

Greater Grimsby Board

**Friday 19th March 2021
Virtual Meeting via Teams**

1.00 p.m.

Agenda

1. Welcome and Introductions

2. Apologies for Absence

3. Declarations of Interest

4. Minutes

To receive the minutes of the Great Grimsby Project Board meeting held on 15th July, 2020 (copy attached).

5. Consortium Introduction - 10 mins

To receive an update on plans.

6. Future High Street Fund – 15 mins

To consider the revised scheme following the award of funding.

7. Stronger Towns Fund – 25 mins

To consider next steps following the award of funding.

8. Budget Announcements and Levelling Up and Community Renewal Fund – 30 mins

To consider a report providing an update on the current and future position of funding for Greater Grimsby and the opportunities afforded by the recent budget announcements (copy attached).

9. Greater Grimsby Board – Future Role and Task Force Proposal – 10 mins

To consider a report on the future role and priorities for the Greater Grimsby Board (copy attached).

10. Greater Grimsby Task Force Prospectus – 20 mins

To consider a paper on the above (copy to follow).

11. Any Other Business

Greater Grimsby Board

Minutes of Virtual Meeting 29th September, 2020

Attendance:

- Chair - David Ross (The David Ross Foundation)
- Beatrice Andrews (Department for Business, Energy and Industrial Strategy)
- Ruth Carver (Greater Lincolnshire Local Enterprise Partnership)
- Neale Coleman
- Councillor Philip Jackson (North East Lincolnshire Council)
- Lord Lamont
- Susan Lea (University of Hull)
- Lia Nici (MP for Greater Grimsby)
- Kishor Tailor (Humber Local Enterprise Partnership)
- David Talbot (CATCH)
- Martin Vickers (MP for Cleethorpes)
- Julie Walmsley (VCSE)
- Rob Walsh (North East Lincolnshire Council and North East Lincolnshire Clinical Commissioning Group)
- Paul Windley (North East Lincolnshire Council)

Also in Attendance: –

- Peter Campey (Cities and Local Growth Unit)
- Richard Di Cani (Arup)
- Damien Jaines-White (North East Lincolnshire Council)
- Clive Tritton (North East Lincolnshire Council)
- Dafydd Williams (ABP)
- Liz Wade (North East Lincolnshire Council)
- Ben George (Ore Catapult)
- Chris Hill (Ore Catapult)
- Henrik Wareborn (Velocys)
- Andrew Morris (Velocys)

1. Apologies for Absence

Apologies for absence from this meeting were received from Darren Cunningham, Pat Doody, Julian Free, Lord Kerlake, Stephen Parnaby and Martin Smithurst.

2. Declarations of Interest

There were no declarations of interest from any Board member in respect of items on the agenda for this meeting.

3. Minutes

The minutes of the Greater Grimsby Project Board meeting held on 15th July, 2020 were agreed as a correct record.

4. Governance Framework

The Board considered a draft assurance framework setting out the governance and decision-making structure of the Greater Grimsby Board in relation to the Towns Fund.

Mr Jaines-White provided a brief presentation explaining the governance requirements with regard to the Towns Fund. He summarised the content of the framework and set out next steps, including the completion of Board member profiles and a stakeholder engagement plan.

There was broad agreement from the Board, but it was felt that the decision-making role of the Board needed to be more clearly defined.

Resolved – That authority be delegated to the Chair, in consultation with the Leader and Chief Executive of North East Lincolnshire Council, to sign off the final assurance framework document.

5. Skills

The Board received an update from Liz Wade, Interim Skills Lead, on the development of a strategic skills strategy, following on from discussions held at the previous meeting.

Ms Wade reported on the outcome of a review that had been undertaken in May/June to inform the strategy. This had found that there was very good provision for skills and training within North East Lincolnshire but with some opportunities for improvement. She then detailed the longer-term approach to workforce needs based on 'build and create'. Recovery and renewal skills priorities were set out and next steps outlined, which included scenario testing to establish the new economic baseline, continued integration into the Town Centre Masterplan and Investment Plan, opportunities for influence and funding against priorities, wider sector and partner engagement, and the provision of a living skills action plan.

The Board welcomed the update and raised the following issues:

- The impact of the Covid pandemic on older workers, particularly women over 50

- The potential for support at a strategic level to address the issue of fragmentation within the skills sector which was currently making access difficult for employers
- The potential role of LEPs to help translate and demystify plans.
- Employers required assistance with advertising apprenticeships.

6. Low Carbon/Energy

The Board received presentations on key low carbon investment opportunities currently being pursued in North East Lincolnshire.

Mr Wareborn and Mr Morris detailed work being undertaken by Velocys to provide a world-leading sustainable aviation fuel solution via the Altalto site being developed in Stallingborough. It was noted that planning consent had been granted for the site in June 2020 and the company was in close contact with the Treasury in order to progress the project. It was felt that public support from the Board would be helpful. The Chair agreed to further discuss this outside the meeting.

Mr George and Mr Hill outlined opportunities provided by the offshore renewable energy catapult and the establishment in Grimsby of a national centre of excellence for innovation in operations and maintenance. They both responded to questions from the Board around funding for the project.

Mr Talbot updated the Board on plans to establish a Green Energy Hub in Grimsby to help to support the energy sector's needs.

Mr Tritton then provided an update on the development of UK offshore wind industry clusters and the work being planned to further develop the Humber cluster.

