

New Capital Schemes 2023/24

Appendix 6

Ref	Service	Scheme	Description	Benefits of Scheme/ Key Outputs	Associated Risks and Mitigation
Fully Meets the Criteria					
C23-053	Adult Social Care	Disabled Facilities Grant	<p>Government grant given to Local Authorities in order to assist individuals to remain in their own homes by providing adaptations or specialist facilities.</p> <p>To be spent in accordance with a Better Care Fund (BCF) spending plan jointly agreed between the local authority and the relevant Clinical Commissioning Groups. This plan must be developed in keeping with the BCF Policy Framework and Planning Guidance, National Condition 11 of which provides specific guidance on the DFG.</p>	<p>Allows individuals, with some assistance, to remain in their own homes and live an independent life.</p>	<p>Demand is higher than available grant - All applications are means tested, allowing for the most urgent cases to be dealt with as a priority.</p>
C23-031	CYP - Schools	High Needs Provision (SEN)	<p>In March 2022, the DfE announced the 'High Needs Provision Capital Allocation (HNPCA)' for financial years 2022-23 and 2023-24. This funding is used to support Local Authorities deliver new school places or improve existing provision for children and young people with SEND.</p> <p>HNPCA is intended to fund projects that:</p> <ul style="list-style-type: none"> • Enable and/or increase access to mainstream placements for CYP who might otherwise have required more specialist provision; • Increase the local availability of High Needs places where this can help reduce out of area placements and associated transport or residential costs, and/or reduce reliance on poor quality, inappropriate or more expensive provision where local provision can be provided at less ongoing cost; • Adapt, re-model or improve existing High Needs places to make them suitable for a wider range of needs. 	<p>Successful deployment of the HNPCA will result in:</p> <ul style="list-style-type: none"> • Improved suitability and sufficiency of high needs provision in Somerset • More local places for pupils will mean reduced home-to-school travel distances • Improved learning opportunities, higher attendance and less exclusion for CYP with SEND • Less reliance on expensive INMS placements • Helping the LA meet its Public Sector Equality Duty through the SAI programme. 	<p>1) Risk of DfE reclaiming the allocation Mitigation – the LA will ensure expenditure is in line with the grant conditions and assurance data is submitted to the DfE at the required intervals</p> <p>(2) Risk of HNPCA projects overspending Mitigation – the LA will ensure a robust approach is taken in regard to project costing exercises and value engineering.</p> <p>(3) Risk of stimulating demand in specialist provision Mitigation – in parallel to any capital programme, the LA will work with mainstream schools to support them to develop their environments and expertise, and enable them to meet a broader range of special educational needs.</p>
C23-002	Highways	Highway Lighting Basic Need	<p>Rolling programme of upgrading lighting columns and lamps which reach their end of life.</p>	<p>This project will ensure Somerset's 2030 Climate Strategy commitment would be met. Whilst returning energy revenue savings (estimated at £44k per annum). This project will work to build a climate resilient Somerset and help to decarbonise the Authority, and the wider public sector estates and reduce our carbon footprint. Work with our partners towards making Somerset a Carbon Neutral County by 2030. A Somerset which is prepared for, and resilient to the impacts of Climate Change. Promote active travel to improve health, quality of life and the environment, whilst providing an economic, safe, and sustainable way of illuminating our towns and villages.</p>	<p>If no basic need were to be made available for asset replacement, we would see the following:</p> <ol style="list-style-type: none"> 1. Lights would be out for long periods as materials (Sox Lamps) are no longer manufactured and becoming impossible to source. 2. A risk to our asset management resulting in ageing columns that could structurally fail or fall down. 3. Increase in energy costs. 4. Failing in SCC's Climate Strategy to be Carbon Neutral by 2030.
