

# PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

<b>DATE</b>	21 <sup>st</sup> August 2023
<b>REPORT OF</b>	Councillor Stewart Swinburn, Portfolio Holder Environment & Transport.
<b>RESPONSIBLE OFFICER</b>	Carolina Borgstrom – Director for Environment, Economy and Infrastructure
<b>SUBJECT</b>	Traffic Regulation Order 23-06: Revocation of Taxi & Bus Station Restrictions & Introduction of a Loading Only parking bay – Riverhead Square, Grimsby
<b>STATUS</b>	Open
<b>FORWARD PLAN REF NO.</b>	PHET 08/23/02

## CONTRIBUTION TO OUR AIMS

The revocation of the historical taxi and bus station restrictions and the provision of a loading area are necessary to make way for the public realm project being implemented in the Riverhead area, which aims to improve the overall look and feel of our town centre, contributing to both the Council's "Stronger Economy" and "Stronger Communities" priorities. The scheme aligns with the ambitions of the Local Plan, the Town Deal, and the Grimsby Town Centre Masterplan 2020. All acknowledge the importance of developing the town centre to enhance, protect and diversify its current offer, to ensure it is more resilient and can adapt to the structural change taking place in the High Street economy by increasing footfall and boosting both day and evening town centre economies.

## EXECUTIVE SUMMARY

In order to support the implementation of the public realm works currently underway on Riverhead Square, Grimsby, it is proposed to revoke the historical bus station and taxi rank clearway restrictions covering this area, and also introduce a new loading facility on the entry way into Freshney Place car park.

## RECOMMENDATIONS

It is recommended that:

- a) Approval be granted to the making of a TRO to revoke the historical bus station restriction and the taxi rank clearway restriction on Riverhead Square, Grimsby, and introduce a new 'Loading Only' bay on the entry way into Freshney Place carpark, the extents of which is shown indicatively on the drawing to Appendix One (Ref TR23-06-01).
- b) In the event there are unresolved material objections to the Order, they are referred back to the Portfolio Holder for Environment and Transport for determination and a decision as to whether or not the Order be confirmed and executed.

## **REASONS FOR DECISION**

The revocation of the historical bus station and taxi rank clearway restrictions on Riverhead Square, Grimsby are necessary as the area identified is no longer used for these purposes. The introduction of a 'Loading Only' parking bay on the entry way into Freshney Place carpark is necessary in order to provide a designated delivery area for the nearby Barge public house.

### **1. BACKGROUND AND ISSUES**

- 1.1 Riverhead Square is one of six projects included in Grimsby's Towns Fund programme. The project has been allocated £3.3m of the £20.9m Towns Funding awarded to Grimsby. All six projects have been identified as catalytic regeneration projects in the Grimsby Town Centre (GTC) Masterplan 2020 and the Town Investment Plan and have been prioritised for delivery over the next five years.
- 1.2 Phase One of the scheme (using £1m of Accelerated Towns Fund) improved facilities for bus passengers on Victoria Street West, providing surfacing on the eastern side of the square and new balustrade railings along the dock edge. This work alongside implementation of the new Garth Lane public realm improvements, including the new footbridge, has strengthened the connection between the town centre and the waterfront. These works were completed in 2021.
- 1.3 The remainder of Riverhead Square retains elements of the former bus station, with few facilities to encourage people to spend time within it. It attracts substantial levels of antisocial behaviour such that 77% of respondents to a recent Council survey stated that they feel unsafe in the town centre at night. As such it fails to attract greater footfall, longer dwell times, and increased spend in the town centre. In addition, the square lacks the infrastructure to easily host events such as concerts, festival, markets, etc.
- 1.4 Reversing this will create a stronger and more attractive town centre for the private sector to invest in, will add further strength to the region as a whole and be catalytic in helping to make Grimsby an attractive place to invest.
- 1.5 Cabinet approval for progression of the public realm works was granted on 22<sup>nd</sup> November 2022. Revocation of any historical restrictions within the area in respect of its former use as a bus station and taxi pick up/drop off area and also the provision of a loading facility for The Barge public house, is now necessary to support the project and remove any legal ambiguities for future use of the Riverhead Square as an event space.

