



Northumberland County Council

CABINET

10 MAY 2022

Summary of New Capital Proposals considered by Officer Capital Strategy Group

Report of: Jan Willis, Interim Executive Director of Finance and Section 151 Officer

Cabinet Member: Councillor Richard Wearmouth, 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 1 April 2022.

2. Recommendations

Cabinet is recommended to:

2.1 Winter Weather Stations:

Approve a proposal to replace end of life equipment at the Council's existing winter service weather stations and at the same time create four new weather forecasting sites at a total cost of £400,000 funded through the Winter Services Weather Stations Budget allocation included in 2022-23 of the Council's Medium Term Plan 2022-26.

2.2 Strategic Regeneration Projects:

- Approve the reallocation of the specified sums within the Strategic Regeneration Projects Budget as per Table 1 in paragraph 7.3 below to the unallocated sum to facilitate greater flexibility in responding to emerging regeneration initiatives and opportunities.
- Approve the re-profiling of the Strategic Regeneration Projects Budget as set out in Table 2 in paragraph 7.8 below whilst reaffirming the

criteria by which the funding from the Budget will be released as set out in paragraph 7.11 below.

2.3 Port of Berwick Pilot Boat:

Subject to the approval of recommendation 2.3 above, approve the provision of a one-off grant for £60,000 funded from the Strategic Regeneration Budget to the Berwick Harbour Commission for the purchase of a replacement Pilot Boat that will safeguard the commercial operations of the Port of Berwick.

2.4 Great Northumberland Forest

Accept a grant of £1.6m from the national Nature for climate Fund into the Medium Term Financial Plan. The grant will be paid in three equal instalments over the next 3 years and used to fund the Great Northumberland Forest initiatives detailed below.

2.5 Fire and Rescue Risk Critical Equipment

Approve the re-profiling of the FRS Risk Critical Equipment project in the Medium Term Plan as set out in paragraph 11.7 below, noting that there is no overall increase to the total budget line.

2.6 Newbiggin Sports and Community Hub

Approve an increase in the overall budget provision for the Newbiggin Sports and Community Hub project of £60,000 to a total of £1,915,000 to be funded via a Revenue Contribution to Capital (RCCO) from the Communities Together revenue budget following receipt of funding from North of Tyne.

3. Links to Corporate Plan

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

4. Background

This paper summarises reports considered by the officer Capital Strategy Group on the allocation of funding within the Medium Term Plan to specific projects.

SUMMARY OF NEW CAPITAL PROPOSALS CONSIDERED BY OFFICER CAPITAL STRATEGY GROUP VIA EMAIL ON 1 APRIL 2022

5. Winter Services Weather Stations

- 5.1 The Group was asked to consider a proposal to replace equipment at all existing weather station sites and create an additional four new weather forecasting sites to enhance data collection across the county.

Background

- 5.2 Northumberland has a limited number of ROSA roadside winter weather stations across the network, with access to additional stations across the Northeast region which are owned by neighbouring authorities or contractors. The current equipment in place across the Northumberland network was installed in 1998 and 1999 and consists of the Vaisala ROSA weather station. These stations will no longer be supported by Vaisala beyond 2022.
- 5.3 Section 41 of the Highways Act 1980 imposes a duty on highway authorities to maintain highways. In particular, Section 41 (1A) imposes a duty on highway authorities *“to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.”* In relation to this duty, *“it is a defence to prove that the authority had taken such care as in all the circumstances was reasonably required to secure that the part of the highway to which the action relates was not dangerous for traffic.”*
- 5.4 The council uses the live and historical data gathered from the weather stations in conjunction with specialist weather forecasters to make critical decisions on winter services actions on the treatment of the road network each day to ensure the safety of the travelling public, and also uses the data to support its defence should any claims for injuries or damage be received.
- 5.5 The county is set up in climatic domains/zones and the existing sites give critical data to the forecasting company and winter services team to deliver the service during the winter months. However, the current station setup gives the Council limited knowledge of the temperature and conditions across the extensive road network and on marginal forecast nights (road temperatures at or around zero degrees) we have to send out the entire fleet of 28 gritters to cover the network. A wider network of stations would allow increased knowledge and the ability to target salt treatments to specific routes on marginal nights, with the potential for cost savings in both salt and staff/fuel.

