



Operational Officer Decision Record

Where the decision has a financial value of between £100k - £350k and does not have a **significant** impact on two or more wards

1. Subject and details of the matter (to include reasons for the decision and detail of any previous cabinet decision)

Cabinet made the following decision on the 23rd December 2019 (DN.76):

Cabinet resolved:

1. That the existing roundabout be retained and enhanced through a range of measures including providing two lanes for 'ahead' travel over the A16 and widening the approaches to the roundabout on Station Road East/Station Road West (Option 2 as set out in the report now submitted).
2. That the Director for Economy & Growth, in consultation with the Portfolio Holder for Environment and Transport, be authorised to:
3. Finalise the infrastructure design and all ancillary works for the approved scheme.
4. Commence a procurement exercise for the approved scheme and to make an appropriate award.
5. Put appropriate measures in place to minimise the impact of the works on the highway network and the affected communities.
6. Commence negotiations with the developer of the adjoining housing site at Toll Bar to agree any additional highway works to mitigate the traffic impacts of the development required in light of the Cabinet decision.

7. Cabinet authorises the Interim Director of Economy and Growth to ensure that all actions necessary and ancillary thereto be completed.

2. Decision being taken

1. That the Director for Economy, Environment and Infrastructure, in consultation with Portfolio Holder for Housing, Infrastructure and Transport to make an award to the successful tenderer for delivery of a car park and drop off facility as described in this record.

2. That the Director for Economy, Environment and Infrastructure in consultation with Portfolio Holder for Housing, Infrastructure and Transport be authorised to take all reasonable ancillary actions arising in terms of mobilisation and implementation of the proposed scheme.

NELC have acquired a piece of land for development in to the Toll Bar Car Park and Drop Off. Planning has been approved, and an open tender was held, reviewed and evaluated to appoint a main contractor to undertake the works

The recommended contractor is EC Surfacing, who after tender evaluation from a total of 5 tenderers, provides the best value for money to undertake the works

The construction of the Toll Bar Car Park and Drop Off would offer the opportunity to provide a facility that gives a safe drop off area, significantly removing the risk of pedestrian/vehicular conflict. The facility will also provide a mixture of EV, Disabled and abled bodied parking for up to 54 vehicles, and will provide a revenue stream through paid for parking to be collected via ANPR Camer Identification

This document serves to request the permission to appoint ED Surfacing as the main contractor for the works.

3. Anticipated outcome(s)/benefits

The development site presents an opportunity to create a new sustainable community, in line with the latest planning policy and guidance. The ambition is to deliver an aspirational setting , delivering a strong sense of community, including attractive community infrastructure is a key part of the desire. This will include several green spaces within the site boundary. Provision of the drop off area as part

of this enhances the communities' sense of safety and encourages healthy lifestyles by making uptake of sustainable travel a more attractive prospect.

North East Lincolnshire Council's outcomes framework and commissioning plan is clear that a stronger economy and stronger communities are the Council's priorities.

This project will fulfil one of the planning obligations associated with the adjacent 400 home housing development. This development is under construction and substantially complete.

The development has already removed the parking bays to form their access, and the highway safety issues which this project was initiated to resolve are currently exacerbated.

Delivery of the housing will result in additional Council Tax receipts for the Council. Chargeable parking provision will generate revenue for the Council.

4. Details of any alternative options considered and rejected by the officer when making the decision

Tenders were returned, and subsequently evaluated and scored against certain criteria with a range of pricing from £269,899 to £399,239, with EC Surfacing's bid of £269,899 proving to be the most efficient tender, with a Programme to suit our timeframes. The total cost for the Project is £488,514.

5. Background documents considered (web link to be included or copies of documents for publishing)

6. Does the taking of the decision include consideration of Exempt information? If yes, specify the relevant paragraph of Schedule 12A and the reasons.

No

7. Details of any conflict of interest declared by any Cabinet Member who was consulted by the officer which relates to the decision (in respect of any declared conflict of interest, please provide a note of dispensation granted by the Council's Chief Executive)

N/A

8. Monitoring Officer Comments (Monitoring Officer or nominee)

Land assembly and negotiations around the above scheme have been taking place since the Cabinet decision and are only now coming to fruition after planning and

other consents. Further, since the initial decision, constitutional amends around political and Council leadership have been implemented resulting in titular changes to various posts.

The Portfolio Holder has been engaged and regularly briefed as to progress and the above decision is consistent with the will of Cabinet.

9. Section 151 Officer Comments (Deputy S151 Officer or nominee)

The cost of this contract is to be funded from the approved Capital Investment Programme Toll Bar scheme budget provision.

10. Human Resource Comments (Head of People and Culture or nominee)

There are no HR implications.

11. Risk Assessment (in accordance with the Report Writing Guide)

The key risks associated with progressing the works outlined in this report are:

- additional cost & delivery risk relating to the development arising;
- scheme designs not being achievable;
- delays to the scheme putting funding at risk; and,

The Council has appointed a professional delivery team to support this project who have experience of developing and delivering schemes such as this.

Further analysis of the scheme, supplementing the work already undertaken will further inform the final scheme designs and cost plan, which will be presented to Cabinet at the end of phase one. However, it is important that these works proceed as soon as possible because delays will enhance the Council's risk of increased costs, should inflation and supply chain issues continue to increase.

As outlined above, the Council has procured a professional delivery team to support the development of the project who are continuing to analyse costs and programme, however the works outlined in this report will provide greater certainty for consideration by Cabinet. Issues such as inflation and interest rates are still risks facing the project although contingency for these issues have been included.

However, given the wider economic pressures facing projects such as, again, primarily inflationary risks and interest rates, it is recommended that the Council

undertake the works outlined in this report as soon as possible to provide further assurance that the scheme will progress according to plan.

12. If the decision links to a previous one taken by Cabinet, has the Cabinet Tracker been updated?

Yes.

13. Decision Maker(s):

Name: Carolina Borgstrom

Title: Director of Economy,
Environment and Infrastructure

Signed: REDACTED

Dated: 23/07/2024

**14. Consultation carried out with
Portfolio Holder(s):**

Name: Cllr Philip Jackson

Title: Leader of the Council

Signed: REDACTED

Dated: 24th July 2024