



CABINET

12TH JULY 2016

**CORPORATE DIRECTOR FOR PLACE COMMISSIONING:
TONY CIABURRO**

DEPUTY LEADER: COUNCILLOR ANDRE GONZALEZ DE SAVAGE

Subject:	Northamptonshire Local Growth Deal: Progress Report and Future Priority Projects
Recommendations:	<p>That Cabinet:</p> <ol style="list-style-type: none"> 1. Welcome the significant progress made developing and delivering the Northamptonshire Local Growth Deal projects, including the recent opening of the Wootton Hall Park Access Improvements; 2. Support the activities identified in Sections 4 and 5 to continue this momentum; 3. Agree the programme of infrastructure priorities identified for Local Growth Deal funding as outlined in Section 6; 4. Agree that the County Council works with the Transport Catapult, LEPs, the University of Northampton and others to seek to establish the area as a test-bed for Connected and Autonomous Vehicles; and 5. Delegate authority to the Corporate Director for Place Commissioning, in conjunction with the Portfolio holder and Section 151 Officer, to authorise Local Growth Fund investments, including related funding agreements, to enable progress through the Council’s capital governance arrangements.

1. Purpose of Report

The focus of this report is the delivery of the Northamptonshire Local Growth Deal (the Growth Deal). It also looks ahead to, and seeks endorsement for, the next tranche of County Council promoted priority projects which are seeking Growth Deal funding from Government and have been submitted to the Local Enterprise Partnerships (LEPs).

2. How this decision contributes to the Council Plan

The Council’s vision is to make Northamptonshire a great place to live and work. This is achieved through increasing the wellbeing of your county’s communities and/or safeguarding the county’s communities.

<p>This initiative specifically delivers increased wellbeing and/or safeguarding by:</p> <ul style="list-style-type: none"> • Contributing to creating healthy communities • Contributing to creating prosperous communities
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<ul style="list-style-type: none"> • Creating a Sense of Place
And Through:
<ul style="list-style-type: none"> • Intelligence Led Services • Next Generation Working • Ambitious Partnerships

3. Background

3.1 Growth Deals are one of the main mechanisms through which Government supports local growth through devolved funding, freedoms and flexibilities. The Growth Deal was first announced by Government in July 2014. This secured an initial £67.3m of funding from 2015/16. Details of the Deal were initially reported to Cabinet in September 2014. At that meeting Cabinet agreed the relevant delivery and reporting arrangements. It also agreed the relevant delegations relating to funding agreements. A further announcement in January 2015 identified an additional award of £9m. The last update on the Growth Deal was reported to Cabinet in October 2015. This agreed various actions to accelerate delivery.

4. Update on Round 1 projects (funding from April 2015)

4.1 Excellent progress has been made with the first four projects which were identified for funding in the first year (2015/16) of the Growth Deal and the Wootton Hall Park Access Improvements.

Stanton Cross, Wellingborough

4.2 The Stanton Cross development at Wellingborough is one of the largest active mixed-use schemes in the area. When complete it will comprise over 3,000 homes, an enhanced railway station, new schools, a country park, a doctor's surgery and various shops and other employment opportunities including high quality offices. The development is arguably unique in England. This is because it is located close to a Main Line Rail station and within easy reach of the town centre. It also close to other attractions including the Nene Valley, the Roman Town site of Chester Farm and Irchester Country Park. The lead body and developer for the Stanton Cross project¹ is Bovis Homes.

4.3 The Growth Deal allocation of £9m is contributing to a £24m investment being delivered through Network Rail Infrastructure Projects alongside Galliford Try. The funds will enable the construction of new access points across the railway to open up a number of sites and increase build rates. Work started in 2015 with flood mitigation works, site clearance and a new short-term parking area for Wellingborough Station underway. Additional applications have been made to vary phasing of major infrastructure to improve viability of the overall scheme, and an outline application for an addition 550 houses has been submitted, extending the overall scheme to 3,650 dwellings.

Silverstone Metrology Centre

4.4 Following careful consideration MEPC, the lead body for the Silverstone Metrology Centre project, decided that this scheme would go ahead without the need for

¹ <http://stantoncross.co.uk/>

Growth Deal funding and the centre is currently nearing completion ahead of opening in July 2016. The funding allocated for this scheme (£300k) is now available for NEP to reprioritise.