Proposal

- 5.6 The proposal is to upgrade the existing 7 Northumberland ROSA weather stations and to add an additional 4 new sites across the County. This will standardise our stations so we can gather more accurate and detailed forecasting and timely information on the road network condition. It will also allow the forecaster and winter services team to make more accurate and precise decisions.
- 5.7 This business case is predicated on the need to ensure that the County Council is able to continue to meet its statutory obligations as a highways authority in ensuring the safety of the network during winter weather conditions once the existing weather stations become redundant. However, it should be noted that this investment will enable the service to explore future efficiencies for the winter services operations. In particular the implementation of the new Exactrack automated salting equipment within the gritter fleet, along with more detailed forecasting information offers the potential to develop new treatment routes for 'marginal forecast nights' where a reduced fleet could target specific areas for treatment, rather than currently treating the entire network. It is envisaged that a review of treatment routes for marginal nights will therefore be undertaken after the new weather stations have been in operation over the winter of 2022/23, with any new routes for marginal nights coming into operation for 2023/24.

5.8 Existing Sites:

A189 North of Moor Farm
A679 Longframlington
A696 Raechester
A69 Lipwood
A698 Salutation
A69 Mowden Hall
A696 Ottercops

Proposed New Sites:

A68 Top of Kiln Pit Hill
A696/A68 Elishaw
B1340 Swinhoe Crossroads
Tynedale Location TBA

5.9 Cost of Proposal:

Capital Elements	2022/23 £000
11 x Weather Stations @ avg £25.3k	278,000
Power Supply for new sites	25,000
Civil Engineering Works for new sites	57,000
Contingency	40,000
Total Project Cost	400,000

CSG Recommendation

5.10 The Group supported the proposal to replace the equipment at seven existing weather station sites and to create four new sites to improve coverage across the county at a total cost of £400,000 and recommends Cabinet to approve the project.

6. Strategic Regeneration Budget

6.1 The Group were asked to consider a proposal to reallocate a number of specified sums within the Strategic Regeneration Budget to unspecified sums and to reprofile the spend across the life of the Medium Term Plan.

Background

6.2 The Strategic Regeneration Budget was created in 2019 as a source of funding to enable the delivery of economic regeneration projects. At that time, its primary purpose was to provide a Council contribution to initiatives that would make a positive economic impact across the county whilst also unlocking further public and private funding.

6.3 On this basis, the original profile was predicated to a significant extent on potential Council contributions to the two sizeable “Deals” that were being negotiated at that time – namely the Blyth Town Deal and the Borderlands Inclusive Growth Deal. These legacy arrangements are still reflected in the Medium Term Plan as set out in Table 1 below, but the current status of these Deals has changed the rationale for this approach.

	2022/23 £	2023/24 £	2024/25 £	2025/26 £	Total £
Unallocated	2,000,000	1,700,000	2,000,000	4,379,990	10,079,990

Blyth Town Deal	0	1,000,000	0	0	1,000,000
Borderlands - Place Programme	500,000	1,000,000	1,000,000	750,000	3,250,000
Borderlands - Hadrian's Wall	500,000	750,000	750,000	500,000	2,500,000
Borderlands - Business Programme	0	1,000,000	0	0	1,000,000
Borderlands - Energy Programme	0	500,000	500,000	500,000	1,500,000
Total	3,000,000	5,950,000	4,250,000	6,129,990	19,329,990

6.4 Both the Deals have now been confirmed and approved by the UK Government. In the case of the Energising Blyth Programme, the required Council contributions have been incorporated directly into the capital programme, with a sizeable built-in contingency. In the case of Borderlands, it has become apparent that the programmes within the Deal (as opposed to the stand-alone projects such as Ad Gefrin Distillery and Berwick Theatre) are going to take longer to get to the point of financial drawdown. So, whilst these programmes remain in scope, any anticipated funding asks are not anticipated to come forward until 2023/24 at the earliest and more likely not until 2024/25. It is therefore difficult to predict anticipated annual spend until the business case development process for each programme is further advanced.

