

Appendix 5 - Backlog capital pressures

Capital pressures that present a degree of risk to our asset portfolio and operating environment that currently have no identified funding.

Ref	Capital Pressure	Risks identified if not immediately funded	Forecast Pressure	Priority criteria (see appx 7)	Responsible Officer
P1	Property Maintenance requirements for both schools & non-schools as valued by condition surveys carried out some years ago. The existing £2m annual budget mainly targets urgent maintenance e.g. health & safety, maintaining buildings wind & watertight, etc., and is insufficient to address the maintenance backlog. A lack of funding means maintenance costs will rise; that our ability to sell buildings at maximum market rates will be affected ; Our ability to deliver effective services will be affected and a Loss of revenue and poor public image.	Properties will continue to fall into disrepair or be supported in part by the limited existing annual budget for urgent maintenance. This will impact our ability to ensure properties are still fit for purpose.	22,000,000	H&S, Legal, AMP	Nick Keyse
P2	Disabled adaptation works to public buildings required under disability discrimination legislation.	Corporate buildings will remain less accessible to all. Whilst limited works have been carried out as part of planned maintenance under the access for all budget, further budget is required to ensure suitable adaptations as installed.	5,000,000	Legal	Nick Keyse
P3	School Traffic Management Improvements - based on works carried out on similar buildings.	Investment is required to ensure school traffic movements and controls are suitable established. Increased risk of incident without enhancement of existing traffic and pedestrian controls (e.g formal crossing points, turning areas, lighting, etc.).	450,000	H&S	Nick Keyse

Ref	Capital Pressure	Risks identified if not immediately funded	Forecast Pressure	Priority criteria (see appx 7)	Responsible Officer
P4	School fencing improvements	Without investment, school fencing will continue to fall into disrepair or be subject to investment from school budgets. Existing improvements/repair is undertaken on a rolling schedule but investment is required to ensure fencing is suitable robust. New fencing will ensure boundaries are kept safe and comply with safeguarding requirements.	450,000	H&S	Nick Keyse
P5	Modification works to school kitchens to comply with Environmental Health Standards. Without additional funding school kitchens may have to be closed and additional costs for transporting meals in incurred, possibly causing disruption to the education process.	Without additional funding it is unlikely schools will be able to comply with the requirement and roll out of free school meals. Whilst an extensive programme of works has been undertaken for the improvements and refurbishment of the majority of schools, further budget is required.	150,000	H&S	Nick Keyse

Ref	Capital Pressure	Risks identified if not immediately funded	Forecast Pressure	Priority criteria (see appx 7)	Responsible Officer
P6	<p>Bringing County highways to the level of a safe road network. The reduction and shortfall in revenue budgets over recent years for maintaining our highways and associated infrastructure has resulted in a concerning backlog and the need for a major injection of funding to address the situation.</p> <p>In order to halt the deterioration of MCC roads and footways, a minimum annual investment of £3.5m per annum (an additional £2.2m/yr) is needed to maintain a steady state and avoid longer term deterioration. This is in addition to any specific grant funding from Welsh Government, which if awarded will be for the purpose of reducing the backlog and improving the overall condition of the highway network.</p> <p>The £3.5m/yr figure above factors in the loss of £630k/yr WG highways refurbishment grant which ceased in 2021/22.</p> <p>Further work is being undertaken to provide an up to date accurate figure for bringing the highways and associated infrastructure back into a serviceable condition.</p>	<p>Risk that roads and highway infrastructure continues to deteriorate resulting in more costly future repairs, risk to life and limb arising from accidents and in the most extreme case structural failure of bridges, risk of communities being cut off and impact on residents, businesses and visitors due to road closures where the highway network is unsafe, risk of insurance claims against the Council</p>	<p>2,200,000 per annum</p> <p>(of which £590k is included in the capital pressure mandate for 23/24)</p> <p>Total figure to bring infrastructure to a serviceable condition tbc</p>	<p>H&S, Legal, INF</p>	<p>Mark Hand/ Paul Keeble</p>

