



Northumberland

County Council

CABINET

08 December 2020

Summary of New Capital Proposals considered by Officer Capital Strategy Group

Report of: Neil Bradley, Service Director, Strategic Commissioning and Finance

Cabinet Member: Councillor Nick Oliver, Portfolio Holder for Corporate Services

1. Purpose of report

The following report summarises proposed amendments to the Capital Programme considered by the officer Capital Strategy Group via email on 02 November 2020.

2. Recommendations

Cabinet is recommended to:

- 2.1. **Rural Growth Network Local Growth Fund –** : accept the additional grant award of £300,820 and approve an increase in the associated budget provision - £250,000 in 2020-21 and £50,820 in 2021-22.
- 2.2. **Borderlands Investment Programme – Carlisle Station:**
 - Accept the grant funding of £20.000 million from The Ministry of Housing, Communities and Local Government (MHCLG).
 - Approve a grant award, as part of Borderlands Investment Programme, of £20.000 million to Cumbria Council for the Carlisle Station Gateway Project.;
 - Approve the associated budget provision within the Council's capital programme of £16.900 million in 2020-21 and £3.100 million in 2021-22.
- 2.3. **Walkergate, Berwick– Independent Living Accommodation**
 - Approve the purchase of the leasehold of the site at Walkergate, Berwick from Advance Northumberland at a cost of £180,000.
 - Approve the transfer of £180,000 from the Supported Housing provision in the existing 2021-22 programme to cover the associated budget requirement in 2020-21.
- 2.4. **Blyth Northern Gateway**
 - Approve the preferred scheme involving improvements on Bowes St as well as pedestrian improvements to Wanley and Church St.

- Accept the grant award of £750,000 from the MHCLG Towns Fund.
- Approve additional capital programme funding of £455,000 from the Strategic Regeneration Projects provision, and therefore a total budget provision for the project of £1,317,740 as profiled in paragraph 9.11.

2.5. **Full Fibre Network**

- Accept the grant award of £7,865,200 from the Department of Media, Culture and Sport (DCMS).
- Approve the associated increase in the budget provision within the Council's capital programme of £2,394,400 in 2020-21 and £5,470,800 in 2021-22.

2.6. **Car Parking Improvement Programme – Alnwick and Amble**

- Accept the proposals for the two sites.
- Approve an allocation of £960,000 (£10,000 2020-21, £950,000 2021-22) from the existing car parking provision in the capital programme to enable the construction of a new 196 space car park on part of the former Duchess High School site in Alnwick.
- Approve an allocation of £5,000 (2021-22) from the existing car parking provision in the capital programme to begin work on design proposals for motorhome parking bays at Amble Braid.

2.7. **Contracts in Excess of Directors Delegated Limits:** Approve the proposed commitment of £4.479 million in respect of the front of house contract for County Hall.

3. **Links to Corporate Plan**

The Council's Capital Programme is consistent with the priorities in the Corporate Plan 2018-2021; in particular the 'Living', 'Enjoying' and 'Thriving' priorities.

4. **Key Issues**

The report outlines proposed amendments to the previously approved Medium Term Capital Programme.

5. **Background**

The Medium Term Financial Plan and Capital Programme for 2020-21 to 2022-23 were approved by Council on 19 February 2020.

This paper summarises reports considered by the officer Capital Strategy Group on proposed amendments to the Plan.

SUMMARY OF NEW CAPITAL PROPOSALS CONSIDERED BY OFFICER CAPITAL STRATEGY GROUP VIA EMAIL ON 02 NOVEMBER 2020

6. RURAL GROWTH NETWORK LOCAL GROWTH FUND

- 6.1. The group received a paper seeking approval for an additional £300,820 of Regional Growth Fund (RGF) grant from the North East Local Enterprise Partnership (NELEP) to be added to the existing Rural Growth Network Capital Programme, which will enable the Rural Growth Network programme to be extended from April 2021 to June 2022.

