

Wokingham Borough Council

Infrastructure Delivery Plan

August 2025



WOKINGHAM
BOROUGH COUNCIL

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1. Introduction

- 1.1 This Infrastructure Delivery Plan (IDP) has been prepared to identify key infrastructure requirements needed to support the growth promoted in the Local Plan Update (LPU) – the plan that sets out the strategy for managing development to 2040 and provides an appropriate basis for housing, employment and infrastructure provision over the longer term. This includes the allocation of land to support that strategy.
- 1.2 The IDP sets out an overview of the new and improved key infrastructure required to support the planned growth; 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. It should be noted that the IDP does not seek to capture all requirement of development, e.g. the provision of affordable housing, contributions towards employment and skills plans, or community projects.
- 1.3 IDPs should be treated as a ‘live documents’ which provide a snapshot at a particular point in time and will need to be updated as development proposals and other circumstances change.
- 1.4 As a live document, 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. This may be because a scheme is no longer considered necessary or that an alternative solution becomes available or is preferred. The IDP also cannot predict changes in legislation or new regulations which may affect the council’s ability to deliver or facilitate infrastructure.
- 1.5 The IDP is however an important document in identifying, planning, and prioritising new and upgraded infrastructure by the council (such as the future allocation of funding) 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.
- 1.6 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.

2. National planning policy context

- 2.1 The National Planning Policy Framework (NPPF) (2024) 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.
- 2.2 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.

- 2.3 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.

3. Local planning policy context

- 3.1 The LPU Proposed Submission Plan includes specific policies for the largest site allocations. Other site allocations are set out in broader policies, supported by development guidelines. The plan was submitted to the Secretary of State for examination in February 2025.
- 3.2 Policy SS15 (Securing 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.
- 3.3 Other general 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
- 3.4 In addition to general policies, the plan includes a number of policies allocating land for development. The principal policies allocating land for development are:
- Policy SS11: Arborfield Green Strategic Development Location
 - Policy SS12: South Wokingham Strategic Development Location
 - Policy SS13: Loddon Valley Garden Village
 - Policy SS14: Sites allocated for residential, including residential as part of mixed-use development

4. Funding and delivery

- 4.1 As set out earlier, this IDP seeks to assess what infrastructure is required to meet growth identified in the Local Plan Update, when these infrastructure interventions are required, and how much they will cost. There are many sources of funding available for the provision of infrastructure, with the main sources set out below.

Developer contributions

- 4.2 Developer contributions assist in mitigating the impact of development, by providing funding or other non-monetary commitments (such as providing a certain provision of affordable housing) to make impacts acceptable in planning terms.
- 4.3 Developers may be asked to provide contributions for infrastructure in several ways. This may be through Community Infrastructure Levy (CIL) charges, Section 106 (S106) agreements with the local planning authority, and Section 278 (S278) agreements with the local highways authority for highway-related infrastructure works.

Community Infrastructure Levy

- 4.4 The Community Infrastructure Levy (CIL) is a charge placed on development, such as new homes. It is calculated according to the floor space of the new development.
- 4.5 Wokingham Borough Council is a CIL Charging Authority. The council's CIL Charging Schedule was adopted in February 2015, with the charge updated annually in line with inflation. Table 1 below shows the CIL Charging Schedule as originally adopted and as currently adjusted to reflect inflation.

Table 1 CIL Charging Schedule

Development type	Charging zone	£ per square metre at adoption in 2015	£ per square metre at January 2025
Residential Development (excluding Sheltered Housing, Extra Care Housing and Residential Institutions)	South of M4 SDL	£300	£452.90
	South Wokingham SDL	£320	£483.09
	North Wokingham SDL	£340	£513.28
	Arborfield SDL	£365	£551.02
	Rest of Borough	£365	£551.02
Sheltered Housing	South of M4 SDL, South Wokingham SDL, North Wokingham SDL & Arborfield SDL	£365	£551.02
	Rest of Borough	£150	£226.45
Residential Institutions and Extra Care Housing	South of M4 SDL, South Wokingham SDL, North Wokingham SDL & Arborfield SDL	£100	£150.97
	Rest of Borough	£60	£90.58
Retail	Existing town/small town/district centres	£0	£0
	Arborfield SDL	£0	£0
	Rest of Borough	£50	£75.48

All Other Development Types	Borough-Wide	£0	£0
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- 4.6 The council publishes an annual Infrastructure Funding Statement (IFS) setting out the amount of CIL money processed by the council during each financial year. The 2023/24 IFS sets out that £15.7 million of CIL receipts were received that year. Information on previous years is provided in the table below.

Table 2 Annual CIL income

Year	Income
2016/17	£4,673,960
2017/18	£11,315,017
2018/19	£11,811,625
2019/20	£10,884,597
2020/21	£6,644,031
2021/22	£10,427,026
2022/23	£9,960,713
2023/24	£15,705,750

- 4.7 The IFS also sets out the schemes on which collected CIL monies will be spent. The council allocates CIL to schemes on a case-by-case basis. This and future IDPs provides important evidence to help inform decision making.

Section 106 Contributions

- 4.8 Section 106 agreements are planning obligations that can be made between developers and the council to make direct provision of infrastructure or provide funding for infrastructure improvements by the council. They can also be used to secure other legal commitments such as to provide a certain proportion of affordable housing. Developer contributions are required to meet all the following tests:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

- 4.9 The IFS sets out the amount of S106 money processed by the council during each financial year. The 2023/24 IFS sets out that £20.1 million of S106 receipts were received that year. Information on previous years is provided in the table below.

Table 3 Annual S106 income

Year	Income
2016/17	£23,116,381
2017/18	£32,475,996
2018/19	£58,489,422
2019/20	£38,251,521
2020/21	£26,808,638
2021/22	£81,989,411
2022/23	£24,928,915
2023/24	£20,198,800

- 4.10 The IFS sets out the schemes on which collected S106 monies will be spent as well as details of non-monetary items such as affordable housing, green infrastructure and employment skills.

Section 278 Agreements

- 4.11 Section 278 (S278) agreements can be made between developers and the council (as local highways authority) to make permanent alterations or improvements to a public highway, in connection with a planning approval. The works covered by a S278 agreement could include changes to the highway to access a site (such as the provision of a new junction, traffic lights or other priority measures), as well as off-site works necessary to mitigate the impact of development (such as improvements to a nearby junction which will experience increased traffic flows).
- 4.12 A S278 agreement typically gives developers the authority to undertake works themselves (or for a contractor to do so on their behalf), with a requirement that works are completed to the satisfaction of the local highway authority. This means that all of the costs associated with works under a S278 agreement are borne directly by the developer – money is not collected by the council.

Government funding

- 4.13 It is generally accepted that developer contributions will not be sufficient fund all of the infrastructure costs for an area – particularly those which are not directly linked to the impacts of development. Funding from central government is therefore important in addressing funding gaps. These are typically competitive processes, with funding bids required to demonstrate delivery against national objectives (such as increased rates of house-building, or economic growth). Government funding streams also tend to run as programmes and / or be awarded in rounds, meaning that the existence of a fund today does not guarantee funding will exist in the future. The council has been successful in securing funding to support the delivery of strategic development sites.

