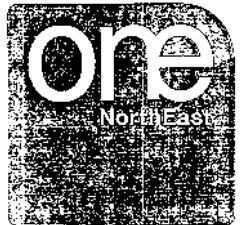


Darlington Town Centre

"THE PEDESTRIAN HEART"



The Town Centre is the heart of the community, providing a vibrant and pedestrian-friendly environment for residents and visitors alike. It is a key focus of the Council's regeneration efforts, aimed at enhancing the quality of life and economic vitality of the area.



Investing in Tees Valley

1. Introduction

- 1.1. This project signals the start of the programme of public realm improvements within the Town Centre. The programme seeks to transform the Town Centre environment and to create a high quality public realm. This investment programme is serving to act as a catalyst to expand Darlington's service sector economies in the commercial, retail, leisure and cultural markets.
- 1.2. The Town Centre is the main source of service employment and, therefore, the future economic health of the town is linked to the regeneration of its commercial and retail heart.
- 1.3. In recognition of the importance of the Town Centre, the Town Centre Development Strategy was formally adopted in February 2001 and the Town Centre Access Study in November 2002.
- 1.4. Things are already starting to happen in Darlington and developers are showing interest in vacant sites within the Centre.
- 1.5. A major reconfiguration of the circulation system in the Town Centre is to be undertaken with the prospect of more pedestrianisation and generally improving the public realm environment.
- 1.6. It is the aspiration of the Council to raise the quality of design and for this reason we wish to appoint a design company that has the ability and track record to create design solutions in Darlington comparable to anywhere in the country.
- 1.7. The briefing document commences the transformation of the Town Centre. It provides the normal technical information required but, most importantly, sets out our stall in trying to find a designer who will work with us to develop a standard of design in the public realm to improve the access provision and environmental quality of the Town Centre. Initial design principles have been established by EDAW and Colin Buchanan and Partners [CBP] and these principles require detailed consideration.
- 1.8. All of the shortlisted design companies will have the opportunity of meeting key representatives of the Council to explain their approach.

2. Background Information

- 2.1. Darlington is an important regional shopping and commercial centre in the north-east of England. The changing economic environment with movement away from the manufacturing work base and advances in technology have affected traditional employment both around the town and within the centre itself. The town now has a significant dependence on its service sector economy.

2.2. **Adding to Quality : A Development Strategy for Darlington Town Centre**

The Town Centre Development Strategy, formally adopted by the Council and One NorthEast in February 2001, aims to achieve a step improvement in the quality, environment and economy of the town centre by:

- 2.2.1. Achieving new development, thus bringing new shops and

businesses to the centre.

- 2.2.2. Making the town centre more attractive to shoppers and businesses, thus encouraging more people to use the town centre and to spend more time, and money, when they are there.

Achieving both these factors is essential if Darlington town centre is to be taken 'up a league', if we are to capitalise on the town centre, which is one of the Borough's main assets in attracting other investment to the town, and if we are to recapture trade lost from Darlington. The Town Centre Development Strategy identifies that the town centre is a singular asset for the Darlington economy and that its development is essential to achieving economic competitiveness. It also, however, identifies that the representation and range of retailers could be expanded, particularly in fashion and 'lifestyle' [books/records/computers] retailing, leisure and the restaurant/café/coffee bar sector. Further to this, the poor pedestrian environment was acknowledged, which diminishes both commercial viability and the ease, comfort and safety with which the centre can be used. This is primarily caused by bus traffic in prime shopping streets, with areas of highest bus traffic conflicting with areas of highest pedestrian numbers, particularly around the Northgate/Prospect Place/Prebend Row junction. This last issue has also been highlighted through other public consultation exercises such as those carried out for the Darlington Retail Study [Drivers Jonas] in 1999 and The Great Transport Debate, part of the Local Transport Plan consultation, in March 2000.

A planning application was submitted in April 2003, for a shopping centre, leisure and car park development at Commercial Street and Kendrew Street. This comprises about 25 large shop units, c 240,000 sq ft total retail floorspace and 1000 car parking spaces. The developers, St Martins Property Company expect to start on site in 2003/4. This will implement the first priority set out in the Development Strategy.

2.3. **Darlington Town Centre Access Study**

The Town Centre Access Study was commissioned with the objective of seeking proposals which will improve the environment, safety and accessibility in the town centre and hence positively contribute to the economic wellbeing of Darlington. The Study was carried out by consultants of national renown for town centre work, EDAW and Colin Buchanan & Partners. The result of this work was to recommend an option which creates a new 'Pedestrian Heart' in the town centre. This is shown in Figure 1.

A number of consultations were undertaken as part of the Study in order to gauge opinion and thus permit progression on the various options being considered. These consultations included workshops with key stakeholders, a general public workshop and a presentation to a joint meeting of the Environment Scrutiny Committee, the Town Centre Forum and the Transport Forum.

