certainty around financial request and project delivery)				
Select "RAG Status"	Amber			
Comments regarding RAG Status	Savings for 24/25 will be challenging as there will be a heavy reliance on current contracts /systems and insight.			

Proposed high level implementation timetable

Activity	Start Date	End Date
1 - Peopletoo review recommendations on parking enforcement.	Aug-23	Sep-23
2 - Understand all other contracts within Highways & Transport including systems	Oct-23	Apr-24
3 - Collaborative planning and work schedules	Apr-24	Aug-24
4 - Insight to help inform improvements	Mar-24	Aug-24

Sign Off

Service Manager	Head of Service, Highways & Transport - Matt Gould
Assistant Director	Assistant Director Highways & Transport - Chris Easton
Director	Director for Place & Growth - George Framalico
Lead Member	Executive Member for Active Travel, Transport & Highways - Paul Fishwick

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Savings
Business Case Name	New road and footpath network treatment innovations
Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	Investigating the best road treatments, particularly around road repairs, to see what are the best sustainable treatments available for us to use. There is potential for long term savings to be achieved through finding better solutions.
Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	Further investigation is required into the vast array of treatments available, and sharing of best practice to see what works best to achieve the savings. For example jet patching can achieve up to ten pothole repairs a day.
Detail the external and organisational implications if this is not successful.	If not successful then the costs currently incurred in repairs will remain at the current level.

Finance Information

		2023/24		
		£000		
Total Current Budget for Activity		856		
		Yr 1	Yr 2	Yr 3
		2024/25	2025/26	2026/27
		£000	£000	£000
Amount needed per year	Expenditure	0	(50)	0
	Income	0	0	0
<i>Cumulative movement from 23/24 budget</i>		0	(50)	(50)

		2024/25		
		£000		
Total Revised Budget for Activity		856		
Capital Investment Requirement				
Capital Bid / MTFP Reference				
	Green	High certainty on figures and project delivery		
	Amber	Some certainty on figures and project delivery		
	Red	Low certainty on figures and project delivery		

RAG Status (Certainty around financial request and project delivery)

Select "RAG Status"	Amber
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Comments regarding RAG Status	Savings may not be achievable within current contracts.
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Proposed high level implementation timetable

Activity	Start Date	End Date
1 - Best practise review	Sep-23	Jan-24
2 - Market research/trails	Jan-24	Jan-25
3 - Consider into contract procurement	Jan-24	Apr-25

Sign Off

Service Manager	Contract Manager Wokingham Major Highways Programme - Ian Haller
Assistant Director	Assistant Director Highways & Transport - Chris Easton
Director	Director for Place & Growth - George Framalocco
Lead Member	Executive Member for Active Travel, Transport & Highways - Paul Fishwick

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Savings
Business Case Name	Securing efficiencies during disruptive highway schemes
Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	Seeking to support the objective of 'keeping the borough moving' by co-ordinating and planning disruptive highway work so that it results in fewer roadworks, less reactive maintenance, operational savings and less disruption to the public
Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	Taking a holistic and forward planning approach ensuring that road closures and other traffic management required as part of disruptive highway works are fully taken advantage of considering repairs, upgrades and other asset improvements which would result in less overall disruption to the road network. This is about ensuring when works are done at a site, they incorporate any other works required at that same site, wherever possible. This would deliver greater value for money, a reduction in costs associated with traffic management, less reactive maintenance issues and customer improvements.
Detail the external and organisational implications if this is not successful.	More disruptive road works, greater costs given traffic management requirements, customer journey time increases and additional congestion.

Finance Information

		2023/24		
		£000		
Total Current Budget for Activity		9,294		
		Yr 1	Yr 2	Yr 3
		2024/25	2025/26	2026/27
		£000	£000	£000
Amount needed per year	Expenditure	0	(50)	0
	Income	0	0	0
<i>Cumulative movement from 23/24 budget</i>		0	(50)	(50)

		2024/25		
		£000		
Total Revised Budget for Activity		9,294		
Capital Investment Requirement		<input type="text"/>	<input type="text"/>	<input type="text"/>
Capital Bid / MTFP Reference		<input type="text"/>		
		Green	High certainty on figures and project delivery	
		Amber	Some certainty on figures and project delivery	
		Red	Low certainty on figures and project delivery	
RAG Status (Certainty around financial request and project delivery)				
Select "RAG Status"		Amber		

Comments regarding RAG Status	Challenges will be in amending existing contracts and/or practices.
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Proposed high level implementation timetable

Activity	Start Date	End Date
1 - CE to launch to H & T SMT	Jan-24	Feb-24
2 - Project team to be formed	Feb-24	Mar-24
3 - Scope/business cases/pids and plans	Mar-24	Sep-24
4 - Decisions	Oct-24	Dec-24

Sign Off

Service Manager	Streetworks Traffic Manager - Edward Day
Assistant Director	Assistant Director Highways & Transport - Chris Easton
Director	Director for Place & Growth - George Framallicco
Lead Member	Executive Member for Active Travel, Transport & Highways - Paul Fishwick

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Savings
Business Case Name	Housing - correct recharging to General Fund
Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	Work is being undertaken to ensure staff are charged correctly between HRA & General Fund. There are some additional staff costs which should be attributed to the HRA which will mean a saving in the General Fund.
Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	Demand remains the same but this is overdue recognition that some of the work of the HRA is being carried out by officers originally paid through the general fund.
Detail the external and organisational implications if this is not successful.	If this is not successful then the general fund will continue subsidising HRA activity.

Finance Information

		2023/24		
		£000		
Total Current Budget for Activity		792		
		Yr 1	Yr 2	Yr 3
		2024/25	2025/26	2026/27
		£000	£000	£000
Amount needed per year	Expenditure	(90)	0	0
	Income	0	0	0
<i>Cumulative movement from 23/24 budget</i>		<i>(90)</i>	<i>(90)</i>	<i>(90)</i>

		2024/25		
		£000		
Total Revised Budget for Activity		702		
Capital Investment Requirement				
Capital Bid / MTFP Reference				

RAG Status (Certainty around financial request and project delivery)	Select "RAG Status"	Green
Green		High certainty on figures and project delivery
Amber		Some certainty on figures and project delivery
Red		Low certainty on figures and project delivery

Comments regarding RAG Status	This adjustment should commence in April 23 and be reviewed annually.
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Proposed high level implementation timetable

Activity	Start Date	End Date
1 - Adjustment commences	Apr-23	Apr-23
2 - Annually reviewed	Apr-24	Apr-24

Sign Off

Service Manager	Assistant Director Housing Service, Economic Development & Growth and Climate Change - Rhian Hayes
Assistant Director	
Director	Director for Place & Growth - George Framallicco
Lead Member	Executive Member for Housing - Stephen Conway

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Growth
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Business Case Name	Additional work to manage overhanging vegetation and maintain footpaths
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Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	There are a number of overgrown footpaths within the borough which require reinstatement. The majority of these are due to natural earth banks depositing material on the footpath after rainfall. There is demand from residents to ensure the footways/cycleways are kept clear of this material. This is also strongly linked to the Active Travel Plan.
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Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	Within the Councils Climate Emergency Action Plan (CEAP) there are a number of actions to encourage walking and cycling to destinations i.e. schools. There is more demand for good walking/cycling routes and the encroachment can inhibit this. The only alternative is to not carry out the work but this will not resolve the issue.
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Detail the external and organisational implications if this is not successful.	The impacts are reputational and possibly one of safety. The CEAP encourages cycling and walking to destinations and the appearance of encroachment on footpaths could dissuade residents from doing this.
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Finance Information

		2023/24 £000		
Total Current Budget for Activity		0		
		Yr 1 2024/25 £000	Yr 2 2025/26 £000	Yr 3 2026/27 £000
Amount needed per year	Expenditure	95	(15)	(10)
	Income	0	0	0
<i>Cumulative movement from 23/24 budget</i>		95	80	70

		2024/25 £000		
Total Revised Budget for Activity		95		
Capital Investment Requirement				
Capital Bid / MTFP Reference				

RAG Status (Certainty around financial request and project delivery)	Green	High certainty on figures and project delivery
	Amber	Some certainty on figures and project delivery
	Red	Low certainty on figures and project delivery

Select "RAG Status"	Green
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Comments regarding RAG Status	
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Proposed high level implementation timetable

Activity	Start Date	End Date
1 - Commence works in priority order	Mar 24	Apr 24
2 - Continue to monitor project finances	Mar 24	Apr 24

Sign Off

Service Manager	Lead Specialist: Place Clienting - Richard Bisset
Assistant Director	Assistance Director for Environment & Safety (interim) - Steve Brown
Director	Director for Place & Growth - George Framalocco
Lead Member	Executive Member for Environment, Sport & Leisure - Ian Shenton

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Growth
Business Case Name	New Contract Manager role Environment and Safety
Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	There is currently no formal role created for all of the contracts managed in Environment and Safety (E&S). As such the role is split and done by several different people as part of their role. This needs resolution to increase the standards of contract management and generate efficiencies within the contracts they manage.
Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	<p>The introduction of the new role will achieve the following:</p> <ul style="list-style-type: none"> •Oversee the contract admin for E&S (including Waste, Street Scene and Grounds Maintenance) •Ensure contract financial claims are challenged and assessed to ensure payments are properly assessed. •Ensure contract performance is clear, understood and achieved. •Ensure sufficient resources are assigned to the contract. •Ensure and approve the contractor's delivery plan •Manage contract interpretations and disputes. •Ensure efficiency of operation and that all contract entitlements are received. •Defend the council against Early Warnings and Compensation Events •Meet the council's contract obligations. •Planning and development of the contract Liaison and support across other P&G contract managers
Detail the external and organisational implications if this is not successful.	There will be financial and service losses to the council as the contracts will not be achieving the best for the council.

Finance Information

		2023/24		
		£000		
Total Current Budget for Activity		0		
		Yr 1	Yr 2	Yr 3
		2024/25	2025/26	2026/27
		£000		
Amount needed per year	Expenditure	70	0	0
	Income	0	0	0
<i>Cumulative movement from 23/24 budget</i>		70	70	70

		2024/25		
		£000		
Total Revised Budget for Activity		70		
Capital Investment Requirement				
Capital Bid / MTFP Reference				
		Green	High certainty on figures and project delivery	
		Amber	Some certainty on figures and project delivery	
		Red	Low certainty on figures and project delivery	

RAG Status (Certainty around financial request and project delivery)

Select "RAG Status" Green

Comments regarding RAG Status

Proposed high level implementation timetable

Activity	Start Date	End Date
1 - Commence recruitment	Apr-24	Jun-24
2 - Contract manager begins	Jun-24	N/A
3 - Continued review of progress/targets	Apr-24	Ongoing

Sign Off

Service Manager	Lead Specialist: Place Clienting - Richard Bisset
Assistant Director	Assistance Director for Environment & Safety (interim) - Steve Brown
Director	Director for Place & Growth - George Framallico
Lead Member	Executive Member for Environment, Sport & Leisure - Ian Shenton

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Growth
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Business Case Name	Income generations through commercialisation across the directorate
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Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)

A £68k additional income expectation was allocated to the Place Clienting budget for 2023/24 to increase income from events held on Council owned land and this is in place for 2024/25. This is an ambitious target that was generated through a consultancy firm Impower in 2022 who were commissioned to increase income across the council. The figure was identified through benchmarking and seen as a stretch target given existing commercial income.

In addition to this, there are existing income target lines within the budgets, which were already not being achieved, so any further saving achieved would be set against those budget gaps. These income targets also already exist in Countryside where a range of events are carried out.

The likelihood of achieving the £68k is therefore very low, however there is a drive to realise as much income as possible to reduce the overall financial impact next year.

Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes

There is currently neither the direct experience or sufficient capacity within the Place Clienting team to operate an effective income generation system which could be realised in the future. There are certainly opportunities to increase the offers and income to the Council, but this would require specialist staff to drive this. This, as well as drawing together other teams of the council together (such as Economic Development, Countryside and Sport & Leisure) will help to develop a proposal for a comprehensive 'commercialisation plan' with resourcing. This will be an effective way forward.

Detail the external and organisational implications if this is not successful.

If the Growth is not approved then the £68k will have to be saved through reducing services elsewhere.

Finance Information

2023/24

£000

Total Current Budget for Activity	(68)
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		Yr 1 2024/25 £000	Yr 2 2025/26 £000	Yr 3 2026/27 £000
Amount needed per year	Expenditure	0	0	0
	Income	68	0	0

<i>Cumulative movement from 23/24 budget</i>	68	68	68
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2024/25

£000

Total Revised Budget for Activity	0
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Capital Investment Requirement

Capital Bid / MTFP Reference

RAG Status (Certainty around financial request and project delivery)

Select "RAG Status"

Green	High certainty on figures and project delivery
Amber	Some certainty on figures and project delivery
Red	Low certainty on figures and project delivery

Green

Comments regarding RAG Status

Proposed high level implementation timetable

Activity	Start Date	End Date
1 -		

Sign Off

Service Manager	Lead Specialist: Place Clienting - Richard Bisset
Assistant Director	Assistance Director for Environment & Safety (interim) - Steve Brown
Director	Director for Place & Growth - George Framalocco
Lead Member	Executive Member for Environment, Sport & Leisure - Ian Shenton

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Growth
Business Case Name	Concessionary travel - reimbursement costs
Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	The Council has a statutory duty to reimburse concessionary travel (travel with elderly & disabled bus passes on local bus services). Reimbursement rates are calculated based on information provided by the Department for Transport (DfT). The calculator is adjusted for inflation annually by the DfT, which is what causes the inflationary pressure, along with bus passenger recovery rates.
Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	The £70k pressure is what has been projected based on current recovery rates increasing to 87% in 2023/24, and a further 10% inflation applied by the DfT to rates for 2024/25. Beyond 2024/25 the DfT are looking to change the calculation for reimbursement. There are no details on what changes the DfT will make and in turn what impact these changes are likely to have on reimbursement rates. It is likely reimbursement will go up further as legislation requires operators to be "no better-off and worse-off" as a result of the scheme, and operating costs have increased.
Detail the external and organisational implications if this is not successful.	Local bus operators will be impacted. It should be noted if bus services are reduced, then the pressure reduces, if bus services increase or the Park & Ride service at Winnersh is reinstated, then the pressure intensifies and more quickly. However there

Finance Information

		2023/24		
		£000		
Total Current Budget for Activity		866		
		Yr 1	Yr 2	Yr 3
		2024/25	2025/26	2026/27
		£000	£000	£000
Amount needed per year	Expenditure	70	0	0
	Income	0	0	0
<i>Cumulative movement from 23/24 budget</i>		70	70	70

		2024/25		
		£000		
Total Revised Budget for Activity		936		
Capital Investment Requirement		£0	£0	£0
Capital Bid / MTFP Reference		£0		
	Green	High certainty on figures and project delivery		
	Amber	Some certainty on figures and project delivery		
	Red	Low certainty on figures and project delivery		

RAG Status (Certainty around financial request and project delivery)

Select "RAG Status" Amber

Comments regarding RAG Status	Projections are based on trend data and recovery rates. A continued recovery of concessionary bus travel at the same rate is expected, but 100% certainty on level of recovery at any given time cannot be guaranteed. DfT control the calculator for reimbursement, which has inflation built in. It is assumed inflation will continue to increase.
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Proposed high level implementation timetable

Activity	Start Date	End Date
1 - Concessionary Travel Reimbursement	Apr-24	Mar-25

Sign Off

Service Manager	Community Transport Manager - Rebecca Brooks
Assistant Director	Assistant Director Highways & Transport - Chris Easton
Director	Director for Place & Growth - George Framalitto
Lead Member	Executive Member for Active Travel, Transport & Highways - Paul Fishwick

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Growth
Business Case Name	Street lighting electrical testing
Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	It is a legal and health & safety requirement to test once every 6 years (within the regulations). There has been no testing required since the LED Project was implemented. However the tests are now due. There is no existing budget to provide this.
Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	Legal and health & safety requirement to test once every 6 years. In reality this will be split up and planned for one sixth of the assets to be done each year on a rotation basis.
Detail the external and organisational implications if this is not successful.	Non compliance of testing would mean that we are failing to manage risk associated with street light assets. This could lead to court challenges should contractors, staff or public have any safety issues related to the lights, and prove we have failed to

Finance Information

		2023/24 £000		
Total Current Budget for Activity		0		
		Yr 1 2024/25 £000	Yr 2 2025/26 £000	Yr 3 2026/27 £000
Amount needed per year	Expenditure	50	0	0
	Income	0	0	0
<i>Cumulative movement from 23/24 budget</i>		50	50	50

		2024/25 £000		
Total Revised Budget for Activity		50		
Capital Investment Requirement		<input type="text"/>	<input type="text"/>	<input type="text"/>
Capital Bid / MTFP Reference		<input type="text"/>		
	Green	High certainty on figures and project delivery		
	Amber	Some certainty on figures and project delivery		
	Red	Low certainty on figures and project delivery		

RAG Status (Certainty around financial request and project delivery)

Select "RAG Status"	Green
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Comments regarding RAG Status	<input type="text"/>
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Proposed high level implementation timetable

Activity	Start Date	End Date
1 - Procure tests.	Mar-24	May-24
2 - Carry out compliance checks	May-24	Jun-24

Sign Off

Service Manager	Contract Manager Wokingham Major Highways Programme - Ian Haller
Assistant Director	Assistant Director Highways & Transport - Chris Easton
Director	Director for Place & Growth - George Framalicco
Lead Member	Executive Member for Active Travel, Transport & Highways - Paul Fishwick

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Growth
Business Case Name	Highways and Transport staff base budget correction
Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	The capital team were created in 2019 to be fully capitalised. There was no base budget assigned to the team at the time nor since.
Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	The capital team were created in 2019 to be fully capitalised. There was no base budget assigned to the team and therefore there is always a budget deficit that has not been corrected. This was a budget setting error at the time that needs correcting . There will be no additional cost to the council to rectify this error. A one-off solution has been found to cover 2024/25 meaning the growth is requested from 2025/26.
Detail the external and organisational implications if this is not successful.	The budget reporting will continue to be misleading and incorrect until this error is rectified.