Provision by infrastructure providers

- 4.14 Some infrastructure provision is made directly by infrastructure providers, as a result of external funding packages. This is particularly the case for utilities, where infrastructure providers develop investment programmes for fixed periods of time (typically five years) in response to the levels of growth and pattern of demand changes that they expect. The costs associated are then agreed with the relevant industry regulator and reflected in bills paid by consumers.
- 4.15 Developers also pay connection charges to these providers, agreed between the two parties. They are known costs that should be factored in when considering the viability of development but are effectively third-party and the council has no role in agreeing the charges nor seeking the money from developers.

Principle of cost apportionment

- 4.16 The council uses a combination of both CIL and S106/S278 to secure infrastructure improvements, however at present the greater emphasis is placed on the use of CIL as the main source of developer funding. However, it is open to the council to supplement money collected through CIL by requiring or enabling greater provision through S106/S278 for specific infrastructure schemes, where doing so would meet the tests of necessary, relationship and being fairly and reasonably related as referenced above.

5. Guide to this document

- 5.1 The IDP is divided into thematic sections and sections relating to the principal site allocations.
- 5.2 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.

- 5.3 Schedules have been prepared for the principal site allocations: Loddon Valley Garden Village (LVGV), Arborfield Green SDL and South Wokingham SDL. These schedules reflect the stage of planning for each site at the time of writing and so include the details of infrastructure requirements secured through S106 agreements which have yet to be delivered. Where preapplication discussions between the council and the developer are in progress, the schedule reflects the current discussions regarding infrastructure requirements. As discussions continue and more information becomes available, infrastructure requirements may evolve. This IDP therefore reflects a point in time.
- 5.4 Infrastructure projects, costings, timescale and priorities are subject to further assessment as the projects progress and more information becomes available. In all cases, the costs should be treated as indicative, reflecting the stage of planning. More detailed calculations will be necessary at the time development comes forward or funding applications are made.
- 5.5 To help inform future investment and funding decisions, schemes have been assigned a recommended priority level based on the council's assessment of their relative significance of supporting the planned growth. The levels of priority are set out in Table 4 below. It should be noted that these priorities may change over time but their inclusion is intended to form a practical and pragmatic basis to assist decisions when faced with the need to balance competing priorities. The prioritisation should not be interpreted as indicating that lower priority schemes are not necessary to make development acceptable in planning terms, and developers will still be expected to deliver all identified infrastructure needs as far as is viable.

Table 4 Infrastructure prioritisation categories

Category	Definition
Critical	- 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 commonly in relation to strategic highway and transport, and utilities infrastructure. - They are usually required upfront to development starting and are therefore linked to triggers controlling the commencement of new developments where necessary. - They usually exclude access and highways works internal to the site, which can be delivered alongside development.
Essential	- 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 items that can be delivered alongside development and where necessary linked to triggers controlling the level of occupation of new developments, for example schools and access and internal highway works.
Policy high priority	- 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 and can be delivered alongside development.
Desirable	• 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.

5.6 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.

5.7 Infrastructure projects identified as 'critical' or 'essential' will generally include more detailed information about costs and delivery timescales. Whereas infrastructure projects identified as 'policy high priority' or 'desirable' may have less information on the nature, costing, and timing of delivery, which reflects the lower level of priority. Future updates to the IDP will take into account any new or revised information as appropriate.

5.8 In those cases where infrastructure would be integral to a development, and fully funded or provided by a developer, the item or a specific cost may not be 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.

5.9 Each identified infrastructure item has been colour-coded in relation to the funding position. Where funding has been secured, this is referenced. Where funding has not been secured, the coding relates to whether there is expected to be a funding gap once anticipated sources are accounted for.

Table 5 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 Infrastructure where only part funding has or is expected to be secured. Additional funding is likely to be required, dependent upon final specification.

Red	Funding not yet identified
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- 5.10 Full information about how much CIL and S106 have been received, and what infrastructure has been delivered, is set out in the IFS. This provides an update on the schemes set out in this schedule and is prepared annually.

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 set 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 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, train and 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	Indicative delivery timescale	Indicative cost (£)	Secured funding (£)	Potential further funding sources			Anticipated funding position	Notes
									S106	CIL	Other		
Junction improvements	M4 Junction 11 to improve circulatory movements and merge/diverge.	Borough wide	X	X	Essential	From 2031/32	£3.6 million	-	X	X	X		Circulatory capacity improvements and merge/diverge improvements
	A329 Showcase roundabout capacity improvements	Borough wide	X	X	Essential	-	£2.88 million	£280,000	X	X	X		Package of mitigation on surrounding network, including bus priority measures
	M4 junction 10/A329 junction improvements including approaches to junction 10	Borough wide	X	X	Essential	-	£1.44 million	-	X	X	X		Improvements to merge/diverge arrangements.
		Borough wide	X	X	Policy high priority	-	£14.11 million	-	X	X	X		
	Investigation of alternative routes	Borough wide	X	X	Desirable	-	£3.96 million	-		X	X		

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Indicative delivery timescale	Indicative cost (£)	Secured funding (£)	Potential further funding sources			Anticipated funding position	Notes
									S106	CIL	Other		
	around Twyford village												
	A4 improvements to address severance, including junctions in Charvil/Twyford	Borough wide	X	X	Desirable	-	£43,000	-	X	X	X		
	A4 Charvil improvements, including safety improvements around A4/A3032/B478 and new crossing near Milestone Avenue	Borough wide	X	X	Desirable	-	£201,600	-		X	X		
	A321 improvements near Crowthorne station including cycle parking and refuge islands.	Borough wide	X	X	Desirable	-	£50,400	-		X	X		
Major infrastructure	Third Thames Crossing and associated infrastructure	Borough wide and development in neighbouring authorities	X	X	Desirable	2040	£288 million	£0			X		Identified by Transport for South East as a Major Road Network Improvement. TfSE refer to delivery by 2040
Public Realm	Improvements to The Street Swallowfield, including streetscape improvements between Trowes Lane and Curly's Way	Borough wide	X	X	Desirable	-	£432,000	£85,500 from development at Land west of Trowes Lane and north of Charlton Lane (81 dwellings)	X	X	X		Projects include improved sight lines and visibility and new pedestrian refuge island.
Parking, and Park and Ride	MereOak park and ride expansion including Mobility Hub	Borough wide	X	X	Policy high priority	-	£4.32 million	-		X	X		S278 funding
	Twyford Station car park and interchange improvements including car park	Borough wide	X	X	Essential	-	£3.6 million	-		X	X		

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Indicative delivery timescale	Indicative cost (£)	Secured funding (£)	Potential further funding sources			Anticipated funding position	Notes
									£106	CIL	Other		
	access and bus interchange												
Capacity improvements	A329(M) corridor smart technology	Borough wide	X	X	Desirable	-	£3.6 million	-		X	X		
	A33 Reading to Basingstoke multi-modal corridor improvements, including A33 dualling and delivery of Chineham station	Borough wide	X	X	Desirable	-	£300 million	-		X	X		A33 dualling and delivery of Chineham station (located within Basingstoke and Deane borough and to be delivered in relation to its local plan). Led by Hampshire County Council and likely to require government funding.
	A33 Reading to Basingstoke multi-modal corridor improvements: Focussed capacity improvements near Wellington Country Park, and quiet route improvements to Mortimer / Green Park stations.	Borough wide	X	X	Policy high priority	-	£2.88 million	-		X	X		
	A3290/Bader Way junction capacity improvements	Borough wide	X	X	Policy high priority	-	£72,000	-	X	X	X		Optimising signal operations
	Lower Earley Way (B3270)/Beeston Way junction capacity improvements	Borough wide	X	X	Policy high priority	-	£72,000	-	X	X	X		Optimising signal operations
	Lower Earley Way (B3270)/Rushey Way junction capacity improvements	Borough wide	X	X	Policy high priority	-	£72,000	-	X	X	X		Optimising signal operations
	A329 Three Tuns junction, Earley: capacity improvements.	Borough wide	X	X	Policy high priority	-	£110,000	N/A			X		Optimising signal operation. Funding secured from integrated transport block. Separate scheme for junction redesign included in active travel section.
	Basingstoke Road sustainable transport improvements	Borough wide	X	X	Policy high priority	-	Dependent on project scope	-	X	X	X		Investigation of opportunities to improve sustainable transport on Basingstoke Road.