C23-004	Highways	Rights of Way - Basic Need	<p>There are over 6000km of public rights of way across Somerset comprising 4700+ bridges and 36,000+ other structures and assets (stiles, gates, signposts, drainage assets, etc). The extensive network requires a significant rolling capital investment programme to ensure that the network remains available, safe and easy to use for the public.</p>	<ul style="list-style-type: none"> • Contributes towards sustaining/improving the percentage of the network that is considered 'easy to use'. • Assists in reopening paths that have been under long-term temporary closures. • Reduces the likelihood of insurance claims, corporate/LGO complaints, Equalities Act 2010 challenges, and the serving of notice under the Highways Act 1980 (s56/s130a) against the Council. • Investing in assets with a longer lifespan than have been traditionally used. • Physical and mental health benefits to users of the paths that this funding will benefit 	<p>Ecological – each site can have different ecological constraints and will on occasion require surveys and any necessary permits from the Environment Agency/LLFA. This can severely restrict the window for the project to occur. This is mitigated for through forward planning but will on occasion result in project slippage.</p> <p>Supply chain/ procurement – availability of suitable contractors could impact on timely delivery and project costs. There is limited appetite for the work type from a supplier base that can provide value for money. Some procurement processes have been abortive or resulted in challenging projects. Some of these factors will ease if post-pandemic contractor capacity begins to free up, and can be mitigated through forward planning, but they will on occasion result in project slippage.</p> <p>Land management – public rights of way and any private access routes for projects generally run over private land, often managed for agricultural purposes. It is important not to alienate landowners through use of our powers to engender a positive wider working relationship with the landowners in the future. Therefore, sensitivity is required when looking at access routes and timing of projects to ensure as far as possible they align with cropping/harvesting/stocking cycles and minimise damage to productive land/crops/farming operations. Where there is a clash, this can often be overcome with forward planning, some adjustments or local mitigation, but will on occasion result in project slippage.</p>

C23-013	Highways	Highways - Basic Need	Programmes of highway maintenance construction activity to keep highway assets in a steady state of repair.	<ul style="list-style-type: none"> •A network that is adapted and resilient to climate change with a reduced carbon output, both in usage and maintenance to contribute to the commitment for Somerset to be carbon neutral by 2030. •A safe, serviceable and sustainable network that is fit for purpose for all users under all conditions and supports the development of the local economy. •A financially resilient service that adopts robust asset management principles and delivers best value with the resources available. •An informed community that has high public satisfaction and is engaged and enabled to do more for themselves. 	Failure to maintain investment at least at current levels would result in the highway falling out of its current 'steady state' of repair into a state of deterioration, with a growing 'backlog' of works, which would lead to substantially increased (and unsustainable) future repair costs once roads have failed. The bid therefore reflects the basic requirements of good asset management. Every £1m reduction in capital funding is estimated to generate an additional £19.2m maintenance backlog over 3 years, increased revenue costs of circa £250,000 and more claims against the County Council. Maintaining the highway proactively prevents the need for the repair of potholes and the associated impact on revenue resources.
C23-014	Highways	Highway Bridges and Structures - Basic Need	An annual programme to continue addressing the backlog of sub-standard highway structures (e.g. bridges, culverts and other structures).	<p>Maintaining Somerset's bridges and other highway structures to make them safe, serviceable and reliable is vital to the economy and social wellbeing of our communities.</p> <p>A significant number of structures on our network have been assessed as not being capable of withstanding 40 tonnes vehicle loads in accordance with formal DMRB standard BD21/01, and new DfT standard CS454 – Assessment of highway bridges and structures. These structures are referred to as sub-standard structures.</p> <p>The key project outputs are the continued ongoing delivery of structural maintenance and strengthening schemes throughout the period.</p>	<p>Risks: The key risk for this programme is insufficient investment to address the backlog, which this allocation will help mitigate.</p> <p>Unpredictable cost inflation will impact on the number of schemes able to be delivered through this allocation, leading to a longer backlog assuming inflationary increases. Mitigation is that the programme is flexible due to its long-term nature and can be scaled to the available budget.</p>
C23-007	Leisure	Glastonbury Community Sports & Leisure Hub	The aim of the Glastonbury Community Sports & Leisure Hub project is to transform the existing Tor Leisure Centre into a new multipurpose functional facility for a wide range of sports and recreational activities.	<ul style="list-style-type: none"> •To revive / transform the current Tor Sports & Leisure Centre into a modern Community Sports & Leisure Facility to serve the Glastonbury and Somerset communities of today and tomorrow. •This project will also improve the future stability and viability of the facility. •The delivery of this project will also form the foundation for future investments in the site in partnership with external organisations. •The investments will provide the opportunity at the appropriate stages and inline with the operational arrangements in place to reduce the Council's contribution to the Operator. 	
Total Bids that Meet Criteria or Priority					

Ref	Service	Scheme	Description		
Health & Safety					
C23-009	Climate & Place	Chard Reservoir - Dam Works (SSDC)	Programme of works to improve and extend the life of the Reservoir.	To ensure that the dam is in a good working condition & the risk of overtopping or collapse is minimised, with the risk of flooding to downstream towns and villages reduced to acceptable levels as determined by the MIOS report.	If this work is not completed, there is a risk that during extreme rainfall or storm conditions, the dam may overtop or collapse, causing catastrophic flooding of downstream towns and villages with the risk for loss of life.
