

Additions to the 2018/19 - 2021/22 MTFP(8) Capital Programme

SERVICE	SCHEME	BACKGROUND	2018/19	2019/20	2020/21 and 21/22	TOTAL
			£	£	£	£
T&P	Members Neighbourhood Budget	In order to fulfil their roles as community champions and work in partnership with AAPs to address local priorities in their communities, since 2009 elected members have been allocated a Neighbourhood Budget alongside a smaller Member Initiative Fund. The capital allocation is £14,000 per member	0	1,764,000	0	1,764,000
T&P	Area Action Partnership	AAPs have been set up to give people in County Durham a greater choice and voice in local affairs. The partnerships allow people to have a say on services, and give organisations the chance to speak directly with local communities. Each AAP receives a £24,000 annual capital allocation.	0	336,000	0	336,000
T&P	County Durham Archives, Records and Registrars Office	This is a standalone but linked project to the HQ project. We have considered a number of options to secure the long term future for these services. The current preferred option is at Mount Oswald, Durham City. The project will restore the existing listed building with a new building extension. A bid is to be submitted to HLF for up to £5 million with the balance being requested from council resources. At this stage the costs have only been requested up to 2019/20. Additional funding of up to £9.9 million may be required in 2020/21 with approval being sought in MTFP (9)	200,000	7,600,000	0	7,800,000
T&P	Asset Transfer of Great Lumley Community Centre to Great Lumley Parish Council	A sum of £127,000 was originally identified from the Community Transfer capital programme to support this asset transfer. Feasibility studies however have identified that the required works for the facility are more extensive than first thought. The additional £125,000 of investment will enable the Parish Council to either develop a programme for a new build or ensure essentials repairs are carried out to enable transfer to occur.	50,000	75,000	0	125,000
		T&P Sub Total	250,000	9,775,000	0	10,025,000
CYPS	Devolved Capital	This capital grant is allocated to individual schools to invest in school infrastructure.	0	1,378,000	0	1,378,000
CYPS	DfE Capital & Basic Need Grant	These are grants paid by the DfE to Local Authorities to enable each authority to carry out it's function to address the schools in worst condition and provide additional school places where there is pressure in areas of demographic growth. The Basic Need allocation for 2019/20 is £3,768,622. The 2019/20 Capital allocation for schools in worst condition has not been confirmed yet. To enable a meaningful planned programme of maintenance to be developed this bid is for an 'assumed' amount of £5,336,687 (the same as the 2018/19 allocation)	0	9,105,309	0	9,105,309
CYPS	New Build Primary School to replace Escomb Primary	New housebuilding in Bishop Auckland is placing excessive pressure on school places. The optimum solution in this regard is the building of a new two form entry primary school to replace Escomb Primary. A housing developer has agreed to gift the land and will be required to make a £2.1 million contribution to the new school. It is forecast however that the new school will cost £6.3 million to build. There is a shortfall therefore of £4.2 million. There is a bid for £2.1 million in 2019/20 with the remaining £2.1 million being required in 2020/21	0	2,100,000	0	2,100,000
		CYPS Sub Total	0	12,583,309	0	12,583,309

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Real	Local Transport Plan (LTP) - Adopted Highway Maintenance Grant	The Council has a statutory responsibility to maintain the adopted highway in a safe and serviceable condition. The Council's Transport Asset Management Plan (TAMP) shows that capital expenditure of £21.8 million is required per annum at 1st April 2015 prices to maintain the highway network in a "steady state" condition.	0	11,556,000	0	11,556,000
Real	Department for Transport (DfT) - Pothole Funding	The Pothole Fund is annual capital grant funding from the Department for Transport. The grant is provided to support local authorities with their statutory responsibility to maintain the adopted highway in a safe condition.	931,000	931,000	0	1,862,000
Real	Adopted Highway Maintenance	DfT LTP Grant Funding is not sufficient for the Council to maintain the adopted highway network in an appropriate condition. Councils are expected to provide additional funding from their own resources. This bid also incorporates the re-allocation of the former LAMA budget.	0	5,000,000	0	5,000,000
Real	Unadopted Highway Maintenance	The council owns 42km of unadopted carriageway and 202km of unadopted footway together with other associated assets (gullies, kerbs, markings etc.). Funding has previously been approved in 2015/16, 2016/17 and 2017/18 to bring unadopted highway up to adoptable standard. An additional amount of £750,000 will continue the process of eradicating unadopted highways.	0	750,000	0	750,000
Real	Flood Prevention	County Durham has suffered from multiple flooding events in recent years. The frequency and severity of flooding events is predicted to increase with climate change. The Council has a significant inventory of drainage assets (highway drainage, culverts, watercourses) and riverbanks. This funding will therefore be used to maintain existing assets and for new priority schemes.	0	500,000	0	500,000
Real	Chester-le-Street Flood Prevention Scheme	The Council has a statutory responsibility as the Lead Local Flood Authority to work with partners to reduce flood risk. Chester-le-Street town centre is one of the highest flood risk areas in County Durham and residential and business properties have repeatedly suffered from the devastating impact of internal property flooding. This scheme is led by the council in partnership with the Environment Agency. The council contribution of up to £1.5 million will secure matched funding from the Environment Agency (£2.3m) and the European Regional Development Fund (ERDF) (£2.6m).	750,000	750,000	0	1,500,000
Real	Street Lighting Column Replacement	The Council has a statutory responsibility to maintain the adopted highway in a safe condition. The probability of an individual column collapsing is very low but across a large inventory of columns such as the Council's where the condition is deteriorating, the frequency of column collapses is expected to progressively increase without any additional intervention. Unfortunately, columns occasionally collapse directly onto highway users and in these cases there is a high risk of serious injuries or fatalities.	0	1,536,000	0	1,536,000
Real	Horden Railway Station	There is a balance of £750,000 council funding remaining from the £3,000,000 requested as part of MTFP (2). External funding via the New Stations Fund has been approved of £4.35m towards the full scheme cost. (Estimated at £10.55m plus acquisition costs). A sum of £3.34m has been made available from NELEP towards this project and this has already been built into the scheme budget.	0	750,000	0	750,000
Real	Infrastructure Investments - Bishop Auckland	This investment will contribute to further transport enhancements in association with Architect Castle Trust (ACT). In total there will be a £68.8m investment in projects by ACT by 2020, with the highways investment contributing to facilitating this spend by ensuring projected visitation numbers are achieved.	400,000	4,600,000	0	5,000,000