Background

- 6.2. The North East Rural Growth Network (RGN) is a well-established regional programme that provides capital grant support to businesses and other public and private organisations in the rural parts of Northumberland, Durham and Gateshead to help to grow the rural economy.
- 6.3. The County Council is the applicant and accountable body for the programme funding and undertakes the financial management, appraisal monitoring and compliance functions. Advance Northumberland undertake the front facing delivery of the programme. The programme has been operational since April 2015 and was due to be financially completed by April 2021.
- 6.4. The key funding details and deliverables of the existing programme are follows

Funding Category	£
RGN- LGF Grants to Businesses	6,394,834
RGN - LGF Programme Management	605,166
TOTAL LGF GRANT	7,000,000
Private Sector Match	14,693,427
Public Sector Match	12,213,333
RGN	180,000
TOTAL PROGRAMME VALUE	34,086,760

Delivery Output	Target
FTE Jobs created	412
Commercial Floorspace	24,837m2
Area of site reclaimed prepared	11 ha
Organisations receiving gran	47

- 6.5. As of 20 October 2020, £6,394,834 of the LGF grant has been committed across 44 projects.

Additional Allocation

- 6.6. The NELEP are pleased with the performance of the RGN Programme and invited the Council to submit a bid for additional funding on the basis that projects supported would be financially complete within the existing timescale of April 2021. A request for an additional £300,820 was submitted and approved together with a time extension to June 2022 for output delivery. Only projects meeting the criteria of the RGN Strategic Economic Infrastructure Fund can be supported.

CSG Recommendation

- 6.7. The group supported the report and recommends Cabinet to accept the £300,820 additional capital grant award from the NELEP to be added to the Rural Growth Network Capital Programme - £250,000 in 2020-21 and £50,820 in 2021-22.

7. BORDERLANDS INVESTMENT PROGRAMME - CARLISLE STATION

- 7.1. The group received a report seeking approval to accept a £20.000 million capital grant award from Borderlands Inclusive Growth Deal Investment Fund for Carlisle Station Gateway, in accordance with the Council's role as accountable body for the Growth Deal Investment Fund awarded by the UK Government in England.

Background

- 7.2. The Borderlands Partnership submitted the proposal for the Borderlands Inclusive Growth Deal to both UK and Scottish Governments in September 2018. In March 2019, both Governments confirmed their funding commitment to the Deal. The Heads of Terms Agreement for the Growth Deal was subsequently announced on 1 July 2019.
- 7.3. This Agreement confirms a commitment to a financial package of £350.000 million of capital investment, with £200.000 million to be invested on the English side of the Border of projects over a ten-year period.
- 7.4. The Governance for the Partnership is enshrined in a formal Collaboration Agreement between the five participating local authorities. This Agreement sets out the role of the two Accountable Bodies for the Growth Deal, with Dumfries and Galloway Council providing that function for the Scottish Government funding, and Northumberland County Council for the UK Government funding to be invested in England.
- 7.5. As the accountable body, the County Council is responsible for administering the spend of the £200 million capital investment allocation assigned to England.
- 7.6. As part of the Accountable Body arrangements, the Ministry of Housing, Communities and Local Government (MHCLG) will be responsible for the approval of projects within the Borderland Programme. Following project approval MHCLG will make payment(s) to the Council via a s31 Capital Grant determination.

