

## **CABINET**

<b>DATE</b>	18 January 2017
<b>REPORT OF</b>	Cllr David Watson, Deputy Leader and Portfolio Holder for Energy and Environment  Cllr Peter Wheatley, Portfolio Holder for Regeneration, Skills and Housing
<b>RESPONSIBLE OFFICER</b>	Angela Blake, Director of Economy & Growth
<b>SUBJECT</b>	Toll Bar, Nuns Corner and Littlecoates Road/Cambridge Road junction improvements
<b>STATUS</b>	Open
<b>FORWARD PLAN REF NO.</b>	Not included on the Forward Plan therefore, to be considered under the General Exception provisions of the Constitution.

### **CONTRIBUTION TO THE COUNCIL PLAN/ STRATEGIC AIMS**

The proposed programme of improvements to key junctions on the strategic highway network in Grimsby will make a significant contribution to the Council's strategic objective of a 'Stronger Economy'. It will do so by increasing the capacity of the highway network to accommodate both current levels of traffic demand and forecast growth. Improving the highway network is essential if the Council's aspirations for future economic/housing growth, detailed in the submitted Draft Local Plan, are to be realised. The three proposed junction improvements are prioritised in the Local Transport Plan and Highway Strategy, approved by Council in December 2016.

The programme will also make a significant contribution to the Council's 'Stronger Community' objective by improving provision for both pedestrians and cyclists at all three junctions. A number of accidents involving pedestrians and cyclists have been reported at the junctions that are included in the programme. Improving road safety and encouraging cycling/walking as sustainable travel modes represent important Stronger Community outcomes for the Council.

## **EXECUTIVE SUMMARY**

This report seeks approval for a programme of improvements to three major junctions on North East Lincolnshire's strategic highways network – Nuns Corner (A46), Toll Bar (A16) and Littlecoates Road/Cambridge Road (B1444). These junctions have all reached or exceeded their design capacity with the result that traffic congestion occurs during peak periods of operation. There are also road safety issues for both pedestrians and cyclists using all three junctions.

Each junction accommodates medium to high vehicle flows and medium to high demand for pedestrian and cycle crossing. The need to provide increased capacity for traffic to meet current and future demands, and to improve road safety for pedestrians and cyclists, were identified as critical objectives for the programme.

A range of design options has been considered for each junction by Engie, acting as agents for the highway authority. Options have been appraised on the basis of their fit with highways capacity and road safety objectives as set out in the approved Highways Strategy and submitted Local Plan; cost and available funding; deliverability' factors including the requirement for additional land assembly or compulsory purchase; and future maintenance liabilities. Officers have implemented the resolutions of Cabinet from 26 October 2016 including securing the adoption of the refreshed Local Transport Plan and Highways Strategy by Council in December 2016.

## **RECOMMENDATIONS**

### **It is recommended that:**

1. Cabinet considers the options for junction improvement presented in the report, notes Officer recommendations and approves a preferred option for each junction.
2. The Director for Economy and Growth be authorised, in consultation with the Director of Finance Resources and Operations, to negotiate with Greater Lincolnshire LEP in respect of the LGF grant to lobby that these funds continue to be secured for infrastructure investment in North East Lincolnshire.
3. The Director for Economy and Growth be authorised, in consultation with the Portfolio Holder for Energy and Environment and the Portfolio Holder for Regeneration, Skills and Housing to instruct the Council's Regeneration Partner, ENGIE to:
  - finalise the infrastructure design for each of Cabinet's preferred options;
  - commence a procurement exercise for the award of contracts for the construction of each of these preferred options;
  - manage the risks relating to, and arising from these preferred options

prior to final tender prices being available for the works;

- oversee and monitor the construction of each scheme by the appointed contractor.
4. Cabinet authorises the Director of Economy and Growth to ensure that all actions necessary and ancillary thereto be completed.

## **REASONS FOR DECISION**

Implementing the proposed junction improvement programme will improve the capacity of North East Lincolnshire's strategic highway network to accommodate current traffic levels and forecast traffic growth. Increasing the capacity of the strategic highway network is essential if the Council's future economic growth and housing aspirations are to be realised.

