

Darlington Borough Council Road Traffic Restrictions (Amendment No.5) Order 2022

Darlington Borough Council ('the Council') in exercise of its powers under 1, 2, 4, 32, 35, 49 and 84 of the Road Traffic Regulation Act 1984 (hereinafter referred to as 'the Act') and of all other enabling powers; and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 of the Act hereby make the following Order.

Part 1 Darlington Borough Council (Prohibition and Restriction of Waiting and Loading) Consolidation Order 2019

1. The Darlington Borough Council (Prohibition and Restriction of Waiting and Loading) Consolidation Order 2019 (as amended) ('the Prohibition and Restriction of Waiting and Loading Order 2019') is amended as follows:
 - 1.1 The lengths of road detailed in Schedule One to this Order are deleted from Schedule 3.01 to the Prohibition and Restriction of Waiting and Loading Order 2019
 - 1.2 The length of road detailed in Schedule Two to this Order is added to Schedule 3.01 to the Prohibition and Restriction of Waiting and Loading Order 2019
 - 1.3 The lengths of road detailed in Schedule Three to this Order are deleted from Schedule 6.01 to the Prohibition and Restriction of Waiting and Loading Order 2019
 - 1.4 The lengths of road detailed in Schedule Four to this Order are added to Schedule 6.01 to the Prohibition and Restriction of Waiting and Loading Order 2019

Part 2 Darlington Borough Council (On Street Parking Places) Consolidation Order 2019

2. The Darlington Borough Council (On Street Parking Places) Consolidation Order 2019 (as amended) ('the On Street Parking Places Order 2019') is amended as follows:
 - 2.1 The length of road and table detailed in Schedule Five to this Order is added to Schedule 24.01 to the On Street Parking Places Order 2019
 - 2.2 The length of road and table detailed in Schedule Six to this Order is deleted from Schedule 24.02 to the On Street Parking Places Order 2019

Part 3 Darlington Borough Council (Moving Traffic) Consolidation Order 2019

3. The Darlington Borough Council (Moving Traffic) Consolidation Order 2019 (as amended) ('the Moving Traffic Order 2019') is amended as follows:
 - 3.1 The length of road detailed in Schedule Seven to this Order is deleted from Schedule 30.03 to the Moving Traffic Order 2019
 - 3.2 The length of road detailed in Schedule Eight to this Order is added to Schedule 40.01 to the Moving Traffic Order 2019
 - 3.3 The length of road detailed in Schedule Nine to this Order is added to Schedule 43.01 to the Moving Traffic Order 2019

Part 4 General

4. This Order is entitled the Darlington Borough Council Road Traffic Restrictions (Amendment No.5) Order 2022 and shall come into effect on the
5. All other provisions of the Prohibition and Restriction of Waiting and Loading Order 2019, the On Street Parking Places Order 2019 and the Moving Traffic Order 2019 not affected by this Order will continue in full force and effect

Dated this

THE COMMON SEAL of DARLINGTON
BOROUGH COUNCIL was hereunto
affixed in the presence of:

Authorised Signatory

Schedule One

Deleted from Schedule 3.01

Prohibition and Restriction of Waiting and Loading Order 2019

No Waiting at any time and No Loading/Unloading at any time

Coniscliffe Road, Town Centre - the south side, from its junction with Grange Road to a point 20 metres east of the eastern boundary 3 Coniscliffe Road and from a point 25 metres west of the eastern boundary 3 Coniscliffe Road to the eastern boundary 15 Coniscliffe Road and from a point 14 metres west of the eastern boundary 15 Coniscliffe Road to its junction with West Street

Schedule Two

Added to Schedule 3.01

Prohibition and Restriction of Waiting and Loading Order 2019

No Waiting at any time and No Loading/Unloading at any time

Coniscliffe Road, Town Centre - the south side, from its junction with Grange Road to its junction with West Street

Schedule Three

Deleted from Schedule 6.01

Prohibition and Restriction of Waiting and Loading Order 2019

No Waiting at any time

Coniscliffe Road, Town Centre -the north side, from its junction with Larchfield Street to its junction with Skinnergate

the south side, from a point 20 metres east to a point 25 metres west of the eastern boundary 3 Coniscliffe Road

