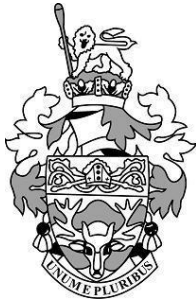


Wokingham Borough Council

Infrastructure Delivery Plan

September 2024



WOKINGHAM
BOROUGH COUNCIL

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INTRODUCTION AND BACKGROUND

Introduction

This Infrastructure Delivery Plan (IDP) has been prepared to identify key infrastructure requirements needed to support the Local Plan Update (LPU) – the plan that sets out the strategy for managing development to 2040 and providing an appropriate basis for housing, employment and infrastructure provision over the longer term. This will include the allocation of land to support that strategy.

The IDP sets out an overview of what new and improved infrastructure is required; how that infrastructure might be delivered, including the estimated costs. It also provides indicative timescales for delivery (where known), albeit in many cases this is likely to be dictated by the pace at which new developments come forward or the related change in population. It has been prepared in consultation with infrastructure providers.

For the avoidance of doubt, the IDP does not set out definitive timescales or allocate funding. A scheme may be added to, or taken out of, the IDP as necessary. Therefore, the inclusion of a scheme within the IDP does not guarantee it will be delivered. It also cannot predict changes in legislation or new regulations which may affect the council's ability to deliver or facilitate infrastructure. Updates to the IDP may be undertaken as new information and data becomes available.

The IDP is however an important document in identifying, planning, and prioritising new and upgraded infrastructure. It will also be used to help inform and prioritise future infrastructure funding decisions made by the council (such as the future allocation of CIL) and partner organisations, and to support bids for external funding. The IDP will also be a tool to discuss infrastructure requirements with developers and infrastructure providers with the aim of ensuring that the necessary infrastructure is provided at the earliest possible opportunity.

This IDP supersedes that which was previously produced to support the Core Strategy (2010) and Managing Development Delivery Local Plan (2014), which guided development to 2026, as well as previous IDP produced to support earlier stages in the preparation of the LPU.

Background

National planning policy context

The National Planning Policy Framework (NPPF) at paragraph 8 identifies the importance of new development being supported by appropriate infrastructure to deliver the economic, social and environmental objectives of sustainable development. In particular, the NPPF at paragraph 20 reinforces the importance of making sufficient provision through strategic policies for infrastructure, including infrastructure for transport, community facilities and the natural environment.

Planning Practice Guidance (PPG) sets out that local planning authorities should work alongside infrastructure providers and service delivery organisations to understand the quality and capacity of existing infrastructure and its ability to meet forecast demands (Reference ID: 61-059-20190315). It states that where deficiencies are identified, policies should set out how those deficiencies will be addressed. The assessment should also take account of strategic infrastructure including nationally strategic infrastructure.

Both the NPPF at paragraph 22 and the PPG (Reference ID: 61-060-20190315) recognise that where the local plans include sites that would be built out beyond the plan period, that policies should be set within a longer term vision that takes into account the likely timescale for delivery. This should include engaging

with infrastructure providers to ensure they are aware of the nature and scale of the site and to work collaboratively to ensure that infrastructure requirements are not beyond what could reasonably be considered achievable within planned timescales.

Local planning policy context

The LPU proposed-submission plan (Regulation 19) includes specific policies for the largest site allocations. Other site allocations are set out in broader policies, supported by development guidelines.

Policy SS15 (Infrastructure) sets out that the council will work proactively with infrastructure providers and operators to enable the delivery of new and improved infrastructure. It highlights the importance of new development providing the right services, facilities and infrastructure to serve future occupiers and users at a rate, scale and pace that meets the needs and requirements that are expected to arise from that development. It also notes the importance of a coordinated approach to delivery on major sites, particularly where there are multiple landowners or other stakeholders.

Other policies of particular relevance are:

- SS17: Improvements to transport routes
- CE7: Low carbon and renewable energy generation
- C1: Active and sustainable transport and accessibility
- C2: Mitigation of transport impacts and highways safety and design
- C6: Digital infrastructure and communications technology
- C7: Utilities
- C8: Green and blue infrastructure and public rights of way
- HC2: Community infrastructure

Guide to this document

The IDP is divided into thematic sections. For each theme, the schedule provides some background information on how needs were identified (for example, the relevant evidence base strategies and discussions with partner organisations) and then includes a table outlining what infrastructure is required to support development. The schedule focuses on strategic infrastructure requirements, and it should be noted there may be additional site-specific local infrastructure identified at the planning application stage.

Separate sections have been prepared for the Loddon Valley Garden Village, Arborfield Green SDL and South Wokingham SDL as areas where strategic scale development is planned. Infrastructure projects, costings, timescale and priorities are subject to further assessment as the projects progress and more information becomes available. This may as a result lead to further updates.

Each infrastructure project has been assigned a level of priority as defined by Table 1, below:

Table 1 Infrastructure prioritisation categories

Category	Definition
Critical	<ul style="list-style-type: none"> • Infrastructure that must happen to enable growth (as a prerequisite to overcome constraints without which development cannot proceed). • These infrastructure items are typically ‘blockers’ or ‘show-stoppers’. They are most common in relation to highway, transport and utilities infrastructure.

	<ul style="list-style-type: none"> • They are usually linked to triggers controlling the commencement of new developments.
Essential	<ul style="list-style-type: none"> • Infrastructure that is considered necessary to mitigate the impacts arising from the development. • These mitigation schemes are typically required to make the proposed development acceptable in planning terms. • These items are most common in relation to the increase in population generated by the development (e.g. additional school places) as well as to accommodate their future travel requirements (e.g. public transport). • They are usually linked to triggers controlling the occupation of new developments.
Policy high priority	<ul style="list-style-type: none"> • Infrastructure that would support wider strategic or site-specific objectives. • Typically set out in planning policy or subject to a statutory duty (but would not necessarily prevent development from occurring). • This type of infrastructure has a less direct relationship with the additional population generated by new developments and is more influenced by whether a person chooses to use this facility or service. • Typically including use of the likes of community facilities, libraries and sports facilities.
Desirable	<ul style="list-style-type: none"> • Infrastructure that would support sustainable growth but is unlikely to prevent development in the short to medium term. • Often aligned to placemaking objectives rather than being essential for development to come forward.

Indicative costs and proposed sources of funding have been included where they are available and not commercially sensitive. The schedules therefore typically identify:

- The total cost of the infrastructure;
- The amount of funding that has already been secured (for example, through national funding or a developer contribution);
- The amount of future S106 that is expected (for example, from sites that do not yet have planning permission); and
- The 'funding shortfall' that would remain after these sources of funding have been taken into account.

In those cases where infrastructure would be integral to a development, and fully funded or provided by a developer, the specific cost has not been identified in this schedule. Although these costs are relevant to assessing the viability of development, there would be no funding gap for the council or its partners to meet.

Each identified infrastructure item has been colour-coded in relation to whether there is a funding gap (see column entitled 'Funding shortfall £' within the schedule):

Table 2 Funding position categories

RAG rating	Definition
Dark green	Secured

	Infrastructure that has been fully funded or has been secured to be delivered.
Light green	Will Be Secured Infrastructure that is expected to be fully funded or delivered by others.
Amber	Partly Secured Part funding has been secured. Additional funding is likely to be required, dependent upon final specification.
Red	Funding not yet identified Funding not yet identified. The future funding requirement is dependent upon the final specification.

Full information about how much CIL and S106 have been received, and what infrastructure has been delivered, is set out in the annual Infrastructure Funding Statement. This provides an update on the schemes set out in this schedule and is updated annually.

Funding new infrastructure

As set out above, the IDP seeks to identify how the required infrastructure might be funded. The delivery and funding of infrastructure projects is complex, and funding streams will differ between infrastructure types. Sources of funding may include Section 106 agreements (S106), CIL, national government funding, investment from utility companies, and other sources of grant funding which may change over time.

