

PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE & TRANSPORT

DATE	24 th March 2025
REPORT OF	Councillor Stewart Swinburn, Portfolio Holder Housing, Infrastructure and Transport
RESPONSIBLE OFFICER	Carolina Borgstrom – Director for Environment, Economy and Infrastructure
SUBJECT	Traffic Regulation Order 25-02: Freeman Street, Grimsby- Waiting and Loading Restrictions
STATUS	Open
FORWARD PLAN REF NO.	PHHIT 03/25/03

CONTRIBUTION TO OUR AIMS

A review of the current waiting and loading restrictions at this location, will support stronger businesses within the area as well as contributing to the health and wellbeing of all road users, business owners and visitors to the area by creating, and maintaining, a safer highway environment by implementing appropriate waiting and loading measures.

EXECUTIVE SUMMARY

Following recent works in the Freeman Street area and a request from the Hackney Carriage Association to review taxi rank provision adjacent to Freeman Street Market, a review of current parking, loading and taxi restrictions has been undertaken to ensure appropriate and effective restrictions are in place.

RECOMMENDATIONS

It is recommended that:

- a) Approval be granted to the making of a traffic regulation order so that the waiting restrictions imposed on Garibaldi Street, Freeman Street, Albert Street West, Railway Street, Nelson Street and Wood Street shall be in accordance with the table and plans at Appendix 1 (Ref: ADHR – FS-01-01 & ADHR- FS-01-02).
- b) In the event there are unresolved material objections to the Order, these are referred back to the Portfolio Holder for Housing, Infrastructure and Transport for determination and a decision as to whether or not the Order be confirmed and executed.

REASONS FOR DECISION

The review of the restrictions will ensure better visibility for drivers, pedestrians and cyclists entering or exiting junctions off Freeman Street and it will ensure sight lines and traffic flows are maintained, particularly as Freeman Street is a bus route.

1. BACKGROUND AND ISSUES

- 1.1 Following recent resurfacing works in the borough, it has come to the Traffic Team's attention that the current parking and waiting restrictions around Freeman Street & Garibaldi Street need reviewing to ensure they are still appropriate and an effective measure for the area.
- 1.2 The Hackney Carriage Association have also requested that the Council reviews the taxi rank on Garibaldi Street as it is no longer used to its full capacity. They have asked that the current taxi rank restriction length be reduced to more accurately reflect current taxi usage. This seeks to ensure that Garibaldi Street is utilised to its full capacity allowing more parking for shoppers whilst maintaining appropriate taxi rank provision with good compliance. These proposals and extents are set out in the plan provided in Appendix 1 (Ref: ADHR – FS-01-01).
- 1.3 After further investigation of the area, it was recognised there are numerous Limited Waiting restrictions between 8am-6pm Monday-Saturday (Single Yellow Lines) at the junctions around the Garibaldi Street area. There is an unknown reason to why historically these were the designated restrictions at that time placed on junctions. These restrictions are designed to allow vehicles to park on the restrictions outside the designated limited waiting hours. For safety reasons, these are now considered to be an inappropriate restriction for junctions. Instead, a nationally recognised junction protection road marking is a No Waiting at Any Time restriction (double yellow lines). This road marking is a proven and effective measure to ensure clear visibility when accessing or egressing the junctions thereby reducing the likelihood of collisions. Therefore, it is proposed to replace those junctions with Limited Waiting restrictions to No Waiting at Any Time restrictions. These proposals and extents are set out in the plan provided in Appendix 1 (Ref: ADHR – FS-01-01).
- 1.4 There is a Limited Waiting restriction between 8am-6pm Monday-Saturday (Single Yellow Lines) on a section of Freeman Street between Church Street and Nelson Street. Freeman Street is an essential bus route and outside those limited waiting hours, vehicles are obstructing traffic flows by parking on Freeman Street. This is causing traffic to build up on either side of the road, increasing risk for pedestrians and cyclists as it is obstructing sight lines for all road users. It is proposed to replace this Limited Waiting restriction with a No Waiting at Any Time restriction (Double Yellow Lines). These proposals and extents are set out in the plans provided in Appendix 1 (Ref: ADHR – FS-01-01).
- 1.5 Informal consultation with residents and businesses has not taken place given the road safety issues identified that would deem the changes necessary. There will be an opportunity for the public to identify any objections to these proposals when the Order is formally advertised.