Finance Information

		2023/24		
		£000		
Total Current Budget for Activity		665		
		Yr 1	Yr 2	Yr 3
		2024/25	2025/26	2026/27
		£000	£000	£000
Amount needed per year	Expenditure	0	191	0
	Income	0	0	0
<i>Cumulative movement from 23/24 budget</i>		0	191	191

		2024/25		
		£000		
Total Revised Budget for Activity		665		
Capital Investment Requirement		<input type="text"/>	<input type="text"/>	<input type="text"/>
Capital Bid / MTFP Reference		<input type="text"/>		
	Green	High certainty on figures and project delivery		
	Amber	Some certainty on figures and project delivery		
	Red	Low certainty on figures and project delivery		
RAG Status (Certainty around financial request and project delivery)				
Select "RAG Status"		Green		

Comments regarding RAG Status

Proposed high level implementation timetable

Activity	Start Date	End Date
1 -		

Sign Off

Service Manager	Capital Programme & Contracts Manager - Malcolm Pinto
Assistant Director	Assistant Director Highways & Transport - Chris Easton
Director	Director for Place & Growth - George Framalocco
Lead Member	Executive Member for Active Travel, Transport & Highways - Paul Fishwick

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Growth
Business Case Name	Historic electricity saving
Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	This is a historic saving requirement that the service has never managed to deliver. In order to set accurate budgets for future years, this needs to be resolved. For background, it is understood that the original saving was estimated when the LED Street Lighting Project was carried out. It was based on expected savings as a result of LED being implemented. However, due to the significant increase of energy prices, this resulted in an increase in cost overall.
Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	A one-off solution has been found to cover 2024/25 meaning the growth is requested from 2025/26.
Detail the external and organisational implications if this is not successful.	The budget reporting will continue to be misleading and incorrect until this error is rectified.

Finance Information

		2023/24 £000		
Total Current Budget for Activity		(176)		
		Yr 1	Yr 2	Yr 3
		2024/25 £000	2025/26 £000	2026/27 £000
Amount needed per year	Expenditure	0	176	0
	Income	0	0	0
<i>Cumulative movement from 23/24 budget</i>		0	176	176

		2024/25 £000		
Total Revised Budget for Activity		(176)		
Capital Investment Requirement		<input type="text"/>	<input type="text"/>	<input type="text"/>
Capital Bid / MTFP Reference		<input type="text"/>		
	Green	High certainty on figures and project delivery		
	Amber	Some certainty on figures and project delivery		
	Red	Low certainty on figures and project delivery		
RAG Status (Certainty around financial request and project delivery)				
Select "RAG Status"	Green			

Comments regarding RAG Status	<input type="text"/>
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Proposed high level implementation timetable

Activity	Start Date	End Date
1 -	<input type="text"/>	<input type="text"/>

Sign Off

Service Manager	Specialist L2 Asset Management - Dave Halley
Assistant Director	Assistant Director Highways & Transport - Chris Easton
Director	Director for Place & Growth - George Framalocco
Lead Member	Executive Member for Active Travel, Transport & Highways - Paul Fishwick

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Growth
Business Case Name	Review access to free parking at Carnival multi-story Car Park
Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	We currently offer users of the Carnival Pool Leisure centre 2 hours free parking as part of the contractual arrangements agreed in our Leisure Contract. A review into the possibility of changing this has not succeeded, therefore this proposal needs to be removed having been put into the budget in 2023/24. The leisure contract has this free parking within it, when the contract is re procured it could be reviewed, albeit the option for users of the leisure centre to park without a charge continues to be an important benefit given a competitive leisure market place.
Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	A one-off solution has been found to cover 2024/25 meaning the growth is requested from 2025/26.
Detail the external and organisational implications if this is not successful.	Parking will continue as in 2023/24 with an income budget that is unachievable and mean the service will be forecasting an overspend from day one of the year.

Finance Information

		2023/24		
		£000		
Total Current Budget for Activity		(£120,000)		
		Yr 1	Yr 2	Yr 3
		2024/25	2025/26	2026/27
		£000	£000	£000
Amount needed per year	Expenditure	£0	£0	£0
	Income	£0	£120,000	£0
<i>Cumulative movement from 23/24 budget</i>		£0	£120,000	£120,000

		2024/25		
		£000		
Total Revised Budget for Activity		(£120,000)		
Capital Investment Requirement		<input type="text"/>	<input type="text"/>	<input type="text"/>
Capital Bid / MTFP Reference		<input type="text"/>		
		Green	High certainty on figures and project delivery	
		Amber	Some certainty on figures and project delivery	
		Red	Low certainty on figures and project delivery	
RAG Status (Certainty around financial request and project delivery)				
Select "RAG Status"		Green		

Comments regarding RAG Status	<input type="text"/>
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Proposed high level implementation timetable

Activity	Start Date	End Date
1 - Resources & Assets to consider within contract procurement to include charging or correct budget	Jan-24	Jan-25

Sign Off

Service Manager	Head of Service, Highways & Transport - Matt Gould
Assistant Director	Assistant Director Highways & Transport - Chris Easton
Director	Director for Place & Growth - George Framalico
Lead Member	Executive Member for Active Travel, Transport & Highways - Paul Fishwick

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Growth
Business Case Name	Making Climate Emergency Officer Posts Permanent
Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	The Climate Emergency team has two fixed term posts which are funded via a special item until 2024. This growth request is to make these two posts permanent. These posts are integral for the delivery of the Climate Emergency Programme as set out in the Climate Emergency Action Plan. Tackling climate emergency is a key priority for the Council.
Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	Climate emergency is an increasing priority for the current political administration, and a key theme of the Council's corporate plan. Climate emergency is an increasing priority for central government, with increasing legislation and regulation. Both posts will apply, or support Council teams to apply for government grant schemes. As an example, this year the Climate Emergency team secured £292k from the Social Housing Decarbonisation Scheme. We anticipate both posts will continue to generate income for the Council through applications to government and private grant schemes. With regards to cross-Council implications, both posts address cost of living costs crisis and rising energy costs.
Detail the external and organisational implications if this is not successful.	Reduced capacity to deliver against one of the Council's key priorities and corporate plan. Reduced capacity to apply and obtain government funds to finance carbon and environmental projects. Reduced capacity to engage with external and internal

Finance Information

		2023/24		
		£000		
Total Current Budget for Activity		101		
		Yr 1	Yr 2	Yr 3
		2024/25	2025/26	2026/27
		£000	£000	£000
Amount needed per year	Expenditure	75	28	0
	Income	0	0	0
<i>Cumulative movement from 23/24 budget</i>		75	103	103

		2024/25		
		£000		
Total Revised Budget for Activity		176		
Capital Investment Requirement		£0	£0	£0
Capital Bid / MTFP Reference				

Green	High certainty on figures and project delivery
Amber	Some certainty on figures and project delivery
Red	Low certainty on figures and project delivery

RAG Status (Certainty around financial request and project delivery)

Select "RAG Status"	Green
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Comments regarding RAG Status	
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Proposed high level implementation timetable

Activity	Start Date	End Date
1 -		

Sign Off

Service Manager	Assistant Director Housing Service, Economic Development & Growth and Climate Change - Rhian Hayes
Assistant Director	
Director	Director for Place & Growth - George Framaliccio
Lead Member	Executive Member for Climate Change and Residents Services - Sarah Kerr

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Growth
Business Case Name	Housing Benefit income for Bed & Breakfast
Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	An error was made at budget setting for 2023/24 that put an unachievable income budget in for Housing Benefit (HB) income from Bed & Breakfast. The cap on the amount of HB income that can be claimed each week means this is not achievable. The creation of this income budget created budget gaps elsewhere in P&G (mainly housing) to be rectified.
Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	A one-off solution has been found to cover 2024/25 meaning the growth is requested from 2025/26.
Detail the external and organisational implications if this is not successful.	The budget reporting will continue to be misleading and incorrect until this error is rectified.

Finance Information

		2023/24 £000		
Total Current Budget for Activity		(544)		
		Yr 1 2024/25 £000	Yr 2 2025/26 £000	Yr 3 2026/27 £000
Amount needed per year	Expenditure	0	0	0
	Income	100	200	0
<i>Cumulative movement from 23/24 budget</i>		100	300	300

		2024/25 £000		
Total Revised Budget for Activity		(444)		
Capital Investment Requirement				
Capital Bid / MTFP Reference				

	Green	High certainty on figures and project delivery
	Amber	Some certainty on figures and project delivery
	Red	Low certainty on figures and project delivery

RAG Status (Certainty around financial request and project delivery)

Select "RAG Status" Green

Comments regarding RAG Status

Proposed high level implementation timetable

Activity	Start Date	End Date
1 -		

Sign Off

Service Manager	Head of Housing Needs & Operations - Danielle Willmott
Assistant Director	Assistant Director Housing Service, Economic Development & Growth and Climate Change - Rhian Hayes
Director	Director for Place & Growth - George Framallicco
Lead Member	Executive Member for Housing - Stephen Conway

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Special Item
Business Case Name	Waste Collection Service Changes (linked to bid no. PG.R1)
Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	This special item is requested to support the partial year implementation of these new waste collection service changes (original bid number PG.R1 2023/24 and 2024/25 PG.R1), The projected £1m savings are planned to be delivered for a full year in 25/26 and a part year from September 2024, for 2024/25. This Special Item seeks to reduce the saving expectation for that year only from £1.05m down to £500k.
Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	This special item is sought to support the partial year implementation of the project.
Detail the external and organisational implications if this is not successful.	This would result in a funding gap which would have to be filled in another way.

Finance Information

		2023/24 £000		
Total Current Budget for Activity		10,337		
		Yr 1 2024/25 £000	Yr 2 2025/26 £000	Yr 3 2026/27 £000
Amount needed per year	Expenditure	550	0	0
	Income	0	0	0
<i>Cumulative movement from 23/24 budget</i>		550	0	0

		2024/25 £000		
Total Revised Budget for Activity after impact of all 2024/25 revenue bids		9,837		
Capital Investment Requirement		<input type="text"/>	<input type="text"/>	<input type="text"/>
Capital Bid / MTFP Reference		<input type="text"/>		
	Green	High certainty on figures and project delivery		
	Amber	Some certainty on figures and project delivery		
	Red	Low certainty on figures and project delivery		

RAG Status (Certainty around financial request and project delivery)

Select "RAG Status"	Amber
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Comments regarding RAG Status	<input type="text"/>
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Proposed high level implementation timetable

Activity	Start Date	End Date
1 - Go live	Aug-24	Sep-24

Sign Off

Service Manager	Lead Specialist: Place Clienting - Richard Bisset
Assistant Director	Assistance Director for Environment & Safety (interim) - Steve Brown
Director	Director for Place & Growth - George Framalocco
Lead Member	Executive Member for Environment, Sport & Leisure - Ian Shenton

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Special Item
Business Case Name	Specialist service advice for procurement across Place & Growth
Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	A number of contracts are due to expire or be extended in 2026 including Waste Collection, Street Cleansing and Highways. Significant work needs to be undertaken to ensure the new contracts/services are operational from 1 April 2026. This will involve complex procurement and there is a need for external resource to assist with specialist aspects of the process.
Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	Whilst there is staff involvement from the existing services, the capacity and specialist knowledge is insufficient to generate and procure new contracts, or assess options to extend the contracts. Failure to correctly procure these contracts could lead to all three services being delayed in commencing, causing significant disruption.
Detail the external and organisational implications if this is not successful.	The support is essential to deliver the right contracts for many years to come. If we do not get this right, the financial and service cost of getting it wrong could be significant.

Finance Information

		2023/24 £000		
Total Current Budget for Activity		86		
		Yr 1 2024/25 £000	Yr 2 2025/26 £000	Yr 3 2026/27 £000
Amount needed per year	Expenditure	200	200	0
	Income	0	0	0
<i>Cumulative movement from 23/24 budget</i>		200	200	0

		2024/25 £000		
Total Revised Budget for Activity		286		
Capital Investment Requirement		<input type="text"/>	<input type="text"/>	<input type="text"/>
Capital Bid / MTFP Reference		<input type="text"/>		
	Green	High certainty on figures and project delivery		
	Amber	Some certainty on figures and project delivery		
	Red	Low certainty on figures and project delivery		
RAG Status (Certainty around financial request and project delivery)				
Select "RAG Status"	Amber			

Comments regarding RAG Status

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Proposed high level implementation timetable

Activity	Start Date	End Date
1 - Market engagement/consultant appointment	Jul-23	Jan-24
2 - Procurement strategy/approvals	Jan-24	Jul-24
3 - ITT and evaluations/award	Jul-24	Mar-25
4 - Mobilisation/go live	Apr-25	Apr-26

Sign Off

Service Manager	Lead Specialist: Place Clienting - Richard Bisset / Capital Programme & Contracts Manager - Malcolm Pinto
Assistant Director	Assistance Director for Environment & Safety (interim) - Steve Brown / Assistant Director Highways & Transport - Chris Easton
Director	Director for Place & Growth - George Framalocco
Lead Member	Executive Member for Environment, Sport & Leisure - Ian Shenton / Executive Member for Active Travel, Transport & Highways - Paul Fishwick

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Special Item
Business Case Name	Planning and Enforcement Staffing Costs
Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	<p>Previously agreed Special Item to fund additional development management posts added to the establishment in 2019/20 and 2020/21 focussed upon planning enforcement and planning appeal work.</p> <p>The Special Item enables the retention of additional senior professional staff to support the planning and enforcement process. It also provides for an additional post to lead and manage 20 staff who transferred from CIC in January 2021. Planning is a statutory service, which continues to perform well against national comparators. The retention of the additional resources provided enables a continued focus on Enforcement, Planning Appeals and the efficient throughput of planning applications.</p>
Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	Breaches of planning control remain high and there is an ongoing need to resource our enforcement work at current levels. Planning appeal work remains steady but cases are becoming increasingly complex and resource-intensive. The Council no longer has a 5-year housing land supply and so an increase in appeals for speculative housing development is expected.
Detail the external and organisational implications if this is not successful.	The headcount of the Development Management Team would need to be reduced by approximately 3/4 posts. This would give a significantly reduced ability for the service to: undertake planning enforcement work; successfully defend planning and

Finance Information

		2023/24 £000		
Total Current Budget for Activity		1,267		
		Yr 1 2024/25 £000	Yr 2 2025/26 £000	Yr 3 2026/27 £000
Amount needed per year	Expenditure	169	69	0
	Income	0	0	0
<i>Cumulative movement from 23/24 budget</i>		169	69	0

		2024/25 £000		
Total Revised Budget for Activity		1,436		
Capital Investment Requirement				
Capital Bid / MTFP Reference				
		Green	High certainty on figures and project delivery	
		Amber	Some certainty on figures and project delivery	
		Red	Low certainty on figures and project delivery	
RAG Status (Certainty around financial request and project delivery)				
Select "RAG Status"	Green			

Comments regarding RAG Status	
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Proposed high level implementation timetable

Activity	Start Date	End Date
1 -		

Sign Off

Service Manager	Head of Development Planning - Marcia Head
Assistant Director	Assistant Director Planning (interim) - Trevor Saunders
Director	Director for Place & Growth - George Framalocco
Lead Member	Executive Member for Planning & Local Plan - Lindsay Ferris

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Special Item
Business Case Name	Residents Parking Zones - including Parking Permits (linked to bid PG.R8)
Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	Based on a limited application to deal with specific high demand locations close to stations, retail centres and existing resident parking areas, the project will amount to approximately 500 - 800 spaces in the first instance, with a simultaneous review of residents permit holder provision so that availability meets demand and expansion of the permit holder scheme.
Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	A scheme to introduce on street parking controls will need careful assessment to ensure that its objectives of supporting residents and local businesses, while maintaining and improving highway safety are achieved. Public consultation and engagement on the proposals will be completed and assessed. Therefore, at this stage the proposals will be unlikely to generate income in 24/25. This special funding is required to allow more time for due process and public engagement to be completed.
Detail the external and organisational implications if this is not successful.	Parking will continue as in 2023/24 with an income budget that is unachievable and mean the service will be forecasting an overspend from day one of the year.

Finance Information

		2023/24 £000		
Total Current Budget for Activity		(280)		
		Yr 1 2024/25 £000	Yr 2 2025/26 £000	Yr 3 2026/27 £000
Amount needed per year	Expenditure	300	0	0
	Income	0	0	0
<i>Cumulative movement from 23/24 budget</i>		300	0	0
		2024/25 £000		
Total Revised Budget for Activity after impact of all 2024/25 revenue bids		(322)		
Capital Investment Requirement				
Capital Bid / MTFP Reference				
		Green	High certainty on figures and project delivery	
		Amber	Some certainty on figures and project delivery	
		Red	Low certainty on figures and project delivery	
RAG Status (Certainty around financial request and project delivery)				
Select "RAG Status"		Amber		
Comments regarding RAG Status		Agreement to balance budget due to scheme not being delivered within the original timeframe expected.		

