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PROPOSED WAITING RESTRICTIONS CHAPEL STREET,  
MIDDLETON ST GEORGE - OBJECTIONS

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Responsible Cabinet Member – Councillor David Lyonette, Transport Portfolio

Responsible Director – Richard Alty, Director of Place

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SUMMARY REPORT

**Purpose of the Report**

1. The purpose of this report is for Members to consider objections that have been received in response to proposed changes to traffic regulation orders in Chapel Street, Middleton St George.

**Summary**

2. A complaint was received from a resident of Chapel Street that vehicles parking in the access road between Nos. 43a and 44 was causing obstruction to the parking area to the rear of Nos. 50, 51 and 52.
3. Residents of properties in the vicinity of the proposed restrictions in Chapel Street, as set out on the attached **Appendix 1**, received a letter outlining the proposed restrictions and asking for their comments. A notice was published in the local press in accordance with statutory regulations.
4. Two residents have objected to the proposals on the grounds that it would result in insufficient parking availability in Chapel Street for all residents. These are documented in **Table 1** along with DBC response.
5. As a result of the resident comments changes were made to the proposed restrictions with the effect of permitting two cars to park in the side road adjacent to No. 44 Chapel Street. In addition the proposed restrictions at the Chapel Street/Middleton Lane junction were reduced in their extent to facilitate additional residents parking. As detailed in **Appendix 2**. The advertised restrictions proposed double yellow lines on this section of road.

## Recommendation

6. It is recommended that:
- (a) The objections to the proposed restrictions be set aside.
  - (b) The Traffic Regulation Order be implemented as advertised, with the exception of:
    - (i) The extent of the waiting restrictions in the lane to the side of 44 Chapel Street be reduced to permit unrestricted parking for up to two vehicles in accordance with the plan attached at **Appendix 2**.

## Reasons

7. The recommendations are supported to ensure the expeditious movement of traffic in accordance with the Council's statutory network management duty and to prevent obstructive parking to the properties Nos. 50-52 Chapel Street

**Richard Alty**  
**Director of Place**

## Background Papers

No Background papers were used in the preparation of this report.

Brenda Bowles : Extension 2774

S17 Crime and Disorder	There are no direct implications.
Health and Well Being	The proposal will benefit the residents of 50-52 Chapel Street.
Carbon Impact	There are no carbon impact implications in this report.
Diversity	There are no direct implications.
Wards Affected	Middleton St George
Groups Affected	All
Budget and Policy Framework	This decision does not represent a change to the budget and policy framework.
Key Decision	This is not a key decision.
Urgent Decision	This is not an urgent decision.
One Darlington: Perfectly Placed	Measures to provide a safer living, walking and cycling environment have One Darlington benefits. Measures to encourage more efficient traffic movement have Perfectly Placed benefits.
Efficiency	The proposal will maintain free flowing traffic.

## MAIN REPORT

### Information and Analysis

8. A complaint was received from a resident that parking in the access road leading to Nos. 50-52 Chapel Street causes obstruction and often those residents have been unable to use their private parking area.
9. Officers investigated the complaint and observed up to four vehicles parked on the west side of the access road on several occasions. Often vehicles were parked partly on the pavement and this would be a hazard for disabled pedestrians.
10. A proposal was made to introduce 24 hour waiting restrictions on both sides of the access road to maintain free access to Nos. 50-52 Chapel Street.
11. The local Members were in agreement with the proposal and stated that they had received complaints from residents that vehicle access to Nos. 50-52 Chapel Street was often obstructed.
12. The proposal also included 24 hour waiting restrictions on both sides of Chapel Street at its junction with Middleton Lane and for a short section on the east side of Middleton Lane to the south of Chapel Street to improve visibility. Visibility to the north of Chapel Street is adequate due to the location of a bus stop. The advertised proposed restrictions are shown at **Appendix 1**.
13. Following objections from residents amendments were made to the proposed restrictions. The plan at **Appendix 2** shows the extent of the restrictions which are now proposed. The changes to the restrictions involved:
  - (a) the length of the proposed restrictions in Chapel Street at the junction being shortened to provide more parking for residents.
  - (b) the extent of the proposed restrictions at the side of 44 Chapel Street being reduced to permit two cars to park.
14. Some residents in Chapel Street do have off street parking in the rear of their properties but access is via a private road that is poorly maintained and is unfit therefore most residents choose to park in front of their homes. As some properties have more than one car on street parking is often congested.
15. Residents have referred to the presence of the nursery at the western end of the street which generates short term parking by parents and some long term parking by staff to the detriment of residents. The nursery does have its own parking that is aimed at parents for dropping off/picking up only but occasionally more parents arrive at the same time than can be accommodated in this area so there is very short term parking in Chapel Street by non-residents.
16. Two residents have objected to the proposed waiting restrictions in the access road as they consider it is necessary for some residents to utilise this area for parking as there is insufficient room within the main part of Chapel Street. Their comments have been summarised in **Table 1** along with the DBC response.

