

New Capital Budget Proposals 2022-23 to 2025-26

| Project | Capital Budget (£m) | 22/23 | 23/24 | 24/25 | 25/26 | Total |
|--|--|--------------|--------------|--------------|--------------|--------------|
| Bereavement Services Investment | Capital Expenditure | 0.000 | 0.148 | 0.000 | 0.000 | 0.148 |
| Directorate | Capital Funding (other than corporate resources) | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Finance and Customer Services | Net (Corporate Resources) | 0.000 | 0.148 | 0.000 | 0.000 | 0.148 |

It is recommended that a capital sum of £148,000 is set aside for improvements that are over and above those required within the Dignity contract, to take place across the Borough's cemeteries. The works below were initially considered through a Cabinet Report in January.

Outputs and Outcomes

| Project | Works to be undertaken | Estimated Costs |
|----------------------------------|---|-----------------|
| Maltby Lych Gate | Restoration and repair of the historic lychgate at the entrance to the cemetery. Specialist contractors required. | £20,000 |
| Maltby Perimeter Fence | Perimeter fence to be installed along the three internal boundaries of the cemetery to improve security and prevent unauthorised access from neighbouring properties. | £18,000 |
| Greasbrough Lane Perimeter Fence | Along the top perimeter of the cemetery that abuts the site of the old swimming baths, a perimeter fence is to be installed to improve security and restrict unauthorised access into the cemetery. | £25,000 |
| All Cemeteries | Towards the end of the programme benches will be installed in each cemetery across the Borough. These will be of appropriate style and quality, in consultation with the | £10,000 |

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| | Friends Groups and procured in line with the Council's procedure rules to ensure best value is achieved. | | |
| East Herringthorpe | Installation of a Qibla stone in the Muslim section – this will be a compass design pointing to the Qibla | £10,000 | |
| Independent Report - Mohammed Omer | Bereavement Services will commission an independent report by Mohamed Omer, Islamic Scholar, on the facilities available in Rotherham. Plus associated community work | £20,000 | |
| High Street | Extensive repair and restoration work of boundary wall along the bottom of the cemetery to improve safety and access from 'A' frame gate which is currently inadequate. | £45,000 | |
| Financial Implications | | | |
| The Council has received sufficient payments in contractual charges to Dignity and this will be used to support the capital allocation. | | | |
| Risks | | | |
| There are various risks in this area. | | | |
| <ol style="list-style-type: none"> 1. There is a significant risk of reputational damage to the Council should the Council not be seen to be contributing further to improvements given that the funds in this case arise from contractual failures; 2. There have been cases of vandalism at Greasbrough Lane and the fencing will help to protect the site (also with Maltby); 3. The Independent Report and associated actions are designed to ease concerns of service users and the wider community. 4. There is a necessity to repair the wall at high street at some point. There are conflicting reports about the risks with the latest position being that there is not an immediate risk however the wall will continue to deteriorate. | | | |

| Project | Capital Budget (£m) | 2023 | 2025 | 2027 | Total | |
|---|--|--------------|-------|-------|-------|--------------|
| Household Waste Recycling Centres (HWRCs) | Capital Expenditure | 2.447 | 0.000 | 0.000 | 0.000 | 2.447 |
| Directorate | Capital Funding (other than corporate resources) | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Regeneration and Environment – Environmental Services | Net Funding (Corporate Resources) | 2.447 | 0.000 | 0.000 | 0.000 | 2.447 |

- The current Household Waste Recycling Centre Contracts come to an end in October 2023. The Council is exploring a number of options as to how these services should be delivered in future and this includes the potential to insource elements of the contracted provision
- As a result of a previous additional contract term with the current provider, all of the assets within the existing contract will need replacing
- In order to allow the Council to bring elements of the service in house, whilst still achieving a contract which allows for best value for money, the Council will need to fund Capital purchases so as not to be adversely impacted by a shorter depreciation time for assets.
- A report was submitted to January 2023 Cabinet outlining the Council's approach to the future delivery of this service.

