

## New Capital Budget Proposals 2024-25 to 2027-28

Project	Capital Budget (£m)	24/25	25/26	26/27	27/28	Total
<b>SEND Hub</b>	Capital Expenditure	0.165	0.000	0.000	0.000	0.165
Directorate	Capital Funding (other than corporate resources)	0.000	0.000	0.000	0.000	0.000
Children & Young Peoples Service	<b>Net (Corporate Resources)</b>	<b>0.165</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.165</b>
<b>Project Description</b>						
<p>This is a positive opportunity to provide a SEND Activity Hub in the Town Centre that would allow the Council to improve our offer of recreational activities for children and young people with SEND.</p> <p>The Hub would provide a safe disability friendly space to support families accessing the Town Centre by providing a changing space and the opportunity for peer support and access to calm/ sensory spaces. Appropriate parking is available opposite and in nearby car parks. It would be based in the Eric Manns building and enable the Council to make full use of its central location.</p> <p>The SEND Hub would be delivered in partnership with Rotherham Parent Carer Forum (RPCF), who would relocate from their existing premises. It would encourage young people with SEND to reach their full potential by developing their skills, allowing them to become more independent, confident, and part of their community.</p> <p>It is intended to develop a timetable of daily activities (inviting partner organisations to come in to deliver specific sessions based on their areas of expertise) all focused on developing positive friendships in a safe and familiar environment, thus reducing social isolation, and improving wellbeing. The timetable would be developed with the young people and families who were accessing the hub to ensure that it was a wide and varied offer to meet their interests and needs.</p> <p>Given that Rotherham Parent Carer Forum work with young people up to the age of 25, the hub could also be used to deliver advice and support to young people as they leave school and transition to adulthood.</p> <p>Families with children with SEND have told the Council that the RPCF offer of face-to-face support is hugely valued by its community but currently limited by lack of space and accessible venues that are low cost and readily available.</p> <p>Families with children with SEND have told the Council that it is particularly difficult to book SEND activities on weekends or in school holidays and these are the time many families and young people feel most isolated.</p> <p>The Town Centre regeneration will create social and leisure activities in Rotherham encouraging families to socialise together.</p>						

Access to positive activities for children and young people with SEND and a short break in caring for their families is supported through the Council's short breaks offer, however for children and young people unable to access group short breaks the activities available are limited. The SEND Hub would provide a safe and inclusive space accessible to children receiving individual short breaks.

CYPS staff would continue to be able to use the building as a touch down facility in the town centre and would be able to book rooms to carry out direct work with children and young people as needed (at no charge).

#### Outputs and Outcomes

Families with children with SEND would have access to SEND activities on weekends or in school holidays reducing isolation.

A SEND hub would allow the RPCF the versatility to provide more activities, events, workshops etc at no extra cost to their families and maximise families' opportunity to use the Town Centre.

Young people up to the age of 25 would benefit from improved support to transition to adulthood. For example, the Council would include support in relation to digital inclusion, claiming disability related benefits, housing etc.

Further evidence of the impact on children and families is included in the most recent Rotherham Parent Carer Forum Membership Survey:

*Other than those run by RPCF, we hardly ever attend any other events or activities as a family as they aren't suitable or inclusive. It is a breath of fresh air to be able to come to RPCF activities, talk to other parents in the same boat and get out of the house - definitely helps us with feeling less isolated."*

**Quotes from a question asking members to finish the following sentence that relate to the need for a SEND hub.**

#### **Without RPCF myself and my family...**

- *Wouldn't have as many opportunities to access support and events with my son.*
- *I'd be at home with the kids not going out or do anything as I'd be very nervous and be panicking about what people would say and do.*
- *I would feel a lot more isolated and less confident.*
- *My son would be sat at home on his games console/tablet instead he's mixing with other young people like him.*
- *We would be more isolated from activities as our children find it very difficult to mix with other people. Also, the parents don't understand our children*
- *My young person would not be the confident, outgoing, volunteering teenager that she now is. Our family owe a lot to RPCF, and we now want to volunteer to pay a bit of that back to help other families.*
- *We would be very isolated and my son's social life would be non-existent*
- *I would have no chance to talk to People in similar situations.*
- *I would not have the confidence or knowledge to be able to ensure my son can be the best that he can be. I would also feel incredibly isolated and alone without the network of support that I have made through the forum.*

- *My family would not be able to have met such lovely friends both me and my husband and my son*
- *I would feel a lot more isolated and my children would not have been able to access as many activities.*
- *Our children would not be able to participate in after school activities.*
- *Our family would be lost and so isolated- the forum is a lifeline.*
- *We would have no youth club.*
- *SEND children might not get THEIR voices heard.*
- *My son would not have been put in touch with a youth club he volunteers at*
- *It's an amazing service has helped me through everything including moral support.....it's made me more confident to help others who have barriers and less confidence....*
- *My son wouldn't be the social butterfly he is today, he can't walk or talk as good as his friends but loves every event he attends & has done for many years.*
- *there would be no us! Like an extended family!*
- *I would be lost. They have given me do much support and guidance. A very supportive group with lots of experience.*
- *I would feel isolated and on my own. I now know there are many others with the same battles, same challenges, same frustrations and emotions and people who understand and can support.*
- *There wouldn't be anything available for young children on the spectrum.*
- *The world for me and my family would be less fulfilled, more isolated and lonely.*
- *My children would not meet other children other than school.*
- *My life would be very different, and I wouldn't have the friendship group that I have*

#### Financial Implications

In order to achieve the above a £165k capital investment is requested, this includes a small project contingency.

This includes:

(Essential)

Provide accessible entrances throughout the building, Lift maintenance, Decoration and replace floor covering where required. Estimated cost £73,910 (including contingency).

Convert toilets into unisex toilets and changing room. Estimated cost £19,000.

(Desirable in order of preference)

Convert room to sensory room. Estimated cost £15,000.

Remove wall and form teaching catering kitchen. Estimated cost £21,600.

Convert external space into an accessible play area. Estimated cost £10,125.

## Professional Fees £25,365

There is no revenue expenditure or income associated with this capital investment proposal. The proposal is that the building remains the property of the RMBC, but that the ongoing running costs of the building would now be met by the Parent Carer Forum. There are 4 small teams based at Eric Manns at present, and some Police colleagues. The proposal is to relocate 3 of the teams and Police in Riverside House, to sit alongside existing colleagues and maximise the benefits of partnership working. There will be no disruption to services and the relocation will support more joined up working with other teams. The final team already has plans to relocate to Kimberworth, and be sited alongside a integrated team there. There will be a small cost associated with these moves, but this can be absorbed in business-as-usual asset management budgets.

## Risks

There is limited risk to delivery, but alternative provision will be needed specifically for service user access premises.

