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**NORTH ROAD BUS PRIORITY JUNCTION IMPROVEMENT  
OBJECTIONS TO TRAFFIC REGULATION ORDER**

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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 to facilitate the North Road/Whessoe Road junction improvement.

**Summary**

2. The North Road/Whessoe Road junction forms part of the £57.6 million Department for Transport funded Tees Valley Bus Network Improvement Project. The project involves a series of measures aimed at improving the reliability and punctuality of bus services across the Tees Valley; by improving bus journeys and reliability of services, more people will be encouraged to take the bus, which will benefit the local environment. When completed the North Road Scheme should reduce delays for all vehicles using North Road.
3. The scheme forms part of a package of measures to enhance the bus network and secure better access to the Town Centre. Eventually this will create to a long term opportunity to integrate bus and rail travel for users at North Road Station. The benefits of the whole programme will come to fruition gradually and are expected to be delivered by 2015. It is important to recognise that each small element forms a key element to delivering the overall outcomes of the project.
4. The principles of this particular scheme are to improve traffic flow for all traffic along North Road and create a bus lane in-bound to give priority to buses by:-
  - (a) Remodelling the junctions at Whessoe Road and Albert Road to reduce the current two traffic signal controlled junction arrangement, which are in very close proximity, into a single cross roads junction with enhanced pedestrian and cycle crossing facilities.
  - (b) To complement the physical junction works and secure the benefits anticipated it is necessary to make changes to traffic orders that regulate the highway. These are:
    - (i) The introduction of a southbound bus lane to give priority to buses and maintain traffic flow on North Road through the introduction of waiting and loading

restrictions and associated restrictions on side and back roads to manage parking and enable loading.

(ii) The introduction of a number of banned turning movements is proposed to increase capacity at the junction. The following movement will not be permitted:

- a) turn right into North Road from Whessoe Road
- b) turn left from North Road into Whessoe Road.
- c) turn left from the new road into North Road or to
- d) turn right into the new road from North Road.

5. A plan is attached showing both the existing and proposed restrictions and the movements that will be permitted at **Appendix 1**.
6. The physical works to the junction and the traffic regulation orders are both integral to securing the anticipated benefits of the scheme and as such both the junction works and associated traffic regulation orders have been subject to significant consultation.
7. The main objections to the scheme have been received in relation to the introduction of the bus lane and associated waiting restrictions on North Road. We have received objections to the proposals from local residents and businesses. These are documented in **Table 1** together with a response from a Council officer. Through the consultation process some issues have been addressed with minor amendments. However, the main issues that remain relate to the restrictions on North Road affecting residential and customer/business parking. There were no objections to the proposed banned turns at the new junction.
8. In considering the objections the overall benefits of the junction improvements and its contribution to the Tees Valley Bus Network Programme must be considered against the issues raised in the objections.

### **Recommendations**

9. 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 waiting restrictions in the back lane to the rear of 119-125 North Road which are not now proposed.
    - (ii) The loading bay in Aldam Street which is not now proposed.

### **Reasons**

10. The recommendations are supported by the following reasons:-
  - (a) To ensure the expeditious movement of traffic in accordance with the Council's statutory network management duty.

- (b) In accordance with the approved Tees Valley Bus Network Improvement strategy and delivery plan.
- (c) To improve sustainable travel options.

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

**Background Papers**

- (i) 3<sup>rd</sup> November 2009 Cabinet Report

Andy Casey : Extension 2746

S17 Crime and Disorder	Schemes are designed to take crime and disorder and anti-social behaviour issues into account where appropriate.
Health and Well Being	Sustainable transport schemes have health and well being outcomes.
Sustainability	The LTP provides a framework for sustainable travel, which schemes are in line with.
Diversity	Disability groups consulted on schemes.
Wards Affected	North Road
Groups Affected	All groups.
Budget and Policy Framework	Funded from Tees Valley Bus Network Improvement scheme budget
Key Decision	No
Urgent Decision	No
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 second Local Transport Plan 2006-2011 was assessed for value for money by the Department for Transport. The detailed design of the scheme has been carried out to ensure that it meets the Local Transport Plan objectives with minimum cost.