Proposed high level implementation timetable

Activity	Start Date	End Date
1 - Detailed analysis/Draft reports/Surveys	Oct-23	Jun-24
2 - Consultation/Finalise scheme - approvals	Jun-24	Jan-25
3 - Goods ordered/Contracts approved/Final order approved	Jan-25	Mar-25
4 - Rollout/Live	Mar-25	Aug-25

Sign Off

Service Manager	Head of Service, Highways & Transport - Matt Gould
Assistant Director	Assistant Director Highways & Transport - Chris Easton
Director	Director for Place & Growth - George Framaliccio
Lead Member	Executive Member for Active Travel, Transport & Highways - Paul Fishwick

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Special Item
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Business Case Name	Car Parking Income
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Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	<p>Reducing the car parking income budget in line with the post covid position.</p> <p>Covid has changed the way people use car parks and has resulted in a reduction in the amount of income the council receives. There are additional income proposals around increasing charges and hours of charging but there is a significant budget pressure through the inability to generate the level of car parking income that existed pre-covid that needs to be addressed first. The current level of demand is anticipated to increase year on year for the next couple of years. This special item caters for that happening.</p>
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Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	Car parking income was significantly reduced in 2020/21 and about £950k short of budget in 2021/22. The forecast position for 2023/24 in income is still not back to pre covid levels.
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Detail the external and organisational implications if this is not successful.	The current forecast for 2023/24 is a £150k income shortfall that is forecast to happen again at a similar figure if the budget is not adjusted to reflect the post Covid position.
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Finance Information

**2023/24
£000**

Total Current Budget for Activity	(£1,818,200)
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		Yr 1 2024/25 £000	Yr 2 2025/26 £000	Yr 3 2026/27 £000
Amount needed per year	Expenditure	0	0	0
	Income	150	0	0
<i>Cumulative movement from 23/24 budget</i>		150	0	0

**2024/25
£000**

Total Revised Budget for Activity	(1,668)
--	---------

Capital Investment Requirement

Capital Bid / MTFP Reference

RAG Status (Certainty around financial request and project delivery)

Select "RAG Status"

Green	High certainty on figures and project delivery
Amber	Some certainty on figures and project delivery
Red	Low certainty on figures and project delivery

Green

Comments regarding RAG Status

Proposed high level implementation timetable

Activity	Start Date	End Date
1 - Data reviews and analysis on going	Jul-23	Mar-25

Sign Off

Service Manager	Head of Service, Highways & Transport - Matt Gould
Assistant Director	Assistant Director Highways & Transport - Chris Easton
Director	Director for Place & Growth - George Framaliccio
Lead Member	Executive Member for Active Travel, Transport & Highways - Paul Fishwick

Revenue Budget Setting 2024/25 to 2026/27

Directorate	Place & Growth
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Business Case Details

Business Case Type	Special Item
Business Case Name	Consultancy Support for Residents Parking Zones project
Description and link to Service plan Inc. (Reason. i.e. Demand / Legislative / Policy / Discretionary / service design)	A consultancy has been supporting the project from outset. With the re-timing of the project and the need to increase the scope of their support to assist the council with managing the project and deliverables, there is a need to ensure there is a budget to support this work going forward. This is required to ensure the council has sufficient resources to deliver the project.
Provide details of change in demand (include trends) and/or costs and benchmarks. Show alternatives that have been considered and whether budget service has had previous budget changes	A quote has been provided for 3 days a week over a 3-month period. This will then be on a rolling basis as required, though we estimate the requirement will be for a total of 9 months.
Detail the external and organisational implications if this is not successful.	The project will not be able to be delivered and savings not achieved.

Finance Information

		2023/24		
		£000		
Total Current Budget for Activity		0		
		Yr 1	Yr 2	Yr 3
		2024/25	2025/26	2026/27
		£000		
Amount needed per year	Expenditure	96	0	0
	Income	0	0	0
<i>Cumulative movement from 23/24 budget</i>		96	0	0

		2024/25		
		£000		
Total Revised Budget for Activity		96		
Capital Investment Requirement		<input type="text"/>	<input type="text"/>	<input type="text"/>
Capital Bid / MTFP Reference		<input type="text"/>		
RAG Status (Certainty around financial request and project delivery)		Green	High certainty on figures and project delivery	
		Amber	Some certainty on figures and project delivery	
		Red	Low certainty on figures and project delivery	
Select "RAG Status"		Green		

Comments regarding RAG Status	<input style="width: 100%;" type="text"/>
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Proposed high level implementation timetable

Activity	Start Date	End Date
1 - Detailed analysis/Draft reports/Surveys	Oct-23	Jun-24
2 - Consultation/Finalise scheme - approvals	Jun-24	Jan-25
3 - Good ordered/Contracts approved/Final order approved	Jan-25	Mar-25
4 - Rollout/Live	Mar-25	Aug-25

Sign Off

Service Manager	Head of Service, Highways & Transport - Matt Gould
Assistant Director	Assistant Director Highways & Transport - Chris Easton
Director	Director for Place & Growth - George Framalocco
Lead Member	Executive Member for Active Travel, Transport & Highways - Paul Fishwick

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New Capital Bid Template 2024 to 2027

Details

Directorate *	Place and Growth	Lead Member *	Paul Fishwick - Active Travel, Transport and Highways
Assistant Director / Service *	Chris Easton, Highways and Transport	Budget Manager *	Rob Curtis
Project Managed By *	Malcolm Pinto	Rolling Programme *	Yes
Project Title *	Tan House crossing ramps		
Project Description *	<p>Tan House crossing is currently two bridges which Network Rail (NR) are in the process of changing to one single span with steps at either end. The issue is that the steps do not meet Equality Act obligations and NR has stated this is not a requirement of their project. This means those unable to use steps will not be able to cross the railway at this point. In addition, the Local Cycling and Walking Implementation Plan (LCWIP) has highlighted this bridge as part of a future primary route which will enable those coming from the South to cross the railway whilst avoiding the narrow and constrained Barkham Road and Finchampstead Road crossings. This is a long-term priority for the LCWIP and delivery of ramped access to the bridge is an essential component of this.</p> <p>The decision by Network Rail means that WBC will need to deliver the ramps in future, once a funding opportunity is identified.</p> <p>This initial project is to build upon Feasibility work completed in 2023/24 to develop a detailed design and complete the planning process so that a scheme is ready to build in the event that a funding opportunity (either from future grants or developer contributions) arises. the funding will enable design and the planning application as well as further development of the route from the bridge to Molly Millars Lane.</p>		

Borough and Service need - please detail the need/demand this project will provide for, how this fits into the wider service model across the Borough and how VFM is driven from the approach

Need was identified when network rail introduced a scheme to planning that did not have step-free access. This is driven by our need to ensure equality of access for all across the borough, particularly where new assets are being introduced; the new bridge is an opportunity to improve access which unfortunately Network Rail have not acted on.

In addition, the LCWIP is an adopted strategy for the borough which identifies this as part of a primary route into Wokingham from the south; as such it would contribute to delivery of the LCWIP, the emerging Local Transport Plan and the borough's Climate Emergency Action Plan.

What are the implications if project bid not approved (e.g. impact on revenue saving, service + demand impact, risks, etc.)

The bridge is currently being designed by NR but will not be accessible to all.

By completing design work now, which is a significant investment, we will be in a position to develop the route further and we will be ready to bid for funding with a fully developed design and cost estimate which is often a barrier to us being able to bid for funds when bodies such as DfT request bids for schemes with very short timescales.

Has Operational Property been consulted? (see guidance tab)

N/A

Date consulted?

Names of Operational Property Officer consulted

Breakdown of project costs (please provide breakdown of budget request covering key areas such as feasibility stage, planning, design, construction and contingency)

Cost line	£m
Feasibility (completed 2023)	0.03
Design and Planning (Ramps)	0.5
Development of route into Molly Millars Lane	0.22
Construction (high level estimate, not part of this bid) - will follow from feasibility	

Breakdown of ongoing revenue/running costs and income (additional cost per annum against current base budget). Could include costs such as staffing, repairs and maintenance, contribution to sinking fund for lifecycle replacements and sales / fees income

Cost and income line	£m
This will be considered as part of the bid for construction in future	

High Level project timeline (please provide headline dates for the project development and delivery stages - this will assist with understanding of cashflow). Some projects may not have a detailed timeline at this stage (e.g. subject to policy, strategy or business case)

Activity	Owner	Start Date	Completion Date
a) Outline Feasibility	Malcolm Pinto	01/03/2023	30/06/2023
b) Design	Malcolm Pinto	01/04/2024	30/09/2025
c) delivery	Malcolm Pinto	TBC	TBC

Procurement requirements (please provide detail of any significant procurement requirements to deliver the project)

Procurement	Owner	Required by date	Potential route to market
Design to be undertaken by framework consultant as part of existing contract; delivery will be procured through competitive Tender	Malcolm Pinto	as per above	65 Competitive Tender (for construction)

RAG Status of Project / Bid (Certainty around financial assessment and ability to deliver project)

Green	High certainty on figures and project delivery
Amber	Some certainty on figures and project delivery
Red	Low certainty on figures and project delivery

Select "RAG Status" * **Amber**

Comments regarding RAG Status: Feasibility has been completed which has given some certainty regarding the cost of design and planning. However, delivery is dependent on future funding opportunities.

Please select the appropriate MTFP category for the bid *

MTFP Category	Roads and Transport
MTFP Sub Category	New facilities

Equality Impact Considerations

Budget Requested in £'000

Total of scheme approval **750**

Budget Phasing *

Capital Scheme	Previous Years Approved Budget £'000 (Info only)	Year 1 2024/25 £,000	Year 2 2025/26 £,000	Year 3 2026/27 £,000	Year 4 2027/28 £,000	Year 5 + 2028/29 £,000	Total for Approval £'000
Tan House crossing ramps		100	650				750

Project Total (Info only) £'000 **750**

Funding Identified *

Funding identified? **No**

Are there external funding streams identified to contribute towards or fully fund this bid? (if yes please add the details to the table below)

Funding Details

Please ensure you complete this section with as much information as is possible

Funding source	Total funding amount £'000	Funding confirmed £'000	Funding received £'000	Comments - for example - Quote relevant contributions agreement	Grant details / grant reference
Total Funding Available	0	0	0		
Total Project Costs	750	750	750		
Funding Shortfall	750	750	750		

If Invest to Save funded - see Invest to Save Calculator tab to check scheme is financially viable

Revenue Implications

Net Revenue Impact (saving in brackets) * **£'000**
0

Revenue Implications	Year 1 2024/25 £,000	Year 2 2025/26 £,000	Year 3 2026/27 £,000	Year 4 2027/28 £,000	Year 5 + 2028/29 £,000	Total for Approval £'000
Annual cost of financing - Invest to save schemes only (either increased income / or reductions in cost)						
Annual on going revenue costs after financing						0
Annual on going revenue savings after financing						0
Net Revenue Implications (savings in brackets)	0	0	0	0	0	0

Details of Net Revenue Implications

Additional Details *

Additional Information

External grant funding options will be required to meet the cost of delivering a full scheme.

Links to other useful documents (e.g. business cases)

Link	Comments

New Capital Bid Template 2024 to 2027

Details

Directorate *	Place and Growth	Lead Member *	Paul Fishwick - Active Travel, Transport and Highways
Assistant Director / Service *	Chris Easton, Highways and Transport	Budget Manager *	Rob Curtis
Project Managed By *	Malcolm Pinto	Rolling Programme *	Yes

Project Title * Local Cycling and Walking Infrastructure Plans (LCWIP)

Project Description *

The Local Cycling and Walking Infrastructure Plan details our strategic plan for walking and cycling in the borough. The document was adopted in 2023 and now we need to deliver elements from the plan as and when funding comes forward. There remains enough grant to cover completion of the Woodley to Reading Active Travel Route (this includes c£700k in 2024/25 in addition to the existing budget, much of which will carry into 2024/25 due to lack of progress in 2023/34. In 2024/25-26/27 we anticipate Active Travel England (ATE) providing enough funding to cover the delivery of the Reading Road Scheme which is being designed in 2023/24 - This design work is currently being delivered as part of the Active Travel and Bus Priority Budget, but will move to this budget when further funds are made available. The figures below are very approximate estimates based on what we are expecting ATE to provide in grant funding, though it is contingent on delivery of our other schemes funded by ATE and also may be subject to reductions based on changes within central government.

Borough and Service need - please detail the need/demand this project will provide for, how this fits into the wider service model across the Borough and how VFM is driven from the approach

LCWIP is a core strategic document of the service delivering our strategic objectives as set out in the Local Transport Plan it is also set out in the Climate Emergency Action Plan that we will deliver 50% of the network by 2030. The bidding process for ATE funds requires a business case which will need to demonstrate a Benefit/Cost Ratio exceeding 2; this process will ensure that the scheme provides value for money. In addition the works will be tendered to contractors who will compete for the work and so will assure that the best price for the work is achieved.

What are the implications if project bid not approved (e.g. impact on revenue saving, service + demand impact, risks, etc.)

Failure to deliver further elements of the LCWIP and so impeding our ability to contribute to the climate emergency action plan and meet the borough's objectives set out in the emerging Local Transport Plan.

Has Operational Property been consulted? (see guidance tab) Date consulted?

Names of Operational Property Officer consulted

Breakdown of project costs (please provide breakdown of budget request covering key areas such as feasibility stage, planning, design, construction and contingency)

Cost line	£m
Continued development of Woodley to Reading Active Travel Route	0.5
Delivery of scheme in 2023/24 and 2024/25 (timing subject to approvals and road space booking)	2.7
Delivery of the Reading Road Scheme in 4 phases - phase 1 (costs to be estimated once design is completed for each phase)	
Reading Road Phase 2 (costs to be estimated once design is completed for each phase)	
Reading Road Phase 3 (costs to be estimated once design is completed for each phase)	
Reading Road Phase 4 (costs to be estimated once design is completed for each phase)	

Breakdown of ongoing revenue/running costs and income (additional cost per annum against current base budget). Could include costs such as staffing, repairs and maintenance, contribution to sinking fund for lifecycle replacements and sales / fees income

Cost and income line	£m
Annual General Maintenance costs associated with traffic signals - Woodley to Reading scheme (funded from existing revenue budgets)	0.001
Annual General Maintenance costs associated with traffic signals - Reading Road scheme (funded from existing revenue budgets)	0.002

High Level project timeline (please provide headline dates for the project development and delivery stages - this will assist with understanding of cashflow). Some projects may not have a detailed timeline at this stage (e.g. subject to policy, strategy or business case)

Activity	Owner	Start Date	Completion Date
a) Review and finalise Design of Woodley to Reading	Malcolm Pinto	01/11/2023	01/05/2024
b) Deliver Woodley to Reading scheme	Malcolm Pinto	01/08/2024	31/03/2025
c) Reading Road scheme - Design phases 1-4 (funded under Active Travel and Bus Priority)	Malcolm Pinto	01/03/2023	31/03/2024
d) Deliver Phase 1	Malcolm Pinto	01/04/2024	31/03/2025
e) Deliver Phase 2	Malcolm Pinto	01/04/2025	31/03/2026
f) Deliver Phase 3 and 4	Malcolm Pinto	01/04/2026	31/03/2027

Procurement	Owner	Required by date	Potential route to market
Each phase to be delivered by contractor	Malcolm Pinto	as per above	Competitive Tender

RAG Status of Project / Bid (Certainty around financial assessment and ability to deliver project)

Green	High certainty on figures and project delivery
Amber	Some certainty on figures and project delivery
Red	Low certainty on figures and project delivery

Select "RAG Status" * **Amber**

Comments regarding RAG Status
Woodley to Reading project is currently funded. Reading Road Project design is funded but grants are required for delivery of each phase

Please select the appropriate MTFP category for the bid *

MTFP Category **Roads and Transport**

MTFP Sub Category **New facilities**

Equality Impact Considerations

Each scheme will be assessed to ensure Equality Impacts are assessed. There have been additional discussions with the RNIB as they have some concerns around pedestrian and cyclist provision.

Budget Requested in £'000

Total of scheme approval **10,800**

Budget Phasing *

Capital Scheme	Previous Years Approved Budget £'000 (Info only)	Year 1 2024/25 £,000	Year 2 2025/26 £,000	Year 3 2026/27 £,000	Year 4 2027/28 £,000	Year 5 + 2028/29 £,000	Total for Approval £'000
Local Cycling and Walking Infrastructure Plans (LCWIP)		2,800	2,000	2,000	2,000	2,000	10,800

Project Total (Info only) £'000 **10,800**

Funding Identified *

Part in year 1, remainder dependant on future successful bids

Funding identified?

