

CAPITAL BUSINESS CASE TEMPLATE

This is a bid for capital resources through the MTFP Capital Programme. All bids are subject to approval by Cabinet and Council, and even after approval, the release of funding to enable capital costs to be incurred is subject to a business case to the relevant capital governance board (IT Board, Property Board or Transport Board) for it to approve the release of funding. It may not be possible to complete all sections, but doing so may make the business case more compelling.

Capital Project	Demolition of Waddesdon Toilets.
Directorate	Communities
Portfolio	Transportation
Financial Year Start Year	2021/22

Project Description

TfB 21 –Cap 008 It is proposed to demolish the toilets and make the area good. This will remove ongoing customer complaints, remove the likelihood of future misuse and save ongoing annual costs for utilities rates etc. The cost of demolition is estimated at £150k, although this may vary dependent on various surveys of the structure including one to detect the presence of asbestos.

Strategic Case

Spending Objectives

BCC inherited a public toilet block from the Department for Transport when the A41 was de-trunked in the early 2000s. Toilets and laybys were routinely provided on the trunk road network as these were intended for longer distance traffic. The purpose of the A41 has changed since the opening of other alternative roads like the M40 hence the A41 was de-trunked. There is no requirement for Highway Authorities to provide rest or convenience facilities on the Local Road network.

BCC kept the toilets open for a while. The toilets were cleaned and maintained by AVDC, although BCC paid any costs. Annual costs were around £20k per year to include rates, utilities, cleaning and maintenance, (rates and utilities coming from within a different budget stream). In 2011 BCC decided to reduce costs and an arrangement was made to keep the toilets open if the local café owner agreed to clean them. This saved approximately £10k per annum, with BCC continuing to pay for maintenance, utilities and rates.

Initially the arrangement worked well although increasingly there were complaints over the cleanliness of the toilets and in particular Anti-Social behaviour which required the involvement of the Police. The Toilets were closed overnight. In 2018 various burst water pipes resulted in the toilets being closed pending funding being made available and a permanent decision on their future.

Last year there were reports that the toilets had been re-opened (possibly forcibly) with electricity and water turned back on. There were Health and Safety concerns and AVDC made the toilets safe again. Permanent repairs are required to the various facilities plus

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necessary testing. Including deep cleaning and or replacement of items, this will run into tens of thousands of pounds. In addition, the local Café has recently closed.

Existing Arrangements

If the toilet building remains in place, there will be ongoing costs for building rates and utility disconnections. The building and fixtures would in time need repair or replacement leading to expensive future capital costs. The opportunity here is to remove these ongoing and future costs.

Business Needs

Funding will reduce revenue expenditure allowing this to be allocated to other activities. The Revenue savings to be made on rates and utilities etc. would be with in other budget streams not TfB.

Main Benefits

There is no duty for a Highway Authority to provide toilets. These facilities require ongoing revenue funding and capital investment for refurbishment which means that if they are to be reopened achievement of other key business activities will be affected.

Removal of the toilets may also allow the land to be released and sold as surplus.

Main Risks

The key risk is reputational. The current condition of the toilets means that they cannot be opened to the public. There is a risk that the toilets could be re-opened forcibly by a third party and misused again. In their current condition they are a health and safety risk to the public if they are entered. The current situation is an area of concern for locals and the Parish Council.

To re-open the toilets, necessary repairs would need to be funded. The reputational risk of reopening the toilets would be unacceptably high without the repairs and deep cleaning taking place. Ongoing risks of complaint and misuse would continue and there would be ongoing revenue costs of around £20k per annum as a new cleaning contract or arrangements would be required.

Constraints

None. BCC Property Services will provide support for the demolition.

Dependencies

As the Café is now closed – there is no impact.

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Options
<i>Critical Success Factors</i>
We would need to carry out a local consultation to ensure there is sufficient support for the demolition and a non-key decision will also be required. The Local Member is heavily involved. Surveys of the structure will be required to establish if there is any contaminated material in the structure or below ground.
<i>Option 1: Business as Usual (BAU)</i>
<ul style="list-style-type: none">Using Revenue budget to maintain the toilets, that is needed to maintain the carriageway
<i>Option 2: Do Minimum</i>
<ul style="list-style-type: none">Not possible to do less than BAU
<i>Option 3: This bid</i>
<ul style="list-style-type: none">No need for investment in the future
<i>Option 4: <Add more options if required or delete as necessary></i>
<ul style="list-style-type: none">n/a
Recommended Option
Option 3

Procurement Route
Local TfB approved SCPs

Management Case
The demolition will be a one of project to remove the structure and make good the layby. Support will be provided by the BCC's Property team. Specialist contractors will be appointed.

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Funding and Affordability

Additional Capital Requirement	2021/22 £,000	2022/23 £,000	2023/24 £,000	2024/25 £,000	2025/26 £,000	2026/27 £,000	2027/28 £,000	2028/29 £,000	2029/30 £,000	2030/31 £,000	Comments
Capital Expenditure (+ve)	150	0	0	0							
Assets											
Software											
Other <Specify>											
Total Capital Expenditure	150	0	0	0							
Capital Funding (-ve)											
S106/CIL <Specify>											
Capital Grant – <i>Specify all grants receivable</i>											
Service Revenue Funding											
Reserve Funding <specify>											
Other Funding <specify>											
Total Capital Funding	150	0	0	0							
Net Capital Cost											
Capital Receipt Receivable											
Revenue											
Revenue Costs											
Revenue Budget available to meet revenue costs											
Revenue Savings/Income											
Net Revenue Impact											

Note:

- Inclusion of capital projects in the MTFP Capital Programme is subject to approval by Cabinet and Council.
- Release of funding from approved schemes in the capital programme is subject to the approval of a detailed business case to the appropriate capital governance board (IT Board, Property Board or Transport Board).
- In the comments column, provide additional information such as where capital contributions and grants will be coming from and any risks involved in securing it; details of existing budgets etc.