2.4. **Public Realm Improvements - 'The Pedestrian Heart'**

The proposals developed in the Town Centre Access Study seek to create a new 'pedestrian heart' to the town centre. The 'pedestrian heart' proposal will add to existing pedestrian space in and around the town centre and will create a critical mass of pedestrian-friendly streets and open spaces. This will provide a substantial area of public space in the heart of the town and removes the current situation whereby significant bus movements at the

Prebend Row/Prospect Place junction operate to dissect the main shopping area in two [eg the High Row area and the Northgate area]. By removing this, a cohesive, attractive and safe town centre shopping environment will be provided thus operating to encourage both more investment in the town by businesses and retailers and more visitors to use the town centre facilities. The main benefits are:

- 2.4.1. Provides a sizeable new events space and an improved environment for many town centre businesses, thus improving both the image and marketing of the town.
- 2.4.2. Ensures positive first impressions of the town centre.
- 2.4.3. Provides opportunity for increased pedestrian activity and longer visiting times in the town centre, thus assisting the town centre economy.
- 2.4.4. Provides opportunity to maximise the level and variety of uses of the town centre and gives potential to spread high levels of activity on Northgate into High Row and Prebend Row.
- 2.4.5. Significant reduction of pedestrian/vehicle conflict on Tubwell Row, Bondgate, Northgate and the Prebend Row/Prospect Place/Northgate junction.
- 2.4.6. Improved accessibility and ease of pedestrian movement, particularly for those with mobility difficulties in the central area.
- 2.4.7. The 'Pedestrian Heart' option creates high quality environment around the town centre's best/listed buildings and complements the historic street pattern.
- 2.4.8. When the Commercial Street development proceeds, pedestrian volumes from the two entrances to Queen Street will increase substantially. Pedestrianisation, particularly of the southern part of Northgate, will complement the development and allow the increased pedestrian activity to take place comfortably and safely.
- 2.4.9. The Commercial Street development will also move the balance of retail activity in the town centre northwards. Pedestrianisation of Bondgate/Prospect Place/Prebend Row will be important to 'glue together' the north and south of the town centre to help ensure that High Row, the Yards and Skinnergate benefit from, rather than losing out to, the generally increased activity in the town centre that would result from a Commercial Street development.
- 2.4.10. Pedestrian priority spaces can have a much higher quality of urban design, incorporating public art.

3. Scope of Works

- 3.1. The work is to be undertaken following the guidance and principles established in the Town Centre Development Strategy and the Town Centre Access Study. All works must also comply with the Darlington Borough Council Design Guide and Specification for Residential and Industrial Estates.

3.2. The work involves the partial pedestrianisation of Prebend Row and Northgate from Priestgate to Crown Street and the pedestrianisation of Bondgate from the entrance to Abbott's Yard car park to the Prebend Row junction [Figure 1]. This pedestrianisation would operate during core shopping hours. [Figure 2 shows how streets would operate at different times of the day.] The main features are:

- 3.2.1. Partial pedestrianisation of the southern end of Northgate, the northern end of Prebend Row [from Crown Street south to Tubwell Row] with one way reduced width carriageway along Prebend Row between Priestgate and Tubwell Row.
- 3.2.2. Diversion of the buses which currently use these streets onto a main bus corridor of Northgate - Crown Street - Stonebridge.
- 3.2.3. Removal of disabled parking on Crown Street, and replacement by parking on Quebec Street and elsewhere.
- 3.2.4. Possible provision of bus lay-by on Crown Street in southbound direction to operate as a bus lay-over area [subject to land acquisition and funding through LTP/ONE].
- 3.2.5. Signalisation of the Stonebridge roundabout.
- 3.2.6. Partial signalisation of the Northgate roundabout.
- 3.2.7. Provision of pedestrian crossing facility at the Northgate/Crown Street junction.

The specific times of day during which streets would be fully pedestrianised would be determined during detailed consultations, taking into account particularly service traffic needs. Times indicated on Figure 2 form a basis for consultation only and are not prescriptive. It should be noted that the arrangements for Skinnergate and High Row are as at present, but with physical improvements to High Row as part of an overall high quality treatment of the 'pedestrian heart'. Figures 3, 4 and 5 are also included with this brief and these show levels of pedestrian activity across the town and existing and proposed town centre layouts respectively.

- 3.3. The physical works to develop the 'pedestrian heart' have been estimated at around £5 million with a project start date in Autumn 2003 and completion in Spring 2007. The phasing of the works is to be established by the urban design partner as part of this commission.
- 3.4. All public improvements must be undertaken to the very highest standards and schemes must consider all factors relating to the street scene.

Our overall expectations and aspirations for the design of the public realm areas within the Town Centre embrace the following principles:

- 3.4.1. Design solutions should be innovative, creative and provide enhancement of the public realm to a standard equal to the best experienced nationally or internationally.

- 3.4.2. Where possible, all relevant works should provide features promoting the use of space for activities, ie performance spaces, street cafés, street displays, street art etc.
- 3.4.3. Design should take cognizance of the established concepts in the Market Square and of the heritage of Darlington and associated traditional materials.
- 3.4.4. The new environment must consider and meet the needs of existing users and the associated service providers [public transport, service vehicles, cyclists etc].
- 3.4.5. Design philosophy and standards should follow the national guidelines provided by the DETR publication 'By Design'.