Failure to increase the capacity of all three junctions will have a significant impact on the Council's ability to deliver the spatial strategy set out in the Submitted Draft Local Plan and could result in housing and employment development on a number of strategic sites being stalled, thereby impacting upon the ambition for economic growth over the plan period. The programme will also improve provision for pedestrians and cyclists at all three junctions, improving road safety and supporting participation in cycling and walking.

### **1. BACKGROUND**

- 1.1 Part 2 of the Traffic Management Act 2004 places a statutory duty on local authorities *"to manage their road network with a view to....securing the expeditious movement of traffic on the authority's road network."* The 'Network Management Duty' enables local authorities to undertake actions which lead to more efficient use of the road network or the reduction of congestion.
- 1.2 Section 39 of the Road Traffic Act 1988 places a statutory duty on local authorities to *"take steps both to reduce and prevent accidents."* These can include the provision of road safety advice and *"the construction, improvement, maintenance or repair of roads for which they are the highways authority."*
- 1.3 There is evidence to indicate growing levels of traffic congestion at key junctions across North East Lincolnshire's strategic highway network. The Council's refreshed Local Transport Plan and Highways Strategy – approved by Council in December 2016 - identify a number of specific 'pinch points' across the network where junction design/capacity has not kept pace with growth in traffic.

## Strategic Context

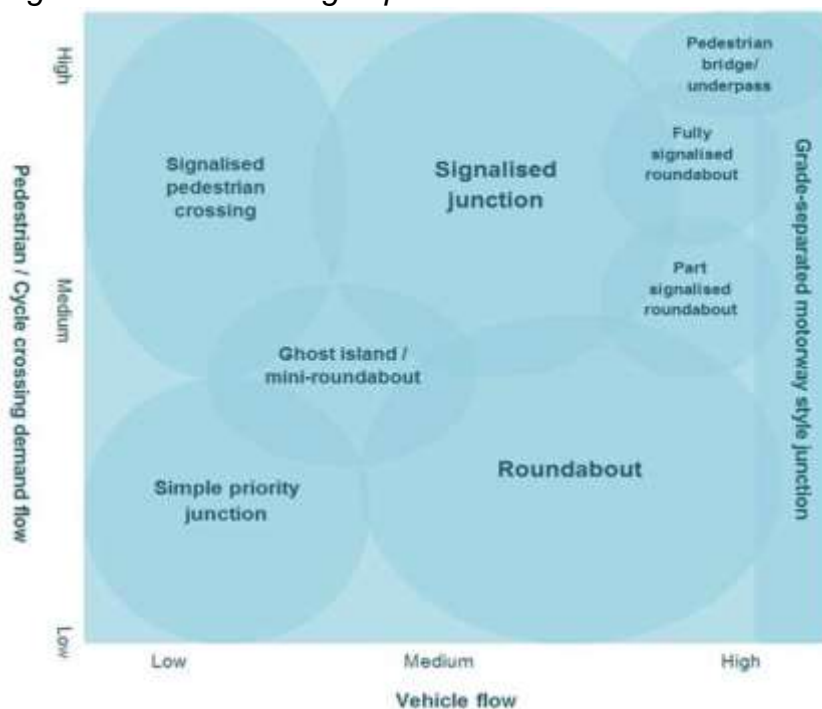
- 1.4 Improving the highway network is essential if the Council's aspirations for future economic/housing growth, detailed in the submitted Draft Local Plan, are to be realised. The three proposed junction improvements are prioritised in the Local Transport Plan and Highway Strategy, approved by Council in December 2016.
- 1.5 The submitted Draft Local Plan, Strategic Objective 7, sets out the ambition to provide the necessary infrastructure to support sustainable economic growth. The Infrastructure Delivery Plan, which forms part of the evidence for the Draft Local Plan, specifically refers to these junction improvements as part of the solution for enabling our economic growth ambition.
- 1.6 The North East Lincolnshire Economic Strategy confirms that for the area to realise its full potential in terms of economic growth, the infrastructure that underpins future development needs to be strong, resilient and sustainable. The Strategy and supporting Action Plan contain actions aimed at improving junctions and road capacity by working with partners to secure the necessary public/private sector funding.
- 1.7 Alongside accelerating delivery of growth in housing and economic sectors, highway infrastructure needs to be provided to match generated demand, as well as improve on existing congestion hot-spots.
- 1.8 Ratio of Flow to Capacity (RFC) is a widely adopted measure of the capacity of roundabout junctions; where roundabouts are operating at 85% or more of their design capacity, Highways England's Design Manual for Roads and Bridges suggests that intervention to increase their capacity should be considered. The recently approved Highways Strategy indicates that the following junctions in North East Lincolnshire are operating at at least 85% capacity in both the AM/PM peak (shown as an RFC of 0.85 or more):

