

Stickyworld Results – Link 2

<https://victoriaroad.stickyworld.com/room/presentation?roomid=5#landing/home>

The comments below correspond to the plans shown in appendix 9. The comments are shown under the heading relating to the plan title on Stickyworld. Most comments start with initial indicating individuals commenting. On occasion people would respond to someone else's comment – this is indicated by the comments being subparagraphs below the initial comment. This second stage of consultation on Stickyworld didn't have "stickers" for people to place comments onto the concept plans. Comments were as follows;

EXISTING LAYOUT

- Rubbish and dog poo is a problem in the area. Clifton road Sainsburys local area needs looking at as it is inevitable the first places people may stop in Darlington and it gives a very bad image, the old steps are in a poor state and there needs to be better lighting to the alley area. Access to the station for pedestrians from the right hand side of Victoria Road is difficult with no clear crossing point. Shop frontage should be brought into a similar traditional style and the number of takeaways should be limited.
- I have spoken to quite a few businesses in the area and there is not a lot of support for this process. Most feel that it will have a negative impact on trade due to added restrictions on traffic.
- -- have over two HGV wagons per day delivery goods- I think this is going to be a struggle, we have no loading bays? No customer parking? This to me is pushing people away from Darlington! Lots of unnecessary restrictions- wasting money in my opinion!
- I'm sorry but there is no mention on parking? Where are people going to park? And is this really going to get rid of all the alcohol and drugs?
- Do the council plan to try to purchase and knock down Hogans and the building behind it ? if so why is this not shown on the plan.
- It would be good for the council to have a joined up policy, IE the inner ring road plan, being moved over to the fire station and post office. and possible removal of the Buddhist centre along with the removal of the roundabout this will have an impact on the new plans for Victoria road and should be shown on these plans
- Waverly Terrace - It is a Victorian road should keep for all the Victorian houses. It is heritage to the station. Pavements are a disgrace down Waverley Terrace. Put the road behind the row of trees. Make a footpath on the other side of the trees as well. I feel the road should be closed off. We could include art exhibitions down the road.
Victoria road - used to be a village style road with all necessary shops. Shops are not suitable for the exit of the Station.
 - Quite horrendous to think of running buses up Waverly Terrace, our Victorian heritage that some DBC council members are trying to revive.
 - Please use the term, ' Railway Station '. Train Station is an Americanism we can do without.
- Think there should be Residents Only parking on the back lanes for residents/shopkeepers of Victoria Rd. This would relieve pressure on Waverley Terrace which is often the only place tradesmen/shopkeepers can park up for the day.
Also the Royal Mail has deliveries from very long heavy vehicles which struggle to turn into Park St. Could there be an alternative vehicle entrance into the Royal Mail from the A167? This would make Victoria Rd much safer and more attractive for pedestrians/cyclists. There are lots of cars constantly

jostling for parking space in Park St, mainly customers collecting parcels from the Royal Mail. Could the RM provide some customer parking within its boundaries and leave Park St as Residents Only parking?

- This is an opportunity to make Bedford St and Victoria Embankment one way as well. Go up Bedford, down Leafield Road and along The Embankment.
- I wholeheartedly agree this the suggestion put the one way access road behind the row of trees on the closing mart site. Also make a foot/cycle path on the other side of the trees as well. Many people at the consultation and residents have suggested same. However as usual there is no joined up thinking in relation to the two projects, despite the residents and public being able to clearly see the benefits of same. As usual very short sighted view of what could be a great opportunity to regenerate this area.
 - I do agree with the proposal to reduce the speed limit to 20 mph on the roads in the plan.
- More obvious priority for pedestrians is needed. The front of the station needs to be as motor traffic free as possible, bus gate at the junction of Park Lane and Victoria Road.
 - I agree with on this topic. Pedestrian priority is paramount.
 - I disagree with altering the zebra crossing in Victoria Road. I am told that no accidents have occurred here. Also, the light-controlled crossings near Sainsbury's hinder the movement of traffic, frequently when no one is crossing the road.
- Need to consider post office vehicle entrance and parking
- Agree with all the issues identified, though suggest that if replacing the zebra crossing with lights then pedestrians should have priority, as they do on a Zebra. So delay to pedestrian phase should be minimal.

Other points, facilities for cyclists could've improved, including better surfacing of the 'back lane' route, and protection for right turning cyclist heading down Victoria Rd towards town.