It is recognised that the council is limited in how it can use infrastructure funds, with planning obligations having to meet the test set out NPPF paragraph 57 and the Community Infrastructure Levy Regulations 2010. These require the planning obligation to be:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

Where the infrastructure may not be funded by planning obligations, the schedule seeks to identify 'Potential Further Funding' opportunities and other funding sources. The columns in the schedule broadly identify where further funding may become available in the future, for example from S106 agreements from neighbouring sites, the future allocation of CIL funding, or from other potential funding sources (e.g. government funding etc.).

The Levelling Up and Regeneration Act 2023 set out the possible introduction of an Infrastructure Levy to replace the current system of S106 and CIL. Section 106 will be retained in a limited role to support delivery of infrastructure integral to the operation and physical design of a site, such as internal play area or flood risk mitigation, and to support other infrastructure delivery on the largest sites. At this stage it is too early to understand precisely how the Infrastructure Levy will work in practice.

HIGHWAYS AND TRANSPORT

The 'Connections' chapter of the local plan sets out the council's approach to securing high quality highways, transport and active travel infrastructure as part of sustainable new development. Policies SS15: Securing Infrastructure, SS16: Safeguarded Routes, and SS17: Transport improvements, further sets out how development proposals are expected to mitigate impacts through the timely provision of local and strategic infrastructure, including public transport and active travel improvements.

The council's Local Transport Plan (LTP4) sets out the council's approach for all aspects of transport across the borough. The Local Cycling and Walking Infrastructure Plan (LCWIP) and Bus Service Improvement Plan (BSIP) identify plans and projects that support the objectives of the LTP in greater detail.

Several projects have been identified following transport modelling work to understand the impacts of proposed development on the borough's highways network, including projects to widen junctions and improve capacity. Active travel schemes have also been identified to support walking and cycling as a viable alternative to private vehicles, including connecting and enhancing existing routes to key destinations. Public transport projects, including supporting park and ride are also identified to encourage sustainable travel choices.

Ongoing cooperation with National Highways, neighbouring boroughs, bus operators and others will help to deliver an integrated and joined up highways and transportation infrastructure network.

Typical sources of funding:

- Developer highway improvements (including S278 improvements)
- Developer contributions to enable improvements by the Highways Authority
- Homes England
- Department for Transport
- Community Infrastructure Levy
- National Highways
- Central government funding

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Delivery timescale	Indicative cost (£)	Identified / received funding (£) (national funding or S106)	Funding expected through future S106 (£)	Funding shortfall	Potential further funding			Notes
											S106	CIL	Other	
Junction improvements	M4 Junction 11 to improve circulatory movements and merge/diverge.	Borough wide	X	X	Critical	TBC	£3.6 million	TBC	TBC			X		
	A329 Showcase roundabout capacity improvements	Borough wide	X	X	Essential	TBC	£2.88 million	TBC	TBC			X	S278 funding	
	M4 junction 10/A329 junction	Borough wide	X	X	Essential	TBC	£1.44 million	TBC	TBC		X	X		
	M4 junction 10/A329 junction: improvements to the A329 approaches to junction 10	Borough wide	X	X	Essential	TBC	£14.11 million	TBC	TBC		X	X	Improvements to merge/diverge arrangements.	

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Delivery timescale	Indicative cost (£)	Identified / received funding (£) (national funding or S106)	Funding expected through future S106 (£)	Funding shortfall	Potential further funding			Notes
											S106	CIL	Other	
	Investigation of alternative routes around Twyford village	Borough wide	X	X		TBC	£3.96 million	TBC	TBC			X	X	
	A4 improvements to address severance, including junctions in Charvil/Twyford	Borough wide	X	X	Desirable	TBC	£43,000	TBC	TBC		X	X	X	
	A4 Charvil improvements, including safety improvements around A4/A3032/B478 and new crossing near Milestone Avenue	Borough wide	X	X	Desirable	TBC	£201,600	TBC	TBC			X	X	
	A321 improvements near Crowthorne station including cycle parking and refuge islands.	Borough wide	X	X	Desirable	TBC	£50,400	TBC	TBC			X	X	
Major infrastructure	Third Thames Crossing and associated infrastructure	Borough wide and development in neighbouring authorities	X	X	Desirable	TBC	£288 million	TBC	TBC				X	Identified by Transport for South East.
Public Realm	Improvements to The Street Swallowfield, including streetscape improvements between Trowes Lane and Curly's Way (200m)	Borough wide	X	X	Essential	TBC	£432,000	TBC	TBC		X	X	X	
Parking, and Park and Ride	Mere oak park and ride expansion including Mobility Hub	Borough wide	X	X	Essential	TBC	£4.32 million	TBC	TBC			X	X	S278 funding
	Twyford Station car park and interchange improvements	Borough wide	X	X	Essential	TBC	£3.6 million	TBC	TBC			X	X	

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Delivery timescale	Indicative cost (£)	Identified / received funding (£) (national funding or S106)	Funding expected through future S106 (£)	Funding shortfall	Potential further funding			Notes
											S106	CIL	Other	
	including car park access and bus interchange													
Capacity improvements	B3270 Lower Earley Way improvements to signals and monitoring	Borough wide	X	X	Desirable	TBC	£288,000	TBC	TBC			X	S278 funding	
	A329(M) corridor smart technology	Borough wide	X	X	Desirable	TBC	£3.6 million	TBC	TBC		X	X		
	A33 Reading to Basingstoke multi-modal corridor improvements, including A33 dualling and delivery of Chineham station	Borough wide	X	X	Desirable	TBC	£300 million	TBC	TBC		X	X	Consider A33 dualling and delivery of Chineham station.	
	A33 Reading to Basingstoke multi-modal corridor improvements: Focussed capacity improvements near Wellington Country Park, and quiet route improvements to Mortimer or Green Park stations.	Borough wide	X	X	Essential	TBC	£2.88 million	TBC	TBC		X	X		
	A4 Reading to Maidenhead multi-model corridor improvements: sustainable transport improvements along the A4	Borough wide	X	X	Desirable	TBC	£2.88 million	TBC	TBC		X	X	X	
	A329(M) Coppid Beech roundabout junction capacity improvements	Borough wide	X	X	Desirable	TBC	£93,600	TBC	TBC		X	X	X	
	A3290/Bader Way junction capacity improvements	Borough wide	X	X	Essential	TBC	£72,000	TBC	TBC		X	X	X	

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Delivery timescale	Indicative cost (£)	Identified / received funding (£) (national funding or S106)	Funding expected through future S106 (£)	Funding shortfall	Potential further funding			Notes
											S106	CIL	Other	
	Lower Earley Way (B3270)/Beeston Way junction capacity improvements	Borough wide	X	X	Essential	TBC	£72,000	TBC	TBC		X	X	X	
	Lower Earley Way (B3270)/Rushey Way junction capacity improvements	Borough wide	X	X	Essential	TBC	£72,000	TBC	TBC		X	X	X	
	A329 Three Tuns junction, Earley: capacity improvements.	Borough wide	X	X	Desirable	TBC	£72,000	TBC	TBC		X	X	X	
Active travel	Shinfield Road/Basingstoke Road sustainable transport improvements	Borough wide	X	X	Critical	TBC	£4.60 million	TBC	TBC		X	X	X	
	Church Road, Earley, footway/cycle way improvements	Borough wide	X	X	Essential	TBC	£28,800	TBC	TBC		X	X	X	
	Pound Lane to Straight Mile footpath upgrades to bridleway	Borough wide	X	X	Essential	TBC	£475,200	TBC	TBC			X	X	
	Upgrade River Loddon Long Distance Path for cycling and walking, including improved links between Woodley/Winnersh to Twyford.	Borough wide	X	X	Critical	TBC	£4.03 million	TBC	TBC			X	X	
	Tan House railway crossing ramps	Borough wide	X		Essential	TBC	£4.32 million	TBC	TBC			X	X	
	ASDA to Chalfont Park/Hillside School footpath improvements including regarding and widening	Borough wide	X		Essential	TBC	£860,400	TBC	TBC			X	X	Improvements could include segregated footway/cycleway from Chalfont Way to Halls Lane and Tiptree Close, and Lewington Way to Elm Lane.
	Thames Path cycle route upgrade	Borough wide	X	X	Critical	TBC	TBC	TBC	TBC			X	X	

