

# CABINET

<b>DATE</b>	18th September 2024
<b>REPORT OF</b>	Councillor Stewart Swinburn, Portfolio Holder for Housing, Infrastructure, and Transport
<b>RESPONSIBLE OFFICER</b>	Carolina Borgstrom, Director of Economy, Environment & Infrastructure
<b>SUBJECT</b>	Grimsby Transport Hub Design,
<b>STATUS</b>	Open
<b>FORWARD PLAN REF NO.</b>	CB 09/24/05

## CONTRIBUTION TO OUR AIMS

Delivery of the Transport Hub project will contribute to the Council's 'Stronger Economy' and 'Stronger Communities' priorities by supporting the economic re-use of key council assets, which are fully aligned to the Council Plan, Local Plan, Economic Strategy, and the Grimsby Town Centre Masterplan. The delivery of the Transport Hub will complement and enhance other regeneration activities across the wider Grimsby Town Centre and support implementation of the Bus Service Improvement Plan.

## EXECUTIVE SUMMARY

This report provides feedback from stakeholder engagement and consultation undertaken during the design stage for Transport Hub Project and seeks approval of final concept designs.

## RECOMMENDATIONS

It is recommended that Cabinet:

1. Approves the concept of developing a Transport Hub within Grimsby Town Centre, enabling feasibility of the scheme.
2. Delegates to the Director of Economy, Environment & Infrastructure, in consultation with the Leader of the Council authority to procure and appoint professional design, technical, regeneration, and associated specialist skills required to progress the projects feasibility and outline design.
3. Delegates to the Director of Economy, Environment, and Infrastructure, in consultation with the Leader of the Council, authority to:
  - a. progress the feasibility of the proposed Transport Hub through the RIBA 0 to 3 Stages before seeking further cabinet approval to progress through stages 4 through to 7.
  - b. procure and appoint contractors to deliver the Transport Hub feasibility design RIBA 0 to 3.
  - c. carry out a public consultation on the concept of the proposals and carry out a traffic and parking review to assess the impact the development may have on the wider network; and,

- d. deal with any land matters that may arise regarding the project.
- 4. Authorises the Director of Economy, Environment, and Infrastructure, in consultation with the Leader of the Council, to undertake:
  - a. submission of any outline planning applications for the proposed Transport Hub scheme that may be required; and,
  - b. Commission any enabling surveys and works that might be required for both schemes.
- 5. Authorises the Director of Economy, Environment, and Infrastructure, in consultation with the Leader of the Council to deal with all matters arising from or ancillary to the above recommendations.
- 6. Authorises the Assistant Director Law and Governance (Monitoring Officer) to execute and complete all requisite legal documentation in relation to the matters outlined above.

## **REASONS FOR DECISION**

The residents of NEL deserve a fit for purpose transportation hub that allows quick easy access to public transport services in a central location near to rail, retail and town centre amenities. This decision will enable the Council to progress development of the Transport Hub Project through to technical design, consult with key stakeholders, seek outline planning permission, and satisfy funding bodies on progress towards the spending of initial allocations.

