

PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE & TRANSPORT

DATE	21 st October 2025
REPORT OF	Councillor Stewart Swinburn, Portfolio Holder Housing, Infrastructure and Transport
RESPONSIBLE OFFICER	Carolina Borgstrom – Director for Environment, Economy and Infrastructure
SUBJECT	25-06 Grimsby Town Centre - Various Streets - Review of Existing Parking & Loading Provisions
STATUS	Open
FORWARD PLAN REF NO.	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 a request from Stagecoach East Midlands (SEM) to review indiscriminate parking, loading and taxi operations on George Street, Victoria Street West and Town Hall Street, a review of current parking, loading and taxi restrictions has been undertaken to ensure appropriate and effective restrictions are in place.

RECOMMENDATIONS

It is recommended that:

- a) Approval be granted to 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 in accordance with the plans in Appendix 1, 2 and 3.
- 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 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. Vehicular access to George Street, New Street and Victoria Street West is currently prohibited except for disabled badge holders, buses, taxis and for loading. In addition, the streets form part of an existing Restricted Parking Zone that prohibits waiting at any time except in signed bays.
- 1.2. Although these restrictions provide some control over access and kerbside activity on George Street and Victoria Street West, as a waiting restriction, they still allow for taxi boarding/alighting, parking by disabled badge holders and for on-street loading/unloading activities to the shops and food outlets within the Restricted Parking Zone. Additionally, because the Restricted Parking Zone does not require restrictions to be indicated by road marking and signs along the affected streets it is not clear to some drivers that no waiting restrictions are in place.
- 1.3. SEM have identified a number of issues regarding the impact of both these permitted and illegal kerbside activities on the operation of their bus services on George Street, Victoria Street West and Town Hall Street, Grimsby. A letter from SEM to the Council of 31st December 2024 details these issues that are summarised as follows:
 - George Street: Taxi drop offs at the northern end of the street delay and restrict movement for buses trying to access or leave adjacent bus stands;
 - Victoria Street West: Indiscriminate parking and loading restrict the road to a single lane create a bottleneck for buses that struggle to pass stationary vehicles; and
 - Town Hall Street: Indiscriminate parking and loading at the corner of Victoria Street West and Town Hall Street restrict bus movements into Town Hall Street and also restrict visibility that increases road safety risks for pedestrians and general vehicle movements.
- 1.4. Council officers have investigated these issues on site and identified improvement measures to:
 - Further manage access and kerbside activity to prohibit access by disabled badge holders to George Street.
 - Strengthen the kerbside restrictions by revoking the existing Restricted Parking Zone and introducing a prohibition of both waiting and loading on George Street, New Street and Victoria Street West. The new restrictions would be indicated on the streets using yellow road markings and traffic signs providing a clearer indication to drivers of the presence of the restrictions.
 - Introduce a prohibition of loading on Town Hall Street to strengthen the existing no waiting restrictions and be commensurate with the proposed restrictions on George Street and Victoria Street West.
 - Provide a designated taxi rank at the northern end of George Street.
 - Provide designated bays for loading/unloading on Victoria Street West.
 - Provide bus stand clearway restrictions at the existing bus stops on George Street, Victoria Street West and Town Hall Street.

- 1.5. The proposed no loading restrictions will prohibit parking by disabled badge holders on George Street, New Street, Victoria Street West and Town Hall Street. Disabled badge holders will still be allowed to access and park in the existing disabled badge holder bays on New Street (As shown indicatively in Appendix 1).
- 1.6. The proposed no loading restriction will include the southside of Victoria Street West between George Street and Town Hall Street where parking by disabled badge holders is particularly prevalent. It is estimated that this length of Victoria Street West can currently accommodate up to ten disabled badge holder vehicles who will no longer be able to park on this section of the road. (As shown indicatively in Appendix 1).
- 1.7. Through consultation, the Hackney Carriage Association has indicated that they no longer require the taxi rank adjacent to the Hope and Anchor public house on Victoria Street South and it is therefore proposed to introduce disabled blue badge holder parking in the southern half of the existing taxi rank. This new parking area is some 30 metres long and should therefore be able to accommodate up to five disabled badge holder vehicles. It is proposed to introduce limited waiting in the northern half of the existing taxi rank which should improve general access to the area including further parking spaces for disabled badge holders (As shown indicatively in Appendix 3).
- 1.8. Similarly, the Hackney Carriage Association has indicated they would be prepared to accept changes to part of the existing taxi rank in the layby opposite Dial Square on Victoria Street West. It is therefore proposed to designate the eastern half of the layby as a loading only bay from Monday to Saturday between 8am and 6pm. This will provide for further loading and unloading activities in the area (As shown indicatively in Appendix 2).

