



## **CABINET DECISION NOTICE**

Publication Date: 15<sup>th</sup> January 2021

At the meeting of the Cabinet held on the 13<sup>th</sup> January 2021 the following matters were discussed. The decisions of Cabinet are set out below each item along with reasons for the decision and other options considered.

**Present:** Councillor Jackson (in the Chair)

Councillors Cracknell, Lindley, Proctor, Shepherd, Shreeve and S. Swinburn.

### **DN.73 APOLOGIES FOR ABSENCE**

There were no apologies for absence for this meeting.

### **DN.74 DECLARATIONS OF INTEREST**

There were no declarations of interests made from Members with regards to items on the agenda.

### **DN.75 MINUTES**

The minutes of the Cabinet meeting on the 9<sup>th</sup> December 2020 were agreed as a correct record.

### **DN.76 FAMILY HUB REVIEW**

Cabinet considered a report from the Portfolio Holder for Children, Young People and Education and the Portfolio Holder for Regeneration, Skills and Housing seeking authority to implement the recommendations following a review of Family Hub provision and consider future use proposals associated with Family Hub accommodation.

#### **RESOLVED –**

- 1. That the findings of the Review be approved, and authority be delegated to the Chief Operating Officer / Director of Children's**

**Services, in consultation with the Portfolio Holder for Children’s Education and Young People, the undertaking of full engagement and implementation of future use proposals and budgetary savings as set out in Section 5 of the report now submitted.**

- 2. That authority be delegated to the Director of Resources and Governance, in consultation with the Leader and Portfolio Holder for Regeneration, Skills and Housing to settle all terms and ensure that all necessary actions are carried out in relation to the repurposing or surrender of surplus accommodation and formalising private day care occupation.**
- 3. That the Chief Legal and Monitoring Officer be authorised to complete and execute all requisite legal documentation in relation to the matters outlined above.**

REASONS FOR DECISION - The Council has undertaken a review of the Family Hub portfolio and has concluded with several recommendations which, if approved, will set the future shape of service provision across the Borough, seek to rationalise repurpose or reduce the property portfolio and formalise the accommodation arrangements of private day care providers on market terms.

OTHER OPTIONS CONSIDERED – Do nothing – would result in a missed opportunity to meet the evolving demand in service need and would not enable the Council to repurpose or release property for other uses and the Council being able to achieve the financial savings required.

**DN.77**

**REVIEW OF THE SOUTH HUMBER INDUSTRIAL INVESTMENT PROGRAMME AND APPROVAL TO MAKE A COMPULSORY PURCHASE ORDER FOR LAND AT STALLINGBOROUGH INDUSTRIAL DEVELOPMENT SITE**

Cabinet considered a report from the Leader of the Council reviewing the South Humber Industrial Investment Programme and seeking approval to make a compulsory purchase order to develop the site.

**RESOLVED –**

- 1. That the review of the South Humber Industrial Investment Programme be approved.**
- 2. That the steps already taken to acquire land at the Stallingborough Industrial Development Site be noted.**
- 3. That authority be delegated to the Executive Director for Environment, Economy and Resources in consultation with the Leader of the Council to consider and approve a Statement of Reasons and a North East Lincolnshire (Stallingborough Industrial Development Site) Compulsory Purchase Order 2020**

then once approved, to submit the Order to the Secretary of State for Housing, Communities and Local Government.

4. That authority be delegated to the Executive Director for Environment, Economy and Resources in consultation with the Leader of the Council, to make all consequential arrangements in connection with and arising from the making of the Compulsory Purchase Order including, but not limited to, the instructing of experts in connection with this matter, dealing with any objections and public inquiry, the making of General Vesting Declarations, the taking of any steps in connection with the stopping up or diversion of public or private rights and agreeing compensation.

REASONS FOR DECISION - To ensure the SHIP is up to date and takes account of current economic events. Also, to ensure land acquisition is dealt with in an appropriate and timely manner

OTHER OPTIONS CONSIDERED – Do nothing – a decision not to proceed with the CPO could allow the landowners to procrastinate indefinitely. This would delay the land assembly process and therefore impact upon the Council's ability to generate jobs and business rates through the programme.

## **DN.78 FLEET REPLACEMENT CAPITAL FOR 2021 – 2022**

Cabinet considered a report from the Portfolio Holder for Environment and Transport seeking permission to commence a procurement to replace various fleet and plant to maintain continuity of service.

### **RESOLVED –**

1. That the commencement of procurement exercises for the purchase of replacement fleet be approved.
2. That authority be delegated to the Director of Economy and Growth in consultation with the Portfolio Holder for Environment and Transport to deal with all matters leading to and including the award of the contracts for the purchase of replacement fleet.
3. That Chief Legal and Monitoring Officer be authorised to complete and execute all legal documentation in connection with the awards.