4. Programme and Implementation of Activities

- 4.1. These projects form part of Darlington's Single Programme Capital and LTP Programmes. As such, alongside development of the design process, the Council will progress the necessary project appraisal procedures.
- 4.2. As part of the scheme development it will be essential to undertake extensive consultation with all interested parties. This will involve organisations ranging from the Council itself, special interest groups, the public, transport bodies, property owners and commercial/retail interests. Consultations have already taken place with these groups when establishing the principles for the scheme and the Council will continue as a partner in all future consultations. However, it will be essential that the Urban Design Partner takes a leading role in this process once employed under this Brief.
- 4.3. Below we have indicated our anticipated programme for the design and construction activities for the project. This information is provided to assist in understanding our priorities and sequence of the works.

Any specific comments in relation to these programme dates should be communicated as early as possible in the tender period for the commission.

(a)	Submission of design brief to shortlisted designers	22 July 2003
(b)	Commission tender period	22 July - 1 September 2003
(c)	Submission of Commission tender proposal	1 September 2003
(d)	Assessment of Tenders	1-5 September 2003
(e)	Interview Designers	5 September 2003
(f)	Selection of Urban Designer	16 September 2003
(g)	Commencement of Design Commission	29 September 2003
(h)	Production of initial Design Proposals	January 2004

(i)	Consultation with Stakeholders	Spring 2004
(j)	Design Development	Spring 2004
(k)	Detailed Design Complete	Spring/Summer 2004
(l)	Working Drawings and Tender Documentation	April - July 2004
(m)	Tender and let Contract	July/September 2004
(n)	Commence Work on Site [Phased]	Autumn 2004

Note: The phasing of the works will be dependent on the approval of Traffic Regulation Orders and these are to be advertised as soon as possible after the design is finalised.

5. The Commission

- 5.1. We wish to have executed the scope of works detailed earlier in this document to the parameters outlined in this section of the Brief. These projects will be undertaken in consultation with Darlington Borough Council. The selected consultant will become a partner in a project team which will report to Darlington Borough Council.
- 5.2. The design partner will assume the role of lead designer within the team and will be responsible for execution and co-ordination of all design issues. A key partner in translating this design into the delivery process will be the Council's in-house design services.

The consultant will provide a complete Urban Design service embracing all aspects of the skills to be considered that include:

- 5.2.1. All aspects of Urban Design process.
- 5.2.2. Landscaping.
- 5.2.3. Engineering services - all aspects.
- 5.2.4. Management of design process.
- 5.2.5. Traffic and transport design service.
- 5.2.6. Public lighting design.
- 5.2.7. Appointment of artist(s) for public art elements.
- 5.2.8. Consultation: both consultation with individual property occupiers on their servicing and other needs; and general consultation with the public and other interest groups.
- 5.2.9. Quantity surveying services.

5.2.10. Project control/administration.

5.2.11. Production Information, Bills of Quantities, Tender Action and Contract Preparation.

5.2.12. Appointment of other consultants [if and when required].

5.2.13. Site supervision/contract administration.

6. Schedule of Key Activities

6.1. The following schedule of key activities shows the split of responsibilities for services provided by the design partner, the Council's in-house design services and the client. The schedule is not intended to be exhaustive and services which can be implied within these groupings will be assumed to be incorporated.

6.2. The consultant will have total responsibility for undertaking and providing all design services necessary to deliver successful conceptual and scheme designs for these projects and for the construction of the works.

This scheme will include all works prior to, during and after the construction phases.

These tasks will include:

6.2.1. To consider the recommendations provided in the Town Centre Access Study.

6.2.2. Consultation with Darlington Borough Council and all stakeholders at all stages in the project, including evaluation, conceptual design, scheme design and implementation stages. Specifically, full consultation will be required with the Town Centre Forum, local businesses, bus operators, taxi operators, the general public, the Chamber of Trade, Darlington Association on Disability and other special interest groups.

6.2.3. Preparation of a design brief at evaluation and conceptual design stages of sufficient detail to allow proper consideration.

6.2.4. Preparation of a detailed design and documentation to allow successful delivery of the projects. This will include an interim design in sufficient detail to allow procurement of the construction resources prior to the completion of the fully detailed scheme design. This will include appropriate drawings, material specification, documentation and procurement advice for specialist service.

6.2.5. Responsibility to ascertain existence of all statutory service provisions and co-ordinate this information into the project design.

6.2.6. Responsibility for pulling together a team of disciplines and other consultants who may be required to satisfactorily complete the commission.

6.2.7. Liaison with all necessary outside agencies and bodies.

- 6.2.8. Submission of a design programme outlining activities from inception to completion of this process and responsibility to ensure all design information is received in due time to satisfy the client's programme for these works.
- 6.2.9. A regular reporting procedure on progress and proposals to the delivery team.
- 6.2.10. Organisation and carrying out of consultation exercises with public, commercial and other interests associated with these works.
- 6.2.11. Financial management of the project designs to the client's budgetary provisions.
- 6.2.12. Administration of the contract within the construction stage and maintenance periods.
- 6.2.13. Site supervision of the works for the whole of the construction phase.

6.3. The Council's in-house service:

The Council will undertake and provide all necessary liaison services in support of the design partner and in project and in project management of procurement and execution of the design process.