Carlisle Station Gateway Project

- 7.7. The £24.360 million project is being led by Cumbria County Council. £20.000 million is being provided from the Borderlands Investment Programme with the remaining funding being secured by Cumbria County Council.
- 7.8. The project is expected to be approved by MHCLG in November 2020, with the s31 Grant Determination issued to Northumberland County Council following that.
- 7.9. The development of the station is a key part of the Borderlands Inclusive Growth Deal investment programme and part of an ambitious regeneration and growth plan for the city.
- 7.10. The Station Gateway Scheme aims to:
- Maximise the historic station building and its surroundings.
 - Encourage investment in Carlisle.
 - Support passenger growth with capacity and modernisation.
 - Grow the regional role of the station as a gateway to the Borderlands.
 - Create a gateway to the city that provides for and encourages sustainable onward journeys and repeat visits.
 - Future-proof for HS2; and
 - Address the need to create a greener Carlisle in the face of the climate emergency.
- 7.11. The scheme will:
- invest in better passenger access and facilities within the station.
 - improve public realm and sustainable access to the station on both sides.
 - provide additional parking to allow for more 'Park & Ride'-type journeys from the Borderlands.
 - create better walking and cycling routes and facilities.
 - remove vehicular activity from the heritage and visitor gateway in the north; and
 - invest in the station and city's future.
- 7.12. Following project approval, the Council will enter into a grant funding agreement with the project lead organisation (Cumbria County Council). The s31 funding will be held by the Council and will subsequently be paid to Cumbria County Council upon receipt of grant claims and in accordance with the grant terms and conditions.
- 7.13. The anticipated payment profile for the grant award is as follows:
- £16.900 million 2020-21
 - £3.100 million 2021-22

CSG Recommendation:

7.14. The group accepted the report and recommends Cabinet to:

- Accept the grant funding of £20.000 million from The Ministry of Housing, Communities and Local Government (MHCLG).
- Approve a grant award, as part of Borderlands Investment Programme, of £20.000 million to Cumbria Council for the Carlisle Station Gateway Project.
- Approve the associated budget provision within the Council's capital programme of £16.900 in 2020-21 and £3.100 million in 2021-22.

8. WALKERGATE BERWICK – INDEPENDENT LIVING ACCOMMODATION

8.1. The group were asked to consider a report setting out proposals for an Independent Supported Living scheme at the Walkergate site in Berwick, to support people with a Learning Disability and/or enduring mental health condition.

Proposal

- 8.2. The leasehold of the site at Walkergate is currently owned by Advance. The proposal is for the Council to purchase the leasehold from Advance, funded from the 'Supported Housing' provision in the existing 2021-22 Council capital programme.
- 8.3. A partner will be appointed, through a competitive process, to develop an Independent Supported Living Scheme of approximately 10-12 one-bedroom purpose-built flats to support people with a Learning Disability and/or enduring mental health condition.
- 8.4. The development partner will be asked to submit a proposal to purchase the leasehold from the Council and invest the capital to develop the scheme, the partner will own and manage the properties. Because the priority of the development is in meeting the long term needs of the client group and meeting an increasing demand, the evaluation will be based on the proposal's ability to meet the Council's requirements. As a result, the full cost of the leasehold may not be attained and the Council contribution to the scheme would be the difference between this initial capital outlay and the capital receipt received on disposal to the end provider.
- 8.5. The Council will retain 100% nominations rights and in turn commission care from the end provider.

Need for the Scheme

- 8.6. All indicators suggest an increased demand for supported living services, coming from three broad areas:
- Young people with disabilities entering housing and support services.
 - People with disabilities who have been in accommodation and support for some time whose needs are changing and they need to move.
 - Older people with disabilities living with family or independently that require supported living because of a change in circumstances or increased need.

