

OFFICIAL

## **PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE & TRANSPORT**

<b>DATE</b>	16 <sup>th</sup> June 2026
<b>REPORT OF</b>	Councillor Paul Batson, Portfolio Holder Housing, Infrastructure and Transport.
<b>RESPONSIBLE OFFICER</b>	Carolina Borgstrom – Director for Environment, Economy and Infrastructure
<b>SUBJECT</b>	25-06 Grimsby Town Centre - Various Streets - Review of Existing Parking & Loading Provisions
<b>STATUS</b>	Open
<b>FORWARD PLAN REF NO.</b>	PHHIT 10/25/01

### **CONTRIBUTION TO OUR AIMS**

The proposed changes to the traffic regulation order will support the delivery of efficient public transport services providing access to the town centre businesses and facilities through sustainable transport options. This will support stronger businesses within the area 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 by implementing appropriate waiting and loading measures.

### **EXECUTIVE SUMMARY**

Following formal advertisement of Traffic Regulation Order 25-06 Grimsby Town Centre - Various Streets - Review of Existing Parking & Loading Provisions, one material objection was received. This report therefore requests formal consideration of the objection in line with Democratic requirements.

### **RECOMMENDATIONS**

It is recommended that:

Taking into account the objection received, approval be granted for the sealing of Traffic Regulation Order 25-06 Grimsby Town Centre - Various Streets - Review of Existing Parking & Loading Provisions, 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.

### **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.

## **1. BACKGROUND AND ISSUES**

- 1.1 A pre-consultation relating to Grimsby Town Centre Existing Parking & Loading Provisions was delivered from 5th September 2025 to 26th September 2025 with local residents, businesses and key stakeholders along George Street, Victoria Street West, Town Hall Street and Victoria Street South. During the pre-consultation approximately 250 letters were distributed, and the Council received eight responses. Officers were able to respond to all stakeholders.
- 1.2 On the 22 October 2025, the Portfolio Holder for Housing, Infrastructure and Transport approved the making of Traffic Regulation Orders to amend the restrictions to vehicular access on George Street and waiting, stopping, loading and parking restrictions on George Street, New Street, Victoria Street West and Victoria Street South (forward plan reference; PHHIT 10/25/01). The report also approved that 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.

### **Formal 21 Day Statutory Consultation**

- 1.3 A formal 21-day statutory consultation was conducted from 19 December 2025 until 9 January 2026. Members of the public as well as the businesses and residents that are in the vicinity of the area were eligible to submit comments or objections. NELC received 1 submission of objection. They are listed below.
- 1.4 Objector 1
- 1.5 *"I am writing to formally object to Traffic Regulation Order 25-06B concerning George Street, Grimsby, specifically the proposal for "no waiting or loading at any time" opposite the electricity sub-station. I operate the Lloyds Arms, located at 76 Victoria Street, and we receive regular deliveries on Monday mornings at approximately 10.30am. These deliveries require access to the affected section of George Street. Each delivery includes 22-gallon beer barrels and multiple crates, which are heavy and require safe, close access for unloading. The proposed alternative loading and unloading area on Victoria Street West would create significant health and safety concerns. Moving heavy barrels and crates over a greater distance and across busier pedestrian areas increases the risk of injury to delivery drivers and staff, as well as posing a danger to members of the public. The current access arrangement allows deliveries to be carried out efficiently and safely, with minimal disruption. Removing the ability to load and unload at this location would have a negative operational impact on the business and introduce avoidable safety risks. I respectfully ask that the council reconsider this proposal or provide a suitable exemption or alternative solution that allows continued safe access for essential commercial deliveries. Thank you for considering this objection".*

### **1.6 Response to objector 1**

- 1.7 The Council published a pre-consultation (including distribution of letters and an online survey) from 5th September 2025 to 26th September 2025 and during the pre-consultation period no material objections were identified at the pre-

OFFICIAL  
consultation stage.