REASONS FOR DECISION - The decision allows the Council to commence procurement exercises for the purchase of its replacement fleet and allows the Council to award the subsequent contracts.

OTHER OPTIONS CONSIDERED – The “do nothing” option is an option, but was not felt to be feasible, as there is a continuous need to improve fleet efficiency across all areas and fleet is evaluated each year

and only replaced on a need basis when the item has come to the end of its life and is no longer cost effective to keep and maintain. To do nothing would not improve the cleanliness of the Council's fleet and would impact on our commitment to reduce our environmental impact.

### **Long Term Leasing**

- Indicative 7 year life span costs for rental of a basic RCV would be approximately £327,000 – not including R&M.
- This is approximately £110 -130,000 more than the cost of outright purchase and does not provide value for money.
- Leasing companies also impose onerous return conditions on vehicles.
- There would also be additional costs for purchase of equipment such as four way cameras to bring leased vehicles up to spec.

Therefore, the option to lease vehicles is not considered to represent value for money.

**DN.79**

### **ACCEPTANCE OF GREATER LINCOLNSHIRE LOCAL ENTERPRISE PARTNERSHIP GETTING BUILDING FUND**

Cabinet considered a report from the Portfolio Holder for Environment and Transport report seeking 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.

#### **RESOLVED –**

- 1. That authority be delegated to the Director of Economy and Growth 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. That authority be delegated to the Director of Economy and Growth 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. That the Chief Legal and Monitoring Officer be authorised 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.

OTHER OPTIONS CONSIDERED – 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.

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 of the report will achieve this aim.

## **DN.80 EMERGENCY ACTIVE TRAVEL FUND GRANT**

Cabinet considered a report from the Portfolio Holder for Environment and Transport seeking approval to accept a sum of £319,200 of grant funding from the Department for Transport to deliver active travel infrastructure projects during 2020/21 and 2021/22.

### **RESOLVED –**

- 1. That authority be delegated to the Director of Economy and Growth and Director of Resources and Governance, in consultation with the Portfolio Holder for Environment and Transport to accept £319,200 of grant funding from the Department for Transport on behalf of the Council.**
- 2. That authority be delegated to the Director of Economy and Growth, in consultation with the Portfolio Holder for Environment and Transport to:**
  - a) finalise the terms of the funding arrangement with the Department for Transport 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. That the Chief Legal and Monitoring Officer be authorised to settle, complete and execute all documentation arising from the above.**

REASONS FOR DECISION – In order for the Department for Transport grant funding to be received by the Council and for the construction of the project to commence to meet the funding deadline.

OTHER OPTIONS CONSIDERED – When developing this programme, the Project Team considered a wide range of potential projects, taking into account their likely impact on sustainable travel and other modes within the wider A46 corridor. The team also considered the relative impact on the Local Transport Challenges and the Council's priority outcomes.

The option presented to the DfT included a “do nothing” approach that would have failed to address the identified problems with sustainable transport alternatives in the area. The ambition of the project is to address the lack of cycle infrastructure alongside Clee Rd and Weelsby Rd, both of which have the potential to be busy with motor traffic at times of the day when cyclists most want to use these routes.

Options for providing an off-road cycle path were also considered but discounted due to the potential for conflict at side roads and the overall budget that the DfT would be likely to make available to NELC.

## **DN. 81 EXCLUSION OF PRESS AND PUBLIC**

**RESOLVED – That the press and public be requested to leave on the grounds that discussion of the following business was likely to disclose exempt information within paragraph 3 of Schedule 12A of the Local Government Act 1972 (as amended).**

## **DN.82 BEREAVEMENT SERVICES CONTRACTS**

Cabinet considered a report from the Portfolio Holder for Environment and Transport regarding the contracts for our Bereavement Services.

**RESOLVED –**

- 1. That the proposal for the council to undertake the provision of welfare funerals, be approved.**
- 2. That the proposal from NLAG for the council to undertake the provision of Hospital Paid Funerals, be noted.**
- 3. That authority be delegated to the Executive Director for Environment, Economy and Resources in consultation with the Portfolio Holder for Environment and Transport to;**
  - a) take all necessary actions to implement recommendation 1;**

- b) to enter negotiations with NLAG, settle all terms and take all necessary actions in respect of NLAG's proposal for the council to undertake the provision of Hospital Paid Funerals**
- 4. That authority be delegated to the Chief Legal and Monitoring Officer to settle, complete and execute all appropriate documentation arising.**

REASONS FOR DECISION – as laid out in the report now submitted.

OTHER OPTIONS CONSIDERED – as laid out in the report now submitted.