



TRANSPORT, INFRASTRUCTURE AND STRATEGIC HOUSING SCRUTINY PANEL

18th November 2025 at 6.30 p.m.

Present:

Councillor Mill (in the Chair)
Councillors Augusta, Bright, Cairns (substitute for Lindley), Crofts, K Swinburn (substitute for Aisthorpe), and Wilson.

Officers in attendance:

- Carolina Borgstrom (Director of Economy, Environment and Infrastructure)
- Katie Brown (Director of Adult Services)
- Martin Dixon (Planning Manager)
- Damien Jaines-White (Assistant Director Regeneration)
- Cheryl Jarvis (Development Manager)
- Simon Jones (Assistant Director Law and Governance)
- Martin Lear (Principal Transport Officer)
- Guy Lonsdale (Interim Deputy Section 151 Officer)
- Rebecca Raine (Interim Spatial Planning Policy Manager)
- Jo Robinson (Assistant Director Policy, Strategy and Resources)
- Paul Windley (Democratic and Scrutiny Team Manager)

Also in attendance:

- Councillor Harness (Portfolio Holder for Finance, Resources and Assets)
- Councillor S Swinburn (Portfolio Holder for Housing, Infrastructure and Transport)
- Councillor Aisthorpe (Ward Councillor for East Marsh Ward)
- Councillor Holland (Chair of the Economy, Culture and Tourism Scrutiny Panel)
- Councillor Humphrey (Ward Councillor for Scartho Ward)
- Councillor Shutt (Ward Councillor for Heneage Ward)

There were no members of the press and public in attendance.

SPTISH.36 APOLOGIES FOR ABSENCE

Apologies for absence were received for this meeting from Councillors Hasthorpe, Lindley and Pettigrew.

SPTISH.37 DECLARATIONS OF INTEREST

There were no declarations of interest for this meeting.

SPTISH.38 MINUTES

The panel received the minutes of its meeting held on 16th September 2025.

At SPTISH.30, Councillor Wilson referred to stated concerns about the phone and ride service not fully meeting community needs but recalled that this related to all subsidized services rather than just phone and ride.

RESOLVED – That the minutes of the Transport, Infrastructure and Strategic Housing Scrutiny Panel meeting held on 16th September 2025 be approved as a correct record, subject to the amendment of minute SPTISH.30 as set out above.

SPTISH.39 QUESTION TIME

There were no questions from members of the public for this meeting.

SPTISH.40 FORWARD PLAN

The panel received the current forward plan, and members were asked to identify any items for examination by this panel via the pre-decision call-in procedure. It was noted that items on the Transport Hub and Concessionary Fares, scheduled for decision by Cabinet in February 2026, would be reported to this panel in January 2026.

RESOLVED – That the Forward Plan be noted.

SPTISH.41 TRACKING THE RECOMMENDATIONS OF SCRUTINY

The panel received the report of the Statutory Scrutiny Officer tracking the recommendations previously made by this scrutiny panel which had been updated for reference at this meeting.

At SPTISH.12 (Affordable Housing Performance Target), the panel reiterated its request for performance information on affordable housing so that it could seek assurance on progress at each meeting. The panel agreed that, in the context of the emerging Local Plan, officers be tasked

with establishing performance information on affordable housing with a view to an initial report by the first meeting of this panel in the 2026/27 Municipal Year.

At SPTISH.65 (Transport Hub), Councillor S Swinburn, Portfolio Holder for Housing, Infrastructure and Transport updated the panel on the related issue of the demolition of the Abbey Walk car park, expected to commence in January 2026. He noted that officers were working hard to provide further parking to address spaces that would be lost as a result of the demolition.

At SPTISH.25 (Grimsby West Masterplan), the panel was assured that the revised Masterplan would be brought back to this panel prior to any decision. As such, it was agreed to add this to the panel's work programme.

At JSPCT.16 (Selective Licensing Call-In), the panel requested that this remained on the tracking until an assurance had been received that the equality impact assessment had been revisited, as requested.

The panel agreed that items SPTISH.57 (Business Centre Tenant Surveys), SPTISH.74 (Temporary Accommodation Review), SPTISH.3 (Minutes – East Marsh Retrofit), SPTISH.7 (Council Plan Year End Written Responses), SPTISH.10 (Section 106 Agreements), SPTISH.24 (Housing Matters), SPTISH.26 (Grimsby to Walpole National Grid Electricity Line) and part JSPCT.17 (Rough Sleeper Data) had been completed and could be removed from future tracking reports.