These tasks will include:

- 6.3.1. Provision of records and assistance in ascertaining existence of all statutory service provisions, levels and drainage records.
- 6.3.2. Liaison with the design partner on all issues relating to the authorities highway obligations, this to include advice on cleaning, maintenance and service arrangements.
- 6.3.3. Provisions of a nominated liaison officer to co-ordinate all queries from the design partner in relation to the authorities services.
- 6.3.4. A means of quality control for construction activities to ensure compliance with scheme design and specification.
- 6.3.5. A supporting role on all matters relating to traffic and transport issues associated with these works. This to include advice connected to any relevant statutory notices and highway orders.
- 6.3.6. To undertake the responsibilities as Planning Supervisor for these works.

6.4. The Client Role

In undertaking the client's role, Darlington Borough Council will be responsible for the tasks outlined below:

- 6.4.1. To ensure that the project meets the aspirations of the brief.
- 6.4.2. To lead co-ordination and ensure liaison on all matters relating to

funding.

6.4.3. Overall control of the public realm project.

6.4.4. To advise on future developments within the town centre.

6.5. **Definition of Public Realm Considerations**

It is imperative that the designer takes into account all issues which affect the space. This requires, therefore, much more than a look at floor space and embraces a wide variety of subjects from street furniture to Christmas lights. The following list may not be exhaustive but it illustrates the approach to interpreting the public realm in its widest sense.

6.5.1. Surface treatments.

6.5.2. Streetscape design of roads and pavements.

6.5.3. Street furniture - includes seating, waste bins.

6.5.4. Public lighting - enhancement of existing functional lighting, feature and amenity lighting.

6.5.5. Signage of all types - directional, informational and entrance.

6.5.6. Shop fronts and canopies to existing and proposed buildings.

6.5.7. Creation of an identity/branding to areas.

6.5.8. Flags, banners and promotional fixtures.

6.5.9. Public Art features.

6.5.10. Bus shelter facilities.

6.5.11. All facets of traffic management including calming measures, parking facilities, public transport, disabled requirements etc.

6.5.12. Integration of advertising facilities.

6.5.13. Provision for events and performance spaces including for consideration of canopies/covered spaces.

6.5.14. Consideration of ongoing events programming, eg fixtures for Christmas decorations etc.

6.5.15. Consideration and liaison with design and Christmas lighting and decoration schemes, including fittings, supply points etc.

6.5.16. Potential for and subsequent design and fixtures for hanging baskets.

6.5.17. Consideration of street trading and incorporation of fixed services at approved sites [if appropriate].

6.5.18. Planting and landscaping.

6.5.19. Consideration of security issues, eg CCTV provisions.

6.6. Scheme Design and Specification:

As part of the design process the consultant will be required to provide 6 copies of all drawings and documentation. Information must be held in electronic format compatible with the authority's systems, ie Word 2000 and AutoCAD 2002. All data must be virus checked using the Council facilities before being used on their equipment.

As part of the procurement of construction services it will be necessary that sufficient design information is produced to allow six contractors to tender for these works. The nature and detail of this process will be the subject of discussions in the scheme design stage.

7. Selection Criteria and Process

7.1. This brief will be made available to all consultants expressing an interest by returning completed questionnaire and submitting copies of their practice brochure, together with a statement or covering letter of no more than two sides of A4 indicating their interest in and broad approach to the commission. This expression of interest must be received by 7 July 2003.

7.2. A shortlist of four will then be selected by Borough Council officers.

7.3. The selection of a consultant from this shortlist will be undertaken on the basis of a price and quality assessment as identified on the Assessment Form [Appendix 4]. This assessment matrix attributes 40% of its marks for the cost submission with the remaining 60% being based on a quality evaluation encompassing:

7.3.1. The consultants previous experience in undertaking works of this nature, the capability of their organisation and the specific personnel to be engaged on the project.

7.3.2. The consultant's approach and capability to project manage the scheme design process.

7.3.3. The creativity and innovation demonstrated from previously implemented scheme designs.

7.3.4. Presentation of your organisation's approach at the interview.

7.4. Response to this Briefing Document

You are not required as part of the selection process to prepare proposals for these tasks. Our selection will therefore be based on your team, your experience and your suggested approach. To aid selection we ask that you

present the following information:

- 7.4.1. A proposal document indicating your abilities and experience against the points raised in the quality assessment. This should include your initial thoughts on how you would realise these project objectives.
- 7.4.2. A firm price fee proposal to undertake services as indicated in this brief including all expenses.
- 7.4.3. An indication of your team that would be involved with appropriate CVs of personnel, together with a statement of the roles and relative times to be committed to this project.
- 7.4.4. Details of previous projects undertaken that demonstrate your organisation's creativity and innovation. This can include information previously supplied with your expression of interest and should not assume prior knowledge of your organisation's work. This information ideally will be from urban schemes although it could include details of other creative achievements.

7.5. The Assessment Procedure

The four shortlisted consultants must provide their proposal document by the date indicated below. All organisations will be requested to attend interview. The interview will allow ourselves to meet key members of your team to discuss your bid submission and to enquire further on your proposed method of delivery. Members of the team who will be carrying out most of the work will be expected to attend the interview. It is expected that this interview process will last approximately 45 minutes with an initial presentation by yourselves followed by a period for open questions. The selection panel will comprise senior representatives of Darlington Borough Council.

