

**23 March 2022****Agenda Item:6****REPORT OF THE CORPORATE DIRECTOR, PLACE****THE NOTTINGHAMSHIRE COUNTY COUNCIL (STATION ROAD AREA,  
BEESTON) (PROHIBITION OF WAITING AND REMOVAL OF PARKING PLACES)  
TRAFFIC REGULATION ORDER 2022 (5305)****Purpose of the Report**

1. To consider the objections received in respect of the above Traffic Regulation Order and whether it should be made as advertised.

**Information**

2. Station Road is a cul-de-sac service road that provides access to Beeston Railway Station and two residential streets. It is located approximately 1km south-east of Beeston town centre. This section of Station Road is subject to waiting restrictions which comprises of double yellow lines, short term parking bays and a licensed hackney carriage rank in operation Mon – Sat 8 am – 6 pm. A loading restriction is in place on the south-western side of the road.
3. Planning permission to build a new housing development on a disused site, on the north-east side of Station Road, was granted by Broxtowe Borough Council in 2021. In accordance with that planning permission, a new access road running parallel to the north side of the railway line, will be constructed to serve the development and the southern end of Station Road will be realigned to reflect the new layout. This is to ensure that larger vehicles, such as refuse lorries, are able to access the development. New waiting restrictions are proposed to ensure the safe and efficient operation of the new access road.
4. To enable the new access road and junction to be built in accordance with the planning permission, it is necessary to remove two of the existing 20-minute parking bays at the south-eastern extremity of Station Road and replace these with new No Waiting At Any Time restrictions (Double Yellow Lines). It is also proposed to introduce new Double Yellow Lines on both sides of the new junction and along the entire length of the south-eastern side of the new access road and the new turning head at its eastern end. The proposals are designed to provide unobstructed access to the new housing and will enable larger vehicles to manoeuvre through the development.
5. These proposals were publicly advertised between 12<sup>th</sup> August and 9<sup>th</sup> September 2021, as detailed on the attached drawing H/SLW/3772/01.
6. During the consultation period six responses were received. One response from Nottinghamshire Police, supported the proposals. The remaining five responses are considered to be outstanding objections to the proposals.

## Objections Received

### 7. Objection – removal of two 20-minute parking bays

All respondents objected to the removal of two of the 20-minute parking bays. The respondents considered that alternative parking facilities should be provided either on the Highway or within the car parks to facilitate the free drop off and pick up of passengers.

8. One objector stated that the existing car parks did not have short-term parking options and that the loss of two on-street short-term parking bays would discourage the use of sustainable public transport. They stated that the removal of the bays was therefore contrary to the County Council's aim of promoting sustainable transport. One respondent stated that planning permission for the development was given on the basis that Network Rail would provide improved circulation and drop-off facilities under Station Bridge and that the housing development should not proceed until Network Rail had confirmed what alternative arrangements for access, including a new lift system, were being proposed.

9. One respondent stated that the removal of the parking bays was discriminative. They stated that a disabled person may need to take their blue badge to their destination and therefore it could not be displayed in the vehicle used to take them to the station, whilst the driver was helping them onto the train.

10. All respondents considered that alternate provision for short term pickup/drop-off parking at the station should be provided.

### 11. Response – removal of two 20-minute parking bays

There are many competing demands for free, convenient on-street parking in urban areas, particularly those close to local amenities and destinations. When dealing with this finite supply it is not possible to meet all demands for parking. The importance of parking availability in these areas is acknowledged however the Authority's primary duty is in relation the safe and efficient operation of the highway. The carriageway space currently occupied by the two bays is now required for the movement of traffic as the current layout approved by the Local Planning Authority does not offer sufficient space for the junction to be built and to operate safely.

12. As part of the planning process NCC's Highway Development Control Team and Broxtowe Borough Council considered the impact of the development and associated new junction. They have acknowledged that this will change the drop off / pick up arrangements at the station and are satisfied with those altered arrangements.

