

**DARLINGTON BOROUGH COUNCIL
ROAD TRAFFIC RESTRICTIONS
(AMENDMENT NO.8) ORDER 2021**

Road Traffic Regulation Act 1984
The Highways (Inquiries Procedure) Rules 1994

STATEMENT OF CASE

SITE

Duke Street, Darlington

SUBJECT OF INQUIRY

The Darlington Borough Council Road Traffic Restrictions (Amendment No 8) Order 2021

PLANNING INSPECTORATE REFERENCE:

DPI/N1350/22/1

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Introduction

1. This is a Statement of Case prepared by Darlington Borough Council ('the Council') to support the consideration of the Darlington Borough Council Road Traffic Restrictions (Amendment No 8) Order 2021 ('the Order') (**Appendix 1**) which is to be considered at public inquiry. The Order seeks to amend:
 - a) The Darlington Borough Council (Prohibition and Restriction of Waiting and Loading) Consolidation Order 2019 (as amended) (**Appendix 2**);
 - b) The Darlington Borough Council (On Street Parking Places) Consolidation Order 2019 (as amended) (**Appendix 3**); and
 - c) The Darlington Borough Council (Moving Traffic) Consolidation Order 2019 (as amended) (**Appendix 4**)

2. The Notice of Proposals (**Appendix 5**) was published on 29 September 2021 along with the Statement of Reasons for making the Order (**Appendix 6**). The Council received three objections to the Order

The Location

3. The Order applies to Duke Street in Darlington. There is attached a location site plan (**Appendix 7**)

The Scheme

4. The Order relates to the proposed scheme on Duke Street (plans showing proposed restrictions are at **Appendix 8**), which includes:
 - a) 20mph speed limit including four raised tables to physically reduce traffic speed;
 - b) One way operation eastwards (towards town) for all traffic;
 - c) Stepped contraflow cycle lane (westwards from town);
 - d) Widening of northern footway;
 - e) Pedestrian priority at side roads;
 - f) Closure of Outram Street to vehicular traffic, whilst retaining access for two way cycle movement;

- g) Relocation of bus stop to Larchfield Street;
 - h) Reduction in on street parking of 7 spaces;
 - i) Provision of 4 loading bays, including one on Barnard Street - two to operate 08:00 – 18:00 and two to operate midnight to 10:00.
5. A temporary 20mph speed limit, one-way operation and a widened northern footway were put in place as part of Covid-19 social distancing measures in 2020. This has provided local residents and businesses with experience of key elements of this scheme and has received wide support. Compliance with the speed limit will be enforced through 4 raised tables at key junctions.
6. The Council has the power under Regulation 14 of Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ('the 1996 Regulations') to modify an Order when making it in response to objections received.
7. As will be addressed below the Council have received three formal objections to the Order and the Council believes that two objections can be dealt with by minor modifications to the Order. The Council therefore believes it appropriate to ask that the Inspector to consider the minor modifications to the Order to provide sufficient notice (if it were required by Regulation 17 (4)) and to allow for the Inspector to give their view on the modifications in the report to the Council.
8. The additional modifications to the Order will be (plan attached at **Appendix 9**):
- a) The following length of road shall be designated a disabled parking place from 8am-6pm with a maximum wait of 3 hours, and no return within an hour:
Outram Street - the west side, from a point 17.8m north of its junction with Duke Street northwards for a distance of 12m
 - b) The following lengths of road shall be designated as limited waiting for 2 hours (with no return within an hour) 9am-5pm Mon-Sat:
Outram Street - the east side, from a point 5.8m north of its junction with Outram Street northwards for a distance of 24m
Outram Street - the west side, from a point 5.8m north of its junction with Outram Street northwards for a distance of 12m

Process and Consultation

9. The Council went through an extensive process of consultation and scheme revision to reach the design of the scheme which forms part of the Order. The process is briefly summarised below.

10. Government announced the Emergency Active Travel Fund Tranche 2 on 29 May 2020. Guidance on how to bid for funding was issued on 10 July and Tees Valley Combined Authority (TVCA) was invited to submit a bid by 7 August. To receive any funding, authorities needed to satisfy the Department that they had swift and meaningful plans to reallocate road space to cyclists and pedestrians (both groups rather than one or the other), including on strategic corridors.

