



PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT

DECISION NOTICE

Publication Date: 18th June 2026

At the meeting of the Portfolio Holder – Housing, Infrastructure and Transport held on 16th June 2026 the following matters were discussed. The decisions of the Portfolio Holder are set out below in each item along with reasons for the decision and other options considered.

Present: Councillor P Batson (in the Chair)

DNPH.HIT.1 APOLOGIES FOR ABSENCE

No apologies of absence were received for this meeting.

DNPH.HIT.2 DECLARATIONS OF INTEREST

There were no declarations of interest in relation to items on the agenda for this meeting.

DNPH.HIT.3 MINUTES

The minutes of the Portfolio Holder for Housing, Infrastructure and Transport meeting on the 24th March 2026 were accepted as being a correct record.

DNPH.HIT.4 25-06 GRIMSBY TOWN CENTRE - VARIOUS STREETS - REVIEW OF EXISTING PARKING & LOADING PROVISIONS

The Portfolio Holder considered a report that requested formal consideration of the objection in line with Democratic requirements.

RESOLVED – That the sealing of Traffic Regulation Order 25-06 Grimsby Town Centre - Various Streets - Review of Existing Parking & Loading Provisions, be approved and amended to remove a section of the No Loading at Any Time restriction between bus Stands A and B, and for the introduction of the restrictions, as shown indicatively on the plans included in Appendix 1 on the supporting report.

REASONS FOR DECISION – The proposed changes to vehicle access and kerbside restrictions will reduce delays and disruptions to buses on George Street, Victoria Street West and Town Hall Street. The proposed restrictions will also provide a safer road environment on these streets by removing indiscriminate stopping, parking and loading and providing for these activities in designated bays.

OTHER OPTIONS CONSIDERED –

1. Do nothing. This is not recommended given the bus operation issues previously identified.
2. Progress the scheme on the basis included in the Portfolio Holder Report on 22 October 2025 – This option is not recommended as it does not resolve the material objection raised during the statutory consultation.

DNP.HIT.5 SPEED LIMIT ORDER – 26-11: STALLINGBOROUGH ROAD, IMMINGHAM

The Portfolio Holder considered a report that proposed to increase the extent of the current 30mph speed limit on the B1210 Stallingborough Road, Immingham.

RESOLVED –

1. **That the making of a Speed Limit Order to revoke a section of the 40mph speed limit on B1210 Stallingborough Road, Immingham, the extent and location of which is detailed in the plans in Appendix One of the report be approved (Ref: TF-TRO-26-11-001).**
2. **That the making of a Speed Limit Order to introduce a 30mph (restricted road) speed limit on a section of the B1210 Stallingborough Road, Immingham, the extent and location of which is detailed in the plans at Appendix One of the report be approved (Ref; TF-TRO-26-11-001).**

- 3. That in the event there were unresolved material objections to the Order, these be referred 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 current restricted road (30mph) speed limit on B1210 Stallingborough Road, Immingham is required in order to comply with Planning requirements related to the nearby Beal Homes development.

OTHER OPTIONS CONSIDERED – Do nothing. This is not recommended given that the change in speed limit is required in order to comply with planning requirements.

DNPH.HIT.6 TRAFFIC REGULATION ORDER 26-07: VARIOUS STREETS

The Portfolio Holder considered a report that proposed to introduce new or extended restrictions at locations identified by the Waste Services Team to assist in the Borough wide roll out of food waste collection services.

RESOLVED –

- 1. That the making of a Traffic Regulation Order (TRO) to introduce '24 hour Prohibition of Waiting' (double yellow line) restrictions, the extents and locations of which are detailed in the drawings to Appendix One of the report be approved.**
- 2. That in the event there were unresolved material objections to the Order, these be 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 introduction or extension of existing of 24-hour Prohibition of Waiting restrictions is proposed to improve access for Council refuse and larger delivery vehicles, by keeping the area free of parked vehicles, which will in turn bring road safety benefits of ensuring clear visibility for drivers, pedestrians and cyclists exiting or egressing the junctions identified.

OTHER OPTIONS CONSIDERED – Do nothing. This is not recommended as not taking appropriate action may result in failed waste collections.

DNPH.HIT.7 URGENT BUSINESS – TRAFFIC REGULATION ORDER 26-09; MARKET STREET, CLEETHORPES – WAITING AND LOADING RESTRICTIONS

The Portfolio Holder considered a report as urgent business proposing to introduce new Traffic Regulation Orders for waiting and loading restrictions to support the pedestrianisation of Cleethorpes Market Place, enhancing safety, accessibility, and community use of the area.

RESOLVED –

- 1. That the making of the required Traffic Regulation Orders (TROs) be approved the effect of which will be to introduce the restrictions, as shown indicatively on the plans at Appendix 1 of the report.**
- 2. That in the event there were unresolved material objections to the Orders, these be 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 DECISIONS - The introduction of appropriate on-street restrictions are proposed to support the pedestrianisation of the area and enable the Council to exercise its civil enforcement powers effectively. These measures are essential to maintaining a safe and accessible environment for all users of the space—particularly pedestrians and cyclists. This will enhance safety whilst also supporting the Council’s broader goals of creating vibrant, people-focused public spaces.

OTHER OPTIONS CONSIDERED –

1. Do nothing. This option is not recommended. Traffic Regulation Orders (TROs) are a necessary legal mechanism to enable the Market Place scheme to operate as designed, including the management of vehicle access, parking, and road safety. Without these controls, the scheme cannot function in accordance with its approved design and objectives.
2. Maintaining the existing arrangements would not support the delivery of a safe, accessible, and pedestrian-focused environment,

nor would it align with current highway design standards or the intended use of the space as part of the regeneration scheme.

3. The Market Place project forms a key component of the Cleethorpes Masterplan and has been subject to extensive development over a number of years, including Cabinet and Scrutiny approvals and engagement with businesses, residents, stakeholders, and elected Members. The current proposals reflect this established direction and prior decision-making.
4. Proceeding without the required TROs would prevent the scheme from being fully implemented as approved and would limit the ability to realise the intended regeneration, accessibility, and place-making benefits.