Are there external funding streams identified to contribute towards or fully fund this bid? (if yes please add the details to the table below)

Funding Details

Please ensure you complete this section with as much information as is possible

Funding source	Total funding amount £'000	Funding confirmed £'000	Funding received £'000	Comments - for example - Quote relevant contributions agreement	Grant details / grant reference
Active Travel Fund (based on grants to date and potential/likely grants in future)	10,089	0	0	Subject to future grant bids being successful.	
Active Travel Fund (already received)	711	711	711	Total grant secured of £3.4m which is committed to the Woodley to Reading Road scheme in the current year capital programme. £711k is the remaining grant which will fund the remaining 24/25 budget on this scheme (Woodley to Reading)	
Total Funding Available	10,800	711	711		
Total Project Costs	10,800	10,800	10,800		
Funding Shortfall	0	10,089	10,089		

If Invest to Save funded - see Invest to Save Calculator tab to check scheme is financially viable

Revenue Implications

Net Revenue Impact (saving in brackets) * **£'000**
0

Revenue Implications	Year 1 2024/25 £,000	Year 2 2025/26 £,000	Year 3 2026/27 £,000	Year 4 2027/28 £,000	Year 5 + 2028/29 £,000	Total for Approval £'000
Annual cost of financing - Invest to save schemes only (either increased income / or reductions in cost)						0
Annual on going revenue costs after financing						0
Annual on going revenue savings after financing						0
Net Revenue Implications (savings in brackets)	0	0	0	0	0	0

Details of Net Revenue Implications

Additional Details *

Additional Information

Scheme is assumed to be fully funded from grant the Council will bid for through the active travel bidding process.

Links to other useful documents (e.g. business cases)

Link	Comments
	68

1
2
3

New Capital Bid Template 2024 to 2027

Details

Directorate *	Place and Growth	Lead Member *	Paul Fishwick - Active Travel, Transport and Highways
Assistant Director / Service *	Chris Easton	Budget Manager *	Matthew Gould
Project Managed By *	Jo Veitch	Rolling Programme *	No

Project Title * Residential Parking Zones

Project Description *

The project could see the introduction of paying for use of on-street parking spaces in town centres and locations near to rail stations. The project is also linked to resident permit changes as both projects have dual objectives which are to provide fairer access to on-street parking for residents, while maintaining some access to business and visitors. The Council's provision of off-street parking meets the longer stay needs of residents, visitors, and businesses but, in high-demand areas, the volume of all day on-street parking is constrained and there is a need to explore ways of controlling this for the benefit of all users. The introduction of limited on street parking measures and revised Residential Parking Zones would ensure the council effectively manages and maintains traffic flow, manages kerbside demand and improves safety within the borough; makes parking provision fairer for all our residents, visitors, and businesses; helps to improve air quality through reduced traffic congestion; and encourages a behavioural shift towards sustainable travel choices. This bid is for the capital funding required to implement the on-street parking project i.e the purchase of and installation of the ticket machines and the initial setup costs to implement on-street parking charges. The bid is an invest to save.

Borough and Service need - please detail the need/demand this project will provide for, how this fits into the wider service model across the Borough and how VFM is driven from the approach

Within Wokingham Town Centre and surrounding towns on street parking restrictions are currently free, with time limited spaces combined with 24/7 residents parking permits have been in operation for several years. The demand for free parking on street has increased as our population within the borough has grown, and with the Wokingham town centre regeneration combined with post covid commuters returning to train travel and workplaces these combined factors have meant that residents and visitors to the businesses are not getting fair parking availability.

We are committed as a council to helping to tackle the climate challenge. Providing routes that are attractive and useable to pedestrians and cyclists as well as public transport is key to achieving this. On street parking management helps ensure that vehicles do not dominate the street scene or prevent access for other users and residents by discouraging unnecessary use and commuter parking and encouraging a towards sustainable travel choices.

What are the implications if project bid not approved (e.g. impact on revenue saving, service + demand impact, risks, etc.)

The MTFP as approved in February 2023 has a savings target associated with the two project, £560K for Introduction of on-street parking zones and £62K for parking permits. Should the capital funding for the provision of parking ticket machines not be available the savings would not be achievable and the parking service would have a budget gap. Should the scheme not proceed contributions to climate and local street parking management will not be met.

Has Operational Property been consulted? (see guidance tab)

No

Date consulted?

Names of Operational Property Officer consulted

Breakdown of project costs (please provide breakdown of budget request covering key areas such as feasibility stage, planning, design, construction and contingency)

Cost line	£m
Ticket machines and installation, power supply and connections and comms	0.756
Traffic Regulation Order, signing and lining	0.092

Breakdown of ongoing revenue/running costs and income (additional cost per annum against current base budget). Could include costs such as staffing, repairs and maintenance, contribution to sinking fund for lifecycle replacements and sales / fees income

Cost and income line	£m
Cash collection	0.047
Ticket Roll and other ancillary items	0.021
Bank Charges / Transaction Costs	0.08
Annual Maintenance of ticket machines (from year 3)	0.048

High Level project timeline (please provide headline dates for the project development and delivery stages - this will assist with understanding of cashflow). Some projects may not have a detailed timeline at this stage (e.g. subject to policy, strategy or business case)

Activity	Owner	Start Date	Completion Date
a) Public Consultation		Jun-24	Jul-24
b) Design of on-street proposals including resident parking scheme and preparation of Traffic Regulation Order		May-23	May-24
c) Overview and Scrutiny		Oct-24	
d) approval of the proposal, capital bid (invest to save) and procurement and to publish associated traffic regulation order at Executive		Oct-24	24-Nov
f) Implementation		Jan-25	Aug-25

Procurement requirements (please provide detail of any significant procurement requirements to deliver the project)

Procurement	Owner	Required by date	Potential route to market
Procurement of the ticket machines		Feb-25	Procurement options already considered and approval to proceed via a direct award through a framework (CCS or ESPO) to the supplier Flowbird. Approval given by the Strategic Procurement Board 25 May 2023

RAG Status of Project / Bid (Certainty around financial assessment and ability to deliver project)

Green	High certainty on figures and project delivery
Amber	Some certainty on figures and project delivery
Red	Low certainty on figures and project delivery

Select "RAG Status" *

Comments regarding RAG Status	Early engagement with the providers has allowed for us to agree prices and negotiate an extended maintenance period
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Please select the appropriate MTFP category for the bid *

MTFP Category	Roads and Transport
MTFP Sub Category	Income generation

Equality Impact Considerations

Budget Requested in £'000

Total of scheme approval

Budget Phasing *		Previous Years Approved Budget £'000 (Info only)	Year 1 2024/25 £,000	Year 2 2025/26 £,000	Year 3 2026/27 £,000	Year 4 2027/28 £,000	Year 5 + 2028/29 £,000	Total for Approval £'000
Capital Scheme	Residential Parking Zones		848	0	0	0	0	848

Project Total (Info only) £'000

Funding Identified *

Funding identified?

Are there external funding streams identified to contribute towards or fully fund this bid? (if yes please add the details to the table below)

Funding Details

Please ensure you complete this section with as much information as is possible

Funding source	Total funding amount £'000	Funding confirmed £'000	Funding received £'000	Comments - for example - Quote relevant contributions agreement	Grant details / grant reference
Revenue income	848	0	0	All capital costs (inc. interest) will be fully funded from revenue income	
Total Funding Available	848	0	0		
Total Project Costs	848	848	848		
Funding Shortfall	0	848	848		

If Invest to Save funded - see Invest to Save Calculator tab to check scheme is financially viable

Revenue Implications

Net Revenue Impact (saving in brackets) *

Revenue Implications	Year 1 2024/25 £,000	Year 2 2025/26 £,000	Year 3 2026/27 £,000	Year 4 2027/28 £,000	Year 5 + 2028/29 £,000	Total for Approval £'000
Annual cost of financing - Invest to save schemes only (either increased income / or reductions in cost)	135	135	135	135	135	675
Annual on going revenue costs after financing	0	148	148	196	196	688
Annual on going revenue savings after financing	0	(1,445)	(2,361)	(2,361)	(2,361)	(8,528)
Net Revenue Implications (savings in brackets)	135	(1,162)	(2,078)	(2,030)	(2,030)	(7,165)

Details of Net Revenue Implications

Revenue costs include cash collection, ticket rolls and other ancillary items, bank charges, machine maintenance from year 3 and communication costs (SIM cards). Does not include an allocation of sign and lining freshing at this time. Income based on 800 spaces being introduced that are chargeable.

Additional Details *

Additional Information

Length of stay	Fee	Number of spaces	Utilisation by fee paying users	Number of spaces used	revenue per day per use	Turn over (number of times space parked in by different user)	Revenue
upto 2hrs	£3.00	800	45%	360	£1,080.00	3.0	£1,182,600.00
upto 1hr	£1.50	800	20%	160	£240.00	3.0	£262,800.00
Annual revenue from 3 spaces							£1,445,400.00
23/24 MTFP Savings target (year 2)							£560,000.00
GAP							£885,400.00
Estimated Revenue costs associated with scheme							(£231,700.00)
TOTAL GAP							£653,700.00

Links to other useful documents (e.g. business cases)

Link	Comments
1	

New Capital Bid Template 2024 to 2027

Details

Directorate *	Economy and Housing	Lead Member *	Stephen Conway - Leader of the Council and Executive Member for Housing
Assistant Director / Service *	Rhian Hayes	Budget Manager *	Sukhpreet Singh
Project Managed By *	Simon Horley	Rolling Programme *	No
Project Title *	Refurbishment and Extension - 48 Oxford Road. Wokingham (Non HRA Asset)		
Project Description *	Construct a new single storey side extension to the existing building creating two further double bedrooms with ensuite facilities. To convert the existing site office to a double bedroom with ensuite facilities.		

Borough and Service need - please detail the need/demand this project will provide for, how this fits into the wider service model across the Borough and how VFM is driven from the approach

48 Oxford Road is a General Fund property that provides 9 bedsit for single person temporary accommodation. It is proposed that the property is extended, by converting an existing office to a bedsit and constructing a small single storey extension to provide a further two bedsit flats, giving an extra three in total. Extending this property offers significant advantages over developing a new site. The property already has fully functioning and compliant H&S regimes, such as door entry systems, fire alarms, emergency lighting, gas safety, legins etc. Extending an existing building is more efficient for staff rather than creating a new site to manage. The initial estimate from the architect is that the total cost will be approximately £200,000. However, the final cost will depend on the imposition or otherwise of planning conditions and inflationary pressure on costs. Therefore, this request is for £220,000 of Capital funding. The outline business case is as follows - 3 units will provide an annual saving in B&B costs of £60,000 per year and an additional rent of approximately £15,000, giving a total saving/income of £75,000 per year. Assuming an occupancy rate of 80% reduces the saving/income per year to £60,000 which gives an estimated pay back period of 4 years.

What are the implications if project bid not approved (e.g. impact on revenue saving, service + demand impact, risks, etc.)

The flats at 48 Oxford Road provide much needed temporary accommodation for homeless households under the Homelessness legislation (Housing Act 1996, Part VII, as amended). Wokingham homelessness and extreme housing need are fast-growing issues, Councils have to provide temporary emergency accommodation for households (those with children or who are vulnerable) while applications are investigated but also while the household waits for permanent accommodation once their application has been accepted, the flats at 48 Oxford Road perform an essential role in the provision of temporary emergency housing for the council. If the project bid is not approved the implications will be the continued use of 3 additional B&B facilities, costing the Council £60,000 per year. The current demand for B&B facilities is high so its likely that the full cost of the £60,000 will continue year on year.

Has Operational Property been consulted? (see guidance tab)	N/A - HRA Led	Date consulted?	HRA Led
Names of Operational Property Officer consulted	N/A - HRA Led		

Breakdown of project costs (please provide breakdown of budget request covering key areas such as feasibility stage, planning, design, construction and contingency)

Cost line	£m
Design and feasibility	£22,000
Planning	£5,000
Construction	£193,000

Breakdown of ongoing revenue/running costs and income (additional cost per annum against current base budget). Could include costs such as staffing, repairs and maintenance, contribution to sinking fund for lifecycle replacements and sales / fees income

Cost and income line	£m
Additional Rental Income from 3 New Flats	£15,000 p.a
Savings from not placing in private B&B	£60,000 p.a

High Level project timeline (please provide headline dates for the project development and delivery stages - this will assist with understanding of cashflow). Some projects may not have a detailed timeline at this stage (e.g. subject to policy, strategy or business case)

Activity	Owner	Start Date	Completion Date
a) Design & Specification	Simon Horley	TBC – Subject to funding bid decision	
b) Tendering	Rod Coyle	TBC – Subject to funding bid decision	
c) Construction	Simon Horley	TBC – Subject to funding bid decision	

Procurement requirements (please provide detail of any significant procurement requirements to deliver the project)

Procurement	Owner	Required by date	Potential route to market
The project due to its value would need to be advertised on Pro-contracts as it's over the £50,000 threshold for 3 quotes under the council procurement rules.	Rod Coyle	TBC	Pro-contracts Open Tender

RAG Status of Project / Bid (Certainty around financial assessment and ability to deliver project)

Green	High certainty on figures and project delivery
Amber	Some certainty on figures and project delivery

Select "RAG Status" * **Red**

Comments regarding RAG Status Initial guidance figure and will be subject to a tender. Works will be subject to Planning approval

Please select the appropriate MTFP category for the bid *

MTFP Category	Housing, Local Economy and Regeneration
MTFP Sub Category	Housing delivery

Equality Impact Considerations

The additional accommodation provided by the scheme will help support one of the most vulnerable groups in our society, typically this includes families with young children who have been made homeless and are treated as a priority housing need.

Budget Requested in £'000

Total of scheme approval **220**

Budget Phasing *		Year 1 2024/25 £,000	Year 2 2025/26 £,000	Year 3 2026/27 £,000	Year 4 2027/28 £,000	Year 5 + 2028/29 £,000	Total for Approval £'000
Capital Scheme	Previous Years Approved Budget £'000 (Info only)						
and Extension - 48 Oxford Road, Wokingham (Non HRA Asset)		220					220

Project Total (Info only) £'000 **220**

Funding Identified *

Funding identified? **No**

Are there external funding streams identified to contribute towards or fully fund this bid? (if yes please add the details to the table below)

Funding Details

Please ensure you complete this section with as much information as is possible

Funding source	Total funding amount £'000	Funding confirmed £'000	Funding received £'000	Comments - for example - Quote relevant contributions agreement	Grant details / grant reference
Total Funding Available	0	0	0		
Total Project Costs	220	220	220		
Funding Shortfall	220	220	220		

If Invest to Save funded - see Invest to Save Calculator tab to check scheme is financially viable

Revenue Implications

Net Revenue Impact (saving in brackets) * **£'000 -271930**

Revenue Implications	Year 1 2024/25 £,000	Year 2 2025/26 £,000	Year 3 2026/27 £,000	Year 4 2027/28 £,000	Year 5 + 2028/29 £,000	Total for Approval £'000
Annual cost of financing - Invest to save schemes only (either increased income / or reductions in cost)	20,614	20,614	20,614	20,614	20,614	103,070
Annual on going revenue costs after financing						0
Annual on going revenue savings after financing	(75,000)	(75,000)	(75,000)	(75,000)	(75,000)	(375,000)
Net Revenue Implications (savings in brackets)	(54,386)	(54,386)	(54,386)	(54,386)	(54,386)	(271,930)

Details of Net Revenue Implications

Scheme represents a revenue income / cost avoidance saving of £75,000 per year.

Additional Details *

Additional Information

Planning permission is likely going to be required for the proposed works, building control approval will also be required. Pre planning advice may be sought by the service.

Links to other useful documents (e.g. business cases)

Link	Comments
1	
2	
3	

New Capital Bid Template 2024 to 2027

Details

Directorate *	Economy and Housing	Lead Member *	Stephen Conway - Leader of the Council and Executive Member for Housing
Assistant Director / Service *	Rhian Hayes	Budget Manager *	Sukhpreet Singh
Project Managed By *	Simon Horley	Rolling Programme *	No
Project Title *	Refurbishment of shower blocks at Carters Hill (Non HRA assets)		
Project Description *	<p>Carters Hill (Binfield, Wokingham RG40 5RR) Environmental Improvement works at Carters Hill (Non HRA assets - council-owned GRT site)</p> <p>Upgrading Council owned Ablution blocks (to provide decent and thermal efficient washing facilities for occupiers) - Refurbish 15 individual shower rooms to provide better facilities for the residents on the site. The current shower blocks are suffering from condensation and damp due to lack of insulation and heating facilities.</p>		

Borough and Service need - please detail the need/demand this project will provide for, how this fits into the wider service model across the Borough and how VFM is driven from the approach

Carters Hill is a council-owned gypsy and traveller site that requires estate improvement works and further capital investment. Further capital investment on the site will reduce occupier and neighbourhood issues such as complaints regarding the condition of the site and plots which has also led to community disengagement.

Capital investment in the areas detailed below will help alleviate issues on the site and importantly improve safety for visitors and occupants which in turn will encourage community engagement whilst delivering a sustainable community. The works will also ensure the site is in accordance with government standards for caravan sites as laid out under section 5(6) of the Caravan Sites and Control of Development Act 1960 (the Act). The existing shower blocks are suffering from damp and condensation due to the lack of insulation and inadequate heating facilities. We propose to refurbish each ablution block to include, the replacement of the existing shower units with more modern and suitable units, upgrading of the insulation, ventilation, and electrical services of each block along with the installation of a more suitable and economic source of heating.

What are the implications if project bid not approved (e.g. impact on revenue saving, service + demand impact, risks, etc.)