The Board welcomed the presentations and noted that there was a real opportunity for North East Lincolnshire to be at the centre of low carbon developments.

7. Grimsby Town Centre Masterplan

The Board received a presentation providing an update on the development of the Grimsby Town Centre Masterplan.

Mr Di Cani set out the purpose of the masterplan and the vision and principles driving the plan. The masterplan focused on three character areas: Riverhead and Garth Lane; St James and Freshney; and Alexandra Dockside. Key projects within each character area were outlined along with headline messages from the associated consultation.

RESOLVED – That the Grimsby Town Centre Masterplan be endorsed.

8. Town Investment Plan

The Board received a presentation on the emerging Town Investment Plan, seeking support for priority projects included within the plan, ahead of eventual submission to government.

It was noted that the plan was due to be considered by Cabinet on 14th October prior to anticipated submission to MHCLG on 16th October.

RESOLVED – That the projects outlined within the Town Investment Plan be supported and that authority be delegated to the Chair, the Leader of North East Lincolnshire Council and the Chief Executive of North East Lincolnshire Council to finalise the Town Investment Plan for submission to Government.

9. Any Other Business

The formal requirement to appoint a Vice Chair of this Board was noted and it was agreed to confirm this appointment as the first item of business at the next meeting.

Budget Funding Position and Opportunities

1. Purpose of the Report

- 1.1 To appraise the Board of the current and future position of funding for Greater Grimsby and the opportunities afforded by the recent budget announcements.

2. Recommendations

- 2.1 It is recommended that the Board:

- Note the progress made to date on delivering the Town Deal initiatives and the additional funding opportunities which have emerged through the recent Budget announcement;
- Notes that the Council (at the behest of the Leader and Cabinet) will lead the development of bids in respect of the Levelling Up Fund and the Community Renewal Fund;
- Nominates at least two Board representatives to support the Council in developing those bids;
- Notes that the Council will bring back final bids for endorsement once agreed by the Leader / Cabinet and prior to submission.

3. Background and Town Deal to Date

- 3.1 The budget on the 3 March 2021 included announcements of decisions in relation to the Towns Fund and Freeports as well as additional funding programmes including the successor to European Structural Funds. This is a significant opportunity to build upon our status as the original Town Deal.
- 3.2 The Town Deal signed in July 2018, had four founding pillars, namely:
- Driving economic growth
 - Accelerating housing delivery
 - Education and skills
 - Town centre and port regeneration
- 3.3 Town Deal status provided Grimsby with two opportunities. Firstly, funding to support our priorities. Secondly, a direct line into government to ensure support for our wider objectives. Since the Town Deal was signed, we have made significant progress on both fronts.
- 3.4 In terms of specific funding support, our projects are now gaining momentum – with proposals for a Youth Zone at West Having Maltings continuing to be worked up, the public realm works at the River Freshney and Riverhead square on site and proposals to bring our historic Kasbah buildings back into use progressing as part of the wider Heritage Action Zone programme.

- 3.5 But our Town Deal status goes beyond funding. Perhaps the most tangible example is the confidence from our conversation with government and Town Deal prospectus, to invest in our SHIIP programme. Along with the LEP, we are investing £23m in the Humber Link Road, mitigations sites and industrial estate infrastructure and seeing nationally significant inward investment as a result – on site through the likes of MyEnergi and in the pipeline via projects such as Velocys. We also put the SHIIP programme at the heart of NEL’s ‘ask’ of the Humber Freeport bid. Unlocking strategic housing sites such as Grimsby West require a longer term vision – requiring new road infrastructure to bring forward over 3,000 new homes aligned to the job creation envisaged by our economic growth plans through SHIIP.
- 3.6 Additionally, at the heart of our thinking has always been the transformation of Grimsby Town Centre – which has for some time been in significant need of investment to make it a relevant and sustainable asset for our town. The Youth Zone which was a key part of the original Town deal is a vital element of our vision, but represents one strand of that transformation representing a first step in the diversification of our offer.
- 3.7 The announcements in 2019 of potentially game changing levels of funding via the Future High Street Fund and the Stronger Towns Fund provided us with an opportunity to build on the Youth Zone to further enhance our town centre both directly through the diversification of the Freshney Place retail offer and more broadly through wider interventions.
- 3.8 The Board will be aware that our £25m bid to transform the Western end of Freshney Place was predominantly successful with an announcement on Boxing Day of £17.3m to implement our proposals. Slightly revised proposals have now been submitted reflecting that funding (also an item on this meeting’s agenda)
- 3.9 The budget announcements provide an opportunity to build on this work.

4. Relevant Budget Announcements

- 4.1 The budget on 3 March included a number of announcements directly relevant to the Town Deal and the work of the Greater Grimsby Board:
- Grimsby was awarded £20.9m following our Stronger Towns Fund bid;
 - The Humber was awarded Freeport Status. The bid allows for the SHIIP programme to benefit from £15m of seed capital subject to a final business case to be submitted, with a timetable to follow;
 - The Levelling Up Fund (LUF) was launched. The LUF is a £4 billion fund for England over the next four years (up to 2024-25) and will focus on capital investment in local infrastructure;
 - The Community Renewal Fund (CRF) was also launched. The CRF is a pilot project which will act as the forerunner to the Shared Prosperity Fund

which will launch in 2022. It is a £220m fund for 2021/22 to support skills, enterprise and employment. The SPF itself is designed to replace the European Structural Funds (ESF and ERDF) which will cease as a result of our withdrawal from the European Union.

