

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
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Equality Impact Considerations	Managed as part of design & planning process
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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
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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
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

Revenue Implications	£'000					Total for Approval £'000
	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	
Net Revenue Impact (savings in brackets) *	-2138					
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

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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
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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 additional 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)

Yes

Date consulted?

30.06.22

Names of Operational Property Officer consulted

Arnab Muckerjee

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

Until we retender the works we will not be certain about the actual costs for the scheme

Please select the appropriate MTFP category for the Business Case *

MTFP Category	Roads and Transport
MTFP Sub Category	Improvement to existing facilities

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

12,749

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
Toutley Highways Depot Modernisation	1,150	10,284	2,465	0	0	0	12,749

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Project Total (Info only) £'000

13,899

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
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

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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**

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
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

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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**

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
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 (savings 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
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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
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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) Date consulted?

N/A 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

Net Revenue Impact (saving in brackets) * £'000
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
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New Capital Business Case Template 2023 / 2026

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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" * Amber

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	Climate Emergency
MTFP Sub Category	Alternative transport

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

equals cell f70

Project Total (Info only)

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)	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
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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**

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
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 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)	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

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 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	