Schedule Four

Added to Schedule 6.01

Prohibition and Restriction of Waiting and Loading Order 2019

No Waiting at any time

Coniscliffe Road, Town Centre - the north side, from its junction with Larchfield Street to its junction with Hogarth Court

the north side, from a point 58.5 metres east of its junction with Hogarth Court to its junction with Skinnergate

Schedule Five

Added to Schedule 24.01

On Street Parking Places Order 2019

Loading Bays – All Days

Column1	Column2	Column3	Column4
Coniscliffe Road, Town Centre the north side, from a point 16 metres east of its junction with Hogarth Court eastwards for a distance of 12 metres	parallel to the carriageway	At all times	No maximum

Schedule Six

Deleted from Schedule 24.02

On Street Parking Places Order 2019

Loading Bays – Mon- Sat

Column1	Column2	Column3	Column4
Coniscliffe Road, Town Centre the south side, from the eastern boundary 15 Coniscliffe Road westwards for a distance of 14 metres	parallel to the carriageway	At all times	No maximum

Schedule Seven

Deleted from Schedule 30.03

Moving Traffic Order 2019

Bus and Taxi Lane

Coniscliffe Road, Town Centre - the northern carriageway from a point 5 metres east of its junction with Larchfield Street to a point 7 metres east of the eastern boundary 2 Coniscliffe Road

Schedule Eight

Added to Schedule 40.01

Moving Traffic Order 2019

One Way

Coniscliffe Road, Town Centre - from its junction with Grange Road westwards to its junction with West Street

Schedule Nine

Added to Schedule 43.01

Moving Traffic Order 2019

All Vehicles Prohibited

Coniscliffe Road, Town Centre - from its junction Larchfield Street eastwards for a distance of 18 metres

Darlington Borough Council Road Traffic Restrictions (Amendment No.5) Order 2022

On the 5th April 2022 Darlington Borough Council gave notice that it had modified the Darlington Borough Council Experimental Order No.1 2021 and that, if it proposed to continue the provisions of that Order on a permanent basis, it would give further notice of such. The Council does propose to continue the provisions and, therefore, notice is hereby given that Darlington Borough Council proposes to make a permanent Order under Sections 1, 2, 4, 32, 35, 49 and 84 of the Road Traffic Regulation Act 1984 and of the Traffic Management Act 2004. The effect of the Order would be to make the following amendments to the Darlington Borough Council (Prohibition and Restriction of Waiting and Loading) Consolidation Order 2019; the Darlington Borough Council (On Street Parking Places) Consolidation Order 2019 and the Darlington Borough Council (Moving Traffic) Consolidation Order 2019 on a permanent basis:

1. The following no waiting and no loading/unloading at any time restriction in the following part of Coniscliffe Road, Town Centre:
the south side, from its junction with Grange Road to a point 20 metres east of the eastern boundary 3 Coniscliffe Road and from a point 25 metres west of the eastern boundary 3 Coniscliffe Road to the eastern boundary 15 Coniscliffe Road and from a point 14 metres west of the eastern boundary 15 Coniscliffe Road to its junction with West Street
shall be deleted and replaced with the same restriction in the south side of that street from its junction with Grange Road to its junction with West Street
2. The following no waiting at any time restrictions in the following parts of Coniscliffe Road, Town Centre:
the north side, from its junction with Larchfield Street to its junction with Skinnergate; and the south side, from a point 20 metres east to a point 25 metres west of the eastern boundary 3 Coniscliffe Road
shall be deleted and replaced with the same restriction in the following parts of that street:
the north side, from its junction with Larchfield Street to its junction with Hogarth Court; and the north side, from a point 58.5 metres east of its junction with Hogarth Court to its junction with Skinnergate
3. The following part of Coniscliffe Road, Town Centre shall be designated as loading bays at all times on all days:
the north side, from a point 16 metres east of its junction with Hogarth Court eastwards for a distance of 12 metres
4. The following part of Coniscliffe Road, Town Centre shall cease to be designated as loading bays Mon-Sat:
the south side, from the eastern boundary 15 Coniscliffe Road westwards for a distance of 14 metres