4.2 We have set out below a little more detail on each initiative and the next steps for NEL and/or the Greater Grimsby Board.

5. Towns Fund

5.1 Following a decision by the Council's Cabinet and endorsement by the Greater Grimsby Board, the Council submitted a Stronger Towns Fund bid in November 2020. The bid was based upon a Town Centre Masterplan and a Town Investment Plan. The following interventions were envisaged:

- Riverhead Square – creating a high quality new public space;
- Garth Lane – new residential led district;
- Central Library – green innovation and enterprise hub;
- St James Quarter – re-using vacant sites and buildings;
- Victoria Mill Quarter – refurbishment of waterside buildings;
- Public Realm Connectivity – improving connectivity and permeability;
- Activation Fund – local capital grant programme open to community focused projects.

5.2 **Next Steps:** The budget announcement confirmed that we have received £20.9m towards this programme. This figure includes the £1m funding received in the autumn of 2020 which is now in delivery. Revised plans need to be submitted by 17 May 2021. A separate agenda item sets out how we propose to progress.

6. Freeports

6.1 Along with the three other Humber authorities (Hull, East Riding and North Lincolnshire), NELC (through the Humber Leadership Board) supported, in principle, a Humber Freeport proposal led by ABP. The bid was submitted on 5 February and it was announced in the budget that the bid had been successful.

6.2 The Freeport initiative has three core objectives:

- Establish Freeports as national hubs for global trade and investment across the UK;
- Promote regeneration and job creation;
- Create hotbeds of innovation.

6.3 There are effectively three elements of a Freeport – Customs Site, Tax Sites, and Seed Capital.

- 6.4 Businesses operating within **Customs sites** will receive tariff benefits, including duty deferral whilst the goods remain on site, and duty inversion if the finished goods exiting the Freeport attract a lower tariff than their component parts. There is no limit to the number of customs sites within a Freeport.
- 6.5 **Tax sites** will offer businesses a wide range of incentives similar to Enterprise Zones. These benefits are only available until 2026 (with retention of business rates for 25 years) – it is expected that tax sites have a very clear route to early occupation of businesses. Critically, there was a limit of three on the number of tax sites which could be included.
- 6.6 **Seed capital** is designed to unlock potential inward investment – the potential use of seed capital is broad (for example, land purchase, infrastructure investment etc).
- 6.7 On the basis of geographical balance and the need to support an offshore wind bid by Able for the Advanced Manufacturing Energy Park (which was announced as successful at the budget) with a tax site, the three sites which will form tax sites will be:
- AMEP,
 - Hull East Cluster
 - Goole J36 Industrial Area
- 6.8 It was acknowledged by the bid team that the SHIP area was a strong tax site. However, the limit of three sites and the need to support a tax site at the nearby Able site, meant that it could not be practically agreed as a tax site. However, the principle of further support for SHIP was agreed. This was achieved by earmarking a significant proportion of the seed capital allocation for investment in SHIP infrastructure. As such, the bid made the case for the full £25m of seed capital funding and confirmed that SHIP will have the right to the first £15m of seed capital – it is envisaged that will be geared towards investment in land assembly, road and site infrastructure and expansion of innovation and skills capacity, in line with the Freeport objectives.
- 6.9 **Next Steps:** The timeline and process for moving to full business case for the Humber Freeport is yet to be announced but the Steerco is in place to deliver that business case and ready to progress. As part of that process NELC will need to fully make the case for the £15m investment in the SHIP programme that the bid envisages.

7. **Levelling Up Fund (LUF)**

- 7.1 At the Spending Review, the UK Government committed an initial £4 billion for the Levelling Up Fund for England over the next four years (up to 2024-25). The Fund will focus on capital investment in local infrastructure thereby building on and consolidating prior programmes such as the Local Growth Fund and Towns Fund. It will be delivered through local authorities. The Fund will prioritise bids that can demonstrate investment or begin delivery on the

ground in the coming financial year and it is a competitive bidding process. Whilst the fund is open for major infrastructure projects, the guidance identifies the importance of smaller scale projects - a new bridge or a bus lane, regenerating a town centre or local investment in cultural facilities are cited. Projects need to demonstrate that they are aligned to net zero goals.

- 7.2 The Fund will focus investment in projects that require up to £20m of funding. However, there is also scope for investing in larger high value transport projects, by exception.
- 7.3 The first round of the Fund will focus on three themes: smaller transport projects that make a genuine difference to local areas; town centre and high street regeneration; and support for maintaining and expanding the UK's world-leading portfolio of cultural and heritage assets. Projects will need to be in delivery in 2021/22. There will be future opportunities to bid in subsequent rounds.
- 7.4 Each bid submitted can be for an individual project or a package bid consisting of multiple projects - up to a maximum of £20 million of funding, Local authorities may submit joint bids. The maximum bid size for joint bids will be determined by adding up the individual £20 million caps of each bidding authority.
- 7.5 Whilst capacity funding is envisaged to support those local authorities in most need of levelling up (at a flat rate of £125,000), it will not be available for first round bids.
- 7.6 The guidance makes it clear that MPs play an important role in supporting bids. There is an expectation that MPs will back one bid that they see as a priority within their constituency – with every eligible authority having the right to submit a bid for every MP whose constituency lies wholly within their boundary. Where constituencies cross borough boundaries it is expected that local authorities will work together on bids. The guidance is clear that bidding authorities should consult a range of local stakeholders across the full geography of a place in developing their proposed investments for the Fund.
- 7.7 Bids need to be submitted by 18 June 2021.
- 7.8 NELC is well placed to respond to the opportunities that arise out of the Levelling Up Fund. The criteria for the fund are closely aligned to the recent GLLEP call for projects which forms part of their annual pipeline 'ask' of government. In light of the fact that the LUF is progressing funding in advance of anything that may come through the LEP, this is a clear opportunity to develop one or more of those projects to full bids, subject to the specific eligibility criteria.
- 7.9 Projects previously submitted to the GLLEP on 15 February included:
 - Creative Workspace
 - Grimsby Fishing Heritage Centre Museum