Project	Capital Budget (£m)	23/24	24/25	25/26	26/27	Total
<b>Children's Playgrounds Programme</b>	Capital Expenditure	0.000	0.403	0.258	0.258	0.919
Directorate	Capital Funding (other than corporate resources)	0.000	0.000	0.000	0.000	0.000
Regeneration and Environment, CST	<b>Net (Corporate Resources)</b>	<b>0.000</b>	<b>0.403</b>	<b>0.258</b>	<b>0.258</b>	<b>0.919</b>
<b>Project Description</b>						
<p>Playgrounds provide important spaces for children and families and forms a key part of play, exercise and getting outdoors and this proposal looks to improve a number of the Council's play spaces. The recommended investment for the Children's Playgrounds Programme would include:</p> <ul style="list-style-type: none"> <li>• The creation of new play facilities at Rother Valley Country Park which came out as a top priority through the consultation with park users.</li> <li>• The creation of new play facilities at Thrybergh Country Park which came out as a top priority through the consultation with park users.</li> <li>• Complete refurbishment and modernisation of six existing playgrounds across the borough.</li> </ul>						
<b>Outputs and Outcomes</b>						
<ul style="list-style-type: none"> <li>• New play areas and equipment at Rother Valley and Thrybergh Country Parks, aimed at engaging with children with a wide variety of ages and abilities, delivered within 2024/25, complimenting the café investments in 2024 at Rother Valley and Thrybergh Country Parks, supporting the regeneration of both as destinations for physical activity, nature and wellbeing.</li> <li>• Redevelopment of six existing neighbourhood parks.</li> <li>• Increased levels of physical activity, amongst children and parents/carers, supporting improved health and wellbeing outcomes.</li> <li>• A phased programme of play equipment renewal, delivered in consultation with local communities.</li> </ul> <p>This is in addition to two new Play Zone facilities funded via UKSPF and The Football Foundation which will create new Multi-Use Games areas in two locations in the borough following consultation and needs analysis.</p>						
<b>Financial Implications</b>						
<p>The total investment required is £919,000.</p> <p>The ongoing maintenance of these facilities is accounted for within existing revenue budgets.</p> <p>In order to ensure capacity is in place for delivery of the schemes, the service has identified capacity within the Landscape Design team to support progression of the programme and deliver the schemes alongside the Green Spaces team. In addition, both within the Service and at Directorate level, additional processes and controls have been established to ensure effective use of capital allocations and provide the ability to draw on support from across the Directorate (and wider) to drive the progression of capital projects.</p>						

Risks

There are various risks in the delivery of this scheme these are:

- Lack of consensus about local priorities in the Children's Playgrounds programme
- Excessive/unexpected cost inflation
- Project management capacity

Project	Capital Budget (£m)	23/24	24/25	25/26	26/27	Total
<b>Our Places Fund</b>	Capital Expenditure	0.000	1.200	0.800	0.000	2.000
Directorate	Capital Funding (other than corporate resources)	0.000	1.200	0.800	0.000	2.000
Regeneration and Environment	<b>Net (Corporate Resources)</b>	<b>0.000</b>	<b>1.200</b>	<b>0.800</b>	<b>0.000</b>	<b>2.000</b>
<b>Project Description</b>						
<p>This proposal is a capital allocation of £2m, split over 2 years, for boroughwide public realm proposals, which aligns to the Council Plan theme 'Every Neighbourhood Thriving'.</p> <p>This proposal builds upon the success of the Town &amp; Villages Fund and would look to support a number of schemes across the Borough. This level of funding would enable around 8-12 projects and would look to prioritise areas that are of concern to local communities, that have not yet received investment with highest priority being given to area of high footfall and/or visibility.</p>						
<b>Outputs and Outcomes</b>						
<p>The overall aim of the programme is to improve the public realm across the borough, with the following objectives:</p> <ol style="list-style-type: none"> <li>1. Improve the lived environment of residents.</li> <li>2. Enhance the visual appeal of the public realm across the borough.</li> <li>3. Inspire pride in neighbourhoods.</li> <li>4. Co-produce projects with communities to deliver change that is needed.</li> </ol>						
<b>Financial Implications</b>						
<p>The breakdown of costs will only be available when the specific schemes are identified for delivery, the costs will be made up of construction costs, planning and professional fees.</p>						
<b>Risks</b>						
<p>There are various risks in the delivery of this scheme these are:</p> <ul style="list-style-type: none"> <li>• Increasing cost of materials</li> <li>• Delivery resources; both internally and externally</li> </ul>						

Project	Capital Budget (£m)	24/25	25/26	26/27	27/28	Total
<b>Roads, Footways and Highway Drainage Repairs to 2028</b>	Capital Expenditure	5.500	5.500	5.500	5.500	22.000
Directorate	Capital Funding (other than corporate resources)	1.000	1.000	1.000	1.000	4.000
Regeneration and Environment	<b>Net (Corporate Resources)</b>	<b>4.500</b>	<b>4.500</b>	<b>4.500</b>	<b>4.500</b>	<b>18.000</b>

#### Project Description

This Capital proposal is seeking an investment of £18m to ensure that the road network can be both maintained and improved. This will ensure the road network remains better than the national average. Remaining better than national averages. The Council is responsible for maintaining the adopted Highway that includes a footway network of 1,683km, a carriageway network of 1174km including 700km of Unclassified roads (estate type roads) and associated Drainage, including maintaining 45,000 surface water drainage gullies.

#### Roads

**£3m** capital funding is required per year over the four-year period, which will be in addition to the existing Pothole Funding allocated each year of £1m.

The current Council capital investment, “£24m to 2024 Roads Programme” is focused on the Unclassified network and ends on the 31st of March 2024, this initiative is delivering excellent improvements in the condition of our unclassified network / estate roads and allows collaborative partnership working with the Ward members.

Previous investment in the network arrested the deterioration but the more recent investment has delivered real benefits to the highway network and a reduction in the percentage of the roads that require repair (Red category) from 21.57% in March 2020 down to 13.33% at the end of July 2023 (lower percentage is better). The current national average condition for unclassified roads as published by DFT is 15%.

To ensure this improvement in the condition of the network is maintained and does not return to a condition below the National Average, additional Capital funding is required which will deliver repairs and improvements to an estimated 65km of road.

#### Footways

**£1.2m** capital funding is required per year over the four-year period.

The Highway Asset Team currently commit around £1m from existing budgets to repair footways. Repairs to the footways are delivered through either:

- Surface treatments – Micro asphalt – Minimal dig repair process with a surface layer applied.
- Patching – short lengths of footway repaired with full bituminous layers replaced.
- Bituminous Resurfacing Scheme – removal of all bituminous layers - new binder course and wearing course; large length of works.
- Flag replacement schemes – Flags are removed, new binder course installed and a new Bituminous wearing surface.



The commitment each year enables repairs to around 11 km of the footways. Traditional Footway Resurfacing costs £100 per square metre (this only delivers 5km of repairs). However, the Council includes a mixture of traditional resurfacing and cost-effective Thin Surface treatments to maximise the resource available within its footway repair programme.

The Council has in the past conducted Benchmarking exercises to ascertain the most cost-effective delivery methods with the Councils in house delivery team achieving the best cost comparison for footway repairs.

### Highway Drainage

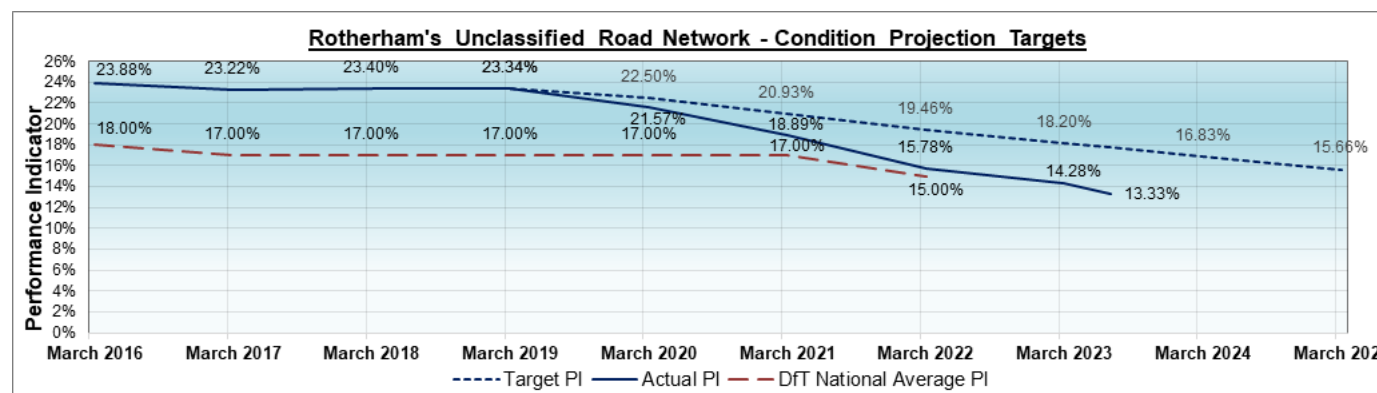
£0.3m capital funding is required per year over the four-year period.

