

PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE & TRANSPORT

DATE	10 th February 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 – 25-17: Taxi Rank Provision Review - High Street & Grimsby Road, Cleethorpes
STATUS	Open
FORWARD PLAN REF NO.	PHHIT 02/26/03

CONTRIBUTION TO OUR AIMS

A review of the current taxi rank restrictions at these locations, will support safety amongst businesses in the night time within Cleethorpes, 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 through the implementation of appropriate taxi rank provision where demand is evidenced.

EXECUTIVE SUMMARY

A Traffic Regulation Order (TRO) to amend current taxi rank provision at locations in Cleethorpes is proposed following a request from the Hackney Carriage Association.

RECOMMENDATIONS

It is recommended that:

- a) Approval be granted to the making of a traffic regulation order so that the taxi rank restrictions imposed on High Street and Grimsby Road, Cleethorpes shall be amended in accordance with the plans at Appendix 1 (ADHR 26-01 and ADHR 26-02).
- 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 appropriate, safe and clearly marked taxi rank provisions are in place where demand for these services is evident.

1. BACKGROUND AND ISSUES

- 1.1 The Hackney Carriage Association have requested that the Council review the taxi rank provision on High Street, Cleethorpes as they have identified that the

current rank location is not working from both an operational standpoint, or from a safe guarding standpoint. The Association has reported that current provision has been regularly abused by non-hackney carriage licence holders, and that they have witnessed service users being deceived into entering vehicles without realising that the vehicle is not a licenced taxi. They have asked that the current taxi rank restriction on the north western kerb line of the High Street be relocated to the opposite kerb line so that taxis queuing on Osborne Street can feed directly into the new rank. This enables users to fully understand where they need to go to obtain a properly licenced taxi and removes confusion as to where the designated rank is located – particularly when their judgement may be impaired at the end of their night out in the resort.

- 1.2 In addition, it has been identified that a taxi rank currently in place on Grimsby Road, Cleethorpes close to the signalised junction with Park Street is no longer utilised. It is therefore proposed that this restriction is revoked and replaced with a loading bay to serve the businesses in the area.

2. RISKS AND OPPORTUNITIES

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

- That there are risks to vulnerable service users whose judgement may be impaired from entering vehicles not licenced as a hackney carriage.
- That the operational difficulties caused by the current taxi rank provisions continue, prompting complaints from hackney carriage licence holders.

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 are appropriate and enforceable restrictions in place to support the Hackney Carriage provision.
- To prevent obstructive parking and misuse of taxi rank provisions.
- To reduce risk to service 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 that the Hackney Carriage Association have brought concerns about service user safety to our attention.

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. Hackney carriage users previously used the south-eastern kerb line as a shared use area with the local bus service operator before the rank was then relocated as part of regeneration works in the area. The proposal is therefore to reinstate what was in situ before. Hackney

carriage usage would once again be outside of local bus service operation timings so would therefore be without any negative impact on local bus service delivery.

- 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 result of this proposal.

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, costs will be met from existing budgets.

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

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

12. WARD IMPLICATIONS

12.1 The proposals relate to issues within the Sidney Sussex and Croft Baker wards.

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](#)