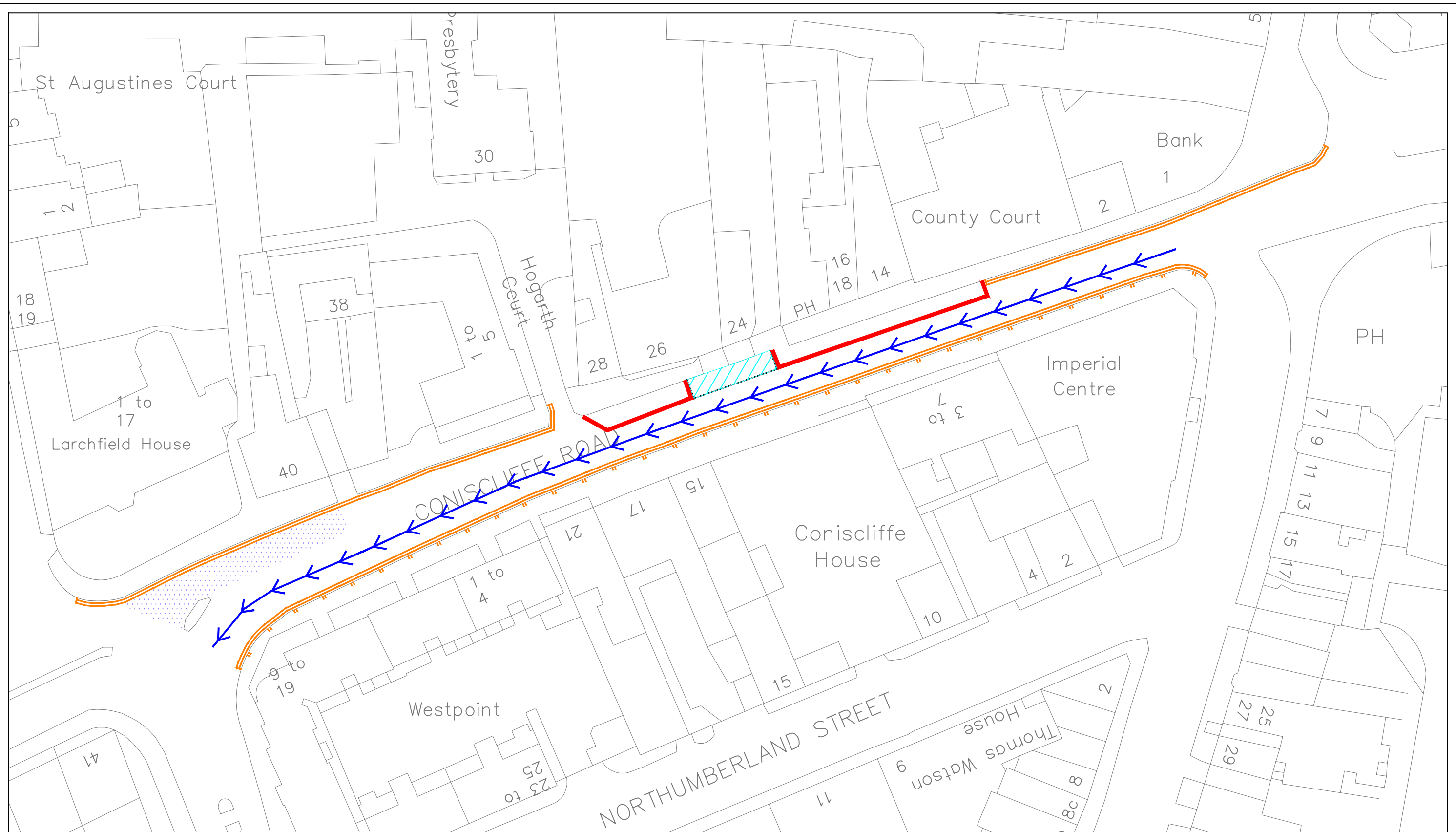
5. The following part of Coniscliffe Road, Town Centre shall cease to be designated as a bus and taxi lane:
the northern carriageway from a point 5 metres east of its junction with Larchfield Street to a point 7 metres east of the eastern boundary 2 Coniscliffe Road
6. The following part of Coniscliffe Road, Town Centre shall be one way traffic:
from its junction with Grange Road westwards to its junction with West Street
7. All vehicles shall be prohibited from proceeding along the following part of Coniscliffe Road, Town Centre:
from its junction Larchfield Street eastwards for a distance of 18 metres