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Indicative delivery timescale	Indicative cost (£)	Secured funding (£)	Potential further funding sources			Anticipated funding position	Notes
									£106	CIL	Other		
	Upgrade River Loddon Long Distance Path for cycling and walking, including improved links between Woodley/Winnersh to Twyford.	Borough wide	X	X	Policy high priority	-	£4 million	-		X	X		
	Thames Path cycle route upgrade	Borough wide	X	X	Policy high priority	-	£1.1 million	-		X	X		
	Tan House railway crossing ramps	Borough wide	X		Essential	-	£4.32 million	-		X	X		Upgrading of bridge ramps to be delivered as soon as funding can be secured.
	ASDA to Chalfont Park/Hillside School footpath improvements including widening	Borough wide	X		Desirable	-	£860,400	-		X	X		Improvements could include segregated footway/cycleway from Chalfont Way to Halls Lane and Tiptree Close, and Lewington Way to Elm Lane.
	Review and add new cycle signage	Borough wide	X	X	Desirable	Ongoing	£300,000	-	X	X	X		
	A33 footbridge to Mere oak Park and Ride	Borough wide	X	X	Desirable	-	£5 million	-	X	X	X		
	LCWIP 1: Wokingham Town Centre	Borough wide	X	X	Desirable	-	£16 million	-	X	X	X		Various measures set out in the LCWIP, including redesigning junctions to separate cyclists from traffic, widening footways and additional pedestrian/cycle crossings.
	LCWIP 2: Shinfield	Borough wide	X	X	Policy high priority	-	£17 million	-	X	X	X		Various measures set out in the LCWIP, including reducing speed limits and central hatching. Alternative routes off Shinfield Road may need to be considered.
	LCWIP 3: Easthampstead Road	Borough wide	X	X	Desirable	-	£5.7 million	-	X	X	X		Various measures including reducing speed limits, and widening and improving pedestrian footways. Proposals as set out in LCWIP including route along Pearl Street, Priest Avenue, Waterloo Road, or deliver alternative route.
	LCWIP 3: Finchampstead Road	Borough wide	X	X	Policy high priority	-	£12.6 million	-	X	X	X		Investigate options in addition to improvements for cyclists, including via Nashgrove Lane.
	LCWIP 4: Finchampstead Road/Sandhurst Road	Borough wide	X	X	Policy high priority	-	£4.4 million	-	X	X	X		Convert roundabout to a traffic light junction with pedestrian crossing and associated improvements.
	LCWIP 5: London Road	Borough wide	X	X	Desirable	-	£3.5 million	-	X	X	X		Various measures along London Road

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Indicative delivery timescale	Indicative cost (£)	Secured funding (£)	Potential further funding sources			Anticipated funding position	Notes
									£106	CIL	Other		
	LCWIP 5: London Road/Oak Avenue junction	Borough wide	X	X	Desirable	-	£4.4 million	-	X	X	X		Various measures including redesigning the junction with protected facilities for cyclists and introducing a pedestrian crossing on the eastern arm.
	LCWIP 5: London Road/Binfield Road junction	Borough wide	X	X	Desirable	-	£4.4 million	-	X	X	X		Various measures including redesigning to protect cyclists from turning traffic and enhancing pedestrian crossings.
	LCWIP 5: London Road/William Heelas Way junction	Borough wide	X	X	Desirable	-	£4.4 million	-	X	X	X		Various measures including redesigning to protect cyclists from turning traffic and enhancing pedestrian crossings.
	LCWIP 6: Spencers Wood	Borough wide	X	X	Desirable	-	£6.2 million	-	X	X	X		Various projects set out in the LCWIP to support walking and cycling around Spencers Wood.
	LCWIP 7: Lower Earley Way	Borough wide	X	X	Policy high priority	Partially delivered as part of LVGV	£4.8 million	-	X	X	X		Various projects, including along Cutbush Lane, including removing/replacing barriers, and redesigning and improving existing junctions. Several schemes identified in the LCWIP will be delivered as part of Loddon Valley Garden Village.
	LCWIP 8: Wargrave	Borough wide	X	X	Desirable	-	£6.3 million	-	X	X	X		Various projects set out in the LCWIP to support walking and cycling around and through Wargrave.
	LCWIP 8: A4 Bath Road schemes	Borough wide	X	X	Desirable	-	£5 million	-	X	X	X		Various projects set out in the LCWIP to support walking and cycling along the A4 Bath Road.
	LCWIP: A4 Bath Road cycle improvements from Palmer Park Avenue	Borough wide	X	X	Essential	Commencing late 2025	£8.78 million	Funded by Active Travel England			X		Funded by Active Travel England. Route subject to public consultation in July 2025.
	LWCIP 11: Observer Way	Borough wide	X	X	Desirable	-	£2.4 million	-	X	X	X		Various projects including redesigning side road access onto Swallowfield Road and upgrading existing surfaces.
	LCWIP 12: Woodley	Borough wide	X	X	Desirable	-	£13 million	-	X	X	X		Various projects set out in the LCWIP to support walking and cycling around Woodley.
	LCWIP 13: Wokingham Station	Borough wide	X	X	Desirable	-	£1.6 million	-	X	X	X		Various projects to support walking and cycling around and to Wokingham railway station.
	LCWIP 14: Gipsy Lane footbridge	Borough wide	X	X	Policy high priority	-	£29.5 million	-	X	X	X		Replacement of bridge over Reading to Waterloo railway line.
	LCWIP 14: South of Wokingham	Borough wide	X	X	Desirable	-	£3.7 million	-	X	X	X		
	LCWIP 15: Reading Road	Borough wide	X	X	Policy high priority	-	£26 million	-	X	X	X		Various projects along the Reading Road corridor. Some projects, including lowering speed limits are to be introduced in 2025.
	LCWIP 16: Twyford crossroads	Borough wide	X	X	Desirable	-	£4.4 million	-	X	X	X		Twyford crossroads improvements including advanced stop lines and early release
	LCWIP 16: Off road path from Whistley	Borough wide	X	X	Policy high priority	-	£212,000	-	X	X	X		