### **2 RISKS AND OPPORTUNITIES**

- 2.1 Should these proposals not be implemented, the risks are:
  - That the historical restrictions covering the Riverhead Square relating to its former use as a taxi pick up/drop off area and bus station, may legally prevent the Council from being able to use the space as a public realm area in which to hold events. Consequently, this would jeopardise the delivery of the approved public realm scheme.

2.2 Should this proposal be adopted, the opportunities are:

- To remove any unnecessary historical restrictions relating to the former use of the Riverhead Square that are clearly no longer needed, ensuring successful completion of the public realm scheme and fulfilling the Council's objectives to use the area as a public event space.

### **3 OTHER OPTIONS CONSIDERED**

Do nothing. This is not recommended due to the impact this would have on the delivery and the desired outcomes of the public realm scheme.

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

4.1 It is expected there will be little potential for negative reputational implications for the Council resulting from the decision. Riverhead Square has not been used as a taxi pick up/drop off and bus station for a number of years following the relocation of these facilities elsewhere in the town centre.

4.2 If approval is given to this proposal, the Order will be formally advertised in accordance with the statutory Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Public notices will be published in the local press to advise of the Council's intention to make the Order. This provides a formal opportunity for anyone to object to the making of the Order.

### **5. FINANCIAL CONSIDERATIONS**

The recommendation does not require any capital expenditure. The revocation of the existing restrictions will not require any physical on site works to be carried out and any public notices required are covered through the Council's regeneration partnership arrangement with Equans.

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

There are no implications relating specifically to children and young people arising from this report.

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

There are no implications relating specifically to climate change and the environment arising from this report.

### **8. CONSULTATION WITH SCRUTINY**

There has been no consultation with Scrutiny in relation to the legal order process.

### **9. FINANCIAL IMPLICATIONS**

As indicated in section 5, there are no direct financial implications to the Council as a result of this report.

## **10. LEGAL IMPLICATIONS**

- 10.1 Under Section 1 Road Traffic Regulation Act 1984 traffic authorities are empowered to make Traffic Regulation Orders (TROs) for (inter alia) the reasons set out at the beginning of this report. Section 2 specifies what TROs may require and the recommended order is within those powers.
- 10.2 The procedure for making TROs is set out in Schedule 9 Part III of the 1984 Act and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and provides for advertisement and consideration of any objections before making a final decision on the proposed TRO.
- 10.3 Regulation 8 makes provision for objections and regulation 14 allows the Council to modify a TRO before it is made.
- 10.4 If it is decided to make the TRO notwithstanding any objections made it can only be challenged by Judicial Review in the Administrative Court.

## **11. HUMAN RESOURCES IMPLICATIONS**

There are no direct HR implications.

## **12. WARD IMPLICATIONS**

Riverhead Square is situated within the West Marsh Ward.

## **13. BACKGROUND PAPERS**

[Local Authorities' Traffic Orders \(Procedure\) \(England and Wales\) Regulations 1996](#)

[Road Traffic Regulation Act 1984](#)

[The Traffic Signs Regulations and General Directions 2016 No 362](#)

## **14. CONTACT OFFICER(S)**

Carolina Borgstrom, Director Economy, Environment and Infrastructure, NELC, 01472 326207.

Martin Lear, Head of Highways and Transport, Equans 01472 324482

**COUNCILLOR STEWART SWINBURN**

**PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT**

NOTES  
 Mapping material in this plan has been reproduced from the Ordnance Survey Digital Data with the permission of the Controller of HMSO plc. Crown Copyright Reserved 1998. Licence No. 100025709  
 Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