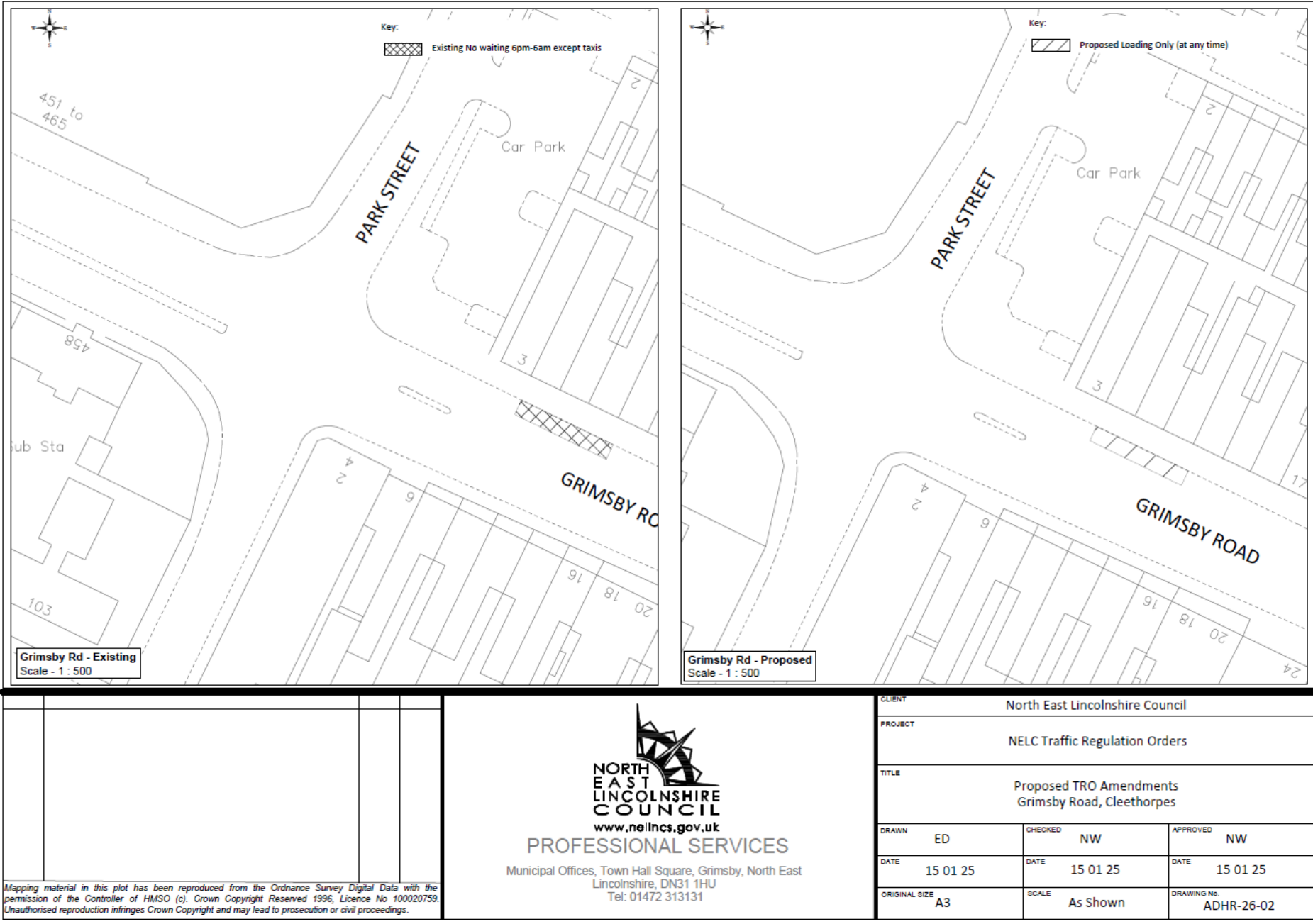
14. CONTACT OFFICER(S)