P7	<p>Repairs to bridges and structures The reduction and shortfall in revenue budgets over recent years for maintaining our highways and associated infrastructure has resulted in a concerning backlog and the need for a major injection of funding to address the situation.</p> <p>The following specific structures are identified as needing significant investment by the end of 2025/26</p> <p>Scour repairs to Wyebridge, Chepstow £698,000 The 23/24 capital pressure mandate includes £198k for preventative measures and surveys in 23/24, with additional costs indicated of £500k for long term repairs to scour damage in 24/25.</p> <p>Redbrook Railbridge repairs £550,000 These costs are expected to arise in 2024/25. This figure represents MCC's 50% share because this is a cross-border structure with costs shared 50/50 with Gloucestershire County Council</p> <p>A4077 Gilwern Viaduct £2,218,000 Substandard structure. £2m to repair, £8m to replace. The 23/24 capital pressure mandate includes £42k for ongoing monitoring in 23/24, with additional costs indicated of £175k for studies in 24/25 and £2m for significant works in 25/26.</p> <p>Reprovision or repair of Chain Bridge £1,502,000 Cost prediction is indicative at present. The 23/24 capital pressure mandate includes £77k for digital load monitoring in 23/24, with additional costs indicated of £125k for studies in 24/25 and £1.3m for significant refurbishment works in 25/26.</p> <p>Repairs to Wyebridge, Monmouth £2,433,000 The 23/24 capital pressure mandate includes £68k for river scour repairs in 23/24, with additional costs indicated of £195k for further</p>	<p>Risk that roads and highway infrastructure continues to deteriorate resulting in more costly future repairs, risk to life and limb arising from accidents and in the most extreme case structural failure of bridges, risk of communities being cut off and impact on residents, businesses and visitors due to road closures where the highway network is unsafe, risk of insurance claims against the Council</p>	<p>£7,566,000</p> <p>(of which £550k is included in the capital pressure mandate for 23/24)</p>	<p>H&S, INF</p>	<p>Mark Hand/ Paul Keeble</p>
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Ref	Capital Pressure	Risks identified if not immediately funded	Forecast Pressure	Priority criteria (see appx 7)	Responsible Officer
	<p>scour repairs and repairs to the flood relief arches in 24/25 and £2.170m in 25/26</p> <p>Tintern Wireworks bridge repairs £165,000 This represents a 50% apportionment of the project over-spent costs expected to arise in 2024/25. This is a cross-border structure with costs shared 50/50 with Gloucestershire County Council</p>				
P8	<p>Investing in culvert and retaining wall infrastructure projects to arrest road closures due to whole or partial bank slips (Grant risk) - The following schemes have formed grant bids but in 22/23 were either unsuccessful or underfunded, presenting a pressure on the Authority.</p> <p>Govilon culvert £40,000 Green Cottage retaining wall £150,000 A4136 Staunton Road Stabilisation, £2,230,000 A466 Wyndcliff rock stabilization compensation site creation (grant shortfall) £20,000 A4077 retaining walls £500,000</p>	<p>Risk that roads and highway infrastructure continues to deteriorate resulting in more costly future repairs, risk to life and limb arising from accidents and in the most extreme case structural failure of bridges, risk of communities being cut off and impact on residents, businesses and visitors due to road closures where the highway network is unsafe, risk of insurance claims against the Council</p>	<p>2,940,000</p> <p>(of which £460k is included in the capital pressure mandate for 23/24)</p>	H&S, INF	Mark Hand/ Paul Keeble