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Indicative delivery timescale	Indicative cost (£)	Secured funding (£)	Potential further funding sources			Anticipated funding position	Notes
									S106	CIL	Other		
	Mill Lane to Charvil Country Park												
	LCWIP 16: Twyford	Borough wide	X	X	Desirable	-	£7.23 million	-	X	X	X		Various projects set out in the LCWIP to support walking and cycling to and around Twyford
	LCWIP 16: Twyford: Park Lane/Hawthorns, Charvil	Borough wide	X	X	Desirable	-	£4.4 million	-	X	X	X		Junction redesign to provide a more compact roundabout, including building out footways.
	Twyford: Pedestrian crossing on New Bath Road (A4), improvements to National Cycle Route 4, A321 and bus stop provision	Housing development at Land north of the A4 New Bath Road, Twyford.	X	X	Essential	Prior to occupation of new development north of A4.	Delivered in kind by developer	N/A	X				
	LCWIP 17: Nightingale Road, Woodley	Borough wide	X	X	Desirable	-	£10.9 million	-	X	X	X		Various projects set out in the LCWIP to support walking and cycling, including access via the subway south of the A329(M).
	LCWIP: 18 Church Road, Earley	Borough wide	X	X	Policy high priority	-	£609,000	-	X	X	X		Projects to improve connectivity from Woodlands Avenue and along Church Road.
	LCWIP 18: Church Road, Wilderness Road, Wokingham Road, junction	Borough wide	X	X	Policy high priority	-	£4.41 million	-	X	X	X		Project includes junction redesign to allow pedestrian and cycle crossings between all arms.
	LCWIP 18: Church Road / Woodlands Road junction.	Borough wide	X	X	Desirable	-	£4.41 million	-	X	X	X		Improvements to the Church Road junction, including protecting cyclists from turning vehicles.
	LCWIP 19: Winnersh	Borough wide	X	X	Desirable	-	£2.25 million	-	X	X	X		
Public transport	A4/A3290 (Sutton Seeds) road and roundabout improvements to add bus priority measures	Borough wide	X	X	Essential	From 2027/28	Dependent on scheme scope.	£1.08 million			X		Project funded via grant funding and S106. Three phases are proposed, with costs dependent on scheme scope. Other funding from Reading Borough Council may become available
	A329(M) corridor: Reading – Thames Valley Park and Winnersh	Borough wide	X	X	Policy high priority	-	£900,000	-		X	X		Resurfacing and upgrade of A3290, including signals bus priorities.
	Localised bus priority measures at key junctions, including traffic	Borough wide	X	X	Desirable	-	£100,000	-		X	X		Schemes identified in the Bus Service Improvement Plan (2024) include: yellow box junctions at Pepper Lane/Wilderness Road/Elm Road junction, and Colemansmoor Rd/Loddon Bridge Road junction.

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Indicative delivery timescale	Indicative cost (£)	Secured funding (£)	Potential further funding sources			Anticipated funding position	Notes
									S106	CIL	Other		
	signal bus priority and yellow box junctions												
	A329 corridor: Improvements to Bracknell – Wokingham – Winnersh – Reading, including bus priority measures on London Road.	Borough wide	X	X	Essential	-	£600,000	-		X	X		Costings provided for Bracknell-London Road section into Wokingham. The costs and delivery of the wider scheme is to be investigated.
	A327 corridor: Improvements to the Leopard 3 route from Wokingham to Reading.	Borough wide	X	X	Essential	-	TBC	-		X	X		To be investigated further with Reading Borough Council. The Bus Strategy as part of LVGV, and development at Arborfield Green will help investigate and define improvements to the corridor.
	A4/A321: New bus lane from Reading Borough boundary towards Earley	Borough wide	X		Policy high priority	-	£1.44 million	-		X	X		To provide a continuous bus lane into the London Road bus lane in Reading Borough.
	Mobility Hubs	Borough wide	X	X	Policy high priority	-	£1.58 million	-	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	-	£40 million	-		X	X		Costs are indicative and dependent on the type and location of a facility.
	Electric bus charging infrastructure for ZEB	Borough wide	X	X	Desirable	-	£1 million	-		X	X		Costs indicative and dependent on the location and type of charging infrastructure.
	Bus stop enhancement programme	Borough wide	X	X	Policy high priority	-	£1.44 million	-	X	X	X		Accessible bus stops, seats, real time information. Cost dependent on number of upgrades required.

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	Indicative delivery timescale	Indicative cost (£)	Secured funding (£)	Potential further funding sources			Anticipated funding position	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	Project dependent	-			X		Early years provision anticipated to be part of new primary schools. Provision may be ad-hoc based on when private sector providers identify an opportunity, which is then delivered by the private sector
Primary	Spencers Wood New 1 form entry primary school	South of M4 SDL	X		Essential	Within 3 years.	£9.9 million	£4.3 million	X	X			Land secured from the developer. Delivered by WBC. Reserved matters application approved June 2025.
Secondary	Emmbrook Sixth Form	Borough wide	X	X	Essential	September 2027	£3.8 million	£240,000	X	X	X		WBC committed £240,000 in summer 2025 for enabling works. Capital funding to be sought in the Medium Term Financial Plan 2026/27.
SEND	Rooks Nest, Barkham Two new SEND schools, specialising in Severe Learning Disabilities (SLD) and Social and	To mitigate development across the borough	X	X	Policy high priority	September 2028	£32.7 million	Funded by Department for Education			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	Indicative delivery timescale	Indicative cost (£)	Secured funding (£)	Potential further funding sources			Anticipated funding position	Notes
									S106	CIL	Other		
	Emotional Mental Health (SEMH).												
	SEND Expansion Programme, including: - 15x Resource Bases / SEND Units in mainstream schools - 3x new Post-16 facilities - 3x new Early Years facilities - new Alternative Provision setting in mainstream secondary schools. Provision of c. 400 extra places	Borough wide	X	X	Policy high priority	2026/27 – 2028/29	£23.5 million	£8.1 million	X	X	X		Medium Term Financial Plan identifies £8.1 million funding. 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	Indicative delivery timescale	Indicative cost (£)	Secured funding (£)	Potential further funding sources			Anticipated funding position	Notes
									s106	CIL	Other		
Cemeteries	Additional sites to mitigate the impact of increased demand	Borough wide	X	X	Desirable	Scheme dependent	Unknown	-			X		
Community facilities	Improvements to existing community facilities, or a financial contribution towards off site provision/improvements.	Borough wide		X	Desirable	Scheme dependent	Scheme dependent	-		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	Scheme dependent	-	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	Scheme dependent	Scheme dependent	-	X	X	X		

HEALTH AND WELLBEING

The Buckinghamshire, Oxfordshire and Berkshire West Integrated Care Board (BOB ICB) is the statutory NHS body with responsibility for the planning and commissioning of primary care services across Wokingham Borough. An increase in population as a result of development may be able to be absorbed by the existing GP practices in the local area, or extension/reconfiguration to existing premises to provide additional clinical capacity. This would be informed by pre-project work to understand existing capacity. If local GP practices are not able to absorb the new patients, additional capacity can be provided in two ways:

- Delivery of a new GP facility. Where possible the ICB would look to relocate an existing GP practice, which would serve both the existing and new population. The new branch provision would need to be agreed and approved by the ICB and the nominated service provider
- Delivery of a satellite GP facility. Under some circumstances the ICB would consider a satellite GP facility (branch surgery) if it is financially viable and operationally sustainable. A satellite facility would need to provide at least 4 consulting rooms and a treatment room. Similarly, the satellite site would need to be agreed and approved by the ICB and the nominated service provider.

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.

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.

