

Proposal for Toilet Build

Joint Recreational Working Group

01 July 2022

1. Proposal

In June 2019 the Parish Council approved the concept of the Cycle track project and authorised the application for grants by the Joint Recreational Working Group who would undertake the development of the Charles Cowper Field to build two cycle tracks (the learn to ride track and the challenge track) as a follow on from the playground, football field and extension car park. The various elements of the project were approved in August 2020 at a budgeted capital cost of £129,560. In addition to the cycle tracks the project included tarmacking the main car park, building a store, covered area and disabled accessible toilet.

To fund this, £114,560 of grants were successfully obtained from British Cycling, HS2 and SNC (now WNC). As a part of the project the grant providers wanted to see the PC also contribute to the success of the project and £15k was set aside in reserves. Funds from the Village Hall were held as a contingency. The British Cycling grant was specifically contingent on a full disabled toilet being available. The grants were intended to be paid out by the end of March 2022 but a time extension to Sept 2022 was asked for and accepted due to the impact of the pandemic.

The toilet/store/covered area was left as the final part of the project so that the budget for the building would be fully determined. Excluding a contingency, the budget is £39k and includes the approved £15k contribution from the PC funds.

This project has been extremely difficult given the fundamental changes to the costs and availability of building materials and suppliers. The covid pandemic has changed the nature of this market and the options available to the group. Cat Ablitt, a parishioner, and architect working for R Coy offered her services free of charge and has been working with Councillor Bertie Allonby Briggs to put the proposal together.

The proposal recommended by the JRWG is to:

- Build a concrete base with sewage/water and electricity services
- Purchase a prefabricated refurbished cabin container 32" x 10" clad in larch timber – including three sections
 - a full disabled accessible toilet
 - a store and the option to install a second toilet in the future
 - a third area with two open sides for a covered area including benches.

The preferred supplier [REDACTED] for the appropriately configured refurbished cabin. The base for the structure has been quoted at a maximum [REDACTED].

It is proposed that the PC support this proposal and authorise the RFO and JRWG to let contracts to complete the work within the budget of £39k as set out above.

2. Background

One of the main purposes of local government is to manage and improve facilities and services for local people. West Northants strategy includes a focus on “vibrant towns and villages”, “high quality

parks”, “healthy safe and protected Children” as well as supporting “increased aspirations in young people”. They claim that thriving villages are created by shaping places through “safer communities with less anti-social behaviour” and “flourishing and supported small businesses”.

The Cycle Track Development Project was the final leg of the overall development of the CCPF which was designed to create a flexible and exciting recreational area for the benefit of parishioners and to encourage visitors to the parish. The activities are designed to appeal to all ages and the picnic benches encourage families to spend several hours with their children or grandchildren playing games, adventures on the playground or improving their skills on the learn to ride track or challenge track. This not only improves the wellbeing of families and children, it increases fitness, mental health, and improves aspirations among young people.

Visitors also create additional value-added to all the hospitality businesses in the parish – the Hall, the pubs, the B&Bs. Having great family-centric facilities supports the school at a time when small rural schools remain under threat and a significant proportion of families come from outside the village. They also enhance the desirability of Boddington for families looking to move into the area – improving the value of houses and combatting the negative impact of HS2.

An essential part of providing effective facilities is to recognise the need for children, families, older people and the disabled to have full access to toilet facilities while visiting the park.

a. Toilet

The original plan included a small compostable toilet for occasional use, but British Cycling found this to be inadequate and explicitly included full access to a disabled toilet as a condition of their grant. The Hall has been used extensively for toilets when it is open, but it is not always open.

The development of CCPF to encompass a large and attractive playground, the cycle tracks, football field and picnic benches has meant that the park is frequently used by parishioners from both Upper and Lower Boddington and local villages as well as from further afield. Families often need the toilet or changing facilities multiple times and the inconvenience of taking children home negates the benefit of creating a family-centric facility.

There are no public toilets in Upper or Lower Boddington and visitors/cyclists and walkers have no alternatives as the pubs and Hall are not open all day.

Lack of provision reduces the appeal of the facilities that have already been provided, but also creates a health and safety risk of people urinating or defecating in the field or in neighbouring fields. There has been a complaint to this effect.

b. Store / second toilet

The addition of a storeroom was to ensure that PC owned equipment (such as the lining machine) and other equipment could be stored and be accessible. This store space could also be used as a serving area for events on the field (eg sports day). In addition, it was agreed that it would be worth future proofing the facility by putting in the pipework to ensure that a second toilet/ or washing facility could easily be provided, if required at some future date.

c. Covered Area

The third element of the plan was to include a covered area for families or teenagers to congregate safely. CCTV would be extended to cover this area and it would be facing the road and be externally visible.