- 8.7. Adult Social Care Commissioning maintains a register of referrals for adults 18 - 64 requiring accommodation in Independent Supported Living accommodation. There are currently 102 service users on the waiting list, of which 32 are in the North of the county. There are limited options for Independent Supported Living in the North of the county and there are no vacancies in any of the current services. The impact of Covid 19 on developers and housing providers is exacerbating the difficulties in bringing projects forward that will meet this need.
- 8.8. The Council's Market Position Statement shows a predicted increase in the number of adults with profound intellectual and multiple disabilities. This increase, combined with changing expectations regarding the right to live an independent life, will increase the number of young people with multiple and complex needs that require support.
- 8.9. The future demand for services will be a combination of service users transitioning from Children's into Adult's services, people coming through the Transforming Care Agenda and service users in the county living with older carers.
- 8.10. In January 2018 there were 1,415 children in Years 9 - 14 with Special Educational Needs or Disabilities or an Education Health Care Plan in mainstream school. Additionally, in January 2019 there were 364 children being supported through alternative education, special schools and colleges.
- 8.11. The Extra Care and Supported Housing Strategy shows 377 adults 18 - 64 living with older carers, 84 of which are in the North of the County.
- 8.12. For all of these groups a percentage of them will require some form of Adult Social Care intervention including alternative accommodation.

Costs and Financial Implications

- 8.13. The cost of purchasing the leasehold from Advance is £180,000, and it is proposed that this is funded from the 'Supported Housing' provision in the existing 2021-22 Council capital programme accelerated to be spent in Q4 of 2020-21.
- 8.14. As mentioned above, it envisaged that some of this cost will be recovered, in the form of a capital receipt, when the site is in turn sold to the successful partner/provider. It is unknown at present how much will be realised from the disposal.
- 8.15. The capital cost of the development and the ongoing revenue cost of managing the properties will be the responsibility of the partner organisation.

CSG Recommendation

- 8.16. The group accepted the report and recommends Cabinet to:
- Approve the purchase of the leasehold of the site at Walkergate, Berwick from Advance Northumberland at a cost of £180,000.
 - Approve the transfer of £180,000 from the Supported Housing provision in the existing 2021-22 programme to cover the associated budget requirement in 2020-21.

9. **BLYTH NORTHERN GATEWAY PHASE 1 (BLYTH TOWN DEAL)**

- 9.1. The group received a report seeking approval to proceed with phase 1 of the Blyth Northern Gateway project.

Background

- 9.2. The Bowes Street project in partnership with Blyth Town Council, was agreed for financial year 2019-20 and LTP funding was allocated to deliver the scheme. Initial site investigations in early 2020, identified unexpected issues with a lack of road foundation and poor drainage which left a funding shortfall to deliver the scheme which was therefore put on hold.
- 9.3. Parallel to this, the County Council submitted the Blyth Future High Streets Fund (FHSF) application in July 2020. This proposes a transformative programme of town centre renewal to be delivered from 2021-2024 focused on a new cultural centre and revitalised marketplace, a new hotel and restaurant and a new Energy Central Institute research and skills facility together with associated public realm improvements on Bridge Street.
- 9.4. The opportunity to broaden out the Bowes St scheme into a broader 'Northern Gateway' to improve the Northern part of the town centre between Market Place and Morrison's supermarket was identified as part of the discussions about the future development of the town centre, to add value to and compliment the proposed FHSF scheme.

Northern Gateway Project (Phase 1)

- 9.5. To facilitate the delivery of this broader scheme – now referred to as the Northern Gateway (Phase 1) project - the Council was successful in securing a grant of £750,000 from the Ministry of Housing, Communities and Local Government (MHCLG) Towns Fund. Taking into consideration the £18,740 from Blyth Town Council and £95,000 previously committed LTP funds, this resulted in an increased funding package of £863,740.

Base Scheme

- 9.6. The Northern Gateway (Phase 1) project will expand on work planned to develop Bowes Street, originally put forward by Blyth Town Council, and ensure that materials, design and connectivity bring it in line with plans submitted to the Government for the Market Place as a part of the Future High Street Fund (FHSF) application.
- 9.7. The scheme will include widening the footpaths, creating extra parking and introduce a one-way system running from west to east. It will also involve improving the look and feel of Bowes Street and work will start in January 2021.
- 9.8. Whilst a scheme has been costed and can be delivered within the above budget (of £863,740), it will result in a direct gap between the scheme and the planned FHSF intervention on Market Place. This could be addressed in future years but will be of

detriment to the objective to transform the area overall. Operationally, it will result in further works needing to be planned separately at a later date in a future phase in the same location; thereby affecting the businesses, visitors and community in the area.