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Delivery timescale	Indicative cost (£)	Identified / received funding (£) (national funding or S106)	Funding expected through future S106 (£)	Funding shortfall	Potential further funding			Notes
											S106	CIL	Other	
	Hatch Farm Way junction with King Street Lane pedestrian crossing improvements	Borough wide	X		Critical	TBC	£151,200	TBC	TBC			X	X	
	Review cycle signage and add new signage	Borough wide	X	X	Desirable	TBC	£300,000	TBC	TBC		X	X	X	
	A33 footbridge to Mere oak Park and Ride	Borough wide	X	X	Desirable	TBC	£5.04 million	TBC	TBC		X	X	X	
	LCWIP Proposed route around Finchampstead	Borough wide	X	X	Essential	TBC	£20 million	TBC	TBC			X	X	
			X	X	Desirable	TBC	£8.2 million	TBC	TBC			X		
	LCWIP proposed route A329 London Road, Wokingham: Wiltshire Road to London Road	Borough wide	X	X	Desirable	TBC	£7.37 million	TBC	TBC			X	X	
			X	X	Critical	TBC	£351,360	TBC	TBC			X	X	
	LCWIP: Improve routes around Oxford Road, Wokingham.	Borough wide	X	X	Critical	TBC	£225,000	TBC	TBC			X	X	
	LCWIP: A327 from borough boundary to School Road, Arborfield Cross	Borough wide	X	X	Desirable	TBC	£13.54 million	TBC	TBC			X	X	
						Critical	TBC	£267,840	TBC	TBC			X	X
	LCWIP Twyford: Multiple routes in and around Twyford	Borough wide	X	X	Desirable	TBC	£9.36 million	TBC	TBC			X	X	
	LCWIP Woodley: Multiple routes around Woodley	Borough wide	X	X	Desirable	TBC	£17.99 million	TBC	TBC			X	X	
			X	X	Critical	TBC	£267,840	TBC	TBC			X	X	
	South Wokingham Railway bridge/crossing	Borough wide	X	X	Essential	TBC	TBC	TBC	TBC			X	X	
	LCWIP: Pedestrian footway on Fichampstead Road	Borough wide			Political high priority	TBC	£7.2 million	TBC	TBC					The footway is currently narrow, so a scheme should investigate options in addition to improvements for cyclists. Alternative routes for Nashgrove Lane may be more achievable.

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Delivery timescale	Indicative cost (£)	Identified / received funding (£) (national funding or S106)	Funding expected through future S106 (£)	Funding shortfall	Potential further funding			Notes
											S106	CIL	Other	
	LCWIP: Finchampstead to Wokingham cycleway	Borough wide	X	X	Desirable	TBC	£34.4 million	TBC	TBC		X	X	X	
			X	X	Essential	TBC	£5.4 million	TBC	TBC		X	X	X	
	LCWIP: Mollar Millars Lane improved cycle route	Borough wide	X	X	Essential	TBC	£615,600	TBC	TBC		X	X	X	
	LCWIP: A4 Bath Road cycle improvements from Palmer Park Avenue	Borough wide	X	X	Desirable	TBC	£8.78 million	TBC	TBC		X	X	X	
			X	X	Critical	TBC	TBC	TBC	TBC		X	X	X	Partially funded by Active Travel England.
	LCWIP: Observer Way to Barkham road cycle route	Borough wide	X	X	Desirable	TBC	£6.9 million	TBC	TBC		X	X	X	
			X	X	Critical	TBC	TBC	TBC	TBC		X	X	X	
	LCWIP: Central Wokingham	Borough wide	X	X	Desirable	TBC	£4.18 million	TBC	TBC		X	X	X	Potential route via: Broad Street, Rectory Road, Wiltshire Road, Rose Street, Peach Place.
			X	X	Essential	TBC	£432,000	TBC	TBC		X	X	X	
	LCWIP: Church Road (B330) corridor	Borough wide	X	X	Essential	TBC	£1.8 million	TBC	TBC		X	X	X	Improvements from Wilderness Road to Pitts Lane, or Silverdale, Maiden Erlegh School/Drive, Mays Lane, Church Road.
			X	X	Critical	TBC	£374,400	TBC	TBC		X	X	X	
	LCWIP: South Wokingham – Easthampstead Road	Borough wide	X	X	Desirable	TBC	TBC	TBC	TBC			X	X	Proposals as set out in LCWIP including route along Pearl Street, Priest Avenue, Waterloo Road, or deliver alternative route.
			X	X	Critical	TBC	£532,800	TBC	TBC					
	LCWIP: Lower Earley Way improvements to include A329 Wokingham Road to Black Boy roundabout	Borough wide	X	X	Desirable	TBC	£6.9 million	TBC	TBC			X	X	
			X	X	Essential	TBC	£442,800	TBC	TBC			X		
LCWIP: Nightingdale Road, improvements from Wokingham Road (A329) to Woodlands Avenue	Borough wide	X	X	Desirable	TBC	£3.05 million	TBC	TBC			X	X		
		X	X	Essential	TBC	TBC	TBC	TBC			X			
LCWIP: A327 Shinfield to Observer Way	Borough wide	X	X	Essential	TBC	£2.53 million	TBC	TBC				X		

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Delivery timescale	Indicative cost (£)	Identified / received funding (£) (national funding or S106)	Funding expected through future S106 (£)	Funding shortfall	Potential further funding			Notes
											S106	CIL	Other	
	LCWIP: A329 Reading Road, including Wokingham Road/Wilderness Road junction to Shute End	Borough wide	X	X	Desirable	TBC	£25.5 million	TBC	TBC			X	X	
			X	X	Critical	TBC	£400,000	TBC	TBC			X	X	
	LCWIP: Spencers Wood route from Hyde End Road to Church Lane/Hollow Lane	Borough wide	X	X	Desirable	TBC	£4.6 million	TBC	TBC			X	X	S38/278 funding
			X	X	Essential	TBC	£82,080	TBC	TBC			X		
	LCWIP: Wargrave – Hurst Road through to A321 High Street	Borough wide	X		Desirable	TBC	£3.4 million	TBC	TBC			X	X	
	LCWIP: Winnersh – Sandford Lane through to Bearwood Road	Borough wide	X		Essential	TBC	£2.9 million	TBC	TBC			X	X	Woodley – Barkham; alternative link via Winnersh Meadows.
			X		Critical	TBC	£336,240	TBC	TBC			X		
	LCWIP: Wokingham – Bracknell Greenway	Borough wide	X	X	Essential	TBC	£3.98 million	TBC	TBC			X	X	S055 via Honey Hill S055A Alternative route via BOAT (WOKW28) subject to railway bridge.
			X	X	Critical	TBC	£1.08 million	TBC	TBC			X	X	
	LCWIP: Wargrave to Henley Road improvements	Borough wide	X	X	Desirable	TBC	£3.4 million	TBC	TBC			X	X	
	LCWIP: Nine Mile Ride route improvements	Borough wide	X	X	Desirable	TBC	TBC	TBC	TBC			X	X	Alternative route subject to railway bridge and routes into Bracknell Forest (e.g. West Road)
	LCWIP: Segregated route between Wokingham and Twyford for walking and cycling	Borough wide	X	X	Desirable	TBC	£9.4 million	TBC	TBC			X	X	Alternative route via Beggars Hill Road, Park Lane and Green Way via (TWF2) to Twyford Station
			X	X	Essential	TBC	£1.5 million	TBC	TBC			X		
	Earley station footbridge	Borough wide	X	X	Essential	TBC	£3.46 million	TBC	TBC			X	X	
	B3270 Cutbush Lane Bridge	Borough wide	X	X	Political high priority	TBC	£4.2 million	TBC	TBC			X	X	
	A327 Observer Way to Shinfield Relief Road cycle path	Borough wide	X	X	Critical	TBC	£403,200	TBC	TBC			X	X	X
	Quiet route extension on B3430 Nine Mile Ride	Borough wide	X	X	Political high priority	TBC	TBC	TBC	TBC			X	X	X