Ref	Capital Pressure	Risks identified if not immediately funded	Forecast Pressure	Priority criteria (see appx 7)	Responsible Officer
P9	<p>Investing in flood damage repairs - The following schemes have formed grant bids but in 22/23 were either unsuccessful or underfunded, presenting a pressure on the Authority.</p> <p>A4143 Llanfoist river bridge cutwater refurbishment £20,000 R1 revetment repairs near Llanthony £110,000 The Hafod, Llanelly Hill landslips £85,000 Capel y Ffin debris clearance and landslide repairs £505,000 Wenallt House, Tintern edge of carriageway collapsing £90,000* A466 Catchmay's Court landslip flood recovery £260,000* Mill Farm, Grosmont flood recovery repairs £50,000* Raven's Nest Wood edge of carriageway collapsing £197,000* The Kymin carriageway edge restraint £150,000* St Bride's Brook edge of carriageway collapsing £119,000* A472 Usk flood wall strengthening £260,000*</p> <p>*WG flood recovery grant expected but not yet confirmed</p>	<p>Risk that roads and highway infrastructure continues to deteriorate resulting in more costly future repairs, risk to life and limb arising from accidents and in the most extreme case structural failure of bridges, risk of communities being cut off and impact on residents, businesses and visitors due to road closures where the highway network is unsafe, risk of insurance claims against the Council</p>	<p>1,846,000</p> <p>(of which £560k is included in the capital pressure mandate for 23/24 and a further 1,126,000 which should be covered by WG flood recovery grant but this awaits confirmation from WG)</p>		
P10	<p>Transportation/safety strategy – provision of safe routes to school to avoid the need for free school transport within statutory travel distances where solutions are possible. Improvements to car parks to ensure DDA compliance.</p>	<p>The Council continues to fund free school transport</p>	<p>800,000</p>	<p>Legal</p>	<p>Mark Hand/ Paul Keeble</p>
P11	<p>Church Road resurfacing (Grant risk) - Only required if the secured grant funding cannot be spent in 2022/23 for Church Road phase 2 (currently out to tender for the second time).</p>	<p>Risk that highway continues to deteriorate resulting in more costly future repairs, risk of insurance claims against the Council</p>	<p>150,000</p>	<p>INF</p>	<p>Mark Hand/ Paul Keeble</p>

Ref	Capital Pressure	Risks identified if not immediately funded	Forecast Pressure	Priority criteria (see appx 7)	Responsible Officer
P12	<p>Public Rights of Way to bring the network up to statutorily required, safe and more accessible standard and maintain this. Based on updating the assessment completed to inform the Rights of Way Improvement Plan, reflecting that the backlog of issues is growing. Includes signage, drainage and surfacing, stiles and gates and known bridge replacement need. This is as a provisional figure as surveys and assessments of bridges and structures are on-going. It excludes larger structures requiring bespoke solution and specific rights of way structural issues. 321 bridges have known issues and circa 20 footbridges (5 large bridges) need urgent replacement. [MonLife]</p>	<p>Increasing number of footbridges officially closed but still present a health and safety risk around unauthorised access, as failed structures need to be removed / replaced. Circa 20 additional required closures identified. Increase in insurance claims.</p>	6,000,000	H&S, Legal, Corp, INF	Ian Saunders / Matthew Lewis
P13	<p>Countryside access sites – to maintain countryside visitor and heritage sites to a safe standard includes stonework on scheduled ancient monuments, access works, river protection works, and repairs to car parks.</p> <p>Excludes Clydach Ironworks SAM restoration costs and further pressures as a result of the spread of ash dieback. [MonLife]</p>	<p>Deterioration of visitor offer and heritage assets</p>	380,000	H&S, Legal, Corp, INF, Third	Ian Saunders / Matthew Lewis
P14	<p>Clydach Ironworks– to comprehensively restore the Scheduled Ancient Monument from its “at risk” status and provide visitor access – further external grant approved to address critical defects in 23/24, but beyond this the monument remains at risk</p>	<p>Current grant funding should address critical risks</p>	2,500,000	H&S, Legal, Corp, INF, Third	Ian Saunders / Matthew Lewis

Appendix 6 - MonLife Investment Considerations in the medium term

Ref	Investment Consideration	Forecast Investment	Priority criteria (see appx 3)	Responsible Officer
I1	Gilwern Site – redevelopment of site, major refurbishments (part of CRF bid)	1,500,000	Corp	Ian Saunders
I2	Monmouth Museum / Shire Hall / Museum Storage - Reconfiguration to create new cultural and heritage destination including redisplay of the Nelson collection and addressing museum collections storage; feasibility study completed part of Monmouth LUF bid and other grant funding being sought (heritage lottery / WG etc.)	3,500,000	Corp, Third, INF	Ian Saunders
I3	Caldicot Leisure Centre Redevelopment (Feasibility and cost certainty completed). Part of LUF bid	12,000,000	Corp	Ian Saunders
I4	Abergavenny Leisure Centre Phase 2 Redevelopment	8,000,000	Corp	Ian Saunders

Appendix 7 – Approved Capital scheme priority criteria

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