Preferred Scheme

- 9.9. A preferred scheme has therefore been designed which, as well as focusing on improving Bowes St, will also link this area effectively with Blyth Market Place (to be delivered as a part of the transformative Energising Blyth Future High Streets Fund (FHSF) application between 2021-24).
- 9.10. The preferred scheme is based on the public realm strategy commissioned for the Town Fund 2020-21 submission and would add to the West to East improvements on Bowes St by delivering pedestrian improvements to Wanley and Church St running North to South; and in turn will ensure delivery of full connectivity with the planned Future High Streets Fund (FHSF) scheme on Market Place.
- 9.11. The overall cost of the preferred scheme is £1,318,740. This is an increase of £455,000 over the currently available funding (as identified above), which it is proposed is met from the Strategic Regeneration Projects provision in the existing medium-term capital programme.

FUNDING SOURCE	2020-21	2021-22	TOTAL
MHCLG Towns Fund	£750,000		£750,000
NCC LTP Provision		£95,000	£95,000
Blyth Town Council		£18,740	£18,740
Subtotal (existing funding)	£750,000	£113,740	£863,740
NCC Strategic Regeneration Reserve		£455,000	£455,000
TOTAL (Proposed)	£750,000	£568,740	£1,318,740

- 9.12. The scheme will support resilience of the existing retail base post COVID-19, in terms of future proofing the area to better suit the needs of shoppers and businesses (e.g. widened footpaths, new cycleways). This will meet the key objectives of the scheme to encourage more footfall and a better experience in the area overall.

CSG Recommendation

- 9.13. The group accepted the report and recommends Cabinet to:
- Approve the preferred scheme involving improvements on Bowes St as well as pedestrian improvements to Wanley and Church St.
 - Accept the grant award of £750,000 from the MHCLG Towns Fund.

- Approve additional capital programme funding of £455,000 from the Strategic Regeneration Projects provision, and therefore a total budget provision for the project of £1,317,740 as profiled in paragraph 9.11.

10. LOCAL FULL FIBRE NETWORK PROGRAMME

- 10.1. The group received a report requesting approval to accept a grant award from the Department of Media, Culture and Sport (DCMS) to support the delivery of gigabit capable connectivity in public buildings, and to accordingly increase the existing budget provision in the capital programme.

Background

- 10.2. In July 2020 Cabinet approved proposals for the delivery of gigabit capable connectivity to many public sector sites in Northumberland, which would be largely funded from grant support provided by the Department of Media, Culture and Sport (DCMS).
- 10.3. The report included a request to utilise £932,110 of the Council's Community Broadband and Phase 2B Gainshare budget provision to support connectivity to a small number of properties falling outside the timescales of the DCMS funding window. Unfortunately, the original report to Cabinet in July 2020 did not request approval for the DCMS grant itself to be accepted or added to the capital programme.
- 10.4. The overall grant award from the DCMS is currently estimated as £7,865,200 (note this includes an estimated £590,000 in respect of Northumbria Care Trust properties that the DCMS has recently agreed to include in the programme).
- 10.5. The overall funding for the project is therefore as follows:

FUNDING SOURCE	2020-21	2021-22	TOTAL
DCMS Grant	£2,394,400	£5,470,800	£7,865,200
NCC Resource (previously approved)	£932,110	£0	£932,110
TOTAL	£3,326,510	£5,470,800	£8,797,310

- 10.6. The report therefore requested approval for the DCMS grant award to be accepted and added to the Council's capital programme - as outlined above.

CSG Recommendation

- 10.7. The group accepted the report and recommends Cabinet to:
- Accept the grant award of £7,865,200 from the Department of Media, Culture and Sport (DCMS).
 - Approve the associated increase in the budget provision within the Council's capital programme of £2,394,400 in 2020-21 and £5,470,800 in 2021-22.