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Delivery timescale	Indicative cost (£)	Identified / received funding (£) (national funding or S106)	Funding expected through future S106 (£)	Funding shortfall	Potential further funding			Notes
											S106	CIL	Other	
	between Gorse Ride South and Park Lane													
	Arborfield – Wokingham active travel improvements, including Greenway opportunity via Edney’s Hill and Doles Lane	Borough wide	X	X	Essential	TBC	£748,800	TBC	TBC		X	X	X	
	A329 London Road corridor: multi model improvements	Borough wide	X	X	Desirable	TBC	£93,600	TBC	TBC		X	X	X	
	B3270 and improved links to Shinfield	Borough wide	X	X	Desirable	TBC	£72,000	TBC	TBC		X	X	X	
Public transport	A4/A3290 (Sutton Seeds) road and roundabout improvements to add bus priority measures	Borough wide	X	X	Essential	TBC	£1.08 million	TBC	TBC				X	
	A329(M) corridor: Reading – Thames Valley Park and Winnersh	Borough wide	X	X	Essential	TBC	£864,000	TBC	TBC			X	X	Resurfacing of A329(0), update signals and improve bus priorities.
	Localised bus priority measures at key junctions, including traffic signal bus priority and yellow box junctions	Borough wide	X	X	Desirable	TBC	£10,800	TBC	TBC			X	X	
	Localised bus priority	Borough wide	X	X	Desirable	TBC	TBC	TBC	TBC			X	X	
	A329 quality bus corridor	Borough wide	X	X	Essential	TBC	£2.88 million	TBC	TBC			X	X	
	A329 corridor: Improvements to Bracknell – Wokingham – Winnersh – Reading, including	Borough wide	X	X	Critical	TBC	£600,000	TBC	TBC			X	X	

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Delivery timescale	Indicative cost (£)	Identified / received funding (£) (national funding or S106)	Funding expected through future S106 (£)	Funding shortfall	Potential further funding			Notes
											S106	CIL	Other	
	bus priority measures on London Road.													
	A327 corridor: Improvements to the Leopard 3 route from Wokingham to Reading.	Borough wide	X	X	Critical	TBC	£5.76 million	TBC	TBC			X	X	To be investigated further with Reading Borough Council.
	A4/A321: New bus lane from Reading Borough boundary towards Earley	Borough wide	X		Critical	TBC	£1.44 million	TBC	TBC			X	X	To provide a continuous bus lane into the proposed Reading bus land on London Road.
	Twyford Station multi model access improvements	Borough wide	X		Desirable	TBC	£72,000	TBC	TBC					
	Mobility Hubs	Borough wide	X	X	Essential	TBC	£1.58 million	TBC	TBC		X	X	X	Delivered as part of larger development but also provided across larger settlements in the borough.
	Green Bus Hub including new depot for zero emissions buses (ZEB)	Borough wide	X	X	Desirable	TBC	£43.2 million	TBC	TBC			X	X	
	Electric bus charging infrastructure for ZEB	Borough wide	X	X	Desirable	TBC	£1 million	TBC	TBC			X	X	
	Twyford station interchange upgrade	Borough wide	X	X	Desirable	TBC	£720,000	TBC	TBC			X	X	
	Bus stop enhancement programme	Borough wide	X	X	Essential	TBC	£1.44 million	TBC	TBC		X	X	X	
	Blackwater and A329(M) corridor transit improvements	Borough wide	X	X	Desirable	TBC	£7.2 million	TBC	TBC			X	X	Alternatives to the Thames crossing to enhance mass transit (including bus/train) on corridor.

EDUCATION

Policy SS15: Securing Infrastructure requires new development to address needs arising from the development. This may include the provision of new school places (including new or expanded schools), early years provision and places and schools providing for special educational needs.

Some of the requirements are being delivered as part of existing planned communities in the SDLs, which are also capable of supporting additional growth set out in the LPU. Other provision, including some SEND provision, will be provided on council owned land.

The following calculations are based on the "National School Delivery Cost Benchmarking" report from EBD OG (November 2023). All costs are at 2022 rates, and so would need to be uplifted to account for future inflation.

Typical sources of funding:

- Department for Education
- S106
- CIL
- Capital projects identified in the council's MTFP

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Delivery timescale	Indicative cost (£)	Identified / received funding (£) (national funding or S106)	Funding expected through future S106 (£)	Funding shortfall	Potential further funding			Notes
											S106	CIL	Other	
Early Years	Borough wide New provision by the private sector and nursery classes linked to new primary schools	SS2: Spatial Strategy	X	X	Essential	Across plan period	Unknown	TBC	TBC				X	Provision may be ad-hoc based on when private sector providers identify an opportunity.
Primary	Spencers Wood New 1 form entry primary school	South of M4 SDL	X		Essential	Within 5 years.	£9.9 million	£4 million	Unknown	£5.9 million	X	X		Land provided by developer. Delivered by WBC.
Secondary	Improvement of existing facilities, or financial contribution towards new/improved facilities.	Borough wide		X	Essential	Across the plan period	Unknown	TBC	TBC		X	X	X	
SEND	Rooks Nest, Barkham Two new SEND schools, specialising in Severe Learning Disabilities (SLD) and Social and Emotional Mental Health (SEMH).	To mitigate development across the borough	X	X	Essential	September 2026	£32.7 million	Funded by Department for Education	None	None			X	Funded through free schools programme. To be delivered on land owned by WBC. Costings set out in MTFP.

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Delivery timescale	Indicative cost (£)	Identified / received funding (£) (national funding or S106)	Funding expected through future S106 (£)	Funding shortfall	Potential further funding			Notes
											S106	CIL	Other	
	All phase SEND school Provision for new school providing 120-140 places	SS2: Spatial Strategy	X	X	Desirable	By mid 2030s	120 place: £11.6 million 140 place: £13.6 million	TBC	TBC		X	X	X	
	Six specialist resource bases/units Provision of 120 extra places	Borough wide	X	X	Desirable	2026/7	14 places: £700,000 21 places: £1.05 million	TBC	TBC		X	X	X	Additional funding sources to be investigated.

COMMUNITY AND CULTURE

Community facilities play a key role in establishing, supporting and maintaining new and existing communities by providing spaces for a multitude of different events, meetings and uses. Local plan policies, including HC2: Community Infrastructure, supports the delivery of new or extended facilities where there is an identified current or future need, and opportunities to enhance existing provision. The council will work with Parish and Town councils, organisations and groups to consider the most appropriate arrangements for the long term management and maintenance of community facilities.

There are two cemetery facilities available to residents at St Sebastian’s Cemetery, and Shinfield Cemetery. Capacity is currently limited, and additional sites will be required to ensure residents can continue to be buried within the borough.