## MAIN REPORT

### Information and Analysis

11. Darlington's Local Transport Plan seeks to tackle traffic congestion, improve accessibility and maintain its good record in travel safety through a programme of physical improvements to the highway.
12. To help deliver these outcomes a successful bid was made to the Department for Transport to fund the Tees Valley Bus Network Improvement Project, a package of measures aimed at improving the reliability and punctuality of bus services across the Tees Valley.
13. The North Road/Whessoe Road junction forms part of the £57.6 million Department for Transport funded Project. When completed the North Road Scheme should reduce delays for all vehicles using North Road and enhance priority and punctuality for bus services.
14. The principles of this particular scheme are to improve traffic flow for all traffic along North Road and create a bus lane in-bound to give priority to buses. This is delivered by remodelling the junctions at Whessoe Road and Albert Road and introducing a package of traffic regulation measures. The physical junction works and traffic regulation are interdependent to secure the anticipated benefits.
15. The major infrastructure improvements involve remodelling the junctions at Whessoe Road and Albert Road to reduce the current two traffic signal controlled junctions arrangement, that are in very close proximity to each other into a single cross roads junction, with enhanced pedestrian and cycle crossing facilities.
16. The old part of Whessoe Road between North Road and Meynell Road will remain open to traffic but it will not be permitted to turn right into North Road from Whessoe Road nor to turn left from North Road into Whessoe Road. These movements must be made at the new signalised junction as directed by advance signing. Similarly traffic will not be permitted to turn left from the new road into North Road or to turn right into the new road from North Road. These movements must be made at the North Road / Whessoe Road junction as directed by advance signing. These movements are being banned to improve the capacity and operation of the new junction.
17. The change in traffic flow in Whessoe Road has given opportunity to remove some of the waiting restrictions on the north side providing customer parking for the commercial premises.
18. A new mini roundabout is being introduced on Whessoe Road at the point where the new Road joins Whessoe Road. This has resulted in need to reverse the direction of the existing one way system in the back street to the rear of 5-22 Whessoe Road.
19. There will be a reconfigured access to properties in Windsor Street and this road will be entirely covered with double yellow lines to prevent any parking that would obstruct access for large vehicles.
20. Bus stops in Albert Road will be relocated to the east of Windsor Street. It is proposed to introduce waiting restrictions on the north side of Albert Road due to the realigned kerblines on the frontage of 1-8 George Short Close.

21. An inbound bus lane is proposed on the east side of North Road from opposite Westmoreland Street to midway between Charles Street and Aldam Street. This bus lane will operate at peak times, ie 8am-9.30am and 4pm-6pm Monday to Saturday. Within the bus lane there will be no waiting at any time every day and no loading permitted when the bus lane is operational.
22. To improve traffic movement on North Road and ensure there are always 2 free flowing traffic lanes in addition to the inbound bus lane it is proposed that there will be 24 hour no waiting and no loading on the east side between Albert Road and the bus lane and on the west side between the new road and 125 North Road. The existing double yellow lines on the east side of North Road extending from Whessoe Road to Henry Street and on the west side from Whessoe Road to 105/107 North Road will therefore be changing to 24 hour no waiting and 24 hour no loading.
23. To assist deliveries to commercial premises on North Road it is proposed to introduce loading bays in Shildon Street, Charles Street and Katherine Street. These loading bays will operate 8am to 6pm Monday to Saturday. They can be used for public parking at other times. Proposed loading bays in Aldam Street and Denmark Street will not now be taken forward as the result of response from businesses.
24. Waiting restrictions are proposed in the back lane to the rear of 99-115 North Road as the result of a request from a resident. She reported that cars often block the back lane from which her father has an access.

### **Costs**

25. The waiting restrictions and other traffic restrictions are an integral part of the junction improvement scheme and funded from the project budget.

### **Outcome of Consultation**

26. The Tees Valley Bus Network Initiative is a major programme of works that the Council is committed to with other Tees Valley Authorities. At the meeting of 3<sup>rd</sup> November 2009 Cabinet were advised that consultation would cover groups of schemes, since the bid is about all the individual measures (highway improvements, bus stops, information etc) working together to tackle traffic congestion and improve travel conditions for bus users. It is therefore important that the global benefit of each component scheme is recognised as well as its individual one.
27. The project has been subject to significant consultation. There have been two consultation events on the scheme. The first was held on 20th Jan 2010. This event looked at consultation on year 1 schemes. The second event was held on 21st March 2011. Both events included the North Road Scheme and included the proposed waiting restrictions.
28. In addition the scheme has been through a comprehensive Planning Application process that involved significant consultation. The planning application drawings showed the proposed restrictions. The scheme was considered and approved by Planning Committee 3<sup>rd</sup> August 2011.

29. The waiting restrictions are a key element of the scheme to provide bus benefits in the form of bus lanes and bus priority. Specific local consultation on the waiting restrictions in addition to the main scheme consultation has been undertaken.
30. A scheme consultation pack was sent out to Ward Councillors and affected residents and businesses in March 2012. In addition, statutory consultees such as Durham Constabulary were also contacted for their views. A copy of the consultation letter is attached at **Appendix 2**. This consultation was in advance of the Council advertising the proposals formally through legal adverts where formal objections can be raised. The initial consultation is to identify issues and see if any can be resolved or incorporated.
31. We did not receive any direct responses to the consultation from members of the public or businesses. Ward members did receive feedback at a ward surgery on 10 April 2012 and these comments are included in **Table 1** below.
32. A letter was sent to consultees advising of the revised proposals and advising them of the formal objection process. The notices were published in the Northern Echo on 1 June 2012. A copy of the notice is attached at **Appendix 3**. The closing date for objections was 22 June 2012.
33. 2 objections were received from business premises. Ward members canvassed further opinion and collated responses as set out in **Table 1** below. Table 1 details the different issues raised through consultation responses and formal objection.

