

**DERBYSHIRE COUNTY COUNCIL**

**MEETING OF CABINET MEMBER – HIGHWAYS, TRANSPORT AND  
INFRASTRUCTURE**

**19 November 2020**

Report of the Director – Economy, Transport and Environment

**PETITION – BRIDLE ROAD, STANFREE – OBJECTIONS TO THE  
INTRODUCTION OF WAITING RESTRICTIONS**

(1) **Purpose of Report** To inform the Cabinet Member of a petition raising objections to the Council's proposed introduction of waiting restrictions on Bridle Road, Stanfree and asking that the Council reconsiders this proposal.

(2) **Information and Analysis**

**Background**

At the meeting on the 8 October 2020, the Cabinet Member acknowledged receipt of a petition (Minute No. 56/20 refers). It contained 67 signatures requesting that the Council reconsiders or compromises on the introduction of waiting restrictions on Bridle Road in Stanfree.

A plan showing details of the layout of the existing and proposed waiting restrictions on Bridle Road is attached.

**Officer Comment**

Bridle Road in Stanfree is a cul-de-sac that joins the B6418 Clowne Road, which has residential dwellings on one side consisting mainly of terraced type properties that have very little access to off-street parking. The other side of Bridle Road has a fuel supply business situated down an access lane to Moss Brook and a workshop with adjoining storage land. The width of Bridle Road varies from approximately 4.9m to 6.5m which means it can accommodate parked vehicles only on one side of the road without causing an obstruction to through vehicles. The parking predominately takes place on the residential side of Bridle Road. A short section of double yellow lines is already in place on Bridle Road at its junction with Clowne Road which helps to facilitate the unobstructed movement of vehicles between Bridle Road and Clowne Road.

In recent years, the Council installed a disabled persons' parking bay outside one of the terraced properties on Bridle Road. This appears to have led to a change in the side of the road that the other residents choose to park. Previously, parking took place on the side of the road opposite to the properties, but in order to try to maintain unobstructed access along Bridle Road, parking now predominantly takes place on the property side of the road. It has since been reported to the Council that when vehicles are parked opposite the access road to Moss Brook, large delivery vehicles associated with the fuel supply business experience difficulties emerging from their access. This is despite the owner of the business having already widened their access gates.

Requests have therefore been made to the Council to install a section of double yellow lines to allow unobstructed passage for delivery vehicles in to the Moss Brook access road. The installation of these measures requires a Traffic Regulation Order (TRO), and part of the process for a TRO requires any affected parties to be consulted on the proposal. As a result of a consultation carried out for a TRO for the double yellow lines set out in Appendix 1, officers have received a request to reconsider or compromise on the proposed parking restrictions.

A possible compromise would be to install a single yellow line which would only operate at stipulated times of the day, such as 8am to 6pm. However, when officers consulted the company in question, regarding such a time-orientated restriction, it was pointed out that deliveries are sometimes made outside this time range and therefore this would not solve the obstruction issue.

Officers appreciate that parking is limited for the residents, but the highway is for the free passage of pedestrians and vehicles and reasonable access must be maintained to premises. The proposed restrictions are the minimum length required and will therefore minimise the impact on the parking needs of the residents.

It is therefore recommended that the TRO restrictions are confirmed as set out in Appendix 1.

### **Local Member Comment**

Councillor Anne Western was consulted but did not have any comments to make.

(3) **Financial Considerations**      There are no financial considerations associated with this report.

## **Other Considerations**

In preparing this report the relevance of the following factors has been considered: legal, prevention of crime and disorder, equality and diversity, human resources, environmental, health, property, social value and transport considerations.

(4) **Key Decision** No.

(5) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(6) **Background Papers** Held on file within the Economy, Transport and Environment Department.

(7) **OFFICER'S RECOMMENDATIONS** That:

7.1 The request to reconsider or compromise on the installation of the proposed parking restrictions is refused and that the Traffic Regulation Order is made as set out in Appendix 1.

7.2 The Local Member and lead petitioner be informed accordingly.

**Tim Gregory**  
**Director – Economy, Transport and Environment**



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**MIKE ASHWORTH**  
Executive Director  
Economy, Transport and Environment

<b>KEY</b>	
	<b>PROPOSED DOUBLE YELLOW LINE</b>
	<b>EXISTING DOUBLE YELLOW LINE</b>
<b>EXISTING RESTRICTIONS ADDED</b>	BCG     17.7.20
<b>AMENDMENT DETAILS</b>	BY   CHKD   APVD   DATE   NO.

**PROJECT TITLE**  
BRIDLE ROAD  
STANFREE

**DRAWING TITLE**  
PROPOSED DOUBLE YELLOW LINES  
APPENDIX 1

**DRAWN**  
B.GOULD  
**Date**  
MAY.2020

**CHECKED**  
S.TRANTER  
**Date**  
MAY.2020

**APPROVED**  
S.TRANTER  
**Date**  
MAY.2020

**Project / Confirm Reference No.**  
HMT/BG/258/20REV1  
**Drawing Number**

**SCALE**  
N.T.S.

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