

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 24-06 Garth Lane, Grimsby – Revocation of Waiting Restrictions
STATUS	Open
FORWARD PLAN REF NO.	PHHIT 03/25/04

CONTRIBUTION TO OUR AIMS

The revocation of No Waiting at Any Time restrictions on a section of Garth Lane, Grimsby will contribute to a stronger economy by supporting the development of the Horizon Youth Zone project in Grimsby town centre.

EXECUTIVE SUMMARY

To enable the progression of the Horizon Youth Zone project, it is proposed to revoke existing No Waiting at Any Time (double yellow line) restrictions on a section of Garth Lane, Grimsby.

RECOMMENDATIONS

It is recommended that:

- a) Approval be granted to the making of a traffic regulation order to revoke 24-hour Prohibition of Waiting (double yellow line) restrictions, the extent of which is detailed in Appendix 1 (Ref: TR25-01-01).
- 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

Following the commencement of the Horizon Youth Zone project, existing parking restrictions will need to be revoked, as the land on which they are located will become part of the footprint of the development and no longer part of the adopted highway.

1. BACKGROUND AND ISSUES

- 1.1 As part of the delivery of the Horizon Youth Zone project, land that was previously part of the adopted highway extent on Garth Lane has been

reallocated to the development. The land is currently covered by No Waiting at Any Time (double yellow line) parking restriction that as a result of the removal of the highway designation, will need to be revoked and be expunged from the legal record.

2. RISKS AND OPPORTUNITIES

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

- Parking restrictions that can only be applied and enforced within the adopted highway extent will remain in place unnecessarily.

2.2 Should this proposal be adopted, the opportunities are:

- Unnecessary parking restrictions will be removed to enable development of the Horizon Youth Zone project.

3. OTHER OPTIONS CONSIDERED

3.1 Do nothing. This is not recommended given the 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. Revocation of the restrictions is necessary as the land will no longer be designated as adopted highway and will instead form part of the private land extent for the Horizon Youth Zone project.

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. Any road markings will be removed as part of the building works.

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 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)

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COUNCILLOR STEWART SWINBURN

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Appendix One