## **1. BACKGROUND AND ISSUES**

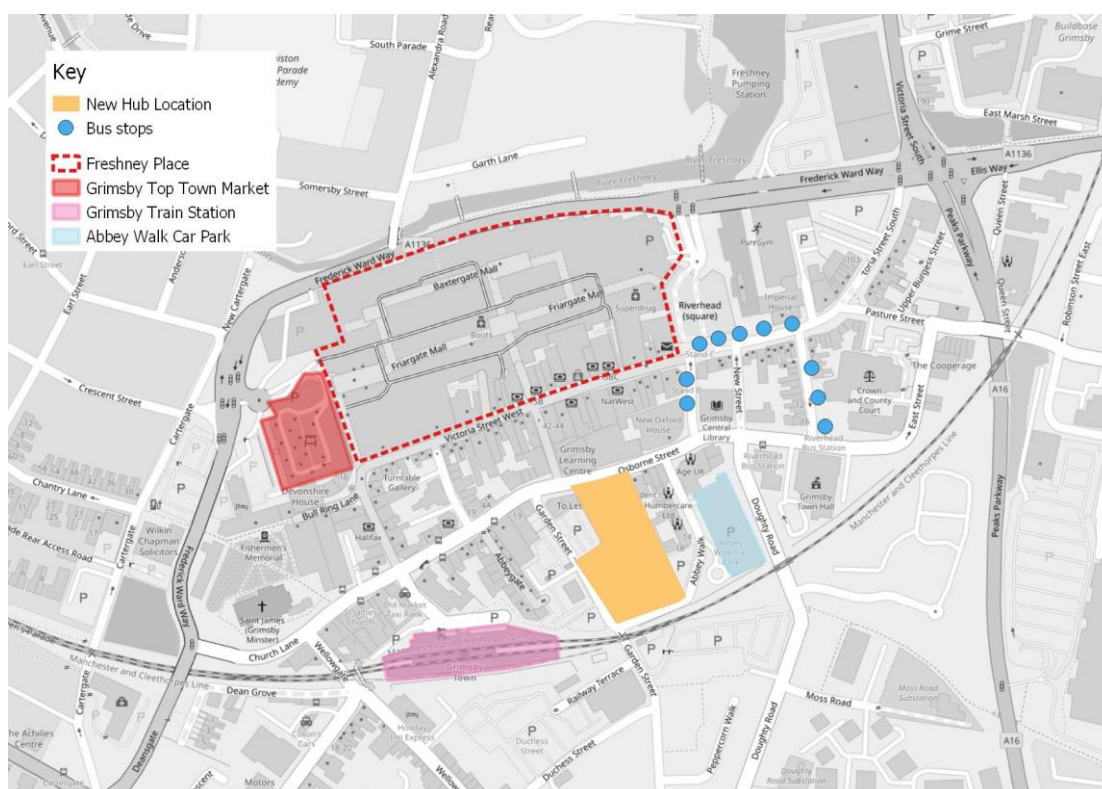
### **Grimsby Town Centre**

- 1.1 NELC has been awarded significant funding to progress transformation of Grimsby Town Centre. This has enabled the Council to progress numerous projects to rejuvenate the Town Centre and wider area. These projects form the first phase of the delivery of the Grimsby Town Centre Masterplan and the schemes combined will provide a significant impact to Grimsby, by creating new attractions that will encourage wider use of the town centre.
- 1.2 The Grimsby Town Centre Masterplan benefitted from significant public and stakeholder consultation which formed a part of its development. These schemes align with the challenges posed via the consultation in the creation of more activities that attract a wider range of people within the area.

### **Transport Hub**

- 1.3 The development of a transport hub in Grimsby Town Centre was one of three Levelling Up Fund (LUF) bids submitted to Government by the Council in 2022, two of which were successful, but unfortunately this one was unsuccessful. However, the Council has secured £3.6 million to develop the Transport Hub as outlined below.

- 1.4 Bus Service Improvement Plan (BSIP) is providing £1.7 million, and the Brownfield Land Release Fund (BLRF) via the Greater Lincolnshire Combined County Authority is expected to provide £1.9 million.
- 1.5 The concept behind the Transport Hub scheme is to create a multi-functional transport hub for buses, cycles, and other users, which connects with the adjacent railway station, encouraging public transport use and supporting the wider Grimsby Town Centre regeneration ambitions, outlined above. The project proposed within this report forms the first phase of delivering this concept.
- 1.6 The hub will allow the consolidation of the current bus stops on George Street, Victoria Street West, Town Hall Street, and Town Hall Square, providing a dedicated facility for bus users and operators, which is safe and welcoming within the town centre.
- 1.7 The hub will also allow bus operators and users access to a dedicated facility that will provide easy access to Grimsby Town Centre, and its amenities such as Freshney Place Shopping Centre. Furthermore, the hub will provide an improved alternative to the current on-street arrangements via a dedicated facility outlined above. It is hoped that this dedicated facility will make it easier for disabled people or those with mobility issues to use public transport. This will continue to be an important factor for the Council through all the design stages.
- 1.8 Cabinet approved the acquisition of a 1.6-acre site on Osborne Street and Garden Street to develop the Transport Hub, on 15<sup>th</sup> June 2022. The image below shows the location of the site, existing on-street bus stops within Grimsby town centre, and its proximity to the railway station and Freshney Place Shopping Centre.