A45 Daventry Development Link

- 4.5 A detailed report on the overall scheme was considered and agreed by Cabinet in July 2015. Following the sod-cutting ceremony on 9th December 2015, work on the A45 Daventry Development Link (DDL) has progressed at pace with preliminary works beginning in early 2016. This has comprised fencing and clearing of the site, as well as critical utility works – including the underground diversion of a major overhead electric cable. In parallel with this, agreements are already in place or work underway, to secure possession of the whole route. This scheme is being enabled through the Northamptonshire Revolving Infrastructure Fund (NRIF) with Growth Deal funding contributing £14m to the overall £35m scheme cost. The innovative NRIF approach for delivering the DDL won a major national Planning Award in 2015 for ‘Making Development Viable’.

A43 Northampton to Kettering Improvements (Phase 1b)

- 4.6 A detailed report on the A43 Northampton improvements was considered and approved by Cabinet in June 2016. This agreed steps to accelerate delivery of wider improvements, including those related to additional funds for Phase 2 announced in January 2015, so that they can be implemented ahead of related development proposals.

Accelerated project: Wootton Hall Access Improvements, Northampton

- 4.7 The County Council is the promoter and project lead for the Wootton Hall Park Access improvement scheme. This improves a potentially dangerous access close to the Queen Eleanor Interchange and the A45, and will enable a comprehensive development to come forward. This scheme was awarded £1.7m of Growth Deal Funding. Originally it was identified for a 2016/17 start, but due to the work undertaken by the County Council, NEP agreed that its delivery should be accelerated. The result of this decisive action is that all the necessary works have now been completed, almost 12 months ahead of the original forecast date, and the scheme is open to traffic.

5. Progress with Round 2 projects (funding from April 2016)

- 5.1 The Growth Deal also included a number of schemes for which funding has been identified from April 2016.

Smart Commuter

- 5.2 The Smart Commuter project² has been awarded £3.5m via the Growth Deal. The aim of this project is to bring live and user-focused travel information to Northamptonshire. This will primarily be through the deployment of new technology and enabling measures. Initial investment is focused on deploying journey time sensors across the network. The first sensors have already been installed in

²Further details on the County Council’s Smart Commuter and Smart Corridor projects can be found in the document ‘A Smart move for Northamptonshire’ by using the link:

http://www.northamptonshire.gov.uk/en/councilservices/Environ/economic/Documents/SMART%20Northants_Final_WEB.pdf

Northampton along the Kingsthorpe Corridor. Further sensors will be deployed on other key radial corridors into the town centre, connecting routes, and on some of the major inter-urban arteries including the A43 and A45. The total deployment will total about 100 sensors. These sensors will facilitate much more granular data to be collected than is currently possible. This will allow traffic managers to identify congestion hotspots and manage the network more effectively. It will also facilitate predictive journey times to be developed, therefore potentially enabling traffic managers to forecast, and therefore anticipate and mitigate, congestion before it arises.

- 5.3 However, arguably the most important benefit of the scheme will be the ability to provide this information direct to road users. One of the ways in which this will be achieved will be through the deployment of additional Variable Message Signs (VMS) and the display of live journey time information on busy routes. The first new VMS infrastructure funded through the project will be deployed during 2016/17. These signs will not only provide journey time information. They will also be used to help promote local events, initiatives and attractions, and through doing so help to boost the local economy. Another platform for getting this live and user-orientated travel information to road users will be through a journey time engine portal utilising similar technology to that which is used by the traffic managers. It is intended that the portal will enable users to personalise the information which is relevant to their journey and receive alerts thus enabling them to make smarter journeys based on their specific preferences which could relate to avoiding congestion, saving time, reducing emissions, improving health and fitness or other related aspects of travel. It will also enable the network to be managed more effectively.