If the project is not improved the repair cost is likely to rise as damp and mould start to deteriorate the block structures. This could lead to the more costly option of having to demolish the blocks and source more expensive units. Other risks have been identified in details in the project description and summarised below;

- Council accommodation and sites will be in breach of Governments Decent Homes Standard under the Housing Act 2004 and Housing Health and Safety Rating System (HHSRS).
- Failing to be in accordance with Government standards for caravan sites as laid out under section 5(6) of the Caravan Sites and Control of Development Act 1960 (the Act)
- Generating unnecessary hardship for already vulnerable families whilst exposing the authority unnecessary corporate risk and negative publicity.
- Reduced community engagement and increasing social sustainability issues and neighbourhood complaints from surrounding areas.
- Potential action from the other regulatory bodies such as Social Housing Regulator & Ombudsman.

Has Operational Property been consulted? (see guidance tab)

N/A - HRA Led

Date consulted?

N/A- HRA Led

Names of Operational Property Officer consulted

N/A - HRA Led

Breakdown of project costs (please provide breakdown of budget request covering key areas such as feasibility stage, planning, design, construction and contingency)

Cost line	£m
Design stage	£15,000
Construction	£150,000
Contingency	£16,500

Breakdown of ongoing revenue/running costs and income (additional cost per annum against current base budget). Could include costs such as staffing, repairs and maintenance, contribution to sinking fund for lifecycle replacements and sales / fees income

Cost and income line	£m
No ongoing staffing cost	
Repairs and maintenance costs for newly Refurbished Ablution blocks will be significantly lower than the current costs to maintain them.	
Newly Refurbished Ablution blocks will encourage plot owners to remain on the plots and keep paying rent, thus reducing the number of voids and associated income loss.	

High Level project timeline (please provide headline dates for the project development and delivery stages - this will assist with understanding of cashflow). Some projects may not have a detailed timeline at this stage (e.g. subject to policy, strategy or business case)

Activity	Owner	Start Date	Completion Date
a) Design & Specification	Simon Horley	TBC – Subject to funding bid decision	
b) Tendering	Rod Coyle	TBC – Subject to funding bid decision	
c) Construction	Simon Horley	TBC – Subject to funding bid decision	

Procurement requirements (please provide detail of any significant procurement requirements to deliver the project)

Procurement	Owner	Required by date	Potential route to market
The project due to its value would need to be advertised on Pro-contracts as it's over the £50,000 threshold for 3 quotes under council procurement rules.	Rod Coyle	TBC	Pro-contracts Open Tender

RAG Status of Project / Bid (Certainty around financial assessment and ability to deliver project)

Green	High certainty on figures and project delivery
Amber	Some certainty on figures and project delivery

Select "RAG Status" * **Red**

Comments regarding RAG Status	Initial guidance figure and will be subject to a final consultants specification and tender.
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Please select the appropriate MTFP category for the bid *

MTFP Category	Housing, Local Economy and Regeneration
MTFP Sub Category	Housing delivery

Equality Impact Considerations

The identified capital investment at Carters Hill will improve safety for visitors and occupants of the site which in turn will encourage community engagement whilst delivering a sustainable community. The works will also ensure the site is in accordance with government standards for caravan sites.

Budget Requested in £'000

Total of scheme approval **182**

Capital Scheme	Previous Years Approved Budget £'000 (Info only)	Year 1 2024/25 £,000	Year 2 2025/26 £,000	Year 3 2026/27 £,000	Year 4 2027/28 £,000	Year 5 + 2028/29 £,000	Total for Approval £'000
Refurbishment of shower blocks at Carters Hill (Non HRA assets)		182					182

Project Total (Info only) £'000 **182**

Funding Identified *

Funding identified? **No**

Are there external funding streams identified to contribute towards or fully fund this bid? (if yes please add the details to the table below)

Funding Details

Please ensure you complete this section with as much information as is possible

Funding source	Total funding amount £'000	Funding confirmed £'000	Funding received £'000	Comments - for example - Quote relevant contributions agreement	Grant details / grant reference
N/A					
Total Funding Available	0	0	0		
Total Project Costs	182	182	182		
Funding Shortfall	182	182	182		

If Invest to Save funded - see Invest to Save Calculator tab to check scheme is financially viable

Revenue Implications

£'000

Net Revenue Impact (saving in brackets) * **0**

Revenue Implications	Year 1 2024/25 £,000	Year 2 2025/26 £,000	Year 3 2026/27 £,000	Year 4 2027/28 £,000	Year 5 + 2028/29 £,000	Total for Approval £'000
Annual cost of financing - Invest to save schemes only (either increased income / or reductions in cost)		0	0	0	0	0
Annual on going revenue costs after financing						0
Annual on going revenue savings after financing						0
Net Revenue Implications (savings in brackets)	0	0	0	0	0	0

Details of Net Revenue Implications

Repairs and maintenance costs for newly Refurbished Ablution blocks will be significantly lower than the current costs to maintain them. Newly Refurbished Ablution blocks will encourage plot owners to remain on the plots and keep paying rent, thus reducing the number of voids and associated income loss.

Additional Details *

Additional Information

Planning permission is not going to be required for any of proposed works as it refurbishment and renewal, building control approval may be required. Pre planning advice to confirm the position above can be sought if required.

Links to other useful documents (e.g. business cases)	Comments
Link	

New Capital Bid Template 2024 to 2027

Details

Directorate *	Place and Growth	Lead Member *	Ian Shenton - Environment, Sport and Leisure
Assistant Director / Service *	Environment and Safety	Budget Manager *	Andy Glencross
Project Managed By *	Andy Glencross	Rolling Programme *	No
Project Title *	Rooks Nest Wood SANG Extension		
Project Description *	To deliver a 33ha strategic Sustainable Alternative Natural Greenspace (SANG) to mitigate impacts arising from smaller scale development proposals within the LPU on WBC owned land immediately adjacent the existing Rooks Nest Wood SANG (Part of the Barkham Farms)		

Borough and Service need - please detail the need/demand this project will provide for, how this fits into the wider service model across the Borough and how VFM is driven from the approach

Based on the Local Plan Update Revised Growth Strategy Consultation (2021) and assuming that development within existing and new Strategic Development Locations will continue to provide their own SANG solutions, the remaining scale of development envisaged in the emerging LPU requires a strategic SANG provision of around 33ha.

It is a requirement that SANG is in place before a development is occupied. Whilst ultimately developer contributions can fund the delivery of SANG, there is a need to for WBC to forward fund the initial capital investment and initial maintenance.

The remaining capacity at the current strategic SANG site at Rooks Nest Wood is estimated to be used up somewhere between 2025 and 2028, based upon current levels of consumption. SANG costs are made up of three main components, the initial laying out costs, the ongoing maintenance costs (in perpetuity) and the land value. All of these costs will be recovered through ringfenced s106 contributions from developers (outside of the strategic sites) within the LPU time frame (i.e. to 2040). The initial laying out of the SANG is likely to cost around £1.5million and it is proposed that this will be funded through an invest to save bid in the 2024/25 MTFP.

The average current receipt received per dwellings towards SANG in Wokingham Borough is £3,080, which was set back in 2010. However, benchmarking against our neighbouring authorities suggests that there is headroom to both review the ongoing maintenance costs and the land value elements we attribute to the use of our land for SANG. Whilst anecdotally it has been suggested that SANG land values are in the region of £250K/ha, the actual value of SANG will be established through the LPU viability assessment. A review of our SANG costs will be undertaken but it is worth noting that it is expected that the use of this site as SANG will deliver a substantial unringfenced capital receipt which is likely to be in the millions.

The project also has the potential contribute other corporate priorities including the Biodiversity Net Gain Project and the 250,000 Tree Planting Project.

What are the implications if project bid not approved (e.g. impact on revenue saving, service + demand impact, risks, etc.)

Without a viable and deliverable SANG Strategy is likely that the Council would either not be able to progress the LPU or would likely be found unsound by the Planning Inspectorate.

Has Operational Property been consulted? (see guidance tab)	Yes	Date consulted?	13/03/2023
Names of Operational Property Officer consulted	Craig Hoggeth/Sarah Morgan		

Breakdown of project costs (please provide breakdown of budget request covering key areas such as feasibility stage, planning, design, construction and contingency)

Cost line	£m
Design & Planning	0.1
Construction	1.2
Contingency	0.2

Breakdown of ongoing revenue/running costs and income (additional cost per annum against current base budget). Could include costs such as staffing, repairs and maintenance, contribution to sinking fund for lifecycle replacements and sales / fees income

Cost and income line	£m
Ongoing maintenance of the the SANG by the Countryside Service (funded from the commuted sum above)	0.06pa
Ongoing s106 income from small scale residential development within the effected part of the borough assuming 75 dwellings per year @£3500/dwelling	0.262

High Level project timeline (please provide headline dates for the project development and delivery stages - this will assist with understanding of cashflow). Some projects may not have a detailed timeline at this stage (e.g. subject to policy, strategy or business case)

Activity	Owner	Start Date	Completion Date
a) Secure formal approval from Executive for implementation of Barkham Farms for Strategic SANG solution by Spring 2024.	Andy Glencross	Oct-23	Mar-24
b) Secure full planning consent for Rooks Nest Wood Extension SANG scheme by Autumn 2024.	Andy Glencross	Apr-24	Oct-24
c) Procure Contractor/s to undertake construction of Rooks Nest Wood Extension SANG	Andy Glencross	Nov-24	Mar-25
d) Construct Rooks Nest Wood Extension SANG scheme in Autumn 2024 to spring 2026.	Andy Glencross	Apr-25	Mar-26

Procurement requirements (please provide detail of any significant procurement requirements to deliver the project)

Procurement	Owner	Required by date	Potential route to market
Detailed design and submission for	Andy Glencross	Mar-24	Procontract/In House
Construction of SANG extension	Andy Glencross	Mar-25	ProContract

RAG Status of Project / Bid (Certainty around financial assessment and ability to deliver project)

Green	High certainty on figures and project delivery
Amber	Some certainty on figures and project delivery
Red	Low certainty on figures and project delivery

Comments regarding RAG Status	Until the detailed design of the SANG extension is agreed there is a low certainty on the full cost estimate.
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Please select the appropriate MTFP category for the bid *

MTFP Category	Environment
MTFP Sub Category	New facilities

Equality Impact Considerations

Budget Requested in £'000

Total of scheme approval 1,550

Capital Scheme	Previous Years Approved Budget £'000 (Info only)	Year 1 2024/25 £,000	Year 2 2025/26 £,000	Year 3 2026/27 £,000	Year 4 2027/28 £,000	Year 5 + 2028/29 £,000	Total for Approval £'000
Rooks Nest Wood SANG Extension		150	1,400				1,550

Project Total (Info only) £'000 1,550

Funding Identified *

Funding identified? Yes

Are there external funding streams identified to contribute towards or fully fund this bid? (if yes please add the details to the table below)

Funding Details

Please ensure you complete this section with as much information as is possible

Funding source	Total funding amount £'000	Funding confirmed £'000	Funding received £'000	Comments - for example - Quote relevant contributions agreement	Grant details / grant reference
Ring fenced s106 contributions	1,550			SANG is a mandatory requirement for all residential developments within the effected areas of the Borough	
Total Funding Available	1,550	0	0		
Total Project Costs	1,550	1,550	1,550		
Funding Shortfall	0	1,550	1,550		

If Invest to Save funded - see Invest to Save Calculator tab to check scheme is financially viable

Revenue Implications

£'000

Net Revenue Impact (saving in brackets) *

-785

Revenue Implications	Year 1 2024/25 £,000	Year 2 2025/26 £,000	Year 3 2026/27 £,000	Year 4 2027/28 £,000	Year 5 + 2028/29 £,000	Total for Approval £'000
Annual cost of financing - Invest to save schemes only (either increased income / or reductions in cost)	184	184	184	184	184	920
Annual on going revenue costs after financing	60	60	60	60	60	300
Annual on going revenue savings after financing	(401)	(401)	(401)	(401)	(401)	(2,005)
Net Revenue Implications (savings in brackets)	(157)	(157)	(157)	(157)	(157)	(785)

Details of Net Revenue Implications

The net revenue calculation is based upon the ability of the SANG to provide a solution to 1720 dwellings evenly over the 15year LPU plan period, and that they will pay on average £3500/dwelling. The actual value of the SANG contribution is expected to be much higher than it is currently and should result in a significant unringfenced capital receipt for the land value element.

Additional Details *

Additional Information

Links to other useful documents (e.g. business cases)

Link	Comments
1 SGAB Report - Options for Strategic SANG Provision 2026-2040 10.03.23	
2	
3	

New Capital Bid Template 2024 to 2027

Details

Directorate *	Place and Growth	Lead Member *	Paul Fishwick - Active Travel, Transport and Highways
Assistant Director / Service *	Chris Easton, Highways and Transport	Budget Manager *	Rob Curtis
Project Managed By *	Malcolm Pinto	Rolling Programme *	Yes
Project Title *	Active Travel and Bus Priority		

Project Description *

Active Travel and Bus Priority is intended to cover any walking and cycling projects in the borough which do not appear in the borough Local Cycling and Walking Infrastructure Plan as well as Bus infrastructure improvements which have been identified from the Bus Service Improvement Plan (BSIP).

The BSIP proposes a number of improvements along key bus corridors in the borough and has been subject to assessment by DfT as part of "phase 1" of the BSIP programme where 34 Local Transport Authorities were awarded a total of £1bn, unfortunately Wokingham was unsuccessful, however ongoing conversations with DfT have helped amend the BSIP so that we are ready for future opportunities. Phase 2 of BSIP awarded Wokingham approx. £800k in revenue over 2 years to help improve bus services. Phase 3 of the programme covers the North and Midland areas of England. Phase 4 has yet to be announced however, an ongoing programme is anticipated and Wokingham is well placed to bid for these funds.

Schemes to improve conditions for walking and cycling across the borough and the required funding will be identified in future as part of the transport planning team's business as usual activities.

Borough and Service need - please detail the need/demand this project will provide for, how this fits into the wider service model across the Borough and how VFM is driven from the approach

The BSIP is a core strategic document of the service delivering our strategic objectives as set out in the emerging Local Transport Plan it is also set out in the Climate Emergency Action Plan (CEAP).

The borough also wishes to improve conditions for walking and cycling across the borough (not just on those routes identified in the LCWIP) as set out in the emerging Local Transport Plan and the CEAP.

What are the implications if project bid not approved (e.g. impact on revenue saving, service + demand impact, risks, etc.)

No improvement to Bus Service as set out in the BSIP; no further improvements to Active Travel in the borough. This would mean that the borough is unable to deliver key elements of its emerging transport plan.

Has Operational Property been consulted? (see guidance tab) N/A Date consulted?

Names of Operational Property Officer consulted

Breakdown of project costs (please provide breakdown of budget request covering key areas such as feasibility stage, planning, design, construction and contingency)

Cost line	£m
Scheme details will be developed based on the criteria of grant funding at the time of bidding. This will ensure the schemes most likely to be funded will be selected and they will also fit within the agreed funding envelop for the grant.	TBC

Breakdown of ongoing revenue/running costs and income (additional cost per annum against current base budget). Could include costs such as staffing, repairs and maintenance, contribution to sinking fund for lifecycle replacements and sales / fees income

Cost and income line	£m
As above, this is TBC	TBC

High Level project timeline (please provide headline dates for the project development and delivery stages - this will assist with understanding of cashflow). Some projects may not have a detailed timeline at this stage (e.g. subject to policy, strategy or business case)

Activity	Owner	Start Date	Completion Date
a)			
b)			
c)			

Procurement requirements (please provide detail of any significant procurement requirements to deliver the project)

Procurement	Owner	Required by date	Potential route to market
Design to be undertaken in-house or by framework consultant as part of existing contract; delivery will be procured through competitive Tender	Malcolm Pinto	as per above	Competitive Tender (for construction)

RAG Status of Project / Bid (Certainty around financial assessment and ability to deliver project)

Green	High certainty on figures and project delivery
Amber	Some certainty on figures and project delivery
Red	Low certainty on figures and project delivery

Select "RAG Status" * **Amber**

Comments regarding RAG Status
There are numerous schemes identified, however, until exact funding details are known the schemes to be delivered are not fully defined and the grant funding is not yet confirmed.

Please select the appropriate MTFP category for the bid *

MTFP Category	Roads and Transport
MTFP Sub Category	New facilities

Equality Impact Considerations

BSIP has been through EQIA and any schemes coming out of it will similarly be assessed

Budget Requested in £'000

Total of scheme approval **2,000**

Budget Phasing *

Capital Scheme	Previous Years Approved Budget £'000 (Info only)	Year 1 2024/25 £,000	Year 2 2025/26 £,000	Year 3 2026/27 £,000	Year 4 2027/28 £,000	Year 5 + 2028/29 £,000	Total for Approval £'000
		400	400	400	400	400	2,000

Project Total (Info only) £'000 **2,000**

Funding Identified *

Funding identified? **Yes, only if successful external bids**

Are there external funding streams identified to contribute towards or fully fund this bid? (if yes please add the details to the table below)

Funding Details

Please ensure you complete this section with as much information as is possible

Funding source	Total funding amount £'000	Funding confirmed £'000	Funding received £'000	Comments - for example - Quote relevant contributions agreement	Grant details / grant reference
BSIP funding from DfT	2,000	0	0	External grant not guaranteed and subject to successful bids. The Council have been successful in the current year and were awarded £400k/yr revenue for two years (which has been used as an estimate for potential future year's capital)	
Total Funding Available	2,000	0	0		
Total Project Costs	2,000	2,000	2,000		
Funding Shortfall	0	2,000	2,000		

If Invest to Save funded - see Invest to Save Calculator tab to check scheme is financially viable

Revenue Implications

Net Revenue Impact (saving in brackets) * **£'000**
0

Revenue Implications	Year 1 2024/25 £,000	Year 2 2025/26 £,000	Year 3 2026/27 £,000	Year 4 2027/28 £,000	Year 5 + 2028/29 £,000	Total for Approval £'000
Annual cost of financing - Invest to save schemes only (either increased income / or reductions in cost)	0	0	0	0	0	0
Annual on going revenue costs after financing						0
Annual on going revenue savings after financing						0
Net Revenue Implications (savings in brackets)	0	0	0	0	0	0

Details of Net Revenue Implications

There is a potential saving in future need for bus subsidies, however, this may lead to improved service rather than actual saving.

