

## **CABINET**

<b>DATE</b>	14/07/2021
<b>REPORT OF</b>	Councillor Stewart Swinburn – Portfolio Holder for Environment and Transport
<b>RESPONSIBLE OFFICER</b>	Sharon Wroot, Executive Director for Environment, Economy and Resources
<b>SUBJECT</b>	Depot Rationalisation Traffic Management Update
<b>STATUS</b>	Open Report. Appendices 2 and 3 NOT FOR PUBLICATION Exempt information within paragraphs 3 of Schedule 12A to the Local Government Act 1972 (as amended)
<b>FORWARD PLAN REF NO.</b>	CB 06/21/03

### **CONTRIBUTION TO OUR AIMS**

The relocation of North East Lincolnshire Council's (NELC) depot facilities to one combined site will enable the development of a more efficient, modern, sustainable and fit for purpose service to deliver vital functions to the community of North East Lincolnshire.

It will consolidate the NELC Environment and Engie workforces in a single, geographically central location which will support the NELC's priority outcome to create a 'Stronger Economy' by introducing potential service efficiencies, economic regeneration opportunities and support Grimsby Town Centre. This approach will ensure services are given the opportunity to be located together, with high quality facilities to enhance service delivery and enable NELC in meeting its core duties to the residents of the borough and to support staff welfare. This will support our determination to be an efficient and effective council.

The relocation will contribute directly toward NELC's aim of supporting the development of 'Stronger Communities' by improving the service for residents and visitors to the Borough; NELC's "Climate Local" ambitions by laying the foundation to create carbon neutral services and further progress the objectives of the North East Lincolnshire Waste Strategy 2020.

### **EXECUTIVE SUMMARY**

This report follows a request made by Cabinet after consideration of the Depot Rationalisation report put forward on 12 February 2020. It presents the requested traffic management assessment (Appendix A) relating to the proposed new depot entrance on to Peaks Parkway (A16), Grimsby.

### **RECOMMENDATIONS**

It is recommended that Cabinet:

1. Considers the Proposed Depot Merger Doughty Road, Grimsby Transport

Assessment, May 2021 (Appendix A) in relation to the creation of a single depot site at Doughty Road.

2. Delegates authority to the Executive Director for Environment, Economy and Resources in consultation with the Portfolio Holder for Environment and Transport to progress all activity to allow the Depot Rationalisation project, as approved by Cabinet in February 2020, to proceed through to completion of the project.

## **REASONS FOR DECISION**

NELC's depot services currently operate from two locations: the Doughty Road site and the Gilbey Road site. The proposal to co-locate services on one combined site would improve service efficiency, environmental sustainability, reduce property maintenance costs and ensure that good quality facilities are available for all Council and Engie employees. The property improvements would also enable the services to continue their journey toward a zero-emissions vehicle fleet, to support the NELC's "Climate Local" ambitions.

The requested Transport Assessment (Appendix A) concludes that the proposed entrance to Peaks Parkway should not have significant impact in terms of sustainable transport, road safety and traffic.

### **1. BACKGROUND AND ISSUES**

The full Business Case for the Depot Rationalisation project was approved by Cabinet in February 2020 subject to a satisfactory traffic management report being received back to Cabinet when completed.

This report presents the full Transport Assessment undertaken by Engie in May 2021.

### **2. RISKS AND OPPORTUNITIES**

The risks and opportunities remain as laid out in the Cabinet report of February 2020.

### **3. OTHER OPTIONS CONSIDERED**

The options for Depot Rationalisation were detailed in the business case submitted in February 2020 and have not changed.

Consideration has been given to excluding the new entrance way in the design of the remodelled depot, but this option is not considered viable. The impact of increased traffic flow at the existing entrance would be significant and have a detrimental impact compared to the low impact of the proposed new entrance way as detailed in the Transport Assessment (Appendix A).

### **4. REPUTATION AND COMMUNICATIONS CONSIDERATIONS**

There will be both positive and negative reputational implications for NELC based on the decision to proceed with the new Peaks Parkway entrance, however a full consultation and engagement plan has been drawn up by the project group and

NELC Communications, which will run for the duration of the project and include employee, partner and public consultation and engagement and fulfil statutory communication requirements.

## **5. FINANCIAL CONSIDERATIONS**

These are outlined in the exempt appendices 2 and 3 included with this report.

## **6. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS**

The recommended option supports the Council's environmental policy and environmental priorities:

- Leading North East Lincolnshire towards consuming resources more efficiently and supporting and developing the green economy and infrastructure.
- Recognising and realising the economic and social benefits of a high-quality environment.
- Working towards a low carbon North East Lincolnshire that is prepared for, and resilient to, the impacts of climate change.
- Providing modern facilities that would enable NELC to progress the change of fleet vehicles to achieve zero emissions. This would have benefits both to the wider Climate Agenda and Local Air Quality of our town centres and communities.

## **7. CONSULTATION WITH SCRUTINY**

Consultation has been undertaken with the Communities Scrutiny Panel in April 2021.

## **8. FINANCIAL IMPLICATIONS**

8.1 As outlined within Appendix 3, the cost of the works has risen beyond the original £6.807m budget included within the current approved capital investment programme, to an estimated £7.561m.

8.2 The estimated costs increase of £0.754m is anticipated to be partially funded through external grant of £0.2m, though this is subject to a successful application, with the balance requiring additional Council funding of £0.554m.

## **9. LEGAL IMPLICATIONS**

9.1 The Legal Implications set out in the previous report of 12<sup>th</sup> February 2020 are deemed repeated here. The proposal presents a range of legal implications in terms of property issues, highways and transportation, planning, procurement etc and it is not possible to capture all here. However, Cabinet should be assured that the proposal will be supported by strong project governance and management with all relevant disciplines being involved across the Council and Engie.

9.2 It would be prudent for the Communities Scrutiny Panel to receive regular updates as to progress and for the subject matter to be placed on that panel's work program for the 2021/22 period.

## **10. HUMAN RESOURCES IMPLICATIONS**

There are no direct HR implications in relation to the proposed new entrance at the new site

## **11. WARD IMPLICATIONS**

This decision will affect all wards in the borough.

## **12. BACKGROUND PAPERS**

Cabinet report February 2020, forward plan ref CB 01/20/06

## **13. CONTACT OFFICER(S)**

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