Smart Corridors

- 5.4 The Smart Corridors project has also been awarded £3.5m through the Growth Deal. It is proposed that this will be supplemented by £3m of match-funding identified and due to be paid to the County Council from current section 106 Agreements relating to new development impacting on key radial corridors into Northampton. Improvements will focus on three corridors – the Kettering Road; the Kingsthorpe Road and Weedon Road. A fourth corridor - the Bedford Road/Cliftonville corridor – has been identified and this will be taken forward once further funding has been secured.
- 5.5 Each of the corridors will showcase a locally tailored suite of smart components including sensors, analytics tools, beacons, displays and other tools to ‘push’ notifications and digital messaging to road users, cyclists and pedestrians. This will enable access to fast and accurate intelligence to help users make their journey, as well as providing information on town centre offers, initiatives and attractions. The corridors will also include technology which will enable buses to operate more effectively, particularly during peak periods, including the targeted use of Bus Lane Enforcement Cameras.
- 5.6 Alongside this will be physical investment to improve cycling infrastructure to make this safer and more attractive. The project will also build on the successful Cycle Connect scheme with the installation of new hubs across Northampton and the introduction of e-bikes. These e-bikes are similar to traditional bikes, but with power assistance available if required to make longer journeys more attractive to some potential users and widen the choice of travel options. This follows successful trials

in other areas. The County Council also intends to work with local employers to encourage take-up of cycling as a way to get to and from work.

- 5.7 The key outcomes which are being sought for these Smart corridors are:
- Reduced congestion
 - Better journey time predictability
 - Improved safety
 - Reduced environmental impact
- 5.8 Other supporting objectives include promotion of health and economic benefits, for example through promoting cycling and increasing awareness of end destination activities and events.
- 5.9 One of the unique features making the Smart Corridors project different from technology-led projects elsewhere is that it will be a comprehensive 'corridor-based' approach, as opposed to an approach based on a specific technology. This involves integrating the latest technology solutions and other complementary interventions. The approach is user-led, meaning that all users including motorists, pedestrians and cyclists, as well as those using public transport, will benefit. It is also proposed that dashboards will be developed which will indicate, using real-time data, how each corridor is performing. This would be a first of its type.
- 5.10 The Smart Corridors project, and support through the Growth Deal, has helped to ensure that Northamptonshire will be at the leading edge of implementing technology-led solutions.
- 5.11 The County Council's ambitions for the smart corridors approach also complement work being undertaken across the country on Smart Motorways. This includes current work on the M1 in the county. As a result, it is already looking at ways in which the smart corridors approach could be applied to routes such as the A45 and A43 which are under Highways England management and control. Indeed, initial feasibility work is already underway to explore how this approach could be trialled on the A45 between Junction 15 of the M1 and Rushden. The County Council is also in liaison with other authorities as part of the England's Economic Heartlands strategic alliance to look at increasing the role that technology provides in managing the strategic network across the wider area.

Wellingborough Campus for Tresham College

- 5.12 The Tresham College project will see the demolition of the existing Wellingborough campus and its replacement with new, fit for purpose, efficient accommodation on the site. The new state of the art campus will provide 4,000sqm space for an additional 408 learners, with specific focus on the delivery of STEM (Science, Technology, Engineering and Maths), digital media, logistics, construction and high performance engineering. The campus will also provide additional capacity to support young people not in education, employment or training (NEET) and the unemployed. The project has been granted £11.4m funding from the Growth Deal and is expected to commence on site in late 2016 with completion programmed for December 2017.

Wellingborough to Kettering Development Link

- 5.13 The County Council is promoting the A509 Isham Bypass which is the first phase of the Wellingborough to Kettering Development Link. This scheme has been awarded £15m through the Growth Deal. However, a significant funding gap exists, and the County Council has requested that the two LEPs support its case to Government for additional funding to enable the scheme to go ahead. This is referred to in Section 6. Critical to the business case will also be support from the local planning authority (the Borough of Wellingborough Council) to earmark development related-income from new homes and other development in the area to help support the scheme costs, similar to the support provided by Daventry District Council which enabled the DDL to go ahead.