Additional Details *

Additional Information

Links to other useful documents (e.g. business cases)	
Link	Comments
1	
2	
3	

New Capital Bid Template 2024 to 2027

Details

Directorate *	Highways and Transport	Lead Member *	Paul Fishwick - Active Travel, Transport and Highways
Assistant Director / Service *	Chris Easton	Budget Manager *	Aivaras Jasiunas
Project Managed By *	Aivaras Jasiunas	Rolling Programme *	Yes
Project Title *	Wokingham Highways Investment Strategy (WHIS)		
Project Description *	<p>The Wokingham Highway Investment Strategy (WHIS) was established in 2020/2021. It supplements the annual capital and revenue maintenance budgets seeking to substantially improve our asset condition and asset score nationally. The existing WHIS funding expires in 2025/2026 but funding has been included in the current MTFP beyond 25/26 to maintain the progress made to date.</p> <p>WHIS is a needs-based method of asset improvement to our road network, which is estimated to have an asset value of £1,095 million. Our asset maintenance priorities are ranked, and the areas of greatest concern referred to as our 'Red' condition is valued at around £5.3 million. On average around 5% of our network priorities are in red condition category. This means that timely intervention is needed to maintain road user safety.</p> <p>Capital investment to our road network is far more economical than reliance on reactive maintenance methods. An aim of this investment would be over time to rely less on reactive work methods. This is not straightforward as the ability to effect change is influenced by the investment level, work treatments and other factors such as weather and traffic use.</p> <p>The methodology for managing our assets is aligned to national policy, our own asset management and maintenance policies and knowledge from stakeholder feedback through surveys and reports, indicating strong desires for greater maintenance of our road network. The WHIS supports our Local Transport Plan and Transport Vision aspirations to 2036.</p>		

Borough and Service need - please detail the need/demand this project will provide for, how this fits into the wider service model across the Borough and how VFM is driven from the approach

Investment in Carriageways & Footways asset group will deliver a number of benefits including:

1. Promotes reputation of Wokingham Borough Council as "A Great Place to Live, an even Better Place to Do Business"
2. Aligned to the Council's corporate and stakeholder priorities
3. Supports the Local Transport Plan and Transport Vision to 2036
4. Delivers the most cost effective sustainable maintenance regime for Wokingham's 727 km highway network
5. Delivers the government promoted approach to risk based highways asset management
6. Delivers visible improvement in network condition
7. Improves Member, T&P Councils, residents & customers satisfaction.

What are the implications if project bid not approved (e.g. impact on revenue saving, service + demand impact, risks, etc.)

Lack of funding would accelerate WBC road network deterioration, increase possibility of more claims made against WBC, increase reactive maintenance volumes at far greater costs; create backlog of work for the future years, at higher cost. Customers and stakeholders satisfaction would decrease; WBC image would be affected as well by negative press publications, politicians and residents criticism.

Has Operational Property been consulted? (see guidance tab)

N/A

Date consulted?

N/A

Names of Operational Property Officer consulted

N/A

Breakdown of project costs (please provide breakdown of budget request covering key areas such as feasibility stage, planning, design, construction and contingency)

Cost line	£m
Schemes design, delivery works supervision, surveys	0.5
Road network coring to enable design	0.06
Surface treatment work and preparation	1.5
Resurfacing work	2.5
Footway works	0.5
Contingency	0.24

Breakdown of ongoing revenue/running costs and income (additional cost per annum against current base budget). Could include costs such as staffing, repairs and maintenance, contribution to sinking fund for lifecycle replacements and sales / fees income

Cost and income line	£m

High Level project timeline (please provide headline dates for the project development and delivery stages - this will assist with understanding of cashflow). Some projects may not have a detailed timeline at this stage (e.g. subject to policy, strategy or business case)

Activity	Owner	Start Date	Completion Date
a) Scheme design/prep work	WBC	05-Feb-24	31-Jan-25
b) Work delivery on site	VH	01-Apr-25	31-Mar-26
c)			
d)			

Procurement requirements (please provide detail of any significant procurement requirements to deliver the project)

Procurement	Owner	Required by date	Potential route to market
Work is being delivered via MCC contract between WBC and Volker Highways. MCC was awarded via competitive bidding process.			

RAG Status of Project / Bid (Certainty around financial assessment and ability to deliver project)

Green	High certainty on figures and project delivery
Red	Low certainty on figures and project delivery
Select "RAG Status" *	Green
Comments regarding RAG Status	In the last 4 years we have delivered WBC Structural Maintenance programmes within allocated budget and timescales.

Please select the appropriate MTFP category for the bid *

MTFP Category	Roads and Transport
MTFP Sub Category	Service improvements

Equality Impact Considerations

Budget Requested in £'000

Total of scheme approval **11,820**

Budget Phasing *		Year 1 2024/25 £,000	Year 2 2025/26 £,000	Year 3 2026/27 £,000	Year 4 2027/28 £,000	Year 5 + 2028/29 £,000	Total for Approval £'000
Capital Scheme	Previous Years Approved Budget £'000 (Info only)						
Wokingham Highways Investment Strategy (WHIS)		2,126	2,126	2,313	2,517	2,738	11,820

Project Total (Info only) £'000 **11,820**

Funding Identified *

Funding identified? **Yr 1 Part funded**

Are there external funding streams identified to contribute towards or fully fund this bid? (if yes please add the details to the table below)

Funding Details

Please ensure you complete this section with as much information as is possible

Funding source	Total funding amount £'000	Funding confirmed £'000	Funding received £'000	Comments - for example - Quote relevant contributions agreement	Grant details / grant reference
Revenue contribution to capital	870	870	870	£500k per annum agreed in previous MTFP to fund capital costs for previous WHIS programme. £870k is remaining capital budget available to part fund year 1 (24/25)	
Total Funding Available	870	870	870		
Total Project Costs	11,820	11,820	11,820		
Funding Shortfall	10,950	10,950	10,950		

If Invest to Save funded - see Invest to Save Calculator tab to check scheme is financially viable

Revenue Implications

Net Revenue Impact (saving in brackets) * **£'000**
0

Revenue Implications	Year 1 2024/25 £,000	Year 2 2025/26 £,000	Year 3 2026/27 £,000	Year 4 2027/28 £,000	Year 5 + 2028/29 £,000	Total for Approval £'000
Annual cost of financing - Invest to save schemes only (either increased income / or reductions in cost)						0
Annual on going revenue costs after financing						0
Annual on going revenue savings after financing						0
Net Revenue Implications (savings in brackets)	0	0	0	0	0	0

Details of Net Revenue Implications

Additional Details *

Additional Information

Links to other useful documents (e.g. business cases)

Link	Comments
	82

1
2
3

New Capital Bid Template 2024 to 2027

Details			
Directorate *	Place and Growth	Lead Member *	Paul Fishwick - Active Travel, Transport and Highways
Assistant Director / Service *	Chris Easton, Highways and Transport	Budget Manager *	Rob Curtis
Project Managed By *	Malcolm Pinto	Rolling Programme *	No
Project Title *	A327 Cycle Way		
Project Description *	<p>Following the completion of the Eastern Relief Road and Observer Way, a need to link these two roads for both pedestrians and cyclists was identified. Observer Way has a good shared us facility however, there is no provision from that road into Shinfield. Designs have been amended to meet improved design standards for walking and cycling provision, land availability and other constraints, and may increased the likely cost of the scheme. Although the final scheme cost is not yet known the existing available funding is proposed as a contribution to the final scheme; when a final cost estimate is available. It is anticipated that developer funding will come forward to cover any shortfall.</p>		

Borough and Service need - please detail the need/demand this project will provide for, how this fits into the wider service model across the Borough and how VFM is driven from the approach

The need has been identified following delivery of Observer Way which has a shared path leading to the A327 - the A327 does not have any facilities for pedestrians or cyclists in this section and so there is a gap in the network.

This section of the A327 is part of the Local Cycling and Walking Infrastructure Plan Primary Network (LCWIP) which is an adopted strategy for the borough; as such it would contribute to delivery of the LCWIP. In addition it will contribute to delivery of objectives/actions in the emerging Local Transport Plan and the borough's Climate Emergency Action Plan.

What are the implications if project bid not approved (e.g. impact on revenue saving, service + demand impact, risks, etc.)

Lack of provision restricting active travel options between Shinfield/Reading and Arborfield. Failure to deliver further elements of the LCWIP and so impeding our ability to contribute to the climate emergency action plan and meet the borough's objectives set out in the emerging Local Transport Plan.

Has Operational Property been consulted? (see guidance tab) Date consulted?

Names of Operational Property Officer consulted

Breakdown of project costs (please provide breakdown of budget request covering key areas such as feasibility stage, planning, design, construction and contingency)

Cost line	£m
Feasibility/design underway	0.2
Detailed Design	0.462
Delivery of scheme (approx. estimate)	2.8

Breakdown of ongoing revenue/running costs and income (additional cost per annum against current base budget). Could include costs such as staffing, repairs and maintenance, contribution to sinking fund for lifecycle replacements and sales / fees income

Cost and income line	£m

High Level project timeline (please provide headline dates for the project development and delivery stages - this will assist with understanding of cashflow). Some projects may not have a detailed timeline at this stage (e.g. subject to policy, strategy or business case)

Activity	Owner	Start Date	Completion Date
a) Feasibility/design underway		2021	2024
b) Detailed Design		2024	2025
c) Delivery of scheme (approx. estimate)		2025	2026

Procurement requirements (please provide detail of any significant procurement requirements to deliver the project)

Procurement	Owner	Required by date	Potential route to market
Each phase to be delivered by contractor	Malcolm Pinto	as per above	Competitive Tender

Green	High certainty on figures and project delivery
Amber	Some certainty on figures and project delivery
Red	Low certainty on figures and project delivery

Select "RAG Status" *

Comments regarding RAG Status

Please select the appropriate MTFP category for the bid *

MTFP Category

MTFP Sub Category

Equality Impact Considerations

Budget Requested in £'000

Total of scheme approval 2,550

Budget Phasing *

Capital Scheme	Previous Years Approved Budget £'000 (Info only)	Year 1 2024/25 £,000	Year 2 2025/26 £,000	Year 3 2026/27 £,000	Year 4 2027/28 £,000	Year 5 + 2028/29 £,000	Total for Approval £'000
A327 Cycle Way	912	0	2,550				2,550

Project Total (Info only) £'000 3,462

Funding Identified *

Funding identified? Yes

Are there external funding streams identified to contribute towards or fully fund this bid? (if yes please add the details to the table below)

Funding Details

Please ensure you complete this section with as much information as is possible

Funding source	Total funding amount £'000	Funding confirmed £'000	Funding received £'000	Comments - for example - Quote relevant contributions agreement	Grant details / grant reference
S106 (confirmed)	400	400	400	Funding already identified and currently in programme for 24/25	
Further S106 or other developer funding (TBC)	1,800			S106 potentially available subject to finalising costs of other schemes - exact figure not yet known. In addition future developer contributions to be sought as required.	
Total Funding Available	2,200	400	400		
Total Project Costs	2,550	2,550	2,550		
Funding Shortfall	350	2,150	2,150		

If Invest to Save funded - see Invest to Save Calculator tab to check scheme is financially viable

Revenue Implications

Net Revenue Impact (saving in brackets) * £'000
0

Revenue Implications	Year 1 2024/25 £,000	Year 2 2025/26 £,000	Year 3 2026/27 £,000	Year 4 2027/28 £,000	Year 5 + 2028/29 £,000	Total for Approval £'000
Annual cost of financing - Invest to save schemes only (either increased income / or reductions in cost)	0	0	0	0	0	0
Annual on going revenue costs after financing						0
Annual on going revenue savings after financing						0
Net Revenue Implications (savings in brackets)	0	0	0	0	0	0

Details of Net Revenue Implications

Additional Details *

Additional Information

Links to other useful documents (e.g. business cases)

Link	Comments
1	
2	
3	

New Capital Business Case Template 2023 / 2026

Details

Directorate *	Place & Growth	Lead Member *	Paul Fishwick - Active Travel, Transport and Highways
Assistant Director / Service *	Chris Easton, Highways and Transport	Budget Manager *	Ian Haller
Project Managed By *	TBC	Rolling Programme *	No
Project Title *	SCAPE Road Infrastructure		
Project Description *	Delivering the road schemes associated with the SDL sites will ensure that the new housing development does not have a negative impact upon the Borough's road network.		

Has Operational Property been consulted? (see guidance tab)	N/A	Date consulted?	N/A
Names of Operational Property Officer consulted	N/A		

RAG Status (Certainty around financial assessment and ability to deliver project)

Green	High certainty on figures and project delivery
Amber	Some certainty on figures and project delivery
Red	Low certainty on figures and project delivery
Select "RAG Status" *	Green
Comments regarding RAG Status	N/A as green RAG status

Please select the appropriate MTFP category for the Business Case *

MTFP Category	Roads & Transport
MTFP Sub Category	New roads

Outline Business Case

See Core Strategy 2010

Equality Impact Considerations

Managed as part of design & planning process

Budget Requested in £'000 **Total of scheme approval** **59,227**

Budget Phasing *	Previous Years Approved Budget £'000 (Info only)	Year 1 2023/24 £'000	Year 2 2024/25 £'000	Year 3 2025/26 £'000	Year 4 2026/27 £'000	Year 5+ 2027/28 £'000	Total for Approval £'000
SCAPE Road Infrastructure	17,844	13,875	27,750	17,602	0	0	59,227

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Project Total (Info only) £'000 **77,071**

Funding Identified *

External funding identified? No

Are there external funding streams identified to contribute towards or fully fund this Business Case? (if yes please add the details to the table below)

Funding Details

Please ensure you complete this section with as much information as is possible

Funding source	Total funding amount £'000	Funding confirmed £'000	Funding received £'000	Comments - for example - Quote relevant contributions agreement	Grant details / Grant reference
S106 / CIL	tbc	tbc	tbc	Developer contributions from housing development this road unlocks to contribute towards funding of scheme	
Total Funding Available	0	0	0		
Total Project Costs	59,227	59,227	59,227		
Funding Shortfall	59,227	59,227	59,227		

If Invest to Save funding - see Invest to Save Calculator tab to check scheme is financially viable

Revenue Implications

£'000

Net Revenue Impact (saving in brackets) *

-2138

Revenue Implications	Year 1 2023/24 £'000	Year 2 2024/25 £'000	Year 3 2025/26 £'000	Year 4 2026/27 £'000	Year 5+ 2027/28 £'000	Total for Approval £'000
Annual cost of financing (either increased income/ or reductions in cost) - Invest to save schemes only	0	0	-358	-716	-1,074	-2,148
Annual on going revenue costs after financing	0	0	0	0	10	10
Annual on going revenue savings after financing						0
Net Revenue Implications (savings in brackets)	0	0	-358	-716	-1,064	-2,138

equals cell C99

Details of Net Revenue Implications

(1) Revenue Income - South Wokingham SDL will generate a total of 1,800 houses. Estimated income based on 200 units per year with Ave Band D charge with 2025/26 estimate 1st year of income. (2) Revenue costs - Estimated cost of annual maintenance of assets, drainage, street lighting, street cleansing & landscape. Assume 1 year after construction completion.

Additional Details *

Additional Information

Budget allocation is based on a scheme budget estimate and assumes a contract commencing in 2024. Budget certainty will be subject to the impact from construction inflationary increases and contract prices from the market all influenced by a number of factors

Links to other useful documents (e.g. Business Cases)

Link	Comments
1	
2	
3	

New Capital Business Case Template 2023 / 2026

Details

Directorate *	Place and Growth	Lead Member *	Paul Fishwick - Active Travel, Transport and Highways
Assistant Director / Service *	Francesca Hobson, Environment & Safety	Budget Manager *	Andy Glencross
Project Managed By *	TBC	Rolling Programme *	No
Project Title *	Toutley Highways Depot Modernisation		
Project Description *			

Modernisation of Toutley Depot to host the Council's Highways, Street Cleansing, Waste and Grounds Maintenance contractors from 1st April 2019

Balfour Beatty Living Places have occupied the depot since 2004, and vacated the premises on 31 March 2019. The depot has not received significant investment during this period from 2004-2019 and is in a poor state of repair.