17. Officers recommend setting the objections aside.

### Financial Implications

18. The proposal will be funded from existing budgets within the MTFP.

### Legal Implications

19. The traffic orders have been statutorily advertised for the required period.

### Equalities Considerations

20. The Local Transport Plan (LTP) provides a framework for delivery of transport improvements including those that improve the free flow of traffic and the safe of highway users. A EIA was carried out on this strategy.

### Consultation

21. Officers have consulted the residents of Nos. 5-15, 39-52, 43a Chapel Street and 4-5 Middleton Lane with the proposed waiting restrictions. The proposal has also been statutorily advertised in the press, in accordance with our delegated authority to progress traffic orders.

### Outcome of Consultation

22. Two residents of Chapel Street have objected, as set out in **Table 1** below, to the proposal as they consider it will leave insufficient parking available for residents, particularly during the evening.
23. The residents believe that parking can be accommodated on one side of the access road without causing obstruction and waiting restrictions are only necessary at the junction with the main part of Chapel Street to aid turning movements and around the bend of the access road.
24. See officer recommendation in the Information and Analysis section above.
25. One resident has suggested that the road be marked with parking bays so residents will maximise the available parking. Streets are only marked with individual bays within paid parking or free limited waiting areas and markings are not used for unrestricted parking areas.

**Table 1 : Summary of Objections/Comments on Proposed Traffic Restrictions**

Issue	Officer response
<b>Response from 10 Chapel Street</b>  The lines to the top of the street (junction with Middleton Lane) are OK. The issue is with lines opposite Nos. 43a and 44.	Agreed.

Issue	Officer response
<p>We have never had any problems with access to rear of houses in approx. 29 years since houses were built (Nos. 44-52.). Asda and Tesco vans get round OK which are the same size as small refuse trucks. Lines only need to be placed 3m in from corners, leaving some parking as parking is of a premium. We cannot ascertain anymore loss of parking spaces. We have already lost three spaces with the nursery wall being knocked down as a drop off point. Parking is tight, more so on weekends.</p> <p>A restriction to parking would be of more use by Nos. 43a and 44 between 9.00am until 4.00pm Monday to Friday, excluding Bank Holidays.</p> <p>The resident also raised issues regarding damage to the private rear lane and the operation of speed humps in Middleton Lane/Neasham Road and pot holes in the village. These are not considered valid objections to the proposed restrictions.</p> <p>All residents need consulting on yellow line issue in Chapel Street not just a few. I have spoken to most residents who are willing to sign a 100+ petition.</p> <p>The local Councillors consulted are not fully aware of our needs. Nursery staff don't park on their area, it's only a drop off point as sign suggests, they also park in Chapel Street. Drop off point is access usually for around 25 or more cars each day = two journeys making about 50 trips each day.</p>	<p>We have amended the lining adjacent to No. 44 in accordance with the residents suggestion.</p> <p>The restrictions will be in place to enable access at all times. If time limited restrictions were placed, as suggested by the resident, obstructive parking would inevitably take place at none peak times. We do not proposed to introduce tine limited restrictions.</p> <p>We are only obliged to place notices in local press when introducing restrictions to an area. We do however; voluntarily consult those residents that are most directly affected by the restrictions in order that changes may be made where practicable.</p> <p>The parking issues in Chapel Street were raised by a resident of Chapel Street via the Ward Councillors. The purpose of consulting directly affected residents is to seek their views on proposals and provide an opportunity to suggest changes. We have made two changes to the proposed restrictions as a result of comments</p>