Potholes in the road, are potentially hazardous, more so for cyclist/ motorcycles heading from the station.

Last comment, there is often an unpleasant smell of urine, experienced when walking down Victoria Road. Seems to be more common in the evening.
- Also the artists impressions had the top of Waverley terrace to the train station all pedestrianized with the building at the top of the street turned into shops facing the train station
- At good that they have been listening to the residents of Waverley terrace about the parking it's like a free for all and a lot of them dump there rubbish out the cars. Also lately I work out the bungalow at the top for network rail and I see a lot of people getting out there cars a taking a leak behind the park cars
- I live in Park Lane and drive along Victoria Road each day. I find problem areas to be turning into Victoria Road problematic due to cars/buses/lorries stopping outside Hogans for picking up or dropping off, this means you have to pull out to pass them, once around the corner you often come across the same problem and again need to pull out to pass. Driving back to Park Lane down Victoria Road from the Feethams roundabout you encounter the 1st right turn, quick left turn where people park forcing you out into the road again, hindered by a crossing. Post office lorries turning left have to swing out as cars parked all over that junction, Clifton a Road, lorries and buses again having to swing right out due to the stupid extension to that corner, and onwards to the station, again hindered by cars stopping wherever they feel inclined, and buses on Park Lane. Are you advocating knocking down buildings? I cannot imagine how your plan can include a cycle path, and widening of the road as it stands
 - Ask retailers to tidy up shop fronts. Also one of the big problems is takeaway food outlets that only open at night. They are just awful closed shuttered footage during the day.
 - Try not to lose any of the traditional elements / history of the area. Making the entrance to the railway special and a place visitors feel safe and welcome, unlike now.

DRAFT CONCEPT ONE

- It's good to see that local people can talk sense re these proposals, let's just hope we are listened to and our needs taken into account. I am beginning to come to the conclusion that if we take a little time to think about the current proposal the obvious course of action is not to continue as it has no merits for the area, residents or businesses that serve same
- I have spoken to quite a few businesses in the area and there is not a lot of support for this process. Most feel that it will have a negative impact on trade due to added restrictions on traffic.
- I went to that meeting it was a shambles they didn't even know what the train station master plan was or the cattle market plan how can you do stuff like this without knowing the bigger picture
- If you really want to regenerate the area get rid of the cattle market and provide a real master plan not just add ons and make fits for now.
- Cattle mart wagons will destroy the raised table to the Clifton road junction - if you make it difficult for them they will simply come the other way along Clifton road making it worse for the residents.
- Former church on the corner of Hargreave terrace needs to have its steeple reinstated - it was removed several years ago.
- What are the plans for managing the litter that accumulates along Victoria road / Clifton from the takeaways?
- Shop fronts of the takeaways need to be improved - illuminated signage removed and opening hour restrictions imposed.
- The traffic will increase along Clifton road and this is not acceptable. - Traffic calming measures still need to be introduced along Clifton Road.
- Why can't the traffic be routed through the cattle mart as this is owned by the council and not used by the mart at that end.
- When train services are cancelled and buses are substituted, they park along the section of Victoria Road that's proposed to be one way. Where will the buses park if this proposal proceeds?
- I totally agree with the last observations. The ill-conceived one way system needs totally rethinking. Even just putting a traffic light system from the Pensbury St junction to just past the Waverley terrace junction would give a one way effect that would slow and reduce traffic going around the corner as may car users will avoid the area and use other routes. Another way would be traffic give way priority chicanes. Chicanes are also known as 'single lane working chicanes' or 'priority narrowing'. Single lane chicanes require one direction of traffic to give way to oncoming vehicles. The chicane normally consists of a raised curb and bollard in one half of the road, with a sign to explain the vehicle traffic priority. For the lane without traffic priority, there are Give Way markings and hatching on approach to the chicane. Groups of chicanes are normally placed with alternating priority down a road, so that each direction of vehicle traffic may have to stop and give priority in equal amounts. These also have advantages of not causing any vehicle passenger discomfort (in comparison to speed bumps or the proposed table top

arrangement). Most chicane designs allow cyclists to bypass them and emergency vehicles may be able to travel faster around a chicane compared to vertical alternatives. Chicanes are generally expected to reduce accidents by around 29%. Vehicles are likely to travel at around 21mph through a single lane chicane. Between chicanes, vehicles are likely to travel at 23mph. Vertical treatments - such as speed cushions or speed tables - are more effective at reducing speeds.

