

APPENDIX 1:

READING BOROUGH COUNCIL

FINANCIAL IMPLICATIONS - TRAFFIC SERVICES CAPITAL PROGRAMME 2022/23 TO 2023/24

The financial implications arising from the proposals set out in this report are set out below:

1. Revenue Implications:

	2022/23 £000	2023/24 £000
Employee costs	100	103
Other running costs (On-going Maint.)	0	0
Capital financings costs	0	0
Expenditure	100	103
Income from: Fees and charges (see note2) Grant funding (specify) Other income	tbc	tbc
Total Income	tbc	tbc
Net Cost (+)/saving (-)	100	103

2. Capital Implications

Capital Programme reference from budget book: page line	2021/22 £000	2022/23 £000	2023/24 £000	2025/26 £000	2026/27 £000
Proposed Capital Expenditure: Dependant of capital award	tbc	tbc	tbc	tbc	tbc
Funded by Grant (specify) Section 106 (specify) Other services Capital Receipts/Borrowing	350	350			
Total Funding	350	350			

3. Value for Money (VFM)

This is a statutory service provision.

The traffic signals investment will deliver reduced long term maintenance costs.

The size of the capital programmes delivered will be dependent on capital bids and awards through various DfT grants.

The Digitising of Traffic Regulation Orders will reduce advertising costs, improve productivity and deliver efficient savings across various Council teams. Savings yet to be determined.

4. Risk Assessment.

The Borough Council, as Highway Authority, has a duty under the Traffic Management Act 2004 (Section 16(1)) to ensure that the expeditious movement of traffic on the authority's road network and facilitates the expeditious movement of traffic on road networks for which another authority is the traffic authority.

From 30 July 2021, Councils shall have regard to the statutory guidance 'Traffic Management Act 2004: network management to support recovery from Covid-19' to deliver their management duty under that Act. Highways Act 1980 Section 41 (Clause 1A) and Section 150 to ensure, so far as is reasonably practicable, that safe passage along a highway.

The on-going traffic signal maintenance costs will be absorbed within existing revenue budgets for highway maintenance.

Method statements will be agreed with the maintenance contractors to ensure delivery and to minimise disruption that may be caused by the on-going Covid Pandemic.

Supply chain for products risk will be mitigated by the contractor buying large volumes & stockpiling materials based on the size of the maintenance programmes.

Increasing fuel costs is and will remain a risk pressure, which will need to be manage throughout the programme.