

## Capital investment approved for funding

Ref	Scheme	Summary	Investment Criteria	2022/23 £'000	2023/24 £'000	2024/25 £'000	2025/26 £'000	Total £'000
S1	<b>Wye Bridge Chepstow</b>	<p>Works into refining the assessment and investigation of potential load mitigation measures are currently underway. This will primarily involve material testing and the design of suitable traffic management measures which will involve limiting the amount of vehicles allowed on the bridge at any one time and reducing the weight limit from 7.5t to 3.0t.</p> <p>It is expected that additional Capital funds will be required in the 2022-23 financial year to implement the traffic management measures and undertake necessary crack repairs. It is also proposed to install permanent strain gauges and monitoring stations as part of the ongoing management of the structure.</p>	H&S, Legal, S2S, AMP, INF	188	375			<b>563</b>
S2	<b>Wye bridge Monmouth &amp; Flood Arches Remedial Works</b>	<p>Long standing issues concerning the bridge abutments and scour action from the river flows. The adjacent flood relief structure also has a long standing issue where the downstream parapet has a noticeable lean over the majority of its length and the main arch ring is showing signs of separation.</p> <p>Recent flood events have escalated the need for the investigations in 22/23 and remedial works in 23/24 (the cost for which is estimated and will be fully informed by the findings of the investigations). Repairs to the flood arches are need to coincide with development of the Wye Active Travel bridge and associated connecting paths which is projected for construction in 23/24.</p>	H&S, Legal, S2S, AMP, INF	150	2,170			<b>2,320</b>

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S3	<b>Tintern Wireworks bridge</b>	<p>The structure was assessed for pedestrian loading as per the requirement to the code of practice and 3T vehicular loading due its current access arrangement with the residence on the Gloucestershire side. The main girders were found to be working with inadequate safety factors under the pedestrian and 3T vehicular loading.</p> <p>After securing funding GCC commissioned Atkins to develop a refurbishment scheme which includes repairs to the piers, strengthening, deck replacement and vehicle containment and the associated assessment work to fully understand the manner in which some of these works can be undertaken. These works are now currently proposed to commence onsite in April/May 2022. As a jointly owned structure additional Capital monies are required as MCC's 50% contribution to the repairs.</p>	H&S, Legal, S2S, AMP, INF	800				<b>800</b>
S4	<b>ICT Desktop replacement</b>	<p>SRS have produced an asset replacement plan to identify IT equipment that will need replacing over the next 4 years.</p> <p><b>Desktop estate</b> - planning is currently done on an estate of 1601 devices being used and is a number driven directly by MCC requirements. We typically advise partners to refresh their laptop / desktop estate every four years. When year five arrives, the devices really start to struggle and performance is hampered as we are starting to see now. Partners may choose a longer period of time to sweat these assets over which is not an issue, it is important to recognise we will continue to support them in year five but performance issues can be expected. Cost reflects replacement of 400 devices pa.</p>	Legal, AMP, INF	260	260	260	260	<b>1,040</b>

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S4	<b>Network Estate replacement</b>	<p><b>PSBA</b> capital work required as part of the data centre move requested by the Strategic Board at the January 2020 Board meeting. For MCC this is in relation to the PSBA configuration required in the new data centre location.</p> <p><b>Edge switch networking</b> - MCC have 99 network edge switches and approx. 292 wireless access points across their corporate infrastructure. The end of life points of these switches, as set by the support available from Cisco for updates and patches has passed several years ago but there are still switches with an EOL at November 2021.</p> <p>The recommendation from the SRS (through working with the Estates team) is to replace key building infrastructure in 2021-22 financial year which equates to 47 edge switches and 155 Wireless Access Points. The cost of this is currently estimated at £183K in 21-22 and £116k in 22-23. Cisco pricing and delivery is incredibly volatile at the moment due to global supply chain issues and dollar rate fluctuations.</p>	Legal, AMP, INF	116	50	50	50	<b>266</b>
S4	<b>SRS capital reserve contribution</b>	<p>Cabinet report 07/10/2020 (SRS data hall move) - Identified that the capital equipment required has an expected life of between five and ten years, and it would be prudent for partners to build up a capital reserve to fund the future replacement to mitigate substantial Capital outlay. To cover the next 15 years of refresh the partners would need to allocate £397,000 to the capital reserve.</p> <p>The authority's share of this would be £61,000 per annum. It is proposed that this is incorporated into base capital MTFP such that adequate budget provision can be set aside for capital refresh of equipment and to avoid significant one-off pressures occurring at the end of equipment life cycle.</p>	Legal, AMP, INF	61	61	61	61	<b>244</b>