7.6. Assessment and Selection Programme

- 7.6.1. The submission should be received by 1 September 2003.
- 7.6.2. Assessment of submission documents will be undertaken by 4 September 2003.
- 7.6.3. Interviews are anticipated to be held on 5 September 2003 although this will be confirmed.
- 7.6.4. Selection of urban design partner by 16 September 2003.

8. Terms of Appointment

- 8.1. The consultant will be appointed under the requirements of this briefing document in accordance with the Council's procedures for execution of design services of this scale.

- 8.2. The Consultant will undertake duties as Lead Designer with regard to this commission, the role of Planning Supervisor will be undertaken by Darlington Borough Council.
- 8.3. It should be noted that copyright of all works undertaken as part of this brief will remain with the authority.
- 8.4. In relation to services provided under this commission, Public Indemnity and Professional Indemnity Insurance will be required at a level of £5,000,000 each and every claim basis.
- 8.5. The consultant is required to provide a fixed price lump sum for the commission together with a breakdown of the anticipated hours that they will spend on this work. This breakdown to provide details of the staff that will be participating in the project, statements of their experience and associated hourly rates. The lump sum price should include all expenses associated with this commission.

8.6. **Payment**

The payment for services under this commission will be via a stage payment mechanism. We have outlined below our proposed stage payment milestones and request, as part of your proposal document, that the fixed price lump sum fee is apportioned to these milestones.

Analysis of Lump Sum Design Fee

Milestone	Description	Fee Proportion £
1	Consultation with all stakeholders, project launch and production of outline and sketch scheme proposals	
2	Detailed proposals	
3	Production Information - Bills of Quantities	
4	Tender Action - Contract Preparation	
5	Contract Administration - Site Supervision	
6	Completion of design services including obligations to Health & Safety file, ie Record Drawings	
Total Fee		

Design Fees

		Time [In Hours]	Hourly Rate
(a)	Director		
(b)	Assistant Director		
(c)	Project Designer		
(d)	Assistant Designer		
(e)	Technician		
(f)	Junior		
(g)	Administration		
(h)	Other		
Total Fee			

Note:

Though the milestones selected are based on Work Stages as set out in the Landscape Consultant's Appointment as published by The Landscape Institute, the Design Partner must be aware that the headings are not exhaustive. A complete urban design package will be required and the fee bid must reflect this.

APPENDIX 1

SUPPORTING DOCUMENTATION

To assist your understanding of this brief and the background to our project we have enclosed the following documents (for shortlisted consultants):

- Adding to Quality : A Development Strategy for Darlington Town Centre - Darlington Borough Council/One NorthEast.
- Town Centre Access Study - final report to DBC Cabinet and plans
- Town Centre Access Study - EDAW/Colin Buchanan and Partners.

Upon appointment the consultant will be provided with the following additional documentation to aid the project preparation:

- Darlington Gateway Environmental Scheme - Janet Benton
- Commercial Street Shopping Centre Planning Application details
- Darlington Local Plan
- Darlington Borough Council Design Guide - Specification

APPENDIX 2
LIST OF CONTACTS

In the tender period please relay all initial queries to Harry Alderton, whose contact details are provided below.

Richard Alty, Assistant Director, Development & Regeneration 01325 388946

John Ray, Highways Manager 01325 388746

Harry Alderton, Highway Engineer 01325 388748

APPENDIX 3

PROJECT PLANS

The plans identified below details the location and boundaries of this project:

- Figure 1 Darlington Town Centre - Pedestrianised Heart
- Figure 2 Darlington Town Centre - Proposed Traffic Access Arrangements
- Figure 3 Darlington Town Centre - Pedestrian Movement
- Figure 4 Darlington Town Centre - Existing
- Figure 5 Darlington Town Centre - Proposed

APPENDIX 4

URBAN DESIGN PARTNER
PRICE AND QUALITY ASSESSMENT FORM

PRICE EVALUATION

	(£)
Consultant A	
Consultant B	
Consultant C	
Consultant D	

Mean Cost = £

% Deviation from Mean	Marks Awarded

- Price will contribute 40% to the value assessment and will be calculated thus:
- Establish 'mean' of valid tenders received. One mark allowed for every 5% deviation away from mean. Mark for 'mean' to be 20 [maximum 40, Minimum 0].

QUALITY EVALUATION

- Quality marks awarded out of 10 and then adjusted by weighting factor.

Response to Questions	Weighting	Consultant A		Consultant B		Consultant C		Consultant D	
		Marks Awarded	Weighted Marks	Marks Awarded	Weighted Marks	Marks Awarded	Weighted Marks	Marks Awarded	Weighted Marks
1 Previous Experience - personnel/organisation	20								
2 Project Management Experience	10								
3 Creativity and Innovation	20								
4 Presentation and Interview	10								
5 Price assessment from 1 above	40								
	100%	Total Marks =		Total Marks =		Total Marks =		Total Marks =	