The delivery of public art as part of new development supports place making and identity, and can provide focal features in areas of public realm and green infrastructure. Public art can be delivered in many forms, including larger forms such as sculpture and murals, and on a smaller scale, for example embedding mosaics in walls and pavements. Community engagement should be a key part of commissioning and agreeing public art, and help to define its location, type, style, and design.

Typical sources of funding:

- Developer s106 obligations
- WBC capital programme
- Community Infrastructure Levy

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Delivery timescale	Indicative cost (£)	Identified / received funding (£) (national funding or S106)	Funding expected through future S106 (£)	Funding shortfall	Potential further funding			Notes
											S106	CIL	Other	
Cemeteries	Additional sites to mitigate the impact of increased demand	Borough wide	X	X	Essential	Unknown	Unknown	Unknown	Unknown			X		
Community facilities	Improvements to existing community facilities, or a financial contribution towards off site provision/improvements.	Borough wide		X	Desirable	TBC	Unknown	Unknown	Unknown		X	X		
Public art	Provision of public art throughout development sites, including integration with green infrastructure and public realm.	Borough wide		X	Desirable	Phasing to be agreed	Unknown	Unknown	Unknown		X	X	X	Type, location and objectives of public art to be agreed through community engagement and to inform wider place making.
Libraries	Provision of new/enhancements to existing library facilities.	Borough wide		X	Essential	TBC	Unknown	Unknown	Unknown		X	X	X	

HEALTH AND WELLBEING

The Buckinghamshire, Oxfordshire and Berkshire West Integrated Care Board (BOB ICB) is the statutory body with responsibility for the planning and commissioning of health care services across Wokingham Borough.

The council has been liaising with the ICB to understand the potential impacts upon healthcare provision of the proposed spatial strategy – considering the new population arising from development as well as capacity of existing practices. Where a need for new facilities has been identified for specific strategic sites, this will be secured through site allocation policy, and is considered in the relevant site specific table at the end of this document.

NHS England use widely accepted ‘size and space standards’ which set out the appropriate size of GP premises (gross internal area, square metres) in relation to the number of patients to be accommodated at the GP premises. These standards set out a ratio of 2,000 patients per 1 GP, with 1 GP requiring a minimum of 199 square metres new General Medical Services (GMS) space.

Typical sources of funding:

- Developer s106 obligations (inc. provision new buildings and associated infrastructure).
- Community Infrastructure Levy
- National Health Service

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Delivery timescale	Indicative cost (£)	Identified / received funding (£) (national funding or S106)	Funding expected through future S106 (£)	Funding shortfall	Potential further funding			Notes
											S106	CIL	Other	
Primary Care Network	GP capacity upgrades	Borough wide	X	X	Essential	Across the plan period	Unknown	None	Unknown		X	X	X	The following practices are considered to have a capacity deficit when comparing registered patients to gross internal area: Swallowfield, Finchampstead, Loddon Vale, Twyford, New Wokingham Road, Woosehill, Wokingham, Wargrave, Woodley.
	Pre-project studies		X	X	Desirable								X	

SPORTS

The provision and enhancement of sporting facilities plays a key role in encouraging healthy and active lifestyles. The delivery of new facilities, notably at Grays Farm (as part of the South Wokingham SDL and extension), will provide additional high quality sporting infrastructure for the enjoyment of all.

The Playing Pitch Strategy (2023) and the Indoor Built Facilities Study (2024) have informed the following requirements for sports facilities. Ongoing engagement with Sport England and other sporting bodies and organisations will help to define and agree requirements as development projects come forward.

Typical sources of funding:

- Developer s106 obligations (inc. provision new community buildings and associated infrastructure).
- Developer contributions (s106 funding)
- WBC Capital Programme.
- Community Infrastructure Levy.
- Supporting organisations, foundations and platforms (e.g. Sports England)
- FA, the Premier League, National Lottery Community Fund etc

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Delivery timescale	Indicative cost (£)	Identified / received funding (£) (national funding or S106)	Funding expected through future S106 (£)	Funding shortfall	Potential further funding			Notes
											S106	CIL	Other	
Outdoor sports facilities	New/improvements to existing facilities to be delivered to a standard of 1.44 ha per 1,000 population	Borough wide	X	X	Essential	Delivered alongside new development	Unknown	Unknown	Unknown		X	X		
Indoor sports facilities	New/improvements to existing facilities to be delivered to a standard of up to 65.43m ² per 1,000 population	Borough wide	X	X	Essential	Delivered alongside new development	Unknown	Unknown	Unknown		X	X		Local Plan policy HC4: Open space, sports, recreation and play facilities, sets out the standards for indoor sports facilities, across sports halls, swimming pools and activity halls.
Allotments	New/improvements to existing facilities to be delivered to a standard of 0.34 ha per 1,000 population	Borough wide	X	X	Essential	Delivered alongside new development	Unknown	Unknown	Unknown		X	X		

GREEN INFRASTRUCTURE

Green infrastructure plays an important role in helping the council to meet the commitments set out in the Climate Emergency Action Plan and supporting active and healthy lives. The borough benefits from existing parks, open spaces, play areas, greenways and other infrastructure which can be further enhanced and coordinated to create a network of high quality spaces.

The local plan sets out the council's support for maintaining and enhancing the green infrastructure network across the borough, through both on and off-site provision. The local plan also requires development proposals to deliver at least 10% biodiversity net gain.

Typical sources of funding:

- Developer funded new and improved green infrastructure
- Developer contributions (s106)
- Parish Councils
- WBC capital programme

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Delivery timescale	Indicative cost (£)	Identified / received funding (£) (national funding or S106)	Funding expected through future S106 (£)	Funding shortfall	Potential further funding			Notes
											S106	CIL	Other	
Play areas	Improvements to Church Farm play area, Dearden Way, Shinfield	Development in Shinfield Parish	X	X	Essential	TBC	Unknown	TBC	Unknown		X	X		
	Improvements to Plough Lane play area, Buttercup Close, Wokingham	South Wokingham SDL		X	Essential	TBC	Unknown	TBC	Unknown		X	X		
	Improvements to East Park Farm – Junior, Vale View, Charvil	Development at Land west of Park Lane Charvil		X	Essential	TBC	Unknown	TBC	Unknown		X	X		
	Improvements to Dunstons Drive, Winnersh	Development at Winnersh Plant Hire, Reading Road, Winnersh		X	Essential	TBC	Unknown	TBC	Unknown		X	X		
	Improvements to Lowther Road, Wokingham	Development at Land west of Old Forest Road, Winnersh		X	Essential	TBC	Unknown	TBC	Unknown		X	X		
Greenways network	New/improvements to existing greenways	Borough wide		X	Essential	Delivered alongside new development	Unknown	TBC	Unknown		X	X		
Country park facilities	New/improvements to existing country park facilities	Borough wide		X	Essential	Delivered alongside new development	Unknown	TBC	Unknown		X	X		

WATER AND UTILITIES

National Gas Transmission owns and operates the high pressure gas transmission system across the UK. Gas leaves the transmission system and then enters the UK's four gas distribution networks where pressure is reduced for public use. SGN distribute the gas across parts of southern England and manage and maintain all the pipes underground that feed into gas meters.

National Grid Electricity Transmission owns and maintains the electricity transmission system in England. Scottish and Southern Energy Networks (SSEN) are the Distribution Network Operator (DNO) responsible for delivering power to central southern England. Data is shared with SSEN to ensure future developers are factored into the long term Network Development Plan. This includes planning permissions and proposed allocations for a variety of uses, including housing, employment, energy generation (solar farms), data centres, and the potential implications of emerging policy approaches such as those set out in Climate Change and Energy chapter of the LPU.

South East Water provide water supply services to eastern parts of the borough only. Thames Water provide water supply services to the rest of the borough, and waste water services for the whole borough. There is a statutory duty for utility companies to provide their individual services for new development through their investment plans, including the supply of water and treatment of wastewater. The council, the Environment Agency (EA), Thames Water and South East Water will continue to work together to co-ordinate regular updates about the timing and quantity of development that can be accommodated across the borough, including the nature and timing of infrastructure upgrades.