**Table 1 – Summary of objections/comments on proposed traffic restrictions**

Issue	Officer response
<p><b>Response from Hop and Grape 117-119 North Rd</b></p> <p>Make restriction of frontage in North Rd peak time only to correspond with bus lane hours.</p> <p>Double yellows on both sides of back street are not necessary and the east side could be used for parking by his staff. Refuse collection is done before 8am.</p>	<p>The restrictions are necessary to enable the provision of an additional inbound lane which will operate as a bus lane in peak hours. This additional lane means that the lane width out of town has been reduced. Cars would not be able to overtake a parked car in the outbound lane without crossing into the oncoming lane. This would lead to significant congestion as cars heading out of town wait for a gap in the traffic coming into town and would be likely to lead to accidents as drivers become impatient and force their way out into the opposing flow.</p> <p>Agree. This specific restriction will not now be implemented</p>
<p><b>Technocopy 106-108 North Rd</b></p> <p>No need for a loading bay in Aldam St. His staff park in the area of proposed loading bay so they</p>	<p>Agree. This specific restriction will not now be implemented</p>

<b>Issue</b>	<b>Officer response</b>
<p>would be dispersed to outside houses. Never has a problem getting deliveries. No other business on North Rd between AldamSt and Katherine St has regular deliveries. There will be a loading bay in Katherine St for the businesses closest to there.</p>	
<p><b>Comments/objections from original consultation collated by ward councillors at their ward meeting on 10 April</b></p> <p>The businesses on the western side of North Road in the area affected by the proposals i.e. Irvings Sandwich Bar at 113-115 North Road and the Hop and Grape at 117-119 North Road oppose the proposals because of:</p> <p>(a) the effects of no waiting at any time outside their premises on their trade. They have pointed out that customers will be deterred by the double yellow lines outside their premises and shop elsewhere. One trader moved from Duke Street to North Road because of the lack of parking restrictions on North Road. His trade was badly affected by parking restrictions in Duke Street and he moved as a result;</p> <p>(b) the lack of available alternative car parking for customers to their shops in the area if double yellow lines are put down; and</p> <p>(c) the restrictions on loading and unloading and the removal of unloading and loading outside business premises.</p> <p>A business owner on North Road has commented that Darlington has its prosperity rooted in Commerce, and for the first time in the history of these properties, dating back to the 1880s, direct access to these premises is about to be curtailed. Businesses will be driven off North Road permanently, residential housing is all very desirable and is largely the norm, but the permanent loss of business premises of this type, offering direct access to passing trade, is a ponderous development which needs to be resisted, in the interests of <i>future businesses</i> and all those who would like to trade with them. These small premises on North Road are ideal starter units, as the council themselves realise in the development of the Whessoe Road Business Units.</p>	<p>The highway is for the pass and repass of the public and whilst parking is tolerated and accommodated, where possible, the primary function of the highway remains to allow the efficient movement of peoples and goods. North Road is a main arterial route into the centre of Darlington and as such parking and loading restrictions are appropriate to maintain traffic flow for residents. This complies with the Councils duty under the Traffic Management Act 2004 to facilitate the "expeditious movement of traffic".</p> <p>There is parking available in adjacent side streets</p> <p>Covered under point (a) above.</p> <p>Commerce requires the efficient movement of traffic to enable people to access "markets" and goods to be taken to "market". These restrictions will help to maintain the expeditious movement of traffic to the benefit of the wider public and wider business community, including town centre traders and Northgate/North Road traders. These type of restrictions are in place to the south on parts of Northgate and High Northgate and businesses continue to trade. Parking is available in nearby side streets.</p>