11. TVCA used this funding opportunity to accelerate the delivery of the Tees Valley Local Cycling and Walking Investment Plan which was already well developed. Schemes in Darlington and Middlesbrough were prioritised. At the same time as the bidding process was announced DfT also published its new guidance for cycle infrastructure, a step change in approach to providing cycling facilities, which also needed to be used in the design process. This was used to develop scheme proposals for Woodland Road, Outram Street and Duke Street for consultation.

12. The initial consultation was led by Tees Valley Combined Authority as it is the Transport Authority with responsibility for delivering the Tees Valley Cycling and Walking Investment Plan and managing the funding allocated by the Department for Transport. The consultation started on Monday 14 December 2020 and ran until 3 February 2021.

13. In Darlington, we decided to supplement the TVCA consultation with our own local communications. As we were unable to hold face to face events due to covid-19 restrictions, we delivered letters to over 800 residential properties and businesses on Duke Street, Outram Street, Woodland Road and surrounding streets on 10 & 11 December. 100% of premises were included. A press release was issued and social media posts reminded people that the consultation was open.

14. 150 people responded to an on-line questionnaire with the majority of people using a car/taxi/motorbike or walking with lower numbers of cyclists and bus users. Overall the results were very positive:

- 77% supported the Duke Street scheme either fully or partially;
- 65% supported the Woodland Road scheme either fully or partially;
- 68% supported the Outram Street scheme either fully or partially;
- 38% of respondents already walk or cycle along sections of the route, but of the remainder 57% would be encouraged to do so as a result of the scheme;
- 88% supported the 20mph speed limit; and
- 65% supported the opening of Winston Street West car park.

15. There were lots of individual comments about many aspects of the scheme, both supportive and against the scheme. These were reviewed as part of the next stage of the design process.

16. There were also submissions on behalf of stakeholders including Royal National Institute for the Blind (RNIB), Darlington Association on Disability, Arriva North East, Darlington Green Party, Darlovelo, Darlington Forest Project, Durham Police and a group of young people in an event organised by Youth Participation. Comments related to:

- a) Specific technical details around the design to ensure that the needs of disabled people can be met as far as possible;
- b) Specific technical details around the design to ensure that the needs of cyclists can be met as far as possible;
- c) The design of the bus stops, in particular the views of Arriva, Darlovelo and RNIB, in relation to the guidance issued in LTN1/20;
- d) The removal of mature trees; and

e) How would the project be monitored and deemed 'a success'.

17. These comments were also reviewed as part of the next stage of the design process.

18. Comments received were also recorded and reviewed as part of the Equalities Impact Assessment.

19. In April 2021, the revised plans were published and some additional issues were raised. These included:

a) Concerns from 2 residents with the design of the public realm in Outram Street. A revised design has been agreed with the residents regarding the materials to be used and the planting design;

b) Concerns from 2 residents regarding with the loss of the free uncontrolled parking on the south side of Woodland Road. Following a site meeting additional Residents Parking Zone spaces are proposed at the north end of Outram Street;

c) Support for the removal of parking on the north side of Woodland Road as it makes it easier to exit the hospital accommodation;

d) A business has raised safety concerns with the Larchfield Street junction, in particular the lack of guard railing in the design; this was omitted in error and has been included in the revised plan. The findings of a road safety audit of the junction have been included in the design, in particular making the junction more conspicuous through a raised table and using colour to highlight the cycle lane. The Police have been consulted and have raised no further concerns.

20. In April 2021 revised plans were issued having taken into account the comments received during the initial consultation. A press release was issued and an article appeared in the local press. A letter and a copy of the plans were distributed to the stakeholders and local residents and businesses for information. This covered the same

area as the original consultation and a further 800 letters were delivered. The letter contained advice that a legal process would follow and that they could discuss the scheme by contacting the Principal Highway Design Engineer. Although this was not part of the formal consultation process we did still receive further complaints, comments and questions which are detailed as part of the consultation outcomes.