Figure 1: Ratio of Flow to Capacity

Junction	Assessment year	AM Peak RFC	PM Peak RFC
A180 Pyewipe	2014	1.72	1.43
A180 Westgate	2014	1.65	1.91
A180 Lockhill	2014	0.96	1.14
<i>Littlecoates Road/ Cambridge Road</i>	<i>2015</i>	<i>1.37</i>	<i>1.35</i>
Cambridge Road/Chelmsford Ave/Westward Ho	2015	1.25	1.24
<i>Nuns Corner</i>	<i>2014</i>	<i>0.98</i>	<i>0.98</i>
Love Lane Corner	2015	0.85	1.03
Hewitts Circus	2014	0.87	0.93
<i>Toll Bar</i>	<i>2014</i>	<i>1.02</i>	<i>1.04</i>

- 1.9 The Littlecoates Road/Cambridge Road, Nuns Corner and Toll bar junctions are all identified as high priorities for improvement in the recently adopted Highways Strategy as a result of the very high RFC counts which apply. The RFC data is based on existing traffic and does not take into account any additional traffic that will be generated by future development.
- 1.10 In response to this and other evidence, the Council and ENGIE submitted funding bids to the Department for Transport Pinch Point Fund in 2013 and to the Local Growth Fund (LGF), via Greater Lincolnshire Local Enterprise Partnership (GLLEP) in 2014, to support a package of improvements for congested junctions on the A180, A46 and A16.
- 1.11 In July 2014, Government approved an LGF grant totalling £4.2m to support a scaled back programme of improvements to the Nuns Corner, Toll Bar and Littlecoates Road/Cambridge Road junctions, as part of the first Growth Deal. The LGF funding secured via GLLEP is specifically to address traffic congestion which could otherwise impact on the Council's plans for economic and housing growth.
- 1.12 Cabinet approved the receipt of external funds for the programme in January 2015, and approved a contribution of £349,000 to the scheme from the Council's capital programme in February 2015. A further contribution of £251,000 has been allocated from the New Homes Bonus. The total funding available for the programme is therefore £4.8m.
- 1.13 The Council continues to explore external funding options for the A180 and some of the other junctions identified in Figure 1 through the Local Growth Fund, Department for Transport, Highways England and other sources of funding, to support the delivery of the Local Plan and Highways Strategy.
- 1.14 The Nuns Corner, Toll Bar and Littlecoates Road/Cambridge Road roundabout junctions have significant levels of traffic congestion, and are either operating at, or have exceeded, their design capacity. There are also specific road safety issues at Nuns Corner, where there have been 11 reported accidents involving 13 casualties since 2013. There are particular road safety issues for cyclists using the existing roundabout.
- 1.15 At Toll Bar, the lack of formal pedestrian crossing facilities for children accessing Toll Bar Academy is a significant concern; there have been 5 reported accidents involving 5 casualties since 2013. 5 accidents involving 5 casualties have also been reported at the Littlecoates Road/Cambridge Road junction during this period.