C23-030	CYP - Schools	Schools Basic Need	The provision of additional school places to meet the LA's statutory duty. This bid is for two separate school projects, both requiring a single classroom each.	<p>To deliver sufficient, fit for purpose school places for all children in Somerset and meet the Local Authority's statutory duty.</p> <p>The Local Authority has a statutory duty to ensure that there is a sufficient number of good quality school places for children in its area.</p> <p>The Local Authority also has a statutory duty to provide free school transport to those children who have been allocated a school place which is not within statutory walking distance.</p>	<ol style="list-style-type: none"> 1. Market industry supplies shortage impacting on a number of project timescales 2. Early adoption of new market technology does not always deliver as per expectations 3. Understanding impact of delivering condition works at an operational site
C23-036	Economic Development	Frome Enterprise Centre Health and Safety issues	The Frome Enterprise Centre at Keyford Court Frome is part of the Somerset Enterprise Centre network. The centre comprises 16 light industrial units which are currently fully occupied. There are currently 13 tenant businesses operating from this site. The complex was built circa 1984 and is of steel frame and blockwork construction with metal cladding and a corrugated steel sheet roof. At this point in the building life cycle the building is in poor condition and now requires major refurbishment.	Improvements to the condition of the property so that immediate health and safety concerns are addressed such as extending the life of the existing roof.	The works have been identified as being necessary for health and safety reasons and will allow the continued use of the building. Without necessary repairs the building will be a health and safety concern. Ultimately the building will either cease to be useable or an incident may occur which would place the council at risk of liability.

C23-005	Climate & Place	North Hill, Minehead- Cliff Stabilisation (SWT)	<p>This project is to stabilise the cliff at North Hill, Minehead for a period of 50 years. Small cliff falls have occurred at the site causing damage to the properties below the cliff.</p>	<ul style="list-style-type: none"> •To reinforce the cliff at North Hill to ensure it is stable. •To protect health and safety of those living and passing beneath the cliffs by preventing further rock falls. •To protect property from damage from further rock falls. <p>The benefit of this would be a stable cliff which no longer presents a danger to people or property and will remain stable for a period of 50+ years.</p>	<p>Risk: The cost of the work needed to stabilise the cliff may exceed the £1m estimated. This may be due to the design needed to stabilise the cliff being more expensive than expected or due to rising costs as a result of inflation.</p> <p>Mitigation: We will receive more specific costs once the detailed designs are completed and, if necessary, will resubmit the capital bid once we have the costs.</p> <p>Risk: The work to stabilise the cliff may prove ineffective or may not last as long as anticipated due to the impact of climate change or other factors.</p> <p>Mitigation: Ensuring the best possible design for the works to the cliff are selected and that any limitations of the intended design are known in advance of work commencing.</p> <p>Risk: Availability of specialist contractors and materials needed to complete the work.</p> <p>Mitigation: We will seek to procure and appoint contractors and establish the schedule of works as soon as possible to ensure their availability. Materials will be ordered at the appropriate time in line with the schedule of works.</p>
C23-012	Heritage	Heritage Services	<p>SCC, working with the South West Heritage Trust (SWHT), delivers conservation, management and enhancement of the public realm/highway and other sites around the county.</p>	<p>A capital funding allocation of £50,000 for 2023/24 will support schemes that enhance the local environment and help to develop local awareness and pride of place. Investing in historic places attracts people, business and spending. The conservation and enhancement of heritage assets makes a positive contribution to local economic vitality and helps to develop sustainable communities.</p> <p>The funding will be used as matched funding from other sources to deliver public realm works to protect, improve and enhance Somerset's historic built environment.</p>	<p>If there is no capital allocation there will be a very limited likelihood of partnership project work and draw-down from other funders. The South West Heritage Trust already ensures that the capital funding allocated from SCC is used to leverage additional external investment.</p> <p>The programme cares for statutorily protected sites and ancient monuments. Failure to continue the programme could mean irreversible loss to Somerset's heritage and sites and that structures are placed on English Heritage's 'At Risk' Register.</p>
C23-008	Highways	Traffic Signals Recovery Programme	<p>This project is to invest in the refurbishment of Traffic Signal sites, focussing on those with the highest risk of failure.</p>	<p>Without a refurbishment programme, the failure of any of these sites, particularly at some of the key junctions in the County would require an installation upgrade that would typically take 6-12 months from design to completion. Whilst this takes place the only way the junction/pedestrian crossing could operate would be by temporary signals. There would be a significant cost for the equipment and the site would have limited ability to react to user demands.</p> <p>By identifying the worst sites and hopefully refurbishing them before they fail will ensure that public safety is maintained, and congestion reduced.</p> <p>Newly refurbished Traffic signals sites which are more energy efficient with the use of ELV power and LED lamps, as well as offering improved capacity and better provision for pedestrians and cyclists.</p>	<p>The Traffic Signals Recovery programme is reliant on capital funding. If funding is not made available there is a significant likelihood of complete failure of installations past their design life. The unanticipated failure of an installation is likely to require greater funding to rectify than a planned refurbishment as well as potentially leaving the authority open to legal challenge in respect of a failure to carry out its statutory duties. In the event of a Personal Injury Collision caused by the failure of an installation the cost to the authority would be significant.</p>