- Europarc Bus Bridge
- Cleethorpes Business Centre
- Pioneer Business Park Spec Builds
- Europarc III: North East Lincolnshire Food Enterprise Zone New Build Factory Space
- Humberston Fitties Sea Defence
- Grimsby West Urban Extension – Strategic Link Road
- Cleethorpes Regeneration Programme

7.10 That said, the LUF does not restrict us to these projects and it may be that other opportunities emerge. For example, there is a reference to bus stations as an example of what could be supported which may be directly relevant to a bid. We have committed to consider how best to bring buses to and from the town at Riverheads Square through our Town Investment Plan. Additionally, the fund supersedes the DfT Pinchpoint Fund which we have previously identified as critical to reducing congestion on the A180. There is also the opportunity to demonstrate through a bid, the golden thread running through our Town Deal status – the strategic link road, for example, represents the major piece of infrastructure which will unlock the 3,000 homes which plays back to the original Town Deal objective of accelerating housing growth.

7.11 **Next Steps:** The Greater Grimsby Board and our MPs have a vital role to play in supporting bids as set out in the guidance. We need to review the above projects (and any others that emerge) for alignment to the LUF guidance and prepare a bid(s) as appropriate by 18 June 2021. A bid(s) will need to be agreed by Cabinet and should be endorsed by the Greater Grimsby Board.

8. Shared Prosperity Fund (SPF) and The UK Community Renewal Fund (CRF)

8.1 The government has committed to at least matching EU receipts through the new UK Shared Prosperity Fund, on average reaching around £1.5 billion a year. This new Fund will be launched in 2022. As such, the SPF will replace EU structural funds (ie ERDF and ESF).

8.2 The UK Shared Prosperity Fund will have a place based element (based on geographical need) and a person based element (based on the support people need to gain the skills to access employment). Further details will be published later this year and the profile will be confirmed at the next Spending Review.

8.3 The guidance notes that the funding structure of the Levelling Up Fund does not set a precedent for the UK Shared Prosperity Fund.

8.4 In advance of the SPF, the UK Community Renewal Fund provides for an additional £220m of investment for 2021-22. This Fund is designed to support local areas to pilot imaginative new approaches and programmes that “unleash their potential, instil pride, and prepare them to take full advantage of the UK Shared Prosperity Fund when it launches in 2022”. The thinking behind the CRF is to test the types of interventions and greater flexibility be-

tween investment themes than under current EU structural funds. This includes removing barriers that people face in accessing skills and local labour market opportunities, building the evidence base for future interventions and exploring the viability of new ideas. The UK Community Renewal Fund will be a competitive process with no pre-set eligibility.

- 8.5 Projects need to align with one of the following:
- Investment in skills – work based training, upskilling, reskilling, digital skills and inclusion;
 - Investment for local business – supporting entrepreneurs, job growth, innovation, decarbonisation;
 - Investment in communities and place – local energy projects, culture led regeneration, green spaces, preserving local assets, rural connectivity;
 - Supporting people into employment – engaging with local services, addressing employment barriers, raising aspirations, basic skills, testing what works.
- 8.6 90% of funding available through the UK Community Renewal Fund is revenue funding. The funding opportunity requires that lead authorities invite project proposals from a range of local applicants, including voluntary and community sector organisations and local education providers such as universities. Lead authorities then need to appraise these projects and produce a shortlist of projects up to a maximum of £3 million per place for submission.
- 8.7 The shortlist of projects need to be submitted by lead authorities to the Ministry of Housing, Communities and Local Government by noon on Friday 18 June 2021. Decisions are expected from late July onwards.
- 8.8 There is an element of the CRF which is geared towards capacity building. Up to £2m has been earmarked for bid co-ordination and appraisal in relation to the CRF whilst a further £14m has been earmarked for capacity funding to support with preparation for the subsequent Shared Prosperity Fund (detail on this latter support will come later in the year). The Levelling Up Fund guidance suggests that this capacity building resource can be used to align the separate approaches.
- 8.9 For completeness, we should also alert the Board to the Community Ownership Fund, £150m which is geared towards supporting community groups buy or take over local community assets at risk of being lost
- 8.10 **Next Steps:** The Council has a range of projects which could utilise the CRF, notably the final piece of the jigsaw for the Onside Youth Project, or kick start funding for the Green Energy Hub, for example. The bidding guidance does allow the freedom (and potentially support for) opening up a bidding round to the community and education sector. If that approach is taken, the Council will need to quickly develop the criteria and appraisal process for eligible projects. However, the board should note the government's preference for larger projects (>£500,000) and the need for immediate delivery which is likely to be a barrier to new projects coming forward. Any emerging package of projects will need to be agreed by Cabinet and should be endorsed by the Greater Grimsby Board.