- 1.9 To enable progression of the project, the Council will engage with its Regeneration Partner, Equans, to design and commission demolition works regarding the existing site. This work will combine with the proposed demolition works regarding Abbey Walk Multi-Storey car park, which is subject to a separate Cabinet Report dated 18<sup>th</sup> September 2024.
- 1.10 The Council will then seek, to appoint a relevant professional design team incorporating appropriate, technical, transport, highways, and associated skills, to provide advice and support in developing the scheme further.
- 1.11 To support development of the scheme, appropriate site surveys and investigations will be carried out to enable demolition of the existing buildings on the site and, inform design of the Transport Hub, which will include elements that will make it more family orientated, plus, quiet areas for reflection, whilst retaining its historic nature. The aspiration is to create an environment accessible for a wide range of users, which will provide activities for residents and visitors alike, whilst also increasing biodiversity within the Town.
- 1.12 The process outlined above in paragraphs 1.9-1.11 will include wider consultation with key stakeholders, bus users and operators, to inform both the demolition process and concept designs. As outlined earlier in this report, the concept designs will be brought back to Cabinet for approval.
- 1.13 Once appointed, the design team will consult with the Council's planning department to determine what, if any, planning applications will be required for the scheme. At present if any applications are required then they will be submitted as soon as possible.
- 1.14 The design process outlined above will integrate both:
- environmental impact assessment requirements, including the scoping of any key environmental issues via surveys and consultations; and,
  - equality impact assessment requirements, by incorporating inclusive design principles to ensure accessibility for all, stakeholder engagement with diverse groups to understand specific needs of different population groups and ensuring safety & security principles are incorporated so different user groups feel safe.

## **2. RISKS AND OPPORTUNITIES**

- 2.1. The Council will be using a mixture of professional teams to oversee demolition, technical design, and procurement processes.
- 2.2. The design team will provide assurance regarding potential additional costs (including inflation and risk contingencies) that might arise. However, it is important that the project proceed as planned, because delays in both procurement and planning will increase the risk of increased costs through inflation and supply chain issues.
- 2.3. In addition, initial ground investigations works are to be undertaken soon for the scheme, however more intrusive ground investigations could uncover additional unforeseen issues. A risk-based approach to project management

is in place to ensure that any unforeseen risks are appropriately managed.

- 2.4. The risk of not securing an appropriate design contractor can be mitigated by commencing procurement as soon as possible. This will provide further assurances regarding the project's timeline and costs.
- 2.5. The proposals have been subject to public consultation and engagement with key stakeholders, as outlined earlier in this report. Should the scheme require planning approval then the planning process will ensure further consultation.
- 2.6. Opportunities arising from the projects include:
  - enhancement of our place for the local community and visitors alike; and,
  - significant opportunities to increase the number of visitors to Grimsby, attracted by the new leisure facilities and activation events, including markets, etc, which will attract additional investment to the town and wider borough.

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

- 3.1 Do Nothing – The Council could choose to not progress with the projects. However, this would mean the loss of the BSIP grant from the area and mean that the potential regeneration for Grimsby will not be achieved, including the aspirations within the Grimsby Town Centre masterplans.
- 3.2 Do Less – The Council could choose to limit the scale of the project design. However, this would reduce its impact and ability to meet the ambition of the Grimsby Town Centre Masterplan, resulting in lack of buy in from Stagecoach and the local community.
- 3.3 Change the recommended concept designs for the Transport Hub – The Council could choose not to approve the recommended concept designs for the project or request alternative options. This option would cause significant delay to the project and impact delivery timescales and potentially mean the loss of the BSIP grant for the project.

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

- 4.1 The Transport Hub Project has the potential to become a focal point for Grimsby and complement the wider regeneration taking place within the town.
- 4.2 The positive reputational implications for the Council if the project design is approved and subsequently delivered successfully. In addition, any financial support attracted for regeneration and town centre improvements will result in improved footfall, visitor numbers, increased visitor spend, business opportunities and community pride.
- 4.3 Communications and Stakeholder Engagement plans are in place for the project to manage communications and engagement.