C23-015	Highways	Road Safety - Local Safety Schemes	<p>Schemes are generated through the Road Safety Team as a result of their ongoing review of collision sites to deliver collision and casualty reduction benefits. Schemes are prioritised on the basis of collision volumes and injury severity. A bid for £1.8m is deferred until 2023/24 and the funding here will be utilised for design and preparation</p>	<p>The allocation of specific funding for safety schemes will enable the Council to continue to improve highway safety across Somerset and address particular sites where collision analysis has identified priorities for treatment.</p> <p>Schemes deliver collision and casualty reduction benefits can be quantified as an economic benefit. DfT's current valuation of accident costs (2020) is £2.120m per fatality, £246.1k per serious accident and £24.9k per slight accident.</p>	<p>Should the programme not be taken forward there is a significant risk that we will not be able to provide schemes which improve the safety of the travelling public on a countywide basis.</p> <p>Likelihood - <input type="checkbox"/> Impact - <input type="checkbox"/> Risk Score - <input type="checkbox"/></p> <p>Delivery of the proposed safety schemes will require the requisite design and delivery resources to be mobilised. The Council is able to secure design support through its Engineering Consultancy Contract, which have been supplemented with additional support utilising mechanisms within the Council's Term Maintenance Contract (TMC). A replacement Engineering Consultancy Contract will be in place from July 2023, and a contract for delivery of New Assets is being developed that is intended to come into effect upon termination of the TMC in March 2024. The New Assets contract is being developed with the intention of providing price certainty as far as reasonably possible</p>

C23-010	Library Service	Library Service - CCTV	Install CCTV in 4 Libraries (Taunton, Yeovil, Frome, Glastonbury).	<p>Libraries are identified as safe, universal spaces. To sustain this position, more measures need to be considered to keep people secure. CCTV is not the complete solution, but it will be an important tool as part of a range of solutions being put in place.</p> <p>As the cost of living pressures escalate more of our vulnerable residents are being encouraged to seek public spaces that are warm and welcoming, including libraries. The network of libraries provides the council with an opportunity to provide a tangible way of helping to improve people's wellbeing and quality of life.</p> <ol style="list-style-type: none"> 1. A frontline workforce that feels secure in their work environment. 2. Public facing buildings that are managed safely and that local residents feel confident to use. 3. That libraries are welcoming – knowing that disruptive behaviour will be addressed. 	<p>Safety of libraries staff and service users – maintaining a safe, welcoming space will become more difficult to sustain, with an adverse impact on the use of library buildings/services.</p> <p>Short term mitigation includes working with PCSOs and radio link schemes – impact is variable despite the good will of all involved. Working longer term with local community groups, town & district councils to address anti-social behaviour.</p> <p>Face to face delivery – library buildings are being considered as spaces for the delivery of a wider range of council services. The adjacencies of some of these services (e.g. Housing) could further increase the security risks.</p>
C23-011	Library Service	Library Service - Asset Improvement	The Libraries' asset improvement fund will refurbish the Wellington library following the property related works, ensuring the site is fit for purpose for many years to come.	<p>To improve the delivery of library services in SCC's retained library buildings most in need of improvement in line with the Cabinet's decision to maintain a 'modern, high-quality customer experience' (Appendix 1 Library Service Delivery Plan, November 2018).</p> <p>Priority libraries have been identified as Bridgwater, Crewkerne, Langport, and Minehead. These libraries have had little or no investment for many years but are well used and have the potential to offer a space that is effectively tailored to local need. Minehead's refurbishment has been completed and work is progressing on Crewkerne & Langport in liaison with property services.</p>	<p>•No project manager in place – significant impact on operational and development teams to manage decants/refit/and relaunch of each project. Mitigation: Work would need to be distributed across several roles impacting on BAU.</p> <p>•Delays to reopening each library as capacity to sustain the timeline would be compromised. Mitigation: Remain in decant space for longer with a much reduced service offer.</p> <p>•Quality control – the more people involved the greater the risk in terms of monitoring the work to ensure value for money and trouble shooting throughout the implementation phase. Project planning lead would impact on members of the libraries management team already stretched with other significant areas of work.</p>
