

TRANSPORT, INFRASTRUCTURE AND STRATEGIC HOUSING SCRUTINY PANEL

DATE	01/02/2025
REPORT OF	Carolina Borgstrom – Director of Economy, Environment and Infrastructure
SUBJECT	Transport Hub Update
STATUS	Open

CONTRIBUTION TO OUR AIMS

The proposed scheme supports the Council's strategic priorities of 'Stronger Economy' and 'Stronger Communities' and directly relate to indicators outlined in the Council's 'Outcome Framework'.

This scheme provides improved infrastructure which supports delivery of the Local Plan by improved public transport links, walking and cycling routes, better air quality and, a reduction in CO2 emissions, promoting healthier lifestyle choices.

EXECUTIVE SUMMARY

The new Transport Hub represents a significant improvement to Grimsby's public transport infrastructure. This development will consolidate the currently dispersed bus stops from George Street, Victoria Street West, and Town Hall Street into a single, purpose-built hub. The new facility will be strategically positioned at the above location to maximise accessibility and integration with existing town centre amenities. By removing the current arrangement of 10 separate on-street bus stops, the project will significantly improve traffic flow and pedestrian safety. The proposed single-story building will be planned to complement the surroundings while providing modern amenities essential for a contemporary transport interchange.

This report addresses the initial demolition of the Transport Hub site in preparation for the ongoing development of a transportation hub provision.

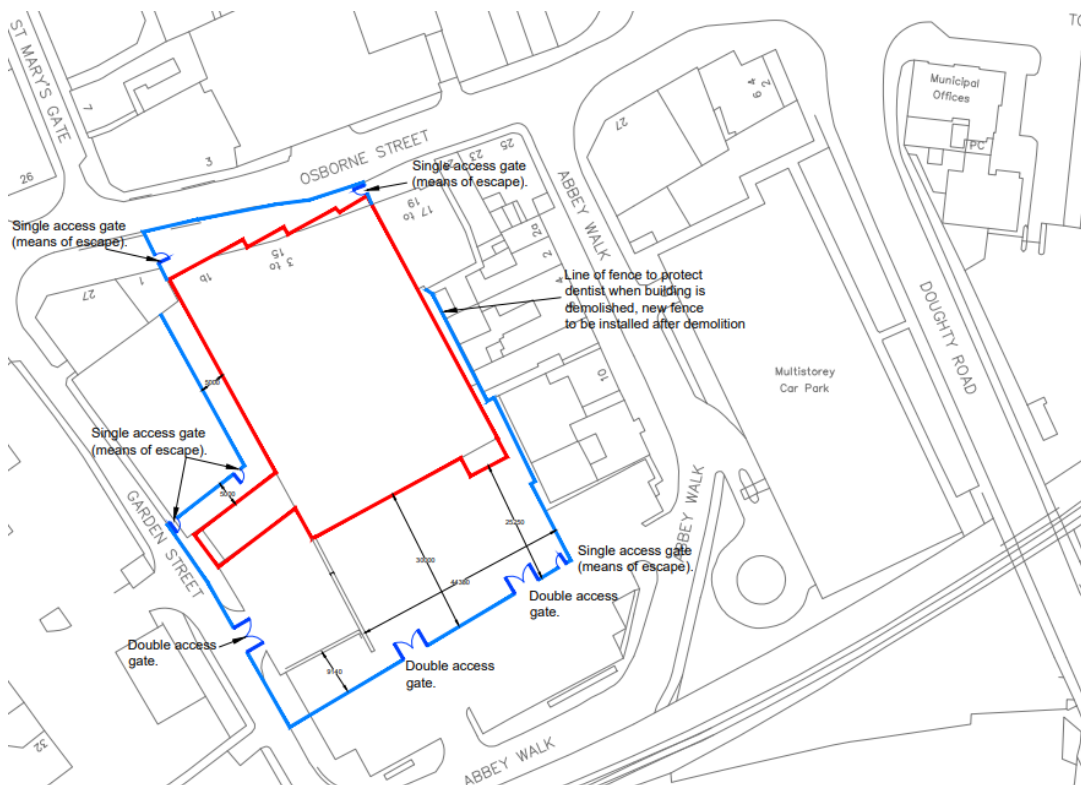
MATTERS FOR CONSIDERATION

This report is presented to the panel to provide an update on progress and to allow further scrutiny of the proposals for demolition of the Transport Hub site.

1. BACKGROUND AND ISSUES

- 1.1 The site is located centrally within the Central Grimsby Conservation area and is bounded by Osborne Street to the north, a major circulatory road within the centre of Grimsby and by the railway line from Grimsby to Cleethorpes to the south. To the west is Garden Street and beyond that Abbeygate shopping centre, an upmarket shopping area. Directly abutting the Osborne St buildings to be demolished, to the west, in an adjacent building, is Racks sports bar, and Rejuvament to the east of the site.

