

PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT

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| DATE | 19 th August 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 23-06: Revocation of Taxi & Bus Station Restrictions – Riverhead Square, Grimsby. |
| STATUS | Open. |
| FORWARD PLAN REF NO. | PHHIT 08/25/04. |

CONTRIBUTION TO OUR AIMS

The revocation of the historical taxi and bus station restrictions and the provision of a loading area are necessary to support the public realm project being implemented in the Riverhead area and the Horizon Youth Zone developments, which aim to improve the overall look and feel of our town centre, contributing to both the Council's "Stronger Economy" and "Stronger Communities" priorities. The schemes align with the ambitions of the Local Plan, the Town Deal, and the Grimsby Town Centre Masterplan 2020.

EXECUTIVE SUMMARY

Following the impending expiry of the Portfolio Holder's decision on 21st August 2023 to approve the revocation of the historical bus station and taxi rank clearway restrictions covering Riverhead Square, and also introduce a new loading facility on the entry way into Freshney Place car park (DNPH.EHE.14 refers), this report seeks to renew that approval to now enable the progression of this delayed project.

RECOMMENDATIONS

It is recommended that:

- a) Approval be granted to the making of a Traffic Regulation Order (TRO) to revoke the historical bus station restriction and the taxi rank clearway restriction on Riverhead Square, Grimsby, the extents of which is shown indicatively in the drawing to Appendix One (Ref: HD035/21).
- b) Approval be granted for the making of a TRO to introduce a new loading bay which will be covered by a 'Goods Vehicle Loading Only – 6am to 12pm' restriction on the entry way into Freshney Place car park, the extent and location of which is shown indicatively on the drawing to Appendix One (Ref: HD035/21).
- c) 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

The revocation of the historical bus station and taxi rank clearway restrictions on Riverhead Square, Grimsby are necessary as the area identified is no longer used for these purposes. The introduction of a 'Loading Only' bay on the entry way into Freshney Place carpark is necessary to provide a designated delivery area for the nearby Barge public house and also facilitate a designated pick up/drop off point for users of the nearby Horizon Youth Zone facility.

1 BACKGROUND AND ISSUES

- 1.1 The Riverhead Square project was complete in 2024 and is one of six projects included in Grimsby's Towns Fund programme and provides a new public space in the centre of Grimsby Town Centre on the site of the former bus station.
- 1.2 Revocation of historical restrictions within the area in respect of its former use as a bus station and taxi pick up/drop off area and also the provision of a loading facility for The Barge public house, is now necessary to support the project and remove any legal ambiguities for future use of the Riverhead Square as an event space.
- 1.3 Provision of a drop-off area for the Horizon Youth Zone was a planning condition related to DM/0507/20/FUL planning application.
- 1.4 The area to the north of Riverhead Square is currently identified as a bus stop, the area however is frequently used by commercial vehicles to load and unload as well as an informal pick-up/drop-off area for the public.

2 RISKS, OPPORTUNITES AND EQUALITY ISSUES

- 2.1 Should these proposals not be implemented, the risks are:
 - That Riverhead Square is legally no longer part of the adopted highway extent, but the historical restrictions relating to its former use as a taxi pick up/drop off area and bus station remain. This may prevent the Council from legally being able to use the space as a public realm area in which to hold events.
 - That the area to the north of Riverhead Square and entrance to Freshney Place car park continues to be subjected to improper use without the means to prevent these behaviours through Civil Enforcement.
 - That there will be no space suitable to enable deliveries to nearby commercial establishments and there will be no ability to meet Planning requirements for a designated pick up/drop off point for users of the Horizon Youth Zone. This may mean that both activities will instead take place in an uncontrolled manner elsewhere on the network, causing potential road safety risks and/or disruption to traffic flows.
- 2.2 Should this proposal be adopted, the opportunities are:

- To remove any unnecessary historical restrictions relating to the former use of the Riverhead Square that are clearly no longer needed, ensuring successful completion of the public realm scheme and fulfilling the Council's objectives to use the area as a public event space.
- To create a designated 'Loading Only' bay that legally allows goods deliveries to The Barge between 6am and 12pm, and outside of those times, can be used by service users of the Horizon Youth Zone site as a pick-up/drop-off area.
- To implement robust and meaningful on street restrictions to enable effective enforcement against those that misuse the space.

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 because of this proposal.

3 OTHER OPTIONS CONSIDERED

3.1 Do nothing. This is not recommended due to the impact this would have on the operation of Riverhead Square as a public space and on the safe operation of the Horizon Youth Zone.

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. Riverhead Square has not been used as a taxi pick up/drop off and bus station for some time following the relocation of these facilities elsewhere in the town centre.

4.2 The introduction of a pick-up / drop-off space for the Horizon Youth Zone is likely to have positive reputational implications for the Council and the site operator.

4.3 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 Councils 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 All costs associated with the development and implementation of the TRO will be met from existing Council revenue budgets.

6 CHILDREN AND YOUNG PEOPLE IMPLICATIONS

6.1 As part of the project is to implement a pick-up / drop-off area for the nearby Horizon Youth Zone it is anticipated that there will be a positive impact for younger people who will be the main beneficiaries of the Youth Zone and associated works.

7 CLIMATE CHANGE, NATURE RECOVERY AND ENVIRONMENTAL IMPLICATIONS

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

8 CONSULTATION WITH SCRUTINY

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

9 FINANCIAL IMPLICATIONS

9.1 As outlined in section 5, the costs associated with the making of this TRO are to be met from within existing revenue budget provision.

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, once made the order 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 proposal affects 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

