

## New Capital Budget Proposals 2022-23 to 2025-26

Project	Capital Budget (£m)	22/23	23/24	24/25	25/26	Total
Civic Theatre Annexe Studio Space (match funding)	Capital Expenditure	0.293	0.000	0.000	0.000	0.293
Directorate	Capital Funding (other than corporate resources)	0.248	0.000	0.000	0.000	0.248
Regeneration & Environment	<b>Net (Corporate Resources)</b>	<b>0.045</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.045</b>
<p>The theatre has refocused its business model focusing on audience development, improving the quality and diversity of programming and undertaken a £350k remodelling of the front of house spaces.</p> <p>The theatre is currently housed in repurposed church with the auditorium and front of house in the main part and back office and storage in an adjoining annexe. An Expression of Interest was submitted to Arts Council's Capital Investment Programme which would enable the theatre to repurpose the annexe to create a secondary studio space to host smaller scale performances and installation. The EOI was accepted and the service has been invited to submit a full bid which will include:</p> <ul style="list-style-type: none"> <li>• An architect, structural engineer and project manager to develop detailed designs for the annexe</li> <li>• Capital works for public toilets, storage, flexible studio space</li> <li>• Security, environmental controls and disability access</li> <li>• Staging, modern sound and lighting systems</li> <li>• Adaptable seating for audiences of approx. 100-150</li> </ul> <p>The total estimated cost of the work is £293,000.</p> <p>The request to the Arts Council Capital Investment Programme is for £248,000. The remaining £45,000 is requested as match funding from the Council's Capital Programme and will only be utilised in the event of a successful application to Arts Council England's Capital Investment Programme.</p>						
<b>Outputs and Outcomes</b>						
<p>This investment will:</p> <ul style="list-style-type: none"> <li>• Allow the theatre to compete with other venues in the region increasing engagement and participation with local and regional audiences.</li> <li>• Lead to the creation of a second performance space with potential to create new revenue streams and audience development programmes.</li> <li>• Increase inclusivity and will aim to increase attendance from BAME audiences by 15% through alternative programme delivery (current town centre based performance venues are linked to the sale of alcohol which reduces opportunities for BAME audiences to attend)</li> <li>• Support for emerging talent and artistic development offering development space</li> <li>• Create a flexible space that could be used for performance or as a gallery space as the town does not have a gallery space and the opportunity to showcase ambitious, experimental and large-scale touring works is currently limited.</li> </ul>						

**Financial Implications**

Revenue funding from the theatre's current budget and partnerships with festivals will enable the theatre to serve a much wider audience.

The space will allow opportunity to offer support to artists and communities with workspace for events, rehearsals, etc and will also be available to offer small scale performances and hireable space to generate an income to cover the operational costs.

**Risks**

The risks associated are

- The annexe remains under-utilised and the theatre fails to diversify its income streams
- Artists and practitioners seek space in surrounding areas, depleting the brough's cultural and creative sector
- Reputational risk with funders e.g., Arts Council England, who need to be assured of the Council's commitment before investing.