Reducing vehicle speeds increases safety because:

- The vehicle has travelled less distance before the driver can react to a hazard
- Braking distance is reduced, so the vehicle can stop more quickly before a hazard
- A slower moving vehicle will exert less energy on occupants as the vehicle rapidly changes speed on impact (crashes)
- A slower moving vehicle will transfer less energy to a pedestrian in the event of a collision.

Could be used for green infrastructure,

Food for thought...

- Waverley Terrace is a residential road not built to be part of a one way system diverting traffic from a main road. It is unfair to residents who purposefully bought property on a quiet road. It will bring traffic including public transport at all times day and night through the road disturbing the many families. We have had enough disturbances from the cattle mart but now it's going to be daily! This end of Victoria road isn't that busy in comparison to Victoria road near Sainsbury's yet that part of the road is well organised and safe. Instead of changing the road system it would be easy to improve the current 2 way system by making it more organised. Move the crossing to somewhere safer, improve the pavements. Make a direct pathway out of the station down Victoria road on the right (facing away from the station). There is no need to further inconvenience and disrupt the lives of the local residents.

- I totally agree with these observations. The ill-conceived one way system needs totally rethinking. Even just putting a traffic light system from the Pensbury St junction to just past the Waverley terrace junction would give a one way effect that would slow and reduce traffic going around the corner as may car users will avoid the area and use other routes. Another way would be traffic give way priority chicanes. Chicanes are also known as 'single lane working chicanes' or 'priority narrowing'. Single lane chicanes require one direction of traffic to give way to oncoming vehicles. The chicane normally consists of a raised curb and bollard in one half of the road, with a sign to explain the vehicle traffic priority. For the lane without traffic priority, there are Give Way markings and hatching on approach to the chicane. Groups of chicanes are normally placed with alternating priority down a road, so that each direction of vehicle traffic may have to stop and give priority in equal amounts. These also have advantages of not causing any vehicle passenger discomfort (in comparison to speed bumps or the proposed table top arrangement). Most chicane designs allow cyclists to bypass them and emergency vehicles may be able to travel faster around a chicane compared to vertical alternatives. Chicanes are generally expected to reduce accidents by around 29%. Vehicles are likely to travel at around 21mph through a single lane chicane. Between chicanes, vehicles are likely to travel at 23mph. Vertical treatments - such as speed cushions or speed tables - are more effective at reducing speeds.

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Food for thought.....

- I do think the one way traffic suggestion would make things safer as a lot of the time parked cars/buses near the station can obstruct views around that top corner.
This idea would lead to increased traffic on Waverley Terrace so maybe only fair to go ahead with the one way plan after the cattle market has moved away and this road could be widen/another route added?
I love the idea of more greenery but only if it can be maintained.
Does this concept only have two crossings? One at the clifton road junction and one right at the bottom?
I do feel one would be useful before the clifton road one but with the bus stops may be hard to fit this in.
Also parking around the post office depot in the back lanes may hinder these cycle routes.
- Waverley Tce is a residential street, there appears to be little thought to the impact of removing parking for visitors to the residents, increasing the traffic with the subsequent increase in noise and air pollution. The turn right into the top of Waverley Tce from Victoria Road would be very problematic for larger vehicles as is already very tight. The residents have experienced many issues over the years due to cattle mart vehicles and buses using the street. This has caused damage to vehicles correctly parked on the street, and as a resident will increase the wear and tear on our properties due to exhaust and diesel fumes and vibration from large vehicles. The existing bottle neck turning right onto Clifton Road will be made worse and increase the danger to residents crossing this road and especially to the elderly and children as the traffic volume will increase.
- 6) Feetham end: Good to see some improvement to this horrendous crossing point. Reducing Victoria road to 20mph would be even better. Adding a table top at this point to demarcate distributor road to public space (living/shopping/community) would be good practice.
 - Excellent observation.
 - Since when was a 20mph speed limit enforced?
 - Resident x - is right, in that there is little enforcement of urban speed limits. But currently traffic entering and leaving Victoria Road is fast. An enforced limit would calm the narrower road profile without adding to journey time.
- We don't need to waste money producing a place that looks like everywhere else, we need to maintain our history as a Victorian saxon town.
 - Quite agree, there is no advantage in spending money on the revised layouts. Use the money to tidy up the shop frontages as some of them must have the original frontage.
- Waverley Terrace isn't made for the volume of traffic that this proposal will result in. Is it really wide enough to cater for residents parking, bus and car traffic as well as adequate space for cyclists to have sufficient space to ride safely? There's a massive problem with parking on the street as is it and people parking sideways to the trees rather than parallel. If the plan is to allocate more parking for residents

this is much needed, however where then would visitors to the residents then park? Part of the plan seems to be better and problems have been acknowledged but the resolutions aren't exactly practical on a day to day basis.