2. RISKS, OPPORTUNITIES AND EQUALITY ISSUES

- 2.1 In order to reduce the risk of the Council receiving material objections and to reduce reputational and communication risks, a pre-consultation was delivered (using the designs included in Appendix 1, 2 & 3) 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 who made comment and the designs included in Appendix 1, 2 & 3 remain unchanged from the pre-consultation.
- 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 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.

2.5 Businesses on George Street and Town Hall Street often load directly outside or nearby their business. The proposed scheme would provide specific loading bays on Victoria Street West, which may increase distances for loading activities. Should the existing arrangements be maintained, issues identified in 1.3 are expected to continue to occur.

3. OTHER OPTIONS CONSIDERED

Do nothing. This is not recommended given the bus operation 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. 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 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

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

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

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

8 CONSULTATION WITH SCRUTINY

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

9 FINANCIAL IMPLICATIONS

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. 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

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

12 WARD IMPLICATIONS

The proposals relate to issues within West Marsh Ward.

13 BACKGROUND PAPERS

[Local Authorities' Traffic Orders \(Procedure\) \(England and Wales\) Regulations 1996](#)

[Road Traffic Regulation Act 1984](#)

[Road Traffic Regulation Act section 122](#)

[The Traffic Signs Regulations and General Directions 2016 No 362](#)

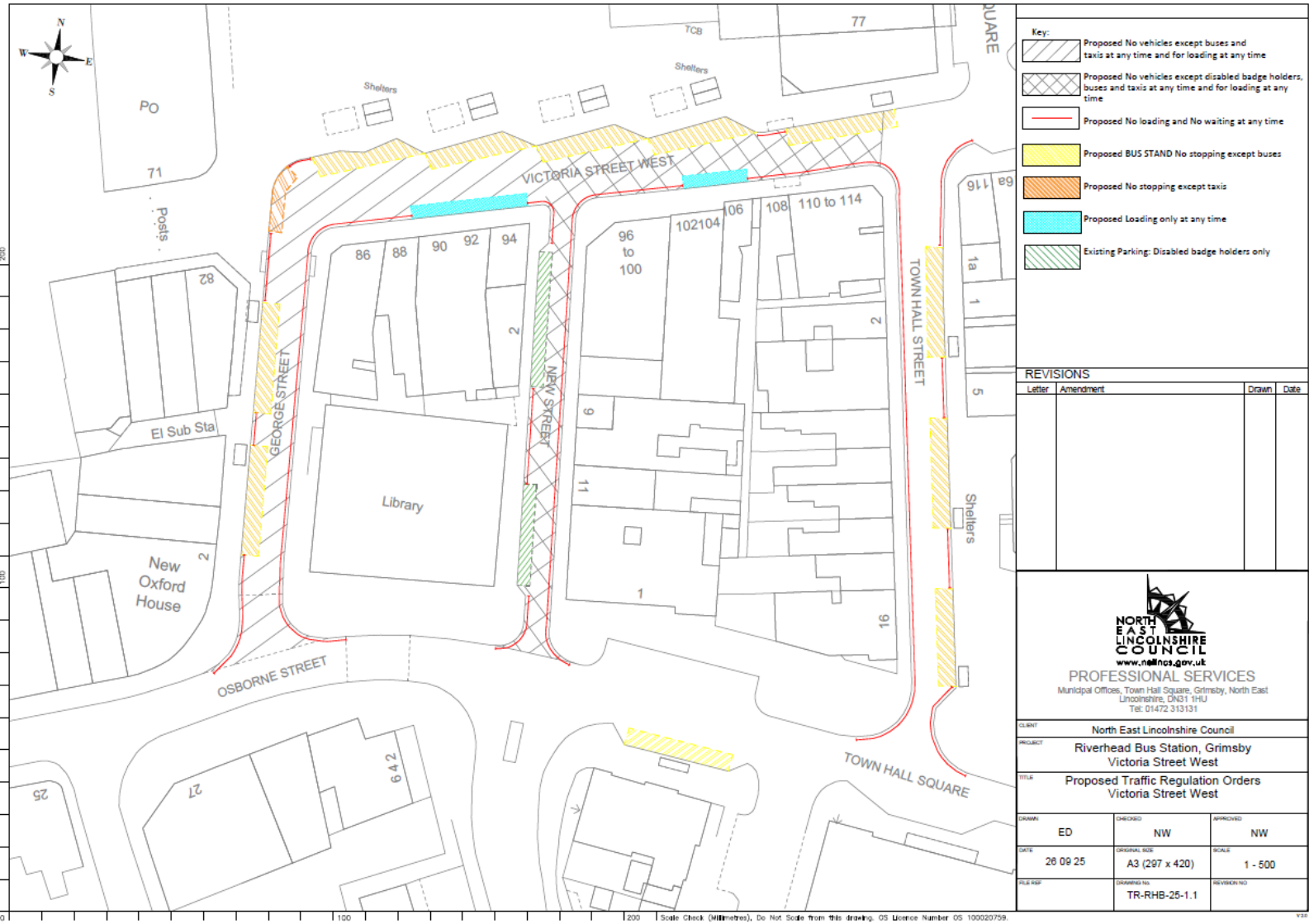
14 CONTACT OFFICER(S)