9. Conclusion

- 9.1 It is clear that the Greater Grimsby Board, along with our MPs, have a vital role to play in the development and endorsement of future bids in relation to the Levelling Up Fund and the Community Renewal Fund. As such, the Board may wish to consider a working group to input the Board's thinking into the development of bids. Any bids which subsequently emerge, once agreed by Cabinet, should be presented to a future meeting of the Greater Grimsby Board for endorsement. The clearest challenge for all concerned is capacity. The ambition of the area to progress and the platform for doing that is now firmly established. Delivery challenges and the resources required to support the next steps are matters being actively considered by the Council and, with the Board's support, will be part of the continuing conversation with Government.

Future Role of the Board

1. Purpose of the Report

1.1 To consider the future role and priorities for the Greater Grimsby Board.

2. Recommendations

2.1 It is recommended that the Board:

- re-affirms its governance role in respect of the Towns Fund;
- agrees to the priorities set out in 3.8 below as a focus for the Board going forward;
- instructs NELC officers to come back to a future meeting with proposals for how the Board can play an enhanced role in advising on, championing and supporting those priorities, potentially in the form of a Task Force for Greater Grimsby;
- Instructs NELC officers to come back to a future meeting with the key milestones for each priority and the role of a Task Force in supporting delivery.

3. Background

3.1 Grimsby's status as the first Town Deal has provided a platform for a direct conversation with government to both transform our town centre and to realise wider economic growth across the borough.

3.2 The Greater Grimsby Board has played a vital role both in championing the Town Deal and bringing influence to bare on national stakeholders.

3.3 As a result, Grimsby became the first Town Deal and has subsequently secured over £17m from the Future High Street fund aimed at transforming Freshney Place as a town centre hub. At the same time, we are awaiting the outcome of our exciting Stronger Towns Fund bid which would see investment across the wider town centre.

3.4 More widely, the Council's £23m investment in the SHIP programme, supported by the LEP, is paying dividends with nationally significant inward investment projects now coming forward. Additionally, through the submission of the Humber Freeports bid, we have negotiated a focus on bringing additional seed capital funding to SHIP to further enhance our inward investment offer. A successful Freeport bid should see an additional £15m being channelled through the project.

3.5 The Council is further working with a range of partners to deliver additional investment across the borough.

- 3.6 This activity represents an exciting time for the borough and for our stakeholders and residents. However, it also reflects an enormous expectation on delivery at a time when resources have never been so stretched.
- 3.7 There is also a risk, through the roll out of 101 Towns Fund initiatives, that Grimsby's status as a Town Deal pioneer will become diminished. To mitigate that, we must become a beacon of success, not just in our Town Deal delivery but in influencing and capitalising on future opportunities, most imminently the Levelling Up Fund.
- 3.8 To mitigate these risks, it is proposed that the Board focus, in an advisory capacity, on championing and influencing the following priorities:
- Successful Town's Fund delivery including its governance role as previously agreed by the Board;
 - The transformation of Grimsby Town Centre into a successful and sustainable centre through a range of initiatives;
 - The ports of Grimsby and Immingham playing a pivotal role in the delivery of a world class Humber Freeport and realisation of related economic growth;
 - Several thousand new jobs at Stallingborough via inward investment resulting from the SHIP programme;
 - Realise Europe's first net zero aviation fuel offer;
 - Development of an offshore wind Centre of Excellence;
 - Support for the wider offshore wind sector to enhance Grimsby as the global market leader for O&M, building on the recent publication of the offshore wind prospectus;
 - Transformation of Grimsby Docks including supporting growth in the offshore wind sector and ensuring a prosperous future for the port;
 - Delivery of a new Border Control Post at the East Gate of Grimsby;
 - Work with Historic England and the Arts Council, to drive a programme of heritage and culture enhancement to ensure the history of Grimsby is celebrated as part of our economic growth;
 - Bring Direct Rail services to London back to Cleethorpes and Grimsby;
 - Position Greater Grimsby to capitalise on further growth opportunities through, for example, the Levelling Up Fund, Community Recovery Fund and Shared Prosperity Fund following the positive recent budget announcements;
 - Through the above initiatives, and others, put Greater Grimsby at the heart of Net Zero aspirations for the Humber;
 - Ensure local people have the skills to access the training and employment opportunities which these initiatives will bring with a particular focus on access to jobs for our most excluded groups and upskilling for those in work.

4. Future Role of the Board

- 4.1 It may be appropriate for the Board to consider whether it should widen its current remit from Town Deal governance to something more akin to a Task Force to help deliver on the above priorities;
- 4.2 The Greater Grimsby Board has played a pivotal role in bringing these initiatives to the borough. There is an opportunity now for the role of that board to evolve to support delivery, champion the region and influence decision making where appropriate and as necessary. A Greater Grimsby Task Force could take on that role
- 4.3 Delivery of the transformation which our town centre needs, and now has the opportunity to achieve, will require the commitment of a wide range of partners and stakeholders – much wider than can be provided by the Council alone. A strong Task Force could offer enormous support to those stakeholders in delivery over the next decade or so.
- 4.4 In particular, a Task Force might:
- Provide governance and scrutiny for key Town Deal projects;
 - Bring knowledge, experience and influence to support delivery of our core priorities;
 - Assess further opportunities for Greater Grimsby;
 - Be ambassadors for the town and raise the profile of what we are doing;
 - Ensure that we build on our Town Deal pioneer status by being at the forefront of benefits arising from the 'levelling up' agenda;
 - Develop a Greater Grimsby Prospectus setting out the commitment to the priorities in paragraph 3.8.