During the tender process prospective MCC bidders have undertaken site visits to Toutley Depot and advised it is currently not fit for purpose. WBC asked bidders to submit costed capital works (under a Provisional Sum) that would make the depot fit for purpose for the next decade. MCC bidders have recommended a series of improvements designed to bring the depot up to a modern facility, including many environmental and DDA access requirements suitable for a 21C Council and MCC supplier for the next decade. The requirements include modernisation of the building including provision of ICT and the call centre function, DDA access, significant outside improvements including a new salt barn and other environmental requirements.

The initial capital bid for this project in 2019/20 had been based on a very outline project to refurbish the Depot, however having appointed an architect in 2019 to take the project forward we updated the cost of the project based upon cost estimate of the draft refurbishment scheme. The significant increase in costs identified at that time were due to a number of reasons (1) A better understanding of the needs of the three contractors on site (2) pressure to make efficient use of our landholding at the Toutley Depot which has pushed towards a more extensive redevelopment project that will free up around 1/3rd of the existing depot site for alternative uses (the eastern edge is likely to be the location where addition land is available which is contiguous with our other landholdings in this area). Planning permission was granted for the scheme in late 2019, and following a successful procurement process initial site clearance works commenced on site in Spring 2020. The project was put on pause following concerns about the Council financial position during the initial phase of the Covid pandemic. Following a recent site H&S Inspection it has now become imperative to re commence work on the project and consequently an updated estimate of likely cost of the scheme was prepared by operational property which revealed a significant increase in costs.

Has Operational Property been consulted? (see guidance tab) Date consulted?

Names of Operational Property Officer consulted

RAG Status (Certainty around financial assessment and ability to deliver project)

Green	High certainty on figures and project delivery
Amber	Some certainty on figures and project delivery
Red	Low certainty on figures and project delivery

Select "RAG Status" *

Comments regarding RAG Status

Please select the appropriate MTFP category for the Business Case *

MTFP Category
 MTFP Sub Category

Outline Business Case

The current estimated cost for delivering the consented scheme would cost around £13.5million, although there are number of value engineering options under consideration which might bring the project costs down to around £11.5million. Key executive members are due to be briefed on those options on the 12th July 2022. The approved budget available in the current MTFP is about £8million and hence the bid below for an additional £5.5million. The intention is to restart the project within 2022/23 on a phased basis (using the existing available approved budget) commencing with the new office/welfare facilities and salt barn which will be followed by the agreed changes to yard area itself subject to approval of this business case.

Equality Impact Considerations

The current facilities are less than ideal in terms of access for those staff and visitors with mobility issues.

Budget Requested in £'000 **Total of scheme approval**

Budget Phasing *	Previous Years Approved Budget £'000 (Info only)	Year 1 2023/24 £'000	Year 2 2024/25 £'000	Year 3 2025/26 £'000	Year 4 2026/27 £'000	Year 5+ 2027/28 £'000	Total for Approval £'000
Toutley Highways Depot Modernisation	1,150	10,284	2,465	0	0	0	12,749

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Project Total (Info only) £'000

Funding Identified *

External funding identified?

Are there external funding streams identified to contribute towards or fully fund this Business Case? (if yes please add the details to the table below)

Funding Details

Please ensure you complete this section with as much information as is possible

Funding source	Total funding amount £'000	Funding confirmed £'000	Funding received £'000	Comments - for example - Quote relevant contributions agreement	Grant details / Grant reference
Total Funding Available	0	0	0		
Total Project Costs	12,749	12,749	12,749		
Funding Shortfall	12,749	12,749	12,749		

If Invest to Save funding - see Invest to Save Calculator tab to check scheme is financially viable

Revenue Implications

£'000

Net Revenue Impact (saving in brackets) *

0

Revenue Implications	Year 1 2023/24 £'000	Year 2 2024/25 £'000	Year 3 2025/26 £'000	Year 4 2026/27 £'000	Year 5+ 2027/28 £'000	Total for Approval £'000
Annual cost of financing - Invest to save schemes only (either increased income / or reductions in cost)	0	0	0	0	0	0
Annual on going revenue costs after financing						0
Annual on going revenue savings after financing						0
Net Revenue Implications (savings in brackets)	0	0	0	0	0	0

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Details of Net Revenue Implications

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Additional Details *

Additional Information

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Links to other useful documents (e.g. Business Cases)

Link	Comments

New Capital Business Case Template 2023 / 2026

Details

Directorate *	Place & Growth	Lead Member *	Paul Fishwick - Active Travel, Transport and Highways
Assistant Director / Service *	Chris Easton, Highways and Transport	Budget Manager *	Malcolm Pinto
Project Managed By *	TBC	Rolling Programme *	No
Project Title *	California Crossroads		

Project Description *

To provide urban realm improvements to the California cross roads to enhance the since of place and reduce congestion

Has Operational Property been consulted? (see guidance tab) Date consulted?

Names of Operational Property Officer consulted

RAG Status (Certainty around financial assessment and ability to deliver project)

Green	High certainty on figures and project delivery
Amber	Some certainty on figures and project delivery
Red	Low certainty on figures and project delivery

Select "RAG Status" *

Comments regarding RAG Status

Please select the appropriate MTFP category for the Business Case *

MTFP Category	Roads & Transport
MTFP Sub Category	New roads

Outline Business Case

The project is funded by S106 via the Arborfield garrison development. The S106 will fully fund the works and needs to be spend on improving the crossroads

Equality Impact Considerations

EQIA undertaken and will be have a positive impact

Budget Requested in £'000 **Total of scheme approval**

Budget Phasing *	Previous Years Approved Budget £'000 (Info only)	Year 1 2023/24 £'000	Year 2 2024/25 £'000	Year 3 2025/26 £'000	Year 4 2026/27 £'000	Year 5+ 2027/28 £'000	Total for Approval £'000
California Crossroads	470	5,120	400	0	0	0	5,520

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Project Total (Info only)

Funding Identified *

External funding identified?

Are there external funding streams identified to contribute towards or fully fund this Business Case? (if yes please add the details to the table below)

Funding Details

Please ensure you complete this section with as much information as is possible

Funding source	Total funding amount £'000	Funding confirmed £'000	Funding received £'000	Comments - for example - Quote relevant contributions agreement	Grant details / Grant reference
S106	5,520	5,520	5,520		
Total Funding Available	5,520	5,520	5,520		
Total Project Costs	5,520	5,520	5,520		
Funding Shortfall	0	0	0		

If Invest to Save funding - see Invest to Save Calculator tab to check scheme is financially viable

Revenue Implications

£'000

Net Revenue Impact (saving in brackets) *

0

Revenue Implications	Year 1 2023/24 £'000	Year 2 2024/25 £'000	Year 3 2025/26 £'000	Year 4 2026/27 £'000	Year 5+ 2027/28 £'000	Total for Approval £'000
Annual cost of financing (either increased income/ or reductions in cost) - Invest to save schemes only	0	0	0	0	0	0
Annual on going revenue costs after financing						0
Annual on going revenue savings after financing						0
Net Revenue Implications (savings in brackets)	0	0	0	0	0	0

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Details of Net Revenue Implications

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Additional Details *

Additional Information

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Links to other useful documents (e.g. Business Cases)

Link	Comments

1
2
3

New Capital Business Case Template 2023 / 2026

Details

Directorate *	Place and Growth	Lead Member *	Stephen Conway - Deputy Leader of the Council & Exec member of Housing
Assistant Director / Service *	Rhian Hayes, Economic Development & Growth	Budget Manager *	Frances Haywood
Project Managed By *	Frances Haywood	Rolling Programme *	No
Project Title *	Bulldog Garage - Temporary Accommodation		

Project Description *

This project links directly with the Council's Housing Strategy in addressing our housing needs and supporting our vulnerable residents. This project is the proposed development of a 3 acre site provisionally allocated for residential accommodation in the local plan update (the site is owned by WBC). The site became surplus in March 2022 and can accommodate approximately 25 houses. Due to the increasing demands for temporary accommodation in the Borough, which is likely to increase further given the number of Ukrainian refugees in the Borough, the Council needs to increase the supply of temporary accommodation to meet future demand. The plan would be to develop out this site as temporary accommodation, using modular build to get the scheme delivered within a quick time frame (subject to further feasibility work and achieving planning permission). By increasing the supply of temporary accommodation this will also have a knock on effect to Council budgets. It is proposed that this scheme is funded primarily through developer contributions for affordable housing (for which the scheme meets the required definition of affordable housing), with the remainder being funded potentially through Homes England grant funding.

Has Operational Property been consulted? (see guidance tab)	Operational Property aware of potential use	Date consulted?	
Names of Operational Property Officer consulted	Craig Hoggeth		

RAG Status (Certainty around financial assessment and ability to deliver project)

Green	High certainty on figures and project delivery
Amber	Some certainty on figures and project delivery
Red	Low certainty on figures and project delivery

Select "RAG Status" * **Green**

Comments regarding RAG Status

Please select the appropriate MTFP category for the Business Case *

MTFP Category	Housing, Local Economy and Regeneration
MTFP Sub Category	Housing Delivery

Outline Business Case

Developing this site for temporary accommodation will have a knock on effect on Council budgets. For example, the average cost of nightly let accommodation is currently £55 a night. Therefore if there were 25 units provided on this site, the potential saving could be up to £9,625 a week/ £500,500 a year to the Council's temporary accommodation budget. The maximum amount of Housing Benefit we can claim back from central Government for nightly let accommodation is £150 a week, so for 25 B&B placements a week we could see a return of £3750 a week/ £195,000. In terms of overall capital costs, we are estimating a build cost of approximately £260k per unit (based on recent build costs for Loddon Homes) totalling £6.5m. This would be funded through a combination of £5m from developer contributions for affordable housing (the scheme would meet the required policy definition of affordable housing), plus a potential £1.5m (£60k per unit) from the Homes England Affordable Homes Programme. We have been successful in securing Homes England grant on temporary accommodator schemes previously. We would anticipate the majority of the spend to take place during 2023/24.

Equality Impact Considerations

Temporary accommodation will provide housing for younger people, older people, children and other groups for whom there is a statutory obligation. This accommodation will cater for people from all backgrounds in line with homeless legislation.

Budget Requested in £'000

Total of scheme approval **6,400**

Budget Phasing *	Previous Years Approved Budget £'000 (Info only)	Year 1 2023/24 £'000	Year 2 2024/25 £'000	Year 3 2025/26 £'000	Year 4 2026/27 £'000	Year 5+ 2027/28 £'000	Total for Approval £'000
Bulldog Garage - Temporary Accommodation	0	4,900	1,500	0			6,400

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Project Total (Info only) £'000 **6,400**

Funding Identified *

External funding identified? **Yes**

Are there external funding streams identified to contribute towards or fully fund this Business Case? (if yes please add the details to the table below)

Funding Details

Please ensure you complete this section with as much information as is possible

Funding source	Total funding amount £'000	Funding confirmed £'000	Funding received £'000	Comments - for example - Quote relevant contributions agreement	Grant details / Grant reference
S106 developer contributions for affordable housing	4,900				
Homes England grant (potential)	1,500				
Total Funding Available	6,400	0	0		
Total Project Costs	6,400	6,400	6,400		
Funding Shortfall	0	0	0		

If Invest to Save funding - see Invest to Save Calculator tab to check scheme is financially viable

Revenue Implications

£'000

Net Revenue Impact (saving in brackets) *

0

Revenue Implications	Year 1 2023/24 £'000	Year 2 2024/25 £'000	Year 3 2025/26 £'000	Year 4 2026/27 £'000	Year 5+ 2027/28 £'000	Total for Approval £'000
Annual cost of financing - Invest to save schemes only (either increased income / or reductions in cost)	0	0	0	0	0	0
Annual on going revenue costs after financing						0
Annual on going revenue savings after financing						0
Net Revenue Implications (savings in brackets)	0	0	0	0	0	0

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Details of Net Revenue Implications

Additional Details *

Additional Information

Links to other useful documents (e.g. Business Cases)

Link	Comments

1
2
3

New Capital Business Case Template 2023 / 2026

Details

Directorate *	Place & Growth	Lead Member *	Paul Fishwick - Active Travel, Transport and Highways
Assistant Director / Service *	Chris Easton, Highways & Transport	Budget Manager *	Aivaras Jasiunas
Project Managed By *	TBC	Rolling Programme *	Yes
Project Title *	Highways Carriageway Structural Maintenance		

Project Description *

Resurfacing of carriageways (roads) to repair damage beyond the scope of filling potholes. This work extends the life of the asset, improves its condition, such as increasing skid resistance, surface water run-off and ride quality thereby improving highway safety.

Has Operational Property been consulted? (see guidance tab) N/A Date consulted? N/A

Names of Operational Property Officer consulted N/A

RAG Status (Certainty around financial assessment and ability to deliver project)

Green	High certainty on figures and project delivery
Amber	Some certainty on figures and project delivery
Red	Low certainty on figures and project delivery
Select "RAG Status" *	Green
Comments regarding RAG Status	N/A as green RAG status

Please select the appropriate MTFP category for the Business Cases *

MTFP Category	Road & Transport
MTFP Sub Category	Road Improvements

Outline Business Case

The following benefits are realised through this rolling programme

- Improved performance indicators.
- Reduction in insurance claims (caused by trip hazards, potholes etc).
- Visual improvements to the street scene – enhanced living conditions.
- Arrest further degradation of road/footway surface and substructure.
- Reduction in the demands for remedial work (patching).
- Potential for improvements in road safety due to increased skidding resistance, improved surface condition etc.
- Improved highway condition, drainage, and life of asset.

Equality Impact Considerations

Budget Requested in £'000 **Total of scheme approval** 9,120

Budget Phasing *	Previous Years Approved Budget £'000 (Info only)	Year 1 2023/24 £'000	Year 2 2024/25 £'000	Year 3 2025/26 £'000	Year 4 2026/27 £'000	Year 5+ 2027/28 £'000	Total for Approval £'000
Highways Carriageway Structural Maintenance	3,421	2,280	2,280	2,280	2,280	tbc	9,120

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Project Total (Info only) £'000 12,541

Funding Identified *

External funding identified? No

Are there external funding streams identified to contribute towards or fully fund this Business Cases? (if yes please add the details to the table below)

Funding Details

Please ensure you complete this section with as much information as is possible

Funding source	Total funding amount £'000	Funding confirmed £'000	Funding received £'000	Comments - for example - Quote relevant contributions agreement	Grant details / Grant reference
Total Funding Available	0	0	0		
Total Project Costs	9,120	9,120	9,120		
Funding Shortfall	9,120	9,120	9,120		

If Invest to Save funding - see Invest to Save Calculator tab to check scheme is financially viable

Revenue Implications

£'000

Net Revenue Impact (saving in brackets) *

0

Revenue Implications	Year 1 2023/24 £'000	Year 2 2024/25 £'000	Year 3 2025/26 £'000	Year 4 2026/27 £'000	Year 5+ 2027/28 £'000	Total for Approval £'000
Annual cost of financing (either increased income/ or reductions in cost) - Invest to save schemes only	0	0	0	0	0	0
Annual on going revenue costs after financing						0
Annual on going revenue savings after financing						0
Net Revenue Implications (savings in brackets)	0	0	0	0	0	0

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Details of Net Revenue Implications

N/A

Additional Details *

Additional Information

The risks of not undertaking the programme include:

- Serious difficulty in continuing to meet statutory/legal requirements to maintain a safe highway due to gradual degradation of general highway condition through reduced or deferred investment,
- Increased risk of fatal incidents resulting from highway defects thereby increasing the risk of Corporate Manslaughter
- Inability to adequately address risks described in Highways Asset Management Risk Register
- Increased frequency and severity of highway defects occurring leading to increased exposure to Third Party claims and reduced ability to secure a defence under Section 58 of the Highways Act
- Consequential increase in insurance premiums and insurance excess amounts, and potential for insurance companies to withdraw or refuse insurance
- Continued depreciation of the council's asset.
- Potential need to impose speed restrictions, lane closures or road closures in order to safeguard users of a deteriorating highway network
- Strong criticism and possible legal action by Department for Transport (DfT) for lack of action to adequately maintain the highway network, which is the largest and most visible community asset for which local authorities are responsible (estimated value in WBC of £1,095 million).
- Consequential loss of highway capacity, loss of highway network links, increased congestion and adverse media attention
- Need for more frequent inspections and increased reactive maintenance as highway assets deteriorate more rapidly
- Possible legal action for failure to ensure expeditious movement of traffic (Statutory duty under TMA)
- Public/businesses dissatisfaction and reduced perception of a quality service and the council's apparent performance, to the detriment of the whole community.
- Reduction in perceived living conditions in the Borough with potential further impact on the housing market.

Links to other useful documents (e.g. Business Cases)

Link	Comments
1	
2	
3	

New Capital Business Case Template 2023 / 2026

Details

Directorate *	Place & Growth	Lead Member *	Paul Fishwick - Active Travel, Transport and Highways
Assistant Director / Service *	Chris Easton - Highways & Transport	Budget Manager	Aivaras Jasiunas
Project Managed By *	TBC	Rolling Program	Yes
Project Title *	Wokingham Highways Investment Strategy (WHIS)		

Project Description *

"Wokingham Highways Investment Strategy" known as the WHIS is a "Needs Based" approach to maintaining Wokingham's highways network valued at £1.13B, aligned to the Council's and stakeholder's priorities in the most efficient manner possible. The WHIS supports the Local Transport Plan and Transport Vision to 2036.