The Council's Drainage/Lead Local Flood Authority (LLFA) team have a limited yearly revenue budget to deliver essential highway drainage repairs and to implement localised surface water flood resilience measures, equating to £40k per year. Essential repairs are prioritised as defined in the Council's Highway Asset Management Plan (HAMP) through a scoring matrix based on three criteria:

- The severity of the flooding (highest priority to internal flooding and strategic road network),
- The frequency of the flooding, and;
- The length of time that the issue has been identified.

### It is known that:

- Roads - Evidence shows that if investment does not continue in the **road network**, the condition of the Council's estate roads will be worse than the national average in 2 years. This can be seen in the table below that shows the condition of the network during initial investment between 2015 to 2020 of approximately £3m per year. This investment halted ongoing deterioration; however, it only showed a slight improvement in the condition by 2020. The most recent investment of the £24m to 2024 Roads Programme shows the greatest improvement in overall condition.



- Highway drainage - Increased demand for essential repairs and the implementation of localised surface water resilience measures has been created due to numerous flooding events, including internal flooding to properties.

#### Outputs and Outcomes

The request is for expenditure of £22m investment over 4 years to support the repair of Roads, Footways and Highway Drainage.

#### Roads

**£3m** capital funding per year over the four-year period (supported by Pothole Funding allocated each year of £1m).

The proposed future Capital investment in the network will maintain the excellent improvements achieved by the previous investment which increased the percentage of Green condition and generated a reduction in the Amber and Red categories of the Council's road network.

The £4m capital investment per year over the 4-year period will maintain the condition of the network, repairing an estimated total of 65km over the investment period.

**The proposed capital investment over the 4-year period will support the collaborative partnership working with the Ward members. Ward Members will be able to continue to suggest a priority road for repair on behalf of their constituents and support the delivery of improvements in their Ward.**

#### Footways

**£1.2m** capital funding per year over the four-year period.

This investment would enable a repair of approximately 132 km (82 miles) of footway at current material / delivery rates using a mixture of Traditional Resurfacing and Micro Asphalt Treatment.

The Service would look to deliver works in all wards over a 4-year period if possible. The Council will produce a forward plan with locations identified to achieve maximum cost benefit (i.e. close grouping of sites/ Wards) whilst considering priority areas and Wards with worst condition footways. The Council would benefit from maximising this additional resource by repairing a large number of footways within a number of wards each year, keeping delivery resources concentrated in ward areas. The scheme identification process would be in accordance with the Council's Highway Asset Management Plan (HAMP). Focusing on condition supported by information from area Highway Inspectors attending to Customer requests, Claims and reactive repairs.

The £1.2m capital investment per year over the 4-year period will support the limited fund currently available for footway repairs.

#### Highway drainage

**£0.3m** capital funding per year over the four-year period.

Due to the complex nature of some of repairs or localised surface water resilience measures, and the time that will be required to collaborate with others, it is anticipated that 6 schemes will be completed per year (i.e. 24 schemes across the 4 financial years).

The outcomes of this work would be a reduction in flood risks to highways, residential dwellings and business premises to help preserve life during heavy rainfall events. Each project undertaken will support the Council Plan across all of its key themes, which are:

- A cleaner, greener and local environment.
- Every child able to fulfil their potential.
- Every neighbourhood thriving.
- Expanding economic activity.
- People, are safe, healthy and live well.

These works will improve flood resilience across all wards.

The delivery of the Road, Footway and Highway Drainage repair programmes will be carried out by the Council's internal delivery teams and this funding will secure the future of this highly skilled and essential service.

#### Financial Implications

The financial implications of the capital investment are shown below.

<b>Capital Funding</b>	<b>(£000's)</b>
External Funding	4,000
Additional funding requested	18,000
<b>Total Expenditure</b>	<b>22,000</b>

There is no revenue expenditure or income associated with this capital investment proposal.

## Risks

### Roads, Footways and Highway Drainage

- Highway-related operational risks vary in nature but include:
  - Potential for tripping claim liability through defects on the highway.
  - Road condition, customer satisfaction, pothole numbers, highway claims will be a risk to the Council financially and reputationally.
  - The staffing levels within the inhouse Highway Delivery Team (HDT) are based on the financial annual turnover of work to be delivered and therefore a lack of investment would present.
  - A risk that redundancies within that team would be required.
- Repair of the footway network is more labour intensive and takes longer to construct and where necessary the Council will bring in additional external contractors via an approved framework to meet the demands of the necessary investment.
  - If additional capital investment is not provided, highways, residential properties and business premises will continue to be at risk of flooding.
  - If climate change and an increased storm frequency continue to increase, the number of identified surface water flood resilience projects and repairs will continue to grow due to the limited existing revenue scheme budget.

Project	Capital Budget (£m)	23/24	24/25	25/26	26/27	Total
<b>Traffic Signals</b>	Capital Expenditure	0.000	0.000	0.400	0.000	0.400
Directorate	Capital Funding (other than corporate resources)	0.000	0.000	0.000	0.000	0.000
Regeneration and Environment	<b>Net (Corporate Resources)</b>	<b>0.000</b>	<b>0.000</b>	<b>0.400</b>	<b>0.000</b>	<b>0.400</b>

#### Project Description

This proposal is to fund the refurbishment of life-expired traffic signals sites, ensuring the continued replacement of life expired equipment with modern equivalents. The need to do this work has been intensified by the higher associated costs with sourcing limited stocks of older replacement parts. The upgrading will seek to mitigate the impact on the responsive maintenance revenue budgets, and will allow for small-scale improvements (e.g. the retrospective installation of pedestrian crossings where historically omitted).

Rotherham's traffic signals are ageing and many are at risk of obsolescence. The HAMP (Highways Asset Management Plan) states that the total replacement value of traffic signal assets total £16m, and the value of the stock has depreciated to a value of £7m. There are currently over 28 signals sites that have been assessed as being in the worst condition. This inspection has taken place in the summer of 2023, and the proposal is to tackle the oldest and most problematic sites.

In March 2023, the Council allocated £600k of capital investment over two years to tackle the deterioration of the assets, but only investment over a longer period will recover the overall condition of these essential assets and make the current repair and maintenance budget sustainable. This bid seeks to continue the investment with an allocation of £400k in 2025/26.

Current Allocation	
<b>23/24 - 2 sites</b>	£197,680.00
<b>24/25 - 3 sites</b>	£368,140.51
(Sub-total)	(£565,820.51)
<b>inc. contingency</b>	<b>£600,000</b>
Proposed Allocation (this bid)	
<b>25/26 - 3 sites</b>	£360,648.43
<b>inc. contingency</b>	<b>£400,000</b>
<b>TOTAL: 8</b>	<b>£1,000,000</b>

In addition, the recent publication of the Plan for drivers has outlined a total of £70m competitive funding for Local Highway Authorities to improve the signal technologies, including refurbishment and upgrade. This funding is called the Traffic Signal Obsolescence Grant (TSOG) and is now live and allows Local Authorities to bid up to £500k. The Council is submitting a bid for the full amount of TSOG and if successful, the funding commitment

requested in this capital investment bid will demonstrate the Council's match funding. It is anticipated that the previous allocation of £600k and this potential £400k would be favourably considered by the Department for Transport. The basis of the bid would be utilising the condition survey of the signal infrastructure, to identify where the worse performing/high risk signals are located, as well as tying this into our existing programme of investment and where schemes are already being implemented. This will ultimately enhance the funding allocation by tying into other projects, further demonstrating an integrated approach to investment.

#### **Approach to the remaining sites (currently 20) classified as “worst condition”**

Continued investment is required over a period of time in order to reduce the proportion of stock in “worst condition”. An investment at the levels presented in this bid (circa £400k per year) is commensurate with the level required for a period of approximately 10 years to improve the overall stock condition to ensure that any sites assessed as the worst condition would be treated within 12 months.