13. Short term parking remains available in the area for all users, including disabled passengers. One 20-minute parking bay on Station Road is to be retained and alternative short-term (two-hour) parking bays are available on Station Road to the north-west of Waterloo Road, approximately 40m away. In addition, a free 30-minute parking bay was recently introduced on Technology Drive to provide additional short-term parking in the area. Car parking is also available in both the Broxtowe Borough Council and National Rail owned car parks adjacent to the station, which include disabled parking bays. The existing taxi rank is to be retained, offering rail users alternative transport options for accessing the station. The internal road layout of the development itself, would also offer opportunity for the safe drop off and pick up of users of the station.

14. Each planning application has to be considered on its own merits and the Planning Authority has granted permission for the housing development. Whilst the intention of Network Rail to reserve sections of land near the railway for Station expansion and parking was noted, the

housing development permission was not tied or conditional on the redevelopment of the station, nor has an application for the station redevelopment been submitted.

### **Other Options Considered**

15. The highway alterations are required to comply with conditions associated with an approved planning application. The loss of on-street parking has been kept to the minimum required to facilitate the movement of vehicles and pedestrians.

### **Comments from Local Members**

16. County Councillor Foale is supportive of the proposals.

### **Reasons for Recommendation**

17. The proposed scheme offers a balanced solution to mitigate road safety concerns and facilitate the safe operation of the new access road with minimum loss of parking availability. The measures contained in the proposals meet the requirements of the development's planning conditions and are considered appropriate taking into account a balanced view of the needs of all sectors of the community, including non-drivers.

### **Statutory and Policy Implications**

18. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

### **Crime and Disorder Implications**

19. Nottinghamshire Police raised no objections to the proposals.

### **Financial Implications**

20. The estimated cost to implement the works and traffic order detailed in the report is £5,000. This cost will be funded entirely by the developer.

### **Human Rights Implications**

21. The implementation of the proposals within this report might be considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property, for example). However, the Authority is entitled to affect these rights where it is in accordance with the law and is both necessary and proportionate to do so, in the interests of public safety, to prevent disorder and crime, to protect health, and to protect the rights and freedoms of others. The proposals within this report are considered to be within the scope of such legitimate aims.

## **Public Sector Equality Duty Implications**

22. As part of the process of making decisions and changing policy, the Council has a duty 'to advance equality of opportunity between people who share a protected characteristic and those who do not' by thinking about the need to:

- Eliminate unlawful discrimination, harassment and victimisation.
- Advance equality of opportunity between people who share protected characteristics (as defined by equalities legislation) and those who don't.
- Foster good relations between people who share protected characteristics and those who don't.

23. Disability is a protected characteristic and the Council therefore has a duty to make reasonable adjustments to proposals to ensure that disabled people are not treated unfairly.

24. An Equality Impact Assessment has been undertaken to assess the potential impact of the proposal, the results of the consultation and any appropriate mitigation. This equality impact assessment is included as a background paper to this committee report.

## **Implications for Sustainability and the Environment**

25. The proposed waiting restrictions are designed to facilitate the safe operation of the highway for drivers, cyclists and pedestrians. Improving the environment for vulnerable highway users, such as pedestrians and cyclists, may encourage modal shift to sustainable modes of transport.

## **RECOMMENDATION**

It is **recommended** that:

- 1) The Nottinghamshire County Council (Station Road Area, Beeston) (Prohibition of Waiting and Removal of Parking Places) Traffic Regulation Order 2022 (5305) is made as advertised, and the objectors informed accordingly.

**Adrian Smith**  
**Corporate Director, Place**

**For any enquiries about this report please contact:** Helen North – Improvements Manager (0115 9772087) / Sonya Hurt – Head of Major Projects and Improvements (0115 9774272)

## **Constitutional Comments (SJE – 23/02/2022)**

26. This decision falls within the Terms of Reference of the Transport & Environment Committee to whom responsibility for the exercise of the Authority's functions relating to traffic regulation orders, traffic management, road safety, parking provision and the planning and management of highways has been delegated.

## **Financial Comments (RWK 17/02/2022)**

27. The cost of the works proposed in the report is estimated at £5,000 and will be fully funded by the developer. Therefore, there are no specific financial implications for the County Council arising directly from the report.

## **Background Papers and Published Documents**

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements section at Trent Bridge House, Fox Road, West Bridgford, and Nottingham.

- Equality Impact Assessment: Station Road, Beeston (TRO 5305)

## **Electoral Division(s) and Member(s) Affected**

- Beeston Central and Rylands      Councillor Kate Foale