21. Officers have consulted the residents and businesses directly impacted by this proposal in May 2021 with a further letter and plan of the legal orders. Letters were also sent to over 800 properties in the wider area to advise them of the legal order process and how they could object. The proposal has also been statutorily advertised in the press, following delegated authority to progress a traffic order.
22. Following the advertising of the legal notices, the Council received:
 - a) no objections to the legal orders for Winston Street car park and the car park was duly opened on 28th May 2021;
 - b) no objections for the proposals for Woodland Road and Outram Street; and
 - c) 17 objections to the proposals for Duke Street.
23. It was therefore decided to continue with the Woodland Road and Outram Street sections of the scheme (construction started on site on 15th November 2021) but pause the process and undertake further consultation on the Duke Street element of the scheme.
24. After 17 objections were received to the Traffic Regulation Order amendment further consultation was undertaken with the businesses that objected and they were invited to face to face meetings. Representatives from seven businesses attended and provided very detailed feedback. This was used to revise the design further including:
 - a) One way street with contraflow cycle lane, with a 1m buffer between cyclists and parking to maintain safety for cyclists and drivers and pedestrians existing the vehicles;
 - b) 20mph speed limit with three rather than 2 raised tables to limit speed;
 - c) Closure of Outram Street to motorised vehicles but access retained for cyclists, which enables:

- d) 2 loading bays on the south side of Duke Street rather than one, but only until 10:00am (at the request of the businesses);
 - e) 8 short stay parking spaces on the south side of Duke Street, rather than 4 on the north side; and
 - f) 7 additional short stay parking spaces after 10:00am until midnight utilising the loading bays
25. This design forms the basis of the Order scheme. Letters were sent out in August to the residents and businesses in the Duke Street and Outram Street area (Sample at **Appendix 10**). This included the revised design and an invitation to provide comments and/or attend a drop in face to face event on 1st September. This was a public event which was also publicised by a press release (copy at **Appendix 11**) and information on the council website.
26. Feedback (spreadsheet at **Appendix 12**) was again mainly positive with
- a) 5 supporting the proposals
 - b) 3 neutral
 - c) 2 raising issues/worries
27. Of those who didn't support the proposals a resident raised concerns about an increase in traffic at the Larchfield/Duke Street junction and additional circulating traffic in Eskdale and Napier Street; and a business raised concerns about drivers being confused as to whether the spaces are for loading or parking and the fact that some drivers are still contravening the one-way system.
28. After this period of consultation and the feedback on the revised design, amendment to the Traffic Regulation Order was statutorily advertised with a closing date for objections of 21st October 2021. Three formal objections have been received. These are detailed in **paragraph 54**. Further discussions with these 3 objectors have taken place and minor modification to the scheme agreed in principle to address some of their concerns.

The justification in terms of policy

29. In July 2020 the Department for Transport (DfT) launched ‘*Gear Change: A bold vision for cycling and walking*’ (**Appendix 13**) and ‘*Cycle Infrastructure Design Local Transport Note 1/20*’ (**Appendix 14**). Both of these documents clearly set out the Government’s commitment to a radical change in the provision of walking and cycling infrastructure - the value of cycling and walking in terms of physical health and mental wellbeing; the positive benefits to the environment in terms of better air to breathe and reduced noise pollution; and the positive impact on the economy for businesses in local streets is well documented.
30. On 30th July 2021 the DfT issued Statutory Guidance ‘*Traffic Management Act 2004: network management to support recovery from COVID-19*’. This was introduced as England emerged from the pandemic, to enable local authorities to continue to make changes to their road layouts to give more space to cyclists and pedestrians, as well as retaining temporary changes that they had already made, to meet the ambitions set out in *Gear Change*. The types of measures include:
- a) installing cycle facilities with a minimum level of physical separation from volume traffic; for example, mandatory cycle lanes, using light segregation features such as flexible plastic wands; converting traffic lanes into cycle lanes (suspending parking bays where necessary); widening existing cycle lanes to enable cyclists to maintain distancing. Facilities should be segregated as far as possible, ie with physical measures separating cyclists and other traffic. Lanes indicated by road markings only are very unlikely to be sufficient to deliver the level of change needed, especially in the longer term;
 - b) reducing speed limits: 20mph speed limits are being more widely adopted as an appropriate speed limit for residential roads and many through streets in built-up areas. 20mph limits alone will not be sufficient to meet the needs of active travel, but in association with other measures, reducing the speed limit can provide a more attractive and safer environment for walking and cycling;
 - c) modal filters (also known as filtered permeability); closing roads to motor traffic, for example by using planters or large barriers. Often

used in residential areas, when designed and delivered well, this can create low-traffic or traffic-free neighbourhoods, which have been shown to lead to a more pleasant environment that encourages people to walk and cycle, and improved safety