There is a risk that if there isn't a structured approach to renewing these assets, repairs will get more expensive and obsolescence means that parts may often not be available. The balance therefore between continuing to do repairs, over wholesale investment is approaching.

As mentioned, the Signals Team has recently completed a full asset inventory to which every site with traffic signal apparatus has been assessed. 28 sites have been identified as red, with obsolescence and deterioration being used to determine priority for investment. The funding will be used as far as possible, but targeted on the most needed sites, including reactive work where no other funding is available.

Once these sites are complete, the assessment will be made again and identify the next critical locations, therefore the framework for a continued programme of renewal is in process. This will ensure that improvement is incremental, rather than continued deterioration.

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 with it an improved 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

There are various risks in the delivery of this scheme these are:

- 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.
- Many other Local Authorities are in the same position and therefore access to supply chains and equipment will be in high demand.
- 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).

Project	Capital Budget (£m)	23/24	24/25	25/26	26/27	Total
<b>Road Safety - Small Scale Schemes</b>	Capital Expenditure	0.000	0.200	0.200	0.000	0.400
Directorate	Capital Funding (other than corporate resources)	0.000	0.000	0.000	0.000	0.000
Regeneration and Environment (Planning, Regeneration and Transport)	<b>Net (Corporate Resources)</b>	<b>0.000</b>	<b>0.200</b>	<b>0.200</b>	<b>0.000</b>	<b>0.400</b>

#### Project Description

Since the completion of the Local Road Safety Fund (2019-2022), there has been a growing expectation for locally defined schemes. Although the City Region Sustainable Transport Settlement (CRSTS) funding has included an annual allocation of £60k and a programme of Local Neighbourhood Road Safety schemes at a value of £120k per ward, the demand for small scale works continues.

The anticipated schemes are small interventions which are requested through member casework, MPs and the public. Typical works include, but not limited to, a variety of small works including bollards, warning lines and signs, yellow lines, pedestrian refuges and improved crossing points. Such schemes in their nature are reactive and tackle isolated issues that are relevant to the local population. These schemes are very visible to the public and can demonstrate a good customer relationship. However, there are controls in place to make sure that requests are evaluated, therefore confirming that the projects are identified for the locations where the greatest need will be.

#### Outputs and Outcomes

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 local objectives by providing traffic calming, pedestrian crossing features such as central refuges, signalised crossings and other measures to improve 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.

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.



### Financial Implications

The proposed interventions delivered through the investment are low financial value, but time consuming capital projects due to the high levels of engagement required. This means that there are significant professional fee costs associated with their delivery, such as surveys, Traffic Regulation Order legal fees and construction costs.

As this is a highway renewal scheme, the capital costs are not expected to put additional pressure on revenue funding for maintenance and in some cases reduce the maintenance liability as an asset will be renewed. Under the current operating model of the Service, staff costs associated with the design, consultation and project management of the schemes are legitimate professional fees, therefore it is intended that these are capitalised and charged to the specific project/programme.

### Risks

There are various risks in the delivery of this scheme these are:

- Communication and engagement member of the public and Elected Members to work through issues and potential solutions.
- Timescales of delivery due to the intricate nature of the changes and need for engagement. These risks can be mitigated through sifting and value engineering, but if schemes require a legal process timescales are more likely to be impacted.

Project	Capital Budget (£m)	23/24	24/25	25/26	26/27	Total
<b>Street Lighting Concrete Column Replacement Works.</b>	Capital Expenditure	0.000	0.670	0.670	0.000	1.340
Directorate	Capital Funding (other than corporate resources)	0.000	0.000	0.000	0.000	0.000
Regeneration and Environment	<b>Net (Corporate Resources)</b>	<b>0.000</b>	<b>0.670</b>	<b>0.670</b>	<b>0.000</b>	<b>1.340</b>
<b>Project Description</b>						
<p>The street lighting service has approximately 37,000 street lighting columns around the Borough and around 8,000 of these columns are on main routes and primary distributor roads. 2,200 of these are concrete.</p> <p>The columns on these routes are a mixture of steel columns and concrete columns. The steel columns have been installed within the last 35 years or so and the concrete columns would have been installed prior to the installation of steel units. The indicative life span of concrete columns is approximately 30-35 years so the majority, if not all the remaining concrete columns are approaching or have exceeded their life span.</p> <p>An independent inspection was carried out in 2019 of the concrete columns on main routes and a small number were advised to be replaced immediately and these works were carried out and completed. The report advice on the other units was to repair / replace 507 units within the 1-2 years and this was carried out in 2021/22 utilising a previous capital bid of £750,000. The advice from the inspection company is to carry out a further inspection on 2,000 units 3-5 years after first inspection and this work is being carried out currently.</p> <p>Street lighting units are an ageing asset, and it is likely that the inspection will identify a number of units that will need to be replaced and an indicative number in need of replacement is likely to be around 500 on the main route network. There are also approximately 200 concrete columns on footpaths and unclassified roads that have been identified as 'at risk' and in need of replacement. If there are further columns identified, the current small capital budgets could be utilised (£300k per year from City Region Sustainable Transport Settlement for emergency works).</p> <p>Therefore, the proposal is to replace 700 units over a 2-year period at a cost of £1,340,000, This would leave around 1500 concrete units remaining on the network. The forward plan would then be to carry out a further inspection on remaining units in 2027, with a further proposal to replace columns that are identified which is in effect a rolling programme to replace the asset. The replacement units would be steel units with a life span of 50 years and would be delivered using the Councils existing incumbent street lighting contractor.</p>						
<b>Outputs and Outcomes</b>						
<p>Benefits</p> <ul style="list-style-type: none"> <li>• Mitigate the risk of failing street lighting columns (this is included on the corporate risk register).</li> <li>• Increase the lifespan of the street lighting asset.</li> <li>• Reduce the need for future visual and structural inspections of these units.</li> </ul>						

<b>Financial Implications</b>
The bulk of the capital expenditure will be incurred on the purchase and installation of the new street lighting columns, with a small amount required for professional fees to manage the planning an implementation.
<b>Risks</b>
There are various risks in the delivery of this scheme these are: <ul style="list-style-type: none"><li>• There is a risk that the concrete columns could deteriorate to an extent that they become unsafe and become a danger to users of the highway.</li><li>• There is a risk that replacement costs will rise making any future programmes more expensive.</li></ul>

Project	Capital Budget (£m)	24/25	25/26	26/27	27/28	Total
<b>Clifton Park Watersplash Replacement</b>	Capital Expenditure	0.900	0.000	0.000	0.000	0.900
Directorate	Capital Funding (other than corporate resources)	0.000	0.000	0.000	0.000	0.000
Regeneration and Environment, CST	<b>Net (Corporate Resources)</b>	<b>0.900</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.900</b>
<b>Project Description</b>						
<p>The current water play at Clifton Park was installed in 2008 so is now 15 years old. The current system has several leaks and will require investment to bring it back to a fully serviceable condition. The project would replace the entire system including water treatment and handling, reservoir tanks as well as civils to create a new experience and surfacing.</p>						
<b>Outputs and Outcomes</b>						
<p>A new fully functioning and efficient water play experience which has less reliance on staff input to manage the system. Providing fountains, jets and pools that meet current industry (PWTAG) recommendations and are more reliable in operation, thus providing increased customer satisfaction.</p>						
<b>Financial Implications</b>						
<p>The operation of the water play has been found to drive visitor numbers and is one of the Clifton Park's main attractions and draws families into using wider aspects of the park thereby increasing secondary spend (kiosk, car parking etc). The project will ensure that the water splash area will be consistently operational for families without down time for repairs.</p>						
<b>Risks</b>						
<p>The key risk relates to excessive / unexpected cost inflation due to market forces which would make the cost of parts more expensive.</p>						

