

Levelling Up Fund Application Form

This form is for bidding entities, applying for funding from the Levelling Up Fund (LUF) across the UK. Prior to completing the application form, applicants should read the [LUF Technical Note](#).

The Levelling Up Fund Prospectus is available [here](#).

The level of detail you provide in the Application Form should be in proportion to the amount of funding that you are requesting. For example, bids for more than £10m should provide considerably more information than bids for less than £10m.

Specifically, for larger transport projects requesting between £20m and £50m, bidding entities may submit the Application Form or if available an Outline Business Case (OBC) or Full Business Case (FBC). Further detail on requirements for larger transport projects is provided in the [Technical Note](#).

One application form should be completed per bid.

Applicant & Bid Information

Local authority name / Applicant name(s)*: [North East Lincolnshire Council](#)

**If the bid is a joint bid, please enter the names of all participating local authorities / organisations and specify the lead authority*

Bid Manager Name and position: [Mark Nearney, Assistant Director for Highways, Housing and Planning](#)

Name and position of officer with day-to-day responsibility for delivering the proposed scheme.

Contact telephone number: 01472 324122 **Email address:**
mark.nearney@nelincs.gov.uk

Postal address: [Municipal Offices, Town Hall Square, Grimsby, DN31 1HU](#)

Nominated Local Authority Single Point of Contact: [Mark Nearney](#)

Senior Responsible Officer contact details: [As above](#)

Chief Finance Officer contact details:

Country:

- England**
- Scotland**
- Wales**
- Northern Ireland**

Please provide the name of any consultancy companies involved in the preparation of the bid:

REDACTED

For bids from **Northern Ireland applicants** please confirm type of organisation

- | | |
|---|---|
| <input type="checkbox"/> Northern Ireland Executive | <input type="checkbox"/> Third Sector |
| <input type="checkbox"/> Public Sector Body | <input type="checkbox"/> Private Sector |
| <input type="checkbox"/> District Council | Other (please state) |

PART 1 GATEWAY CRITERIA

Failure to meet the criteria below will result in an application not being taken forward in this funding round

1a Gateway Criteria for **all bids**

Please tick the box to confirm that your bid includes plans for some LUF expenditure in 2021-22

Please ensure that you evidenced this in the financial case / profile.

Yes

No

1b Gateway Criteria for private and third sector organisations in **Northern Ireland bids only**

(i) Please confirm that you have attached last two years of audited accounts.

Yes

No

(ii) **Northern Ireland bids only** Please provide evidence of the delivery team having experience of delivering two capital projects of similar size and scale in the last five years. (Limit 250 words)

PART 2 EQUALITY AND DIVERSITY ANALYSIS

2a Please describe how equalities impacts of your proposal have been considered, the relevant affected groups based on protected characteristics, and any measures you propose to implement in response to these impacts. (500 words)

REDACTED

When authorities submit a bid for funding to the UKG, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within five working days of the announcement of successful bids by UKG. UKG reserves the right to deem the bid as non-compliant if this is not adhered to.

Please specify the weblink where this bid will be published:

<https://www.nelincs.gov.uk/streets-travel-and-parking/highways-projects/business-cases-and-funding-bids/>

PART 3 BID SUMMARY

3a Please specify the type of bid you are submitting

Single Bid (one project)

Package Bid (up to 3 multiple complimentary projects)

3b Please provide an overview of the bid proposal. Where bids have multiple components (package bids) you should clearly explain how the component elements are aligned with each other and represent a coherent set of interventions (Limit 500 words).

This bid contains three components which combine to enhance, deliver, and futureproof growth ambitions on the South Humber Bank, improving the everyday life of thousands of residents and boosting the local economy to new heights.

Previously well-received funding applications to the DfT Pinch Point and Challenge Fund schemes have been included, as has a bid for a new Strategic Link Road (SLR) which scored highly against Greater Lincolnshire LEP priorities in February 2021.

The South Humber Bank is key to the Government's ambition to stimulate growth in sustainable energy projects which are in abundance on the site. Significant volumes of viable land are allocated for development in this area in the Council's Local Plan and this package of works will unleash the potential to maximise this unique opportunity. The package of works will significantly improve access to these areas, provide high quality housing for the workforce required, and improve and expand the lifespan of key access routes.