- d) providing additional cycle parking facilities at key locations, such as outside stations and in high streets, to accommodate an increase in cycling, for example, by repurposing parking bays to accommodate cycle racks
- e) ‘whole-route’ approaches to create corridors for buses, cycles and access only on key routes into town and city centres

31. The guidance set out requirements for consultation which included the Police and emergency services; local businesses; Royal Mail; and disability groups. Authorities are also required to consider access for Blue Badge holders, (including parking and safe access to the kerb at sufficient locations to enable access to pick up and drop off badge holders).
32. The Strategic Transport Plan for the Tees Valley (**Appendix 15**) (which includes the Borough of Darlington) sets out how it will achieve a world class transport system. This includes as one of its seven key themes and investment packages, ‘making cycling and walking the natural choice for shorter journeys’. To achieve this the Tees Valley Combined Authority and five local authorities have developed a *Local Cycling and Walking Investment Plan* (**Appendix 16**), following government guidance and utilising tools to identify the best routes to create in order to increase levels of walking and cycling.
33. In Darlington the first priority is to complete the route from West Park and Faverdale on the northwest urban fringe to Darlington town centre. Segregated infrastructure exists from West Park and Faverdale as far as Brinkburn Road north of Cockerton local centre. The proposed extension to the route will provide a continuous route through Cockerton and along Woodland Road.

34. This project (and related Order) is the design and construction of the first phase which provides the route nearest to the town centre connecting the Woodland Road/Hollyhurst Road junction to the town centre via Woodland Road, Outram Street and Duke Street.

The justification for the scheme design

35. Currently a signed cycle route exists between West Park and the town centre. However, the route does not meet the national design guidance set out in LTN1/20 Cycle Infrastructure Design.

36. Cycle networks and routes should be:

- a) Coherent – planned and designed to allow people to reach their day to day destinations easily along routes that connect, are simple to navigate and are of a consistently high quality;
- b) Direct – at least as direct as – and preferably more direct – than those available for private motor vehicles;
- c) Safe – the infrastructure must be safe and be perceived to be safe so more people feel able to cycle;
- d) Comfortable – good quality, well maintained, smooth surfaces with adequate width for the volume of users, minimal stopping and starting and avoiding steep gradients;
- e) Attractive – deliver public spaces that are well designed and finished in attractive materials and be places that people want to spend time using.

37. These core design principles are essential to ensuring that more people travel by cycle or on foot, based on best practice both internationally and across the UK. Infrastructure must be accessible to all and the needs of vulnerable pedestrians must be considered throughout the design process.

38. A number of alternative route options were considered at the feasibility stage, but these were discounted as they did not meet these criteria. Duke Street was selected as the best route option.

39. Before covid social distancing restrictions were introduced Duke Street was a two-way road with a 30mph speed limit and low levels of cycling. The introduction of a temporary one-way traffic order and 20mph speed limit and footways widened with temporary barriers has allowed the residents and businesses to see how the street could operate on a permanent basis. However, the temporary design does not accommodate cyclists and therefore the design options had to ensure that two-way cycling was achievable.
40. Once Duke Street was identified as the most appropriate route, a review of the traffic conditions established the most appropriate protection that was required for cyclists (section 4.4 of LTN1/20) in relation to vehicle volume and speed. This design also had to consider the functions of the street i.e. a busy retail area Alternative design options have been considered but have to comply with LTN1/20 as well as support access and use by all traffic.