<b>Issue</b>	<b>Officer response</b>
<p>Rowlands Pharmacy, Denmark Street and 99, North Road have asked if the proposed loading bay outside their premises in Denmark Street be taken out of the proposals because it is not necessary. Rowlands Pharmacy would not want to see double yellow lines replacing the loading bay because of there is a need for car parking to be maintained close to their premises especially for elderly and disabled drivers who need to visit their premises.</p> <p>Residents who live from 101 to 113 North Road in the area affected by the proposals oppose the proposed extension of no waiting at any time from 101 to 113, North Road outside their properties because it will prevent them parking outside their homes and there is nowhere else to park their vehicles.</p> <p>A resident who lives with her parents in the two flats at 101 North Road, next to the Rowlands Pharmacy has had problems for a number of years with people parking in the back lane behind her and her parents properties in Denmark Street blocking access to their garage and the garage behind 103, North Road. The resident and her parents are concerned that this will increase with the proposed parking restrictions. The resident has stated that people will park in the back lane and then pop into the chemist or even the Denmark Street Surgery. The resident has also stated that if the other end of the back lane is blocked as well the resident and her parents have had to try to track down the offending motorist or wait for them to come back to their cars. On occasions her father has received verbal abuse when asking people to move their cars. She understands that motorists are it you not allowed to block back lanes. The resident has asked if yellow lines could be put in the back lane to attempt to stop people parking.</p> <p>A resident who lives at 105, North Road is concerned that proposals for no waiting at any time outside her property will prevent an elderly relative who lives at 105, North Road being collected outside the property and returned late at night.</p>	<p>Agree. This restriction was removed at the consultation stage and was replaced by a short stay parking bay to assist customers.</p> <p>The need for the restriction is covered under point (a) above. These residents will be directly affected by the proposal. Whilst I can sympathise with their objection, the highway is provided for the pass and the repass of the public, in this instance the pass and repass of vehicles on the highway. As such residents do not have a right to park outside their homes. When determining whether to permit parking on the highway we must consider its affect on the expeditious movement of traffic. In this instance such parking would restrict traffic movement and we therefore need to impose restrictions. If we did not impose restrictions then we could not implement the bus lane which is an intrinsic part of the North Road Bus Priority scheme.</p> <p>Agree. This was raised at the consultation stage and the proposed restriction now include restrictions in this back lane.</p> <p>Drivers are permitted to pick up and drop off outside this property. The limited waiting in Denmark Street can also be utilised and is approx. 30m away from the property.</p>



<b>Issue</b>	<b>Officer response</b>
<p>Residents in St. Paul's Place oppose the proposed no waiting at any time outside the entrance to St. Paul's Place on North Road. There must be no restrictions on parking outside St. Paul's Place on North Road because many residents are elderly and ambulances buses, taxis and cars wait there to take residents to their hospital appointments and other appointments and return them to their properties in St. Paul's Place because it is a convenient access to and egress from St. Paul's Place.</p> <p>Residents are concerned that North Road is too narrow at the points where the bus lane is to be introduced and this will result in a build up of traffic and congestion outside Morrisons when the bus lane ends and they are concerned that there is a concentration on inbound traffic to Darlington Town Centre and not enough attention to traffic going up North Road out of town. Residents feel that the introduction of the bus lane will also impede traffic going up North Road out of town.</p> <p>Residents are concerned about the safety of pedestrians crossing North Road at the new pedestrian crossing at Albert Road.</p>	<p>There is a section of no waiting at any time restriction between the pedestrian crossing and the start of the bus lane. "Loading" is permitted and as such ambulances, buses and taxis can pick up or drop off at this point.</p> <p>The proposed junction improvement scheme has been designed to improve traffic movement in both directions mainly through combining the two sets of traffic lights into one. The proposed waiting restrictions are however required to enable the full benefit of the scheme to be met.</p> <p>The scheme has been the subject of an external safety audit and this was not raised as an issue.</p>
<p><b>Councillor MacNab (North Road ward) has collated responses to the letter from the Council to residents and businesses asking for formal objections.</b></p> <p><b>The comments relate to the specific points raised in the letter.</b></p> <p><b>1. Introduce a loading bay in Wales St to assist businesses at 113-115 and 117-119 North Rd and their customers due to proposed no waiting and no loading on their frontages.</b></p> <p>Comments. Loading bays would not be needed often and would be better to be short term limited waiting (30 minutes). Customer parking is being ignored and residents parking will make matters worse. Loading bays are needed for all business to cause them little disruption for deliveries.</p>	<p>There are mixed views on the need for loading with one business saying a bay is required and one saying it isn't. This is not unusual with small businesses as different businesses necessitate different servicing and loading patterns. The loading bay is not extensive and there are opportunities for staff and visitors to park elsewhere in Wales Street. Customers that need to load or unload heavy goods can also use the loading bay. The loading bay will be retained given that its need has been demonstrated.</p>