Typical sources of funding:

- Developer infrastructure charges
- National funding schemes

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Delivery timescale	Indicative cost (£)	Identified / received funding (£) (national funding or S106)	Funding expected through future S106 (£)	Funding shortfall	Potential further funding			Notes
											S106	CIL	Other	
National Gas Transmission	New gas transmission infrastructure (e.g. pipelines).	Borough wide	X	X	Essential	Unknown	Unknown	Unknown	Unknown				X	New infrastructure is periodically required to meet increases in regional demand and patterns of supply.
SGN (Gas Distribution).	Ongoing mains replacement project to increase network efficiency and reduce leaks	Borough wide.	X	X	Essential	By 2032	Unknown	Unknown	Unknown				X	Connection requests are assessed by SGN on a first come first serve basis. Reinforcements based on the capacity available at the required connection point at that time. Recent projects in Wokingham Borough include replacement of gas pipes on Nine Mile Ride, Finchampstead. ¹
National Grid	Transmission system improvements in response to overall regional demand growth	Borough wide	X	X	Essential	Unknown	Unknown	Unknown	Unknown				X	Specific development proposals in Wokingham Borough unlikely to have a direct effect on the electricity transmission system.
SSEN	Berkshire and Hampshire (Fleet-Bramley Grid Supply Point) upgrades.	Borough wide and across various parts of Hampshire and Berkshire	X	X	Essential	Reinforcement delivery by 2028/29	Unknown	Unknown	Unknown				X	Set out in SSEN Distribution DNOA Outcomes Report (July 2024). Proposed option is to split the Fleet/Bramley GSP into two GSP grounds

¹ <https://www.sgn.co.uk/our-gas-works/major-planned-projects/finchampstead-nine-mile-ride>

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Delivery timescale	Indicative cost (£)	Identified / received funding (£) (national funding or S106)	Funding expected through future S106 (£)	Funding shortfall	Potential further funding			Notes
											S106	CIL	Other	
South East Water	Localised water supply reinforcement	Borough wide	X	X	Essential	Ongoing	Unknown	Unknown	Unknown			X		
Thames Water	Localised water supply reinforcement	Borough wide	X	X	Essential	Ongoing	Unknown	Unknown	Unknown			X		
Thames Water	Arborfield Sewage Treatment Works capacity upgrades	Development using Arborfield Sewage Works	X	X	Essential	2025-2030	£48.39 million	Unknown	Unknown			X	Capacity upgrades planned by Thames Water as part of AMP8 (2025-30) to increase capacity. ²	
Thames Water	Ashridge (Wokingham) STW capacity upgrades	Development using Ashridge STW	X	X	Essential	2025-2030	Unknown	Unknown	Unknown			X	Capacity upgrades planned by Thames Water as part of AMP8 (2025-30) to increase capacity.	
Thames Water	Longwater STW efficiency improvements	Development using Longwater STW	X	X	Essential	2025-2030	Unknown	Unknown	Unknown			X	Works to improve infrastructure efficiency.	
Thames Water	Wargrave STW capacity upgrades	Development using the Wargrave STW	X	X	Essential	2025-2030	Unknown	Unknown	Unknown			X	Capacity upgrades planned by Thames Water as part of AMP8 (2025-30) to increase capacity.	

² TMS 24 Enhancement Case: Sewage Treatment Growth: <https://www.thameswater.co.uk/media-library/home/about-us/regulation/our-five-year-plan/pr24-2023/sewage-treatment-growth.pdf>

WASTE

Wokingham borough is part of the Re3 waste management partnership alongside Reading and Bracknell Forest Borough Councils. The partnership is responsible for arranging the disposal of household waste, including kerbside collections, at two recycling centres, glass banks and street cleaning. The partnership was established in 1999 and aims to follow the principles of the waste hierarchy by trying to ensure waste is not produced in the first place, and where waste is unavoidable, maximising re-use recycling and composting.

Typical sources of funding:

- Developer funded new and improved waste facilities
- Developer contributions (s106)
- Community Infrastructure Levy (CIL)
- Parish Councils
- WBC capital programme

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Delivery timescale	Indicative cost (£)	Identified / received funding (£) (national funding or S106)	Funding expected through future S106 (£)	Funding shortfall	Potential further funding			Notes
											S106	CIL	Other	
Waste and recycling	Depending on type of development, bin storage facilities in line with latest guidance. On-site or suitable off-site (nearby) space for provision of glass recycling bank.	Borough wide	X	X	Essential	Delivered alongside new development	Unknown	Unknown	Unknown		X	X	X	To be delivered on new development sites as appropriate.
	Improvements and potential expansion to Toutley Depot	Borough wide	X	X	Desirable	Unknown	Unknown	Unknown	Unknown			X	X	
	Additional vehicles, including for waste collection	Borough wide	X	X	Essential	Unknown	Unknown	Unknown	Unknown			X	X	
Street cleansing	Additional vehicles required to effectively clean a larger area	Borough wide	X	X	Desirable	Unknown	Unknown	Unknown	Unknown			X	X	

EMERGENCY SERVICES

Thames Valley Police (TVP) are the Police Force that covers the Wokingham borough area. TVP operate a police model based on the creation of Local Police Areas (LPA). Within each LPA policing is made up of three teams, namely “Neighbourhood Policing” and “Response Policing” and “Investigative Policing. Wokingham is part of a combined LPA with Bracknell. The Wokingham proportion of the LPA is divided into a number of neighbourhoods split between Wokingham North and Wokingham South. Teams are predominantly based at Bracknell Police Station, but there are a number of ‘touch down’ or ‘neighbourhood’ offices used by officers.

Berkshire Fire and Rescue Service (BFRS) covers the Wokingham borough area. There is one fire station – Wokingham Fire Station, Easthampstead Road – located within the borough. Further stations are located very close to the borough boundary, which include Wokingham Road and Whitley Wood Fire Stations in Reading Borough, and Crowthorne Fire Station in Bracknell Forest Borough. In addition to responding to emergencies BFRS also has a community risk management plan. This involves a horizon scanning of future developments to understand future demand and resourcing requirements. BFRS were written to for their input into the IDP, but no comments have been received.

South Central Ambulance Service covers the Wokingham Borough area and provides a range of emergency, urgent care and non-emergency healthcare services.

Typical sources of funding:

- Developer contributions (s106)
- Community Infrastructure Levy (CIL)

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Delivery timescale	Indicative cost (£)	Identified / received funding (£) (national funding or S106)	Funding expected through future S106 (£)	Funding shortfall	Potential further funding			Notes
											S106	CIL	Other	
Police	Police staff set up costs including equipment	Borough wide	X	X	Desirable	Across the plan period	Unknown	None	Unknown			X	X	
	Automatic Number Plate Recognition (ANPR) cameras		X	X								X	X	
	Vehicles and bikes		X	X								X	X	
	Radio capacity improvements		X	X								X	X	
	Mobile IT		X	X								X	X	
	Control room capacity improvements		X	X								X	X	
	Premises including adaptations/alterations/extensions		X	X								X	X	
Royal Berkshire Fire and Rescue	Additional resources to meet any increased demands	Borough wide	X	X	Desirable	Unknown	Unknown	None	Unknown			X	X	
South Central Ambulance service	Additional resources to meet any increased demands	Borough wide	X	X	Desirable	Unknown	Unknown	None	Unknown			X	X	