Avoiding danger to persons

41. The Scheme will meet purpose at s.1 (1)(a) of the 1984 Act by avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising
42. The design of the scheme has taken into account data relating to reported collisions on Duke Street and the findings of a safety audit. A Road Safety Assessment Report was produced in March 2019 specifically on the Duke Street/Larchfield Street junction (**Appendix 17 and Appendix 18**). Following eight road collisions over a five year period (2014-2018) an independent assessment was commissioned (**Appendix 19**) and this made a number of recommendations as follows:
- a. Introduction of “no loading at any time” restrictions on the north side of Duke Street at the junction of Larchfield Street to ensure minimum inter-visibility of 43m (Manual for Streets) is maintained between road users on major and minor arms of the junction.
 - b. Extension of the guard rail on the north side of Duke Street to reinforce the “no loading at any time” restrictions.

- c. Provide adequate opportunities on the north side of Duke Street to allow two way traffic to pass after 6pm and vehicles can legally park on the north side of Duke Street.
- d. Refresh the road markings at the junction and provide yellow backing boards for the “give way” signage on both Larchfield Street approaches.
- e. Provide additional traffic calming measure on both Larchfield Street approaches to reinforce the table top junction.

If following a review period after at least 6 months if the collisions continue at this junction then suggest the subsequent measures are considered:

- f. Resurface the junction with a red colouring to help reinforce the junction.
- g. Introduce a one way system on Duke Street between Larchfield Street and Raby Terrace (eastbound only). This would also require junction improvements at Duke Street/Raby Terrace and Powlett Street/Larchfield Street to facilitate the additional traffic movement. The one way system would allow for the eastern section of Duke Street to have formalised parking on the north side.

43. In addition, as local businesses raised concerns that not all collisions are reported to the Police and are ‘damage only’, a review of the asset management database was undertaken to identify how often repairs had to be carried out on the highway. This identified that the guard railings had to be repaired/replaced 18 times since 2003.

44. The scheme is designed to minimise danger to persons and other traffic through:

- a) a permanent reduction in the speed limit to 20mph, designed to be self-enforcing through the construction of 3 vertical features (speed tables) at the junctions of Stanhope Road, Larchfield Street and Raby Terrace;
- b) Priority pedestrian crossings over all side roads;
- c) Crossing points on Duke Street clearly identified with tactile crossings;
- d) The provision of a contraflow, lightly segregated cycle lane
- e) Increased conspicuity of the Larchfield Street junction through the use of coloured materials, signs and lines;
- f) Retention of pedestrian guardrail at the Larchfield Street junction

Facilitating the passage of traffic

45. The Scheme will meet purpose at s.1 (1)(c) of the 1984 Act by facilitating the passage on the road or any other road of any class of traffic (including pedestrians)
46. The scheme has been designed to ensure that all traffic is able to access Duke Street. In line with the justification for the scheme, pedestrians and cyclists have been prioritised, and the scheme includes a contraflow cycle lane and pedestrian crossing points in specific locations, clearly identified with tactile paving.
47. A one-way carriageway has been retained for all traffic, designed to accommodate all vehicles including commercial vehicles. Specific locations for loading and parking have also been provided so that the carriageway is not obstructed by traffic.

Preserving or improving amenities

48. The Scheme will meet purpose at s.1 (1)(f) of the 1984 Act by preserving or improving the amenities of the area through which the road runs
49. Duke Street is a busy street with large numbers of pedestrians using it, over 7,000 at the latest count in January 2022. It provides a link between the town centre and residential areas to the west, as well as a key walking route between Queen Elizabeth Sixth Form College and the town centre. This is well used route for students who use the town centre for hospitality, shopping, leisure and retail as well as to access the public bus services. The wider footway on the north side of Duke Street will accommodate groups of students in particular at lunch times and the end of the college day.
50. Duke Street is a vibrant street with a variety of retail, service and hospitality businesses. The scheme will provide loading and parking facilities to support these businesses, in addition to the 3 car parks on Winston Street.
51. The scheme will provide some new cycle parking to enable cyclists to access the businesses more easily. A number of planters will also be provided to add some biodiversity to the streetscape and where possible some seating will be incorporated.