Outputs and Outcomes

- The provision of critical equipment to operate HWRCs
- The ability for the Council to bring aspects of the service in-house
- Improved value for money through any shorter term contract as a result of owning the capital assets

Financial Implications

Capital costs

| Asset | Number | |
|-------------------|----------------------|----|
| Skips | Circa 60 across RMBC | 60 |
| Ramps | Circa 20 across RMBC | 20 |
| Ro/Ro Vehicles | 3 needed for RMBC | 3 |
| 360 Plant on site | 4 needed across RMBC | 4 |
| ANPR cameras | 4 sites + Mainframe | 4 |

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|--|---------|----|-------------------|
| Civil's work on site Line painting, Signage, fence CCTV | 4 Sites | 4 | |
| IT system IT infrastructure (x4 sites) - excludes excess construction charges | | 4 | |
| | | 10 | |
| Total Estimate | | | £2,447,720 |
| Risks | | | |
| <ul style="list-style-type: none"> • Pricing increases for items due to inflation • Infrastructure projects can present unforeseen challenges relating to issue such as utilities, for example • Purchasing assets through a contractor would require careful management to ensure best value requirements are upheld | | | |

| Project | Capital Budget (£m) | 2022/23 | 2023/24 | 2024/25 | 2025/26 | Total |
|--|--|--------------|--------------|--------------|--------------|--------------|
| Narrow Access Vehicles for Waste/bin collections | Capital Expenditure | 0.000 | 0.240 | 0.000 | 0.000 | 0.240 |
| Directorate | Capital Funding (other than corporate resources) | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Regeneration and Environmental services | Net Funding (Corporate Resources) | 0.000 | 0.240 | 0.000 | 0.000 | 0.240 |
| <p>Waste Management operate 32-34 rounds daily collecting:</p> <p>Residual Recycling Commercial And Garden waste collections</p> <p>These operations are boroughwide, including all rural, town centre and standard collections.</p> <p>These are all currently collected by 26 tonne RCVs. Waste/bin collection services and processes would be improved through the acquisition of two 'narrow access' specialist vehicles which will assist in ensuring a better service is provided and the health and safety of employees.</p> <p>There is an associated revenue ask for drivers, one at Band E and another being a loader at Band C allocated permanently to this new round and vehicle that is needed to collect pink, black, green and brown bins and would possibly be able to support commercial activities in hard to access areas.</p> <p>This vehicle and crew would also be able to support the service in terms off:</p> <ul style="list-style-type: none"> • Growth • Festivals • Events • High foot fall areas • Missed bins • Contamination <p>To meet the requirements to run a successful Narrow access round the service require 2 Narrow access vehicles. One will be used on the Narrow Access round daily and the other would be required to cover varying services such as garden waste and extra Christmas collections. The second vehicle is also critical in order to ensure the round can continue whilst the primary vehicle undergoes routine maintenance days and should it suffer any break downs. Both vehicles would run full time.</p> | | | | | | |

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| Outputs and Outcomes |
| <ul style="list-style-type: none">• Improvement to waste collection services for locations that are challenging to access via full size waste vehicles Improvement to Health and Safety |
| Financial Implications |
| <ul style="list-style-type: none">• 2 x Narrow Access vehicles @ around 120k each |
| Risks |
| <ul style="list-style-type: none">• Not purchasing these vehicles puts the Council at risk of working unsafely when issues have been identified• If the narrow access vehicles cannot be purchased then this will lead to the need to identify alternative ways of dealing with the bins which would most likely impact on staff time and availability therefore impacting the wider waste collection service |

| Project | Capital Budget (£m) | 2023 | 2024 | 2027 | Total | |
|---|--|--------------|--------------|-------|-------|--------------|
| 5-year Plant equipment refresh, Grounds and Streets Services | Capital Expenditure | 0.460 | 0.794 | 0.000 | 0.000 | 1.254 |
| Directorate | Capital Funding (other than corporate resources) | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Regeneration and Environment – Environmental Services | Net Funding (Corporate Resources) | 0.460 | 0.794 | 0.000 | 0.000 | 1.254 |

- A range of critical plant equipment within the grounds and streets service is nearing the end of its recommended life-cycle
- As vehicles and equipment age they are subject to further breakdown, repair and service downtime. This has both financial and service delivery implications
- This proposal seeks to ensure critical plant is procured over the next two years
- The Service has completed a full review of all assets and have determined priority asks year on year so the service can keep operating, this has been based on usage, and maintenance and breakdown data

Outputs and Outcomes

- Grounds and streets cleansing use these assets to carry out maintenance
- Service have reviewed all the assets (plant machinery) and have prioritised what is required to be purchased in 2023/24 and 2024/25
- Below are the items requiring procurement