Project	Capital Budget (£m)	23/24	24/25	25/26	26/27	Total
<b>Strategic Acquisitions</b>	Capital Expenditure	0.000	1.000	0.000	0.000	1.000
Directorate	Capital Funding (other than corporate resources)	0.000	0.000	0.000	0.000	0.000
Regeneration and Environment	<b>Net (Corporate Resources)</b>	<b>0.000</b>	<b>1.000</b>	<b>0.000</b>	<b>0.000</b>	<b>1.000</b>
<b>Project Description</b>						
<p>The Council's regeneration programme is now well underway facilitated through central Government, SYMCA and Council funding. Public control of privately owned property is often essential to enable the delivery of schemes/projects.</p> <p>Over the last two years the Council have used a combination of its own capital, SYMCA and Government grant to facilitate the acquisition of properties required to progress delivery of schemes. A further £1m is sought on top of the previous allocation of £2m (over two years) to continue acquiring strategic sites and progress the Council's ambitions for regeneration.</p> <p>The £1m investment is a single year one-off allocation (not for each year).</p>						
<b>Outputs and Outcomes</b>						
<p>An 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 the market by willing sellers or if required for a scheme/project. 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. It also provides the potential to be used as match funding which can assist in drawing in money from other sources.</p> <p>A list of potential sites was presented to Cabinet in March 22 and further sites in Sept 22 and April 23. Of those presented the vast majority are now in Council ownership. A preferred list of sites, taken from the original Cabinet lists will be presented to Members for consideration for this new allocation.</p>						
<b>Financial Implications</b>						
<p>As with the previous years allocation the Strategic Acquisition budget will be managed within the RIDO team. The budget will be used solely to acquire property and the legal costs incurred therein. A 1.5% Project Management fee to cover staff costs is also applied.</p> <p>Until the preferred properties for acquisition are agreed the revenue implications cannot be detailed. Revenue liabilities result from potential holding costs while awaiting redevelopment or future occupation can arise. Feasibility Fund has been earmarked to accommodate these costs and, as properties are brought forward as capital schemes these revenue costs may be capitalised. Some properties/assets may bring in additional/new income (for example from leases/rent or via income such as car parking) and have a positive impact on revenue.</p> <p>Acquisition of tenanted properties will likely result in a revenue benefit.</p>						

Risks

- Capital and revenue cost risk in negotiating land and property – site specific implications to be considered in subsequent decisions.

Project	Capital Budget (£m)	Prev. Yrs	24/25	25/26	26/27	27/28	Total
<b>Flood Alleviation Works Fund - including Eel Mires Dike Flood Alleviation Scheme &amp; Whiston Brook Flood Alleviation Scheme (Construction Phase)</b>	Capital Expenditure	0.000	0.000	8.200	1.600	0.000	9.800
<b>Directorate</b>	Capital Funding (other than corporate resources)	0.000	0.000	3.500	0.800	0.000	4.300
Regeneration and Environment	<b>Net (Corporate Resources)</b>	<b>0.000</b>	<b>0.000</b>	<b>4.700</b>	<b>0.800</b>	<b>0.000</b>	<b>5.500</b>

## Project Description

This capital investment proposal sets out funding for the construction phase of Eel Mires Dike and Whiston Brook Flood Alleviations schemes, along with earmarking a fund to support cost increases on those schemes and to provide support funding to future flood alleviation schemes.

This capital investment proposal is to allocate £3.9m to flood alleviation works being developed across the borough.

Following the devastating impacts of the November 2019 floods, and more recently in October 2023 (Storm Babet), the Council must continue to assess the costs of projects and seek appropriate external funding that will help significantly reduce the risk of flooding.

It is anticipated that construction of some flood alleviation works could start in 2025/26. Construction would continue for several years, drawing on external funding, and this would be subject to the approval of external business cases with a number of funding organisations.

In addition, this capital investment proposal requests the allocation of £1.6m of funding for the construction phase of Eel Mires Dike Flood Alleviation Scheme and Whiston Brook Flood Alleviation Scheme. It would allow the Council to:

- (a) Submit Business Case documentation to lever in £4.3m of external funding for construction works.
- (b) Continue its work to reduce risk in Laughton common, near Dinnington, including to:
  - 89 residential properties & 10 businesses
  - access to trading estates/business parks
  - strategic highways network (B6060 & B6463)

Continue its work to reduce risk in Whiston, including to:

- 67 residential properties & 1 businesses
- strategic highways network (A618)

Background

Following the devastating impacts of the November 2019 floods, the Council identified 6 Priority Flood Alleviation Scheme (FAS) projects that will significantly reduce the risk of flooding on people, property, businesses and transport infrastructure. Two projects are Eel Mires Dike FAS and Whiston Brook FAS.

Further information is set out on the Council's website: [The 6 Priority Flood Alleviation Schemes – Rotherham Metropolitan Borough Council](#)

The 6 Priority FAS projects support the Council Plan across all of its key themes.

In April 2021, the Council committed £5.8m to get 6 FAS projects to a “Shovel Ready” status by the end of 2024, of which £0.6m was allocated against Eel Mires Dike FAS. This will provide the design information needed to start construction works.

It is anticipated that construction of the main engineering works of Eel Mires Dike FAS and Whiston Brook FAS will start in 2025/26. Construction would continue for two years, drawing on external funding, and this would be subject to the approval of external business cases of funding organisations. To facilitate this construction programme, land acquisition costs would need to be in early 2025/26.

There are also small scale capital works that can be delivered as advanced phases of construction (i.e. as “No Regrets” works), and these can be constructed in 2025/26. Examples include work such as vegetation management and/or removal works, watercourse capacity improvement works, culvert improvement works and environmental improvement works.

Outputs and Outcomes

The outcomes of the funding will be the reduced level of flooding risk, the specifics of where that flooding risk will be reduced will be defined moving forwards as the Council's programme of flood alleviation works continue and greater clarity is gained on the schemes that could be delivered.

All 6 Priority FAS projects are included within the “Connected by Water South Yorkshire Action Plan (CBW)” that was published in January 2022, and updated in January 2023, and this can be viewed on the CBW website: [Connected by Water](#). This Action Plan is jointly agreed between key delivery organisations including Environment Agency, South Yorkshire Mayoral Combined Authority and the 4 South Yorkshire Local Authorities, and it is supported by a number of stakeholders, several of which are also asset owners and external funding organisations.

The outcomes that are expected to be delivered via the construction of the Eel Mires Dike FAS project are summarised in table below.

Project	Residential	Businesses	Transport	Community Infrastructure	Economic Benefits
Eel Mires Dike FAS	At risk of flooding: 89 Flooded in Nov 19: 52	At risk of flooding: 10 Flooded in Nov 19: 1	B6060, B6463 and local roads	N/A	£TBCm by ongoing study
Whiston Brook FAS	At risk of flooding: 67 Flooded in Nov 19: 27	At risk of flooding: 1 Flooded in Nov 19: 0	A618 and local roads	Parish Hall	£TBCm by ongoing study



## Financial Implications

Funding towards projects can be sought from several funding organisations and asset owners. Examples of funders that can support these projects include, Environment Agency, South Yorkshire Mayoral Combined Authority, Network Rail, Water companies, *Department* for Levelling Up, *Housing* and *Communities*, Department for Transport, and Department for Education.

Approval of the £3.9m capital investment towards a wider flood alleviation programme would significantly increase the likelihood of external funding organisations committing to support the construction of the Council's flood alleviation works. The Council will continue to seek external funding that would reduce the amount of funding that the Council would need to contribute. A 30% contingency allowance is included with the £3.9m sought through this proposal.

### Eel Mires Dike FAS

In April 2021, the Council committed £0.6m to get the Eel Mires Dike FAS project to a "Shovel Ready" status by the end of 2024. This approved pre-construction funding does not form part of this Capital Investment Proposal.

The construction cost estimate is in the process of being evaluated by Council's supply chain as part of the ongoing pre-construction "Shovel Ready" process. Outputs of this work will not be available until after the end of the 2023/24 Financial Year.