- Two way cycling in Waverly Terrace would meet the 'direct' requirement of high quality cycling infrastructure.
 - what's the point, who is going to go around to Waverley terrace when they can go up Victoria road
- A cycle route is marked on the plan heading west away from the station, around the south side of the Feethams roundabout. Is this new? Check minimum width requirements etc etc.
- A cycle route is marked on St Cuthbert's Way linking to 6) Feethams End: Is this new? it is not described in the text. Check minimum width required for shared use, never good to share unless foot traffic is very low.
- A cycle route is marked on the foot way of Victoria Embankment. Is this new? It is not mentioned in the descriptive text. Check minimum safe width for shared use footways. (This is never good practice unless foot traffic is expected to be very low)
- 5) Backhouse Street Intersection. There is a reference to a cycle lane in the description. However there is no cycle lane on the plan. Please revisit the text and plan to make sure that they match.
- 4 Clifton Road intersection: Narrow turning radius of the junction to prevent vehicles sitting two abreast. This will improve sight lines for all road users and cut crossing times / conflicts for pedestrians.
- Successful cycling infrastructure must be i) segregated ii) safe and iii) direct. By making the cycle lane in the upper part of Victoria Road 'two-way' you will ensure that the direct requirement is met.
 - i said its a waste on money putting it down waverley terrace when people can cycle straight down
- General observation: Why have all the side roads at 20mph and keep Victoria road at 30mph. This simply adds to confusion. Places where people live, shop and meet should be 20mph unless there is an exceptional reason why the added risk of 30mph is justified.
- Station Plaza: Pedestrian Priority Zone. Is this a new name for 'shared space'. We know that drivers feel no threat from pedestrians , while pedestrians feel dread threat from drivers. This means that shared spaces are never shared equitably. Drivers always use their power to dominate. A mixture of vertical and horizontal displacement features, visual cues and enforcement must be forceful enough to control drivers so that they will give way to pedestrians in this space.
- Waverley terrace is not made to handle the traffic that they are taking off Victoria road cant you put the main road through the cattle market new development. also we have a big problem with speeding cars this is going to make it a lot worse also why isnt waverley terrace 20mph as well with speed bumps to slow cars down

- What parking is being reviewed on Victoria Embankment? This has only just been reviewed with changes to the current parking bays.
- Traffic will increase along Clifton road on what is a very busy street already - traffic calming measure need to be implemented along Clifton road.
- Why cant a route be taken through the cattle marked adjacent Waverley terrace as its owned by the council and this part is not used by the mart?
- As first comment. Make most of the beck and landscape at the bottom end.

DRAFT CONCEPT TWO

- Its good to see that local people can talk sense re these proposals, lets just hope we are listened to and our needs taken into account. I am beginning to come to the conclusion that if we take a little time to think about the current proposal the obvious course of action is not to continue as it has no merits for the area, residents or businesses that serve same.
- Making the system one way will have a detrimental effect on the residents of the Back Lane as it will increase traffic using the lane. Existing deliveries to the public house at the top of Back Lane are already a noise issue and more traffic would then affect residents, who are already disturbed by noise from 6am at the back of their properties experiencing the same noise from heavy vehicles at the front. Parking on the Back Lane is already restricted and an issue. How is this going to make the area better for residents and users of the station? Also the residents of the housing association often allow their children access to the Back Lane to play. How does increasing the traffic promote safety. Also how is this going to facilitate collection of refuse as this is the designated place to place our bins for collection. Also many residents have garage's in use. How has this been factored in to this ill-conceived plan. This, up until the housing association built the houses and flats, was a back alley and there has been no change to the width of the road and there is limited pavement access for pedestrians. This is a narrow lane which only just accommodates refuse wagons. There will be an increase in litter as when wheelie bins are correctly placed outside the houses, increased traffic will invariably knock these with the potential to spill litter over the road. Is this then the fault of the residents? In the past due to heavier usage of the road there has been damage to water and sewage utilities due to subsidence. Has this been taken into account with this plan as again this could not be answered at the meeting held on the 19th Jan. It is naïve to assume traffic will not use this Lane rather than the one way system you are proposing.
 - 1 Like
 - Agree
 - I agree i own -- we have a car park but its often hard to get in because of deliveries. car parking is a massive issue for residents and businesses. Waverley terrace is always full early morning and all day time I guess they must all go on trains so where will these people go now Also the one way system is not allowing for any deliveries to any businesses.