Financial Implications

| Description | Amount Of Items | 2023/24 | 2024/25 |
|--|-----------------|---------|---------|
| Chain Saw | 4 | | Y |
| Allet Buffalo 24 With Box | 4 | Y | |
| Bobcat 32" Walkbehind (Exchange For Stand Ons) | 8 | Y | |
| Bobcat Quickcat 36 Stander | 8 | Y | |
| Toro Pro 21 22280 | 9 | Y | |
| Toro 48 Mid Size Power Unit 48 (Would Need 3) | 2 | | Y |

| | | | |
|--|----|---|---|
| Ransomes MP493 4wd Triple Rotary | 4 | 2 | 2 |
| Ransomes Auto Super Certes 61 | 4 | Y | |
| Ransomes Meteor 3HD Triple Flail & Cylinder Mower | 10 | | Y |
| Greenmech CS100 Chipper | 6 | Y | |
| Toro Hover Mower 21" | 1 | Y | |
| Toro 21" Mower | 1 | Y | |
| SISIS 602 Scarifier | 1 | Y | |
| Reform H6 Metrac With Flail | 2 | | Y |
| Kubota Tractor | 1 | Y | |
| Billy Goat Sweeper | 2 | Y | |
| Additional New Equipment for efficiencies and proactivity | | | |
| Chain Saw | 1 | Y | |
| Bobcat 36" WalkBehind | 1 | Y | |
| Kubota Tractor | 1 | Y | |
| Sthil Hand Blower BG86-CE | 1 | Y | |
| Pedestrian Rotovator | 1 | Y | |
| Glutton Collect 2411 H20 Perfect - Town centre | 1 | | |

Risks

- Not replacing machinery would result in more repairs and ultimately not able to repair some equipment/machinery
- Increased repairs/maintenance and failure results in vital works not being complete on time or at all and maintenance costs and labour increase when machinery fails
- Some machinery could take between 9-12 months from tender being awarded (value dependant)

| Project | Capital Budget (£m) | 22/23 | 23/24 | 24/25 | 25/26 | Total |
|----------------------------------|--|--------------|--------------|--------------|--------------|--------------|
| Waterloo Kiln Restoration | Capital Expenditure | 0.000 | 0.199 | 0.000 | 0.000 | 0.199 |
| Directorate | Capital Resources | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Regeneration & Environment | Net Funding (Corporate Resources) | 0.000 | 0.199 | 0.000 | 0.000 | 0.199 |

The Waterloo Kiln dates from 1815 and is named after Britain's famous victory at the Battle of Waterloo, on Sunday 30th June 1815. As a rare survival of the Rockingham Works, and the only bottle kiln surviving in Yorkshire, it is of both regional, national and international significance. During the second half of the eighteenth century the pottery produced fine earthenware, developing the fine, translucent porcelain known as Rockingham between 1826 and 1842. Rotherham Museums, Arts and Heritage holds the largest collection of Rockingham pottery.

In its 2021/22 the Council agreed Capital funding to develop a management plan for Waterloo Kiln and carry out remedial repairs to remove self-set saplings and moss which are causing damage to both the external and internal structure. This stage one project was completed in March 2022 and a full management plan has been created which includes structural surveys, ecology and archaeological surveys as well as a detailed breakdown of the works required and costings. The Council has been working closely with Historic England, who are able to commit 50% of the funding required for the repair work but this does not include all fees such as project management.

Outputs and Outcomes

The restoration will bring the kiln back into full public use and preserve this important part of Rotherham's heritage for future generations. A community management group is being developed with volunteers to build a programme of events, activities and open days to support access to the kiln once restoration is complete.

Financial Implications

Because of the structural issues there are significant financial implications if the work is not progressed imminently.

Risks

Risks associated with not investing are:

- Loss of funding from Historic England and future funding for other historic sites
- Further loss of reputation of Culture Sport & Tourism regarding appropriate maintenance of heritage sites which could impact on heritage audience engagement
- Legal implications of further structural damage/collapse of historic building adjacent to private land
- Waterloo Kiln will remain on Historic England's national heritage at Risk register.

| Project | Capital Budget (£m) | 22/23 | 23/24 | 24/25 | 25/26 | Total |
|------------------------------|--|--------------|--------------|--------------|--------------|--------------|
| Green Spaces Casework | Capital Expenditure | 0.000 | 0.055 | 0.055 | 0.000 | 0.110 |
| Directorate | Capital Funding (other than corporate resources) | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Regeneration & Environment | Net Funding (Corporate Resources) | 0.000 | 0.055 | 0.055 | 0.000 | 0.110 |

Green Spaces manages three Country Parks, 12 urban parks and 52 woodlands alongside smaller community pocket parks, the Council's tree stock and a range of play equipment.