C23-021	Property Services	Building Compliance (H&S)	Fire Precaution works, High Hazard Asbestos works, Accessibility Improvements, Radon Measures	<p>To address a mix of urgent, outstanding and overdue essential compliance works at various Somerset Council owned and maintained buildings to meet statutory and legislative safety issues for staff, tenants and customers</p> <p>The main objectives and benefits for the investments outlined above are:</p> <ul style="list-style-type: none"> •To ensure statutory compliance with Health and Safety regulations. •To ensure compliance with Equality legislation •To ensure business continuity - which could be disrupted due to failure of components. •To ensure Landlord obligations are met, thereby avoiding potential claims or action on the part of the tenant which would likely increase the cost. •To improve the ability of the Somerset Council's Property Group to manage and maintain the estate for which it is responsible. •To reduce the cost of maintenance and repairs. •To reduce the risk of insurance and/or duty of care negligence claims being brought against the Council for non compliance 	<p>There are significant Health & Safety risks if improvements are not carried out meaning a potential failure to not only meet statutory legislative requirements but also posing risks to staff or building users. Contractual obligations under tenancy agreements may not be met if freehold or leasehold buildings fall into disrepair and may lead to higher costs through legal claims.</p> <p>There is also a risk of reputational damage to Somerset Council through a failure to meet our obligations. There are risks that Somerset Council could be taken to tribunal if it fails to meet its obligations to make reasonable adjustments for the needs of its staff.</p> <p>Some issues might be mitigated by implementing management actions or control measures but in the extreme mitigations may lead to premises not able to operate and/or impinge on the ability of services to operate.</p>
C23-022	Property Services	Building Condition Programme (non Schools)	This funding is to address poor condition building issues across the Council's estate (excluding Schools), to ensure buildings are safe and functional and remain operational. This funding only includes those issues identified in poor or bad condition and which are urgent or essential.	<p>The objective of this project is to rectify the most critical building condition issues as identified in condition surveys, ensuring that building components do not fail and significantly reducing the risk of buildings becoming unusable because of deteriorating condition and which could lead to buildings having to close (with implications for statutory duties), or pose health and safety risks and compliance breaches.</p>	<ol style="list-style-type: none"> 1. Market industry supplies and labour shortage impacting on a number of project timescales 2. Early adoption of new market technology does not always deliver as per expectations 3. Understanding impact of delivering condition works at an operational site 4. Inflationary rises impacted budgets which can cause abortive projects <p>Although in many cases works can take place whilst buildings remain operational, there may be some instances where for Health and Safety reasons buildings must be vacated – this will be planned in consultation with building users and planned either for periods when the buildings are vacant or alternative arrangement put in place.</p> <p>There are continuing risks in the industry at present around material and labour supply, this presents an additional challenge – by planning the programme over a longer period these risks should be manageable. A contingency is included to offset the risk of potential resulting cost increases.</p> <p>Inflation is currently rising and is expected to continue to impact projects. An additional uplift to reflect levels of inflation has been included in these costs. Wherever possible, projects will be value engineered to ensure budgets are within tolerance.</p>

C23-032	Property Services	Schools Condition Programme	The Council has a statutory duty to ensure sufficient provision of new places. In addition, schools must be maintained in an appropriate condition. This funding is to ensure school building are safe and functional and that their condition does not detract from teaching and learning, or lead to unplanned school closures.	<p>The objective of this project is to rectify the most critical building condition issues as identified in condition surveys, ensuring that building components do not fail and significantly reducing the risk of School buildings becoming unusable because of deteriorating condition and which may in turn cause operational issues for Schools and posing health and safety risks and compliance breaches.</p> <p>The main benefit of this programme is that the Council can ensure that the Schools for which it carries maintenance obligations are safe and compliant, for pupils, staff and all other building users. Ultimately, this investment ensures that Somerset pupils benefit from buildings which are suitably maintained, providing learning environments which enable the best educational outcomes. There is also a direct revenue impact on School's repairs and maintenance budgets which increasingly have to undertake more repairs at increasing cost the longer that failed building components are not addressed.</p> <p>Where possible, projects will also take into account the outcomes of the climate strategy and the requirement to decarbonise the estate.</p>	<p>1. Market industry supplies and labour shortage impacting on a number of project timescales</p> <p>2. Early adoption of new market technology does not always deliver as per expectations</p> <p>3. Understanding impact of delivering condition works at an operational site</p> <p>4. Inflationary rises impacted budgets which can cause abortive projects</p> <p>Although in many cases works can take place whilst buildings remain operational, there may be some instances where for Health and Safety reasons buildings must be vacated – this will be planned in consultation with building users and planned either for periods when the buildings are vacant or alternative arrangement put in place.</p> <p>There are continuing risks in the industry at present around material and labour supply, this presents an additional challenge – by planning the programme over a longer period these risks should be manageable. A contingency is included to offset the risk of potential resulting cost increases.</p> <p>Inflation is currently rising and is expected to continue to impact projects. An additional uplift to reflect levels of inflation has been included in these costs. Wherever possible, projects will be value engineered to ensure budgets are within tolerance.</p>