- Its good to see that local people can talk sense re these proposals, lets just hope we are listened to and our needs taken into account. I am beginning to come to the conclusion that if we take a little time to think about the current proposal the obvious course of action is not to continue as it has no merits for the area, residents or businesses that serve same.
- And again someone having a leak in the street behind the white car (photo's available if required)
- Can't they take the traffic up and down Victoria road and make traffic calming up and down. they should knock down hogans and the building behind with the houses over the road with new paths and get the council to clean up that would make it miles better
- Need a pick up point outside the statin and currently no waiting without paying and limited spaces.
- I am also worried about access from my garage on back lane. This is supposed to be an access road for residents of Waverley Terrace and Back Lane who park their cars in their garages or on drives. Already people use this as a road and I have regular narrow misses as cars speed down the lane whilst I'm trying to exit my garage. Anything that will cause increased use of back lane affecting my ability to safely drive out of my garage is obviously a massive concern. I did not buy my home to park on the street. What assurance do we have that we will be able to get in or out of our garages? This plan is going to be disastrous if it goes ahead.
- One thing that isn't clear is who has the right of way at the start of the one way system at the top of Waverley Terrace? Is it vehicles approaching from the one way system on the station side of Park Lane (left as we look at the plan) or vehicles on Park Lane approaching from the right. A give way system will have to be in place to stop accidents and at times of peak traffic this is going to cause either a lot of congestion in front of the station approach or along Park Lane affecting the residents. It is going to cause havoc. With the amount of congestion on Clifton road and with that remaining a 2 way system the addition of all traffic being directed onto the worst part of Clifton road from Waverley Terrace towards town it's going to cause grid lock up Waverley Terrace, which will feed up into Park Lane on both directions and likely increase congestion in front of the station. It will also cause more grid lock down Victoria Road between the roundabout and the Clifton road junction as vehicles already struggle to turn into this (because of congestion caused by daily illegal parking on double yellows at the junction) let alone with increased traffic flow caused by the one way system. Currently the traffic flows relatively easily around the 2 way system. Please leave well enough alone and don't torture the residents more by creating traffic bedlam outside their houses.
- In reality this is virtually exactly the same as concept 1 and the majority of the comments re that relate to this. I have a concern that there is only one proposal and once presented for funding will go ahead as is despite any residents views being taken into account.
- Still disruptive to the local residents of Waverley Terrace whom we were told would benefit from local area regeneration.
- I agree that Victoria Road should be 20mph along with the surrounding streets - again I think the one way system (whilst a good idea in theory) will add too much pressure on Waverley Terrace and could only properly be put into place if possible after the cattle market has moved away and the possibility of another road could be looked at.

- Contraflow cycling on upper Victoria road is better but would be better still if there were cycle lanes on both sides.
- It would be better for all of Victoria Road to be 20mph.
- Still the same problem waverley terrace will not be able to take the traffic for the amount of cars and buses that are going to the station plus local residents from around the area.
- What plans are in place to reduce and tidy up the current takeaways along Victoria Road? Someone was sticking white and red tiles on the wall on the shop front one day? Surely a more stringent application procedure needs to be in place to control this at the initial stage rather than asking for suggestions after the event!
- 20mph for all residential streets would be appropriate