- 1.8 During the 21-day statutory consultation (19th December 2025 until 9th January 2026), a stakeholder who is currently permitted to load on George Street raised a material objection.
- 1.9 Officers have considered the objection and have undertaken a site visit with the affected stakeholder. Officers acknowledge it would not be safe to load or unload in the proposed bays on Victoria Street West (due to the requirement to roll heavy barrels along the footpath including crossing a road) and loading or unloading on Victoria Street South (in the pedestrianised area) would require heavy barrels to be rolled through their premises. Officers have also discounted the option of reversing the dray vehicle into the alley way at the rear of the premises on George Street because this manoeuvre potentially creates a health and safety risk to pedestrians if a banks man is not present.
- 1.10 In order to resolve this issue, it is proposed to remove a section of the No Loading at Any Time restriction in front of the rear access to the public house located between Stands A and B. The original elements of the scheme on Victoria Street West, Town Hall Street and Victoria Street South will remain unchanged (as per the report on 22 October 2025). An appropriate advisory marking will be installed in order to deter others from parking or loading in front of the access.
- 1.11 The Council's decision must be made in accordance with section 122 of the Road Traffic Regulation Order 1984. The Council should make this decision, so far as practicable, having regard to the matters in subsection 122(2) to secure the expeditious, convenient and safe movement of vehicles and other traffic (including pedestrians) and the provision of suitable and adequate facilities. The provisions of s122 (2) are:
  - 6.1.1 (a) the desirability of securing and maintaining reasonable access to premises;
  - 6.1.2 (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
  - 6.1.3 [(bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);]
  - 6.1.4 (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
  - 6.1.5 (d) any other matters appearing to the local authority to be relevant.
- 1.12 Caselaw states that in making the decision the Council should;
  - 6.2.1 Having in mind the duties in section 122 above.

## 6.2.2 Having regard to the factors that point towards the making of the order

- 1.13 Balance all considerations and come to a decision.
- 1.12 The Council does have the power to make the order with modifications to the draft order. If, in the Council's view, the modification makes a substantial change to the order, the Council must go through further public consultation steps. Officers are of the view that the proposed modifications do not make a substantial change to the draft order.
- 1.13 The Council has duties under the relevant regulations to hold a public inquiry in if an objection is received to certain loading restriction (as set out in the regulations) unless that objection is withdrawn. The material objection was withdrawn as the objector agreed to the proposals to amend the draft order (as per Appendix 1).
- 1.14 In all other cases, the Council has a discretion under the regulations to hold a public inquiry into objections. Given the period of consultation on the wider regeneration scheme, the pre-consultation and engagement with business owners and the fact that the issues raised in the objections relating to parking, access and loading have been considered by the Council and changes to the scheme have been made accordingly, officers consider that holding a public inquiry is not needed in relation to the orders.
- 1.15 Based upon the report background information, it is proposed the scheme is approved as shown indicatively on the amended plans in Appendix 1. Appendix 2 & 3 includes elements of the scheme which remain unchanged from the report considered on 22 October 2025.

## **2. RISKS, OPPORTUNITIES AND EQUALITY ISSUES**

- 2.1 The key risks associated with the proposed amendment to the scheme in order to resolve the objector's loading requirements are:
- by leaving the area unrestricted, this may result in drivers parking, dropping off and loading between bus Stands A and B. However, the access does have a dropped kerb facility and if the owner reports issues with their access being obstructed, this can be dealt with under the Council's Civil Enforcement powers.
  - If buses are loading in Stands A & B and a dray vehicle arrives, in order to access the rear of the public house, the dray vehicle will either have to wait (while waiting this could create congestion) for the bus on Stand A to depart or reverse into the section of the highway between Stands A & B.
- 2.2 Should these proposals not be implemented, the key risks are:
- That bus services would continue to be delayed and disrupted by indiscriminate and illegal kerbside activity.
  - That visibility for all road users, particularly those who are vulnerable

OFFICIAL

may be impaired as a result of parked vehicles on the affected streets and junctions, increasing the likelihood of collisions and injuries.

- Traffic flows will be compromised by obstructive vehicles causing traffic build up on busy bus routes.

2.3 Should this proposal be adopted, the opportunities are:

- To improve the operation of bus services.
- To provide a clear indication of prohibited and permitted kerbside activity to ensure they are respected by drivers.
- To prevent parking and improve visibility.
- To provide traffic flow benefits.
- To give improved visibility for pedestrians of approaching vehicles and vice versa.
- By introducing mandatory restrictions which are fully backed by a legal traffic regulation order will enable the NELC Civil Enforcement Team to enforce any vehicles parked in contravention, under the Council's Civil Parking Enforcement (CPE) powers.