Project	Capital Budget (£m)	2022/23	2023/24	2024/25	2025/26	Total
CCTV	Capital Expenditure	0.250	0.000	0.000	0.000	0.250
Directorate	Capital Funding (other than corporate resources)	0.000	0.000	0.000	0.000	0.000
Regeneration an Environment	<b>Net Funding (Corporate Resources)</b>	<b>0.250</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.250</b>
<p>In 2019/20 the Council agreed to fund a review and associated improvements of all CCTV capability across the Council. At this point the anticipated costs were estimated to be around £350k. Following the review, it has become apparent that in order to deliver the full functionality stemming from the Borough-wide review of CCTV, including upgrade of all remaining camera units, further investment will be required. This is primarily due to the review identifying a number of fundamental issues with the back-office system which supports CCTV. This includes video management software and server systems which are separate to the Council's core IT assets. Both the software and hardware is in urgent need of upgrade with software no longer being supported by providers and the hardware in place not able to deliver on the desired outcomes in relation to CCTV improvements, particularly remote access to re-deployable units, to increase officer efficiency and reduce camera downtime. As a result, a large proportion of the original investment has been utilised to deliver these key upgrades. The remainder of the existing budget allows for 50 of the 98 fixed CCTV cameras to be upgraded to digital capability and improved images to ensure evidential standards can be met. This means with current investment the ambition to increase coverage cannot currently be met and would require further investment.</p> <p>To upgrade the remaining CCTV fixed units will cost in the region of £180k and a further capital investment of £70k would allow the service to expand overall levels of coverage alongside increasing capacity to respond to new and emerging issues or hotspots. Integral to realisation of the full capabilities of the Councils CCTV assets will however also rely on further revenue investment, for which a separate proposal has been drafted.</p> <p>It is apparent that the Council, partners and residents would benefit from increased provision of CCTV technology to provide suitable capacity, capability and flexibility, and to support ward priorities, Community Action Partnerships and Tasking meetings. Current revenue budgets are not in a position to fund increased provision, and capital funding is therefore required to deliver enhanced capacity to the full system.</p>						
<b>Outputs and Outcomes</b>						
<p>The project will allow the Council to better support the strategic objectives of the Safer Rotherham Partnership, including enhancing support for ward plans, all of which contain a Community Safety or Environmental priority which would be well served by increases in CCTV capability. Further investment could also deliver the following benefits:</p> <ul style="list-style-type: none"> <li>• Reduction in crime</li> <li>• Reduction in anti-social behaviour and environmental offences</li> <li>• Increased feelings of safety/positive perceptions</li> </ul>						
<b>Financial Implications</b>						

The Council has an existing contractual provision for maintenance of the units and through upgrade the system overall will be more efficient and will suffer less faults. This provision is due to be re-procured in December 2022.

The costs of the camera heads are as follows:

Invictus camera head at £2,350 – predator camera head at £3,750

To upgrade the remaining 48 fixed units will therefore cost between £113k and £180k. Meaning the Council could enhance the overall fixed capability by increasing the number of cameras by around 19, which would be targeted in support of hot spot areas or key priorities.

#### Risks

The primary risk is that by increasing the number of camera units there is a potential for the maintenance cost to increase however this should be offset by the improvements within the system reducing the number of faults.

There remains a risk in relation to overall management of CCTV for which a revenue request is also made.

Project	Capital Budget (£m)	2021/22	22/23	23/24	24/25	Total
Neighbourhoods Road Safety Measures Phase 2	Capital Expenditure	0.000	1.100	1.100	1.100	3.300
Directorate	Capital Funding (forecast CRSTS)	0.000	0.850	0.850	0.850	2.550
Transportation Services	<b>Net (Corporate Resources)</b>	<b>0.000</b>	<b>0.250</b>	<b>0.250</b>	<b>0.250</b>	<b>0.750</b>

In February 2019, Council approved capital funding to support the delivery of locally defined road safety schemes with a budget of £150,000 per year for three years to March 2022. This funding allocation is in its final year and is due to achieve the ambitions and targets set out.

Following its initial launch, a total of 94 potential schemes were identified by Ward Members, 42 from Tranche one and 52 from Tranche two, ranging from small scale improvements to route treatments. The positive engagement with Ward Members and the suggestions put forward led to the funding stream being fully committed within the first two years.

Of those 94 requests, to date a total of 56 schemes have been implemented with a further 19 due to be completed before the end of the original three year programme, by March 2023. Due to the complexity of several submissions put forward, not all suggested works could not take place within the remit of the programme, however where possible measures have been incorporated into other projects.

#### Outputs and Outcomes

A new approach is to be introduced for engagement with Ward Councillors, local communities and road users to identify their concerns and requests for road safety & traffic management improvements. This will review allocations for local transport, which previously had various categories (e.g. Local Safety Schemes, Traffic Improvements, Cycling and Walking, etc.). With funding now due to come through CRSTS, the proposal is to amalgamate these into a larger single pot for local transport that can be used to deliver more holistic schemes to deliver solutions to concerns identified in neighbourhoods – i.e. an expansion on the Neighbourhood Road Safety Schemes. The information gained from this new approach will help inform local road safety & traffic management improvement priorities (schemes) as well as ensuring an improved co-ordination with larger scale investment schemes to reduce duplication and wasted costs. Up to £850,000 of the former LTP block allocation is to be made available to design and then deliver local road scheme improvements, however this is not sufficient to meet demand. This budget will provide opportunities for further highway improvement measures at locations which are perceived to be dangerous by residents and a barrier to them going about their daily lives, particularly for those within vulnerable road user groups. Such funding will:-