RESOLVED –

1. That the report and updates against the tracking report be noted.
2. That officers be requested to establish performance information on affordable housing with a view to an initial report by the first meeting of this panel in the 2026/27 Municipal Year.
3. That the Grimsby West Masterplan be added to this panel's work programme for future consideration.
4. That items SPTISH.57 (Business Centre Tenant Surveys), SPTISH.74 (Temporary Accommodation Review), SPTISH.3 (Minutes – East Marsh Retrofit), SPTISH.7 (Council Plan Year End Written Responses), SPTISH.10 (Section 106 Agreements), SPTISH.24 (Housing Matters), SPTISH.26 (Grimsby to Walpole National Grid Electricity Line) and JSPCT.17 (relating to Rough Sleeper Data) be removed from future tracking reports

SPTISH.42 SECTION 106 AGREEMENT FUNDING

The panel received a briefing paper on the use of Section 106 Agreements in the planning process, the recording of affordable housing delivery and challenges to requirements.

The panel noted the use of Section 106 agreements within rural areas covered by parish councils but wanted to understand how communities without parish councils could engage with the process. It was felt that there needed to be proactive engagement with ward councillors to enable community access to Section 106 funding.

The panel agreed that the Chair of this panel should meet with the Chair of the Planning Committee and relevant officers to put a process in place to enable relevant ward councillors to be informed when there was a possibility of Section 106 funding becoming available via major planning applications.

RESOLVED –

1. That the contents of the briefing paper be noted.
2. That a meeting be arranged involving the Chair of this panel, the Chair of the Planning Committee and relevant officers to put a process in place to enable relevant ward councillors to be informed when there was a possibility of Section 106 funding becoming available via major planning applications.

SPTISH.43

DRAFT LOCAL PLAN

The panel considered a report from the Portfolio Holder Transport, Infrastructure and Strategic Housing on the Draft Local Plan Preferred Options. This report was due to be considered by Cabinet at its meeting on 24th November 2025 and was presented for pre-decision scrutiny.

The panel sought clarification on a number of points including the allocation of green wedges, the process to be followed for the second round of Regulation 18 consultation and making it more user-friendly, provision for cycling and walking, and how the need for one-bedroomed houses could influence the Local Plan.

It was noted that feedback on these points was welcomed as part of the consultation process. It was added that an urgent meeting of the Local Plan Oversight Group would be called to urgently look at the proposed consultation process.

Councillor Holland had been invited to attend this meeting in his capacity as Chair of the Economy, Culture and Tourism Scrutiny Panel due to the cross-cutting nature of the Local Plan. He suggested that, based on the results of the Housing and Economic Development Needs Assessment, a fourth bullet point be added to the list of the Council's proposed preferred options at paragraph 1.8 of the report to include reference to affordable and social housing. He felt that this was an opportunity to develop our policy in that area and ask how the Local Plan could support the delivery of affordable and social housing. He noted that other local authorities had adopted this approach on affordable housing.

Councillor Augusta moved this suggestion and this was seconded by Councillor Bright.

Officers advised that this was not a requirement at this stage and it would be more important to include this at the Regulation 19 stage of consultation, particularly given that it would then be seen by the Planning Inspector.

It was noted that the proposal would be a recommendation to Cabinet, if agreed.

RESOLVED – That the recommendations in the report now submitted be endorsed for consideration by Cabinet, subject to the addition of a fourth bullet point to the list of the Council's proposed preferred options at paragraph 1.8 of the report now submitted, to include affordable and social housing.

SPTISH.44

QUARTER 2 COUNCIL PLAN PERFORMANCE AND FINANCE REPORT

The panel received a report from the Portfolio Holder for Finance, Resources and Assets providing key information and analysis of the Council's performance and financial position at the end of quarter 2, 2025-26.

A panel member sought clarification over the reported 100% performance for capital maintenance projects being delivered on time, citing the Corporation Bridge project as an example of a project that had not been delivered on time. It was noted that the Corporation Bridge project fell under 'Major Projects' and the performance target related to back-log maintenance. The panel member felt that there was an issue over the language used in the report.

The panel member sought similar clarification over the Freshney Place shopping centre and enquired how maintenance was being tracked. It was noted that the Freshney Place Cabinet Sub Committee received regular updates, including on the business plan and would approve key decisions.

It was noted that the report contained more targets currently performing amber and red than green. The panel wanted to know whether plans were in place to address this. Ms Robinson confirmed that there were plans in place.

