

TRANSPORT, INFRASTRUCTURE AND STRATEGIC HOUSING SCRUTINY PANEL

DATE	13 th January 2026
REPORT OF	Carolina Borgstrom – Executive Director Economy, Environment and Infrastructure
SUBJECT	Grimsby Transport Hub Progress and Approval for Next Design Stages
STATUS	Open

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

To consult with Transport, Infrastructure and Strategic Housing Scrutiny Panel Members, before seeking Cabinet approval, to progress plans for the development of a new Transport Hub in Grimsby town centre.

MATTERS FOR CONSIDERATION

To seek Transport, Infrastructure and Strategic Housing Scrutiny Panel's views and consideration of the proposal to progress the new Grimsby Town Centre Transport Hub.

1. BACKGROUND AND ISSUES

- 1.1. North East Lincolnshire Council Cabinet approved the progression of the Transport Hub project in September 2024, including:
 - 1.1.1. approval of the scheme concept;
 - 1.1.2. authority to procure and appoint professional advisers to progress feasibility and designs;
 - 1.1.3. progress scheme designs to concept stage;
 - 1.1.4. conduct a public consultation on the concept of the proposals and conduct a parking and traffic review to assess its impact;
 - 1.1.5. submit any planning applications; and,
 - 1.1.6. commission any enabling surveys.
- 1.2. Since cabinet approval, the project team has:
 - 1.2.1. procured and appointed WSP to support the concept design and bus apron (layout of space including bus stops);
 - 1.2.2. undertaken a public consultation regarding the concept; and,
 - 1.2.3. completed demolition of the Transport Hub site on Osborne Street, to

prepare for development of the scheme.

- 1.3. Consequently, outline design of the bus apron has been completed and the project team will seek Cabinet approval to progress this element of the scheme, subject to further traffic and highway assessments that will be undertaken, in respect of this layout. This will enable the first phase of the scheme to be progressed and can be completed within the existing external funding allocation, as agreed by Cabinet within the original report.
- 1.4. As highlighted in paragraph 1.2.2, a public consultation has been undertaken in respect of the Transport Hub concept. The key elements of this are highlighted below.
 - 1.4.1. Initial engagement between February and July 2025 focussed on NELC officers and Stagecoach (the main bus operator in NE Lincolnshire).
 - 1.4.2. Further engagement between July and September 2025 took place, including an online public transport survey, incorporating both the Bus Service Improvement Plan and the Transport Hub, which generated 619 responses (478 respondents completing the full survey).
- 1.5. The key findings of the consultation related to the Transport Hub are outlined below.
 - 1.5.1. Improved waiting facilities was ranked as the key requirement.
 - 1.5.2. Safety, accessibility, and environmental considerations also scored highly as key priorities.
 - 1.5.3. Anti-social behaviour was identified as a key concern with respondents identifying appropriate CCTV, lighting, and security as other key priorities.
- 1.6. Using the findings of the consultation outlined above, the project team is developing design proposals for a Transport Hub building to RIBA 3 stage (initial design proposals, including the bus apron, will be shared at this meeting to seek Members views), which will form phase 2 of the project.
- 1.7. The first phase of the scheme will be delivered using a mixture of Bus Service Improvement Plan (BSIP) and Local Transport Growth (LTG) funding, which has been secured. In terms of phase 2, the council is seeking Cabinet approval to engage with the Greater Lincolnshire County Combined Authority (GLCCA), which will be the primary funder of strategic transport and highways schemes in Greater Lincolnshire, with a view to seeking additional funding to support the development of the Transport Hub building. Council officers will seek Cabinet approval to making a formal approach and funding bid to the GLCCA to support the further development of this element, which will form phase 2 of the wider project.

Next Steps

- 1.8. Officers will seek the views of Transport, Infrastructure and Strategic Housing Scrutiny Panel Members, and then seek Cabinet approval to progress the scheme further as outlined below.