Issue	Officer response
<p><b>Proposal 2. There is unrestricted parking in side streets for customers to North Rd businesses.</b></p> <p>Comments. There is concern that residents park in the side streets near the businesses and there are no spaces left or customers to park their cars and vans when visiting the businesses. Small businesses are already struggling without adequate customer parking many may close and jobs will be lost.</p> <p><b>Proposal 3. Propose to change the loading bay in Denmark St adjacent to the chemist to short term limited waiting (30mins?) to assist elderly/disabled customers.</b></p> <p>Comments. Short term limited waiting would be good for customers. The parking is absolutely fine as it is and does not need to be restricted in any way otherwise it becomes unfair.</p> <p><b>Proposal 4. Proposed double yellow lines in back street to rear 101-113 North Rd to prevent displacement parking that would obstruct access to private garages.</b></p> <p>Comments. Double yellow lines are needed to protect access. If there is double yellow lines in the back alley there will be nowhere for customers to park. If you put yellow lines down the back street behind 101-113 we will get obstructed at the back of 115-125 along the alley as people will use it as a car park.</p> <p>This will help the business and stop obstruction in the back lane for access to the garages.</p> <p><b>Proposal 5. Residents of North Rd without private parking can use the nearby side streets. We have a request for residents' parking in Denmark St and when this is considered at some time in future the residents of North Rd will be included.</b></p> <p>Comments. Please look at all the options before changing the road. Residents need to be able to park without causing disruption to others or causing a problem to others.</p> <p>Customer parking is being ignored and resident parking will make matters worse.</p> <p>What is going to happen with residents who have disabled or elderly visiting and they cannot park near to the place where they are visiting?</p>	<p>Parking is available in these side roads though it may not always be the spaces nearest to the business premises. Customers that need to load or unload heavy goods can also use the loading bays.</p> <p>This is specifically proposed for visitors to the pharmacy, which may attract a high proportion of customers with mobility issues. Parking is unrestricted in the rest of the street.</p> <p>These are proposed as the result a request from a resident who indicated that access to her fathers garage was from this back lane and that parking often obstructed access. This parking may increase as a result of the restrictions and access to the rear garages therefore needs to be protected.</p> <p>We are not proposing residents parking at this time though this may be considered in the future. We will consult local residents prior to implementing such a scheme.</p> <p>The limited waiting bay in Denmark Street is specifically provided for customers. They can also park in the side streets and can load and unload in the loading bays.</p> <p>Elderly or disabled residents can be dropped off outside the property but cars will have to park in the side streets if they are going to be there for any length of time.</p>