MOVEMENT – BUS AND VEHICLE

- Back again today to replace another safety bollard (photo available)
- Turning Waverley Terrace into a main road would be an absolute disaster. The infrastructure available here is not adequate for any highway upgrade. The houses on this lane are already showing signs of movement, this will only be made much more severe by an increase in traffic. At peak times of the day, the current infrastructure in this area already struggles with the amount (and ever increasing size!) of traffic. The concept set out in this "Sticky world" will only make this much worse.
- Yet another very sensible set of posts on this matter. I fully back the points raised by both posters, as do the members of the Waverley Terrace residents group. It is generally felt that, in reality the proposals miss the even the limited outcomes currently set for this project. Capital could be expended in a far more aesthetically productive manner as suggested. One other point re the bollard situation, the reason they are there is to prevent pedestrians being injured by turning vehicles mounting the pavement. The fact that they are so often being replaced is a testament to how tight the corner is. The plan is to funnel increased amounts of busses and HGVs down Waverley Terrace to that corner, again poor risk management.
 - 1 Like
 - With this type of event I don't think that any risk assessment has even been thought of within the council.
 - 1 Like
- Please see photo taken this morning does this not back up my post (photo available of bollard being installed and another showing it had been knocked over)
- Have any of the organisers of this new one way system actual seen a large bus or cattle wagon trying to get round the tight corners at the top and bottom of Waverley terrace I have and it's a absolute nightmare with constant forward and reverse manoeuvring trying to get round the corners, the council have because they are out every other day resetting the concrete bollards on the corner of Waverley terrace and Victoria road, why turn Waverley terrace into a one way system and bus and taxi lane for the sake of 200m from the station to the Clifton road cross road do the organisers think the the

commuters coming to Darlington and walking to town really notice it's one way traffic then it's turned into two way, in my opinion they should leave the road layout as is with resident parking, off street parking for doctors, Mail office ,local gym, visitors to local residents, and the two local shops (that have no parking only loading bay) that all use Waverley terrace for parking, Spend the money on tidying up Victoria roads pathways and buildings to try and make the very quick short walk to town a bit more pleasant thanks

- Completely agree, simple but affective cosmetic tweaks to the existing landscape will make all the difference. Changing the road system is just so unnecessary.
 - Yet another very sensible set of posts on this matter. I fully back the points raised by both posters, as do the members of the Waverley Terrace residents group. It is generally felt that, in reality the proposals miss the even the limited outcomes currently set for this project. Capital could be expended in a far more aesthetically productive manner as suggested. One other point re the bollard situation, the reason they are there is to prevent pedestrians being injured by turning vehicles mounting the pavement. The fact that they are so often being replaced is a testament to how tight the corner is. The plan is to funnel increased amounts of busses and HGVs down Waverley Terrace to that corner, again poor risk management.
- All the vehicles that would normally use Park Lane would be forced to use Waverley terrace and Clifton Road. Clifton Road is already a busy road without the added traffic that would normally use Park Lane. The side streets that link Park Lane with Clifton Road will become rat runs
- The ill conceived one way system needs totally rethinking. Even just putting a traffic light system from the Pensbury St junction to just past the Waverley terrace junction would give a one way effect that would slow and reduce traffic going around the corner as may car users will avoid the area and use other routes. Another way would be traffic give way priority chicanes. Chicanes are also known as 'single lane working chicanes' or 'priority narrowing'. Single lane chicanes require one direction of traffic to give way to oncoming vehicles. The chicane normally consists of a raised curb and bollard in one half of the road, with a sign to explain the vehicle traffic priority. For the lane without traffic priority, there are Give Way markings and hatching on approach to the chicane. Groups of chicanes are normally placed with alternating priority down a road, so that each direction of vehicle traffic may have to stop and give priority in equal amounts. These also have advantages of not causing any vehicle passenger discomfort (in comparison to speed bumps or the proposed table top arrangement). Most chicane designs allow cyclists to bypass them and emergency vehicles may be able to travel faster around a chicane compared to vertical alternatives. Chicanes are generally expected to reduce accidents by around 29%. Vehicles are likely to travel at around 21mph through a single lane chicane. Between chicanes, vehicles are likely to travel at 23mpVertical treatments - such as speed cushions or speed tables - are more effective at reducing speeds.
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- Could be used for green infrastructure,
Food for thought.....

