

PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE & TRANSPORT

DATE	26 th June 2025
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 25-15: Garth Lane, Grimsby – No Waiting & No Loading at Any Time
STATUS	Open
FORWARD PLAN REF NO.	PHHIT 06/25/03

CONTRIBUTION TO OUR AIMS

The introduction of No Waiting at Any Time restrictions on a section of Garth Lane, Grimsby will contribute to a stronger economy by supporting the development of the Horizon Youth Zone project in Grimsby town centre.

EXECUTIVE SUMMARY

To support the progression of the Horizon Youth Zone project build, it is proposed to introduce No Waiting at Any Time (double yellow line) and No Loading at Any Time restrictions on a newly constructed turning head required as part of Planning approval for the site.

RECOMMENDATIONS

It is recommended that:

- a) Approval be granted to the making of a traffic regulation order to introduce 24-hour Prohibition of Waiting (double yellow line) restrictions, the extent of which is detailed in Appendix 1 (Ref: CDY-XX-XX-DR-H-0017).
- b) Approval be granted to the making of a traffic regulation order to introduce 24-hour Prohibition of Loading restrictions, the extent of which is detailed in Appendix 1 (Ref: CDY-XX-XX-DR-H-0017).
- c) 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

Parking and loading restrictions are necessary to protect a turning head that is to be constructed and formally adopted as part of the highway on Garth Lane, Grimsby, as per planning approval for the Horizon Youth Zone Project.

1. BACKGROUND AND ISSUES

- 1.1 In order to comply with Planning requirements, a turning head is to be constructed on Garth Lane by the Horizon Youth Zone build contractor. The turning head will subsequently be adopted as part of the highway, and to ensure that it remains accessible at all times, it is necessary to protect it from vehicles parking and loading within it through the installation of appropriate restrictions.
- 1.2 The new turning head was deemed to be a necessary replacement of the previous facility that was situated at the bottom of Garth Lane, which has since been removed and built over as part of the Horizon Youth Zone site.

2. RISKS AND OPPORTUNITIES

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

- That without restrictions, drivers may see the turning area as an informal parking and loading space thereby preventing others from using it for the purposes it is being constructed for.

2.2 Should this proposal be adopted, the opportunities are:

- The restrictions will support the effective operation of the Youth Zone and will deter parking and loading in the turning head. They will enable the Council to take enforcement action against drivers that choose to ignore them.

3. OTHER OPTIONS CONSIDERED

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

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. Implementation of restrictions for this type of situation is both common and necessary to ensure that the turning head is accessible at all times.
- 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 recommendation does not require any capital expenditure. All costs associated with this project will be covered by the Horizon Youth Zone project 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 beyond the implications for all road users.

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, there are no direct financial implications to the Council as a result of this report.

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.

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. 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.

12. WARD IMPLICATIONS

12.1 The proposals relate to issues within the West Marsh Ward.

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)

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COUNCILLOR STEWART SWINBURN

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Appendix One - CDY-XX-XX-DR-H-0017