Compliance with s122 Duty

52. Darlington Borough Council, as the local authority upon whom functions are conferred by or under this Act, must secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and provide suitable and adequate parking facilities on and off the highway. The scheme achieves this through the following:

- a) A permanent reduction in the speed limit to 20mph, designed to be self-enforcing through the construction of 3 vertical features (speed tables) at the junctions of Stanhope Road, Larchfield Street and Raby Terrace;
- b) Increased conspicuity of the Larchfield Street junction through the use of coloured materials, signs and lines;
- c) Retention of pedestrian guardrail at the Larchfield Street junction;
- d) The permanent restriction of vehicular traffic to one-way, from west to east;
- e) The closure of the Outram Street junction to vehicular traffic but retaining pedestrian and cycle access/egress to Outram Street;
- f) The provision of a contraflow, lightly segregated cycle lane;
- g) The provision of on street limited waiting parking spaces including disabled parking bays;
- h) The provision of off street parking at Winston Street West (already completed by separate TRO in advance of the scheme);
- i) The provision of loading bays, three on Duke Street (two to operate as loading bays until 10:00am and then revert to limited waiting parking) and one to operate all day as loading only); and one on Barnard Street

53. In reference to subsection 2, the scheme also retains access to all premises; access for heavy commercial vehicles is maintained; and access for public service vehicles is retained including access to a bus stop on Larchfield Street.

Response to Objections

54. There were 3 formal objections (**Appendices 20-22**) to the Darlington Borough Council Road Traffic Restrictions (Amendment No.8) Order 2021. These were as follows:

Respondent	Objection
Business 1 Duke Street	There will be no access for disabled patients to be dropped off and picked up on Duke Street (outside our premises). This will cause extreme unnecessary inconvenience in access both to the front and rear of the property.
Business 2 Outram Street	You are not giving me any opportunity for access for my clients who are elderly or unable to walk far to be dropped off outside the clinic. It has been an issue already for parking.
Business 3 Duke Street	<p>We see no logic to blocking Outram street end on to Duke Street- No Benefit or Reason. No accidents so not a requirement. Not required for road safety?</p> <p>We believe this will affect the through flow of traffic around the town centre.</p> <p>The Loading bays need to be Loading bays only, as already and for months now the Loading bays are occupied by cars parking stopping to shop leaving no space for larger vans etc which then have no choice block the flow of traffic. To make loading bays Pay and display from 10.00 am will cause chaos. Every building in the street is occupied either by a business, shop or restaurant and deliveries are a regular throughout the day.</p> <p>Why is the parking on one side in the west end of the street and on the alternative side on the east side of the street.</p> <p>Any parking bays need to be clearly identified spaces as motorists take up too much space for their vehicle if bays are not clearly marked, as is current situation.</p> <p>Not enough parking at all compared to present, will affect business and town business and Darlington economy</p> <p>We see very few cyclists, so why is this required</p> <p>The one-way traffic continues to have traffic going the wrong way.</p>

55. The Council has discussed these objections with representatives of the businesses.

Objection	Discussion/response
<p>Business 1 Duke Street</p>	<p><i>The proposed restrictions do not allow parking or loading on the north side of Duke Street in this location.</i> <i>Two hour parking is provided on the south side of Duke Street opposite the premises.</i> <i>Temporary changes on Duke Street as part of social distancing measures meant that barriers erected to provide a wider footway, have prevented drop off since April 2020. Patients that could not access the available parking on Duke Street have therefore used the parking on Outram Street and been walked or wheeled to the front door.</i> Therefore we have proposed to provide additional disabled and short stay parking for up to 8 cars in Outram Street to further facilitate parking and drop off for this business. Whilst this was welcomed by the business, the objection has not been withdrawn. Subsequently the business has informed the Council that they are relocating to a premises on Outram Street. It is proposed to retain the amendment to the restrictions on Outram Street as this will still support this business. A modification to the order is therefore proposed – see paragraphs 7-8</p>
<p>Business 2 Outram Street</p>	<p><i>There is currently unrestricted parking outside of this premises, which therefore can be used by commuters or residents for long stay parking. In addition there is short stay parking on the south side of Duke Street. The proposed scheme restricts access to Outram Street and therefore drivers will have to drive approximately 215 metres further. Pedestrian access is not affected. Short stay parking is retained on the south side of Duke Street.</i> Therefore we have proposed to provide additional disabled and short stay parking for up to 8 cars in Outram Street, immediately outside of this business, to further facilitate parking and drop off. The objection has not been withdrawn. Subsequently the business has vacated the premises and is operating from another address in Darlington.</p>
<p>Business 3 Duke Street</p>	<p>The Council will respond to each element of this objection in turn. The relevant part of the objection is set out in italics with the response below it.</p> <p><i>We see no logic to blocking Outram street end on to Duke Street- No Benefit or Reason. No accidents so not a requirement. Not required for road safety?</i></p> <p><i>We believe this will affect the through flow of traffic around the town centre.</i></p> <p>The proposed closure of Outram Street is to facilitate a second loading bay and 4 additional parking spaces on Duke Street; in</p>