2. RISKS AND OPPORTUNITIES

- 2.1 Should these proposals not be implemented, the risks are:

- That visibility for all road users, particularly those who are vulnerable may be impaired as a result of parked vehicles on junctions, increasing the likelihood of collisions and injuries.
- Traffic Flows will be compromised by obstructive vehicles causing traffic build up on a busy bus route.
- There would be excessive taxi rank provision on Garibaldi St which is likely to see poor compliance by general traffic.

2.2 Should this proposal be adopted, the opportunities are:

- To implement restrictions that are of adequate length and duration to ensure they are respected by drivers.
- To ensure that there is appropriate and enforceable restrictions in place to support the Hackney carriage provision.
- To prevent obstructive parking and improve visibility sight lines in and around junctions.
- To provide traffic flow benefits.
- To reduce road safety risk for all road users.
- By introducing mandatory restrictions which are fully backed by a legal TRO will enable the NELC Civil Enforcement Team to enforce any vehicles parked in contravention, under the Council's Civil Parking Enforcement (CPE) powers.

3. OTHER OPTIONS CONSIDERED

3.1 Do nothing. This is not recommended given the road safety issues identified.

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. Overall, there minimal change in the availability of on-street parking in the area as there are plenty of streets within the Freeman St / Garibaldi Street area that can accommodate parking for 24 hours a day.

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

5.1 The recommendation does not require any capital expenditure. New highway markings and signs and the associated public notices required to deliver the TROs are covered through the Council's Regeneration Partnership arrangement with Equans.

6. CHILDREN AND YOUNG PEOPLE IMPLICATIONS

- 6.1 There are unlikely to be any specific implications for children and young people as result of this proposal beyond the implications for all road users.

7. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS

- 7.1 The proposals are not expected to have any significant impact on climate change and / or the environment.

8. CONSULTATION WITH SCRUTINY

- 8.1 There has been no consultation with Scrutiny in relation to this matter.

9. FINANCIAL IMPLICATIONS

- 9.1 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. 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

- 11.1 There are no direct HR implications.

12. WARD IMPLICATIONS

- 12.1 The proposals relate to issues within the East Marsh.

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)