The draft Order, a plan and a statement of the Council's reasons for making the Order may be viewed at www.darlington.gov.uk/transport-and-streets/traffic-regulation-orders-and-consultations Copies may also be requested by writing to the Assistant Director – Law and Governance, Darlington Borough Council, Town Hall, Darlington DL1 5QT or by emailing trafficorders@darlington.gov.uk If you wish to object to the proposals contained in the Order you should send the grounds of your objection in writing by the 12th September 2022 to the Assistant Director – Law and Governance, Town Hall, Darlington DL1 5QT (Ref: AE) or email trafficorders@darlington.gov.uk







22nd August 2022

Luke Swinhoe

Assistant Director – Law and Governance



Key to Types of Restriction

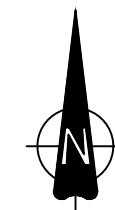
-  **No Waiting at any time and No Loading/Unloading at any time**
-  **Planters defining Pavement Cafe**
-  **No Waiting at any time**
-  **Loading Only All days and at all times**
-  **Prohibition of all Vehicles**
-  **One Way**

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DARLINGTON
Borough Council

**Darlington Borough Council
Coniscliffe Road
Experimental Order**



Scale:
1 : 500 @A3

Date:
30th March 2022

Drawn by:
C. Easby

Map Schedule:
N/A

DARLINGTON BOROUGH COUNCIL EXPERIMENTAL ORDER No.1 2021

STATEMENT OF REASONS

The Order is made pursuant to sections 9 and 10 of the Road Traffic Regulation Act 1984. In compliance with section 1 of the Act it is considered expedient to make the Order for the following reasons:

1. for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; and
2. for preserving or improving the amenities of the area through which the road runs.

A letter from Rt Hon Robert Jenrick MP - Secretary of State for Housing, Communities & Local Government dated 5 March sets out the road map for the Supporting the reopening of outdoor hospitality. This states *“Given the continuing importance of the outdoors to reduce transmission of the virus, I strongly encourage you to plan for outdoor dining and make all necessary changes to local high streets, squares and the public realm so this is as convenient as possible for businesses and members of the public.”*

This is as a direct result of the extension to the pavement licence provisions on 22 July 2020 in the Business and Planning Act 2020. These temporary provisions are currently due to expire on 30 September 2021, but to give further certainty to businesses will be extended for a further 12 months, subject to Parliamentary approval.

The northern carriageway of Coniscliffe Road is currently designated a bus lane (which allows taxis and cycles) to access the Town Centre and serve the existing bus stop on Houndgate. Since the start of the pandemic and introduction of social distancing measures in the town, the bus lane and bus stop on Houndgate has not been operational due to lack of requirement from the bus companies. Bus services are starting to increase in frequency therefore discussions have taken place with Arriva and an alternative route can be provided around Beaumont Street with a new stop provided near to Darlington Central Club with some minor carriageway alterations (including changes to parking restrictions and loading bays) and implementation of a new raised bus platform as mitigation.

The southern carriageway of Coniscliffe Road currently allows for all traffic movements heading west out of town and also provides loading space to serve local businesses and a taxi rank between the hours of 8pm-6am.

The traffic flow and loading will be unaffected along Coniscliffe Road between the hours of 10:30pm and 11:30am to allow hospitality and non-hospitality businesses to function as normal and receive deliveries.

The existing footways and dropped crossings on Coniscliffe Road will remain clear of obstruction and disabled access will be maintained at all times during the period of the road closure.

Cyclists that wish to use the Hummersknot Cycle route would be allowed through the closure on Coniscliffe Road with exact details to be agreed.

The closure area will be actively marshalled by qualified Traffic Management personnel to allow essential access through the area i.e. emergency service vehicles etc. and should any issues arise on site whereby they can be addressed immediately.

An experimental order is being used as a trial to ascertain whether there would be an appropriate degree of uptake from interested hospitality businesses to provide al fresco dining longer term and what affect closing Coniscliffe Road would have on traffic patterns and movement through the Imperial Quarter. This experimental process would provide information to enable the Council to consider whether there should be consideration and engagement of moving to a more permanent arrangement.