5. Conclusions

- 5.1 It is proposed that the Board asks Council officers to consider further the potential role of a task force and present a worked up proposal to a future Board meeting.

Greater Grimsby Board

19 March 2021

Greater Grimsby Task Force Draft Prospectus

1. Purpose of the Report

- 1.1 The report sets out the latest position in terms of each of the proposed priorities for the Greater Grimsby Task Force.

2. Recommendations

It is recommended that the Board:

- Note the latest position on each of the proposed priorities for the Greater Grimsby Task Force as set out in Appendix 1;
- Consider which should be led by the Board through direct engagement with Government; and
- Consider which should be pursued in agreement with other public and private sector partners in the Humber region (as appropriate) and which organisation would be best placed to lead;
- Ask officers to develop these priorities into a Task Force prospectus.

3. Background

- 3.1 The Board has been separately asked to play an enhanced role in advising on, championing and supporting priorities for Greater Grimsby in the years ahead. As a first stage in progressing the Greater Grimsby Task Force, the Council is working with Arup to develop a Task Force Prospectus which will set out the road map to realising our priorities and the key asks and actions which will make those aspirations a reality.
- 3.2 We have identified a number of areas of future priority for our engagement with Government as summarised in Appendix 1. The purpose of this paper is to seek the Board's view on these areas and, subject to the views of the Board, develop the propositions and "asks" in more detail as part of an updated prospectus for sharing with Government and to support discussion with Government about future support.
- 3.3 Subject to the agreement of the board, it is proposed that Appendix 1 forms the basis for a Task Force prospectus to be presented to the next Greater Grimsby Board.

Appendix 1:

Further unlocking the Grimsby opportunity:

Continuing the journey, building on successes – future priorities

1. **Background**

- 1.1. In 2018, the Government committed to The Greater Grimsby Town Deal, a pilot set out in the Industrial Strategy White paper. The Town Deal created a strong and ongoing partnership between the Greater Grimsby Project Board and the Government and its agencies to support the regeneration of Greater Grimsby. The 2018 Town Deal provided a catalytic spark and in the two years since then, great progress has been made in creating the foundations to deliver the four core themes of driving economic growth, accelerating housing delivery, transforming Grimsby's waterfront, and improving skills and educational attainment.
- 1.2. Specific achievements/progress includes the following:
- The recent award of £17.3 million as part of the Future High Streets Fund which will help to transform the western end of the shopping centre, providing a new cinema, market hall, shops and restaurants and linking to the recent public realm investment at St James' Square.
 - Securing £20.9 million from the Towns Fund to support further growth in the town centre, including unlocking sites around Alexandra Dock, and re-invigorating Riverhead Square.
 - The granting of the Humber Freeport with custom sites across all four Humber Ports, tax sites in Hull, Goole and Immingham and dedicated seed corn funding to support further investment in the borough's SHIP programme.
 - Support for the Gigastack green hydrogen project in Grimsby.
 - The Offshore Renewable Catapult has recently invested in Grimsby ensuring that investment in innovation sits alongside world leaders delivering O&M services to the North Sea's wind farms.
 - Since Orsted opened their base in 2018 on Grimsby docks and established the world's largest offshore wind Operations and Maintenance centre, this has been followed by the building of an Operations and Maintenance centre for RWE and the aspiration of the ORE Catapult to set up a centre of excellence on the port.
 - Progress on the ground with the South Humber Industrial Investment Programme (SHIP) including completion of award winning environmental mitigation scheme; construction of a new link road joining the ports of Grimsby and Immingham and occupation of the first buildings on the Stallingborough Enterprise Zone.
 - In Grimsby town centre, works are ongoing to transform the once derelict buildings on the waterfront by Onside Youth Zones. Simultaneously, a new bridge, which will open up the waterfront between Grimsby Town Centre and Alexandra Dock, is underway, assisted through the Accelerated Towns Fund. The remainder of the Garth Lane land has been acquired ready for investment and work has commenced on redevelopment of Riverhead Square in the town centre.

2. Areas of Future Priority for Further Investment

- 2.1. 2020 has, of course, been a challenging year, and no doubt there will be difficult times ahead post Covid for businesses and the community, which is why it is even more important that we forge ahead with plans to regenerate, attract investment to the area, and support the health and wellbeing of our residents.
- 2.2. In an effort to facilitate recovery, Government has confirmed its priorities across a number of important policy areas and there is continued alignment between our local priorities and those of Government and therefore an opportunity to secure continued Government support.

