

**Duke Street/Outram Street
summary of comments received
23 August - 6th September 2021**

source	address	resident/ business	support/ object
Public Engagement event 01/09/21	Wycombe Street	resident	support
Public Engagement event 01/09/21	Duke Street	business	support
Public Engagement event 01/09/21	Outram Street	resident	support
Public Engagement event 01/09/21	Glendale Drive	resident	support
email sent to businesses that objected previously	Duke Street	business	support
letter to residents/ businesses	Eskdale Street	resident	object
letter to residents/ businesses	Wycombe Street	resident	neutral

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email to Royal Mail

business

neutral

letter to residents/
businesses Duke Street

business

neutral

letter to residents/
businesses Duke Street

business

object

comment

wanted to understand the rationale for the scheme (closure of Outram Street) as concerned that it was at the request of the Police to remove an escape route for criminal activity; requested additional dropped kerbs and crossing points on route along Portland Place and Larchfield Street to provide continuous wheelchair accessible route; review signs on Larchfield Street as 20mph repeater sign is hidden by a 'Just Eat' sign.

happy with the scheme and the provision of car parking which supports her physiotherapy business; main concern was about retaining access for her clients during construction

would prefer trees rather than planters; possibility fo additional trees in Outram Street; declutter and remove unnecessary signage

interested in scheme, no specific issues

Happy with the revised plan. Thanks very much for listening and taking my comments/concerns into consideration

saddened to hear of the proposed closure of the south end of Outram Street to vehicles; I believe this would lead to an increase in traffic at the Larchfield/Duke Street junction, which at peak times is already very busy. Together with a raised traffic calming platform, further congestion can surely be expected at this junction. Having an alternative exit/entrance route via Outram Street is most beneficial.

These streets are also heavily used by people parking to go into the town centre area, so there is a regular flow of non residential traffic. The closure of Outram Street South would mean these vehicles would have to circulate round Eskdale and Napier Street. There are also delivery and works vehicles visiting the area which would be forced to turn round narrow corners with parked traffic on the corners of Eskdale and Napier Street.

one of the problems we as residents face is on street parking by non residents, which means that trades people, delivery drivers and visiting relatives are unable to park which is particularly annoying since as a resident of a flat belonging to North Star Housing Group our visitors can rarely if ever use our dedicated parking area as this is used by people from the clinics and businesses on Woodlands Road or their clients, even though it is clearly marked as North Star property. Would it be possible to clearly sign the three Streets Wycombe Eskdale and Napier as residents access only together with their associated Back lanes because after all there are four parking areas between Larchfield Street and the town centre not to mention the two in Commercial St and Abbots Yard. I'd even be tempted to make the back lanes one way only from Outram Street.

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we proposed to relocate post box from north side to south side of Duke Street at western end; Royal Mail requested to relocate it to eastern end of Street near junction with Raby Street

I wonder would any consideration be given to the planting of trees on the pavement area along Duke St to soften the look of the proposed development? I've seen this implemented in other areas similar to this one and it makes a big difference to the look of the area and helps create a better ambience and neighbourhood feel.

Loading bays double up as parking in ~~north west~~ part of street we feel will confuse cars - as loading bay at present is always being used by cars and deliveries struggling to park - therefore parking on double yellow lines now & block road !

~~North west~~ -car parking on right; ~~South East~~ - car parking on left ? Confusing car parking & vehicle drivers have to open car door into flow of traffic to get out of vehicle?? Not safe!!

Why close off Outram street ?

The present system is ridiculously- cars constantly drive wrong way up one way system - clearly a through road that car drivers use through town.

Regular peeping and road arguments between drivers - barriers moved especially on a weekend and not put back in place - not sure what it's meant to be anymore?

We feel road charming alternations (*traffic calming*) & 20 mile limit & widening of pavement would help with mass of students & general public, we are not sure why a bike path is a requirement at all.

Just a thought, the car park which is private near our cafe sits empty most of the time - could the council not purchase the car park & encourage parking here instead of street parking ?

response/action

- * review dropped kerbs and crossing points on Portland Place and Larchfield Street and include in scheme;
- * review position of 20mph sign

implement communications plan during construction to keep all business informed regarding phasing, traffic management etc.

- * review landscaping as part of detailed design
- * review existing signage

no action

no action

- * undertake traffic survey on Outram Street to better understand how much traffic currently uses this access/egress
- * traffic levels on Larchfield Street and Duke Street are already known; congestion is not an issue; proposed measures are to address safety concerns and to underpin the 20mph speed limit with physical traffic calming; any traffic exiting Outram Street currently has to use the Larchfield Street/Duke Street junction;

- * offered to raise with North Star Housing but resident confirmed that this has already been done
- * RPZ already in place

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await confirmation from Jeff Lee @ Royal Mail on preferred location

Will maximise amount of planting within the scheme, but have explained the difficulties of planting trees

*The loading bays at the western end will be clearly signed for loading from midnight until 10am and then parking until midnight. This is in response to requests by businesses;

*Drivers currently open doors in traffic; where the parking spaces are adjacent to the cycle path a physical buffer is proposed;

*Outram street closure provides space for additional parking to support the businesses;

*One way system will be clearly signed and lined;

*Bike path is required to provide a safe, direct continuous cycle route between West Park and Darlington town centre via Cockerton;

*Winston Street West car park has been opened to provide additional off street parking