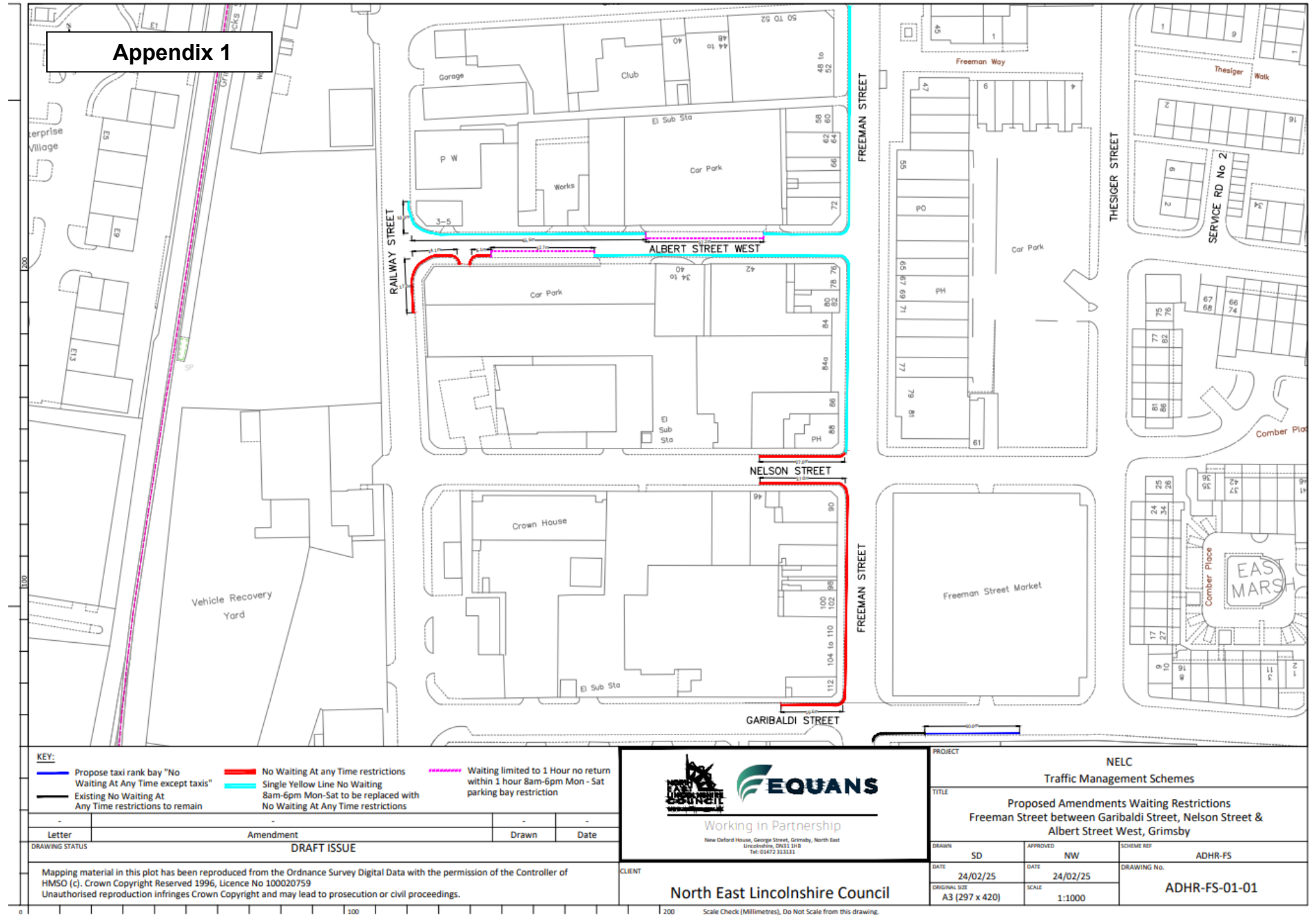
- Paul Evans, Assistant Director - Infrastructure, NELC, 01472 323029