Proposal

- 6.4.1 Given the scenario above, the funding allocations shown in red in Table 1 are no longer relevant and are now limiting the Council's ability to proactively respond to more immediate regeneration initiatives and opportunities. Any forthcoming funding asks for these Borderlands programmes will be considered through the normal process of consideration by the Capital Strategy Group and, subsequently, as appropriate, by Cabinet within the overall funding envelope of the Budget.
- 6.5 Obviously, since the Budget has been established, the prevailing economic context has also dramatically changed with the prolonged disruption of the Covid-19 pandemic and now more recently the Russian invasion of the Ukraine. This has resulted in significantly higher inflation and increased costs for building materials (most notably steel and timber) and labour which has directly impacted those projects that were already in the delivery pipeline.
- 6.6 On this basis, Cabinet has agreed, in recent months, to financially support those projects which have had limited scope to mitigate these additional funding pressures due to the delivery deadlines associated with their external funding deadlines. Examples include Ad Gefrin Distillery, Hexham High Street Heritage Action Zone, and Bedlington Town Centre Redevelopment.

6.7 This has placed unforeseen pressure on the resources currently available in the Budget in 2022/23 to the extent that the available allocation for this new financial year is already fully committed as set out in Table 2 below:

Table 2 - Strategic Regeneration Budget Profile within the MTFP					
	2022/23	2023/24	2024/25	2025/26	Total
	£	£	£	£	£
Current MTFP Profile	3,000,000	5,950,000	4,250,000	6,129,990	19,329,990
Approved Commitments					
Wooler Visitor Infrastructure	650,000	0	0	0	650,000
Hexham HSHAZ	835,000	0	0	0	835,000
A1068 Shilbottle Road Junction	550,000	950,000	0	0	1,500,000
Bedlington town centre	954,690	590,578	0	0	1,545,268
Hexham Town Centre	0	0	500,000	0	500,000
Total Approved:	2,989,690	1,540,578	500,000	0	5,030,268
Current Unallocated Balance	10,310	4,409,422	3,750,000	6,129,990	14,299,722
Proposed revised profile	5,000,000	5,000,000	4,600,000	4,729,990	19,329,990
Proposed reprofiling	2,000,000	-950,000	350,000	-1,400,000	0

6.8 However, it is already clear that there are a number of other projects in the delivery pipeline that potentially have legitimate funding asks that mirror those that have been recently approved by Cabinet.

6.9 This issue could be resolved by re-profiling the current resources within the Strategic Regeneration Budget, as shown in blue in Table 2 above, to a “flatter” annual profile whilst still maintaining the overall total held in the MTFP over the next four years.

6.10 It is important to reaffirm the rationale for the Strategic Regeneration Budget within the prevailing economic context. On this basis, it is proposed that for any project or initiative to be eligible for funding from the Budget, it needs to meet at least one of the following criteria:

- The project will have a demonstrably positive impact on a place with the amount of Council funding requested representing good value for money either in terms of economic outcomes/outputs and/or matched funding.
- The project has been subject to unforeseen additional costs due to the economic impact of the Covid-19 pandemic that have been further exacerbated by the scope to mitigate those additional costs by the deadline requirements of an external funding source.
- The project contributes to the provision of place-based

infrastructure that if not provided would have a detrimental impact on or prevent wider regeneration activity – examples include road improvements and car parking provision, and the purchase of land to facilitate an inward investment opportunity.

CSG Recommendation

6.12 The Group supported the proposals and recommends Cabinet to approve the reallocation of the specified sums within the Strategic Regeneration Budget as per Table 1 above to the unallocated sum to facilitate greater flexibility in responding to emerging regeneration initiatives and opportunities. The Group also recommends Cabinet to approve the re-profiling of the Strategic Regeneration Budget as set out in Table 2 above.

7. Port of Berwick Pilot Boat

7.1 The Group were asked to consider a proposal to grant £60,000 to the Berwick Harbour Commission for the purchase of a replacement Pilot Boat that will safeguard the commercial operations of the Port of Berwick.

Background

7.2 The overriding objective of Berwick Harbour Commission is to protect and stabilise the financial position of Berwick Port by promoting existing commercial trade and developing other income streams. This will in turn protect jobs within the harbour, support local businesses and jobs with essential trade opportunities, whilst also ensuring long term benefits that the Port brings to the town of Berwick for future generations of residents and tourists. The Harbour Commissioners recognise that this overriding objective can be achieved whilst working in conjunction with the town of Berwick and Northumberland County Council in the provision of services such as parking, public toilets plus in the support for tourism and provision of leisure amenities.