- In addition how are the residents of Waverley Terrace supposed to leave the street? How are we supposed to cross the road as traffic flow increases, will there be pedestrian crossings on Waverley Terrace. There will need to be. I walk to the park daily with my dog and young son and with increase traffic it will create a huge safety concern about how we cross the road... as I'm sure it will to other families on the road...it is already a difficulty as there is no-where safe to cross to on the other side of the road and that is with minimal traffic on the street.
- The busiest part of Victoria road is the part between the roundabout and Clifton Road which will remain a 2 way system. Making the area beyond that a one way system is pointless as that area does not have a problem with traffic congestion. If you want to improve traffic on Victoria road you need to address the problem part of the road not the part that already has less traffic flow. It will also unnecessarily negatively affect the residents of Waverley Terrace by increasing traffic through their street.
- Waverley Terrace as it is could not handle this volume of traffic - as mentioned by others problems would occur with vehicles turning into this street from Park Lane and when trying to pull out onto Clifton Road at the other end. Once the cattle market moves then surely an alternative could be found?
- This is totally impractical, ill-conceived and would have a massive detrimental impact on the day to day lives of the residents of Waverley Tce. Have any traffic surveys, feasibility studies been undertaken as at the public meeting held on 19th Jan this information was not forthcoming. Have any studies been undertaken as to the increase in air pollution due to increased bus and vehicle usage down a residential street. The Government strategy is to reduce air pollution for residential areas. How does this achieve this? Recently cattle market waggons and traffic have been stopped from sitting with engines running due to this issue. If this proposal goes ahead the volume of traffic will increase tenfold in the street thus causing a bottle neck at the junction of Waverley Tce and Clifton Road, leading to vehicles moving very slowly and engines running in the street for increased periods of time. There is already an issue with larger vehicles turning right from Waverley Tce onto Clifton Road due to tight corner and parking on Clifton Road. This has caused damage to parked vehicles and replacement of bollard on numerous occasions on the corner of Waverley Tce. The noise levels to residents from increased traffic will be a constant issue. What safety measures for young children and elderly residents due to increased risk from traffic have been considered. A reduction of 20 miles an hour will only add to the air pollution issues. Have the health issues been considered as again at the meeting on the 19th these concerns could not be addressed. This seems in this current climate a very ill considered plan. This seems to move the problem from a main road to a side street with massive impact on Clifton Road and Park Lane.
- I don't know how you can turn my street into a main road (waverley terrace)

MOVEMENT –CYCLE

- The post sorting office vehicle entrance is extremely busy at all times. Putting a cycle route across this entrance is an accident waiting to happen.
- Whilst we are all hoping to make the world a greener place I think the provision of a cycle route in this area need to be realistic. How many people are actually going to use it? This answer should reflect the area of pavement/ road used for bikes. There is no point having a large cycle path like at the feethams complex when no one is using it, as is the case at feethams. I believe the proportion of path/road given

to cyclists should be relatively small as the area is used mainly by pedestrians and families with pushchairs. Has anyone surveyed cyclist to see if this is something people would actually want? Where are these bikes going to be stored if the purpose is to encourage people to cycle to the station? What safety precautions are going to be put in place to stop bikes being stolen. Bike theft is a big business and can encourage armed gangs (I have experience of this outside a gym I worked where men in vans with knives stole bike and threatened locals with knives when they tried to stop them). The last thing we need is an increase in crime in the area.

- Any cycle route would be unsafe on Waverley Terrace if the traffic increased as suggested in the car and bus route slide!
- Due to the increase of traffic planned for Waverley Tce I would think a cycle path would be a hazard, reduce the space on the road and would only be feasible if parking for visitors were removed. I am not aware, that because we live in a terraced street that we are deemed unworthy or indeed unlikely to have anyone visiting. Is this a plan to make Waverly Tce into a ghetto only seen by motorists or cyclists. I am not aware of any other areas in the town where the needs of residents, in an existing residential street have to take second place to vehicles. Having spoken to other residents of Waverley Tce, even at this early stage of this consultation, it would appear that the residents and tax payers of this street are already lined up as the "sacrificial lamb" to supposedly make, and I quote " a multi - user friendly space" for people using an access road to a railway station. Although looking at the plans and talking to the proposers at the ill produced consultation, it appears to be a one trick pony.
- How will the cycle lanes be protected from drivers of motor vehicles? What physical features will there need to prevent drivers encroaching on the lane. How will vehicles be prevented from parking in the lanes.
What kind of kerb separation is planned?
- What a waste of money putting a cycle route up waverley terrace
- This appears to be crossing the route for royal mail vehicles into their complex

