

CABINET

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| DATE | 13 th January 2021 |
| REPORT OF | Councillor Stewart Swinburn – Portfolio Holder for Environment and Transport |
| RESPONSIBLE OFFICER | Clive Tritton – Director of Economy, Growth and Environment |
| SUBJECT | Acceptance of Greater Lincolnshire Local Enterprise Partnership (GLLEP) Getting Building Fund funding. |
| STATUS | Open |
| FORWARD PLAN REF NO. | CB11/20/04 |

CONTRIBUTION TO OUR AIMS

The Sustainable Travel Access Fund programme will contribute towards the Council's Stronger Communities outcome by promoting physical activity, reducing transport related carbon emissions and supporting accessibility. It will contribute to the Stronger Economy outcome by enabling and encouraging safe and sustainable access to employment, education, training and wider opportunities.

EXECUTIVE SUMMARY

This report seeks formal Cabinet approval to accept a sum of £2,243,000 of grant funding from the Greater Lincolnshire LEP to deliver the Grimsby-Immingham cycle highway project by the end of March 2022.

RECOMMENDATIONS

It is recommended that Cabinet:

1. Authorises the Director of Economy, Growth and Environment and Director of Resources and Governance, in consultation with the Leader of the Council to accept £2.243m of grant funding from the Greater Lincolnshire LEP on behalf of the Council, if the application is successful.
2. Delegates authority to the Director of Economy, Growth and Environment in consultation with the Portfolio Holder for Environment and Transport to:
 - a) finalise the terms of the funding arrangement with the Greater Lincolnshire LEP and receive the funds.
 - b) commence related procurement exercises to deliver projects within the programme in accordance with the Public Contract Regulations 2015 and to make appropriate contract awards.
3. Authorises the Chief Legal and Monitoring Officer to settle, complete and execute all documentation arising from the above.

REASONS FOR DECISION

In order for the GLLEP funding to be received by NELC and for the construction of

the project to commence to meet the funding deadline

1. BACKGROUND AND ISSUES

- 1.1. In spring 2020 the Greater Lincolnshire LEP contacted local authorities requesting potential schemes for a new Government fund. The 'Getting Building Fund' is part of the Government's post COVID-19 response and is aimed at delivering "shovel ready" schemes. In response the Council submitted an Expression of Interest for £2.243m of LEP funding to deliver three new sections of cycle infrastructure in the area between Grimsby and Immingham ports along the South Humber Bank.
- 1.2. The three elements of the project are:
 - Immingham town centre to Stallingborough Industrial Site, via the Kings Road and the A1173.
 - A180 Westgate between Lockhill roundabout and Westgate roundabout.
 - Hobson Way between the South Humber Bank link road and the junction with South Marsh Lane.
- 1.3. The scheme will support sustainable access to employment and training opportunities along the South Humber Bank, including helping to deliver the SHIIP site near Stallingborough and the Humber Gate & Great Coates Industrial Park site. Between them, these sites have the potential to support over 4,000 new jobs and thousands of new training opportunities in the near future. Providing a high-quality cycle link between these sites and the towns of Immingham and Grimsby will help residents access these opportunities, many of whom may live in the more deprived areas of the Borough and who may not have access to their own private car. The new infrastructure will help many people access opportunities that may not have been available to them previously. As well as supporting accessibility to new development sites the new cycle links will also support the businesses that are already located along the South Humber Bank.
- 1.4. The scheme also has significant road safety benefits, the industrial roads are already dominated by HGV traffic and the opening of the South Humber Bank Link Road later this year will add further traffic. Providing cyclists with their own space away from other traffic will make it safer and more attractive for people to cycle to work. This in turn helps reduce both the environmental impact of journeys to work but also means that there are fewer cars on the roads and less congestion.
- 1.5. The project was accepted and prioritised by the GLLEP and subsequently formed part of their wider Getting Building Fund submission to Government. In August 2020 the GLLEP received £25.8m as part of a comprehensive plan by the Government to upgrade local infrastructure and enhance skills to accelerate economic recovery across the UK following the COVID-19 pandemic.
- 1.6. As a result, NELC were asked by the LEP to submit a full business case in September 2020. The LEP, having followed their due diligence processes have now awarded North East Lincolnshire Council £2.243m of capital funding for the Grimsby-Immingham cycle infrastructure project.