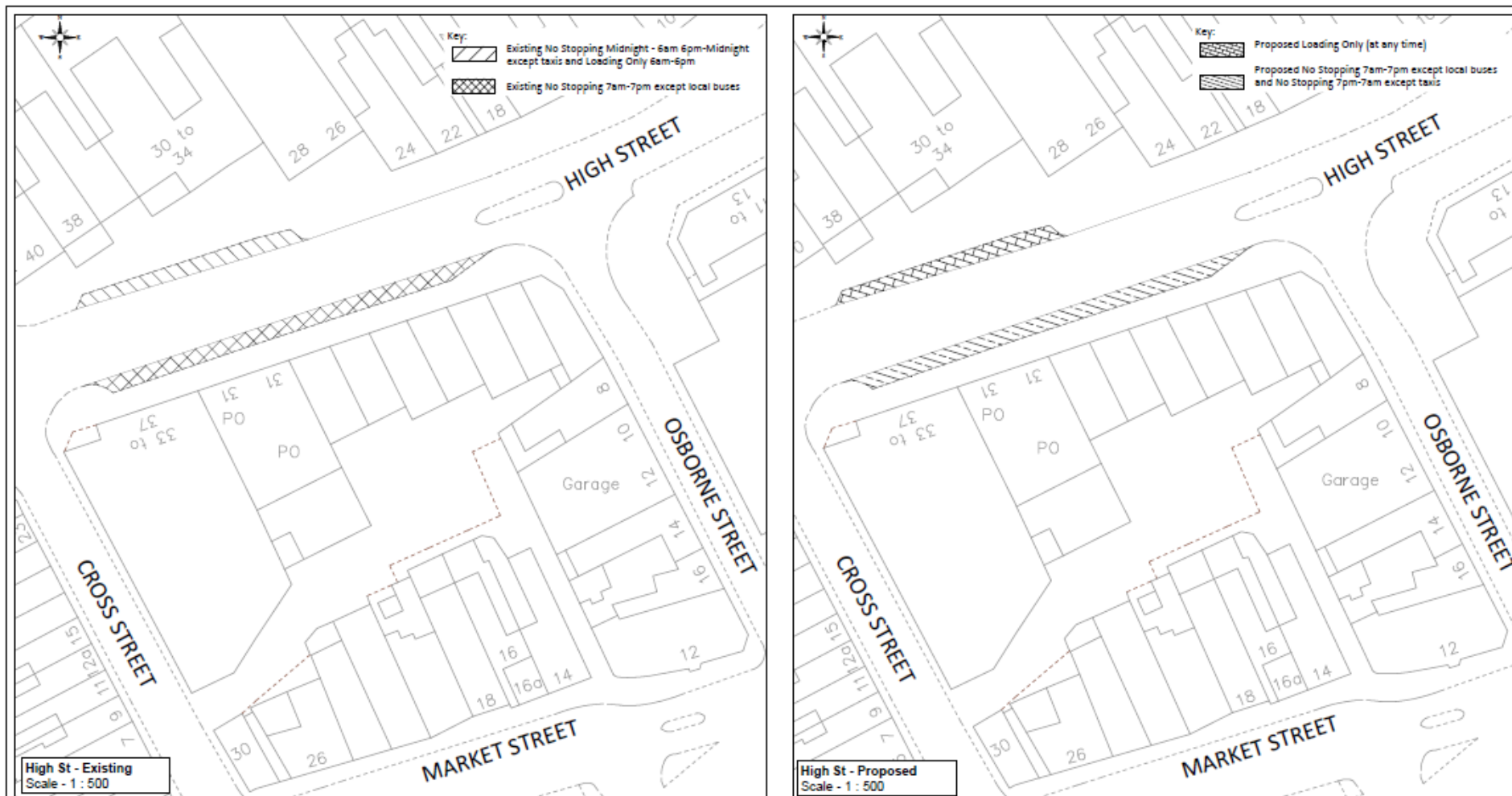
- Paul Evans, Assistant Director - Infrastructure, 01472 323029
- Martin Lear, Head of Highways & Transport, 01472 324482

COUNCILLOR STEWART SWINBURN

PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT

Appendix One





				<div><p>NORTH EAST LINCOLNSHIRE COUNCIL www.nelincs.gov.uk</p><p>PROFESSIONAL SERVICES</p><p>Municipal Offices, Town Hall Square, Grimsby, North East Lincolnshire, DN31 1HU Tel: 01472 313131</p></div>	CLIENT North East Lincolnshire Council		
					PROJECT NELC Traffic Regulation Orders		
					TITLE Proposed TRO Amendments High Street, Cleethorpes		
					DRAWN ED	CHECKED NW	APPROVED NW
					DATE 15 01 25	DATE 15 01 25	DATE 15 01 25
					ORIGINAL SIZE A3	SCALE As Shown	DRAWING No. ADHR-26-01
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