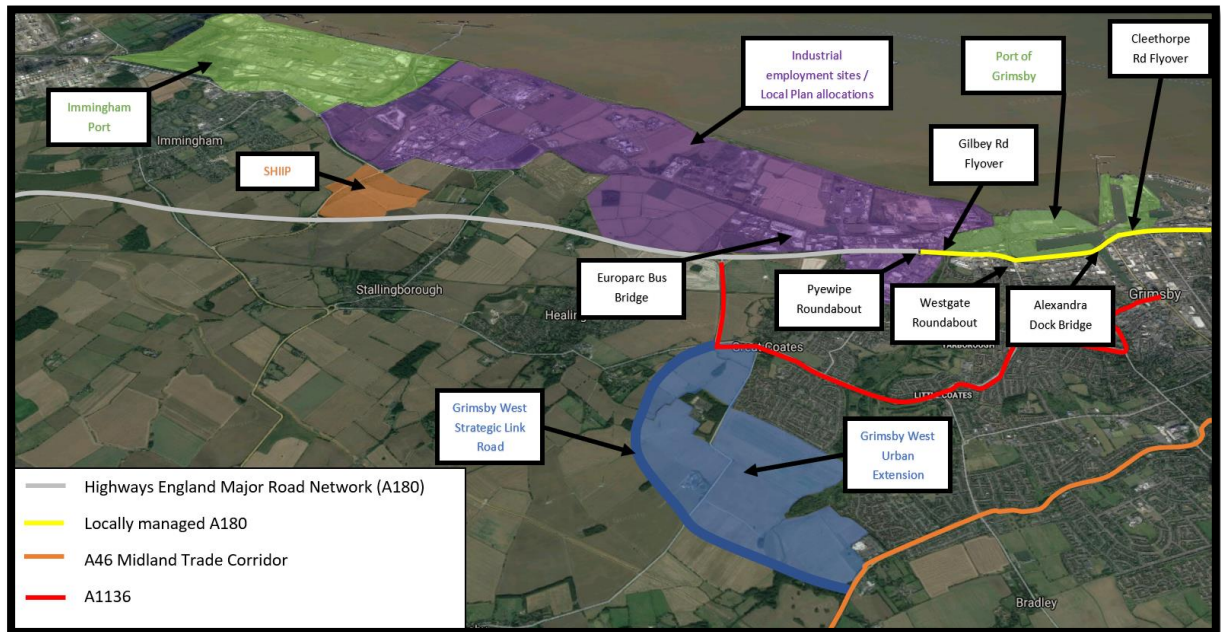
The programme has strong links to Points 1 (Offshore Wind), 2 (Low Carbon Hydrogen), 4 (Reduced Carbon Emissions), 5 (Sustainable Travel), 6 (Jet Zero and Green Ships), 7 (Greener Buildings) and 9 (Natural Environment) of the 10 Point Plan for a Green Revolution due to the nature of South Humber Bank and its benefits from this programme.

REDACTED This road would be designed to relieve congestion from the core network and provides a boost to sustainable travel and reduced emissions, while also unlocking growth sites.

Works included in this proposal will guarantee the long-term lifespan of nationally significant highway infrastructure on the A180 between the Ports of Grimsby and Immingham, which is shortlisted for 'Freeport' status in combination. The Port of Grimsby is a key operations base for offshore wind farm infrastructure and maintenance, as well as car import/export and logistical operations. Immingham Port is a key player in

renewable energy sectors and the two portside areas combine to form the South Humber Bank, the largest port by tonnage in the UK. REDACTED.

The final component of this package is the upgrading of capacity to access employment opportunities on the South Humber Bank. This will be achieved by a series of upgrades to existing infrastructure, including highways, cycling and public transport. This will make key employment sites which are currently difficult to access more accessible for all modes of transport, as well as making these areas more attractive to potential developers looking to develop renewable energy projects on the South Humber Bank.



3c Please set out the value of capital grant being requested from UK Government (UKG) (£). This should align with the financial case:	£43,599,931	
3d Please specify the proportion of funding requested for each of the Fund's three investment themes	Regeneration and town centre	0%
	Cultural	0%
	Transport	100%