Figure 2: Junction design options



- 1.16 All three junctions have medium to high vehicle flows and medium to high demand for pedestrian and cycle crossing. The need to provide both increased capacity for traffic to meet current and future demands, and to improve road safety for pedestrians and cyclists, were identified as critical design objectives for the programme. Figure 2 above illustrates the range of junction design options that are suitable to meet these requirements.
- 1.17 Each of the relevant options has been developed and evaluated in full accordance with the design procedure set out in the Design Manual for Roads and Bridges. The options were appraised on the basis of their fit with highways capacity and road safety objectives as set out in the refreshed Local Transport Plan and Highways Strategy adopted by Council in December 2016; cost and available funding; deliverability factors including the requirement for additional land assembly or compulsory purchase; and future maintenance liabilities.
- 1.18 The principal of securing both highways capacity and road safety improvements applies consistently to all options recommended for Cabinet approval for each junction considered in this report. These options therefore deliver the most efficient use of resources and value for money.

#### *Toll Bar*

- 1.19 The following design options have been assessed by Engie (as agent to the Highway Authority) and are deliverable within the available budget for the programme:
- improve existing roundabout and provide offset pedestrian crossings
  - retain and signalise existing roundabout

- remove existing roundabout and replace with signalised crossroads junction and pedestrian/cycle safety measures.

1.20 The following options were considered by Engie but cannot be delivered within the available budget for the programme and would also result in a requirement for the acquisition of third party land currently in use as a playing field. This is unlikely to be achievable within the timeframe that the LGF funding will be available to the Council:

- redesign existing roundabout to create 'longabout' and provide signalised junction
- provide underpass and/or footbridge improve existing roundabout
- construct flyover on A16.

1.21 The project has been subject to extensive consultation with Ward Members, the Parish Council, local interest groups and major land users in the vicinity of the junction. Issues including current parking associated with school drop-off/pick up; access to existing residential properties; and driver behaviour at the junction, including u-turning, have been given full consideration. The recent public consultation on the recently approved Local Transport Plan and Highways Strategy generated a number of consultation responses on the proposed Toll Bar improvements although the following points were raised:

- objection to the introduction of traffic lights as congestion is restricted to school opening/closing times
- traffic lights should be utilised during peak periods only
- improved drop-off facilities should be provided for the school
- formal pedestrian crossing facilities should be provided
- a fully signalised roundabout could be a preferable solution for Toll Bar
- Toll Bar is a bottleneck during peak hours and no stopping zones should be introduced.

1.22 The various options were considered by the Regeneration, Environment and, Housing Scrutiny Panel on 29 November 2016. The Panel recommended that the existing roundabout should be retained alongside the introduction of part-time/peak hour traffic signals incorporating improved pedestrian crossing facilities. A petition for debate was also received in relation to the Toll Bar junction and was considered by Council at its meeting on 15 December 2016.

1.23 Taking all of these factors into account, the option recommended is removal of the existing roundabout and replacement with a signalised crossroads junction with appropriate, integrated pedestrian/cycle safety measures. This will meet both highways capacity and road safety objectives because, unlike the other options considered, it delivers a significant improvement in both capacity and road safety.

1.24 The benefits of implementing the recommended option include:

- significantly improving safety for pedestrians and cyclists using the junction, including pupils at Toll Bar Academy, by fully integrating road safety measures within the revised junction design
- accelerating the delivery of up to 1,070 new homes on sites with planning consent or proposed for housing development in the Local Plan, including land to the west of the Toll Bar junction; without implementing the recommended improvements, the Toll Bar junction does not have the capacity to accommodate this level of new housing development.

1.25 Should Cabinet not approve the recommended option, the potential risks include:

- not improving road safety for pedestrians and cyclists using the junction, placing the Council at risk of failing to exercise its statutory duties under the Road Traffic Act 1988
- the development of key housing sites being 'stalled' and loss of up to 1,070 homes from the housing pipeline; some sites could be rendered unviable if developers are required to absorb the costs of addressing historic capacity issues in addition to the specific traffic impacts arising from their development.

#### *Nuns Corner*

1.26 The following design options have been assessed by Engie and are deliverable within the available budget for the programme:

- retain existing roundabout and provide signalised pedestrian crossings
- remove existing roundabout and replace with signalised crossroads junction with pedestrian/cycle safety measures.