Typical sources of funding: • Developer s106 obligations (inc. provision new buildings and associated infrastructure). • Community Infrastructure Levy • National Health Service											
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Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Indicative delivery timescale	Indicative cost (£)	Secured funding (£)	Potential further funding sources			Anticipated funding position	Notes
									S106	CIL	Other		
Primary Care	Additional GP capacity: Delivery of a new GP facility, or extension/reconfiguration of existing GP facility	Borough wide	X	X	Essential	Across the plan period	Dependent on type/size of facility required	Minimum £501,120	X	X	X		All GP practices across Wokingham Borough are considered by the ICB to have a capacity deficit when comparing registered patients to gross internal area. Where a new facility is required the ICB seek a turnkey facility at nil cost to the ICB. Funding has been secured via S106 contributions from completed development which will be used to support additional primary care capacity. Future funding has been secured via S106 from recent developments, including £198,720 contribution towards expansion of Twyford Surgery from Land at Riverways Farm, and £302,400 contribution towards Woosehill surgery from Land adjacent to Blagrove Lane, Wokingham.

	Pre-project studies		X	X	Desirable						X		Developers will need to assess the size and type of provision required to mitigate the impact of development.
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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	Indicative delivery timescale	Indicative cost (£)	Secured funding (£)	Potential further funding sources			Anticipated funding position	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	Dependent on scheme/project	-	X	X			Likely to be delivered through the Grays Fruit Farm Project in South Wokingham
Indoor sports facilities	New/improvements to existing facilities to be delivered to a standard of up to 65.43m² per 1,000 population	Borough wide	X	X	Essential	Delivered alongside new development	Dependent on scheme/project	-	X	X			LPU 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. Borough-wide needs likely to be delivered through provision within LVGV as part of shared facilities with the planned Secondary School.
Allotments	New/improvements to existing facilities to be delivered to a standard of 0.34 ha per 1,000 population	Borough wide	X	X	Policy high priority	Delivered alongside new development	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	Indicative delivery timescale	Indicative cost (£)	Secured funding (£)	Potential further funding sources			Anticipated funding position	Notes
									S106	CIL	Other		
Play areas	Improvements to play areas located in proximity to new development	Borough wide		X	Policy high priority	Across the plan period	£1-3 million	From various S106 agreements	X	X			Several play areas are considered to require improvement, including: Church Farm, Dearden Way, Shinfield Plough Lane, Buttercup Close, Wokingham East Park Farm Junior, Vale View, Charvil Dunstans Drive, Winnersh Lowther Road, Wokingham Various funding agreed via S106 agreements for development, e.g. Land to the west of Park Lane, Charvil
Greenways network	New/improvements to existing greenways	Borough wide		X	Essential	Delivered alongside new development	£9.4 million	-	X	X			Remaining Greenways Network to be delivered is circa 25km
SANG	Rooks Nest Wood SANG Extension	Borough Wide	X	X	Essential	Delivered ahead of new development	£1.5 million	Via MTFP	X				Project identified in the Medium Term Financial Plan (MTFP) (2025/26).
Country park facilities	New/improvements to existing country park facilities	Borough wide		X	Policy high priority	Delivered alongside new development	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 developments 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	Indicative delivery timescale	Indicative cost (£)	Secured funding (£)	Potential further funding sources			Anticipated funding position	Notes
									S106	CIL	Other		
National Gas Transmission	New gas transmission infrastructure (e.g. pipelines).	Borough wide	X	X	Essential	As required	Project dependent	-			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	Project dependent	-			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	-			X		Specific development proposals in Wokingham Borough unlikely to have a direct effect on the electricity transmission system. Individual projects may require localised reinforcement works.
SSEN	Berkshire and Hampshire (Fleet-Bramley Grid	Borough wide and across various parts of Hampshire and Berkshire	X	X	Essential	Reinforcement delivery by 2029/30	Unknown	N/A			X		Set out in SSEN Fleet Grid Supply Point: Strategic Development Plan (June 2025). ² Proposed option is to split the Fleet/Bramley Grid Supply Point (GSP) into two GSP grounds

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

² [fleet-gsp-strategic-development-plan---draft-for-consultation.pdf](#)

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Indicative delivery timescale	Indicative cost (£)	Secured funding (£)	Potential further funding sources			Anticipated funding position	Notes
									S106	CIL	Other		
	Supply Point) upgrades.												
South East Water	Localised water supply reinforcement	Borough wide	X	X	Essential	Ongoing	Unknown	To be funded and delivered by SEW			X		
Thames Water	Localised water supply reinforcement	Borough wide	X	X	Essential	Ongoing	Unknown	To be funded and delivered by TW			X		
Thames Water	Arborfield Sewage Treatment Works capacity upgrades	Development using Arborfield STW	X	X	Essential	2025-2030	£48.39 million	To be funded and delivered by TW			X		Capacity upgrades planned by Thames Water as part of AMP8 (2025-30) to increase capacity. ³ Any further upgrades will be considered as part of the AMP9 period.
Thames Water	Ashridge (Wokingham) STW capacity upgrades	Development using Ashridge STW	X	X	Essential	2025-2030	Unknown	To be funded and delivered by TW			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	To be funded and delivered by TW			X		Works to improve infrastructure efficiency.
Thames Water	Wargrave STW capacity upgrades	Development using the Wargrave STW	X	X	Essential	2025-2030	Unknown	To be funded and delivered by TW			X		Capacity upgrades planned by Thames Water as part of AMP8 (2025-30) to increase capacity.
Broadband	Various commercial projects across the borough, including full fibre to the premises (FFTP)	Borough wide	X	X	Essential	Ongoing	Unknown	To be funded and delivered by commercial providers			X		
Broadband and telecomms	Various commercial projects across the borough, including to deliver 5G services	Borough wide	X	X	Essential	Ongoing	Unknown	To be funded and delivered by commercial providers			X		

³ 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	Indicative delivery timescale	Indicative cost (£)	Secured funding (£)	Potential further funding sources			Anticipated funding position	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	Project dependent	-	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	-		X	X		
	Additional vehicles, including for waste collection	Borough wide	X	X	Policy high priority	Unknown	Unknown	-		X	X		Biffa contracted to provide waste collection and street cleansing services to the borough from 1 June 2026.
Street cleansing	Additional vehicles required to effectively clean a larger area	Borough wide	X	X	Desirable	Across the plan period	Unknown	-		X	X		Anticipated to be funded by CIL and/or other funding opportunities

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.