Growth Deal Expansion Schemes – January 2015

- 5.14 The January 2015 announcement of additional Growth Deal funding confirmed backing for two further schemes. These are the A43 Improvements Phase 2, which were reported to Cabinet last month, and a Food and Drink Technology Academy at Moulton College. The Food and Drink Technology Academy Centre will provide a bespoke facility to meet the skills development needs of the Food and Drink sector across Northamptonshire and the wider area. It will include specialist testing and development for the industry, as well as providing training across a range of specialisms and qualification pathways to ensure that young people are aware of the range of career opportunities the sector presents. Growth Deal funding of £3.5m has been awarded and the scheme is expected to commence on site in 2016/17.

6. Priorities for future Local Growth Deal Funding (potential funding from April 2017)

- 6.1 As part of the Budget Statement in March 2016, the Government announced that further funding would be available for Growth Deals. Some £1.8bn is available nationally and LEPs are required to submit bids by 21st July 2016. There is also an additional pot of £475m for which the Department for Transport (DfT) are asking for bids for Local Large Major Transport projects, also by 21st July.
- 6.2 NEP and SEMLEP have confirmed that they will be working together to develop a joint programme for submission to Government. They are looking for ambitious and innovative projects which fit with their Strategic Economic Plans and which deliver growth. Details of schemes were required to be submitted to the LEPs by early June; an outline of the priority infrastructure schemes submitted by the County Council to the LEPs is set out below:

Major Infrastructure Priorities

Northampton Northern Orbital Route

- 6.3 This new road provides a connection from the North-West Relief Road/A5199 Welford Road through to the A43 north of Moulton. The scheme is at an early stage of development and the proposed alignment has recently been subject to public consultation. The scheme would not be ready for immediate construction. The County Council is initially seeking funding to develop the Outline Business Case (OBC) via the Local Large Major Transport Development fund outlined above. The

total cost of developing the OBC is estimated at £3.8m with a £1.2m contribution being sought via the Large Majors bidding route.

- 6.4 Five priority schemes have been submitted to NEP and SEMLEP for Local Growth Fund support.

Northampton North-West Relief Road

- 6.5 This new section of Northampton's ring road, connecting the A428 Harlestone Road and A5199 Welford Road, will help to relieve congestion in Kingsthorpe and Duston areas, as well as unlocking major developments at Northampton West, Dallington Grange and Buckton Fields. Part of the road will be delivered by the Dallington Grange developers, while agreement in principle has been reached with Daventry District Council, Northampton Borough Council and South Northamptonshire Council whereby the County Council would forward-fund the remainder via the NRIF. This would be similar to the approach which has enabled the DDL to progress, with future repayment via development related income streams including Section 106 contributions and Community Infrastructure Levy. The full project cost, with completion targeted for 2021, is estimated at £32.29m with £7.93m being sought via the Growth Fund.

A509 Wellingborough Development Link (Phase 1 Isham Bypass)

- 6.6 The first phase of the development link, which supports development at Kettering and Wellingborough, has already received a provisional allocation of £15 million of Growth Deal funding. However, since the submission of that bid, continued pressures on County Council finances mean that it is no longer realistic for the County Council to allocate its original contribution of £23.5m towards the scheme. In particular, reduction in the value and timescale for New Homes Bonus has depleted a revenue source that was expected to make a major contribution towards the scheme. At the same time, continued pressure for the County Council to reduce its revenue budgets has largely removed our ability to afford prudential borrowing without an ultimate means of a receipt for payback. The bid is therefore seeking to secure an additional £10m to assist in the delivery of the scheme. Match-funding would also be sought from the Borough of Wellingborough Council.

A43 Northampton – Kettering Development Link (Phase 3)

- 6.7 This phase will complete the dualling of the carriageway through to the Holcot/Sywell junction, and builds on earlier phases funded by previous Growth Deals. It directly supports the 1,500 dwellings at Roundhill and 2,000 at Overstone Leys. It will also create capacity for further development should that come forward in future. The total project costs are estimated at £22.1m, with £8.8m requested through the Local Growth Fund application. The remainder of funding will be sourced through developer contributions.