## **5. FINANCIAL CONSIDERATIONS**

### **Grimsby Transport Hub**

- 5.1 BSIP and Brownfield Land Release funding totalling £3.6m has been allocated to the Grimsby Transport Hub scheme.
- 5.2 Preliminary costings for the Grimsby Transport Hub concept design is estimated to be within the allocated budget for the scheme. However, at this stage these include provisional allocations for elements of the scheme, which will be refined, if, subject to Cabinet approvals, the design moves forward to RIBA Stage 4.
- 5.3 Costings will become clearer as the detailed design is progressed to tender stage. Inflationary pressure presents a risk to the budget.
- 5.4 Resilience and maintenance have been considered as part of the design process for the scheme through engagement with operational teams within the Council. Some maintenance costs can be offset later when the retail units within the Transport Hub are utilised.
- 5.5 Value for money will be achieved using procurement processes available to the Council, and allow delivery at the required scale and pace

## **6. CHILDREN AND YOUNG PEOPLE IMPLICATIONS**

The project will continue the regeneration of Grimsby Town Centre, strengthening the local economy, and improving infrastructure and transportation services which will have positive impacts on health, wellbeing, and safety within the town. Improvement to bus services infrastructure will support children traveling safely through the Borough and support transport to the Onside Youth Zone. It will mean that the Haven use at the site will have to cease. It could be that the Haven is not needed once the Onside Youth Zone is open, or the Council could look to rehouse Haven in another location.

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

- 7.1 The project has considered and will continue to consult with environmental and climate change officers to ensure sustainability and low carbon initiatives are incorporated during the technical design stage.
- 7.2 Through the design process we will have the opportunity to explore how the Transport Hub may be able to increase the biodiversity of the Town. This could include introducing more plant species to the area, self-watering gardens and planting with rainwater captured from a green and live roof as part of the Green Corridor. This will form part of the future design work outlined within this report.
- 7.3 Enhancement of the green transport offer in North East Lincolnshire will support the ambitions set out in the Council's Carbon Road Map.

## **8. CONSULTATION WITH SCRUTINY**

A full report will be presented at Transport, Infrastructure and Strategic Housing Scrutiny in September as there are no August meetings planned for this panel.

## **9. FINANCIAL IMPLICATIONS**

Based upon preliminary costings it is estimated that a functional scheme can be delivered within the £3.6M external funding already allocated to the project and that no additional external borrowing is required. However, it is acknowledged that at this stage there are still a number of unknowns, and these will only become clear as the project moves through the design and development phase. There is a risk that in the current economic environment, the costs of development will increase. Any request for additional external borrowing to deliver or enhance the scheme would need to be subject to a supplementary business case process.

## **10. LEGAL IMPLICATIONS**

- 10.1. The Council has a duty in section 122 Road Traffic Regulation Act 1984 to ensure that there is provision of suitable and adequate parking facilities on and off the highway.
- 10.2 Any procurements need to comply with the Council's Contract Procedure Rules and then the relevant legislation at the time. Depending on when the procurements are entered into this could be either the Public Contract Regulations 2015 or the Procurement Act 2023.
- 10.3 The recommendations and delegations sought are appropriate for a project of this nature.
- 10.4 Legal colleagues are integral to the project to provide legal advice and support throughout.

## **11. HUMAN RESOURCES IMPLICATIONS**

There are no human resources implications associated with the recommendations in this report.

## **12. WARD IMPLICATIONS**

During this stage of the feasibility process there are no impacts on the ward or implications. Full engagement will be conducted with the public, businesses, and ward Cllrs.

## **13. BACKGROUND PAPERS**

Strategic Site Acquisition – Cabinet – 15<sup>th</sup> June 2022 - [9.-Strategic-Site-Acquisition.pdf \(nelincs.gov.uk\)](#)

## **14. CONTACT OFFICERS**

Paul Evans – Assistant Director Infrastructure  
Richard Dowson – Head of Project Management  
John Roberts – Project Manager

**COUNCILLOR STEWART SWINBURN, PORTFOLIO HOLDER FOR  
HOUSING, INFRASTRUCTURE, AND TRANSPORT**