In 2020/21 the Council approved a two-year programme of capital for maintenance and repair across parks and green spaces to address historic issues of wear and tear and enable the service to respond to caseworks related to vandalism, anti-social behaviour and environmental damage, improving the quality of green spaces across the borough and increasing local pride.

In April 2023 this programme will come to an end having successfully addressed a number of historic issues across the portfolio, from broken fences to prevention to off-road vehicles, path repairs, installation of knee-rail to prevent unauthorised encampments and improvements such as benches and additional throw lines. These small interventions make a big difference in keeping our parks and green spaces safe and welcoming for everyone to enjoy.

An analysis of the spend across the programme showed that roughly 40% of the spend in both years was related to casework with 60% addressing historical maintenance and repair issues. Now that many of the historical issues have been addressed the service requires an ongoing budget in order to effectively respond to casework, meet the rising cost of materials and labour, and maintain the quality of environment across the borough.

Outputs and Outcomes

Capital investment over two years will allow the service a budget to respond to casework as they arise which could include:

- Replacement of fencing following storm damage or vandalism
- Introduction of gates to prevent anti-social behaviour after hours
- Replacement of uneven or damaged paths and pavements
- Repair of damage across sites caused by weather, wear and tear and antisocial behaviour

Casework requests are in the majority for physical improvements to prevent or discourage anti-social behaviour affecting residents in a specific ward. Investment will enable the service to respond more favourably to more of these requests as relatively small investments can significantly improve the quality of life for residents.

Financial Implications

As the two-year investment will come to an end in April 2023, Green Spaces will not have specific budgets for casework requests, and maintenance and repair budgets only allow for the very minimum of works to be undertaken to make sites safe rather than to proactively care for these sites. The financial implication of this is a pressure on Revenue budgets each year in the region of £40,000-£50,000 across the service as prices for materials and labour continue to rise.

Risks

Not investing in a Green Spaces Casework capital programme could have the following risks:

- Reduced physical and mental health of people living adjacent to affected green spaces.
- Increased crime and ASB levels
- Reduced property values
- Reduced community cohesion
- Reputational damage to the Council
- Loss of confidence from investors and funding bodies
- Loss of accreditation e.g., Green Flag Award

| Project | Capital Budget (£m) | 23/24 | 24/25 | 25/26 | 26/27 | Total |
|---|--|--------------|--------------|--------------|--------------|--------------|
| RVCP Car Parking Payment Stations | Capital Expenditure | 0.050 | 0.025 | 0.000 | 0.000 | 0.075 |
| Directorate | Capital Funding (other than corporate resources) | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Regeneration and Environment, CST | Net Funding (Corporate Resources) | 0.050 | 0.025 | 0.000 | 0.000 | 0.075 |
| <p>Rother Valley car parking operates via Automatic Number Plate Recognition (ANPR), with two current pay stations on site. One is located in the courtyard and one in the Water Sports Centre. Introduction of the ANPR system coincided with a reduction in the entry charge to the park, which also meant substantial numbers of extra vehicles on site.</p> <p>Whilst these stations are secure in these locations, they are not as visible as they need to be to visitors, nor are they near the car parks themselves, meaning many visitors choose to pay on exit, which can increase queueing, especially when the park is busy.</p> <p>Introducing new machines in current and new car parking locations will improve the customer experience, help manage traffic on site and encourage repeat visits.</p> | | | | | | |
| Outputs and Outcomes | | | | | | |
| <ul style="list-style-type: none"> • Improvement in quality of visit and ease of payment • Improves traffic management on site • Increased repeat visits (queueing on exit was highlighted by some visitors in feedback). | | | | | | |
| Financial Implications | | | | | | |
| This project will have a positive impact on revenue. | | | | | | |
| Risks | | | | | | |
| <p>Not making these improvements could:</p> <ul style="list-style-type: none"> • Result in long traffic queues as visitors attempt to leave the park. • Discourage repeat visits | | | | | | |

| Project | Capital Budget (£m) | 2022/23 | 2023/24 | 2024/25 | 2025/26 | Total |
|---|--|--------------|--------------|--------------|--------------|--------------|
| Centenary Way Viaduct Urgent Remedial Repairs to Central Reserve | Capital Expenditure | 0.200 | 1.500 | 0.000 | 0.000 | 1.700 |
| Directorate | Capital Funding (other than corporate resources) | 0.000 | 0.000 | 0.000 | 0.000 | 1.700 |
| Regeneration & Environment | Net Funding (Corporate Resources) | 0.200 | 1.500 | 0.000 | 0.000 | 1.700 |