Loddon Valley Garden Village

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Delivery timescale	Indicative cost (£)	Identified / received funding (£) (national funding or S106)	Funding expected through future S106 (£)	Funding shortfall	Potential further funding			Notes
											S106	CIL	Other	
Education	2 x 3FE primary schools including early years provision	SS13: Loddon Valley Garden Village		X	Essential	School 1: Completion of 750 homes School 2: Completion of 1,750 homes	Each 3FE primary £16.6 million Total cost: £33.2 million	TBC	TBC		X	X	X	Each school should provide space for the integrated teaching of pupils with special educational needs and disabilities.
	New 8FE secondary school (with room for expansion to 12FE) and 300 pupil sixth form.	SS13: Loddon Valley Garden Village		X	Essential	2037	8FE: £34.06 million 12FE: £51.5 million	TBC	TBC		X	X	X	LVGV generates a requirement for around 5FE secondary school. 8FE school to be delivered to ensure viable future operations. Each school should provide space for the integrated teaching of pupils with special educational needs and disabilities.
Highways	Greenway: Barkham to Lower Earley byway improvements	SS13: Loddon Valley Garden Village		X	Critical	TBC	£1.44 million	TBC	TBC		X	X	X	S38/278 delivery assumes existing structure under M4 & 30m span timber bridge over Loddon will be adequate for foot/cycleway; Pegasus crossings to B3030, Bearwood Lane & Barkham Road.
	Mobility Hubs	SS13: Loddon Valley Garden Village		X	Critical	TBC	£633,00	TBC	TBC			X	X	
	Lower Earley Way improvements to Beeston Way and A329 Showcase roundabout	SS13: Loddon Valley Garden Village		X	Critical	TBC	£3.6 million	TBC	TBC				X	S278 delivery
	Measures to reduce traffic through Lower Earley	SS13: Loddon Valley Garden Village		X	Critical	TBC	£122,400	TBC	TBC				X	S278 delivery
	New bridge over M4 motorway	SS13: Loddon Valley Garden Village		X	Critical	TBC	£36 million	TBC	TBC				X	S278 delivery
	Dual carriageway connection from the site to Meldreth Way roundabout	SS13: Loddon Valley Garden Village		X	Critical	TBC	£15.84 million	TBC	TBC				X	S278 delivery
	Access road to eastern village area	SS13: Loddon Valley Garden Village		X		TBC	£1.26 million	TBC	TBC				X	S278 delivery

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Delivery timescale	Indicative cost (£)	Identified / received funding (£) (national funding or S106)	Funding expected through future S106 (£)	Funding shortfall	Potential further funding			Notes
											S106	CIL	Other	
	Public transport links including bus strategy	SS13: Loddon Valley Garden Village		X	Critical	TBC	£3.65 million	TBC	TBC		x			S106 bus subsidy
	Bridge over River Loddon	SS13: Loddon Valley Garden Village		X	Critical	TBC	£28.8 million	TBC	TBC				X	S278 delivery
	Internal link road	SS13: Loddon Valley Garden Village		X	Critical	TBC	£2.34 million	TBC	TBC				X	Integral to development (S38)
	Internal secondary road	SS13: Loddon Valley Garden Village		X	Critical	TBC	£3.31 million	TBC	TBC				X	Integral to development (S38)
	Internal link road to A327 Observer Way junction	SS13: Loddon Valley Garden Village		X	Critical	TBC	£1.26 million	TBC	TBC				X	Integral to development (S38)
	Loddon Valley pedestrian links	SS13: Loddon Valley Garden Village		X	Critical	TBC	£1.08 million	TBC	TBC				X	Integral to development (S38)
	Loddon Valley pedestrian bridge	SS13: Loddon Valley Garden Village		X	Critical	TBC	£14.4 million	TBC	TBC				X	Integral to development (S38)
	Greenways/cycle routes	SS13: Loddon Valley Garden Village		X	Critical	TBC	£1.44 million	TBC	TBC				X	Integral to development (S38)
	Four internal junctions	SS13: Loddon Valley Garden Village		X	Critical	TBC	£2.88 million	TBC	TBC				X	Integral to development (S38)
	South Avenue improvements (A327 southbound)	SS13: Loddon Valley Garden Village		X	Critical	TBC	£103,680	TBC	TBC				X	S38/278 delivery
	Access via TVSP roundabout	SS13: Loddon Valley Garden Village		X	Critical	TBC	£576,000	TBC	TBC				X	S38/278 delivery
	Mole Road access junction	SS13: Loddon Valley Garden Village		X	Critical	TBC	£720,000	TBC	TBC				X	S38/278 delivery
	Mill Lane access roundabout	SS13: Loddon Valley Garden Village		X	Critical	TBC	£720,000	TBC	TBC				X	S38/278 delivery
	M4 Junction 11/Lower Earley Way junction improvement	SS13: Loddon Valley Garden Village		X	Critical	TBC	£1.44 million	TBC	TBC				X	S278 delivery
	Shinfield Eastern Relief Road improvements, including additional westbound lane between access roundabout and existing M4 bridge and additional circulatory lane on Black Boy roundabout	SS13: Loddon Valley Garden Village		X	Critical	TBC	TBC	TBC	TBC				X	S278 delivery

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Delivery timescale	Indicative cost (£)	Identified / received funding (£) (national funding or S106)	Funding expected through future S106 (£)	Funding shortfall	Potential further funding			Notes
											S106	CIL	Other	
	Pedestrian and cycle upgrades on A327			X	Critical	TBC	£720,000	TBC	TBC			X	S278 delivery	
	A327/Shinfield Eastern Relief Road roundabout upgrades	SS13: Loddon Valley Garden Village		X	Critical	TBC	£720,000	TBC	TBC			X	S278 delivery	
	Mill Lane closure as a through route	SS13: Loddon Valley Garden Village		X	Essential	TBC	£72,000	TBC	TBC			X	S278 delivery	
	Winnersh Relief Road new junction to connect to Mill Lane	SS13: Loddon Valley Garden Village		X	Critical	TBC	£1.08 million	TBC	TBC			X	S278 delivery	
	Lower Earley Way improvements: Widening to two lanes southbound between Hatch Farm Way and Mill Lane junctions, including improvements to Lower Earley Way/Hatch Farm Way junction	SS13: Loddon Valley Garden Village		X	Critical	TBC	TBC	TBC	TBC			X	S278 delivery	
	Link from Mill Lane to Winnersh Relief Road	SS13: Loddon Valley Garden Village		X	Critical	TBC	£6.91 million	TBC	TBC			X	S278 delivery	
	A329(M) slip road improvements: Winnersh Triangle westbound off slip.	SS13: Loddon Valley Garden Village		X	Critical	TBC	£1.87 million	TBC	TBC		X			
	Rapid Transport System	SS13: Loddon Valley Garden Village		X	Essential	TBC	£4.18 million	TBC	TBC		X	X		
Community facilities	New community facility(s), which could incorporate library and other ancillary uses.	SS13: Loddon Valley Garden Village		X	Essential	To be agreed	£5.3 million	TBC	TBC		X	X	X	New community facility could include combining new and existing facilities in a new building.
Public art	Provision of public art throughout the site, including integration with green	SS13: Loddon Valley Garden Village		X	Desirable	Phasing to be agreed	Unknown	TBC	TBC		X	X		Type, location and objectives of public art to be agreed through community engagement and to inform wider place making.