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S4	<b>Ransomware &amp; security software</b>	<p>Additional budget to pay for cybercrime software that has been identified as being essential to continuing system security as per Cabinet report 6th November 2021 :-</p> <p>Ransomware £18k</p> <p>SIEM/SOC software £24k</p>	Legal, AMP, INF	42	42	42	42	<b>168</b>
S5	<b>CCTV buses</b>	<p>Passenger Transport runs a fleet of minibuses and 10 coaches to deliver home to school transport, community transport and scheduled bus services. A small number of these vehicles have CCTV fitted within the vehicle which has enabled the service to use the recordings to review incidents following complaints or damage. The recordings can provide an objective account of what transpired and provide safeguarding for PTU staff and passengers.</p> <p>It is proposed that CCTV cameras are fitted in all PTU vehicles and the resulting data will be used to support investigations including accidents, complaints, and damage. Should the bid be successful tenders will be sought for a cloud based solution which will enable the footage to be instantly accessible if required.</p>	H&S, S2S	200				<b>200</b>
S6	<b>Additional highways refurbishment</b>	£627k capital investment reflective of the reduction in Highways refurbishment grant in 2022/23, and to enable a number of small highway refurbishment schemes to be prioritised before the extent of repairs (and cost) increases. These small projects exceed emergency pothole filling repairs but are unlikely to reach to top of the resurfacing programme for many years. This fund will enable these locally problematic complaints to be addressed.	H&S, Legal, S2S, AMP, INF	627				<b>627</b>

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S7	<b>Ash dieback/Dangerous trees</b>	<p>Ash dieback is prevalent across Monmouthshire and is of particular concern along the highway network and green open spaces. Ash is self-seeding and widespread in the county. It is important that the effects of ash dieback are planned for and managed, especially in safety-critical locations. The majority are located along the priority routes and will impact highway network infrastructure should they fail.</p> <p>As well as ash dieback MCC have a large amount of Victorian parks and street trees require identification, logging and may need additional maintenance.</p> <p>Long term management of established trees and woodland will have more positive impact on climate change and nature emergency than newly planted whips. The whips may take many years to establish before they provide the same levels of benefit of these mature trees.</p>	H&S, Legal	400	300	200	100	<b>1,000</b>
S8	<b>Match funding for Housing provision</b>	<p>Although day-to-day the number of people and families presenting to us as homeless continues to be consistent with recent years, the situation in Monmouthshire is particularly acute, due to an increased demand in accommodation requirements, but with a lack of both temporary and permanent accommodation available to be offered to them. This presents significant challenges for the Council with currently unprecedented numbers of people in temporary accommodation (as at 10th February 2022, 90 people were in B&amp;B and a further 90 in temporary accommodation, with 54 'new applicants' potentially waiting for Temporary Accommodation).</p> <p>The reason for the situation is due to the limited supply of suitable temporary and move on accommodation, resulting in an unavoidable increase in the use of B &amp; B, which is further compounded by the availability of B &amp; B's willing to take on</p>	H&S, Legal, CORP, Third	2,000				<b>2,000</b>

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		<p>homeless people when operating continually at capacity in a year-round tourist destination, leading to inconsistent availability. These expensive B&amp;B accommodation costs, coupled with necessary B&amp;B security costs and a loss of Housing Benefit Subsidy are leading to significant revenue budget pressures.</p> <p>Up until now the B&amp;B costs, security costs and housing benefit shortfall have been funded via the WG Covid Hardship Fund due to WG's recognition that this pressure is a consequence of WG's policy shift and requirement of LA's to ensure people are housed in suitable temporary and then permanent accommodation. However, these costs are unlikely to be covered going forward resulting in a negative budget situation.</p> <p>Capital borrowing headroom is therefore required to enable the Council to identify longer term solutions to help solve the County's temporary accommodation and social housing issues, focusing on acquisition and retrofitting in areas encumbered by the Phosphates hiatus, alongside new build opportunities where land supply allows.</p> <p>It should be noted that this budget will create borrowing headroom and will be funding of last resort and where we are unable to manoeuvre and secure other funding streams (for example Social Housing Grant) to deliver the same effect.</p> <p>Whilst acquisitions of this nature may not provide any financial return on investment, it will enable the Council to offset some of the current and future revenue budget risks presenting by providing cost reduction and avoidance opportunities.</p>						
	<b>Total</b>			<b>4,844</b>	<b>3,258</b>	<b>613</b>	<b>513</b>	<b>9,228</b>

## Approved Capital investment criteria

<b>Ref</b>	<b>Aspect</b>	<b>Indicative Rank</b>
<b>H&amp;S</b>	Health & safety works (life & limb works)	1
<b>Legal</b>	Legal & regulatory obligations	1
<b>Rev</b>	Allow a balanced revenue budget to be set, or a net deficit in revenue spending to be positively addressed	2
<b>Corp</b>	Deliver corporate plan priorities	2
<b>Third</b>	Attract significant 3 <sup>rd</sup> party or private match funding to the County	3
<b>S2S</b>	Spend to save transformational works (including flexible use of capital receipts)	3
<b>INC</b>	Spend to earn net income – rents, interest and dividends	3
<b>Sust</b>	Create sustainable income streams – business rates and council tax	3
<b>AMP</b>	Asset management plan outcomes	4
<b>INF</b>	Addresses major infrastructure investment	4