7.3 Historically Berwick Harbour has operated a small commercial port serving the local area requirement to import and export dry bulk cargoes such as grain and fertilizer. It also serves as a home port for a small number of fishing vessels, small leisure craft and a tourist boat. The site and harbour operations lend themselves to a wider scope of commercial utilisation and leisure activities in addition to the import and export of bulk cargoes. The future overall strategy is to view the Port as having two distinct areas of operation:

- Commercial operations – Handling and storing dry bulk cargoes with the stevedoring/piloting expertise we have within the operational capability of the harbour

- Local amenity and leisure – Developing an area separate to the commercial activity for visiting yachts, cruise passenger visits and management, restaurant facilities, communal area with public access toilets and a viewing area for bird watchers and other potential wildlife observers.

Whilst the purchase of the pilot boat is fundamental to the commercial operation of the port, it will also serve to increase the use and frequency of the harbour for leisure purposes which is currently sporadic and unstructured. The aim is to introduce regular boating trips for both residents and visitors to bird, dolphin, and whale watch as well as view the dark skies from the sea. The marketing of the harbour as a destination for visiting yachts and crafts will also be enhanced with a view to increasing the berthing areas.

- 7.4 However, at this juncture, the Harbour Commission has undervalued assets and low cash reserves. This obviously impedes their ability to fund new areas of investment. To improve this situation going forward, the Port's assets are being re-assessed and re-valued which will improve the borrowing capability of the Harbour Commission. In addition, discussions are ongoing with the Council to improve the visitor facilities and infrastructure at the Port within the context of the Borderlands Destination Tweed project whereby the site acts as the start/end of this long-distance route and thereby provides an orientation point. These visitor facilities would also provide additional capacity for visitors accessing the town centre and/or Spittal and Tweedmouth by car, coach or cruise ship – and generate additional income streams (café, bike hire, room hire, etc) for the Harbour Commission.

Key Issues

- 7.5 In the short term the Harbour Commission has a cash flow issue and none of the above will be possible without the availability of a serviceable Pilot Boat. The nature of the harbour entrance is such that a Pilot Boat is essential as a mechanism to facilitate safe passage for the larger cargo ships into the docking facilities. In other words, without a serviceable Pilot Boat, the commercial operation of the port is curtailed.
- 7.6 The current Pilot Boat (St Boisil) is an ex-RNLI vessel that was built in 1973 (now 49 years old) that was converted to the pilot boat code when purchased by the Harbour Commission in 1986. The Pilot Boat code requires a comprehensive “out of water” survey every 5 years to comply with national legislation. St Boisil is currently 4 years into her certificate, with only 1 year remaining. Previous condition surveys estimate that repairs costing at least £23,000 will be required because of age related deficiencies. The operational risk to the port is that the current boat will be deemed too old to recertify and uneconomic to bring up to standards.

- 7.7 Given this context, the Harbour Commission has sourced a replacement Pilot Boat. The vessel (Triton), based at Port of Sunderland, is a purpose-built Pilot Boat that was built in 2001 (21 years old). It has 4 years certification remaining and is in immaculate condition. The purchase of this vessel at a cost of £60,000 provides an opportunity to futureproof the operational requirements of the Port. As such, the Harbour Commission has requested a one-off grant from the Council to cover this capital investment.

CSG Recommendation

- 7.8 The Group supported the proposal and recommends Cabinet to approve a grant of £60,000 to the Berwick Harbour Commission for the purchase of a replacement Pilot Boat that will safeguard the commercial operations of the Port of Berwick to be funded from the Strategic Regeneration Budget.

8 Great Northumberland Forest

- 8.1 The Group were asked to consider acceptance of a grant of £1.6m from the national Nature for Climate fund to support the Great Northumberland forest initiative.