- 1.2 The primary technical challenge of this demolition project is the presence of an operational substation that serves both the property and adjacent buildings. This substation, currently integrated with the existing structure, requires careful consideration during the demolition process. The contractor will need to develop and implement a detailed methodology for protecting the substation during demolition works. This includes structural engineering solutions to maintain the stability of the substation housing while the surrounding structure is dismantled.
- 1.3 Initial demolition work will take place internal to the structure with the first phase including, installation of security fencing and appropriate signage around the entire site perimeter, setting up temporary lighting and power supply for the strip out process, removal of all internal fixtures, including shelving units, and electrical equipment, internal doors, frames, and any remaining shop fittings, stripping out non-load bearing partition walls, suspended ceilings, and floor coverings.
- 1.4 Second phase demolition will consist of set up of site welfare facilities for demolition team, removal of external doors and windows, installation of scaffolding where required for safe access, setting up designated material storage zones for sorted materials, sequential demolition, systematic dismantling of steel frame using mechanical equipment, sorting and processing of materials on site such as steel frame sections for recycling, concrete crushed for reuse, mixed waste separated for disposal.
- 1.5 The demolition works of the building will ensure as little disruption as possible to the local businesses and public. Footways on Osborne St and Garden St will be partially closed to allow safe working areas for the demolition contractors. Section of the Garden St car park will be utilised as the Contractor's compound.



- 1.6 Environmental and safety controls to be put in place, noise levels will be monitored, work hours restricted to day-time working hours, regular air quality monitoring around the site boundary, vibration monitoring particularly near adjacent occupied buildings, regular street cleaning of surrounding roads.
- 1.7 A contractor selection process is scheduled to start week commencing 17th February 2025. The emphasis is to select an experienced Contractor with a proven track record of managing complex demolition projects such as near operational businesses and the experience of working adjacent a live substation.
- 1.8 The design vision for the Transport Hub embraces both functionality and environmental sustainability. A key feature of the development is the creation of a new green corridor that will enhance connectivity with the wider transport strategy.

1. RISKS AND OPPORTUNITIES

- 2.1 The demolition project presents both risks and valuable opportunities for the Council and local community. Primary risks include minor disruption in the area during the demolition works, particularly concerning noise, dust, and access.
- 1.2 The presence of a live electrical substation requires careful consideration during demolition, as it must remain operational throughout the process. Traffic management also presents another challenge, albeit, Osborne Street will not be affected throughout the demolition phase.
- 2.3 Public safety near the demolition site requires effective management, especially given the high pedestrian traffic in the area.
- 2.4 Weather conditions may impact the demolition timeline however, the main demolition works is due to start around Spring which should lessen the risk. The project presents numerous opportunities for the town. The creation of a modern transport hub will significantly improve town connectivity and enhance the overall appearance.
- 2.5 The demolition process itself offers opportunities for sustainable building practices, including material recycling and reuse. The project will create temporary local employment during the demolition phase and, more importantly, contribute to the wider economic benefits through improved public transport access once completed.

2. REPUTATION AND COMMUNICATIONS CONSIDERATIONS

- 3.1 There are potential negative reputational implications for the Council resulting from this project including the disruption to local businesses and public transport users. However, the project also presents an opportunity to demonstrate the Council's commitment to town centre regeneration and improved public transport infrastructure.

- 3.2 The communication strategy will focus on maintaining transparent and regular dialogue with all stakeholders through various channels including the Council website, local press, and direct communication with affected parties. The comms and engagement team will maintain proactive measures through the project, emphasizing the long-term benefits of the transport hub while acknowledging the short-term disruption.

3. FINANCIAL CONSIDERATIONS

- 4.1 This project is funded by a combination of the brownfield devolution funds totalling £1.9m and the Bus Service Improvement Plan (BSIP) funding which was initially £1.7m. Additional funding of £2m is also available from the latest BSIP funding settlement.

4. CHILDREN AND YOUNG PEOPLE IMPLICATIONS

There are no direct implications for children and young people.

5. CLIMATE CHANGE, NATURE RECOVERY AND ENVIRONMENTAL IMPLICATIONS

There are no direct implications for climate change, nature recovery and the environment.

6. MONITORING COMMENTS

In the opinion of the author, this report does not contain recommended changes to policy or resources (people, finance or physical assets). As a result no monitoring comments have been sought from the Council's Monitoring Officer, Section 151 Officer or Strategic Workforce Lead.

7. WARD IMPLICATIONS

The Transport Hub will be situated in the West Marsh ward but anticipated transport improvements will impact on the whole of the Borough,

8. BACKGROUND PAPERS

None.

9. CONTACT OFFICER(S)

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