Figure 1
Pedestrian Heart

DESCRIPTION

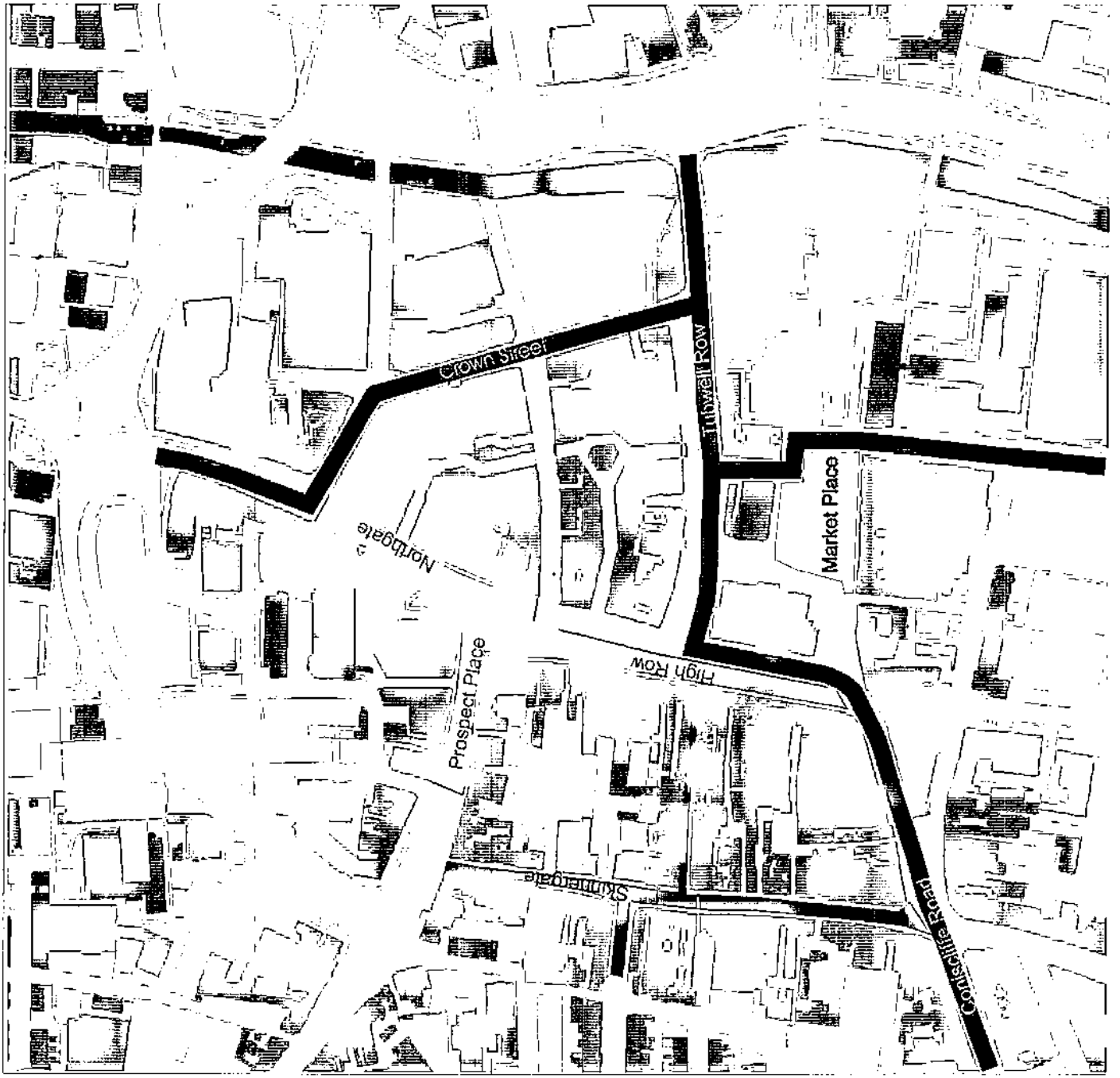
- High Row, north Prebend Row, Prospect Place and south Northgate pedestrianised during core shopping hours
- New bus route on Crown Street

KEY IMPACTS

- Improved pedestrian environment in central area
- Reduced bus penetration of town centre