1.27 The following option was considered by Engie but cannot be delivered within the available budget and would also result in a requirement for the acquisition of third party land currently in use for educational purposes. This is unlikely to be achievable within the timeframe that the LGF funding is available to the Council:

- enlarge roundabout and provide new pedestrian crossings.



- 1.28 The project has been subject to extensive consultation with Ward Members, local interest groups and major land users in the vicinity of the junction. Issues including the visual appearance of the roundabout; potential loss of street trees; accident record for cyclists; access to existing residential properties; and driver behaviour at the junction, including u-turning, have been given full consideration.
- 1.29 The recent public consultation on the recently approved Local Transport Plan and Highways Strategy generated a number of consultation responses on the proposed Nuns Corner improvements although the following points were raised:
- traffic lights should be utilised during peak periods only
  - the roundabout provides an attractive entrance to this part of the town and this would be ruined by installation of traffic lights
  - traffic volumes do not warrant installation of traffic lights
  - traffic lights would slow traffic flow during non-peak hours.
- 1.30 The various options were considered by the Regeneration, Environment and, Housing Scrutiny Panel on 29 November 2016. The Panel recommended that the existing roundabout should be retained alongside the incorporation of additional approach lanes and enhanced cycling and pedestrian crossing facilities.
- 1.31 Taking all of these factors into account, the recommended option is removal of the existing roundabout and replacement with a signalised crossroads junction with appropriate, integrated pedestrian/cycle safety measures. This will meet both highways capacity and road safety objectives because, unlike the other options considered, it delivers a significant improvement in both capacity and road safety.
- 1.32 The benefits of implementing the recommended option include:
- significantly improving safety for pedestrians and cyclists using the junction, including students attending Grimsby Institute, by fully integrating road safety measures within the revised junction design
  - accelerating the delivery of up to 1,250 new homes on sites with planning consent or proposed for housing development in the Local Plan; without implementing the recommended improvements, the Nuns Corner junction does not have the capacity to accommodate this level of new housing development.
- 1.33 Should Cabinet not approve the recommended option, the potential risks include:
- not improving road safety for pedestrians and cyclists using the junction, placing the Council at risk of failing to exercise its statutory duties under the Road Traffic Act 1988

- the development of key housing sites being 'stalled' and loss of up to 1,250 homes from the housing pipeline; some sites could be rendered unviable if developers are required to absorb the costs of addressing historic capacity issues in addition to the specific traffic impacts arising from their development.
- 1.34 In the event that the option recommended is not preferred by Cabinet, then the retention of the existing roundabout and provision of fully integrated, signalised pedestrian crossings and other pedestrian/cycle safety measures represents the option considered next most favourable. This would meet the programme's highways capacity and road safety objectives but to a much lesser extent than the option recommended in paragraph 1.31. Delivery of this option would be subject to final confirmation of costs; affordability within the £4.8m budget for all three junction improvements; and achievement of a satisfactory Benefit: Cost ratio for the project to be agreed with GLLEP.

*Littlecoates Road/Cambridge Road*

- 1.35 The following design options have been assessed by Engie and are deliverable within the available budget for the programme:
- retain existing roundabout and provide/reopen offset pedestrian crossings
  - remove existing roundabout and replace with signalised T- junction.
- 1.36 The following option was also considered by Engie:
- enlarge roundabout and provide signalised pedestrian crossings.
- 1.37 This option is not affordable within the available budget should the options recommended for Toll Bar and Nuns Corner be identified by Cabinet as preferred options. This is a result of the requirement for diversion of a large gas main and the acquisition of third party land to increase the capacity of the roundabout.
- 1.38 The project has been subject to consultation with Ward Members, local interest groups and major land users in the vicinity of the junction. Issues including the accident record for cyclists; access to existing residential properties; and driver behaviour at the junction, have been given full consideration.
- 1.39 The recent public consultation on the recently approved Local Transport Plan and Highways Strategy generated a number of consultation responses on the proposed improvements; the following points were raised:
- support for tackling congestion at the junction but not for the introduction of traffic lights
  - the mini-roundabout should be expanded to construct a full roundabout controlled junction.