Construction costs are expected to increase from 2020 estimates due to a number of factors that are outside of the Council's control, and as has been reported to the September 2023 meeting of the Improving Places Select Commission. Therefore, the Council will seek external funding in parallel with both the pre-construction "Shovel Ready" process and the 2023/24 capital investment proposal process.

### External funding

Approval of this capital investment proposal would significantly increase the likelihood of external funding organisations also committing to support the construction of the Eel Mires Dike FAS project.

£0.8m of external funding has been identified as a provisional allocation, via the Environment Agency, however, this is not yet secured. The external business case/assurance processes needed to secure this funding will be undertaken in 2024/25. Subject to external approvals and timescales, this funding is expected to become available to the Council to spend on construction works in the 2025/26 financial year and beyond. This external funding is allocated by the Environment Agency.

Other potential sources of external funding also exist that have not yet been quantified, and these represent additional external funding opportunities to the £0.8m stated above. External funders include Network Rail, and businesses benefitting from the FAS works.

The Council will continue to seek external funding that would reduce the amount of funding that the Council would need to contribute.

Whiston Brook FAS

In April 2021, the Council committed £0.5m to get Whiston Brook FAS project to a “Shovel Ready” status by the end of 2024. This approved pre-construction funding does not form part of this capital investment proposal.

Construction costs are expected to increase from the 2020 estimates due to a number of factors that are outside of the Council’s control, and as has been reported to the September 2023 meeting of the Improving Places Select Commission. Therefore, the Council will seek external funding in parallel with both the pre-construction “Shovel Ready” process and the 2023/24 capital investment proposal process.

External funding

Approval of this proposal would significantly increase the likelihood of external funding organisations also committing to support the construction of the Whiston Brook FAS project.

£3.5m of external funding has been identified as a provisional allocation, via the Environment Agency, however, this is not yet secured. The external business case/assurance processes needed to secure this funding will be undertaken in 2024/25. Subject to external approvals and timescales, this funding is expected to become available to the Council to spend on construction works in the 2025/26 financial year and beyond. This external funding is allocated by the Environment Agency (via various funding streams).

The Council will continue to seek external funding that would reduce the amount of funding that the Council would need to contribute.

Capital Expenditure tables – indicative estimates

<b>Capital Expenditure</b>	<b>(£000's)</b>
Professional Fees (design, project management, staff costs etc)	300
Acquisition of Land or Buildings	900
Site Remediation	0
Delivery Costs - Works / Building and Construction	3,400
Risk Allowance / Contingency	1,300
Other costs to be confirmed as further schemes developed	3,900
<b>Total (a)</b>	<b>9,800</b>

<b>Capital Funding</b>	<b>(£000's)</b>
External Funding	4,300

	Additional funding requested (Total A from above less external funding)	5,500
	<b>Total (b)</b>	<b>9,800</b>

## Risks

There are various risks in the delivery of the Eel Mires Dike FAS project and Whiston Brook FAS project, and these can be summarised as:

1. Loss of external grant funding
2. Delays to external approvals needed from asset owners.
3. Technical risks associated with design of complex projects.
4. Limited resource availability due to workload within the flood risk management supply chain.
5. Reputational risks to the Council if residents, businesses and asset owners do not see works being undertaken to reduce the risk of flooding.
6. Loss of opportunity to implement advanced phases of projects should capital funding for construction work be made available.
7. Risk of losing external funding that has been provisionally allocated by funding organisations.
8. Pre-construction development costs of the FAS projects increase significantly from the estimates made in 2020.
9. Construction costs of the FAS projects increases significantly from the initial 2020 estimates.

Project	Capital Budget (£m)	23/24	24/25	25/26	26/27	Total
<b>Ash Dieback Mitigation</b>	Capital Expenditure	0.000	0.200	0.300	0.500	1.000
Directorate	Capital Funding (other than corporate resources)	0.000	0.000	0.000	0.000	0.000
Regeneration and Environment, CST	<b>Net (Corporate Resources)</b>	<b>0.000</b>	<b>0.200</b>	<b>0.300</b>	<b>0.500</b>	<b>1.000</b>

#### Project Description

Ash Dieback (ADB) is a fungal disease affecting Ash trees across Europe. It is spread by airborne spores from infected trees and has been spreading northwards across the UK in recent years. Affected Ash trees die back over a short period of time leading to the whole tree becoming brittle and weak and collapsing. The only mitigation is to remove affected trees once they are identified as suffering from dieback but caught at less than 50% dieback allows the trees to be felled conventionally, before weakened structures makes them dangerous to fell. In order to meet local and national targets for increasing tree cover, replacement trees (of suitable species) will then need to be replanted to replace the lost Ash.

There are early indications of Ash Dieback appearing in Rotherham's tree population, which is expected to increase over a ten-year period, likely affecting 90% of the borough's Ash trees. It is anticipated that the cost of removal and replacement of affected trees over the next ten years may be as much as £5.76m. This figure is made up of the costs of removal and replanting at an average of £800 per tree.

#### Outputs and Outcomes

It is currently unknown how quickly ADB will spread across Rotherham, but the funding will allow the Tree Service to implement works at an early stage in a trees infection which will allow for traditional felling techniques that are financially more efficient than leaving the trees until later in the disease cycle which would require more expensive methods of removal.

The funding requested would allow for the removal and replacement of:

Year	Number of Mature trees felled and replaced
24/25	250
25/26	375
26/27	625

#### Financial Implications

The capital delivery of the required works will be made up of construction costs, planning and professional fees.

Revenue costs detailed above for inspections have been captured in a revenue bid for Tree Service Improvements.

Risks
<p>Risks include:</p> <ul style="list-style-type: none"><li>• Ash Dieback affects trees at a higher rate during the early years than anticipated.</li><li>• Costs for mitigation works increase though inflation or changes in delivery model or costs for tree works.</li></ul>

Project	Capital Budget (£m)	23/24	24/25	25/26	26/27	Total
<b>Thrybergh County Park Paths Improvement</b>	Capital Expenditure	0.000	0.100	0.225	0.000	0.325
Directorate	Capital Funding (other than corporate resources)	0.000	0.000	0.000	0.000	0.000
Regeneration and Environment, CST	<b>Net (Corporate Resources)</b>	<b>0.000</b>	<b>0.100</b>	<b>0.225</b>	<b>0.000</b>	<b>0.325</b>
<b>Project Description</b>						
<p>The perimeter path around Thrybergh Reservoir is the main feature of Thrybergh Country Park allowing mostly flat level access for visitors of all abilities to access the countryside. The path surface has deteriorated in places to become almost impassable during periods of wet weather especially during the winter months.</p> <p>The path, owing to its open nature, is a safe place for people starting out on a physical improvement journey as well as those whose lifestyle includes running or walking as a way to stay active. The provision of an improved surface will enable increased usage and therefore increased opportunity for physical activity in children and adults.</p> <p>In 2021/22 and 2022/23 the first two phases of path improvements were undertaken bringing a new surface material including recycled rubber to 720m of the circular route. The next phase (phase 3) would see a further 500m of the same material being laid to the southern entrance giving a good surface between this entrance and the new café.</p> <p>A fourth phase would see the section from the southern entrance to the end of the dam wall resurfaced.</p> <p>The proposal is to provide a well surfaced route for walkers and joggers and people with mobility issues, allowing full access to the circular route.</p> <p>Estimated costs of improvements to paths Phase 3 (to southern entrance) - £100k  Estimated costs of improvements to paths Phase 4 (Eastern bank) - £225k</p>						
<b>Outputs and Outcomes</b>						
<ul style="list-style-type: none"> <li>• Improvements to the main path network to match other recent surfacing improvements lifting the visitor experience and complimenting the café investment in 2024.</li> <li>• Improved levels of health and wellbeing, by encouraging physical activity.</li> <li>• Further regeneration of Thrybergh Country Park as a local destination for nature, wellbeing and recreation.</li> </ul>						
<b>Financial Implications</b>						
<p>Estimated costs of improvements to paths Phase 3 (to southern entrance) - £100k  Estimated costs of improvements to paths Phase 4 (Eastern bank) - £225k</p>						

Risks

There are various risks in the delivery of this scheme these are:

- Excessive / unexpected cost inflation

Project	Capital Budget (£m)	24/25	25/26	26/27	27/28	Total
<b>Increased Capital for Street Bin Maintenance</b>	Capital Expenditure	0.078	0.078	0.078	0.078	0.310
Directorate	Capital Funding (other than corporate resources)	0.000	0.000	0.000	0.000	0.000
Regeneration and Environment	<b>Net (Corporate Resources)</b>	<b>0.078</b>	<b>0.078</b>	<b>0.078</b>	<b>0.078</b>	<b>0.310</b>

#### Project Description

The Council and more specifically the grounds and streets service have recently completed a successful strategic bin replacement program which has been running for 2 years. This program had a total budget of £1.2million, this included labour and the cost of the bins, and has run to budget across the 2 years. The team have replaced 2200 bins and provided around 100 additional new bins from the budget.