It was agreed that, rather than separate units, the toilet, store and seated area should be combined as this offered the most economic solution.

3. Alternatives

Several alternatives have been considered and pursued vigorously. Ideally a purpose-built building would have been constructed, but the costs are prohibitive. Even reducing the size and quality of a purpose-built building would not be deliverable within the budget.

A number of suppliers have been contacted but Halletts of Birmingham have been chosen as the preferred supplier.

A smaller prefabricated cabin, that meets part of the project, could be purchased that is new rather than refurbished, at a similar cost. However, the JRWG believe that the proposed solution offers the best combination of cost/benefit.

A fall back has been that we purchase one or two compostable toilets and open the hall for those that need disabled facilities. These toilets are limited by use (there is a maximum number of uses per day). It is unlikely that this would be acceptable to British Cycling and will risk loss of grant income or indeed repayment of the full British Cycling Grant, both outcomes would increase the cost burden to the PC.

Of course, there is the option of doing nothing which would not only reduce the benefit of the overall facility. It would also mean:

- at a minimum, the PC will lose at least £20k of the remaining £24k of grant income pledged i.e., the British Cycling grant for the toilet (£10k) and the other grant providers (£10k). In addition, the retention element on the grants already received (£4k) is at risk
- On a worst-case basis, the PC could be required to repay the £24k British Cycling grant that has already been received as well as forgoing the above grant income of £24k – a total actual and opportunity loss of £48k.

In summary installing the toilets will cost the PC no more than £15k and probably significantly less due to the outstanding grant funding being available whereas doing nothing could potentially cost the PC £24k as well as incurring reputational damage.

4. Cost of Cleaning and Ongoing Maintenance

There will be a cost of cleaning and maintenance each year, that is not covered by grant funding. It is expected that a plan for the toilets would be:

- a weekly clean or no more than one hour
- intermittent cleans if left dirty

The Hall employs commercial cleaners on a weekly basis, and it may be possible for the PC to engage them to add this to their schedule. They currently charge [REDACTED] per hour which would equate to [REDACTED] +VAT.

Alternatively, a local cleaner may be prepared to undertake the weekly clean and intermittent clean. During easter and summer school holidays an additional clean may need to be budgeted and emergency cleans may be required on occasion. This option including the extra cleans during school holidays and emergency cleans may cost £1,200pa +VAT.

Cleaning products and supplies would also need to be purchased that are expected to cost approx. £200pa.

5. Revenue Opportunities

The development of the park has created revenue opportunities for the parish and the PC, and these are expected to continue. The JRWG has been focussed on using the large number of visitors to the park as the basis for offering advertising boards for local businesses. It is anticipated that this would offer the potential revenue earning capability in the region of several thousand pounds pa.

The Village Hall also provided the PC with a grant to cover maintenance costs of £1,000 from the cycling opening in 2021.

In addition, the development of sports clubs, once established, may also offer revenue earning capabilities.

These opportunities can only be enhanced by the increased number of visitors that would be expected from the provision of toilet facilities.

6. Financial Analysis

The combined toilet/store/covered area block formed part of the overall proposal for the development of CCPF. The agreed budget is compared to spend to date and the remaining funding. Figures are ex-VAT as the PC recovers its VAT.

CCPF Cycle Track projects

Capital Expenditure	Agreed Budget	Actual to Date	Costs to Come	Total Projected
1 Track Costs	£ 56,825	£ 50,655	£ -	£ 50,655
2 Toilet, shelter, store	£ 20,000	£ -	£ 39,769	£ 39,769
3 Cycles, repair stn etc	£ 1,950	£ 991	£ -	£ 991
4 Bikeability car park	£ 19,350	£ 19,350	£ -	£ 19,350
5 Remainder of Car park & Paths	£ 22,435	£ 18,468	£ -	£ 18,468
Survey monitoring	£ 8,500	£ -		£ -
signage	£ 500	£ 327	£ -	£ 327
	£ 129,560	£ 89,791	£ 39,769	£ 129,560
Financed by:				
British cycling	£ 38,412	£ 24,061	£ 14,351	£ 38,412
HS2	£ 51,175	£ 51,175	£ -	£ 51,175
SNC	£ 24,980	£ 15,176	£ 9,804	£ 24,980
Parish Council	£ 14,993	£ -	£ 14,993	£ 14,993
	£ 129,560	£ 90,412	£ 39,148	£ 129,560

The JRWG proposal is expected to come well within the £39k budget.

7. Conclusion

The JRWG recommends that the PC authorise the JRWG and the RFO to let the appropriate contracts to complete this project. All other avenues for cheaper alternatives have been pursued and this solution offers the best combination of value and timely deliverability to successfully maximise the use of the grants – and minimise the cost to the parish.