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Real	Durham City Centre Conservation Area Refurbishment Project	This funding is to continue the refurbishment of the public realm of Durham City Centre Conservation Area that is in poor condition and will support works at North Bailey and South Bailey. The schemes are all prestige areas that require high specification materials that cannot be funded from existing budgets. Areas that require standard materials will continue to be maintained from existing budgets. The works will be planned around forthcoming developments to maximise developer contributions to the works.	0	500,000	0	500,000
Real	Local Transport Plan (LTP) - Integrated Transport	This funding is essential to deliver the Local Transport Plan and contributes to both the County Durham Plan and the Regeneration Statement. The allocation is at the core of delivery of transport improvements across County Durham .	0	2,726,500	0	2,726,500
Real	Structural Capitalised Maintenance	Capitalised Maintenance - Continuing programme of planned work, alterations and adaptations to reduce the backlog maintenance of the Council's non-schools property portfolio and to meet obligations under relevant legislation such as the Equalities Act and Fire Safety Orders.	0	5,000,000	0	5,000,000
Real	Aykley Heads Project Development	A masterplan for the Strategic Employment Site (SES) has divided the site into four key zones. The first area to be developed will be the Northern Zone, which consists of an established part of the business park providing premises for approximately 40 existing businesses including Atom Bank, Durham Constabulary and NHS offices. Aykley Heads has been identified as a strategic employment site to help drive the local economy. This funding will enable feasibility and infrastructure improvement work to begin.	0	150,000	0	150,000
Real	Office Accommodation - Strategic Sites	As part of the INSPIRE Programme, it is proposed that County Hall be vacated to make way for a strategic employment site. This requires the number of people based in County Hall to reduce with staff moving out to four strategic sites across the county thereby enabling a much smaller headquarters to be built. These strategic sites are Green Lane in Spennymoor, Crook Civic Centre, Meadowfield and Spectrum 8 in Seaham. In order to make this work and to improve the effectiveness and efficiency of the staff, the council is moving towards smarter working. This requires some reconfiguration of the work spaces within the strategic sites along with different furniture that will support smarter working.	0	1,287,420	0	1,287,420
Real	Finance Durham Investment Fund	Finance Durham is an Investment Fund created by the Council to help deliver business growth and job creation. The fund is financed by the Council and operated on a commercial basis and as such it is intended to generate a financial return over the longer term. The fund has been designed with growing the County economy as its core function. The expectation is that the fund will make equity and debt investments into high growth businesses. This is the next tranche of investment as part of an overall £20 million package.	0	985,556	0	985,556
Real	New Headquarters	As part of the INSPIRE Programme, it is proposed that Aykley Heads becomes a Strategic Employment site for the city. This will require County Hall to be vacated and a new, smaller headquarters to be constructed with other staff moved out to four strategic site across the County. At this stage £46.4 million is included in the programme in relation to the new HQ and car parking requirements. This sum will be refined as the council moves through the procurement and build.	5,500,000	29,900,000	11,000,000	46,400,000