- I. Allow the Council to support the above mentioned regional and local road traffic casualty reduction objectives by providing traffic calming, pedestrian crossing features such as central refuges, signalised crossings and other measures to improve the safe use of the highway for the most vulnerable.
- II. Support local Ward Councillors in setting their Ward Priorities with residents to improve the road environment and road safety within local communities.
- III. This in turn will encourage greater public confidence in more active travel modes currently being promoted by our wider public health, climate change and air quality agendas.
- IV. Improve co-ordination of schemes at local level by allowing highway improvement and road safety works to align with the Council's wider programme of improvement schemes e.g. Transforming Cities Fund, Levelling Up, Towns Fund and so on.

V. Address local and neighbourhood priorities at locations which have not already been identified by other projects.

#### Financial Implications

If supported, submission of a 2022-23 Financial Year Council Budget request for continuation of the £150,000 per year funding plus a further £100,000 to support other measures for example pedestrian refuges & signalised crossings over a further 3 years. Therefore, the total capital request is £250,000 per year for each of the 3 financial years 2022/23 – 2024/25. This funding supplements the existing grant, which is not sufficient to cover the intended programme. In terms of benefits, typical costs associated with road traffic collisions range from a few tens of thousands (£10k's) for minor injuries into many hundreds of thousands or greater for more serious or fatal incidents. These costs include societal costs, the impacts of loss and life chance impairment, that typically result from fatal and serious injuries. While these benefits are spread across many public service providers they are felt at local community level every day and represent an overall benefit to society and the public purse for each incident avoided.

#### Risks

The key indicator for this activity is the number of Killed and/or Seriously Injured (KSI) incidents which occur on the RMBC local road network. While benefits of investment do not directly revert back to the Council they provide a valuable and lasting societal benefit as well as a wider public service financial benefit in terms of reduced emergency and critical health care services and bereavement costs. Currently although overall road casualty numbers in South Yorkshire are reducing, the trend for Serious injury cases continue to rise from a low level of 600 per year in 2016 to over 900 in 2019.

Project	Capital Budget (£m)	2021/22	22/23	23/24	24/25	Total
Ulley Country Park Parapet Walls – Anti climb	Capital Expenditure	0.000	0.095	0.000	0.000	0.000
Directorate	0.000	0.000	0.000	0.000	0.000	0.000
Regeneration and Environment	<b>Net (Corporate Resources)</b>	<b>0.000</b>	<b>0.095</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
<p>This is funding to provide anti-climb materials to the wall at Ulley Reservoir in order to deter public entry into the water.</p> <p>Even though the Council does not have a legal liability to install these it is considered that the investment would help to deter more incidents of this nature.</p>						
<b>Outputs and Outcomes</b>						
Provision and erection of pre-manufactured GRP ‘topper’ for stone parapet walls on either side of road bridge over Ulley reservoir. Desired outcome is to deter/stop people from jumping from the wall/highway into the reservoir which has led to 2 fatalities this year (2021).						
<b>Financial Implications</b>						
Identified cost is for the purchase and installation of the pre-manufactured materials.						
<b>Risks</b>						
The method of installation may not be suitable for such locations this is to be agreed with the manufacturer/installing. If the preferred product is not suitable then alternatives will be sought.						

Project	Capital Budget (£m)	2022/23	2023/24	2024/25	2025/26	Total
Electric Vehicle (EV) Charging Infrastructure expansion	Capital Expenditure	0.173	0.154	0.158	0.163	0.648
Directorate	Capital Funding (other than corporate resources)	0.000	0.000	0.000	0.000	0.000
Regeneration and Environment	<b>Net Funding (Corporate Resources)</b>	<b>0.173</b>	<b>0.154</b>	<b>0.158</b>	<b>0.163</b>	<b>0.648</b>

The capital budget is proposed to be broken down into 2 areas:

		2022/23	2023/24	2024/25	2025/26
1.	Residential Charging Infrastructure	£52,000	£53,560	£55,167	£56,822
2.	Public Charging Infrastructure	£121,000	£100,000	£103,000	£106,090
	<b>Total</b>	<b>£173,000</b>	<b>£153,560</b>	<b>£158,167</b>	<b>£162,912</b>

- Residential – The funding will be used primarily to develop EV charging hubs in residential areas that do not have off-street parking. Hubs will be developed on Council owned land on areas such as old garage sites that are no longer used. The funding will be used to match fund Government On-street Residential Chargepoint Scheme (ORCS) funding or similar.
- Public Charging Infrastructure – The funding will be used to expand the Councils public EV charging infrastructure across the borough on Council owned car parks. The expansion will depend on public demand and focus on areas that require additional EV charging facilities.