The Chair added to this by referring to the performance and delivery overview that showed an increase in the number of overall red ratings in comparison to quarter one. Mr Lonsdale reported that this reflected a specific position on service budgets and that there were mitigations in place. In addition, there was a challenge over the lack of clarity on fairer funding. However, the direction of travel showed some improvement.

RESOLVED – That the report be noted.

SPTISH.45

GREATER LINCOLNSHIRE MAYORAL COMBINED COUNTY AUTHORITY TRANSPORT FUNCTIONS

The panel received a report on the Greater Lincolnshire Combined County Authority transport functions.

Councillor Wilson provided an update on discussions at the recent meeting of the Greater Lincolnshire Combined County Authority scrutiny committee, noting that he had raised the issue over the lack of motorways in the county and the impact this was having. Linked to this he had put forward a recommendation to add 'economy' to the list of priorities for transport in Greater Lincolnshire.

RESOLVED – That the report be noted.

SPTISH.46

TRAFFIC MANAGEMENT CO-ORDINATION WORKING GROUP

The panel received a report on the work and conclusions of the traffic management co-ordination working group and presenting the subsequent Streetworks Charter.

The panel suggested that the wording on reinstatements within the proposed Streetworks Charter be strengthened to refer to the standard expected.

RESOLVED –

1. That the Traffic Management Co-ordination Working Group report be noted.
2. That the Streetworks Charter be endorsed for agreement by Cabinet and to be taken forward for discussion and sign up with utility companies, subject to the strengthening of the charter to make clear the expected standard within the wording on reinstatements

SPTISH.47

CORPORATION BRIDGE UPDATE

The panel received a verbal update on progress with the Corporation Bridge project.

Ms Borgstrom reported that the new contract had now been signed and a clean up had been commissioned and undertaken to avoid any delay with works commencing. Some of the existing scaffolding was being removed to allow the contractor to install their own to meet their needs. Sand-blasting was expected to commence on 8th December 2025.

A panel member enquired about regular updates and an invite for the panel to visit the bridge.

Ms Borgstrom confirmed the previous commitment to provide monthly updates to members of this panel. She noted that they were currently in the midst of handover to the contractor but she would look into the possibility of a panel visit.

The panel further enquired whether the monthly updates would also go to substitute members of this group, ward councillors and all Members. It was agreed that substitute members of this panel would receive the updates and wider circulation would be looked into, noting that there had been a commitment to provide regular public updates.

A panel member enquired why the financial element of the bridge project was not publicly available. Mr Jones noted that there were further procurements but he agreed to look into the possibility of releasing financial information.

RESOLVED –

1. That the update be noted.
2. That the circulation of updates on the Corporation Bridge project to all Members be further investigated.
3. That the possibility of releasing financial information on the project be further investigated.

SPTISH.48

WORK PROGRAMME UPDATE

The panel received a report on progress made to date with this panel's 2025/26 work programme.

As noted under SPTISH.40, updates on the Transport Hub (to include car park provision) and Concessionary Fares would be added to the panel's work programme for consideration in January 2026.

RESOLVED – That progress made to date with this panel's work programme be noted and that the Transport Hub (to include car park provision) and Concessionary Fares be added to the panel's work programme, for consideration in January 2026.

SPTISH.49

QUESTIONS TO PORTFOLIO HOLDER

Councillor Aisthorpe had submitted the following question for the Portfolio Holder for Housing, Infrastructure and Transport:

Cleethorpes is a place that means a great deal to people across the borough. Its streets, shops, cafés and seafront attract residents and

visitors all year round, and keeping it easy and affordable to visit is vital for the health of our local economy and communities.

Under the current regeneration plans, the only free public car park at the Market Place will be removed. The High Street car park will become short-stay paid parking, and the new car park behind the Old Vic will be for longer-stay paid parking.

There will be a few loading bays included in the Market Place design, but these are limited and won't replace the number of free parking spaces being lost. Once the Market Place car park is gone, people will have fewer options to stop briefly without paying, which could make it harder for shoppers to pop in, collect something, or support local businesses.

Even with the remaining free parking along St Peter's Avenue, spaces are already at capacity most of the time, so there's a clear risk that the loss of free parking at the Market Place could reduce passing trade.

Introducing a short free stay period in Cleethorpes car parks, even just 30 minutes, could make a real difference. It's a simple change, but a common-sense approach that would help keep people visiting, support local traders who rely on quick visits, and make the area more welcoming, especially while residents continue to feel the pressures of the cost of living.