Urgent funding required to complete remedial works repairs to the central reserve slabs following a critical structural failure of the retaining fixing in the heatwave of August 2022.

Centenary Way viaduct is a 7 span structure with two separate decks, with each carrying a carriageway of the A630 dual carriageway. The bridge spans the river, rail and roadways adjacent Riverside House and New York Stadium. The decks are separated by a central reservation below which a service bay is located. Concrete cover slabs span between the two decks and form the main body of the central reservation, with kerbs and concrete infill on either side overlaid by bitumen. The slabs are aligned centrally between the kerbs, with the top of the slabs sitting flush with the top of the kerbs.

On 10th August 2022 one of the service bay cover slabs collapsed through the service bay onto shipping containers stored below the structure, fortunately with no injuries or harm other than minor property damage. Emergency traffic management has been installed to prevent vehicle access to carriageway lanes adjacent to the central reservation in both directions and urgent structural engineering advice has been provided through an existing contract.

The structure is extensive and the use of the type of slab is prevalent across almost its entire length therefore the whole structure is being checked regularly and provision made for immediate make safe works until such time that permanent repairs are completed in 2023.

Supports the Council Plan themes for –

- **People are safe, health and live well**
- **A cleaner, greener local environment**

Outputs and Outcomes

Outputs are the immediate site investigation works commenced during 2022-23, and the remedial design, works associated Temporary Traffic Management and security watchman duties provider by third parties during the period until the completion of the remedial works.

Outcomes will be improved reliability and safety of the central reserve section of the structure with removal from the Council's Risk Register of the risk of future slab collapse incidents.

Financial Implications

Repair of the central reserve slab retaining measures significantly reduces the risk of future incidents of collapse and helps the Council meet its duty of care to the public in maintaining this critical structure and local road access route. As a result the risk of financial claims on the authority and the likelihood of significant calls on short term capital are reduced to acceptable levels.

Risks

Risks relate to:-

1. Inaction - these are public liability and legal non-compliance risks.
2. Resources - availability of capacity and skills both internally and within the supply chain for these works.
3. Operational – disruption to local traffic and each of the underpassing authorities (Environment Agency, Canals & Rivers Trust, Network Rail) as well as RUFCA as the structure passes land/water/rail within their possession.
4. Timescales: the greater risks identified i.e. of further slab collapses continues until the completion of remedial repairs. Any delays in progressing these result in greater corporate risks remaining on the authority.

| Project | Capital Budget (£m) | 22/23 | 23/24 | 24/25 | 25/26 | Total |
|---|--|--------------|--------------|--------------|--------------|--------------|
| Traffic Management Act 2004 Part 6 - Moving Traffic Enforcement – Set up costs | Capital Expenditure | 0.000 | 0.150 | 0.250 | 0.000 | 0.400 |
| Directorate | Capital Funding (other than corporate resources) | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Regeneration & Environment | Net Funding (Corporate Resources) | 0.000 | 0.150 | 0.250 | 0.000 | 0.400 |

Government has committed to make moving traffic enforcement powers available to local authorities outside London, under Part 6 of the Traffic Management Act 2004. This gives the Secretary of State regulatory powers to authorise individual Transport Authorities the ability to undertake the civil enforcement of moving traffic offences to reduce congestion and improve air quality, whilst promoting active travel by removing vehicles from areas of the highway they are prohibited from entering but have until now not been stopped from doing, such as cycle lanes and pedestrianised areas.