2. RISKS AND OPPORTUNITIES

- 2.1. Overall, the acceptance of the funding presents low risk to the Council, the project will help deliver a number of key Council strategies including the Local Plan and Local Transport Plan.
- 2.2. The project has been subject to a detailed budget estimate by the ENGIE Highway Design Engineers, this budget estimate includes an element of contingency. A full competitive tender exercise will be undertaken with the most economically advantageous tender being accepted. As such there is a low risk of budget overspend.
- 2.3. Delivery of the project on site presents a low risk. The schemes being delivered on site are similar to work delivered each year through other capital programmes and the annual LTP programme.

3. OTHER OPTIONS CONSIDERED

- 3.1. When developing this programme, the Project Team considered a wide range of potential projects, taking into account their likely impact on sustainable travel in the Humber Bank area, the Local Transport Challenges and the Council's priority outcomes.
- 3.2. The option presented to the GLLEP, as defined in this report is the preferred option. Other options such as "do nothing" would have failed to address the lack of sustainable transport alternatives in the area. The ambition of the project is to address the lack of cycle infrastructure alongside roads that are / have the potential to be dominated by HGV traffic associated with existing and new industrial activity along the Humber Bank. The three links identified in 1.2 above will achieve this aim.

4. REPUTATION AND COMMUNICATIONS CONSIDERATIONS

- 4.1 There are potential positive reputational implications for the Council resulting from the decision. To deliver this an action plan will be agreed with the Council's communications service, covering the following issues: pre-site consultation requirements, liaison with neighbouring businesses / households during the delivery phases and post scheme delivery communication requirements.

5. FINANCIAL CONSIDERATIONS

- 5.1. The proposal will be financed through external grant funding from the Greater Lincolnshire LEP totalling £2,243,000 during the financial year 2021/22.
- 5.2. There will be nil effect on Council revenue budgets during 2021/22.
- 5.3. The acceptance of the funding includes a commitment to provide a local contribution of £437,000 towards the project. £87,000 of this match funding has been identified in the Council's Local Transport Plan capital programme for 2020/21, the remaining funding will be from the Council's Local Transport Plan capital programme for 2021/22 and a £77,000 S106 contribution (ref: DM-0664-

6. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS

- 6.1. Delivery of the new cycle route infrastructure aims to encourage and enable more sustainable travel journeys around North East Lincolnshire. In doing so reducing the number of single occupancy car journeys which in turn will have a positive impact on local air quality and the impact of climate change.

7. CONSULTATION WITH SCRUTINY

- 7.1. There has been consultation with Economy Scrutiny which included discussion about how we design cycle lanes to ensure best compatibility with other road users, junctions and driveways.
- 7.2. The Portfolio Holder has been briefed.

8. FINANCIAL IMPLICATIONS

The recommendation to accept £2.243m of grant funding from the Greater Lincolnshire LEP will not require any additional external borrowing with match funding being provided through the LTP. Any overspend against the allocated budget would be borne by the council. However, the budget includes an element of contingency to mitigate against the risk of overspend.

9. LEGAL IMPLICATIONS

- 9.1 Legal Service colleagues are available to advise on and support the completion and signature of and grant agreement and ensure that risk to the Council is fully understood and mitigated through appropriate governance. Further, they will offer support in the delivery of the project as and when required by the anticipated project team.
- 9.2 Any procurement exercise will be conducted so as to comply with the Council's policy and legal obligations, specifically in compliance with the Council's Contract Procedure Rules and the Public Contracts Regulations 2015 and supported by relevant officers.
- 9.3 The delegations sought are consistent with an exercise of this nature

10. HUMAN RESOURCES IMPLICATIONS

There are not direct HR implications

11. WARD IMPLICATIONS

- 11.1. The delivery of this project affects the West Marsh and Immingham Wards although users of the new routes may come from any Ward.

12. BACKGROUND PAPERS

GLLEP full business case submission

13. CONTACT OFFICER(S)

- Clive Tritton, Director for Economy, Growth and Environment, NELC, tel (01472) 323901
- Mark Nearney, Assistant Director Housing and Interim Assistant Director Highways, Transport and Planning, NELC, tel: (01472) 32 4122
- Luke Greaves, Head of Highways & Transport, ENGIE, tel: (01472) 32 5406

COUNCILLOR STEWART SWINBURN

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