C23-033	Property Services	Replacement Poor Condition School Buildings	The Council has a statutory duty to ensure sufficient provision of new places. In addition, schools must be maintained in an appropriate condition. This funding is to ensure school building are safe and functional and that their condition does not detract from teaching and learning, or lead to unplanned school closures. Recent surveys have identified single prefabricated buildings at two separate sites have reached their end of serviceable life and require replacement.	<p>To replace obsolete / failed modular buildings at two Schools.</p> <p>Both buildings are in critical condition and require remedial action. Due to their age the most economical way forward is to replace them. By carrying out this work we significantly reduce the risk of both School buildings becoming unusable because of deteriorating condition and which may in turn cause operational issues for Schools and posing health and safety risks and compliance breaches, or forcing the closure of the site.</p>	<p>1. Market industry supplies and labour shortage impacting on a number of project timescales</p> <p>2. Early adoption of new market technology does not always deliver as per expectations</p> <p>3. Understanding impact of delivering condition works at an operational site</p> <p>4. Inflationary rises impacted budgets which can cause abortive projects</p> <p>Work will need to be planned to take place in School holiday periods – this will be planned in consultation with both Schools concerned. Although this is often the best solution for the Schools, it does mean that the school holiday periods become 'peak' times in which undertake works, this can mean that contractor availability can be limited or that costs can sometimes be affected. It is for this reason that having a longer time in which to suitably plan the programme is essential as it ensures that those works which cannot be scheduled for any other time can be procured well in advance so as to secure suitable contractors and ensuring value for money.</p> <p>There are continuing risks in the industry at present around material and labour supply, this prevents an additional challenge – by planning the programme over a longer period these risks should be manageable. A contingency is included to offset the risk of potential resulting cost increases. If the project requires the school to decant into alternative accommodation this would be deemed as revenue and as such would be chargeable to the school, this eventuality would need careful consultation with both the Schools concerned that the education commissioners.</p> <p>Inflation is currently rising and is may continue to impact all projects. In preparation; cost estimates have been uplifted accordingly. In addition to this all projects will be value engineered wherever possible to ensure budgets are within tolerance.</p>
C23-046	Climate & Place	SWP Waste Containers	Provision of waste containers to residents of Somerset.	<p>To enable residents to present waste and recycling for collection in ergonomic and safely designed containers designed and kite marked for that purpose.</p> <p>Previously funded by District budgets.</p> <p>Replacement containers for Somerset households – now have two bins, one blue bag and a food waste container. No charging is made for these bins.</p> <p>Lifespan of bins is expected to be 15 years, however this depends on weather/usage etc.</p> <p>Expenditure in 20/21 was £690k, 21/22 was £642k.</p> <p>These have historically been treated as stock of the waste partnership rather than capital.</p> <p>We retain ownership of these and provide them to Somerset residents for their waste collections.</p>	<p>Waste becomes presented in an uncontrolled way and authority loses control of volume and risks the H&S of the contractors' staff who collect the waste if presented in uncontrolled containerisation.</p>
C23-051	Transporting Somerset	Current Districts Fleet Replacement Programme	This bid has been revised down to remove vehicles where the useful life can be extended/alternatives found and to remove funding for electric vehicles. With significant changes expected in how the vehicles are used we cannot be certain that electric vehicles will be viable operationally. This bid is for specialist vehicles such as street sweepers where electric technology lags behind that for cars, and hence the VFM/operational viability of electric alternatives needs further testing. Replacement of these vehicles is now necessary to ensure continued compliance with our statutory responsibilities and to continue to secure commercial income.	<p>To ensure that a reliable fleet of vehicles is operated across many departments of the council delivering services on a day-to-day basis. The Council has a statutory duty to maintain all its vehicles in a roadworthy condition and fit for purpose. Given that many District services will be transformed (i.e. to provide a single service rather than 4) only vehicles needed for 23/24 have been bid for – the scale of transformation means that we need to be clear on the needs of a transformed service before placing future bids.</p>	<p>The impacts of Covid 19 are still having a major effect on supply and could impact on delivery dates as critical parts may be in short supply and may affect build time for these vehicles. There may also be a backlog of orders for the supplier(s) to complete. Technology (e.g. range) and price of EVs may improve over time. EVs are new technology (more so in vans/minibuses than cars) and may not work effectively.</p>