The regulations were laid before Parliament on 27th January 2022 and were introduced on 31st May 2022 with the aim of creating a cohesive civil enforcement regime that removes numerous inconsistencies to enable more efficient administration of the regulations. The Traffic Management Act 2004, Part 6,

By applying for powers to enforce Moving Traffic Offence, the intention will be to use approved camera technology and software that is compatible with systems currently in place within the Council's Parking Services team. Although actual costs will not be known until industry engagement has taken place with potential suppliers, based on site specific circumstances, current estimates indicate costs of approximately £60,000 - £100,000 per site, including 3-year maintenance. It is expected to complete the first site in 2023-24 with the next 2 sites in 2024-25 building on lessons learned from completion of the first site. Officers intend to report on the first year's site to Scrutiny in order to consider learning and any recommendations before proceeding with year 2.

Supports Council Plan Themes of:

- Thriving Neighbourhoods,
- Better Health and Wellbeing and
- Hope and Confidence in Rotherham

Outputs and Outcomes

Outputs will be construction and installation of approved enforcement technology at locations identified by the Council as requiring enforcement.

Outcomes will be improved traffic flows at critical congestion pinch points on the Rotherham road network and improved safety by removal of potential road traffic collision risks at these locations. There are also financial savings within the emergency response and health sector as well as societal benefits when road traffic collision injuries are reduced.

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| Financial Implications |
| <p>As well as investment costs there will be revenue costs of operating enforcement activities and technology which should be recovered by enforcement revenues received by the Council, similar to the way Civil Parking Enforcement (CPE) operates. The data on non-compliance is not yet available to assess the levels of penalty charges however, given as this proposal is for site based automatic enforcement, the expected costs of enforcement operations should be manageable, relating mainly to back office costs (administration) rather than patrol costs.</p> |
| Risks |
| <p>Key risks relate to the management of the legal process to obtain Ministerial approval for the drawing down of the relevant powers. Project management of the practical works and legal regulation requirements at local level.</p> <p>A further risk arises from inaction, failure not to take on these civil enforcement powers will result in lower levels of enforcement for driving offences due to competing demands on police priorities and time under the current enforcement model.</p> |

| Project | Capital Budget (£m) | 22/23 | 23/24 | 24/25 | 25/26 | Total |
|-------------------------------------|--|--------------|--------------|--------------|--------------|--------------|
| Traffic Signals Improvements | Capital Expenditure | 0.000 | 0.200 | 0.200 | 0.200 | 0.600 |
| Directorate | Capital Funding (other than corporate resources) | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Regeneration & Environment | Net Funding Corporate Resources | 0.000 | 0.200 | 0.200 | 0.200 | 0.600 |

Capital funding for refurbishment of life-expired traffic signals sites. The proposed funding will ensure the replacement of life expired signals equipment with modern equipment. This budget is also intended to allow for small-scale betterment of signals (for example, provision of pedestrian crossings where historically omitted) to provide added value for the road user, as well as consideration of replacement of signals with other arrangements where this achieves life cycle savings.

In the HAMP (Highways Asset Management Plan), the total value of traffic signal assets is £16m Gross Replacement Cost (£7m Depreciated Replacement Cost) and therefore regular investment is required to maintain steady state maintenance based on a 20 year asset life. £600k over 3 years goes some way to recovering the condition of these essential assets.

Supports the Council Plan themes for –

- People are safe, health and live well
- A cleaner, greener local environment

Outputs and Outcomes

Outcomes will be improved reliability of signals equipment and so the highway network, and reduced energy consumption.

Financial Implications

Capital outlay to refurbish life expired sites will help reduce pressures on revenue budgets in reducing need for reactive maintenance owing to equipment failure. Life-expired equipment is typically of a high voltage, higher power consumption specification – modern equipment can reduce energy savings (with associated revenue cost and carbon emission savings) of around 75%.

| Risks |
|---|
| <p>Key risk is of availability of staff resource to manage and deliver programme. Managing project scope to ensure prompt delivery is also a risk, particularly where proposals include for minor betterment and/or invest-to-save replacement of signals with other interventions.</p> <p>Risk of do nothing should be considered (of sites failing, resulting in disruption and danger to road users as well as unbudgeted costs for reactive maintenance).</p> |

| Project | Capital Budget (£m) | 23/24 | 24/25 | 25/26 | 26/27 | Total |
|-----------------------------------|--|--------------|--------------|--------------|--------------|--------------|
| Strategic Acquisition Fund | Capital Expenditure | 1.000 | 0.000 | 0.000 | 0.000 | 1.000 |
| Directorate | Capital Funding (other than corporate resources) | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Regeneration & Environment | Net Funding (Corporate Resources) | 1.000 | 0.000 | 0.000 | 0.000 | 1.000 |

The Council’s regeneration programme is now well underway facilitated through central Government and Council funding. Public control of privately owned property is essential to secure appropriate development and prevent continued degradation of underutilised, vacant and derelict land and property.