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	Indicative delivery timescale	Indicative cost (£)	Secured funding (£)	Potential further funding sources			Anticipated funding position	Notes
									s106	CIL	Other		
Police	Police staff set up costs including equipment	Borough wide	X	X	Desirable	Across the plan period	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	Across the plan period	Unknown	-		X	X		
South Central Ambulance service	Additional resources to meet any increased demands	Borough wide	X	X	Desirable	Across the plan period	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	Indicative delivery timescale	Indicative cost (£)	Secured funding (£)	Potential further funding sources			Anticipated funding position	Notes
									S106	CIL	Other		
Education	2 x 3FE primary schools including early years provision	SS13: Loddon Valley Garden Village		X	Essential	Delivery from 2029 onwards	Each 3FE primary £13.5 million Total cost: £27 million	N/A	X	X	X		Each school should provide space for the integrated teaching of pupils with special educational needs and disabilities.
	New 8FE secondary school and 300 pupil sixth form.	SS13: Loddon Valley Garden Village Other related development sites		X	Essential	2031-34	8FE: £39.3 million	N/A	X	X	X		LVGV generates a requirement for around 5FE secondary school. An 8FE school is 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 and transport	Mobility/ Transport Hubs	SS13: Loddon Valley Garden Village		X	Essential	2027 onwards	£4.32 million	N/A		X	X		Two primary hubs and two ancillary hubs.
	Beeston Way/Cutbush Lane improvements	SS13: Loddon Valley Garden Village		X	Essential	2032-33	£240,000	N/A			X		
	Additional westbound lane on Lower Earley Way from Whitley Wood Lane to M4 junction 11	SS13: Loddon Valley Garden Village		X	Essential	2033-34	£2.56 million	N/A			X		
	Upgrade Lower Earley Way/Rushey Way/Mill Lane roundabout	SS13: Loddon Valley Garden Village		X	Essential	2032-33	£1.8 million	N/A			X		
	Additional northbound lane on Lower Earley Way between Rushey Way and Meldreth Way. Including active travel works forming cycleway	SS13: Loddon Valley Garden Village		X	Essential	2031-33	£6.1 million	N/A			X		
	Single carriageway connection from the site to Meldreth Way roundabout (excluding bridge)	SS13: Loddon Valley Garden Village		X	Essential	2032-33	£22.9 million	N/A			X		
	Bridge over River Loddon	SS13: Loddon Valley Garden Village		X	Essential	2030-32	£9.15 million	N/A			X		
	New bridge over M4 motorway	SS13: Loddon Valley Garden Village		X	Essential	2031-33	£16.14 million	N/A			X		
	Primary street from District Centre to River Loddon Bridge	SS13: Loddon Valley Garden Village		X	Essential	2031-32	£4.95 million	N/A			X		

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Indicative delivery timescale	Indicative cost (£)	Secured funding (£)	Potential further funding sources			Anticipated funding position	Notes
									S106	CIL	Other		
	Access road from Natural History Museum and Loddon Bridge	SS13: Loddon Valley Garden Village		X	Essential	2031-32	£7.6 million	N/A			X		
	Primary street from District Centre to Sindlesham	SS13: Loddon Valley Garden Village		X	Essential	2029-31	£13.5 million	N/A			X		
	Barkham Brook bridge crossing	SS13: Loddon Valley Garden Village		X	Essential	2029-31	£6.15 million	N/A			X		
	Primary street from District Centre to Mole Road	SS13: Loddon Valley Garden Village		X	Essential	2027-31	£10 million	N/A			X		
	Primary Street from District Centre to Arborfield Road	SS13: Loddon Valley Garden Village		X	Essential	2027-34	£19.16 million	N/A			X		
	Secondary street accommodating bus link	SS13: Loddon Valley Garden Village		X	Essential	2030-31	£4.9 million	N/A			X		
	Loddon Valley central pedestrian bridge	SS13: Loddon Valley Garden Village		X	Essential	2031-32	£1.5 million	N/A			X		
	Loddon Valley southern pedestrian bridge - upgrades	SS13: Loddon Valley Garden Village		X	Essential	2028-30	£415,000	N/A			X		
	Greenways/cycle routes throughout the site	SS13: Loddon Valley Garden Village		X	Essential	2027-34	£11.6 million	N/A			X		
	Pedestrian links formed of mown paths (including culvert or bridge crossings)	SS13: Loddon Valley Garden Village		X	Essential	2027-34	£155,000	N/A			X		
	Additional southbound lane on South Avenue	SS13: Loddon Valley Garden Village		X	Essential	2031-32	£4.5 million	N/A			X		
	Access via TVSP roundabout	SS13: Loddon Valley Garden Village		X	Essential	2030-32	££2.7 million	N/A			X		
	Mill Lane 3 arm access roundabout	SS13: Loddon Valley Garden Village		X	Essential	2027	£3.6 million	N/A			X		
	M4 junction 11 optimisation and changes to lane markings to accommodate additional lane for traffic movements onto Lower Earley Way	SS13: Loddon Valley Garden Village		X	Essential	2032-33	£185,000	N/A			X		

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Indicative delivery timescale	Indicative cost (£)	Secured funding (£)	Potential further funding sources			Anticipated funding position	Notes
									S106	CIL	Other		
	Shinfield Eastern Relief Road improvements, including additional westbound lane between access roundabout and existing M4 bridge	SS13: Loddon Valley Garden Village		X	Essential	2031-32	£1.8 million	N/A			X		
	Shinfield Eastern Relief Road toucan crossing at Thames Valley Science Park access	SS13: Loddon Valley Garden Village		X	Essential	2032	£165,000	N/A			X		
	Shinfield Road gyratory – additional circulatory lane on Black Boy roundabout	SS13: Loddon Valley Garden Village		X	Essential	2030-31	£650,000	N/A			X		
	A327/Shinfield Eastern Relief Road roundabout upgrades	SS13: Loddon Valley Garden Village		X	Essential	2030	£1.6 million	N/A			X		
	Mill Lane closure as a through route	SS13: Loddon Valley Garden Village		X	Essential	2030	£20,000	N/A			X		
	Hatch Farm Way new 3 arm signal junction to connect to Mill Lane	SS13: Loddon Valley Garden Village		X	Essential	2029-30	£4 million	N/A			X		
	Mill Lane/Mole Road roundabout upgrades	SS13: Loddon Valley Garden Village		X	Essential	2028-29	£2.6 million	N/A			X		
	Mill Lane widening	SS13: Loddon Valley Garden Village		X	Essential	2028-29	£1.26 million	N/A			X		
	Hatch Farm spur, 4 th arm off Mill Lane roundabout	SS13: Loddon Valley Garden Village		X	Essential	2027	£520,000	N/A			X		
	Mill Lane/New Road/Bearwood Road improvements (Sindlesham triangle)	SS13: Loddon Valley Garden Village		X	Essential	2028-29	£300,000	N/A			X		
	King Street Lane/Hatch Farm Way/Longdon Road improvements	SS13: Loddon Valley Garden Village		X	Essential	2030	£550,000	N/A			X		
	Improvements to Lower Earley Way/Hatch Farm Way signal junction	SS13: Loddon Valley Garden Village		X	Essential	2034	£1.17 million	N/A			X		
	Lower Earley Way: Single lane widening between Rushey Way and Hatch Farm Way	SS13: Loddon Valley Garden Village		X	Essential	2034	£2.91 million	N/A			X		
	Access onto A327 via fourth arm of reconfigured Arborfield Relief	SS13: Loddon Valley Garden Village		X	Essential	2027	£260,000	N/A			X		