2.4 An Equality Impact Assessment (EIA) has been undertaken based upon the designs included in Appendix 1, 2 and 3. The EIA identifies the scheme will initially impact on Age and Disability characteristics. Disabled badge holders would no longer be able to park on George Street or Victoria Street West. In order to mitigate this risk, alternative disabled badge parking is available on New Street, Town Hall Square and the scheme would deliver specific disabled badge holder parking on Victoria Street South.

### **3. OTHER OPTIONS CONSIDERED**

3.1 Do nothing. This is not recommended given the bus operation issues previously identified.

3.2 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.

### **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. Overall, the proposed change to traffic regulation orders formalise and better manage kerbside activities that are already taking place. Where opportunities for disabled badge holders to park on street are reduced these are mitigated by the provision of new disabled parking bays in adjacent streets.

4.2 If approval is given to this proposal, the Order will be formally advertised in accordance with the statutory requirements in the 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 New highway road markings, signs and the associated public notices required to deliver the traffic regulation order can be funded through the Bus Service Improvement Plan.

## **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, NATURE RECOVERY AND ENVIRONMENTAL IMPLICATIONS**

- 7.1 The proposals are not expected to have any significant impact on climate change or the environment.

## **8. PUBLIC HEALTH, HEALTH INEQUALITIES AND MARMOT IMPLICATIONS**

- 8.1 The proposed traffic regulation changes support public health and align with the Marmot Principles by creating a safer town centre environment, improving the reliability of public transport, and enhancing pedestrian safety.

## **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 TRO will be met from the Bus Service Improvement Plan 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, once made the order can only be challenged by Judicial Review in the Administrative Court.

## **12. HUMAN RESOURCES IMPLICATIONS**

- 12.1 There are no direct HR implications contained within this report

OFFICIAL

### **13. WARD IMPLICATIONS**

13.1 The proposals relate to issues within West Marsh Ward.

### **14. BACKGROUND PAPERS**

Portfolio Holder for Housing, Infrastructure and Transport report (22 October 2026); 25-06 Grimsby Town Centre - Various Streets - Review of Existing Parking & Loading Provisions (PHHIT 10/25/01); [5.-25-06-Grimsby-Town-Centre-Various-Streets.pdf](#)

[The 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 - [tsrgd.co.uk/pdf/tsrgd/tsrgd2016.pdf](#)