Plough Hotel Junction Development, Northampton

- 6.8 This scheme will provide a new junction, allowing eastbound traffic to avoid a congested section of gyratory, and enabling the re-integration of the 'island' site with

the town centre. A new multi-storey car park as part of the scheme would support Project Angel and the wider Waterside Enterprise Zone, alongside improvements to the wider public realm and increasing marketability of key sites in the town centre. The total cost of the scheme is estimated at £28.95m with Local Growth Fund being sought to contribute £8.95m to the scheme.

NORTONOMOUS (including the Waterside Enterprise Zone to Brackmills Autonomous Vehicle Corridor)

- 6.9 Evolution from standalone, to connected, and then to fully autonomous vehicles has strong support from the Government. The recent Queen's speech included proposed legislation which will further increase the momentum towards introducing autonomous vehicles on the network. The ambition is for the UK to be the leading the race to introduce these vehicles. This is recognition of the various benefits in terms of helping to reduce congestion and its negative impacts, improve safety, and increase accessibility for those unable to drive. It is also recognition of the massive opportunities available to UK-based automotive manufacturers, their supplier chains and wider technology providers associated with the introduction of connected and autonomous vehicles on the network.
- 6.10 The Northampton Connected and Autonomous Vehicles Pathfinder project (NORTONOMOUS) would help to establish the area and the UK as a world centre for the testing and deployment of connected and autonomous vehicles. As well as helping to support planned housing and jobs growth in the area by tackling congestion, it would also provide fantastic opportunities for local businesses to participate in this agenda and create new jobs through research and innovation. It would also help attract new businesses and investment.
- 6.11 NORTONOMOUS would establish the first extensive urban network in the UK for connected and autonomous vehicles where different vehicle and technology suppliers would be able to operate and test in a real-life environment. This would also be one of the most extensive networks of its type anywhere in the world.
- 6.12 NORTONOMOUS has five key elements
- Creation of a new dedicated link and test bed for fully autonomous vehicles alongside cyclists and pedestrians (subject of the bid)
 - Development of a wider network which enables connected and autonomous vehicles to operate on local roads and connect major locations in and around the central area
 - Engagement with vehicle and technology suppliers to test and deploy new innovations
 - Benefit identification and realisation including for local businesses, both through the LEPs, the Brackmills Business Improvement District(BID) and the wider High Performance Technology network
 - Liaison with key policymakers and innovation networks at international and national levels to share learning and attract support

- 6.13 The County Council proposes that Northampton is an ideal place in the UK to create such a network because the planned growth both housing and within the Waterside Enterprise Zone (the largest in the UK) will create major challenges on the network which are not possible to solve through conventional approaches. This requires innovative ideas. The creation of the network will help to boost this growth and support the wider ambitions of the LEPs and other local partners to attract jobs and new businesses to the area, particularly in high value growth sectors.
- 6.14 NORTONOMOUS would provide a real attraction for the area and the Enterprise Zone in particular which other areas would not be able to offer. The opening of a new waterside campus by the University in 2018 will create an instant customer base to use such a network allied to wider travel demand in the area from the Enterprise Zone and the Brackmills Business Park. The University also has an expertise in high performance computing and virtual technology which would be able to support NORTONOMOUS. Northamptonshire is at the centre of a world leading High Performance Technology network of mainly SMEs. NORTONOMOUS will provide a fantastic opportunity for these SMEs to help lead the growth of the connected and autonomous vehicle technology thereby creating additional jobs and growing the local economy. The County Council is already implementing an innovative Smart Corridors project which presented recently at the European Intelligent Transport Systems Congress. A key element of this is ensuring that the technology on the smart corridors can connect with vehicles and facilitate the introduction of autonomous vehicles on the local network. NORTONOMOUS would fit well with the Smart Corridor approach.
- 6.15 A crucial component in the development of NORTONOMOUS is the creation of a direct and dedicated 2.5km route for fully autonomous vehicles between the town centre, the Enterprise Zone, the new University Campus and the Brackmills Business Park which is home to over 140 businesses, including Barclaycard and Coca Cola, and 11,000 employees. Autonomous vehicles would be able to use this link to help avoid congestion points on the existing network, but would also be able to use existing routes to access demand. The route is already in the ownership of the County Council, but investment is needed to ensure that it is fit for purpose and able to accommodate autonomous vehicles which would operate alongside pedestrians and cyclists. Creation of this link is the focus of the Growth Deal bid and support is sought for £10.3m.