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Indicative delivery timescale	Indicative cost (£)	Secured funding (£)	Potential further funding sources			Anticipated funding position	Notes
									S106	CIL	Other		
	Road (Observer Way) roundabout												
	Link from Mill Lane to Hatch Farm Way	SS13: Loddon Valley Garden Village		X	Essential	2032-33	3.2 million	N/A			X		
	Bus priority improvements along wider network including bus strategy	SS13: Loddon Valley Garden Village		X	Essential	2030 onwards	£3.8 million	N/A	X				Bus strategy to be delivered in phases.
	Subsidy of new bus services	SS13: Loddon Valley Garden Village		X	Essential	2027 onwards	£5 million	N/A			X		
	Bus stop infrastructure including real time passenger information	SS13: Loddon Valley Garden Village		X	Essential	2027-34	£850,000	N/A			X		Delivery of 7 bus stops, plus additional stop at Thames Valley Science Park
	Car clubs (17 in total, with 14 provided as part of transport hubs)	SS13: Loddon Valley Garden Village		X	Essential	2027-34	£365,000	N/A			X		
	Pedestrian and cycle upgrades on A327	SS13: Loddon Valley Garden Village		X	Essential	2028-29	£2.1 million	N/A			X		
	Active travel enhancements in Sindlesham	SS13: Loddon Valley Garden Village		X	Essential	2028-29	£860,000	N/A			X		
	Active travel enhancements through Lower Earley	SS13: Loddon Valley Garden Village		X	Essential	2029-33	£825,000	N/A			X		
	Active travel enhancements in Shinfield	SS13: Loddon Valley Garden Village		X	Essential	2029-33	£760,000	N/A			X		
	River Loddon footpath under M4 bridge	SS13: Loddon Valley Garden Village		X	Essential	2032	£442,000	N/A			X		
	Off site Rights of Way improvement/diversions	SS13: Loddon Valley Garden Village		X	Essential	2027-34	£500,000	N/A			X		
	Mole Road active travel enhancements	SS13: Loddon Valley Garden Village		X	Essential	2029-30	£416,000	N/A			X		
	My Journey travel planning contribution	SS13: Loddon Valley Garden Village		X	Essential	2027 onwards	£2.12 million	N/A			X		
	Personal travel planning (Residential)	SS13: Loddon Valley Garden Village		X	Essential	2027 onwards	£1.57 million	N/A			X		

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Indicative delivery timescale	Indicative cost (£)	Secured funding (£)	Potential further funding sources			Anticipated funding position	Notes
									S106	CIL	Other		
	Personal travel planning (non residential – Innovation Valley)	SS13: Loddon Valley Garden Village		X	Essential	2030	£256,000	N/A			X		
Community facilities	New community facility(s), which could incorporate library and other ancillary uses.	SS13: Loddon Valley Garden Village		X	Essential	2029-31	£3.8 million	N/A	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 infrastructure and public realm	SS13: Loddon Valley Garden Village		X	Desirable	2030 onwards	£590,000	£0	X	X			Type, location and objectives of public art to be agreed through community engagement and to inform wider place making.
SSEN	New primary sub-station	SS13: Loddon Valley Garden Village		X	Essential	Timing to be agreed	£5-11 million	N/A			X		
Primary Care	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	2036-38	£3.84 million	N/A	X	X	X		Nature of provision to be finalised following completion of a feasibility study which has been commissioned by BOB ICB.
Swimming Pool	Financial contribution towards off site enhancements	SS13: Loddon Valley Garden Village		X	Policy high priority	2033-34	£2.4 million	N/A					
Sports halls including 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) Sports Hall of at least 1,532m ² comprising 4 courts and a 20 station health and fitness gym.	SS13: Loddon Valley Garden Village Other related development sites		X	Essential	2031-33	£5.99 million	N/A	X	X	X		Outdoor sports hub could be delivered as dual use with the proposed secondary school facilities.
Strategic Open space	Delivery of a new country park centred around the River Loddon	SS13: Loddon Valley Garden Village		x	Essential	2027-37	£23.03 million	N/A					Delivered by the developer as part of SDL
SANG	Delivery of additional SANG which will form part of the wider Country Park Proposal	SS13: Loddon Valley Garden Village		x	Essential	Prior to occupation 2027-37	£14.24 million	N/A					SANG delivered to Natural England's standards prior to occupation. Off site provision may be acceptable prior to the delivery of an on site bespoke solution.
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	SS13: Loddon Valley Garden Village		X	Policy High Priority	2027 onwards	£10.95 million	N/A	X	X	X		

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Indicative delivery timescale	Indicative cost (£)	Secured funding (£)	Potential further funding sources			Anticipated funding position	Notes
									S106	CIL	Other		
	children/young people (LAP/LEAP/NEAP).												
Civic Space	Delivery of c. 1.68Ha of civic space	SS13: Loddon Valley Garden Village		X	Policy high priority	2033-37	£4.4 million	N/A			X		
Cemeteries/ burial grounds	Delivery of 0.5Ha	SS13: Loddon Valley Garden Village		X	Policy high priority	2036-38	£1.3 million	N/A			X		
Waste	On site waste facilities, and contribution towards potential impact on existing provision.	SS13: Loddon Valley Garden Village		X	Policy high priority	2027 onwards	£1.35 million	N/A			X		

SOUTH WOKINGHAM SDL

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Indicative delivery timescale	Indicative cost (£)	Secured funding (£)	Potential further funding sources			Anticipated funding position	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	Between 300-1,300 th occupation, plus three years to deliver	2FE cost £11.3 million	£11.3 million	X				Provision for 2FE primary school secured through S106 agreement associated with the permitted development at the adopted South Wokingham SDL. WBC is required to serve notice on the developers between the 300th-1,300th occupation and allow the developers three years to deliver.
	South Wokingham SDL extension New 1 FE primary school	SS12: South Wokingham SDL		X	Essential	Delivered to reflect anticipated pupil numbers	To be developer funded.	N/A	X	X			New primary school capacity to be provided as a 1FE school within the South Wokingham SDL extension, unless alternative capacity is available elsewhere or can be created in an appropriate school.
Highways and transport	A329 Coppid Beech roundabout improvements, including extending west facing slip roads	SS12: South Wokingham SDL		X	Essential	Partially completed	£2.88 million	-		X	X		Cost of the scheme to include west facing slip roads is under review
	A329 Coppid Beech to Jennets Park improvements	SS12: South Wokingham SDL		X	Essential	To be agreed with Bracknell Forest	£5.33 million	-	X	X	X		Work is ongoing with Bracknell Forest Council to design a suitable mitigation project, and the cost is therefore subject to additional refinement.
	Cycle network improvements	SS12: South Wokingham SDL		X	Essential	2026 onwards	£5.34 million	£1.6 million		X	X		Funding for railway bridge and link to Bracknell Forest via Easthampstead Road/West Road. Various off site pedestrian and cycle improvements and contributions secured from the permitted development south of the railway line.
	Mobility hubs	SS12: South Wokingham SDL		X	Essential	Phased through development	£165,000	-		X	X		
	Peacock Lane/Vigar Way improvements	SS12: South Wokingham SDL		X	Essential	Delivery by 250 th occupation at existing South Wokingham SDL	TBC	-			X		S278 delivery (largely in Bracknell Forest borough)
	South Wokingham Distributor Road	SS12: South Wokingham SDL	X		Critical	Completed by early 2027	Fully funded	Funding received from Homes England		X	X		The project is under construction and includes multiple projects, divided into sections which will provide a new road south of Wokingham town centre. For example, the western section includes significant upgrades to the junction of Molly Millars Lane and Finchampstead Road. Further information is available on the council's website. ⁴ The project is supported by forward funding from Homes England.