Building on the acquisition programme facilitated through Levelling Up, Town Deal and the Council’s 2021/22 capital allocation of the £1m Strategic Acquisition Fund this additional fund will enable the continued regeneration of Rotherham. The fund being provided by the Council, as opposed to a central funding body, gives additional flexibility and allows the Council to move at pace when the opportunity to acquire is presented.

Outputs and Outcomes

This second allocation to a Strategic Acquisition Fund will, as before, allow the Council to respond to opportunity acquisitions as and when strategic sites are presented to market by willing sellers.

Financial Implications

Revenue liabilities result from potential holding costs while awaiting redevelopment or future occupation.

Acquisition of tenanted properties will likely result in a revenue benefit.

As with the 2021/22 allocation the Strategic Acquisition budget will be managed within the RIDO team

Risks

In acquiring property the Council becomes responsible for its maintenance and security. Properties will be managed through the Corporate Landlord function with support from revenue grants. Where appropriate demolition or temporary occupation will be sought to limit liability. Where unavoidable holding costs can be accommodated within revenue grant specifically allocated for this purpose.

| Project | Capital Budget (£m) | 2022/23 | 2023/24 | 2024/25 | 2025/26 | Total |
|--|--|--------------|--------------|--------------|--------------|--------------|
| Century 1 – Business Centres Roof Replacement | Capital Expenditure | 0.000 | 0.100 | 0.500 | 0.000 | 0.600 |
| Directorate | Capital Funding (other than corporate resources) | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| R&E – PRT | Net Funding (Corporate Resources) | 0.000 | 0.100 | 0.500 | 0.000 | 0.600 |

Background

Rotherham Investment and Development Office manage a network of four purpose-built incubation facilities to support the creation and growth of new businesses and jobs in Rotherham, with a fifth under construction. The centres offer over 200 small offices and workshops for rent to start-up, early stage and small businesses and are highly successful and have long been a benchmark of best practice in the region and the UK. At any one time over 150 local businesses benefit from utilising the space and the associated support services provided by RiDO. The centres are financially sustainable in the long-term, but there is a need to call on RMBC capital resources to ensure the facilities continue to be fit for purpose and meet the needs of private sector occupants. Rental fees are at the high end of the Rotherham property market, and this creates an expectation from paying occupants for RMBC to maintain the buildings to a high standard and in a timely manner.

Project description

The roof has been extensively repaired over the past 22 years to address a variety of leaks, but problems often reoccur shortly after they are addressed. This creates regular ongoing maintenance issues with water ingress and problems in occupant offices and communal areas, with one office no longer lettable. The roof is of Kingspan construction, and feedback from contractors suggest the maximum serviceable life is usually around 20 years.

Roof renewal is also a priority in relation to the building's gas heating system that is reaching end-of-life and earmarked for decarbonisation. A proposal is ready to be submitted by Asset Management for Public Sector Decarbonisations Scheme (PSDS) funding, encompassing an air source heat pump, maxed out rooftop solar PV array and LED workshop lighting (circa £1m project). However, this cannot be carried out until roof issues are rectified. Improved roof insulation will also serve to minimise the heating load on the air source installation to make the technology a viable option.

This project is to entirely replace the roof and guttering on the 25,000sqft building as a long-term solution to water ingress issues and act as enabling works for the decarbonisation project.

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| Outputs and Outcomes |
| <p>Outcomes</p> <ul style="list-style-type: none">• Ensure the continued sustainability and economic impact from the Council’s purpose-built incubation centres, maintaining a high-quality offer for private sector occupants• Enable PSDS decarbonisation project application• Reduced maintenance spend <p>Outputs</p> <ul style="list-style-type: none">• Century Business Centre – full replacement of the roof |
| Financial Implications |
| <p>The cost estimate includes a degree of inflationary uplift,</p> |
| Risks |
| <p>If this work is not completed and the buildings are allowed to deteriorate, the following outlines a number of risks:</p> <ul style="list-style-type: none">• Loss of current occupants and the inability to attract future occupants. This is particularly relevant in relation to maintaining the quality of Century Business Centre versus the new Century II Centre due to open in Spring 2023 to maintain occupancy levels• Reduced licence fee revenues through reduced numbers and decreased perceived value (RMBC charge premium rents for a high-quality property offer)• Increasingly expensive maintenance• Risk to the long-term sustainability of the service and delivery of RMBC corporate priorities to create new businesses and jobs• Loss of reputation for the Business Centres, RiDO and RMBC• Business occupants demanding compensation for services that are not up to standard. |