#### Outputs and Outcomes

- Residential – EV charging hubs in residential areas will be developed to match the demand from residents that own or intend to own an EV vehicle and do not have access to off street charging facilities and are not eligible to apply for Government Electric Vehicle Homecharge Scheme grants.
- Public Charging Infrastructure – The Councils public EV charging infrastructure is currently underused in some areas and require additional charging facilities in other areas. The funding will enable the Council to monitor use, identify areas without sufficient EV charging facilities and enable them to be installed and operated.

In broad terms the amounts will deliver each year:

- 4 - 8 Residential charging hubs each comprising 2 – 4 bay fast chargers (subject to 75% co-funding through On-Street Residential Chargepoint Scheme)
- 2 public rapid charging sites comprising 4 bays of rapid charging and optional up to 4 bays fast charging.



The outcome will be a Council owned and operated EV charging infrastructure that meets the demands of Rotherham residents, businesses, visitors, and encourages the electrification of Taxi / Private Hire vehicles.

Whilst not intended for dedicated Fleet installations, a Council owned public network will support electrification of Fleet vehicles by providing additional opportunities to charge whilst avoiding commercial rates should this be required during the normal duty cycle away from base (typically halving this cost).

#### Financial Implications

1. Residential – As stated previously the funding will be used to potentially match fund ORCS grant applications for residential EV charging schemes (or similar if the scheme is replaced). The ORCS scheme provides a maximum of 75% capital funds, the remaining 25% must be provided from alternative sources such as existing approved Council budgets. Residents will need to pay for EV charging and the revenue will contribute to the management, maintenance, back office revenue and electricity costs.
2. Public Charging Infrastructure – The Councils public EV charging infrastructure was first installed just before the pandemic started and as such the use of EV chargers dropped significantly. System monitoring shows a gradual increase in use and further increases are expected in the future with the exponential increase in EV car sales across the UK. Residents using the public chargers will need to pay for the facility and the revenue will contribute to the management, maintenance, back office revenue and electricity costs.

The Council has secured £343,660 grant funding through SYMCA Housing and Infrastructure Board to install Electric Vehicle Charge Points. The funding is committed and is primarily to pay for Public Sector Charging including a number of rapid chargers for taxis. The installation of the EV chargers should be complete by 31<sup>st</sup> March 2023.

#### Risks

The main risk is the Council unable to meet the demand from Rotherham residents as EV car sales increase exponentially (186% increase reported but not confirmed) and both publicly available (car parks) and off street charging hubs are required.

There is a risk in some areas of Rotherham that the grid capacity will not be able to meet the demand of EV chargers and upgrading costs through Northern Power Grid could be at a level that makes a project financially unviable.