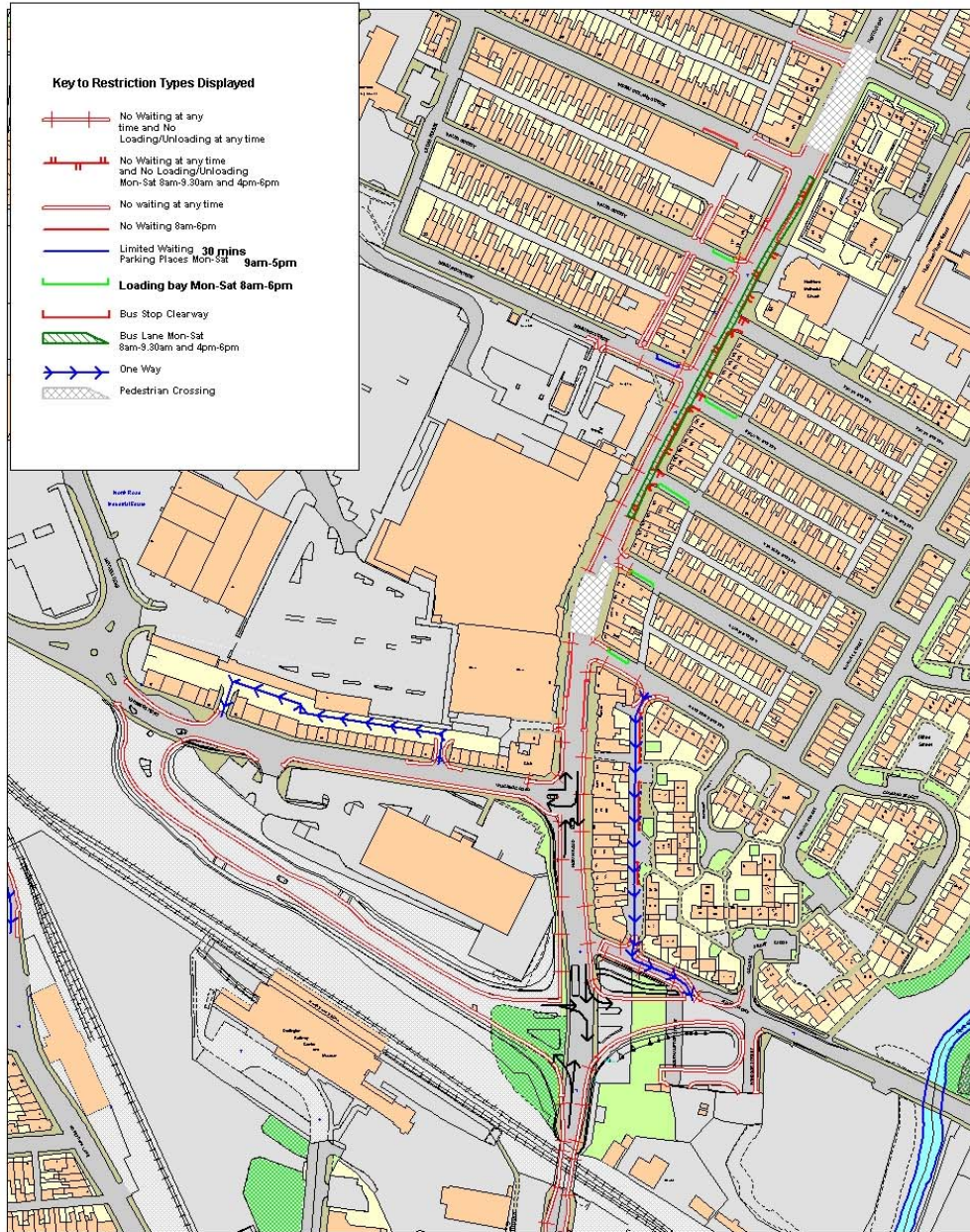
Issue	Officer response
<p>I disagree with this option we will probably have to pay for a permit to park in the street we don't live in.</p> <p><b>Additional comments</b> Residents remain concerned about the proposed introduction of double yellow lines outside St. Paul's Place on North Road and the allowance for the short section of double yellow lines outside St Pauls Place and between the pedestrian crossing "zig-zags" and the start of the bus lane to be used to pick up and drop off residents. Residents ,many of whom are elderly, are picked up and dropped off by taxis, buses, cars and ambulances and the fact that there are double yellow lines outside the entrance will deter these vehicles from stopping to provide the very necessary services to residents.</p> <p>It would be preferable for there to be no double yellow lines outside the entrance to St. Paul's Place on North Road or for a 'keep clear' box to be inserted on the road at this point</p>	<p>Residents parking is not proposed at this time. We will consult local residents prior to implementing such a scheme.</p> <p>Taxi, minibus and ambulance drivers will be aware that they can pick up and drop off on double yellow lines.</p> <p>If there were no yellow lines any vehicle could park there which obstruct the very vehicles that residents would like to pick them up or drop them off. Keep clear boxes are not permitted in this location and would not be enforceable.</p>

## Summary

34. The proposed restrictions will mean that residents, business owners and customers will not be able to park in front of their properties/businesses in some locations. Alternative parking and loading facilities are available in adjacent side streets at these locations.
35. Residents, business owners and customers do not have a right to park on the highway. Parking is permitted in those locations where it does not interfere with the free flow of traffic and where it does not create a road safety hazard. The Council has powers to impose waiting restrictions where it considers they will improve either traffic flow or road safety. This is in accordance with Council's statutory duty of securing the expeditious movement of traffic.
36. The proposed restrictions are an integral part of the North Road Bus Priority scheme. The scheme will improve traffic flow for all vehicles through the new junction configuration and improve bus journey time reliability through the provision of an inbound bus lane. The Department for Transport have funded this scheme on the specific premise that it will improve provision for public transport and as such the proposed bus lane is an essential part of the scheme.
37. In order to implement the bus lane various additional parking and loading restrictions are required. This will impact on some residents and businesses current parking behaviour and will necessitate them finding alternative parking and loading locations in adjacent side roads. We have tried to accommodate the needs of these businesses and residents, as best

we can, by providing loading bays and limited waiting in those side streets, where appropriate. We have also included some additional restrictions at the request of residents.

38. It is therefore important that the global benefit of each component scheme is recognised as well as its individual one and when considering the objections the overall benefits of the junction improvements and its contribution to the Tees Valley Bus Network Programme must be considered against the issues raised in the objections
39. The full benefit of the scheme can only be fulfilled if the proposed waiting restrictions are implemented. This is in keeping with the Council's statutory duty to enable the expeditious movement of traffic.
40. It is therefore recommended that the proposed restrictions are implemented as advertised with the exception of the loading bay in Aldam Street and the no waiting at any time restrictions in the back lane to 119-125 North Road.