14.1 Paul Evans, Assistant Director - Infrastructure, NELC, (01472) 323209.

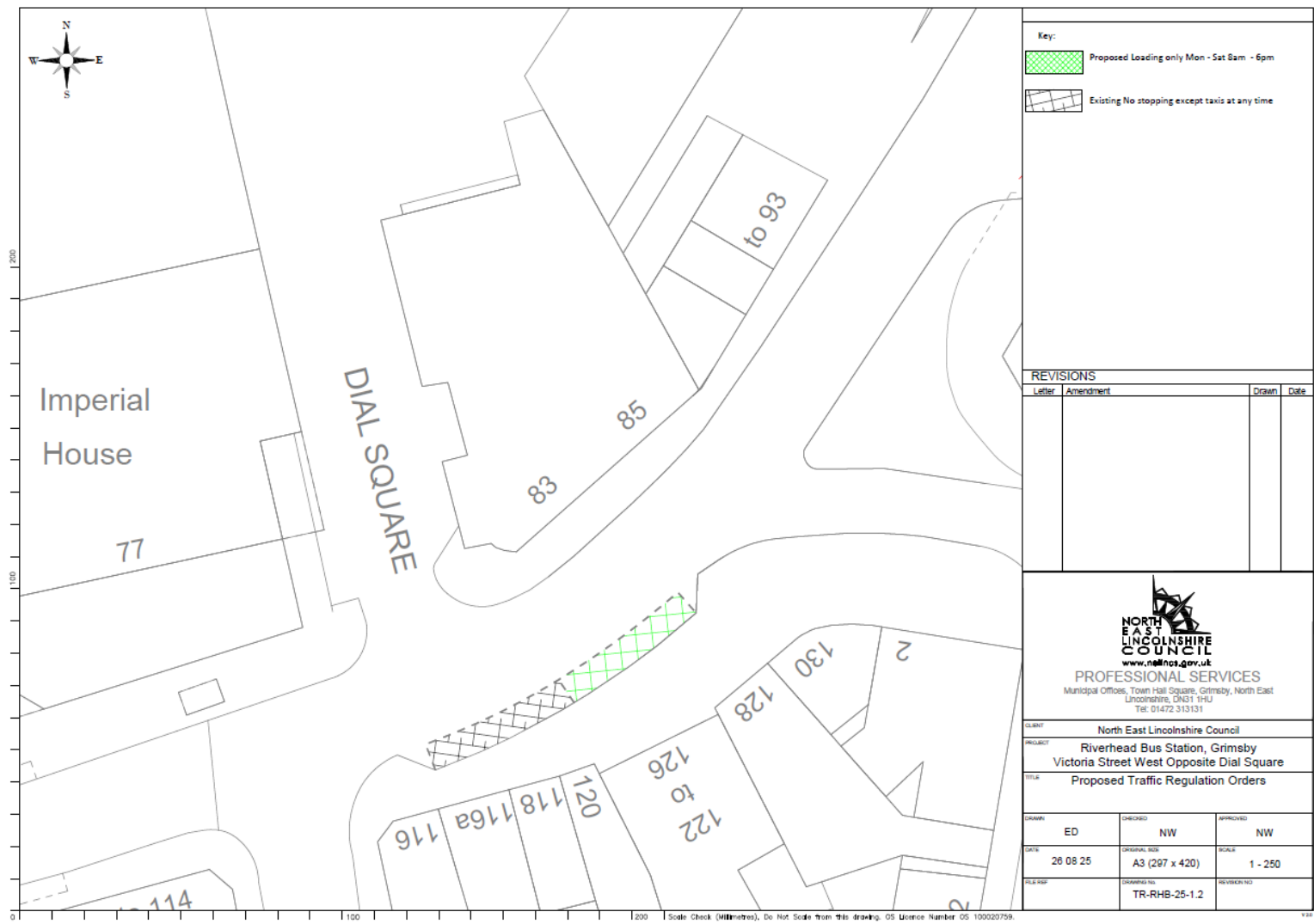
14.2 Martin Lear, Head of Highways and Transport, NELC, (01472) 324482.

COUNCILLOR STEWART SWINBURN
PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT

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



Appendix 2 - Victoria Street West (opposite Dial Square)



Appendix 3 - Victoria Street South (outside the Hope and Anchor Pub)