11. CAR PARKING IMPROVEMENT PROGRAMME – ALNWICK AND AMBLE

- 11.1. The purpose of this report is to seek Capital Strategy Group's approval to release funding to allow the continued implementation of the detailed parking action plans that have been developed. Specifically, the report requested the necessary funds for additional car parking on part of the former Duchess High School in Alnwick and to develop design proposals for potential motorhome parking bays at Amble Braid.

Background

- 11.2. The results of detailed survey work and parking studies commissioned by the County Council, along with comprehensive stakeholder engagement activity, have provided a clear evidence base that confirms action is required to address the parking issues in Alnwick.

Alnwick

- 11.3. The Parking Study found that the existing and future levels of car park occupancy in Alnwick are so high that an increase in capacity is essential to prevent the town centre becoming even more difficult to access, resulting in a constraint on the local economy.
- 11.4. Taking account of the forecast growth in demand for parking, the Study found that, in order to bring car park occupancy down to the recommended operational maximum of 85% at peak times, a total of 640 parking spaces are required, compared with the existing 490, a minimum increase of 150 spaces. However, this did not take into account existing suppressed demand and the potential for loss of some existing spaces at Roxburgh Place car park to facilitate the redevelopment of the Corn Exchange buildings. Given the predicated growth of the town and the visitor economy it is considered that the option to secure an additional 196 parking spaces would offer greater value for money and a more future proofed approach.
- 11.5. The study also recommended that long stay parking in town centre car parks should be converted to short stay to increase turnover in order to improve capacity and benefit the town centre economy. Some progress has now been achieved towards this by converting the Greenwell Road car park A from long to short stay. However, an important caveat which has prevented further conversion of long to short stay provision was that alternative long stay provision should be sought within reasonable walking distance of the town centre to ensure staff can access their jobs, to avoid a transfer of parking to surrounding streets and to cater for the important visitor market.
- 11.6. The scope for additional long stay parking within walking distance of the town centre is severely restricted by the existing built environment and conservation area status of the town. The former Duchess High School site therefore represents a significant opportunity to provide this much needed facility.

- 11.7. A temporary car park was established on part of the school site in February 2019. Monitoring of the car park by the Council's Civil Enforcement Officers showed that it was well used, particularly in the summer months, when the site was often full.
- 11.8. The site is 280 metres from the town centre which is well within reasonable walking distance. Signs are in place to direct pedestrians to the town centre from the car park. Traffic signage is also in place to direct vehicles to the site.
- 11.9. Two different locations within the site have been considered for a permanent car park. Both are immediately adjacent to the current site entrance to retain the existing reasonable walking distance to the town centre and minimise the impact on the wider site. However, a proposed location to the left of the entrance has been discounted because the different site levels would require significant retaining structures which make the cost prohibitive and the difference in levels would also make the site more difficult in terms of its physical accessibility for car park users.
- 11.10. A location to the right of the entrance, based on part of the current temporary car park and adjacent to the eastern boundary of the site has therefore been developed. The proposed car park is 3,810m² with an option for a further 53 spaces requiring 610m². The total school site area is 53,942m²
- 11.11. The proposal has two options, one is for a minimum 143 space car park at a cost of £800,000 with the preferred option being to extend the footprint slightly to deliver an extra 53 spaces for an additional £160,000 to provide the optimal 196 space car park at a total cost of £960,000. Both options include provision for disabled drivers and electric vehicle charging. As well as utilising the existing site access, a footway connection is proposed to connect to Ratten Row to the north, which will be suitable for visitors to Alnwick Castle and other attractions in that area of the town.
- 11.12. As part of the proposal, the existing site access will be widened to accommodate 2-way traffic flow, and a short section of access road provided which will help enable future development of the rest of the site.
- 11.13. The construction of the larger 196 space car park is the preferred option, as these additional spaces deliver a more optimal design solution, require minimal extra land, can be developed at marginal cost if constructed at the same time as the rest of the car park, would deliver greater value for money for the project in terms of the unit cost per parking space provided and would give greater confidence that the on-going growth of the visitor and town centre economy would not be constrained by a lack of parking provision.
- 11.14. The proposed 196 space car park offers a significant, one-off, opportunity to address the parking issues identified in the Alnwick Parking Study, providing sufficient spaces to support the town now and in the future. No other sites exist in suitable proximity to the town centre. It will also contribute to the wider development of the site by establishing an upgraded access suitable for all likely types of development.