- 1.40 The various options were considered by the Regeneration, Environment and, Housing Scrutiny Panel on 29 November 2016. The Panel recommended that the existing roundabout should be retained and enlarged. A petition for debate was also received in relation to the Toll Bar junction and was considered by Council at its meeting on 15 December 2016.
- 1.41 Taking all of these factors into account, the option recommended is removal of the existing roundabout and replacement with a signalised crossroads junction with appropriate, integrated pedestrian/cycle safety measures. This will meet both highways capacity and road safety objectives because, unlike the other options considered, it delivers a significant improvement in both capacity and road safety.
- 1.42 The benefits of implementing the recommended option include:
- significantly improving safety for pedestrians and cyclists using the junction by fully integrating road safety measures within the revised junction design
  - accelerating the delivery of up to 400 new homes on sites with planning consent or proposed for housing development in the Local Plan, including the former Western School site; without implementing the recommended improvements, the junction does not have the capacity to accommodate this level of new housing development.
- 1.43 Should Cabinet not approve improvements to this junction, the potential risks include:
- not improving road safety for pedestrians and cyclists using the junction, placing the Council at risk of failing to exercise its statutory duties under the Road Traffic Act 1988
  - the development of key housing sites being 'stalled' and loss of up to 400 homes from the housing pipeline; some sites could be rendered unviable if developers are required to absorb the costs of addressing historic capacity issues in addition to the specific traffic impacts arising from their development.
- 1.44 In the event that the option recommended is not identified by Cabinet as the preferred option, then the replacement of the existing mini-roundabout with a larger roundabout and provision of signalised pedestrian crossings and other pedestrian/cycle safety measures represents the next most favourable option and could significantly enhance safety for both pedestrians and cyclists at this junction. This would meet the programme's highways capacity and road safety objectives but to a lesser extent than the option recommended in paragraph 1.41.

- 1.45 Delivery of this option would be subject to final confirmation of costs for the utilities diversion and additional land acquisition required; affordability within the £4.8m budget for all three junction improvements; achievement of a satisfactory Benefit: Cost ratio to be agreed with GLLEP; and revocation of a Tree Preservation Order following the process set out in the Town and Country Planning (Tree Preservation) (England) Regulations 2012.

## **2 RISKS AND OPPORTUNITIES**

- 2.1 There are a number of risks to the Council should the junction programme not proceed. Failure to address traffic congestion at existing 'pinch points' could generate reputational risks for the Council as the travel patterns of businesses and residents are affected. The potential risks to the Council of failing to exercise its statutory duties in respect of the Road Traffic Act 1988 and the Traffic Management Act 2004 are considered in section 3 of the report.
- 2.2 Failure to improve existing highway network capacity and reduce congestion could also have a significant impact on the adoption and delivery of the Local Plan. The levels of economic and housing growth proposed in the Submitted Draft Local Plan will create significant additional demands on the highways network and are predicated on both investment in improvement of existing junction capacity; and the provision of the new Strategic Road Link as part of the Grimsby West development.
- 2.3 All three junctions have been identified as priorities for improvement in support of delivery of the Local Plan through the recently approved Highways Strategy. Failure to address historic highways capacity constraints at all three junctions places delivery of the Local Plan at significant risk. Some individual housing sites are unlikely to be viable if the full costs of highway improvements – including historic capacity constraints - fell entirely on to the developer. In these circumstances, development on key sites would stall and achievement of Local Plan housing delivery targets would be at risk.
- 2.4 Should Cabinet not approve an improvement scheme for each junction in line with the Officer recommendations outlined in the report, there are potential risks in relation to the implementation of the Council's contract with its delivery partner Engie
- 2.5 Greater Lincolnshire LEP has advised that LGF funding for the programme is at risk should it fail to secure Cabinet approval to proceed by the end of January 2017. Some LGF expenditure has been forecast for the 2016/17 financial year. There is a significant reputational risk for the Council should it be required to return some or all of the LGF funding to Greater Lincolnshire LEP.

