

## Highways Committee

21<sup>st</sup> March 2025

**Durham City (Road User Charge),  
Durham City North East (Parking &  
Waiting Restrictions), Durham City (No  
Entry) Traffic Regulation Amendment  
Order 2025**



**Ordinary Decision/Key Decision No.**

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### **Report of Corporate Management Team**

**Alan Patrickson Corporate Director of Neighbourhoods and Climate Change.**

**Councillor Elizabeth Scott, Cabinet Portfolio Holder for Regeneration, Economy and Growth.**

#### **Electoral division(s) affected:**

Durham

### **1 Purpose of the Report**

- 1.1 To advise Members of objections received to the consultation concerning proposed changes to the Traffic Regulation Orders (TROs) in Durham.
- 1.2 To request that Members consider the objections made during the informal and formal consultation period.
- 1.3 In accordance with the Council's Constitution, Members are asked to decide, in principle only, whether the TROs should be made, which will then guide the Corporate Director of Neighbourhoods and Climate Change in the exercise of delegated decision making. The final decision is therefore one for the Corporate Director, under delegated powers.

### **2 Executive Summary**

- 2.1 The Council are committed to regularly reviewing Traffic Regulation Orders to ensure that the restrictions held within them are relevant and appropriate.

- 2.2 Representations have been received requesting a review of existing, and provision of additional, restrictions in Durham.
- 2.3 Having considered these requests, Officers have determined that the changes listed below would be of benefit in terms of improving pedestrian/road safety and reducing congestion. It is therefore proposed to amend the current Durham North East (Parking and Waiting Restrictions), Durham City (Road User Charge) TROs and introduce Durham City (No Entry) Traffic Regulation Order to allow the identified changes to be implemented.
- 2.4 All Local Members and Durham Constabulary have been consulted and raised no objection to the proposal.
- 2.5 Consultation Period:

	From	To
Statutory Consultees	12-Sept-23	4-Oct-23
Informal Consultation	19-Oct-24 & 01-Nov-24	09-Nov-24 & 26-Nov-24
Formal Consultation	28-Nov-24 & 19-Feb-25	19-Dec-24 & 12-Mar-25

### 3 Recommendation(s)

- 3.1 Committee is recommended to:

Endorse the proposal, in principle, to amend the Durham City North East (Parking and Waiting Restrictions) Order 2014 and the Durham City (Road User Charge) Order 2014 by way of Traffic Regulation Amendment Order and to introduce the Durham City (No Entry) Traffic Regulation Order 2025, with the final decision to be made by the Corporate Director under delegated powers.

### 4 Proposal, Objections & Responses

- 4.1 The proposed locations for the TROs that received objections during the consultation stages are detailed below.
- 4.2 **Location 1 – Saddler Street** (to increase the current Road User Charge (RUC) from £2 to £5)

### 4.3 Proposal Background

Saddler Street runs adjacent to the Market Place and serves as the main access into the Durham peninsula and is lined with various amenities such as shops, bars, and restaurants. Due to this, the area is subject to heavy pedestrian footfall from locals and visitors to the city which extends from early morning to late in the evening.

It is also subject to high volumes of traffic throughout the day undertaking a range of activities. This includes, residents accessing their properties, businesses within the peninsula loading and unloading, delivery vehicles, parents collecting and dropping off students at the Chorister school and tourists / visitors to the area. A local bus service also operates in this area.

Concerns have been raised from the Parish Council, Durham Constabulary, and visitors to the city regarding the large volume of vehicles using the Market Place during hours where pedestrian levels are high.

It is therefore proposed to increase the Road User Charge, extend its operating hours and to require the charge to be paid in addition to any penalty charge issued.

It is anticipated that these amendments will improve pedestrian road safety and visibility whilst managing volume levels of vehicles within the peninsula and as such, reducing congestion issues.

### 4.4 Informal Consultation:

Total Properties consulted	Number in favour	Number opposed
620	22	54

### 4.5 Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
28.11.24 – 19.12.24 & 19.02.25 – 12.03.25	1	26

#### 4.6 Summarised objections & responses:

#### 4.7 Objections:

80 objections have been received to this proposal from the informal and formal consultation stage, the reasons for their objections have been summarised below:

- These proposals will have a negative financial effect on –
  - Durham Chorister School operations (including pick up/drop off arrangements)
  - Residents within the peninsula
  - Delivery companies/services
  - Businesses
  - Church goers
- These proposals will raise safety concerns for school children walking an increased distance in poor weather conditions and/or darkness.

#### 4.8 DCC Response:

- Whilst it is recognised that the Market Place is a central point to gain access to numerous adjoining streets within the peninsula (Saddler Street, Elvet Bridge, North Bailey, South Bailey, Owengate and Silver Street), current vehicle volumes are causing congestion issues leading to concerns associated with pedestrian safety.
- The amendment to the Road User Charge will encourage drivers to consider their method of travel when accessing the peninsula.
- It is anticipated the increase in the Road User Charge will see a reduction in the number of vehicles accessing the peninsula which will in turn reduce congestion and provide a safer area for pedestrians to navigate more freely.

#### 4.9 See appendix 3 for objection chart.

**4.10 Location 2 – Durham Market Place and Elvet Bridge** (to increase the Pedestrian Zone times to 10am-4pm and 10pm-4am (Durham Market Place), 10am-4pm and 10pm-4am (Silver Street) and 10am-2am” (Elvet Bridge)).

**4.11 Proposal Background**

Durham Market Place and Elvet Bridge is lined with various amenities such as bars, shops and restaurants. Due to this, it is subject to high volumes of traffic (both pedestrian and vehicular) throughout the day and into the night.

The Parish Council, Durham Constabulary and visitors to the city have raised concerns regarding large volumes of vehicles using the Market Place and Elvet Bridge once the current Pedestrian Zone restriction times have elapsed.