MOVEMENT-PEDESTRIAN

- Lots of station workers stand directly outside the station to smoke, I feel the gathering space will end being a smoking area unless a specific smoking area is designated for staff that is not directly outside the door.
- It is felt by the residents group that the one way system proposals basically turn Waverley Terrace into a roundabout, a terrace in a sea of traffic. We can only see increased risks of accidents in this plan for those accessing the terrace on foot, including visitors, residents, elderly and children.
- The next 3 slides contain some amazing drivel. Worryingly there is very little reference to the needs or wishes of the residents in relation to these matters. "Victoria road has an important public realm function beyond the movement of traffic" but that's what the proposals focus on....
"It serves a community function as a space for social interaction and a gateway to the town centre."
What social interaction does or will take place in this space now or post proposals? I agree with the latter statement.
"A clean, attractive and legible street will provide a safe and welcoming experience for both residents

and visitors." - how will this be achieved?

"Use of materials and street furniture should respect the character of the built environment." As no actual changes to the built environment are proposed, other than the road system and some trees, this may prove tricky.

- You've address the movement of pedestrians from the station into town. What about the consideration of the pedestrians/residents of Waverley Terrace who to leave their homes will either have to cross the street with increased traffic flow to walk on greenery perhaps, it's not clear, or they will have to cross at the junction of Clifton road where they will have traffic coming in both directions on Clifton road and also now will have to consider increased traffic behind them brought by the one way system on Waverley Terrace. As a mother I worry about my child's safety and the inability to safely and easily leave our street. We need to be considered in these plans, and clearly have not been.
- The last four pages of this consultation is a series of pictures without room to comment. They show a variety of 'shared spaces' and one has the title "Creating a multi-user friendly space". Alarmingly, one of the images chosen looks to be Exhibition Road in London. This is a notorious shared space experiment where drivers of large, heavy vehicles dominate the space making it decidedly 'unfriendly' for people on foot and on cycles. If the space is to be shared equitably, then the imbalance of power need addressing. Aim more for a pedestrian friendly space where vehicles are tolerated and drivers feel wary.
- Good concept. The Plaza needs to be very carefully thought through.
- Anything to encourage and make walking feel safe should be encouraged. Good quality design and materials in any scheme needed

General comments (Entire Phase 2 on Stickyworld)

- Can't use Stickyworld - can't see the details of the maps, only zooms to one point, can see the overall issues/design ideas, etc, Too 'programmatic', would like to see the whole content of the consultation, then make comments as needed, but can't whizz through the 'next' buttons, blocked if no comment added. Why not distribute some paper maps??
- Just a quick update please see photo taken this morning does this not back up my post , thanks
- As a business owner with 3 other businesses in my building we are worried about the lack of car parking. Can we have more 2 hour slots and we need delivery zones as we all get large amounts of stock. Plus if I need any equipment delivering we will need space for this. I'm also concerned about extra traffic using the back lane which is where our cars park children play in the lane and we walk round from the back of the gym and can you look at adding safe bike storage this would maybe reduce cars a little . I like the rest of i the plans and look forward to seeing the steet looking good again.
- The main pedestrian use at the station end is for the travellers to and from the station. There is nothing else in that area worth "gathering" for. A 20mph speed limit will be superfluous as Durham police have never issued any speeding tickets for a 20mph zone. It would be quite noisy and horrendous for the residents if you were to run buses up Waverly Terrace. And it's Victorian Heritage would be destroyed. Unthinkable! Anyway a one way system isn't required as it brings no advantages. It's the shop frontages that need renovating to improve the appearance in the street. Many of the shop fronts are the original ones existing from day 1.

How does the proposed scheme strengthen the "link" to the town centre? Please explain how the link is strengthened. It would help if more parking spaces were added outside of Clifton Court Medical practice.

- Excellent points. These were brought up at the recent "consultation" on Jan 19th but answers were not forthcoming. There appears to be little or no thought going into these proposals other than ill considered traffic management and cycle provision. I perceive that a line of least resistance in terms of resident's fears and cost is being adopted, even at this early stage. When your points re shabby shop/house fronts and buildings at the entrance that are having a negative visual impact were raised the answer was "That's a high cost intervention that will require legal intervention, and could take a long time". I think that shows the commitment to this area and the whole process. Quick and cheap, at residents cost if need be. I think the obvious time and energy put into the below leaflet and other preposterously inaccurate graphics that have been issued in relation to this project illustrate my point perfectly. However on the positive side it's good to get local school children involved!