### **3 OTHER OPTIONS CONSIDERED**

3.1 The Council could have chosen to do nothing in respect of the proposed junction programme. This option has not been pursued because:

- not improving the capacity of the existing highway network would, if current levels of traffic growth are sustained, lead to unacceptable congestion; impact on the future adoption and delivery of the Local Plan; and place the Council at risk of failing to exercise its statutory duties under the Traffic Management Act 2004
- not implementing road safety measures could place the Council at risk of failing to exercise its statutory duties under the Road Traffic Act 1988
- failure to deliver the proposed improvement schemes could jeopardise the availability of the Local Growth Fund grant for the programme and potentially create reputational risks for the Council in respect of future bids for funding.

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

4.1 Failure to address traffic congestion at existing 'pinch points' could generate reputational risks for the Council as the travel patterns of businesses and residents are affected. This could have a negative effect on business investment in future. There could be further reputational risks should the construction works be delayed, or result in additional congestion across the network.

4.2 These risks will be mitigated as part of the ongoing risk management strategy for the project. Two of the three junctions adjoin major educational institutions and in each case the works will be timed to commence at the end of the summer term to minimise disruption.

4.3 The proposed programme of works will be staggered to reduce the impact of the programme on congestion levels. The Council/Engie communications teams will provide regular, updated information on progress of the works and on alternative routes to avoid congestion whilst they are underway.

4.4 Delivering the programme will also have positive reputational/communications impacts on North East Lincolnshire's reputation as a housing and business investment location.

### **5 FINANCIAL CONSIDERATIONS**

5.1 The budget for the project has been developed in parallel with the design process and project costs reflect the detailed design stage that has been achieved. Full funding for the project has been secured from the Local Growth Fund (via Greater Lincolnshire LEP); the Council's capital programme and the New Homes Bonus.

- 5.2 The LEP Investment Board gave final approval for the programme in January 2016 and a draft funding agreement is in place. However, the LEP has indicated that the LGF allocation is at risk should Cabinet fail to approve the programme, or any of the individual junction schemes.
- 5.3 The capital project is part of the approved Capital Investment Programme and spend progress against budget will be reported through the normal budget monitoring reports that are provided to Cabinet quarterly. Any related financial risks have been considered in detail by the Council's Capital Projects Group prior to Cabinet approval of the capital programme allocation.
- 5.4 Design, cost planning, procurement and project management support will be delivered through the existing procurement framework arrangements with ENGIE. In addition, some existing Council and ENGIE staff will be assigned to work on delivering specific elements of the project and on monitoring its delivery, funded from existing budgets.

## **6 CONSULTATION WITH SCRUTINY**

- 6.1 Scrutiny has been consulted on the Highways Strategy and on the proposed programme of junction improvements.

## **7 FINANCIAL IMPLICATIONS**

- 7.1 The scheme has been approved and included within the Council's Capital Investment Programme at £4.655m for 2016/17 onwards. The ongoing requirement is now £4.750m, after accounting for costs incurred last year of £0.050m.
- 7.2 This will require a £0.095m increase in the Capital Programme for this scheme, for which funding has been identified and outlined in the report.

## **8 LEGAL IMPLICATIONS**

- 8.1 The legislative framework under which the Council operates is set out in the body of the report.
- 8.2 It is acknowledged that extensive consultation has taken place informing the recommendations.
- 8.3 Given the time pressures identified in the report so far as the availability of funds from the Local Growth Fund is concerned, a decision is required in the short term.
- 8.4 The recommendations support the strategic ambitions of the Council so far as Stronger Economy is concerned.

## **9. HUMAN RESOURCES IMPLICATIONS**

- 9.1 There are no direct HR implications arising from the contents of this report.

## **10. WARD IMPLICATIONS**

- 10.1 The programme will have implications for the Humberston and New Waltham, Park, South and Yarborough wards. All ward members have been kept apprised of developments as appropriate.

## **11. BACKGROUND PAPERS**

Cabinet Decision Notice 21 January 2015

Cabinet Decision Notice 18 February 2015

Cabinet Decision Notice 5 August 2016.

Cabinet Decision Notice 26 October 2016.

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

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