	<p>North Road Bus Improvement amended proposal</p>	<p><small>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. All Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. © Darlington Borough Council Licence No. 100002020007</small></p>	SCALE	1:2000
			DATE	20/04/2012
			DRAWING No.	
			DRAWN BY	



Cc Councillors Lawton, McNab, Curry

## SERVICES FOR PLACE

Units 8-11, The Beehive, Lingfield Point, Darlington DL1 1YN  
web site: <http://www.darlington.gov.uk>

The Occupier  
North Road and Whessoe Road area  
Darlington

Date : 13 March 2012  
Please ask for : Brenda Bowles  
Direct Line : 01325 388774  
Email address : [brenda.bowles@darlington.gov.uk](mailto:brenda.bowles@darlington.gov.uk)  
Your Reference :  
Our Reference : BB/T4  
Document Name:

Dear Sir/Madam

### Proposed Waiting Restrictions

I am writing to inform you of proposed changes to waiting restrictions as part of the North Road bus improvement scheme.

The attached plan shows the detail of the proposed restrictions.

The improvement scheme consists of a new signalised road junction at North Road / Albert Road with a new road linking North Road to Whessoe Road at the rear of B&Q and an inbound bus lane on North Road between Westmoreland Street and Aldam Street. The North Road / Whessoe Road junction will no longer be signalised.

The old part of Whessoe Road between North Road and Meynell Road will remain open to traffic but it will not be permitted to turn right into North Road from Whessoe Road nor to turn left from North Road into Whessoe Road. These movements must be made at the new signalised junction as directed by advance signing. Similarly traffic will not be permitted to turn left from the new road into North Road or to turn right into the new road from North Road. These movements must be made at the North Road / Whessoe Road junction as directed by advance signing.

This change in traffic flow in Whessoe Road has provided an opportunity to remove some of the waiting restrictions on the north side providing customer parking for the commercial premises in Whessoe Road.

The one way system in the back street to the rear of 5-22 Whessoe Road is being reversed due to the proximity of a new mini roundabout at the junction of Whessoe Road with the new road.

There will be a reconfigured access to properties in Windsor Street and this road will be entirely covered with double yellow lines to prevent any parking that would obstruct access for large vehicles.

Bus stops in Albert Road will be relocated to the east of Windsor Street. It is proposed to introduce waiting restrictions on the north side of Albert Road due to the realigned kerbline on the frontage of 1-8 George Short Close.



An inbound bus lane is proposed on the east side of North Road from opposite Westmoreland Street to midway between Charles Street and Aldam Street. This bus lane will operate at peak times, ie 8am-9.30am and 4pm-6pm Monday to Saturday. Within the bus lane there will be no waiting at any time every day and no loading permitted when the bus lane is operational.

It is proposed that there will be 24 hour no waiting and no loading on the east side of North Road between Albert Road and the bus lane and on the west side of North Road between the new road and 125 North Road. This is necessary to ensure there are always 2 free flowing traffic lanes in addition to the inbound bus lane. The existing double yellow lines on the east side of North Road extending from Whessoe Road to Henry Street and on the west side from Whessoe Road to 105/107 North Road will therefore be changing to 24 hour no waiting and 24 hour no loading.

To assist deliveries to commercial premises on North Road it is proposed to introduce loading bays in Shildon Street, Charles Street, Aldam Street, Katherine Street and Denmark Street. These loading bays will operate 8am to 6pm Monday to Saturday. They can be used for public parking at other times.

If you wish to discuss any part of the proposal please contact me otherwise I would be grateful to receive any objections or comments you may hold by letter or email by 10 April.

Yours faithfully

Brenda Bowles  
Engineer Traffic Management and Road Safety

\* *Enclosure*

**DARLINGTON BOROUGH COUNCIL  
(NORTH ROAD BUS IMPROVEMENT SCHEME) ORDER 2012**

Notice is hereby given that Darlington Borough Council proposes to make an Order under Sections 1, 2, 4, 32, 35, 45, 46, 47, 49, 51 and 53 of the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004.

The effect of the Order will be as follows:-

1. To introduce no waiting and no loading/unloading at any time in the lengths of road detailed in Schedule One below.
2. To introduce no waiting at any time and no loading/unloading Mon-Sat 8am-9.30am and 4pm-6pm in the length of road detailed in Schedule Two below.
3. To introduce no waiting at any time in the lengths of road detailed in Schedule Three below.
4. To remove the no waiting at any time and no loading/unloading at any time restrictions from the lengths of road detailed in Schedule Four below.
5. To remove the no waiting at any time restrictions from the lengths of road detailed in Schedule Five below.
6. To designate as loading bays Mon-Sat 8am-6pm the lengths of road detailed in Schedule Six below.
7. To designate the length of road detailed in Schedule Seven below as a limited waiting parking place Mon-Sat 9am-5pm, the maximum stay being 30 mins with no return for one hour.
8. To designate the length of road detailed in Schedule Eight below as a bus lane Mon-Sat 8am-9.30am and 4pm-6pm.
9. To designate as one way streets the lengths of road detailed in Schedule Nine to this Order.
10. To prohibit right turns as detailed in Schedule Ten below.
11. To prohibit left turns as detailed in Schedule Eleven below.
12. To cease the designation as a one way street the road detailed in Schedule Twelve below.