As a member of the Regeneration Working Group, I've raised the issue of free short stay parking several times during discussions on the Cleethorpes Market Place project and was advised that Scrutiny would be the right place to explore it further. This isn't about changing the design or slowing progress, it's about making sure the regeneration delivers its full potential by helping local businesses thrive and keeping the town centre easy to access.

Other coastal and market towns have successfully taken this approach. In Louth, for example, East Lindsey District Council kept a 30-minute free stay period in the Market Place car park after their town centre improvements, saying it was a way to help small traders maintain passing trade.

Given the level of public investment in the Cleethorpes regeneration project and its importance to both the town and the wider borough, I'd like to ask whether the Portfolio Holder will commit to bringing forward a report, for both Scrutiny and Cabinet's consideration, setting out the potential benefits and practical options for introducing a short free-stay period within Cleethorpes car parks.

This could help the regeneration scheme go further in supporting local businesses, keeping the town centre accessible, and ensuring the benefits are felt across the whole borough.

Councillor S Swinburn, Portfolio Holder for Housing, Infrastructure and Transport, responded that the new scheme had been designed to ensure we can cater for the needs of both businesses and visitors. It did include four new and additional loading bays, two would remain permanent loading bays throughout the day, servicing local businesses, whilst the other two would be limited to loading at certain times and thereafter, would be available to blue badge holders, which would allow people to stop briefly for collections and deliveries. The parking spaces lost in the centre of the Market Place had been replaced by introducing 34 new spaces behind the Queen Vic pub, which provided a mixture of long and short stay parking, but the existing High Street car park had been converted to short-stay only, which provided 59 spaces, to help maintain access for businesses and customers who needed quick stops. These would be in addition to the existing provision on St Peters Avenue, which included free parking. In addition to the above, the council was looking to commence a parking review, which would look at parking capacity across the resort. This would support a similar review that was undertaken earlier this year in Grimsby town centre, which would be discussed at this scrutiny panel in January 2026. These reviews combined would allow us to look at wider parking capacity across those two areas and provide an opportunity to review parking fees and arrangements across those areas, including options that could support short stay visits and local economic activity. Councillor Aisthorpe's suggestion about a free short-stay period was noted and would be considered as part of the upcoming review. Councillor S Swinburn concluded by noting that he had always been in favour of some form of free car parking.

Councillor Cairns had submitted the following question for the Portfolio Holder for Housing, Infrastructure and Transport:

This question relates to subsidised bus services and follows concerns raised about a lack of service on Laceby Acres after 6 p.m. The numbers 3 and 4 buses no longer go through Laceby Acres but instead travel via Littlecoates Road. This was apparently due to anti-social behaviour on certain parts of the estate, for example, St Michaels Road. All this occurred over 7 years ago and the service was never restored. I appreciate that the drivers and passengers well-being should never be put at risk but several residents have complained that surely there must be other routes through the estate that avoid any troublesome areas?

I believe there will be a meeting of the Enhanced Bus Quality Partnership on December 2nd when this item will be put on the agenda. Can I be assured that the Bus Strategy will be refreshed by aligning the Greater Lincolnshire Combined County Authority policies to take over some of the subsidized services and provide a better service in the future?

Councillor S Swinburn responded that, having checked with Stagecoach, the number 4 route was changed a number of years ago due to anti-social behaviour on Laceby Acres. There had been various attempts to reinstate the service to run through Laceby Acres but Stagecoach were

subject to anti-social behaviour issues on several further occasions and the service currently ran along Little Coates Road after 6pm. Local bus services in North East Lincolnshire had recently been subject to anti-social behaviour on a number of occasions. The council had been working with the Safeguarding Youth Justice and Family Help services to develop a presentation which could be taken into schools to educate young people on the impact of anti-social behaviour on local bus services, passengers and staff. The next Enhanced Bus Quality Partnership meeting was due to be held on 2nd December 2025 and Councillor Swinburn agreed to make sure this issue was discussed with the Stagecoach Commercial and Managing Directors. Following this meeting, he agreed to email a further update. Councillor Swinburn added that Bus Service Improvement Plan funding could be allocated to the number 4 service but only to increase the frequency of the service to every ten minutes in the daytime on weekdays.

SPTISH.50

CALLING IN OF DECISIONS

There were no formal requests from members of this panel to call in decisions taken at recent meetings of Cabinet.

There being no further business, the Chair declared the meeting closed at 9.21 pm.