A methodology for assessing the success or otherwise of the experimental order will be used to feed into considerations for future proposals in the area and this would involve feedback from local businesses, Town Centre Management Team and local stakeholders including bus and taxi firms and whether suitable traffic flow has been maintained during the closure hours.

A review of the road closure would be carried out 12 months after first implementation to provide sufficient time for the responses to be assessed.

The Police have been consulted on the above proposals and have no objection to the experimental order being introduced.

Addendum No 1 Dated 28 March 2022

Review of Traffic Management and Traffic Circulation Routes

Further to the above Experimental Traffic Regulation Order which was implemented in 2021 and witnessed a good level of uptake from the hospitality businesses fronting onto the road closure to provide al fresco dining, it has been decided to review the original layout described above to provide a solution that does not require a full road closure and is less onerous on the businesses and Darlington Borough Council to erect temporary fencing and implement Traffic management daily.

The solution is still to provide similar areas in terms of hospitality space on the northern carriageway of Coniscliffe Road, however is formed from heavy duty planters that will be retained in place at all times, all days. The result being that the southern carriageway of Coniscliffe Road can remain open to traffic

when the hospitality areas are being utilised therefore less restrictive to businesses and general traffic flow than the previous full road closure.

The planters to be used robust enough to withstand light vehicle impacts therefore provide a greater level of protection to users of the outdoor seating areas than the previous cones and water filled barriers.

Coniscliffe Road will operate in a one way direction from east to west out of town therefore cyclist that wish to use the Hummersknot Cycle route will need to divert along Northumberland street coming into Town.

The existing footways and dropped crossings on Coniscliffe Road will remain clear of obstruction and disabled access will be maintained at all times during the period of the road closure.

No waiting and no loading restrictions will be implemented on the south side of Coniscliffe Road to avoid vehicles stopping next to the outdoor seating areas potentially causing an obstruction.

A 24 hour loading bay will be provided midway along the outdoor seating area to allow businesses to carry out deliveries as normal.

Addendum No 2 Dated 12 August 2022

Review of Experimental TRO and Traffic Circulation Routes

Further to the above Experimental Traffic Regulation Order which was implemented in 2021 and revised on 28th March 2022 (Addendum No1) it was expected that a project to provide a streetscaping scheme and permanent outdoor seating areas would begin construction Autumn 2022. However due to unforeseen circumstances, the scheme has been delayed and given the feedback received to date and a good level of uptake from the hospitality businesses fronting onto Coniscliffe Road, the current layout of the café areas and traffic/pedestrian/cycle movement network appears to be functioning without issue.

As such it is proposed to make the amended layout as revised in March 2022 a permanent interim solution until such time that the full streetscaping scheme can be fully consulted upon, gain planning approval, and be constructed/implemented.

The layout of the existing concrete planters will remain largely unchanged along with the traffic circulation routes and restrictions currently in place which are as follows:

“Coniscliffe Road will operate in a one way direction from east to west out of town therefore cyclist that wish to use the Hummersknot Cycle route will need to divert along Northumberland street coming into Town.

The existing footways and dropped crossings on Coniscliffe Road will remain clear of obstruction and disabled access will be maintained at all times during the period of the road closure.

No waiting and no loading restrictions will be implemented on the south side of Coniscliffe Road to avoid vehicles stopping next to the outdoor seating areas potentially causing an obstruction.

A 24 hour loading bay will be provided midway along the outdoor seating area to allow businesses to carry out deliveries as normal.”

It is felt that this layout provides a balance between providing outdoor seating/hospitality areas and also fulfils the Highway Authorities duty under Section 122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) by keeping a one way system in operation at all times, the footways clear of obstruction and providing an alternative cycle link along Northumberland Street.

The one way system for traffic secures and maintains reasonable access to premises by all modes of travel and provides access to suitable loading facilities for businesses.

Currently Arriva bus services are utilising the bus stops on Feethams to provide good public transport links into the Town as alternative bus stops on Beaumont Street were explored, however it was felt by Arriva that the existing stops on Feethams were adequate to service their current requirements.