⁴ SWDR: <https://www.wokingham.gov.uk/roads/major-projects/south-wokingham-distributor-road>

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Indicative delivery timescale	Indicative cost (£)	Secured funding (£)	Potential further funding sources			Anticipated funding position	Notes
									S106	CIL	Other		
	Molly Millars Lane/Easthampstead Road junction	SS12: South Wokingham SDL	X		Essential	Within 90 days of council notifying of intention to commence works.	£3.2 million	£3.2 million					Contribution secured through S106 agreement for adopted South Wokingham SDL.
	Nine Mile Ride/Heathlands Road junction improvements	SS12: South Wokingham SDL	X		Essential	Prior to occupation of first dwelling	£75,000	£75,000					Contribution secured through S106 agreement for adopted South Wokingham SDL.
	South Wokingham - Easthampstead Rd/Heathland Rd/New Heathlands Road junction	SS12: South Wokingham SDL	X		Essential	Within 90 days of council notifying of intention to commence works.	£166,000	£166,000					Contribution secured through S106 agreement for adopted South Wokingham SDL.
	Heathlands Road Link	SS12: South Wokingham SDL	X		Essential	Within 90 days of council notifying of intention to commence works.	£1.3 million	£1.3 million					Contribution secured through S106 agreement for adopted South Wokingham SDL.
	South Wokingham - Peacock Lane, Waterloo Road, Old Wokingham Rd Junction	SS12: South Wokingham SDL	X		Essential	Within 90 days of council notifying of intention to commence works.	£3.1 million	£3.1 million					Contribution secured through S106 agreement for adopted South Wokingham SDL.
	South Wokingham Pedestrian/Cycle Strategy	SS12: South Wokingham SDL	X		Essential	Prior to completion of SWDR	£1.6 million	£1.6 million					Contribution secured through S106 agreement for adopted South Wokingham SDL.
	Traffic Regulation Order	SS12: South Wokingham SDL	X		Essential	Contribution due prior to commencement and first occupation	£130,000	£130,000					Contribution secured through S106 agreement for adopted South Wokingham SDL.
Community facilities	New community facility or contribution towards existing facility	SS12: South Wokingham SDL	X	X	Essential	Delivery of new facility between 300-1,300 th occupation of South Wokingham SDL	To be delivered by developer	N/A	X	X	X		A contribution/new facility will be secured as part of the SDL extension.
Public art	Provision of public art throughout the site, including integration with	SS12: South Wokingham SDL		X	Desirable	Phasing to be agreed	Unknown	-	X	X			Type, location and objectives of public art to be agreed through community engagement and to inform wider place making, including as set out in the agreed S106

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Indicative delivery timescale	Indicative cost (£)	Secured funding (£)	Potential further funding sources			Anticipated funding position	Notes
									S106	CIL	Other		
	green infrastructure and public realm												
Primary Care Network	Additional GP capacity via either: provision of a new facility, new branch surgery, extension of existing, relocation of existing facility.	SS12: South Wokingham SDL		X	Essential	Phasing to be agreed	Unknown	-	X	X	X		Improvements to GP capacity is being led by the ICB with funding secured via S106.
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 Part of Arborfield Green SDL Other related development sites	X	X	Essential	Autumn 2027	£14.7 million	Football Foundation: £2 million North Wokingham SDL: £2.5 million. South Wokingham SDL: £6.5 million. St Annes Manor: £170k. Blagrove Lane £250K	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. South Wokingham Extension £3.9million, Arborfield Green £3.2million. Plus contributions from other smaller sites up to £6million
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	Policy high priority	To be delivered across development phases.	N/A	N/A	X	X	X		
SANG	Delivery of sufficient SANG	South Wokingham SDL		X	Essential	Prior to occupation	N/A	N/A	X				To be delivered to Natural England's standards.
SSEN	Connection to Peacock Farm primary substation	South Wokingham SDL		X	Essential	Timing to be agreed	£3-5 million	N/A			X		Capacity with SSEN secured. To be funded by the developer.

ARBORFIELD GREEN SDL

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Indicative delivery timescale	Indicative cost (£)	Secured funding (£)	Potential further funding sources			Anticipated funding position	Notes
									S106	CIL	Other		
Education	New 2 form entry primary school	SS11: Arborfield Green SDL	X	X	Essential	Within 10 years	2FE cost £11.3 million	N/A	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 New Sixth Form	SS11: Arborfield Green SDL	X	X	Essential	September 2026	£10.5 million	Fully secured			X		Programme funded in the council's Medium Term Financial Plan. Delivery to support provision of additional places to meet demand likely in medium term due to bulge in students currently in secondary provision. Cost split equally between WBC and the School Trust.
Highways and transport	Eversley Road improvements	SS11: Arborfield Green SDL		X	Essential	Subject to agreement with Hampshire County Council	£144,000	-			X		Funding for Eversley Road (A327) improvements have been secured via a legal obligation and financial contributions are in the process of being transferred to Hampshire County Council to support improvements to the A327 within Hampshire.
	Cycle network improvements	SS11: Arborfield Green SDL		X	Essential	Throughout development delivery	TBC	-			X		Further improvements as part of the new developments.
	Bus service improvements	SS11: Arborfield Green SDL		X	Essential	From May 2025 onwards	Dependent on scope	-			X		Increased frequency of the Leopard 3 route started May 2025. ⁵ Bus gates may be required to accommodate extensions/alterations to bus routes to serve the new development. Costs will be dependent on the agreed route, frequency and whether additional vehicles are required. New development will be required to make a proportionate contribution to further support the continuation of existing services and increase opportunities to enhance routes and services
	Mobility hubs	SS11: Arborfield Green SDL		X	Essential	Phasing to be agreed	£110,000	-			X		To be delivered across relevant phases of development
Community facilities	Delivery of the Arborfield Green community centre,	SS11: Arborfield Green SDL	X		Essential	Commencement 2025	£3.8 million	-	X	X	X		To be funded by developers Crest.

⁵ <https://www.wokingham.gov.uk/news/2025/more-frequent-bus-service-will-be-just-ticket>

Type	Location / infrastructure requirement	Policy / site generating need and/or funding infrastructure	Development Plan	Local Plan Update	Level of priority	Indicative delivery timescale	Indicative cost (£)	Secured funding (£)	Potential further funding sources			Anticipated funding position	Notes
									S106	CIL	Other		
	including a self serve library.												
Indoor Sports	Shared facility at LVGV	SS11: Arborfield Green SDL		X	Essential	Completion of 1,500 home at LVGV	N/A	N/A	X	X	X		Costs set out in LVGV section. Contribution from development at Arborfield Green towards provision at LVGV
Outdoor Sports	Strategic facility at Grays Farm	SS11: Arborfield Green SDL	X	X	Essential	Autumn 2027	N/A	N/A	X	X	X		Costs set out in South Wokingham SDL section Contribution from development at Arborfield Green towards provision at Grays Farm.
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	-	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 and public gardens, natural/semi natural greenspace, allotments and areas of play for children/young people (LAP/LEAP/NEAP).	SS11: Arborfield Green SDL		X	Policy high priority	To be delivered across development phases.	N/A	N/A	X	X	X		
SANG	Delivery of sufficient SANG	SS11: Arborfield Green SDL		X	Essential	Prior to occupation	N/A	N/A	X				To be delivered to meet Natural England's standards.
SSEN	Connection to Wokingham primary substation	SS11: Arborfield Green SDL		X	Essential	Timing to be agreed	£3-5 million	N/A			X		To be funded by the developer