addition the loading bays will provide 7 further short stay parking spaces after 10:00am. The closure was not proposed on the grounds of road safety i.e. it was not identified as a safety issue, but it will provide a safer facility for pedestrians and cyclists as vehicular traffic will be removed from the junction.

As Outram Street is already closed to vehicle traffic at its northern junction with Woodland Road and again north of Eskdale Street, the traffic is local traffic providing access to properties and for parking, rather than through traffic. The traffic that currently uses Duke Street/Outram Street is low. Some of this traffic will be displaced completely, the remainder will utilise Larchfield Street junction.

The Loading bays need to be Loading bays only, as already and for months now the Loading bays are occupied by cars parking stopping to shop leaving no space for larger vans etc which then have no choice block the flow of traffic. To make loading bays Pay and display from 10.00am will cause chaos. Every building in the street is occupied either by a business, shop or restaurant and deliveries are a regular throughout the day.

Before the temporary social distancing measures were put in place, there were no loading bays in this section of Duke Street. Businesses used the parking bays or unloaded on the north side of the street. The temporary measures introduced in April 2020 provided a loading bay. The current restrictions are for loading between 08:00 and 18:00 but feedback from businesses has been that loading is only required until 10:00am. The demand for short stay parking is high and therefore the option to change the use of the bays from loading to parking at 10:00am is proposed.

The restrictions will be enforced by the Council.

Why is the parking on one side in the west end of the street and on the alternative side on the east side of the street.

The parking switches from the south side to the north side part way along Duke Street. This is to maximise the amount of parking and retain access for vehicles into Barnard Street.

Any parking bays need to be clearly identified spaces as motorists take up too much space for their vehicle if bays are not clearly marked, as is current situation.

Marking out the bays limits access for larger vehicles which may wish to unload.

Not enough parking at all compared to present, will affect business and town business and Darlington economy

	<p>The impact on parking has been considered and Winston Street West car park opened in May 2021 providing an additional 24 spaces, accessed off Barnard Street. Overall parking numbers will be reduced from 118 to 111 (after 10:00am). A loading bay to support the businesses on Duke Street to the east of Larchfield Street results in the loss of 4 parking spaces.</p> <p><i>We see very few cyclists, so why is this required</i></p> <p>Cycling numbers are currently low, on average about 85 per day. This scheme is designed to provide a safe, direct route between West Park and the town centre to encourage more people to cycle.</p> <p><i>The one way traffic continues to have traffic going the wrong way.</i></p> <p>The Police carry out enforcement. The Council has amended the lining and the rate of contravention of the one-way order has reduced.</p>
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Conclusion

56. The overarching question is whether it would be expedient for the Council to make the Order having regard to the statutory purposes of s.1 and the statutory duty at s.122.
57. The term expedient can be taken to carry its ordinary meaning i.e. whether the making of a TRO would be advantageous, advisable on practical grounds, suitable and appropriate.
58. The Council believe that it would be expedient to make the Order because it:
- a) meets national, regional and local policy;
 - b) provides a coherent, direct, safe, comfortable and attractive cycle route;
 - c) maintains access for all vehicles;
 - d) provides on street parking;
 - e) provides loading facilities to support businesses.
59. The Order would meet both the relevant statutory purposes of s.1 and be in line with the Council's s.122 duty. It would be suitable, appropriate, and advantageous for all the reasons set out above. It would be expedient to make the Order, and the Council will seek a report from the Secretary of State confirming this.

