

New Capital Bid Template 2024 to 2027

Details

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Select "RAG Status" * **Amber**

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

Please select the appropriate MTFP category for the bid *

MTFP Category	Roads and Transport
MTFP Sub Category	New facilities

Equality Impact Considerations

Budget Requested in £'000

Total of scheme approval **750**

Budget Phasing *

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

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

Funding Identified *

Funding identified? **No**

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

Funding Details

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

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

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

Revenue Implications

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

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

Details of Net Revenue Implications

Additional Details *

Additional Information

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

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

Link	Comments

New Capital Bid Template 2024 to 2027

Details			
Directorate *	Place and Growth	Lead Member *	Paul Fishwick - Active Travel, Transport and Highways
Assistant Director / Service *	Chris Easton, Highways and Transport	Budget Manager *	Rob Curtis
Project Managed By *	Malcolm Pinto	Rolling Programme *	Yes
Project Title *	Local Cycling and Walking Infrastructure Plans (LCWIP)		
Project Description *	<p>The Local Cycling and Walking Infrastructure Plan details our strategic plan for walking and cycling in the borough. The document was adopted in 2023 and now we need to deliver elements from the plan as and when funding comes forward. There remains enough grant to cover completion of the Woodley to Reading Active Travel Route (this includes c£700k in 2024/25 in addition to the existing budget, much of which will carry into 2024/25 due to lack of progress in 2023/34. In 2024/25-26/27 we anticipate Active Travel England (ATE) providing enough funding to cover the delivery of the Reading Road Scheme which is being designed in 2023/24 - This design work is currently being delivered as part of the Active Travel and Bus Priority Budget, but will move to this budget when further funds are made available. The figures below are very approximate estimates based on what we are expecting ATE to provide in grant funding, though it is contingent on delivery of our other schemes funded by ATE and also may be subject to reductions based on changes within central government.</p>		

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Select "RAG Status" * **Amber**

Comments regarding RAG Status	Woodley to Reading project is currently funded. Reading Road Project design is funded but grants are required for delivery of each phase
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Please select the appropriate MTFP category for the bid *

MTFP Category **Roads and Transport**

MTFP Sub Category **New facilities**

Equality Impact Considerations

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

Budget Requested in £'000

Total of scheme approval **10,800**

Budget Phasing *

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

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

Funding Identified *

Part in year 1, remainder dependant on future successful bids

Funding identified?

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

Funding Details

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

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

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

Revenue Implications

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

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

Details of Net Revenue Implications

Additional Details *

Additional Information

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

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

Link	Comments
	68

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2
3

New Capital Bid Template 2024 to 2027

Details

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

Project Title * Residential Parking Zones

Project Description *

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

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

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

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

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

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

Has Operational Property been consulted? (see guidance tab)

No

Date consulted?

Names of Operational Property Officer consulted

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

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

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

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

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

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

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

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

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

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

Select "RAG Status" * Green

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

MTFP Category	Roads and Transport
MTFP Sub Category	Income generation

Equality Impact Considerations

Budget Requested in £'000

Total of scheme approval 848

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

Project Total (Info only) £'000 848

Funding Identified *

Funding identified? Yes

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

Funding Details

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

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

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

Revenue Implications

Net Revenue Impact (saving in brackets) * £'000 -7165

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

Details of Net Revenue Implications

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

Additional Details *

Additional Information

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

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

Link	Comments
1	

New Capital Bid Template 2024 to 2027

Details

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

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

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

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

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

Has Operational Property been consulted? (see guidance tab)

N/A - HRA Led

Date consulted?

HRA Led

Names of Operational Property Officer consulted

N/A - HRA Led

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

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

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

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

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

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

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

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

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

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

Select "RAG Status" * **Red**

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

Please select the appropriate MTFP category for the bid *

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

Equality Impact Considerations

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

Budget Requested in £'000

Total of scheme approval **220**

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

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

Funding Identified *

Funding identified? **No**

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

Funding Details

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

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

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

Revenue Implications

£'000

Net Revenue Impact (saving in brackets) * **-271930**

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

Details of Net Revenue Implications

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

Additional Details *

Additional Information

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

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

Link	Comments

New Capital Bid Template 2024 to 2027

Details

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Select "RAG Status" * **Red**

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

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

Equality Impact Considerations

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

Budget Requested in £'000

Total of scheme approval **182**

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

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

Funding Identified *

Funding identified? **No**

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

Funding Details

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

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

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

Revenue Implications

£'000

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

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

Details of Net Revenue Implications

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

Additional Details *

Additional Information

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

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

New Capital Bid Template 2024 to 2027

Details

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MTFP Category	Environment
MTFP Sub Category	New facilities

Equality Impact Considerations

Budget Requested in £'000

Total of scheme approval 1,550

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

Project Total (Info only) £'000 1,550

Funding Identified *

Funding identified? Yes

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

Funding Details

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

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

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

Revenue Implications

£'000

Net Revenue Impact (saving in brackets) *

-785

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

Details of Net Revenue Implications

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

Additional Details *

Additional Information

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

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

New Capital Bid Template 2024 to 2027

Details

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

Project Description *

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

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

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

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

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

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

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

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

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

Names of Operational Property Officer consulted

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

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

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

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

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

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

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

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

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

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

Select "RAG Status" * **Amber**

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

Please select the appropriate MTFP category for the bid *

MTFP Category	Roads and Transport
MTFP Sub Category	New facilities

Equality Impact Considerations

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

Budget Requested in £'000

Total of scheme approval **2,000**

Budget Phasing *

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

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

Funding Identified *

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

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

Funding Details

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

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

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

Revenue Implications

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

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

Details of Net Revenue Implications

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

Additional Details *

Additional Information

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

New Capital Bid Template 2024 to 2027

Details

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

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

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

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

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

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

Has Operational Property been consulted? (see guidance tab)

N/A

Date consulted?

N/A

Names of Operational Property Officer consulted

N/A

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

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

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

Cost and income line	£m

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

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

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

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

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

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

Select "RAG Status" *	Green
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Comments regarding RAG Status	In the last 4 years we have delivered WBC Structural Maintenance programmes within allocated budget and timescales.
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Please select the appropriate MTFP category for the bid *

MTFP Category	Roads and Transport
MTFP Sub Category	Service improvements

Equality Impact Considerations

Budget Requested in £'000

Total of scheme approval **11,820**

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

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

Funding Identified *

Funding identified? **Yr 1 Part funded**

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

Funding Details

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

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

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

Revenue Implications

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

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

Details of Net Revenue Implications

Additional Details *

Additional Information

Links to other useful documents (e.g. business cases)	Comments
Link	
	82

1
2
3

New Capital Bid Template 2024 to 2027

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

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

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

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

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

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

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

Names of Operational Property Officer consulted

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

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

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

Cost and income line	£m

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

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

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

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

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

Select "RAG Status" *

Comments regarding RAG Status

Please select the appropriate MTFP category for the bid *

MTFP Category

MTFP Sub Category

Equality Impact Considerations

Budget Requested in £'000

Total of scheme approval 2,550

Budget Phasing *

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

Project Total (Info only) £'000 3,462

Funding Identified *

Funding identified? Yes

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

Funding Details

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

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

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

Revenue Implications

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

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

Details of Net Revenue Implications

Additional Details *

Additional Information

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

Link	Comments
1	
2	
3	