Silverstone Heritage Project

- 6.16 The County Council also supports the Silverstone Heritage Project which has been put forward by Silverstone Circuits Ltd for Local Growth Deal funding. This is a unique flagship project which would create a major attraction bringing visitors, income and other benefits to the area. The County Council has been instrumental in the gestation of this project through its support for the Silverstone Circuit Masterplan and the existing joint venture and investment with Silverstone Circuits Ltd. This project has already secured support from the Heritage Lottery Fund.

Schemes not submitted

6.17 Other schemes were considered for funding, but did not meet the criteria outlined by the LEPs. Schemes falling into this category include the Kettering Eastern Relief Road (Weekley-Warkton Bypass). An innovative approach involving the NRIF has been explored and presented to Kettering Borough Council for consideration. However, this has not been taken forward. In light of this, the scheme is no longer considered a priority for the County Council. As a result no further technical work is to be undertaken in the immediate future.

7. Consultation and Scrutiny

7.1 Decisions on which projects are prioritised are made by the two LEPs i.e. Northamptonshire Enterprise Partnership (NEP) and the South East Midlands Local Enterprise Partnership (SEMLEP). The County Council is the Accountable Body for the Local Growth Fund allocation for Northamptonshire, which is managed by NEP. This means that the County Council is the contracting body and is responsible for authorising and processing grant payments to contracted projects. It also ensures that there is democratic oversight, scrutiny and accountability for the investment of public funding in the county and the decisions taken by NEP.

7.2 Details of how the process works are set out in a Local Growth Assurance Framework prepared by NEP³. LEP governance arrangements provide the opportunity for input from other bodies and local stakeholders. The Assurance Framework also provides flexibility for NEP, in liaison with the County Council and Government, to manage the funding on a 'programme basis'. This means that there is the opportunity to vary funding profiles between years providing that this is within the overall and project funding envelopes. The complexity involved with delivering a number of major infrastructure projects means that this flexibility is extremely welcome.

7.3 SEMLEP have also prepared their own Assurance Framework⁴ which covers all of their projects, including projects in Northamptonshire such as St James Mill Road, Northampton and Northampton College Campus, Daventry.

7.4 Each of the infrastructure schemes and projects outlined in the report will have its own mechanisms for consultation and engagement.

8. Equality Screening

Reason that no EqIA is required	✓ as appropriate
The paper is for information only	
The proposal/activity/decision has no impact on customers or the service they receive	
The proposal impacts upon staff but the proposed staffing changes will not affect the service that customers receive*	
Other (please explain further) The proposals outlined in this report do not have any	✓

³ The NEP Local Growth Assurance Framework and appendices can be downloaded from the NEP website using the following link: <http://www.northamptonshireep.co.uk/about-nep/governance/>

⁴ The SEMLEP Local Growth Assurance Framework can be downloaded from the SEMLEP website using the following link: <http://www.semlep.com/resources/uploads/LEP-national-assurance-framework.pdf>

direct implications in terms of equality.	
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9. Alternative Options Considered

9.1 The alternative option to the path outlined in this report would be for the County Council not to bid via the LEPs for Growth Deal funding. However, this option has been ruled out as future funds via the Growth Deal are essential to support the provision of new homes and jobs to cater for demand and support the economy. It is also recognition of serious financial pressures faced by the County Council and the need to explore and exploit external funding opportunities to the full.

10. Financial Implications

10.1 There are very significant benefits to Northamptonshire associated with the Growth Deal. These include additional leverage from both the private and public sectors which will boost the supply of homes and jobs and associated revenues. Grant funding via the Growth Deal has already been identified and approved via Government for the schemes listed in Sections 4 and 5. Details of the specific allocations and requests via the Growth Fund for each project are detailed below:

Project name	Growth Fund (£m's) from 2015/16
Round 1 projects	
A45 Daventry Development Link	14.00
A43 Northampton to Kettering Improvements, Phase 1b	8.90
Stanton Cross, Wellingborough	9.00
Wootton Hall Park Access Improvements, Northampton	1.70
Smart Commuter, countywide	3.50
Smart Corridors, countywide	3.50
Superfast Broadband, countywide	2.00
A509 Wellingborough Development Link	15.00
Tresham College, Wellingborough	11.40
Round 2 projects	
Food & Drink Academy, Moulton	3.50
A43 Northampton to Kettering Improvements, Phase 2	5.50
Round 3 projects (submitted to LEPs)	
Northampton Northern Orbital Road	1.20
Northampton North-West Relief Road	7.93
A509 Wellingborough Development Link Improvements (extension)	10.00

Project name	Growth Fund (£m's) from 2015/16
A43 Northampton to Kettering Improvements, Phase 3	8.80
Plough Hotel Junction Improvements, Northampton	8.95
NORTONOMOUS	10.30
TOTAL LGF FUNDING SECURED / REQUESTED	125.18

10.2 Local Growth Deal funding has been received for £20.8m in 2015/16 and £26,954,876 in 2016/17. The County Council-led schemes are proposed to collectively spend in line with their allocation for 2016/17. This will involve some re-profiling between projects with the agreement of NEP. The County Council, in its role as the lead local authority and Accountable Body for the Growth Deal, will also be working closely with NEP to seek to ensure that the wider programme and spend remains on track. Progress will be reported through the Council's internal Capital Governance arrangements.

11. Details of the Risk and Business Continuity Management

a) Risk(s) associated with the proposal

Risk	Mitigation	Residual Risk
Funding lost as projects fail to deliver.	Robust project management through Capital programme Delivery Unit. Effective programme management and oversight with NEP.	Green

b) Risk(s) associated with not undertaking the proposal

Risk	Risk Rating
Failure to reprofile spend for the 2015/16 start schemes would potentially slow progress and increase the risk on underspends and slippage	Red
Failure to accelerate spend on 'provisional projects' means associated benefits delayed	Amber
Failure to accelerate spend on 'provisional projects' weakens ability to secure additional funding through other routes because projects not sufficiently advanced	Red
Failure to accelerate spend on 'provisional projects' reduces ability to manage potential underspends/slippage in other projects	Amber

12. List of Appendices

None.

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Background Papers:	Northamptonshire Local Growth Deal Cabinet Report 9 th September 2014 Northamptonshire Local Growth Deal Cabinet Report 6 th October 2015
Does the report propose a key decision is taken?	YES
If yes, is the decision in the Forward Plan?	YES
Will further decisions be required? If so, please outline the timetable here	YES Further decisions will be required following confirmation of the outcome of the bids for further Local Growth Fund and the announcement of an updated Growth Deal
Does the report include delegated decisions? If so, please outline the timetable here	YES Delegated authority for authorising Local Growth Fund investments, including related funding agreements, to enable progress through the Council's capital governance arrangements, and the timing, is dependent on Government decisions. An initial announcement is expected at the time of the 2016 Autumn statement.
Is this report proposing an amendment to the budget and/or policy framework?	NO
Have the financial implications been cleared by the Strategic Finance Manager (SFM)? Have any capital spend implications been cleared by the Capital Investment Board (CIB)	YES Name of SFM: Rosemary Pallot NO
Has the report been cleared by the relevant Director?	YES Name of Director: Tony Ciaburro
Has the relevant Cabinet Member been consulted?	YES Portfolio Holder: Cllr Andre Gonzalez de Savage
Has the relevant scrutiny committee been consulted?	NO Scrutiny Committee: Finance and Performance Scrutiny Committee quarterly ongoing)
Has the report been cleared by Legal Services?	YES Name of solicitor: Laurie Gould
	Solicitor's comments:
Have any communications issues been	YES

cleared by Communications and Marketing?	Name of officer: Liam Beasley
Have any property issues been cleared by Property and Asset Management?	YES Name of officer: Susan Carmichael
Are there any community safety implications?	Not directly but measures to strengthen the economy are expected to improve employment opportunities which in turn can have a positive impact on the incidence of crime.
Are there any environmental implications:	No, not directly
Are there any Health & Safety Implications:	No
Are there any Human Resources Implications:	No
Are there any human rights implications:	No
Constituency Interest:	All