Background

- 8.2 The Great Northumberland Forest (GNF) initiative was announced by Government in September 2019. Since then, over 700ha of woodland creation and 240,000 trees (in individual tree to small copse schemes) have been planted. These have been delivered through Forestry Commission Grants, Forestry England delivery, Countryside Stewardship, Green Recovery and private financed schemes.
- 8.3 Equally, the pipeline for future woodland creation is also looking healthy with over 800ha planned for this season and approx. 3,000ha awaiting to processed via the Woodland Creation Planning Grant (WCPG) application process. However, this does have a focus on a smaller number of larger landowners and is subject to the regulatory process.
- 8.4 Maintaining this momentum and generating more interest, especially with medium-smaller landowners and in areas which are least constrained, needs greater proactive promotion of the offers available, improved support through the planning, regulatory and delivery process, and providing opportunities at smaller scales to convince landowners of the benefits of trees on their land. Through initial mapping and targeting work, over 110,000ha of potential woodland creation has been identified across the county which is “low risk” and would deliver significant ecosystem services. The priority for the partnership is to unlock this potential.
- 8.5 To help facilitate this work, Defra gives the Council an annual revenue allocation from the national Nature for Climate (NfC) Fund that funds a

dedicated delivery team of 4 staff to be employed. The role of this team is to coordinate and promote tree and woodland planting, particularly in this “low risk area” in collaboration with the Northumberland Woodland Creation Partnership (WCP).

8.6 To complement this, the GNF has now successfully secured capital funding over the next three years from the NfC Fund. This funding will be targeted at filling the gaps in the existing national tree planting grant opportunities with the aim being to facilitate positive experiences, build confidence and unlock opportunities to do more.

8.7 The details of the three capital initiatives are summarised in the table below. Each takes the form of grants to third parties to promote new and/or larger tree planting schemes. As such, any subsequent maintenance costs associated with any tree planting is the responsibility of the relevant third party.

Project	Description	Planting Delivery
Northumberland Trees on Your Land	<ul style="list-style-type: none"> • Flexible bespoke proposal covering actual costs for trees, protection and planting/establishment. • Targeted at creation of new wood pasture and parkland, individual to small groups of trees, hedgerows and small shelterbelts/woodlands which would not fit the England Woodland Creation Offer (EWCO) criteria. • Specific focus on delivering agroforestry schemes at scale. • No limit/minimum requirements on number of trees or percentage of native species. • Funding to include squirrel and deer control to support woodland establishment. • Co-financing opportunity with potential private sponsors/companies to provide match funding / tree packs 	Up to 90 hectares
Woodland Creation and Management Support	<ul style="list-style-type: none"> • For areas less than 5ha, and existing woodland management advice (to start the conversation with the potential to lead to woodland creation opportunities) • Provide funding to cover desk-based assessments for schemes less than 5ha (where GNF team do not have capacity to deliver directly) • Provide funding to develop design concept and cover survey costs (again (where GNF team do not have capacity to deliver directly) • Working on a total value of £3k per scheme. However, not every scheme will require the full suite of surveys so likely to be able to do more 	Up to 70 schemes totalling 210 hectares

	<p>than stated.</p> <ul style="list-style-type: none"> If a proposal is approved, then it can progress to EIA / EWCO application (or other grant funding support) 	
Strategic Acquisition Grant	<ul style="list-style-type: none"> Resource for partners to purchase land which has the potential to link and/or expand existing woodland / woodland creation opportunities. Co-financing opportunity to work with charities/organisations including Northumberland Wildlife Trust, LGA Foundation, National Trust and Forestry England to enhance/add value to the proposal. Not looking at significant scale but more to find appropriate links to other woodlands and projects in partnership supporting nature recovery so working on an average estimated land value of £15k/ha 	Up to 15 hectares

8.8 The funding breakdown for these three initiatives over the next 3 years, which will be 100% resourced from the NfC Fund is as follows:

Project	2022/23 £	2023/24 £	2024/25 £	Total £
Northumberland Trees on Your Land	300,000	300,000	300,000	900,000
Woodland Creation and Management Support	85,000	85,000	80,000	250,000
Strategic Acquisition Grant	100,000	100,000	100,000	300,000
Project Management	50,000	50,000	50,000	150,000
TOTAL	535,000	535,000	530,000	1,600,000

CSG Recommendation

8.9 The Group supported the proposal and recommends Cabinet to accept the grant of £1.6m from the national Nature for Climate fund to support the Great Northumberland Forest initiatives as detailed above and add to the capital programme.

9 Fire and Rescue Risk Critical Equipment

9.1 The Group were asked to consider a request to reprofile the FRS Risk Critical Equipment project within the Medium Term Plan.