**KEY**

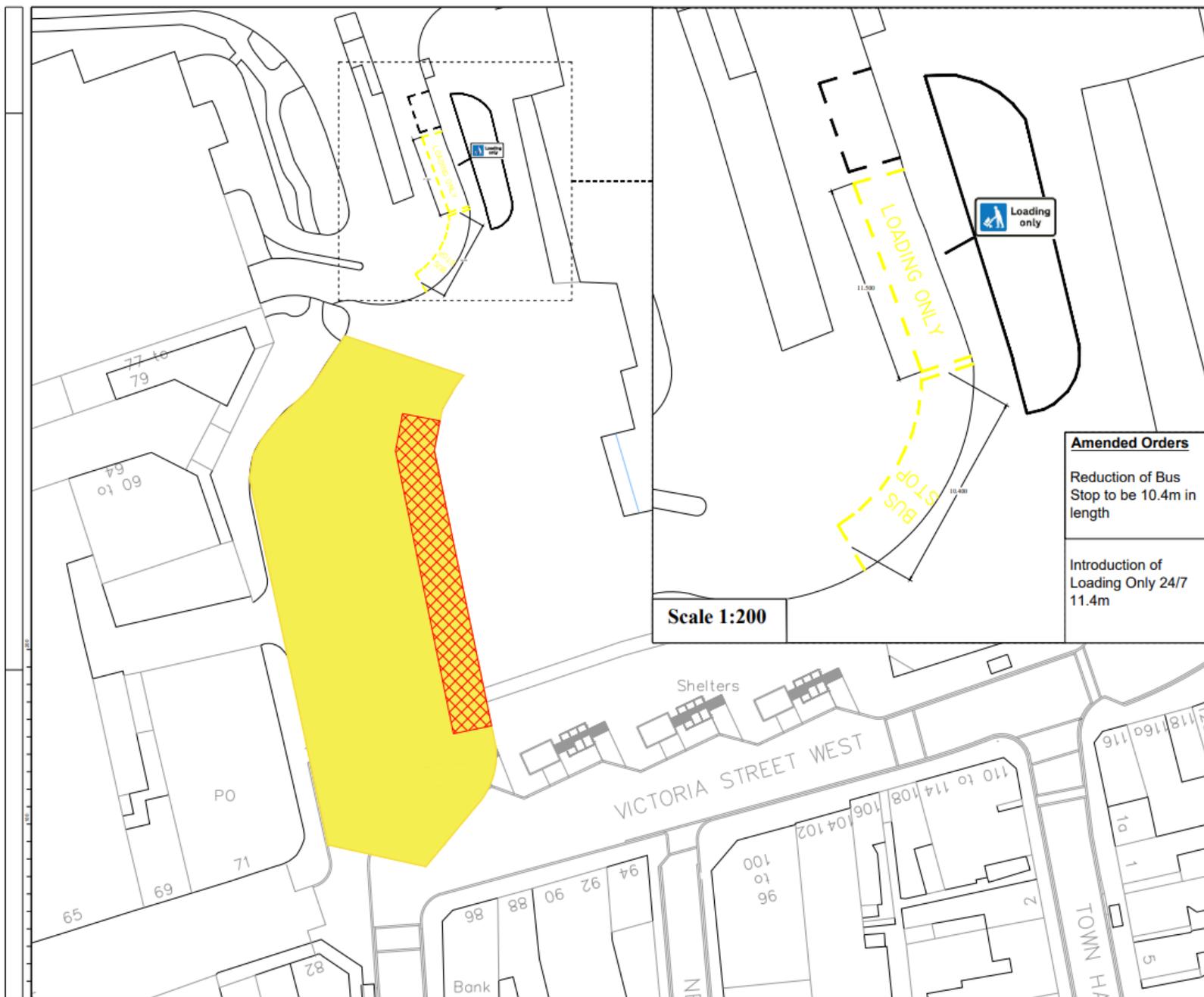
-  909 Bus station - No vehicles except public service vehicles, no waiting at any time **TO BE REVOKED**
-  707 No stopping midnight - 6.00am except taxis **TO BE REVOKED**

**Amended Orders**

Reduction of Bus Stop to be 10.4m in length

Introduction of Loading Only 24/7 11.4m

**Scale 1:200**



Label	Amendment	Drawn	Date
<b>CONSTRUCTION ISSUE</b>			
North East Lincolnshire Council			
Riverhead Square Phase 2			
Traffic Regulation Order 23-06 Riverhead Square Revocation of Taxi & Bus Station Restrictions			
SY			19-03-2021
JULY 2021			
A3 (05/1/2017)	1:000		TR-23-06-01