Issue	Officer response
	received.
<p><b>Email received from 43a Chapel Street dated 08.07.13</b></p> <p>Firstly, I need to reiterate my understanding that the local authority needs to accept culpability for increasing traffic congestion by allowing a nursery to take up business in Middleton Lane, while knowing the additional hazards caused by parents parking in the street and in Middleton Lane, taking and collect children from the local school. By imposing a statutory restriction to the bend in Middleton Lane it is reasonable to suggest it may further result in parents parking in Chapel Street to take and collect their children from school. I feel this is acceptable given the risks and hazards posed in Middleton Lane.</p> <p>My objections centres around my wife's and my home, which is 43a Chapel Street and having lived there for 15 years, we have a feel of the actual reasons why parking is at times, but not always a problem. Having a 24 hour restriction would be a blanket response and not a real resolution, as it would cause inconvenience around the clock when there is no need to.</p> <p>The proposed no waiting at any time around number 44 is unreasonable and is not fully necessary, nor understood by non-residents like local authority officials and would drive people like myself to park in Middleton Lane when I return home from work after 6pm. I am rarely if ever able to park outside of my home. When cars park there on this piece of road there is always room to get by, with the real hazard being two metres either side of the corner leading up to Chapel Street. I had my car hit by a large van that did not stop, causing £1,500 in damage. Many residents and visitors need to park here, but not on the bend.</p> <p>Recommendation: That no waiting at any time restrictions be</p>	<p>The conversion of the property to a nursery was considered under the terms of the Town and Country Planning Act and associated planning guidance. This is not related to the restrictions proposed.</p> <p>The proposed restrictions adjacent to the side of No. 44 Chapel Street have been reduced in order to accommodate up to two vehicles. The access into the side road and bend into the parking area still have double yellow lines. This broadly meets the residents suggestion.</p> <p>As mentioned above the proposed</p>

Issue	Officer response
<p>applied to two metres before and into Chapel Street to allow cars to have sufficient room to safely navigate the corner.</p> <p>An indication of council officials not knowing the area is evidenced in the proposal in the proposed plan to put no waiting at any times on the corner of my home (43a). I have never in 15 years known a vehicle to park there and to put parking lines in place will only be a waste of tax payer's money.</p> <p>Parking problems are contributed by residents not knowing the length of space they should be parking in. Council car parks have parking bays in place to prevent this occurring. Parts of the town have white parking bays in their streets. Such a remedy would I understand be more costly, but we need the same treatment as other residents of the Borough and would maximise parking space. I hope the current plan is not drive as a cheap alternative, which would dilute the concept of all people being treated the same and impose fines for being residents.</p> <p>Comments were made regarding pot holes in the road surface and the provision of off street parking on a piece of land adjacent to No. 43a. These do not constitute objections to this proposal.</p> <p>Conclusion: I provide the above information to help guide Cabinet members to reach a satisfactory conclusion to parking problems in this locality. In doing so, I request a detailed analytical amount of the decision making process and reasons for outcomes, to inform my own repose.</p>	<p>revised restrictions are set out in <b>Appendix 2</b>, broadly meet this request.</p> <p>The placement of restrictions adjacent to No. 44 Chapel Street, where parking currently takes place, would inevitably displace parking. A number of drivers would be likely to park adjacent to No. 43a Chapel Street causing similar obstruction problems to those currently being experienced. Waiting restrictions are therefore required to avoid parking being displaced to the opposite side of the access road.</p> <p>This type of marking cannot legal be placed on Chapel Street. If formal parking bays were placed in Chapel Street it would be likely that parking would be prohibited on one side of the road as the road is of insufficient width to have two 2.4m wide parking bays and a lane for traffic.</p> <p>It is the role of Cabinet to make a decision on the proposed objections based on the advice contained and information in this report. Officers will inform the resident of Cabinet's decision.</p>