### **15. CONTACT OFFICER(S)**

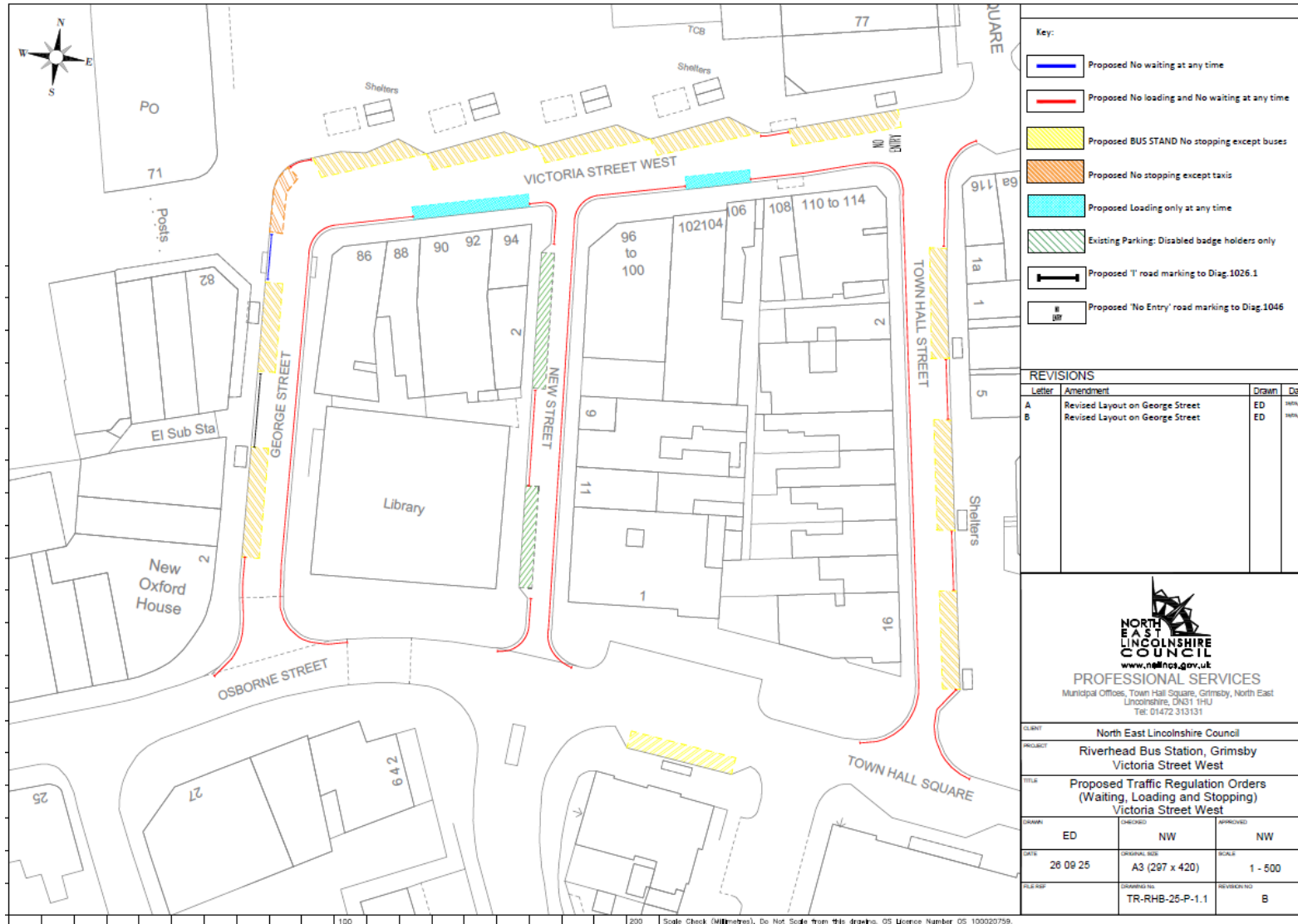
- 15.1 Paul Evans, Assistant Director - Infrastructure, NELC, (01472) 323209.
- 15.2 Masum Choudhury, Strategic Lead for Traffic and Transport, NELC, (01472) 324481.