C23-052	Transporting Somerset	Future fleet management and maintenance provision for new Council including readiness for SCC fleet maintenance contract ending in April 2024.	This bid is for the capital equipment (ramps etc) that are necessary in order for us to extend the existing in-house District services to enable them to maintain the legacy County Council fleet (inc minibuses). The SCC contract (c£450k per annum) ends in Spring 2024 and hence the capital is needed in 23/24 to ensure we are ready for this. An invest to save business case is being developed. It also includes funding to implement the findings of the external audit being conducted on O licence compliance.	To enable access to a greater degree of data and information to manager drivers and vehicles across the fleet providing auditable reporting information to comply with legal requirements. In-house maintenance solution will enable the council to tailor fleet maintenance services to meet the diverse and immediate needs of the combined fleet. We will be able to control such areas as prioritisation, documentation of vehicle maintenance records, cheaper access to parts and labour and react to support in different geographical locations across the county via mobile support vehicles. The internal maintain offer will also prepare workshops and staff in readiness for the transfer to an EV fleet with fit for purpose tools and plant. Access to 'at depot fuel' lowering fuel costs and decency on forecourt commercial fuelling stations. The in-house solution could be used to provide cleaner fuel sources meeting climate change and decarbonisation corporate objectives by using fuel such as HVO. These benefits include reduced carbon emissions from our fleet, reduced fuel (and potentially maintenance) costs delivering revenue savings, reduced air pollution at the tailpipe, reputational benefit from delivering on climate change strategy commitments.	The impacts of Covid 19 are still having a major effect on supply and could impact on delivery dates as critical parts may be in short supply and may affect build time for these vehicles. There may also be a backlog of orders for the supplier(s) to complete. Technology (e.g. range) and price of EVs may improve over time. EVs are new technology (more so in vans/minibuses than cars) and may not work effectively.
Total Health and Safety Bids					

Ref	Service	Scheme	Description		
Required for LGR/ Operations					
C23-017a	ICT	ICT - Infrastructure & Hardware	ICT Infrastructure and hardware replacement, consolidation and redesign programme 23/24. This capital bid has been divided into officer deemed priority categories – oPriority 1 being critical infrastructure/hardware refresh oPriority 2 being funding linked to achieving savings from office rationalisation oPriority 3 needing a decision from Members linked to the LCN's	Provide fit for purpose workforce ICT equipment that enables hybrid work style. To include enabling hybrid democratic meetings. To replace and upgrade 'end of life' ICT infrastructure to maintain service levels and productivity To redesign ICT infrastructure to optimise performance and consolidate ICT environment from five existing organisations (SCC, MDC, SDC, SSDC & SWAT) into most cost effective and resilient future state.	None identified
C23-035	CYP - Social Care	Homes for Children - next phase	This bid builds on the success of last year's capital bid for £3million, supplemented by £1million match funding from the Department for Education (DfE) to purchase several residential properties for short term placements which at present are solely reliant on third party providers - often at significant distances out of county. A total of 10 homes are required to mitigate the high costs of out of county placements.	The Council continues to work with its strategic partner Homes2Inspire and with NHS Somerset to create a new wraparound service (comprising residential homes, high needs foster care and therapeutic education) for children and young people in Somerset who are at risk of or who have been in high cost, sometimes distant placements, whether this is due to a mental health or social care related reasons. A number of these children and young people are known to various different teams and agencies and present multiple times at multiple services across Somerset. These young people tend to be older (over 11) and are referred and supported through social care or mental health services or a combination of both. This programme of work seeks to improve whole life outcomes for our most vulnerable and complex young people who are in care. To build relational stability and emotional resilience and to help young people to reach their potential through a strengths-based, system-focused therapeutic and holistic approach to their care, education and progression to adulthood – enabling them to live independent lives.	<p>Risk - Complex property chains and issues arising from legal searches.</p> <p>Impact:</p> <ul style="list-style-type: none"> •Bosible vendor withdrawal from the market •Delaying property acquisition and operational delivery of home <p>Mitigation</p> <ul style="list-style-type: none"> •Continued search for multiple properties at any one time to mitigate the potential impact of any one purchase being delayed •Proactive engagement and communication with vendor <p>Risk - Risk around material and labour supply and escalating refurbishment costs</p> <p>Impact:</p> <ul style="list-style-type: none"> •Insufficient budget to deliver the proposed programme / scope of works <p>Mitigation</p> <ul style="list-style-type: none"> •Ditilisation of the Council's in-house delivery teams or local contractors where appropriate (for relatively minor works) •Darger frameworks may be considered in some scenarios where deemed appropriate. •B contingency is included to offset the risk of potential resulting cost increases <p>Risk - Mis-alignment of Programme dependencies (e.g. staffing recruitment, property handover)</p> <p>Impact:</p> <ul style="list-style-type: none"> • Properties ready ahead of recruitment, or •Staff appointed and properties not ready <p>Mitigation</p> <ul style="list-style-type: none"> •Broperties to be utilised for local social care services (e.g. FIS, Family Conferences etc) during interim.□ •Staff to be deployed in other areas of the service (e.g. FIS and Children with Disability Homes) whilst awaiting property handover.