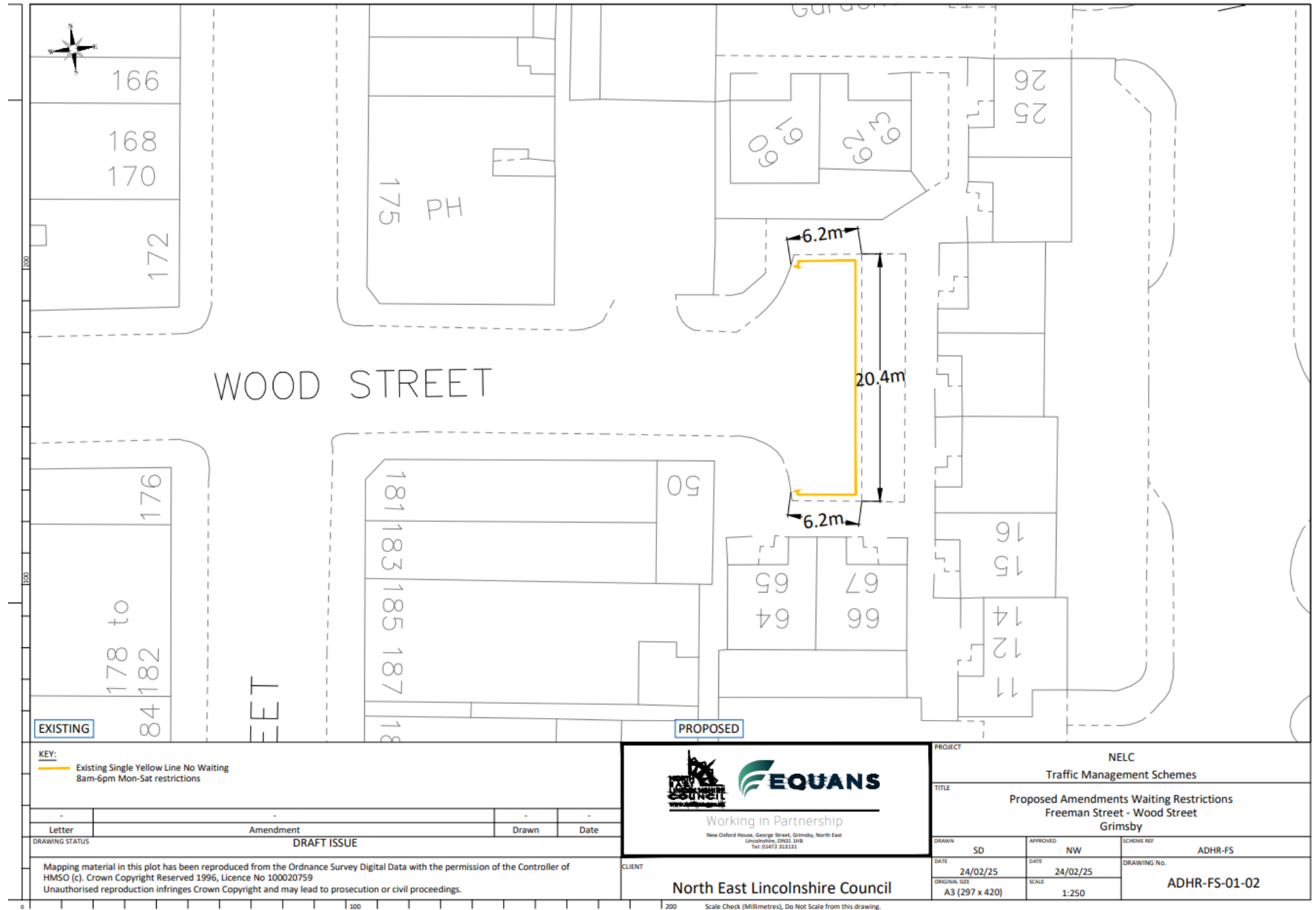
- Adrian Dennington, Head of Highways and Transportation, Equans, 07789 495 521

COUNCILLOR STEWART SWINBURN

PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT

Appendix 1





SCHEDULE 1 – Revocations

The Borough of North East Lincolnshire Council (Prohibition and Restriction of Waiting, Clearways and On Street Parking) (Consolidation) Order 2010 (Amendment No. 14-09) Order 2014

STREET	SIDE	EXTENT
Freeman Street, Grimsby	WESTERN KERB LINE	All restrictions pertaining to Loading from the western kerb line of Freeman Street between the northern kerb line of Garibaldi Street and the southern kerb line of Nelson Street.
Nelson Street, Grimsby	SOUTHERN KERB LINE	All restrictions pertaining to Loading from the western kerb line of Freeman Street in a westerly direction for a distance 27 metres.
Garibaldi Street, Grimsby	NORTHERN KERB LINE	All restrictions pertaining to Loading from the western kerb line of Freeman Street in a westerly direction for a distance of 19.6 metres.

“Prohibition of Waiting Monday to Saturday between 8am-6pm”

STREET	SIDE	EXTENT
Freeman Street, Grimsby	WESTERN KERB LINE	The full extent between the northern kerb line of Nelson Street to the southern kerb line of Albert Street West.
Albert Street West, Grimsby	SOUTHERN KERB LINE	From its junction with Freeman Street in a westerly direction for a distance of 61.7 metres.
Albert Street West, Grimsby	NORTHERN KERB LINE	From its junction with Freeman Street in a westerly direction for a distance of 28 metres.
Albert Street West, Grimsby	NORTHERN KERB LINE	From its junction with Railway Street in an easterly direction for a distance of 65.6 metres.
Railway Street, Grimsby	EASTERN KERB LINE	From its junction with Albert Street West in a northerly direction for a distance of 10 metres.
Freeman Street, Grimsby	WESTERN KERB LINE	The full extent between the northern kerb line of Albert Street West to the southern kerb line of Church Street.