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ReaL	Horden Housing Feasibility Plan	In light of the rail station development at Horden, it is likely that there will be a drive to create new housing development in the surrounding area. This will enhance the existing facilities and services in the local community. As part of the drive to create new housing developments, planning and feasibility of development opportunities will be undertaken to ascertain the potential quantum of development. This could involve a range of options for delivery. In addition, The Coal Authority is investigating the potential to generate energy from the mine water pumping station at Horden. Any new development in the area could use this sustainable energy source to heat new buildings.	200,000	0	0	200,000
ReaL	Vehicle In-cab Security / Digital recording of drivers hours	A number of near miss incidents have occurred involving un-authorized use of DCC HGV vehicles when there is a requirement for the driver to leave the vehicle cab to operate equipment fitted to the HGV vehicle. There have also been incidents of accidental rolling of vehicles downhill due to handbrake not being applied when driver has left the vehicle. In-cab technology is available to ensure that only authorised drivers can drive HGV vehicles and that systems shut down if an unauthorised person seeks to take control of a HGV vehicle. There is a statutory requirement to record drivers hours which currently for drivers operating vehicles on "domestic rule" legislation manually record their working time / driving hours in a drivers hours book. DCC vehicles are now fitted with digital tachographs, drivers operating on "domestic rule" can record their working / driving time on the digital tachograph. Drivers will require to access the tachograph via their own drivers card.	358,000	0	0	358,000
ReaL	Disabled Facilities Grant	Disabled Facilities Grant is a mandatory grant which provides significant support to the most vulnerable client groups across County Durham. Adaptations enable clients to remain within their own homes and to live independently. Current figures advise that most grants are awarded to the over 60 age group. Support for the grant is of significant importance as it plays a key role in increasing independence and enabling clients to live at home longer.	0	3,500,000	0	3,500,000
ReaL	Stainton Grove Household Waste Recycling Centre	The current Stainton Grove Household Waste Recycling Centre is not fit for purpose and due to its position and risk with traffic management conflict with the adjacent Depot is only able to open at weekends. There has been strong local support for many years for a larger more appropriate facility to be built to serve residents of Barnard Castle and the local area. There is already £1.84 million of Capital in Strategic Waste budget set against provision of a new facility. A design has been through Planning and gained approval in July 2016. The current forecast however far exceeds the original estimate and ongoing value engineering discussions are taking place reducing this figure. Currently the worst case indicates a budget deficit of £950,000. It is anticipated this figure will reduce further as value engineering discussions conclude.	950,000	0	0	950,000
ReaL	Town Centre Masterplan Priorities	Continue to prioritise town centre and retail sector support and key strategic public realm improvements in line with Regeneration and Economic Development Service Plan 2016-19, County Regeneration Statement and adopted suite of town centre Masterplans. The programme is to continue to deliver priorities set as actions within the adopted 12 plans and request for funding is to continue to deliver a rolling programme of works across these centres.	0	1,200,000	0	1,200,000
		ReaL Sub Total	9,089,000	71,622,476	11,000,000	91,711,476
RES	Replacement desktop programme	The end user equipment fleet (Desktops, Laptops and Tablet) currently consists of 8,800 items. This total has risen slightly due to requirements to support the agility programme and the use of tablets in maintenance workshops to support the new working methods. This is replaced on a four-year cycle to ensure that the equipment is fit for purpose and delivers the service for the end users. To support the move from desktop to laptop, docking stations will be needed. The move to laptops has now been instigated and as such the mix of the estate will change.	0	1,403,000	0	1,403,000

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RES	LAN Switch Replacement	DCC Local Area Network (LAN) infrastructure is a large scale deployment of switches and routers. The current infrastructure has been in place for the past six years and supports computer connectivity, the wireless access point network and telephony. The manufacturer of the current infrastructure has just notified the market that models deployed within the council are reaching end of life.	0	540,000	0	540,000
RES	Accommodation Bid - ICT	This is a supplementary bid to the current budget of £831,000. The full scheme has been more accurately costed there is a shortfall of £502,000. The bid is to cover the ICT capital costs for the Strategic Sites at Crook Civic Centre, Green Lane Spennymoor, Meadowfield Direct Services and Spectrum Seaham.	0	502,000	0	502,000
RES	Middleware Software - Enterprise application integration (EAI)	Enterprise application integration is an integration framework composed of a collection of technologies and services which form a middleware or "middleware framework" to enable integration of systems and applications across an enterprise. The business software within the council such as the DEBS ERP systems, CRM applications, business intelligence applications, payroll and human resources systems typically cannot communicate as standard with one another in order to share data or business rules. This lack of communication leads to inefficiencies, wherein identical data are stored in multiple locations, or straightforward processes are unable to be automated.	0	250,000	0	250,000
RES	Server Replacement	This is the ongoing server replacement bid which replaces the server hardware on a rolling programme of renewal. This ensures that the servers are up to date and within warranty and is the main ICT hardware for all corporate systems within the Council.	0	50,000	0	50,000
		RES Sub Total	0	2,745,000	0	2,745,000
		TOTAL	9,339,000	96,725,785	11,000,000	117,064,785