**COUNCILLOR PAUL BATSON**

**PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT**

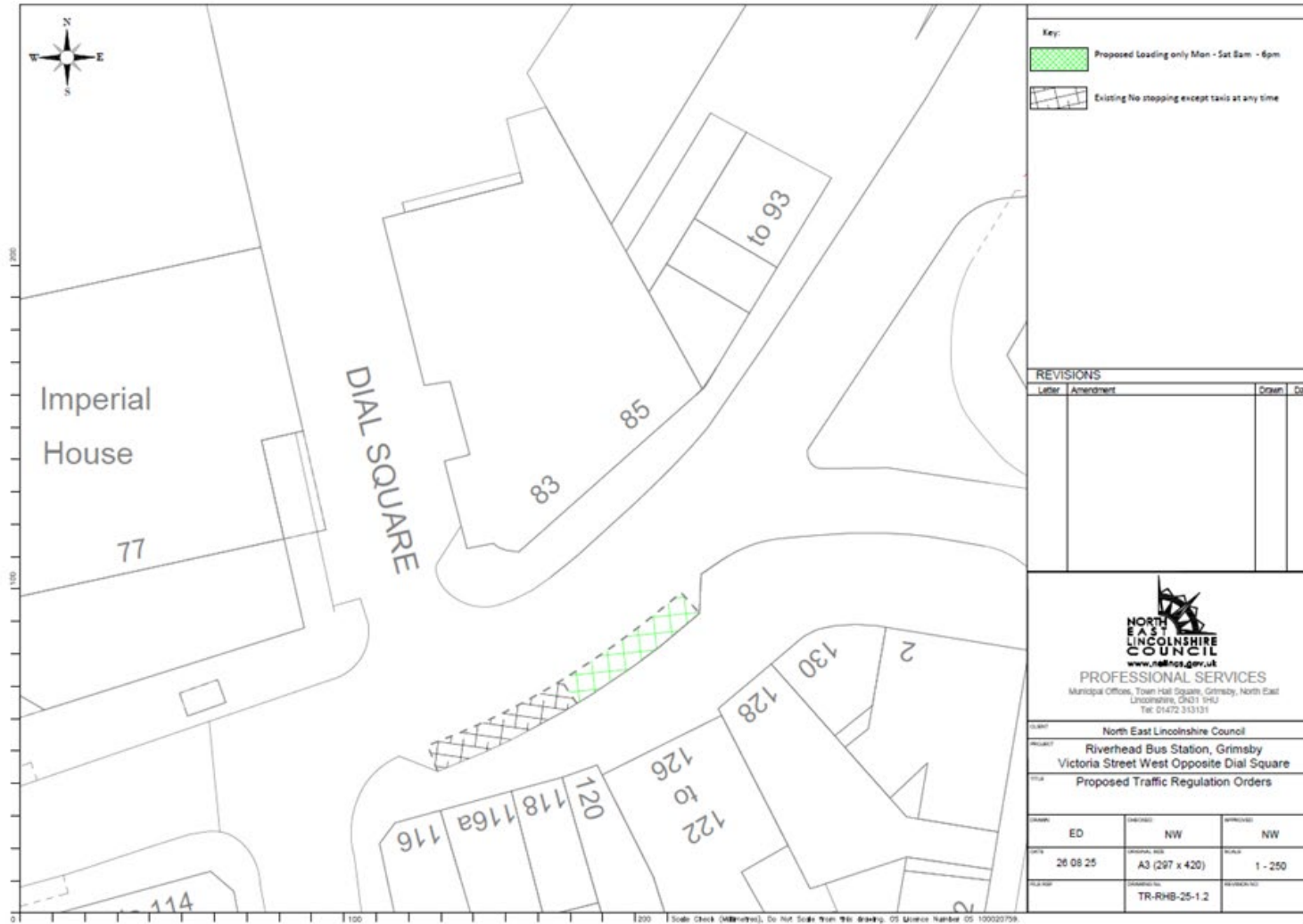
OFFICIAL

### Appendix 1 - George Street, Victoria Street West, New Street, Town Hall Street and Town Hall Square



OFFICIAL

**Appendix 2 - Victoria Street West (opposite Dial Square) – Remains unchanged from Portfolio Holder report considered on 22 October 2025**



**Key:**

- Proposed Loading only Mon - Sat 8am - 6pm
- Existing No stopping except taxis at any time

REVISIONS			
Letter	Amendment	Drawn	Date

**NORTH EAST LINCOLNSHIRE COUNCIL**  
[www.nelincs.gov.uk](http://www.nelincs.gov.uk)  
**PROFESSIONAL SERVICES**  
 Municipal Offices, Town Hall Square, Grimsby, North East  
 Lincolnshire, DN31 3HU  
 Tel: 01472 313131