Delivering a Low Carbon Energy cluster on the Humber

- 2.3. The Government's recently published ***Ten Point Plan for a Green Industrial Revolution*** is hugely significant for Grimsby and the wider Humber area. The following aspects of the Ten Point Plan are particular opportunities for the town:

Point 1 – Advancing Offshore Wind

- 2.4. The Humber region continues to expand its role in the offshore wind sector. For example, the recent announcement by Siemens to double their capacity in Hull; the commitment to offshore wind manufacturing at Able and the continued role of Grimsby Port as the world leader in Operations and maintenance for the offshore sector.
- 2.5. The UK has ambitious targets to grow the installed capacity in offshore wind (OSW) to 40GW by 2030 on the way to achieving Net Zero. As the world has realised the potential of Offshore Wind, numerous new markets are now active in the US, China, Taiwan, Japan and Europe – and they are capitalising heavily and rapidly. The UK will not be the largest deployer of Offshore Wind beyond 2027. Remaining the world leader in Offshore Wind O&M is time sensitive and requires immediate investment to capitalise on the UK's existing advantage.
- 2.6. The Offshore Renewable Energy (ORE) Catapult is the national innovation centre for offshore wind. There are a number of national catapults serving different sectors across the country with the ORE catapult recently making the decision to locate in Grimsby. The big prize for the Catapult is their aspiration for a £30m centre of excellence on which we have been supporting them with approaches to government. Whilst the proposal is supported, it remains unfunded and this commitment would help enhance Grimsby as the global market leader for O&M, building on the recent publication of the offshore wind prospectus.

Point 2 – Driving the Growth of Low Carbon Hydrogen

- 2.7. There is a national need to demonstrate the full potential of hydrogen as a clean energy source and the Humber region is one of a number in the UK that is well placed to develop a large scale hydrogen production facility. This would act as a catalyst for unlocking the regulatory and policy enablers required to achieve the ambitious hydrogen production and wider decarbonisation targets that devolved authorities and national government have set. The opportunity in the Humber is to work with Government and the private sector to become one of the "SuperPlaces" identified in the Ten Point Plan (see extract below), where the development of hydrogen at scale is a core part of the wider energy economy in the region including offshore wind and the development of a carbon capture capability.

“Producing low carbon hydrogen at scale will be made possible by carbon capture and storage infrastructure, and we plan to grow both of these new British industries side by side so our industrial ‘SuperPlaces’ are envied around the world. We will also build on our success in offshore wind and other renewables, to bring forward the zero-carbon hydrogen of the future. Together this will develop resilient supply chains, support jobs and position UK companies at the forefront of an exciting growing global market, as well supporting areas including industrial processes, industrial heat, power, shipping and trucking to make the shift to net zero.” Ten Point Plan

Point 6 – Jet Zero and Green Ships

- 2.8. Europe’s first commercial plant making sustainable aviation fuel from black bag waste is planned to be located in Grimsby (led by Altalto and BA). The scheme now has planning permission but in order to proceed to the next stage of implementation, requires Government support. The Government has confirmed it will consult on a Sustainable Aviation Fuel (SAF) mandate and run a £15 million competition for fuel plants in 2021, with a mandate to potentially start in 2025. Grimsby is well placed to be a successful part of this competition, working with Velocys, the promoters of the Altalto proposal. In parallel, there is a need to continue to lobby DfT for confirmation that Development Renewable Transport Fuel Certificates will apply to ‘energy from waste’ activities.

Point 8 – Investing in Carbon Capture, Usage and Storage

- 2.9. The Government is looking to support the growth of a new industry in the UK for carbon capture, focused on investment in four locations across the UK (see extract below). Further details will be made available in 2021 which could involve some sort of bidding round or assessment of locations to be part of this programme. This is an opportunity for partners across the Humber to develop proposals that align with existing industries such as offshore wind and new areas of focus including hydrogen production.

We will invest up to £1 billion to support the establishment of CCUS in four industrial clusters, creating ‘SuperPlaces’ in areas such as the North East, the Humber, North West, Scotland and Wales. We will bring forward details in 2021 of a revenue mechanism to bring through private sector investment into industrial carbon capture and hydrogen projects via our new business models to support these projects - Ten Point Plan.

The Grimsby Opportunity for a Low Carbon Energy Cluster

- 2.10. There are significant additional economic and environmental benefits to be derived from delivering a number of these priorities together in a single region in a highly integrated and connected way. The Government has acknowledged the importance of these cumulative benefits through the designation of what it is calling “SuperPlaces” with the Humber already identified. There is a need to develop this concept in more detail and with the involvement of key private sector partners. There is an opportunity to position the Humber as a deliverable “SuperPlace” location for the UK with a clear timeline and routemap for delivery.

Enhancing Transport Connectivity

- 2.11. Grimsby remains poorly connected to the rest of the UK by rail and improved connections are needed to London and other northern cities. Whilst the importance of this connectivity is recognised, momentum has been lost during the lockdown period. As we move into economic recovery, this lack of connectivity to the rest of the UK will become a critical issue for residents, existing business and prospective businesses who find the long rail journeys, lack of direct connections and limited frequency, a constraining factor for the Greater Grimsby area. Specifically, extending the first and last trains from Lincoln to London and return so that they start and finish in Cleethorpes is an important first step.
- 2.12. Prior to the pandemic, good progress was made with support from MPs and agreement from, amongst others, LNER and Network Rail that this was desirable and achievable. This was subject to a technical assessment via a Network Rail GRIP2 study. The Grip 2 work has been largely completed and identifies no significant problems and now is the time to re-engage with DfT and Network Rail with the objective of securing this service alteration so it can be introduced in the December 2021 timetable change, if not before.
- 2.13. The Government will shortly be publishing its Integrated Rail Plan (IRP) for the north of England and the Midlands which will set the context for future rail investment across these regions. The focus of this plan is to demonstrate how the benefits of HS2 are fully realised across the region whilst outlining plans for enhanced connectivity across the whole of the region. Rail connections between Grimsby and the rest of Northern England are slow and we need a commitment from Government that as part of the IRP east-west connections are enhanced with journey times reduced and frequency increased. This will require Network Rail to undertake further studies to assess the physical improvements needed to the south Humber Line to deliver passenger and freight improvements.

