

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	2025/26	2026/27
		£000	£000	£000
Amount needed per year	Expenditure	(1,050)	0	0
	Income	0	0	0
<i>Cumulative movement from 23/24 budget</i>		<i>(1,050)</i>	<i>(1,050)</i>	<i>(1,050)</i>

		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
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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)	Amber			
Select "RAG Status"	Amber			

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

		2024/25 £000		
Total Revised Budget for Activity		(708)		
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		

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
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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.
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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	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

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Capital Bid / MTFP Reference

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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" 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		<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	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	Yr 2	Yr 3
		2024/25	2025/26	2026/27
		£000	£000	£000
Amount needed per year	Expenditure	0	0	0
	Income	(40)	0	0
<i>Cumulative movement from 23/24 budget</i>		<i>(40)</i>	<i>(40)</i>	<i>(40)</i>

		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)	Green			
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 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	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 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 Information

		2023/24		
		£000		
Total Current Budget for Activity		(£145,650)		
		Yr 1	Yr 2	Yr 3
		2024/25	2025/26	2026/27
		£000	£000	£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)		
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 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.

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 2024/25 £000	Yr 2 2025/26 £000	Yr 3 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		<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	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 2024/25 £000	Yr 2 2025/26 £000	Yr 3 2026/27 £000
Amount needed per year	Expenditure	40	0	0
	Income	(90)	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	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 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	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	Amber	Red	
	High certainty on figures and project delivery	Some certainty on figures and project delivery	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				
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	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>		(90)	(90)	(90)

2024/25

£000

Total Revised Budget for Activity		702		
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
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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
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		Yr 1	Yr 2	Yr 3
		2024/25	2025/26	2026/27
		£000	£000	£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
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Capital Investment Requirement

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Capital Bid / MTFP Reference

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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 - 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 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	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 <p>Liaison and support across other P&G contract managers</p>
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 2024/25 £000	Yr 2 2025/26 £000	Yr 3 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)	<p>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.</p> <p>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.</p> <p>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.</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	<p>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.</p>
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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.
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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	<input type="text"/>	<input type="text"/>	<input type="text"/>
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Capital Bid / MTFP Reference	<input type="text"/>
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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	<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	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				
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

Proposed high level implementation timetable

Activity	Start Date	End Date
1 -		

Sign Off

Service Manager	Specialist L2 Asset Management - Dave Halley
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	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				

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 -		

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	Yr 2	Yr 3
		2024/25	2025/26	2026/27
		£000	£000	£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		<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 -	<input type="text"/>	<input type="text"/>

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	Yr 2	Yr 3
		2024/25	2025/26	2026/27
		£000	£000	£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				
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	
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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	Yr 2	Yr 3
		2024/25	2025/26	2026/27
		£000	£000	£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				
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

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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
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		Yr 1	Yr 2	Yr 3
		2024/25	2025/26	2026/27
		£000	£000	£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
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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" 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)
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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

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 £000	2025/26 £000	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				
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 - 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 Framaliccio
Lead Member	Executive Member for Active Travel, Transport & Highways - Paul Fishwick

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