“24 Hour Prohibition of Waiting: No Waiting at Any Time”

STREET	SIDE	EXTENT
Albert Street West, Grimsby	SOUTHERN KERB LINE	From its junction with Railway Street in an easterly direction for a distance of 26.2 metres.
Railway Street, Grimsby	EASTERN KERB LINE	From its junction with Albert Street West in a southerly direction for a distance of 17 metres.
Nelson Street, Grimsby	NORTHERN KERB LINE	From its junction with Freeman Street in a westerly direction for a distance of 27 metres.

“No Waiting at Any Time except Taxis”

STREET	SIDE	EXTENT
Garibaldi Street, Grimsby	SOUTHERN KERB LINE	From a point 16.7 metres from the eastern kerb line of Freeman Street in an easterly direction for a distance of 51 metres.

“Waiting Limited to 1 hour no return within 1 hour Monday to Saturday between 8am-6pm”

STREET	SIDE	EXTENT
Albert Street West, Grimsby	SOUTHERN KERB LINE	From a point 61.7 metres from its junction with Freeman Street in a westerly direction for a distance of 32.7 metres.
Albert Street West, Grimsby	NORTHERN KERB LINE	From a point 28 metres from its junction with Freeman Street in a westerly direction for a distance of 37.2 metres.

SCHEDULE 2**“No Waiting at Any Time except Taxis”**

STREET	SIDE	EXTENT
Garibaldi Street, Grimsby	SOUTHERN KERB LINE	From a point 16.7 metres from the eastern kerb line of Freeman Street in an easterly direction for a distance of 30 metres.

SCHEDULE 3 – Prohibited Roads**“24 Hour Prohibition of Waiting: No Waiting at Any Time”**

STREET	SIDE	EXTENT
Garibaldi Street, Grimsby	NORTHERN KERB LINE	From its junction with Freeman Street in a westerly direction for a distance of 19.6 metres.
Freeman Street, Grimsby	WESTERN KERB LINE	The full extent from the northern kerb line of Garibaldi Street to the southern kerb line of Nelson Street.
Nelson Street, Grimsby	SOUTHERN KERB LINE	From its junction with Freeman Street in a westerly direction for a distance of 27 metres.
Nelson Street, Grimsby	NORTHERN KERB LINE	From its junction with Freeman Street in a westerly direction for a distance of 27 metres.
Freeman Street, Grimsby	WESTERN KERB LINE	The full extent between the northern kerb line of Nelson Street to the southern kerb line of Albert Street West.
Albert Street West, Grimsby	SOUTHERN KERB LINE	From its junction with Freeman Street in a westerly direction for a distance of 61.7 metres.
Albert Street West, Grimsby	SOUTHERN KERB LINE	From a point 94.4 metres from its junction with Freeman Street in a westerly direction for a distance of 6.1 metres.
Albert Street West, Grimsby	SOUTHERN KERB LINE	From its junction with

		Railway Street in an easterly direction for a distance of 14.1 metres.
Railway Street, Grimsby	EASTERN KERB LINE	From its junction with Albert Street West in a southerly direction for a distance of 17 metres.
Railway Street, Grimsby	EASTERN KERB LINE	From its junction with Albert Street West in a northerly direction for a distance of 10 metres.
Albert Street West, Grimsby	NORTHERN KERB LINE	From its junction with Railway Street in an easterly direction for a distance of 65.6 metres.
Albert Street West, Grimsby	NORTHERN KERB LINE	From its junction with Freeman Street in a westerly direction for a distance of 28 metres.
Freeman Street, Grimsby	WESTERN KERB LINE	The full extent between the northern kerb line of Albert Street West to the southern kerb line of Church Street.

SCHEDULE 4

“Waiting Limited to 1 hour no return within 1 hour Monday to Saturday between 8am- 6pm”

STREET	SIDE	EXTENT
Albert Street West, Grimsby	SOUTHERN KERB LINE	From a point 61.7 metres from its junction with Freeman Street in a westerly direction for a distance of 32.7 metres.
Albert Street West, Grimsby	NORTHERN KERB LINE	From a point 28 metres from its junction with Freeman Street in a westerly direction for a distance of 37.2 metres.