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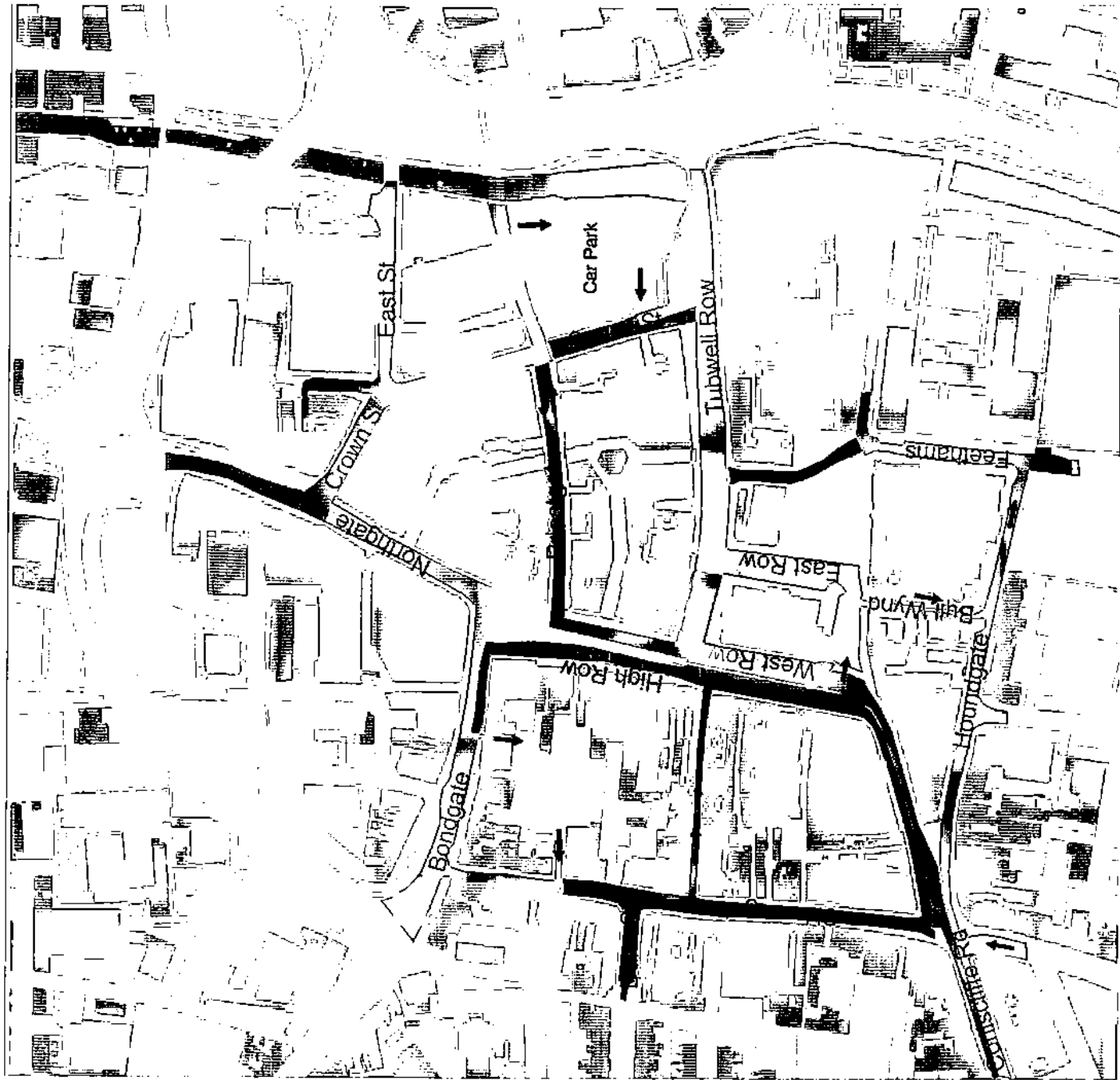
- Pedestrianised during core hours
- Bus routes



**Darlington Town Centre -
Pedestrian Heart**

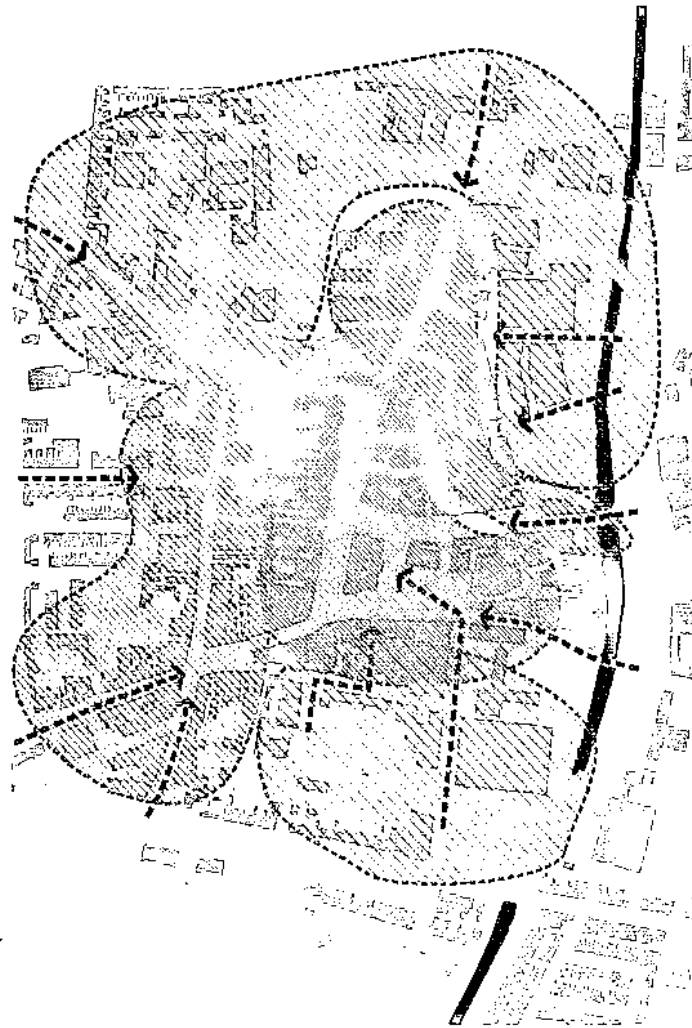
**Figure 2
Proposed Traffic
Access Arrangements**








