

PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT

DATE	24 th March 2026
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 – 26-08: Mill Road, Cleethorpes - Amendment to No Loading at Any Time restriction
STATUS	Open
FORWARD PLAN REF NO.	GENERAL EXCEPTION. Not included on the Forward Plan therefore, to be considered under the General Exception provisions of the Constitution.

CONTRIBUTION TO OUR AIMS

A review of current No Loading at Any Time restrictions will contribute to a stronger economy by supporting businesses by implementing appropriate extents of highway parking restrictions to assist with their operational needs.

EXECUTIVE SUMMARY

A review of the current 'No Loading at Any Time' restriction extent on Mill Road, Cleethorpes has been undertaken. As a result, it is proposed that the restriction length be shortened to facilitate business loading activities.

RECOMMENDATIONS

It is recommended that:

- a) Approval be granted for the making of a Traffic Regulation Order to amend the extent of the 'No Loading at Any Time' restriction on Mill Road, Cleethorpes, the extent of which is detailed in the plan in Appendix One (Ref: ADHR-26-07).
- b) In the event there are unresolved material objections to the Order, these will be referred to the Portfolio Holder for determination and a decision as to whether or not the Order be confirmed and executed.

REASONS FOR DECISION

Following receipt of feedback from a business on Mill Road, Cleethorpes as a result

of the implementation of the Cleethorpes Controlled Parking Zone (CPZ), a review of the extent of the current 'No Loading at Any Time' restriction on Mill Road has been carried out and it is proposed that the restriction length be shortened to enable loading/unloading to take place.

1. BACKGROUND AND ISSUES

- 1.1 The Cleethorpes Controlled Parking Zone (CPZ) Phase 1 project came into effect on 1 February 2026 and included the introduction of various parking, waiting and loading restrictions in streets around the Market Place and Mill Road areas of Cleethorpes.
- 1.2 Feedback has since been received from a business on Mill Road making reference to operational issues since the 'No Loading at Any Time' restriction was implemented outside of their business address.
- 1.3 To address the concerns raised, it is proposed that a short length of the no-loading restriction on Mill Road between the junction of St Peters Avenue and West Street be revoked to enable loading to take place. The extent of the proposed change is detailed in the plan in Appendix One (Ref: ADHR-26-07).

2. RISKS, OPPORTUNITIES AND EQUALITY ISSUES

- 2.1 Should these proposals not be implemented, the risks are:
 - The clientele for the business concerned cannot easily access their premises for unloading purposes under the current restrictions in place.
- 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.
 - 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.
- 2.3 There are no implications under the Equality Act 2010, European Directive 2001/42/EC and transposed into UK law through the Environmental Assessment of Plans and Programmes Regulation 2004 or The General Data Protection Regulation 2018 as a result of this proposal.

3. OTHER OPTIONS CONSIDERED

- 3.1. Do nothing. However, this is not recommended given the operational difficulties reported by the business.

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 as the amendment to the restriction length should resolve the difficulties reported by the business concerned.
- 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 costs of implementing the TRO will be met from existing Council revenue budgets.

6. CHILDREN AND YOUNG PEOPLE IMPLICATIONS

- 6.1. There are unlikely to be any specific implications for children and young people as a result of this report.

7. CLIMATE CHANGE, NATURE RECOVERY AND ENVIRONMENTAL IMPLICATIONS

- 7.1 The proposals are not expected to have any significant impact.

8. PUBLIC HEALTH, HEALTH INEQUALITIES AND MARMOT IMPLICATIONS

- 8.1 It is not expected that as a result of these proposals that there will be any impact on Public Health, health inequalities or Marmot principles.

9. CONSULTATION WITH SCRUTINY

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

10. FINANCIAL IMPLICATIONS

- 10.1 The costs associated with the making of this traffic regulation order are to be met from within existing revenue budget provision.

11. LEGAL IMPLICATIONS

- 11.1 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.
- 11.2 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.

11.3 Regulation 8 makes provision for objections and regulation 14 allows the Council to modify a TRO before it is made.

11.4 If it is decided to make the TRO, notwithstanding any objections made, it can only be challenged by Judicial Review in the Administrative Court.

12. HUMAN RESOURCES IMPLICATIONS

12.1 There are no direct HR implications arising from the contents of this report.

13. WARD IMPLICATIONS

13.1 The proposals relate to issues solely within the Croft Baker Ward

14. 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](#)

15. CONTACT OFFICER(S)

- Paul Evans, Assistant Director - Infrastructure, 01472 323029
- Martin Lear, Head of Highways & Transport, 01472 324482

COUNCILLOR STEWART SWINBURN

PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT





EXISTING ARRANGEMENT



PROPOSED ARRANGEMENT

NOTES

- KEY:
-  EXISTING "No Loading At Any Time"
 -  PROPOSED "No Loading At Any Time"

REVISIONS

Letter	Amendment	Drawn	Date



NORTH EAST LINCOLNSHIRE COUNCIL
www.nelincs.gov.uk
PROFESSIONAL SERVICES
 Municipal Offices, Town Hall Square, Grimsby, North East
 Lincolnshire, DN31 1HU
 Tel: 01472 313131

CLIENT	North East Lincolnshire Council		
PROJECT	Cleethorpes CPZ		
TITLE	Proposed Amendments to No loading restriction Mill Road, Cleethorpes		
DRAWN	CHECKED	APPROVED	
JWH	NW	NW	
DATE	ORIGINAL SIZE	SCALE	
02/03/26	A3 (297 x 420)	1 - 1000	
FILE REF	DRAWING No.	REVISION No.	
	ADHR-26-07	0	