The highways network was split into the following asset classes each with a defined asset owner:

1. Carriageways & Footways (only carriageway & footway funding was approved under WHIS)
2. Structures
3. Drainage
4. Street Furniture
5. Traffic Management
6. Street Lighting

The asset owner for each asset group has developed a 30-year investment profile based on supporting Wokingham's corporate and stakeholder priorities. This is based on achieving a targeted level of improved asset condition (Good, Fair, Poor) using government promoted asset management best practice and whole life principles. From the 30-year profiles the first 5 years have been extracted into this MTFP capital bid.

Has Operational Property been consulted? (see guidance tab) N/A Date consulted? N/A

Names of Operational Property Officer consulted N/A

RAG Status (Certainty around financial assessment and ability to deliver project)

Green	High certainty on figures and project delivery
Amber	Some certainty on figures and project delivery
Red	Low certainty on figures and project delivery

Select "RAG Status" * Green

Comments regarding RAG Status N/A as green RAG status

Please select the appropriate MTFP category for the Business Case *

MTFP Category	Roads & Transport
MTFP Sub Category	Service improvements

Outline Business Case

Investment across the six highway asset groups will deliver a number of benefits including:

1. Promotes reputation of Wokingham Borough Council as "A Great Place to Live, an even Better Place to Do Business"
2. Aligned to the Council's corporate and stakeholder priorities
3. Supports the Local Transport Plan and Transport Vision to 2036
4. Delivers the most cost effective sustainable maintenance regime for Wokingham's 736km highway network
5. Delivers the government promoted approach to risk based highways asset management
6. Delivers visible improvement in network condition
7. Improves Member, T&P Councils, residents & customers satisfaction.

Measurement of these benefits will be carried out through the Performance Management Framework in the new Highways contracts, commencing 1st April 2019.

Risks of not proceeding with the bid: As part of the investment profiles the six asset owners have considered the implications of not receiving the requested level of capital investment. Each asset group has calculated the impact on asset condition assuming the current level of capital funding continues over the 30-year period. The impacts are summarised as:

1. Further deterioration of asset condition and an increase in the % of assets in a Poor condition and which require treatment at a later stage
2. Increased capital investment (to the current bid) in later years
3. Increase level of safety defects on the network putting highway users at increased risk
4. Increase in revenue budgets to maintain deteriorating network
5. Increased risk of network failure
6. Stakeholder, Member, T&P Council, business, resident (customer) dissatisfaction at highways network and reputational damage to Wokingham Borough Council

Equality Impact Considerations

Budget Requested in £'000

Total of scheme approval **4,252**

Budget Phasing *							
Capital Scheme	Previous Years Approved Budget £'000 (Info only)	Year 1 2023/24 £'000	Year 2 2024/25 £'000	Year 3 2025/26 £'000	Year 4 2026/27 £'000	Year 5+ 2027/28 £'000	Total for Approval £'000
Wokingham Highways Investment Strategy (WHIS)	1,850	2,126	2,126	0	0	0	4,252

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Project Total (Info only) £'000 6,102

Funding Identified *

External funding identified? **Yes**

Are there external funding streams identified to contribute towards or fully fund this Business Case? (if yes please add the details to the table below)

Funding Details

Please ensure you complete this section with as much information as is possible

Funding source	Total funding amount £'000	Funding confirmed £'000	Funding received £'000	Comments - for example - Quote relevant contributions agreement	Grant details / Grant reference
Revenue contribution to capital	4,252	4,252	4,252	Previous MTFP agreed £500k per year revenue funding to support WHIS capital programme	
Total Funding Available	4,252	4,252	4,252		
Total Project Costs	4,252	4,252	4,252		
Funding Shortfall	0	0	0		

If Invest to Save funding - see Invest to Save Calculator tab to check scheme is financially viable

Revenue Implications

£'000

Net Revenue Impact (saving in brackets) * **0**

Revenue Implications	Year 1 2023/24 £'000	Year 2 2024/25 £'000	Year 3 2025/26 £'000	Year 4 2026/27 £'000	Year 5+ 2027/28 £'000	Total for Approval £'000
Annual cost of financing (either increased income/ or reductions in cost) - Invest to save schemes only	0	0	0	0	0	0
Annual on going revenue costs after financing						0
Annual on going revenue savings after financing						0
Net Revenue Implications (savings in brackets)	0	0	0	0	0	0

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Details of Net Revenue Implications

Details of cost : Without additional capital investment revenue budgets will be under pressure in future years to meet service requirements.

Details of savings : Without additional capital investment highways revenue budgets will be under pressure in future years.

Additional Details *

Additional Information

Wokingham's highway network is by far the Council's most valuable asset at 736km and £1.13B. It is used by most residents on a daily basis and essential for business and economic prosperity. Sustainable investment of the highway is required to meet the Council's corporate objectives, and its stakeholder's requirements including:

Promotes reputation of Wokingham Borough Council as "A Great Place to Live, an even Better Place to Do Business"

The Council's Transport Vision to 2036 is "to deliver and maintain a safe, reliable and joined-up transport system that connects new and existing communities, businesses, commercial centres while providing leisure opportunities. The vision will future-proof the transport network for new and emerging technology; reduce social exclusion; improve network resilience; accommodate climate change; reduce congestion and improve productivity"

The WHIS has been developed using best practice asset management principles promoted by government and aligned to the Wokingham Highway Asset Management Framework. Investment will reduce reactive works, promote planned, co-ordinated and well communicated works and improve customer satisfaction including Members, T&P Councils and residents. Investment will also deliver efficiency and value for money within the new highway contracts and provide project certainty from 1st April 2019.

Links to other useful documents (e.g. Business Cases)

Link	Comments
1	
2	
3	

New Capital Business Case Template 2023 / 2026

Details

Directorate *	Place & Growth	Lead Member *	Paul Fishwick - Active Travel, Transport and Highways
Assistant Director / Service *	Chris Easton - Highways & Transport	Budget Manager *	Rob Curtis
Project Managed By *	Rob Curtis	Rolling Programme *	No
Project Title *	Active Travel & Bus Priority		

Project Description *

Delivery of new infrastructure to support cycling, walking and bus priority across the borough including the delivery of active travel funded schemes from central gov.

Has Operational Property been consulted? (see guidance tab) Date consulted?

Names of Operational Property Officer consulted

RAG Status (Certainty around financial assessment and ability to deliver project)

Green	High certainty on figures and project delivery
Amber	Some certainty on figures and project delivery
Red	Low certainty on figures and project delivery

Select "RAG Status" *

Comments regarding RAG Status

Certainty over Woodley active travel scheme, however some projects remain in the feasibility stage

Please select the appropriate MTFP category for the Business Case *

MTFP Category

MTFP Sub Category

Outline Business Case

Associated with measures outline by the new administration, the latest Government guidance on active travel, there is a requirement to design match fund schemes to be able to gain additional funding from central government. moving forward the Government body 'Active Travel England' will be assessing Local Authorities ability to deliver such schemes. Failure to deliver these scheme will result in future reduction in overall grant funding to the Local Authority.

Equality Impact Considerations

Detailed EqlAs will be undertaken as each associated scheme it brought forward

Budget Requested in £'000 **Total of scheme approval**

Capital Scheme	Previous Years Approved Budget £'000 (Info only)	Year 1 2023/24 £'000	Year 2 2024/25 £'000	Year 3 2025/26 £'000	Year 4 2026/27 £'000	Year 5+ 2027/28 £'000	Total for Approval £'000
Active Travel & Bus Priority	0	2,000	2,000	0	0	0	4,000

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Project Total (Info only)

Funding Identified *

External funding identified?

Are there external funding streams identified to contribute towards or fully fund this Business Case? (if yes please add the details to the table below)

Funding Details

Please ensure you complete this section with as much information as is possible

Funding source	Total funding amount £'000	Funding confirmed £'000	Funding received £'000	Comments - for example - Quote relevant contributions agreement	Grant details / Grant reference
Emergency Active Travel Grant (Ringfenced grant)	954				
Total Funding Available	954	0	0		
Total Project Costs	4,000	4,000	4,000		
Funding Shortfall	3,046	4,000	4,000		

If Invest to Save funding - see Invest to Save Calculator tab to check scheme is financially viable

Revenue Implications

£'000

Net Revenue Impact (saving in brackets) *

0

Revenue Implications	Year 1 2023/24 £'000	Year 2 2024/25 £'000	Year 3 2025/26 £'000	Year 4 2026/27 £'000	Year 5+ 2027/28 £'000	Total for Approval £'000
Annual cost of financing (either increased income/ or reductions in cost) - Invest to save schemes only	0	0	0	0	0	0
Annual on going revenue costs after financing						0
Annual on going revenue savings after financing						0
Net Revenue Implications (savings in brackets)	0	0	0	0	0	0

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Details of Net Revenue Implications

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Additional Details *

Additional Information

Schemes developed through this project will be part of a funding bid to DfT, e.g Active Travel Fund 4

Links to other useful documents (e.g. Business Cases)

Link	Comments
1	
2	
3	

New Capital Business Case Template 2023 / 2026

Details

Directorate *	Place & Growth	Lead Member *	Paul Fishwick - Active Travel, Transport and Highways
Assistant Director / Service *	Chris Easton, Highways and Transport	Budget Manager *	Robert Curtis
Project Managed By *	TBC	Rolling Programme *	Yes
Project Title *	Local Cycling and Walking Infrastructure Plans (LCWIP)		

Project Description *

The Department for Transport introduced a new methodology for identifying and implementing improvements for walking and cycling called LCWIP. This project covers development and delivery of schemes across the LCWIP network to make improvements for both pedestrians and cyclists to enable more people to make the choice to travel by foot or cycle more regularly.

Has Operational Property been consulted? (see guidance tab)	N/A	Date consulted?	N/A
Names of Operational Property Officer consulted	N/A		

RAG Status (Certainty around financial assessment and ability to deliver project)

Green	High certainty on figures and project delivery
Amber	Some certainty on figures and project delivery
Red	Low certainty on figures and project delivery

Select "RAG Status" * **Amber**

Comments regarding RAG Status: The completed LCWIP will provide more detailed scheme proposals and cost estimates, a rolling programme is anticipated which will compliment the existing "borough wide cycle network" programme

Please select the appropriate MTFP category for the Business Case *

MTFP Category	Road & Transport
MTFP Sub Category	Alternative Transport

Outline Business Case

Justification: LCWIPs are aimed at increasing cycling and walking and reducing dependence on private car ownership. This will help to reduce congestion and improve our facilities for walking and cycling in the borough in a manner using data and stakeholder information to ensure that the funding is best used to produced the biggest impact. This has benefits to the environment in terms of CO2 emissions and Air quality as well as health improvements from increased physical activity.

Risks of not proceeding with the Business Case : DfT are in the process of reviewing their Local Cycling and Walking Investment Strategy and this is expected to release funding to some of the existing recommended measures in authority's LCWIP studies. The more studies we can complete will mean more of the borough is covered by the approach and that more schemes will be identified that will be eligible for this funding as well as other funding as opportunities arise (e.g. S106, LGF and BRRP funding from the LEP, etc).

The use of the this approach to our infrastructure for cycling and Walking is expected to be adopted by our emerging Local Transport Plan and so will be a required from our own Strategy.

Equality Impact Considerations

Budget Requested in £'000 **Total of scheme approval** **1,600**

Budget Phasing *	Previous Years Approved Budget £'000 (Info only)	Year 1 2023/24 £'000	Year 2 2024/25 £'000	Year 3 2025/26 £'000	Year 4 2026/27 £'000	Year 5+ 2027/28 £'000	Total for Approval £'000
Local Cycling and Walking Infrastructure Plans (LCWIP)	300	1,600	0	0	0	0	1,600

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Project Total (Info only) £'000 **1,900**

Funding Identified *

External funding identified? **Yes**

Are there external funding streams identified to contribute towards or fully fund this Business Case? (if yes please add the details to the table below)

Funding source	Total funding amount £'000	Funding confirmed £'000	Funding received £'000	Comments - for example - Quote relevant contributions agreement	Grant details / Grant reference
Emergency Active Travel Grant (Ringfenced grant)	1,358	1,358			
s106	242	242			
Total Funding Available	1,600	1,600	0		
Total Project Costs	1,600	1,600	1,600		
Funding Shortfall	0	0	1,600		

If Invest to Save funding - see Invest to Save Calculator tab to check scheme is financially viable

Revenue Implications

		£'000				
Net Revenue Impact (saving in brackets) *		0				
Revenue Implications	Year 1 2023/24 £'000	Year 2 2024/25 £'000	Year 3 2025/26 £'000	Year 4 2026/27 £'000	Year 5+ 2027/28 £'000	Total for Approval £'000
Annual cost of financing (either increased income/ or reductions in cost) - Invest to save schemes only	0	0	0	0	0	0
Annual on going revenue costs after financing						0
Annual on going revenue savings after financing						0
Net Revenue Implications (savings in brackets)	0	0	0	0	0	0

equals cell C99

Details of Net Revenue Implications

There are no additional revenue implications expected except potential changes to maintenance or operation of the highway/public realm

Additional Details *

Additional Information

Links to other useful documents (e.g. Business Cases)

Link	Comments
1	
2	
3	

New Capital Business Case Template 2023 / 2026

Details

Directorate *	Place & Growth	Lead Member *	Ian Shenton - Environment, Sport and Leisure
Assistant Director / Service *	Francesca Hobson, Environment & Safety	Budget Manager *	Francesca Hobson
Project Managed By *	TBC	Rolling Programme *	Yes
Project Title *	Greenways		

Project Description *

To develop a network of 'Greenways' pedestrian-cycle route throughout the borough.

Greenway Routes are a combination of existing and proposed new Public Rights of Way routes which when connected will deliver a comprehensive and connected series of traffic free routes for pedestrians, cyclists and potentially equestrian users away from main roads.

Implications :
 in number walking and cycling trips in the Wokingham Borough area
 • Reduction in vehicle trips / congestion
 • Improvement in the health of those residents who chose not to use their private car.
 • Improve air quality
 • Increase levels pf physical activity

Positive
• Increase

Has Operational Property been consulted? (see guidance tab)	N/A	Date consulted?	N/A
Names of Operational Property Officer consulted	N/A		

RAG Status (Certainty around financial assessment and ability to deliver project)

Green	High certainty on figures and project delivery
Amber	Some certainty on figures and project delivery
Red	Low certainty on figures and project delivery

Select "RAG Status" * **Green**

Comments regarding RAG Status	N/A as green RAG status
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Please select the appropriate MTFP category for the Business Case *

MTFP Category	Climate emergency
MTFP Sub Category	Alternative transport

Outline Business Case

The Wokingham Borough Council's aspiration is to have Greenways (which are continuous generally traffic-free multiuser routes) linking the major Strategic Development Locations (SDL's) in the borough (Arborfield Garrison, Shinfield, North Wokingham and South Wokingham) to each other and also to the existing communities and places of interest/employment. Linked to the Core Strategy (CP10 policy CP10 items 20 and 21 and SDL policies CP18-21). Greenways has also been highlighted in ROWIP 2020-30, Local Transport Plan and LCWIP (in progress).

The Wokingham Greenways project will:

- Stage 1 greenways network is an SDL-focused network to satisfy the requirements of the current Core Strategy to deliver the traffic free commuting and leisure routes connecting the existing and new settlements and point of interest.
- The Project will link with and align to additional greenways and paths proposed to improve the connectivity within the Borough and to adjoining boroughs, for example: River Loddon Long Distance Path project, 'Wokingham Wheel' project, An Urban Network, MyJourney Project.

Equality Impact Considerations

Budget Requested in £'000 **Total of scheme approval** **6,599**

Budget Phasing *	Previous Years Approved Budget £'000 (Info only)	Year 1 2023/24 £'000	Year 2 2024/25 £'000	Year 3 2025/26 £'000	Year 4 2026/27 £'000	Year 5+ 2027/28 £'000	Total for Approval £'000
Greenways	1,378	1,496	1,500	2,603	1,000	0	6,599

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Project Total (Info only) £'000 **7,977**

Funding Identified *

External funding identified? **Yes**

Are there external funding streams identified to contribute towards or fully fund this Business Case? (if yes please add the details to the table below)

Funding Details

Please ensure you complete this section with as much information as is possible

Funding source	Total funding amount £'000	Funding confirmed £'000	Funding received £'000	Comments - for example - Quote relevant contributions agreement	Grant details / Grant reference
S106	98	98			
Total Funding Available	98	98	0		
Total Project Costs	6,599	6,599	6,599		
Funding Shortfall	6,501	6,501	6,599		

If Invest to Save funding - see Invest to Save Calculator tab to check scheme is financially viable

Revenue Implications

£'000

Net Revenue Impact (saving in brackets) *

0

Revenue Implications	Year 1 2023/24 £'000	Year 2 2024/25 £'000	Year 3 2025/26 £'000	Year 4 2026/27 £'000	Year 5+ 2027/28 £'000	Total for Approval £'000
Annual cost of financing (either increased income/ or reductions in cost) - Invest to save schemes only	0	0	0	0	0	0
Annual on going revenue costs after financing						0
Annual on going revenue savings after financing						0
Net Revenue Implications (savings in brackets)	0	0	0	0	0	0

equals cell C99

Details of Net Revenue Implications

N/A

Additional Details *

Additional Information

None

Links to other useful documents (e.g. Business Cases)

Link	Comments
1	
2	
3	