The service is now seeking to ensure an appropriate maintenance budget to ensure the assets remain in good condition as well as limited provision for new bins where they are required to address specific issues or needs.

Below outlines the total spend on the bins over this 2-year period and outlines the amount of bins across the borough as a total value for each type of bin.

Bin Type	Total Value
PEL Solar Compactor Bin	£404,250.00
Wybone Dual Bin	£76,375.00
Wybone Singular Bin	£343,175.00

Total assets £823,800

The service currently has an annual budget of £8k for bin replacement and new bins. Considering the size of the assets held, this will not be sufficient to maintain the equipment in good condition.

Data from January 2022 to December 2022 highlights the amount of replacement and new street bins the Council currently replace or provide:

- Bin replacements requests received 148 – 145 complete.
- New bins provided – 102.

This is a total of 247 bins, which equates to £85,600. As noted above, the current budget is £8k, this means increasing the budget by £77,600.

The expected life span of a street bin is somewhere between 7-10 years, this is dependent on numerous factors such weather, use, vandalism and accidental damage.



Requests for new bins to be placed in the borough are continuous and the service performs a survey within 7 days after each request is made. This assessment considers some of the following aspects:

- Are there bins in the area?
- Are the bins in the area overflowing?
- Is the area littered?
- What is the footfall like in the area?

The survey is then given back to a zonal operations manager who decides with the survey team if the request is accepted or not. Each request successful or unsuccessful is recorded on master file and the requestor is emailed/contacted with the decision and reasoning. Data is also kept and broke down to requests per ward so this can be analysed further upon request.

Now the bin replacement program is complete, the service will continually update records to show how many bins we are replacing and the reason, this will help form plans with colleagues from other services to address spikes in replacements due to ASB, or that the bins are deteriorating at a rate that was not expected, so the supplier can be contacted.

#### Outputs and Outcomes

- Bins can be replaced if required in a reasonable timescale.
- New bins can be allocated as bin the “new bin request” process so there is enough capacity in keys areas or for additional growth.
- Bins that are replaced keep the required amount of capacity in the area for street litter, so not encouraging littering.
- The Council has a consistent approach to street bin provision and no complaints are generated as we do not have the appropriate funds to replace or provide new.
- Correct budget allocated for works and not putting the services budgets under additional pressure.

#### Financial Implications

The service predicts that a reasonable capital increase should be £77,600. 10% of the total assets is £85,600, minus the £8k that is already assigned, meaning the service is asking for an increase of £77,600.

#### Risks

There are various risks in not funding this program.

- The assets we have purchased and installed over last 2 years would not be able to be maintained.
- The assets we have purchased and installed over the last 2 years would not be able to be replaced.
- New bins would not be able to be provided in the borough if the criteria for new bins is met
- The Council by not replacing or providing new bins would come under pressure as there would not be enough capacity in areas to meet the levels of footfall and street litter being produced.

Project	Capital Budget (£m)	23/24	24/25	25/26	26/27	Total
<b>Principal Towns Cleansing</b>	Capital Expenditure	0.000	0.167.5	0.000	0.000	0.167.5
Directorate	Capital Funding (other than corporate resources)	0.000	0.000	0.000	0.000	0.000
Regeneration and Environment, Environmental Services	<b>Net (Corporate Resources)</b>	<b>0.000</b>	<b>0.167.5</b>	<b>0.000</b>	<b>0.000</b>	<b>0.167.5</b>

#### Project Description

This capital proposal is associated with the revenue investment INV9 Principal Towns Cleansing, which provides for additional staffing resource to enhance the cleanliness of high footfall areas across the borough. This capital investment provides the equipment required for the additional staff to operate and enable improved cleansing, delivering on the Council's priority of a cleaner and greener local environment.

The equipment required for the new provision and enhanced operations is outlined below.

#### Equipment

Item	Cost
Trailer for small electric vehicle	£5,000
Jet Washer	£2,500
Electric Pedestrian Sweeper	£10,000
Box mower (cylinder)	£6,000
Box mower (rotary)	£4,000
1 x Large Mechanical Sweeper and 1 x mini-sweeper (less existing funding)	£140,000
<b>TOTAL</b>	<b>£167,500</b>

The equipment in the new service provision will allow for quicker and more effective cleansing operations and allow the provision of grounds maintenance operations to be managed within high footfall areas and performed more regularly.

### Outputs and Outcomes

- Improved cleansing operations in the high footfall areas.
- Improved grounds maintenance operations in the town centre.
- Correct modern and efficient machinery for operational efficiency.
- Machinery located closer to the relevant base of operations for quicker access and deployment.

### Financial Implications

Costs are provided within the table above with estimated prices from suppliers. The total costs are estimated to be £167,500 which takes account of existing capital funding of £200,000 available to the service for the purchase of sweepers. A breakdown of the costs relating to the sweeper provision is provided in the table below.

Sweeper	Cost
Trailer for small electric vehicle	£5,000
Jet Washer	£2,500
Electric Pedestrian Sweeper	£10,000
Box mower (cylinder)	£6,000
Box mower (rotary)	£4,000
Mini Sweeper	£120,000
Large Mechanical	£220,000
Less Existing Funding	-£200,000
<b>TOTAL</b>	<b>£167,500</b>

Risks

There are various risks in the delivery of this scheme these are:

- Cost of items increase before funding is granted.
- Not allocating funding we mean vital works will not be able to be complete.
- This would lead to a poor perception on the Council.

Project	Capital Budget (£m)	23/24	24/25	25/26	26/27	Total
<b>Rotherham Archives and Local Studies Digital Upgrade</b>	Capital Expenditure	0.000	0.022	0.000	0.000	0.022
Directorate	Capital Funding (other than corporate resources)	0.000	0.000	0.000	0.000	0.000
Regeneration and Environment, CST	<b>Net (Corporate Resources)</b>	<b>0.000</b>	<b>0.022</b>	<b>0.000</b>	<b>0.000</b>	<b>0.022</b>
<b>Project Description</b>						
<p>Rotherham Museums, Arts &amp; Heritage is responsible for the care of venues and collections, from much loved treasures in the Rotherham Collection and Archive, to landmark monuments to history and community, Boston Castle and Clifton Park Museum. Rotherham Archives and Local Studies was established in 1986 and became part of the service in 2012 following a move from Rotherham Library and Arts Centre to Clifton Park Museum.</p> <p>The current search room is fully accessible (and Disability Discrimination Act compliant) however it is uninviting to the public with outdated digital equipment that is starting to become obsolete and increasingly difficult to maintain and repair. This project will redevelop the current Archives and Local Studies search room, renaming it Rotherham Archives Discovery Centre and make it more accessible and inclusive to diverse audiences through upgrading the current digital suite, providing new accessible shelving for collections and a more welcoming reception area:</p>						
<b>Outputs and Outcomes</b>						
<p>The investment in the above will:</p> <ul style="list-style-type: none"> <li>- Redevelop the existing search room space in Clifton Park Museum to become 'Rotherham Archive Discovery Centre' upgrading digital equipment with access to audio-visual material including oral history archives.</li> <li>- Increase the numbers of people that can access the collections within the space by creating a more efficient use of the space.</li> <li>- Create a benchmark for other services on how Archives and Local Studies can develop within a local museum setting.</li> </ul>						
<b>Financial Implications</b>						
The capital improvements are not expected to create any additional revenue financial implications that the Council will need to build into the budget.						
<b>Risks</b>						
<p>There are various risks in the delivery of this scheme these are:</p> <ul style="list-style-type: none"> <li>• There is a financial risk as current digital equipment is becoming obsolete, more expensive to maintain and will eventually be beyond repair.</li> <li>• There is a risk of not achieving Archives Accreditation in the future if we do not keep up to date with advances in digital access to collections and continue to increase usage. Archives Accreditation opens up opportunities for further grants and investment.</li> <li>• Continued risk to reputation of RMBC due to a lack of investment in Archives and Local Studies service.</li> </ul>						