Full details of the Order are contained in the draft Order which, together with the plan and statement of the Council's reasons for making the Order, may be examined free of charge during the hours of 9am to 4.30pm Monday to Friday inclusive at the Town Hall, Feetams, Darlington. If you wish to object to the proposals contained in the Order you should send the grounds of your objection in writing to the Borough Solicitor, Town Hall, Darlington DL1 5QT (Ref: AE) or by e-mail to [traffic.orders@darlington.gov.uk](mailto:traffic.orders@darlington.gov.uk) stating the grounds on which they are made by the 22nd June 2012.

**Schedule One**

Albert Road - both sides, of the cul de sac part of Albert Road lying between the main carriageway and North Road East Back Street for its entire length

Aldam Street - the south side, from its junction with North Road eastwards for a distance of 5 metres

Denmark Street - the north side, from its junction with North Road westwards for a distance of 3 metres

Katherine Street - the north side, from its junction with North Road eastwards for a distance of 5 metres; and the south side, from its junction with North Road to its junction with North Road East Back

North Road - the east side, from its junction with High Northgate to a point 15 metres north of its junction with Aldam Street and the west side, from its junction with High Northgate to the northern boundary 125 North Road

Wales Street - both sides, from its junction with North Road westwards for a distance of 2 metres

Whessoe Road - the north side, from its junction with North Road westwards for a distance of 12 metres

**Schedule Two**

North Road - the east side, from a point 77 metres north of its junction with Henry Street to a point 15 metres north of its junction with Aldam Street

**Schedule Three**

Albert Road - the north side, from its junction with North Road to its junction with George Short Close; and the south side, from its junction with North Road to its junction with Windsor Street

B & Q Bypass - both sides, from its junction with North Road to its junction with Whessoe Road

Katherine Street - the south side, from its junction with North Road East Back to the western boundary 8 Katherine Street

North Road - the east side, from a point 77 metres north of its junction with Henry Street to a point 4.5 metres north of its junction with Westmoreland Street

North Road West Back - the east side, from its junction with Denmark Street to the northern boundary 125 North Road; and the west side, from its junction with Denmark Street to the northern boundary 1 Wales Street

Whessoe Road - the north side, from a point 12 metres west to a point 10 metres east of its junction with Whessoe Road North Back adjacent Nos 4/5 Whessoe Road; and the north side, from a point 9 metres west of the western boundary 27 Whessoe Road to its junction with Whessoe Road North Back adjacent to 22/23 Whessoe Road; and the south side, from its junction with North Road to its junction with B&Q Bypass

Windsor Street - both sides, for its entire length and across the western end of the street

**Schedule Four**

North Road - the east side, from its junction with High Northgate to a point opposite the northern side of its junction with Whessoe Road; and the west side, from its junction with High Northgate to its junction with Whessoe Road

**Schedule Five**

Albert Road - the north side, from its junction with North Road eastwards for a distance of 48 metres; and the south side, from its junction with North Road to its junction with Southampton Street

Aldam Street - both sides, from its junction with North Road eastwards for a distance of 1 metre

Charles Street - both sides, from its junction with North Road eastwards for a distance of 1 metre

Henry Street - the south side, from its junction with North Road to its junction with North Road East Back; and the south side, from its junction with North Road to the western boundary 8 Katherine Street

Katherine Street - the north side, from its junction with North Road to its junction with North Road East Back; and the south side, from its junction with North Road to a point opposite the northern side of its junction with Whessoe Road to its junction with Henry Street; and the west side, from its junction with Whessoe Road to a point opposite the south side of its junction with Henry Street

North Road - the east side, from a point opposite the northern side of its junction with Whessoe Road to its junction with Henry Street; and the west side, from its junction with Whessoe Road to its junction with North Road westwards for a distance of 133 metres; and the south side, from its junction with North Road westwards for a distance of 137 metres

**Schedule Six**

Aldam Street - the south side, from a point 5 metres east of its junction with North Road eastwards for a distance of 14 metres

Charles Street - the south side, from its junction with North Road eastwards for a distance of 18 metres

Katherine Street - the north side, from a point 5 metres east of its junction with North Road eastwards for a distance of 12 metres

Shildon Street - the north side, from its junction with North Road eastwards for a distance of 18 metres

Wales Street - the north side, from a point 2 metres west of its junction with North Road westwards for a distance of 12 metres

Whessoe Road - the north side, from its junction with North Road westwards for a distance of 12 metres

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Dated this 1st June 2012  
C Whitehead, Borough Solicitor  
Darlington Borough Council