Amble

- 11.15. The provision of parking facilities for motorhomes is a significant issue in the Amble area. The demand for overnight parking for motorhomes / campervans has continued to increase along the Northumberland coast for several years, with indiscriminate parking in existing car parks causing littering issues and generating complaints from local residents. This demand has increased significantly during the pandemic and the provision of some overnight bays with suitable amenities is seen as a positive move to help manage this demand and mitigate the adverse impacts, whilst also helping to support the local night time economy by increasing footfall into restaurants etc.
- 11.16. Following discussions with Amble Town Council it was agreed that motorhome parking could potentially be provided at The Braid, which is an established visitor car parking area on the fringe of the town, is well screened from any residential properties and has space available for expansion.
- 11.17. It is therefore recommended that £5,000 is allocated to initial work to establish preliminary design and cost estimates of providing motorhome bays at The Braid. It is intended that charges would be levied for overnight parking by motorhomes in the dedicated bays to help offset some/all of the costs associated with this scheme.

CSG Recommendation

- 11.18. The group agreed to the proposals and recommends Cabinet to;
- Accept the proposals for the two sites.
 - Approve an allocation of £960,000 (£10,000 2020-21, £950,000 2021-22) from the existing car parking provision in the capital programme to enable the construction of a new 196 space car park on part of the former Duchess High School site in Alnwick.
 - Approve an allocation of £5,000 (2021-22) from the existing car parking provision in the capital programme to begin work on design proposals for motorhome parking bays at Amble Braid.

12. FUTURE CONTACTS IN EXCESS OF DIRECTORS DELEGATED LIMITS

- 12.1. The following table summarises future capital commitments that are in excess of the delegated 'Limits for Corporate Directors' (as specified in Finance and Contract Rules) and therefore are required to be reported to Cabinet for approval.

Capital Project	Commitment Description	Amount
County Hall Refurbishment	Northern Bear Building Services for works to the Front-of-House areas of the County Hall building.	£4.479 million

CSG Recommendation:

- 12.2. The group recommends Cabinet to approve the proposed commitment of £4.479 million in respect of the front of house contract for County Hall.

Implications

Policy	The capital programme is part of the Medium-Term Financial Plan 2020-2021. The plan supports the Corporate Plan.
Finance and value for money	The report outlines proposed amendments to the previously approved Capital programme. The financial implications of these proposals are outlined in the main body of the report.
Legal	There are no direct legal implications.
Procurement	In line with all other capital expenditure, the additional spend will be subject to the Council's recognised procurement procedures.
Human Resources	Not applicable.
Property	The properties affected by the proposals are identified in the main body of the report.
Equalities (Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	Not applicable.
Risk Assessment	The risks associated with the proposals are regarded as acceptable but these risks will continue to be reviewed up to and during implementation of the proposals.
Crime & Disorder	There are no Crime and Disorder implications.
Customer Consideration	There are no Customer Considerations.
Carbon reduction	There are no specific Carbon Reduction implications within this report.
Health & Wellbeing	There are no Health and Wellbeing implications.
Wards	All wards

Background papers:

Medium Term Financial Plan 2020-2021 and Budget 2020-2021 - County Council 19 February 2020.

Report sign off.

Authors must ensure that officers and members have agreed the content of the report:

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