Project	Capital Budget (£m)	23/24	24/25	25/26	26/27	Total
<b>Community Safety and Street Scene - Customer and Digital Plan</b>	Capital Expenditure	0.000	0.475	0.270	0.000	0.745
Directorate	Capital Funding (other than corporate resources)	0.000	0.000	0.000	0.000	0.000
Regeneration & Environment	<b>Net (Corporate Resources)</b>	<b>0.000</b>	<b>0.475</b>	<b>0.270</b>	<b>0.000</b>	<b>0.745</b>
<b>Project Description</b>						
<p>Community Safety and Street Scene delivers a range of front-line services, which have a significant level of interaction with customers. The services reach every household within the Borough through services such as waste collection, highways and street cleansing.</p> <p>This proposal seeks to provide capital funding for the delivery of a number of system developments, improvements or replacements within the Community Safety and Street Scene Services, which will aim to transform the way services are delivered. The focus of this work is to enhance the customer journey by:</p> <ul style="list-style-type: none"> <li>• ensuring reporting is easy and effective,</li> <li>• ensuring good quality and timely updates are provided,</li> <li>• linking multiple Council systems,</li> <li>• innovative features such as pinpointing the location of issues on a map as part of reporting processes.</li> </ul> <p>Alongside improving how the Council interacts with Customers, the implementation of improved systems will increase efficiency of service delivery, provide better access to data and information to inform resource deployment, future decisions on investment or savings, as well as providing additional time for supervisors and managers to directly support staff and ensure high quality delivery. One example of the projects to be delivered includes the opportunity to reduce from four systems to two in both Asset Management type services (i.e. Highways, Ground and Streets) and Regulatory services (Community Protection and Licensing) whilst also delivering the enhanced functions referred to above.</p> <p>Developing the Services approach to both customers and utilisation of technology will contribute to the Councils strategic objectives in relation to both “A Cleaner and Greener Local Environment” and a “One Council” approach.</p> <p>The service has developed a robust customer and digital plan by working cross-directorate with a range of colleagues from procurement, customer services, IT and delivery teams. The plan identifies the various digital systems used by the services, of which there are 18 different systems with a revenue cost of around £400k per annum.</p> <p>The principles which drive the plan are drawn from the Council’s existing principles in relation to its Customer and Digital Strategy, the following are the principles to be applied when delivering ICT solutions within Community Safety and Street Scene Services.</p> <p>ICT Solutions:</p> <ol style="list-style-type: none"> <li>1. Are designed and built around the needs of customers and services in order to deliver high quality services that are modern, efficient, informative and effective.</li> </ol>						

2. Where possible, will integrate with the Councils customer management system in order to reduce demands on officer time which will support customer delivery.
3. Will provide high quality digital services which are efficient and accessible to both customers and services.
4. Will seek to provide customers with online access to information such as work schedules, reporting timescales, and service updates to reduce customer demand and minimise avoidable contact.
5. Will support legal compliance and increase customer satisfaction through the effective management of services through the use of oversight, data tools and analysis.
6. Will efficiently and effectively provide business intelligence which will inform decision making and evidence-based policy interventions which benefit the customer and services.
7. Through the use of scheduling and process systems, will aim to achieve consistency across services, reducing the range of solutions, should the above principles be met.

#### Outputs and Outcomes

The specific outcomes delivered will be a reduction in the number of systems paid for, utilised and supported as well as increased customer engagement and satisfaction alongside more efficient services. The project has already delivered a significant piece of work to implement and roll out the 'Confirm' system, which is a system to drive the activity of the Councils ground and street cleansing functions as well as linking seamlessly for the Customer through the Council's Customer Management System, Jadu. The proposal will continue to build on this system, which is likely to be rolled out to a number of other areas which also presents savings and efficiencies in services outside of the Community Safety and Street Scene Service.

In addition, the next significant area of focus are the systems used for regulatory purposes such as Community Protection and Licensing, which is the next 'big-ticket' item within the plan. The services currently operate on different systems, which are aged and no longer being actively developed by the suppliers. Through soft market testing it is clear that there is likely a single solution which will provide vastly improved capabilities, support more modern ways of working and ensure greater resilience.

The implementation of the Community Safety and Street Scene Customer and Digital approach will likely lead to multiple benefits, as detailed below:

- Customer will be more informed through automated customer communication.
- Clearer access routes for the customer.
- Improved accessibility for the customer and services with reduced systems.
- Limited systems to train staff on.
- Single or limited systems to service from an IT perspective.
- Potential reduction in ongoing cost of running multiple systems where it is not necessary.
- More efficient and effective use of Officer time, as improved systems limit manual intervention, as well as providing a single or limited overall picture, which will also ensure the likelihood of data being up to date, reduction in duplication, reducing potential for error and improved safeguarding for the customer.
- Improved data collection to contribute to Business Intelligence, which will inform decision making, allow for evidence-based policy interventions and contribute to the Council's performance management processes, thereby creating a better experience for customers.
- Through improved Business Intelligence, data is stored and used many times which is more effective and efficient for the customer.
- Improved Business Intelligence allows us to make informed decisions driven by customer needs.

- More effective disaster recovery with less systems to recover and thus improved business continuity risk.

#### Financial Implications

The cost estimates are based on the work delivered to date through the implementation of the Confirm asset management system.

The proposed capital investment bid is for £745k.

The costs include professional fees, which delivers on the development and implementation of systems, resulting in a digital asset being in operation which will deliver the benefits outlined above. The costs are also inclusive of any dedicated staff, and this takes account of both the needs within the service as well as across IT, to deliver the implementation of replacement systems. It also seeks to ensure appropriate project management, supplier professional services and integration costs. These aspects are critical to realising the benefits of any new system as well as ensuring the integrity of the Councils data where historical records exist and ensuring the accuracy of any new data required to inform future service delivery. Alongside transforming the digital aspects of service delivery, it is critical to ensure behaviours of staff are transformed alongside to ensure the best use of new technologies. In addition, it is expected there may well be hardware requirements too which will ensure that opportunities for additional efficiencies, such as mobile working or data collection are fully realised.

There will likely be revenue impacts both from reducing the overall number of systems and from any increased efficiencies which can be identified and delivered. These impacts are likely to be positive impacts however in some areas greater access to data may demonstrate the limitations of existing resources.

#### Risks

Whilst benefits have been considered above, it is important to consider that there is an element of risk associated with the implementation of a Community Safety and Street Scene Customer and Digital Approach. These risks have been considered in order to successfully manage them and are detailed below:

- Systems do not perform service specific actions required due to finding a system that fits each service.
- High level of internal resource needed to support the development and data migration onto new systems.
- Initial development costs will be high.
- Previous experience shows that the transfer of data/records is not seamless and time would need to be spent cleaning and checking data/records.
- Single systems available unable to meet all business requirements currently provided by separate systems.
- Infrastructure is not available to support systems upgrade.