Grimsby Town Centre

- 2.14. Grimsby town centre plays a special role in the future success of the town, with significant potential for growth. The masterplan sets out a vision for Grimsby town centre with clear priorities identified that will deliver benefits for residents now, and in the future. The Council and Board endorsed Masterplan contains a vision for Grimsby town centre to 2030, identifying areas of potential change, guiding planning and investment, and setting a framework for future development of the town centre. It has been developed with input from stakeholders and the community across Grimsby, including a programme of engagement and consultation during the summer of 2020.
- 2.15. Transformation of the town centre and investment in new land uses, better quality infrastructure and repurposing of existing buildings is essential if the benefits of investment taking place around Grimsby are to flow into the town centre. Whilst substantial investment has been secured for the town centre through the Future High Streets Fund and Town Investment Plan, the endorsed Masterplan identifies a number of further priority projects that require funding and could be contenders for future funding opportunities such as the Levelling Up Fund. This includes:
- further investment in the Alexandra Dock area supporting the development of new residential land uses and an enhanced entrance and piazza space for the for the Fishing Heritage Centre; and improving the connectivity between Freeman Street and Alexandra Dock
 - Potential development immediately south of the Railway Station for a mix of used including residential and smaller commercial space and further development along

Cartergate, including improving public realm, pedestrian and cycling connections into the town centre.

- Improving the connectivity between Freshney Place towards the River Freshney and Alexandra Dock

- 2.16. We must also ensure that the enormous opportunities across the borough – whether via Freeports, growth in offshore wind or inward investment at SHIP, to name a few, have knock on benefits from our town centre. We should look at all these development to grasp opportunities such as direct investment opportunities for new uses in the town centre, the potential to attract people into the town centre driving footfall or helping to support the creation of a market for town centre residential.

Heritage, Culture and Arts

- 2.17. Grimsby has a unique collection of large heritage assets that reflect its rich maritime past and position as the largest fishing port in the UK. The High Streets Fund and the Towns Fund programmes will invest in heritage assets in the town centre. However, there are significant other assets across the town including unique buildings on the port such as the Ice Factory. Grimsby has secured some capital funding from the Cultural Investment Fund, has a designated Heritage Actions Zone and has been identified as one of five areas of focus in the UK for future National Lottery Heritage Funding – the benefits of which are not currently clear.
- 2.18. ABP are producing a Masterplan for the Port which, whilst focused heavily on the growth of the offshore O&M sector, includes a number of buildings which need to be enhanced and celebrated as the port's history. For example, the Kasbah has strong support from Historic England and the Arts Council recognising the challenging location inside a working port. The principle of the proposal for the Kasbah is to use Arts Council funding to upgrade a number of the buildings with a view to proving concept and creating momentum so that other buildings will automatically follow.
- 2.19. It remains a priority for Grimsby to work with Historic England, the Arts Council and the National Lottery Heritage Funding, to drive a programme of heritage and culture enhancement to ensure the history of Grimsby is celebrated as part of future growth.

Freeport

- 2.20. The Government has announced its support for 8 Freeports including the Humber, each of which will receive a proportion of the £175m budget as seed capital for investment. In addition to the further work now required on the development of the business case for the Freeport proposal, there is a need to identify the opportunities for the town that will flow from the Freeport.

Enhancing productivity in sustainable food production

- 2.21. As the location of established food processing giants (Young's, Icelandic Seachill, Two Sisters, Country Style Foods and Morrisons), with supportive infrastructure such as cold storage, packaging and logistics supply chain and immediate access to livestock and crop, Grimsby is an excellent location for innovation in food productivity and sustainable consumption and distribution. There is an opportunity to develop a more sustainable and productive food production business in the region, working with existing businesses and attracting new ones. Access to an abundance of locally generated green energy could be part of the package that would attract investors to bring their food production business into the

region. There is a need to invest in technology, digitisation and new skills and the nearby University of Lincoln is home to the National Centre for Food Manufacturing, focused on food manufacturing, technology and innovation.

- 2.22. There is an opportunity for Grimsby to be a centre for higher value/low carbon food production – moving away from processing to higher value production of food products. This could connect with the low carbon energy proposals. This would meet the Government's agenda for becoming more self sufficient in food production and introducing more advanced manufacturing, sustainable development and digital capabilities to food production. This would be supported by investment in research and education – possibly through an expansion of the University of Lincoln with a new presence in Grimsby focused on advanced food production and manufacturing including low carbon food production. This industry could be boosted by a commitment from Government to commit to relocating a government research or food agency department (aligned with the education facility above – same building) to the region.

Training and Skills and associated revenue capacity support

- 2.23. Cutting across all of these priority areas is the need to ensure local people have the skills to access the training and employment opportunities these initiatives will bring with a particular focus on access to jobs for our most excluded groups and upskilling for those in work. Skills, alongside sustainability, need to be at the forefront of our thinking as we take these opportunities forward, including capitalising on the recently published 'Skills for Jobs: life-long learning for opportunity and growth' white paper.