Project	Capital Budget (£m)	2022/23	2023/24	2024/25	2025/26	Total
Operational Building Decarbonisation	Operational Building Decarbonisation	1.500	1.600	1.600	1.700	6.400
Directorate	Capital Funding (other than corporate resources)	0.000	0.000	0.000	0.000	0.000
Regeneration and Environment	Regeneration and Environment	1.500	1.600	1.600	1.700	6.400
<p>The Council has developed a Heat Decarbonisation Plan (HDP) to identify buildings that require decarbonisation interactions and provide an indicative cost. The plan indicates the cost to decarbonise 43 core operational buildings is £14.3m (based on April 2021 prices). If additional smaller operational sites are included this is projected to cost £21m. Decarbonisation of operational buildings is essential to achieve the Councils 2030 net-zero carbon target for Council owned and controlled assets and services.</p>						
<p><b>Outputs and Outcomes</b></p> <p>The funding will enable a programme of decarbonisation to be developed based on end-of-life heating systems between April 2022 and the NZ30 target date. The programme will work on a whole-building basis and, in addition to converting gas heating to a low carbon alternative, funding will be used to increase the electrical capacity of buildings through improved controls; improved insulation, LED lighting upgrades and on site renewable energy options where required and feasible.</p> <p>Typically, the installation of low carbon heating options will increase the demand on the electricity supply and the operational running costs. Therefore, where possible, measures to reduce the electricity consumption will be implemented; this is essential to help balance the operating costs of the building. Furthermore, it is vital to reduce the electrical site load against the increased requirements to try and mitigate costly electrical supply upgrade works through the Distribution Network Operator.</p> <p>The outcome will result in Council operational buildings that are energy efficient, do not use any fossil fuel heating and positively contributes to the NZ30 target.</p>						
<p><b>Financial Implications</b></p> <p>As stated previously the HDP estimates the cost to decarbonise 43 core operational buildings is £14.3m (based on April 2021 prices) and including smaller operational buildings this will increase to £21m. The total projected building decarbonisation costs between April 2022 and 2030 is £13,516,350. The cost will be reduced by combining decarbonisation works aligned with scheduled maintenance and capital works programmes.</p> <p>Periodic opportunities are available to apply for Government Public Sector Decarbonisation Scheme (PSDS) funding. The current cost of carbon when applying PSDS funding is £325/tCO<sub>2</sub>e over the lifetime of a project. Most Council buildings will be excluded from PSDS funding as they are around £500/tCO<sub>2</sub>e. Salix Finance are looking at the option of allowing Councils to invest the difference between £500/tCO<sub>2</sub>e and £325/tCO<sub>2</sub>e therefore allowing for part costs of decarbonisation to be paid for through PSDS grants and part through capital investment from the Council. In addition, estimates for like for like fossil fuel heating replacements are required as evidence when submitting a PSDS application and this is subtracted from any grant funding. The capital funding will allow the Council to apply for PSDS funding within</p>						

the Salix criteria by match funding when necessary.

An estimated £85k of funding is required to allow a programme of detailed building decarbonisation surveys to be carried out in order to deliver the capital works. The surveys will provide a breakdown of costs for any decarbonisation interactions required and will be provided as evidence in any future PSDS applications.

#### Risks

The main risk is not achieving the NZ30 target if capital investment is not secured for decarbonising Council buildings.

There is a risk that energy efficiency measures will not be sufficient to reduce the revenue operating costs when fossil fuel heating is replaced by low carbon heating options such as air source heating (ASH). ASH typically works on lower levels of heat and therefore require bigger heat exchangers (radiators) and costs more in operating costs.

Project	Capital Budget (£m)	2022/23	2023/24	2024/25	2025/26	Total
Additional Zonal Cleansing Vehicles	Capital Expenditure	0.210	0.000	0.000	0.000	0.210
Directorate	Capital Funding (other than corporate resources)	0.000	0.000	0.000	0.000	0.000
	<b>Net Funding (Corporate Resources)</b>	<b>0.210</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.210</b>
<p>The grounds and streets service are requesting:</p> <p>3 x mini mechanical sweepers are purchased for the zonal working teams. This would double the resource that each zone has.</p> <p>The benefits for the service include:</p> <ul style="list-style-type: none"> <li>• Keeping the streets cleaner, using more efficient methods from large roads and side streets</li> <li>• Quicker removal and collection of weeds and detritus</li> <li>• More efficient resources around shopping areas</li> <li>• Easier and more efficient cleansing on footpaths/cycle routes</li> <li>• Speed up leaf collection in winter</li> <li>• Supplement and support the work of large sweepers on scheduled and ad-hoc works</li> <li>• Reduce manual handling</li> </ul>						
<b>Outputs and Outcomes</b>						
<ul style="list-style-type: none"> <li>• Double resource of mini mechanical sweepers in each zone, this will result in a cleaner and safer borough</li> <li>• Replacement of electric town centre cage vehicle will result in having the correct equipment to maintain the high service delivery within the town centre</li> </ul>						
<b>Financial Implications</b>						

Estimate cost of 3 x Mini Mechanical Sweepers Estimated Cost - £70k per mini sweeper = £210k capital

#### Risks

- Increased the number of mini mechanical sweepers in each zone would require additional revenue investment of 3 x Band C posts so the vehicles are utilised to capacity and resource during isn't taking from grass cutting and cleansing schedule works.
- Failing vehicles in town centre could result in the drop of service standards within the town centre