| Project | Capital Budget (£ thousand) | 2022/23 | 2023/24 | 2024/25 | 2025/26 | Total |
|-------------------------------|--|--------------|--------------|--------------|--------------|--------------|
| Bus Route Improvements | Capital Expenditure | 0.000 | 0.100 | 0.110 | 0.121 | 0.331 |
| Directorate | Capital Funding (other than corporate resources) | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Regeneration & Environment | Net (Corporate Resources) | 0.000 | 0.100 | 0.110 | 0.121 | 0.331 |

Rotherham, as with all of South Yorkshire has seen severe falls in bus patronage since the pandemic.

There is risk that bus services enter a cycle of decline, with worsening services leading to worsened congestion arising from increased car use, that in turn results in deterioration of bus services. This would be contrary to the Council's Net Zero commitments, its commitments within the Enhanced Bus Partnership and the Rotherham Transport Strategy. It would also result in worsened congestion and accessibility by all modes including private car, undermining regeneration and active travel efforts.

At present there is no specific budget to respond to traffic management issues on the network where these compromise operation of bus services. This proposal is to provide budget to fund works to address traffic management issues linked to the operation of buses, which would be identified and developed in liaison with SYCMA and bus operators.

Outputs and Outcomes

Outputs will be traffic regulation works (signs, lines, legal orders and traffic signal improvements) to improve bus journey times and reliability.

Outcomes will improve bus journey time and reliability, improved patronage and improved commercial viability of bus operations.

Financial Implications

May result in increases in signing and lining assets with consequential (marginal) increase in maintenance liability. Could be mitigated with careful design and highway decluttering policy (e.g. 'one in one out' policy re: signs). There may also be opportunities to address existing maintenance issues where these create issues for buses, managing existing liabilities.

Risks

Risks relate to:-

1. Resources - availability of capacity and skills both internally and within the supply chain for these works
2. Failure to respond to hotspots concerns may be views as the Council failing to deliver on its part of the Enhanced Partnership
3. Some hotspots may require challenging *status quo* use or allocation of road space, which may be controversial.

| Project | Capital Budget (£m) | 22/23 | 23/24 | 24/25 | 25/26 | Total |
|--|--|--------------|--------------|--------------|--------------|--------------|
| Towns and Villages Fund - Round 2 | Capital Expenditure | 0.000 | 2.000 | 0.000 | 0.000 | 2.000 |
| Directorate | Capital Funding (other than corporate resources) | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Regeneration & Environment | Net Funding (Corporate Resources) | 0.000 | 2.000 | 0.000 | 0.000 | 2.000 |

The Council allocated £4m of Capital Funding to a Towns and Villages Fund programme to improve the Borough's local town and village centres. By the end of January 2023 three projects have been completed (Dalton and Thrybergh, Greasbrough and Hellaby & Maltby West) with two on site and nearing delivery (Hoover and Swinton Rockingham) and the final phase 1 scheme (Brinsworth) now able to progress. Proposals are progressing for a further 16 schemes in phases 2 and 3.

Improvements to the areas (put forward by Ward Members) through the Towns and Villages Fund will have a positive impact on localities as evidenced by the schemes already completed, for example through public realm and pedestrian footway improvements as well as amenity improvements.

This proposal will allow for further schemes to progress.

Outputs and Outcomes

The Towns and Villages Fund is a capital programme aiming to improve the Borough's local town and village centres and the overall aim of the Scheme is: To work with neighbourhoods across the Borough, to enhance their lived environment, through a variety of improvement projects, focused on town and village centres.

Examples of outputs and outcomes also seen in completed schemes include improved public realm, landscape/environmental improvements (incl. tree planting, seats/benches), accessibility improvements (e.g. footways), parking improvements and visual amenity improvements.

Financial Implications

The Council needs to consider the management and maintenance of improved sites

Risks

Increasing costs due to inflation.