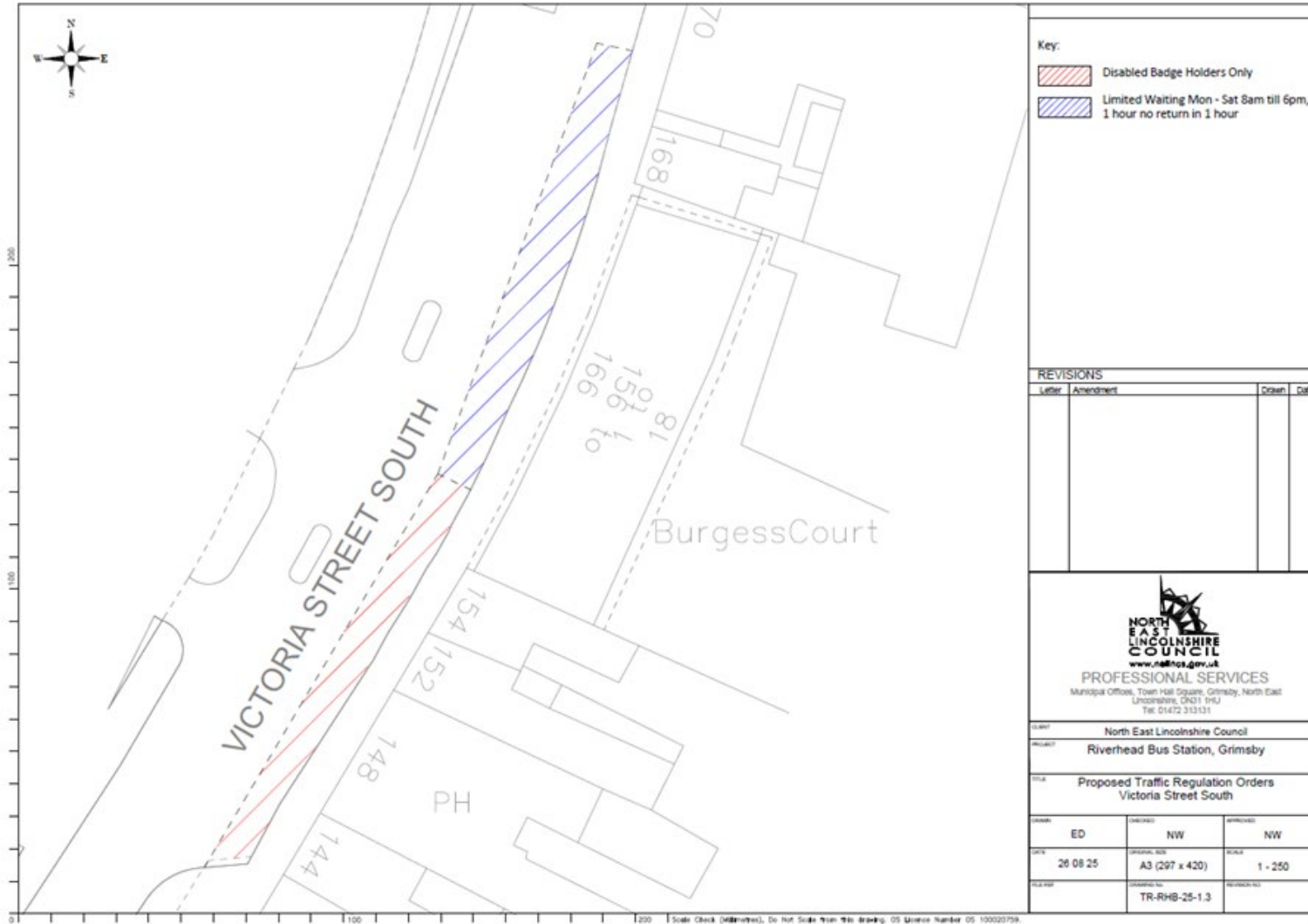
**Client:** North East Lincolnshire Council  
**Project:** Riverhead Bus Station, Grimsby  
 Victoria Street West Opposite Dial Square  
**Title:** Proposed Traffic Regulation Orders

Drawn	Checked	Approved
ED	NW	NW
Date: 26 08 25	Original Size: A3 (297 x 420)	Scale: 1 - 250
Drawn By: TR-RHB-25-1.2	Checked By:	Approved By:

Scale: Check (Meters), Do Not Scale From This Drawing. OS Licence Number 05 100020709.

OFFICIAL

**Appendix 3 - Victoria Street South (outside the Hope and Anchor Pub) – Remains unchanged from Portfolio Holder report considered on 22 October 2025**



Key:

- Disabled Badge Holders Only
- Limited Waiting Mon - Sat 8am till 6pm, 1 hour no return in 1 hour

REVISIONS			
Letter	Amendment	Drawn	Date

  
**NORTH EAST LINCOLNSHIRE COUNCIL**  
[www.nelincs.gov.uk](http://www.nelincs.gov.uk)  
**PROFESSIONAL SERVICES**  
 Municipal Offices, Town Hall Square, Grimsby, North East  
 Lincolnshire, DN1 1HU  
 Tel: 01472 313131

CLIENT: North East Lincolnshire Council  
 PROJECT: Riverhead Bus Station, Grimsby

TITLE: Proposed Traffic Regulation Orders  
Victoria Street South

ED	DRAWN	APPROVED
	NW	NW
DATE: 26 08 25	ORIGINAL SIZE: A3 (297 x 420)	SCALE: 1 - 250
FILE REF:	DRAWING NO.: TR-RHB-25-1.3	REVISION NO.:

Scale Check (Millimetres). Do not Scale from this drawing. OS Licence Number 05 100020758.