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Delivery timescale	Indicative cost (£)	Identified / received funding (£) (national funding or S106)	Funding expected through future S106 (£)	Funding shortfall	Potential further funding			Notes
											S106	CIL	Other	
	infrastructure and public realm													
SSEN	Arborfield Primary Sub-Station capacity upgrades.	SS13: Loddon Valley Garden Village		X	Essential	Timing to be agreed	£16.8 million	TBC	TBC				X	
Primary Care Network	Provision of a new GP surgery OR extension of Shinfield Health Centre OR extension of Shinfield Health Centre plus a small branch surgery as part of LVGV.	SS13: Loddon Valley Garden Village		X	Essential	Completion of 1,000 homes	£3.2 million	TBC	TBC				X	Nature of provision to be finalised following completion of a feasibility study which has been commissioned by BOB ICB.
Indoor sports	Sports Hall of at least 1,532m ² comprising 4 courts and a 20 station health and fitness gym.	SS13: Loddon Valley Garden Village		X	Essential	Completion of 1,500 homes	£9.2 million	TBC	TBC				X	Indoor sports hub could be delivered as dual use with the proposed secondary school facilities.
Outdoor sports	Sports hub consisting of: 2 x full size 3G artificial grass pitches, 4 x adult natural grass pitches, pavilion facilities (at least 4 team changing rooms)	SS13: Loddon Valley Garden Village		X	Essential	Timing to be agreed	£6.0 million	TBC	TBC				X	Outdoor sports hub could be delivered as dual use with the proposed secondary school facilities.
Open space	Delivery of a new country park centred around the River Loddon Open space to be delivered to the required standards, including amenity green space, parks and public gardens, natural/semi natural greenspace, allotments and	SS13: Loddon Valley Garden Village		X	Essential	To be delivered across development phases.	£10.6 million	TBC	TBC				X	

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Delivery timescale	Indicative cost (£)	Identified / received funding (£) (national funding or S106)	Funding expected through future S106 (£)	Funding shortfall	Potential further funding			Notes
											S106	CIL	Other	
	areas of play for children/young people (LAP/LEAP/NEAP).													
Greenways	Upgrading and enhancements to delivery Greenway routes A and E	SS13: Loddon Valley Garden Village		X	Essential	Timing to be agreed	Unknown	Unknown	Unknown		X	X	X	Parts of routes A and E are already set out, but upgrades and improvements including surfacing, lighting and signage will be required.

South Wokingham SDL

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Delivery timescale	Indicative cost (£)	Identified / received funding (£) (national funding or S106)	Funding expected through future S106 (£)	Funding shortfall	Potential further funding			Notes
											S106	CIL	Other	
Education	South Wokingham SDL New 2FE primary school (with ability to expand to 3FE)	SS12: South Wokingham SDL	X	X	Essential	TBC	2FE cost £11.3 million	£11.3 million	£11.3 million		X			Funded and delivered by developer as per the S106.
	South Wokingham SDL extension New 1 FE primary school	SS12: South Wokingham SDL		X	Essential	TBC	To be developer funded.	TBC	TBC		X	X		
Highways	A329 Coppid Beech roundabout improvements, including extending west facing slip roads	SS12: South Wokingham SDL		X	Essential	TBC	£2.88 million	TBC	TBC			X	X	S278 delivery
	A329 Coppid Beech to Jennets Park improvements	SS12: South Wokingham SDL		X	Critical	TBC	£5.33 million	TBC	TBC			X	X	
	Cycle network improvements	SS12: South Wokingham SDL		X	Essential	TBC	£5.34 million	TBC	TBC			X	X	Funding for railway bridge and link to Bracknell Forest via Easthampstead Road/West Road.
	Mobility hubs	SS12: South Wokingham SDL		X	Essential	TBC	£165,000	TBC	TBC			X	X	
	Peacock Lane/Vigar Way improvements	SS12: South Wokingham SDL		X	Critical	TBC	TBC	TBC	TBC				X	S278 delivery (largely in Bracknell Forest borough)
Community facilities	New community facility or contribution towards existing facility	SS12: South Wokingham SDL	X	X	Essential	To be agreed	Unknown	Unknown	Unknown		X	X	X	
Public art	Provision of public art throughout the site, including integration with green infrastructure and public realm	SS12: South Wokingham SDL		X	Desirable	Phasing to be agreed	Unknown	Unknown	Unknown		X	X		Type, location and objectives of public art to be agreed through community engagement and to inform wider place making.
Primary Care Network	Additional GP capacity via either: provision of a new facility, new branch	SS12: South Wokingham SDL		X	Essential	Phasing to be agreed	Unknown	Unknown	Unknown		X	X	X	

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Delivery timescale	Indicative cost (£)	Identified / received funding (£) (national funding or S106)	Funding expected through future S106 (£)	Funding shortfall	Potential further funding			Notes
											S106	CIL	Other	
	surgery, extension of existing, relocation of existing facility.													
Sports Hub	Grays Farm Sports Hub, Wokingham. Consisting of a pavilion, 3 x artificial grass pitches, 4 x grass pitches, 4 x padel courts.	South Wokingham SDL North Wokingham SDL Other related development sites	X	X	Essential	Autumn 2027	£10.7 million	Football Foundation: £2 million North Wokingham SDL: £2.4 million. South Wokingham SDL: £6 million. St Annes Manor: £170k.	South Wokingham Extension development	Circa £5 million	X	X	X	Circa £1-2 million interest cost associated with early delivery of the facilities by WBC. Land cost of £2.8 million facilitating residential development elsewhere in the borough.
Open space	Open space to be delivered to the required standards, including amenity green space, parks and public gardens, natural/semi natural greenspace, allotments and areas of play for children/young people (LAP/LEAP/NEAP).	South Wokingham SDL		X	Essential	To be delivered across development phases.	TBC	TBC	TBC		X	X	X	URN70-73

Arborfield Green SDL

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Delivery timescale	Indicative cost (£)	Identified / received funding (£) (national funding or S106)	Funding expected through future S106 (£)	Funding shortfall	Potential further funding			Notes
											S106	CIL	Other	
Education	New 2 form entry primary school	SS11: Arborfield Green SDL	X	X	Critical	Within 10 years	2FE cost £11.3 million	TBC	TBC		X	X		Land provided by developer. Delivered by WBC. Second primary school to be delivered on site to supplement Farley Hill Primary School.
Further Education	Bohunt School Sixth Form expansion	SS11: Arborfield Green SDL	X	X	Essential	Within 5 years	£4.75 million	TBC	TBC				X	Programme funded in the council's Medium Term Financial Plan. Delivery to support expansion of additional places to meet demand likely in medium term due to bulge in students currently in secondary provision.
Highways	Commonfield Lane improvements, including enhanced passing places and modal filter	SS11: Arborfield Green SDL		X	Critical	TBC	£36,000	TBC	TBC			X	X	
	Eversley Road improvements	SS11: Arborfield Green SDL		X	Essential	TBC	£144,000	TBC	TBC				X	S78 delivery
	Cycle network improvements	SS11: Arborfield Green SDL		X	Essential	TBC	£6.49 million	TBC	TBC				X	
	Bus service improvements	SS11: Arborfield Green SDL		X	Critical	TBC	TBC	TBC	TBC				X	
	Mobility hubs	SS11: Arborfield Green SDL			Essential	TBC	£110,000	TBC	TBC				X	
Community facilities	Delivery of the Arborfield Green community centre, including a self serve library.	SS11: Arborfield Green SDL	X		Essential	Commencement 2025	£3.8 million	TBC	TBC		X	X	X	To be funded by developers Crest.
Public art	Provision of public art throughout the site, including integration with green infrastructure and public realm	SS11: Arborfield Green SDL		X	Desirable	Phasing to be agreed	Unknown	Unknown	Unknown		X	X		Type, location and objectives of public art to be agreed through community engagement and to inform wider place making.
Open space	Open space to be delivered to the required standards, including amenity green space, parks	SS11: Arborfield Green SDL		X	Essential	To be delivered across development phases.	TBC	TBC	TBC		X	X	X	

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Delivery timescale	Indicative cost (£)	Identified / received funding (£) (national funding or S106)	Funding expected through future S106 (£)	Funding shortfall	Potential further funding			Notes
											S106	CIL	Other	
	and public gardens, natural/semi natural greenspace, allotments and areas of play for children/young people (LAP/LEAP/NEAP).													