-  Paved areas
-  Pedestrianised area 8 am to 6 pm with servicing 8 am to 10 am
-  All traffic at all times
-  Existing restricted access 10:30 am to 4 pm Mon - Sat Sunday all traffic
-  Bus and cycle at all times
-  Bus, cycle and servicing at all times except Crown St servicing 6 pm to 10 am only
-  Bus and cycle 8am - 6pm Servicing 6 pm - 10 am All traffic 6 pm - 8 am
-  8 am - 6 pm Disabled, taxis, servicing and cycles 6 pm to 8 am all traffic
-  8 am to 6 pm Bus, disabled, taxis, servicing and cycles 6 am to 8 am all traffic



**Darlington Town Centre - Proposed
Traffic Access Arrangements**

PEDESTRIAN MOVEMENT

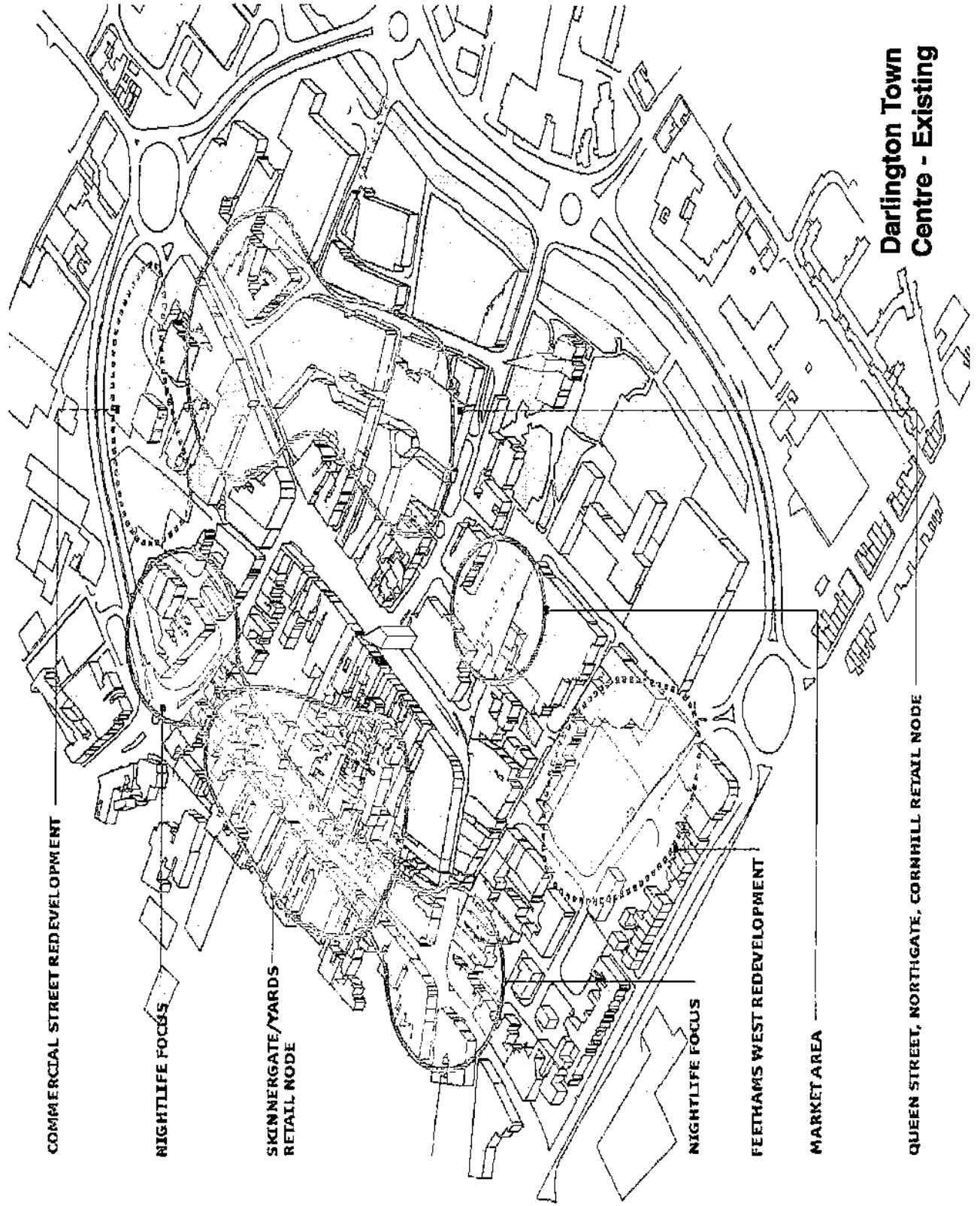


-  HIGH LEVELS OF PEDESTRIAN ACTIVITY
-  MEDIUM LEVELS OF PEDESTRIAN ACTIVITY
-  LOWER LEVELS OF PEDESTRIAN ACTIVITY
-  GOOD QUALITY PEDESTRIAN ENVIRONMENT
-  MEDIUM QUALITY PEDESTRIAN ENVIRONMENT
-  LOWER QUALITY PEDESTRIAN ENVIRONMENT
-  MAIN PEDESTRIAN FLOWS



DARLINGTON TCAS

Existing



Future