Background

- 9.2 Northumberland Fire & Rescue Service (NFRS) has an ongoing programme to replace risk critical equipment, including personal protective equipment (PPE) at the end of life. This equipment is required to maintain the current emergency service provision to protect the communities within Northumberland and to ensure that firefighters are adequately protected whilst carrying out their duties. This commitment reflects the Fire Authority and the NFRS commitment to community and firefighter safety.
- 9.3 During 2021, a number of ‘New Project Bid Applications’ were submitted to NCC to inform the Medium-Term Capital Programme. One of these applications was to fund the ‘Risk Critical Equipment and PPE Replacement Programme’. The application, which totals £697,780 covers the financial years of April 2023 to March 2026. The application was based upon the equipment/PPE replacement requirement known at that time.
- 9.4 During late 2021, NFRS became aware of British Standard BS8617:2019 – Personal protective equipment for firefighters – Cleaning, maintenance and repair – Code of Practice. Section 10.2 of the British Standard provides recommendations for ‘Retirement and Disposal’ of PPE used for firefighting, stating:
*‘Irrespective of condition, items of firefighters’ PPE **should** be retired no more than 10 years from the date of manufacture, or after the end of the lifespan as determined by the manufacturer, whichever is shorter.’*
- 9.5 An audit of the date of manufacture of current PPE issued within NFRS has been conducted and it is apparent that for NFRS to comply with the recommendations of the British Standard that the proposed replacement programme needs to be brought forward by one year.

Proposal

9.6 It is proposed to realign the PPE element of the Risk Critical Equipment Budget to reflect the revised replacement profile, as identified during the recent audit conducted by the Service. The original and revised capital profiles are shown in the table below. It is important to note that there is no request for additional capital funding over and above the original capital funding included in the Medium Term Plan.

	2022/23 £	2023/24 £	2024/25 £	2025/26 £	Total £
Current MTFP Profile	143,600	134,500	333,580	229,700	841,380
Proposed Revised Profile	248,100	136,080	335,700	121,500	841,380
Proposed Reprofiling	104,500	1,580	2,120	-108,200	0

CSG Recommendation

9.7 The Group accepted the reasoning for the request and recommends Cabinet to approve the re-profiling of the FRS Risk Critical Equipment budget line in the Medium Term Plan as set out above.

10 Newbiggin Sports and Community Hub

10.1 The Group were asked to consider a request to increase the budget for the refurbishment of Newbiggin Sports and Community Hub by £60,000 to be funded by Communities Together.

Background

10.2 Approval was given by Cabinet in March 2020 for the allocation of £1,505,000 in the Council's Capital Programme for the partial refurbishment and remodeling of the Newbiggin Sports and Community Hub. The scope of works included improvements to the library, creation of a community café, enlargement of changing rooms, refurbishment of internal sports facilities and general redecoration throughout the building. The budget was subsequently increased to £1,855,000 following confirmation of a grant from the Football Foundation and a general uplift included in the revised Medium Term Financial Plan.

10.3 The proposed extent of the refurbishment in the community area of the building was limited due to budgetary constraints at the time. Since then, the Northumberland Communities Together team has secured North of Tyne funding which can be used to improve community facilities such as the one in Newbiggin. This has resulted in a proposed increase in the scope of works in the community area which will be funded from the Communities Together revenue budget as a Revenue Contribution to Capital (RCCO).

10.4 It is therefore requested that £60,000 additional funding be allocated to the existing capital budget and the overall project budget be increased accordingly from £1,855,000 to £1,915,000.

CSG Recommendation

10.5 The Group supported the request and recommends Cabinet to approve an increase in the overall budget provision for the Newbiggin Sports and Community Hub project of £60,000 to a total of £1,915,000 to be funded via a Revenue Contribution to Capital (RCCO) from Communities Together.

Implications

Policy	The capital programme is part of the Medium-Term Financial Plan 2022-26. The plan supports the Corporate Plan.
Finance and value for money	The report outlines proposed project allocations and amendments to the 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	Carbon Reduction measures have been considered within each project.
Health & Wellbeing	There are no Health and Wellbeing implications.
Wards	All wards.

Background Papers:

Medium Term Financial Plan 2022-26

Report sign off:

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

	Name
Monitoring Officer/Legal	Suki Binjal
Executive Director of Finance and S151 Officer	Jan Willis

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