C23-024	Property Services	Asset Rationalisation & Face to Face Provision	This capital bid should be read in conjunction with and complements the LGR office rationalisation needs proposal. As a result of upcoming decisions to rationalise customer facing sites for Somerset Council through the Customer workstream linked to Local Community Networks, we anticipate there will be a need for a capital allowance for scoping and implementing customer facing spaces for Somerset Council	Subject to upcoming Executive decisions being taken on the options for rationalising the Somerset Council's customer facing sites, it is anticipated that further capital is likely to be required over the coming years to create / modify confidential customer interview spaces where these do not already exist in larger libraries. Rationalised and optimum numbers of Somerset Council customer facing locations that best match with known Local Community Networks and anticipated customer needs are fit for purpose for supporting Somerset Council's customers to support a post pandemic workforce working for the Unitary Authority	1. Understanding which library sites are in scope for customer facing improvement works – this will be mitigated by collaborating closely with the Customers and Communities LGR workstream to confirm sites and scope 2. Understanding impact on libraries selected of increasing ground floor customer facing space and reconfiguration of library service customer flow and impacts on library service staff – this will be mitigated by collaborating with library service to understand and mitigate strategic and operational impacts 3. Understanding impact of delivering condition works at an operational site - we will identify Business Change Managers from impacted services to work with in relation to understanding and minimising disruption as far as possible. This could potentially depend on whether the spaces designed are required to be 'fixed/permanent' walls or modular furniture that be assembled on site
C23-029	Property Services	Somerset Council Signage	Post Vesting Day, Somerset Council properties that have existing Local Authority branding, signage and wayfinding will require changes to reflect the new council's branding which has yet to be designed and confirmed.	To refresh and update Somerset Council branding and signage at c130 retained publicly accessible buildings (including offices, leisure facilities, crematoria, libraries, family centres, depots), taking advantage of refreshed branding guidelines designed confirmed and issued during 2023 and bulk procurement of the signage volumes required. An average of £500 per sign has been nominally allocated for the purposes of the bid, based on recent various refreshed signage examples and assuming we will be taking advantage of bulk purchasing. Some Council sites will need more than a single sign for wayfinding due to the location and routes into and around the site. The Communications team expect that total rebranding will take 2-3 years after Vesting Day.	1. Market industry supplies shortage impacting on a number of project timescales – this factor will be checked with potential suppliers when seeking market prices 2. Understanding impact/s of installing updated signage at an operational sites – we will look to assign a single voice on behalf of larger busier operational sites to identify appropriate impacts and mitigations to ensure minimal disruption.
C23-025	Property Services	Office Rationalisation as a result of LGR	Options for rationalising Somerset Council's office accommodation are still being developed and proposals have yet to be shared with Executive Members for consideration. This bid seeks to establish a moderate capital allowance for delivering and implementing office rationalisation decisions once these decisions have been taken.	Ultimately, Somerset Council will benefit from: • Reduced office portfolio and reduced maintenance liabilities • Ongoing revenue savings as a result of reducing office expenditure • Potential to generate capital receipts and/or to generate income through lettings (for example). Refer to the One Somerset business case objectives for further background information	Understanding impact of delivering accommodation layout tweaks at an operational site/s – we will identify Business Change Managers from impacted services to work with in relation to understanding and minimising disruption as far as possible
C23-xxx	Corporate Services - Finance	Contingency	Additional Capital Contingency Requirement	To safeguard the council from potential overspends on individual projects or schemes.	With current inflation levels and, several large scale projects, further contingency may be needed.
Total Bids Required for LGR/ Operations					