- 1.8.1. Develop designs and undertake all appropriate surveys and investigations to support this.
- 1.8.2. Submit planning applications in support of the development.
- 1.8.3. Progress development of phase 1 (as outlined in paragraph 1.3).
- 1.8.4. Engage formally with the GLCCA to seek support towards phase 2 (as outlined in paragraph 1.7), with a view to completing the wider scheme.
- 1.8.5. Explore future opportunities to develop further phases regarding wider public realm development and further integration with Grimsby Railway Station.

2. RISKS, OPPORTUNITIES AND EQUALITY ISSUES

2.1. The key risks associated with progressing the Transport Hub scheme are:

- Design development – issues with the planned approach for the Transport Hub;
- Design development – impact on wider highway network within Grimsby town centre;
- Planning Requirements;
- Construction cost and wider inflation; and,
- Not securing funding for phase 2.

2.2. As outlined in this report and the original Cabinet report, the Council has engaged with professional design and highway specialists to develop the bus apron and Transport Hub building, who are used to working on similar schemes and therefore bring experience of the types of issues that may be faced.

2.3. As outlined in paragraph 1.3, further traffic and highways surveys are being commissioned to help finalise scheme designs, which will ensure the wider Grimsby Town Centre highway network is not adversely affected. All surveys will be undertaken by providers who are experienced and have been engaged on similar schemes.

2.4. The bus apron work has been designed and costed by professional advisers. Consequently, this element can be delivered within the existing budget allocated to this scheme. As outlined in paragraph 1.6, further design work is being undertaken to determine the final costings for the Transport Hub building, which will be used to submit a funding bid to the GLCCA for additional funds. This element will be brought back to Cabinet, for a decision to proceed with this element of the works or not.

2.5. In addition, WSP who (as outlined in paragraph 1.2.1) have been engaged by the Council, have also undertaken a Cost Benefit Analysis of the scheme. This identified that even accounting for a larger scheme, the cost benefit ratio is more than one, i.e., the benefits outweigh the costs of project, which will support any prospective funding bid.

2.6. As outlined above, the second phase of the scheme is subject to securing additional funding. However, the first phase is deliverable and will include temporary shelters and therefore be functional. Should any funding bid to the

GLCCA not be successful then the first phase will provide a functional scheme and enable the Council to seek alternative funding to deliver the second phase.

3. REPUTATION AND COMMUNICATIONS CONSIDERATIONS

- 3.1. As outlined in the original Cabinet report, the Transport Hub project has the potential to become a focal point for Grimsby Town Centre and complement the wider regeneration taking place within the town centre.
- 3.2. 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. FINANCIAL CONSIDERATIONS

As outlined in the original Cabinet report, the Council has received an indicative allocation of £3.6 million of grant funding to support the first phase of the scheme. As also highlighted in this report, the Council is seeking to work with the GLCCA to secure additional funding for the second phase.

5. CHILDREN AND YOUNG PEOPLE IMPLICATIONS

The project will continue the regeneration of Grimsby Town Centre, strengthen the local economy, and improve 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.

6. CLIMATE CHANGE, NATURE RECOVERY AND ENVIRONMENTAL IMPLICATIONS

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.

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. FINANCIAL IMPLICATIONS

This report does not contain recommended changes to policy or resources (people, finance, or physical assets)

8. LEGAL IMPLICATIONS

This report does not contain recommended changes to policy or resources (people, finance, or physical assets)

9. HUMAN RESOURCES IMPLICATIONS

This report does not contain recommended changes to policy or resources (people, finance, or physical assets)

10. WARD IMPLICATIONS

The Grimsby Transport Hub sits within the West Marsh Ward, but its impact will reach the whole borough.

11. BACKGROUND PAPERS

Grimsby Transport Hub Design – Cabinet Report – 18th September 2024

Transport Hub Update – Scrutiny Report – 18th February 2025

Transport Hub Public Consultation on Facilities - Scrutiny Report – 15th July 2025

12. CONTACT OFFICER(S)

- Carolina Borgstrom – Director, Economy, Environment & Infrastructure.
- Paul Evans – Assistant Director, Infrastructure
- Richard Dowson – Head of Project Management
- Nguru Kiraba - Project Manager

NO RESTRICTIONS