The current Pedestrian Zone restrictions allow for unrestricted access between 4pm – 10am which was intended to accommodate loading/unloading. However, this loading/unloading period is currently being abused by vehicles who are now using the Market Place and Elvet Bridge for overnight parking.

It is therefore proposed to amend the existing Pedestrian Zone times to 10am – 4pm and 10pm – 4am within the Market Place and Silver Street and 2am – 10am on Elvet Bridge which will further restrict vehicle access within both locations by preventing overnight stays and ensuring the safety of pedestrian movement whilst still allowing for loading/unloading at reasonable times.

**4.12 Informal Consultation:**

Total Properties consulted	Number in favour	Number opposed
620	18	23

**4.13 Formal Consultation:**

Consultation dates	Expressions in favour	Expressions against
28.11.24 – 19.12.24 & 19.02.25 – 12.03.25	1	3

#### 4.14 Summarised objections & responses:

#### 4.15 Objections:

26 objections have been received to this proposal from the informal and formal consultation stage and the reasons have been summarised below:

- The proposed exemptions for loading will not sufficiently accommodate delivery needs.
- This will negatively impact residents within the peninsula.
- “The 4 proposed new signs ones would add further visually intrusive clutter going against the emerging Conservation Area Management Plan with one of the management aims being to declutter such key historic spaces and streets”. (Comment from DCCs Conservation Team)

#### 4.16 DCC Response:

- Vehicles will still be permitted to load within the peninsula between the hours of:
  - 4am – 10am & 4pm – 10pm for Durham Market Place/Silver Street.
  - 2am – 10am for Elvet Bridge.
- By controlling the times in which vehicles use this space, we can minimise the risks for pedestrians.
- The amended pedestrian zone exemption times will see a reduction in the number of vehicles accessing the peninsula, as such, this will reduce vehicle volumes within the area and provide a safer area for pedestrians to navigate more freely.
- Whilst Durham County Council acknowledge the introduction of additional posts and signage in a Conservation Area is not supported by Durham County Councils Conservation Team, it is considered that the current abuse of parking within the Market Place and Elvet Bridge to continue poses a greater threat of

damage to its historic nature and therefore on balance the additional signage is acceptable.

4.17 See appendix 3 for objection chart.

**4.18 Location 3 – Durham Market Place** (to introduce a No Entry restriction)

4.19 Proposal Background

Concerns have been raised regarding the volume of vehicles using the Market Place during times when pedestrian footfall is high.

The Parish Council, Durham Constabulary, and visitors to the city have also raised concerns regarding volumes of vehicles within the area. Whilst an informal one-way system is in place for vehicles accessing the Market Place, this is often not adhered to with vehicles entering at various locations and directions from Saddler Street. This causes concern for pedestrian safety who are unaware vehicles may enter the Market Place from numerous directions.

It is therefore proposed to introduce a 'No Entry' restriction adjacent to St Nicholas Church to formalise the existing one-way system, thereby improving road and pedestrian safety whilst improving traffic flow.

4.20 Informal Consultation:

Total Properties consulted	Number in favour	Number opposed
620	16	12

4.21 Formal Consultation:

Consultation dates	Expressions in favour	Expressions against
28.11.24 – 19.12.24 & 19.02.25 – 12.03.25	1	1

#### 4.22 Summarised objections & responses:

#### 4.23 Objections:

13 objections have been received to this proposal from the informal and formal consultation stage and the reasons for their objections have been summarised below:

- “The 4 proposed new signs ones would add further visually intrusive clutter going against the emerging Conservation Area Management Plan with one of the management aims being to declutter such key historic spaces and streets”. (Comment from DCCs Conservation Team)

#### 4.24 DCC Response:

- Whilst Durham County Council (DCC) acknowledge the introduction of additional posts and signage in a conservation area is not recommended by DCCs Conservation Team it is considered that allowing the current abuse of parking within the Market Place to continue poses a greater threat of damage to its historic nature and therefore on balance, the signage is considered acceptable.

4.25 See appendix 3 for objection chart.

## **5 Conclusion**

5.1 Having considered the evidence of obstructive and inconsiderate parking and the objections to the proposals, Officers remain of the view that it is necessary to introduce the proposals in order to address the identified highway safety issues. Accordingly, it is recommended that Members agree in principle to endorse the proposal to proceed with the amendments to the Durham City (Parking & Waiting Restrictions) Order 2014, the Durham City (Road User Charge) Order 2014 and to introduce the Durham City (No Entry) Traffic Regulation Order 2025, with the final decision to be made by the Corporate Director under delegated powers.

## **6 Background papers**

6.1 Available on request.



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## **Appendix 1: Implications**

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### **Legal Implications**

All orders have been advertised by the County Council as highway authority and will be made in accordance with legislative requirements.

### **Finance**

LTP Budget.

### **Consultation**

Is in accordance with SI:2489.

### **Equality and Diversity / Public Sector Equality Duty**

The Council has a duty pursuant to section 149 of the Equality Act 2010 when exercising its functions to have regard to the need to a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited under the Equality Act 2010; b) advance equality of opportunity between person who share a relevant protected characteristic and person who do not share it; and c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it. Protected characteristics include age, disability, sex, race and religion.

In this instance, officers have assessed all relevant factors and do not consider that any equality impacts have been identified by objectors.

### **Climate Change**

It is considered that there are no Climate Change issues to be addressed.

### **Human Rights**

Any interference with human rights is considered to be necessary in accordance with the law and proportionate in order to address highway safety issues.

### **Crime and Disorder**

This TRO will allow effective management of traffic to reduce congestion and improve road safety.

### **Staffing**

Carried out by Strategic Traffic.

### **Accommodation**

No impact.

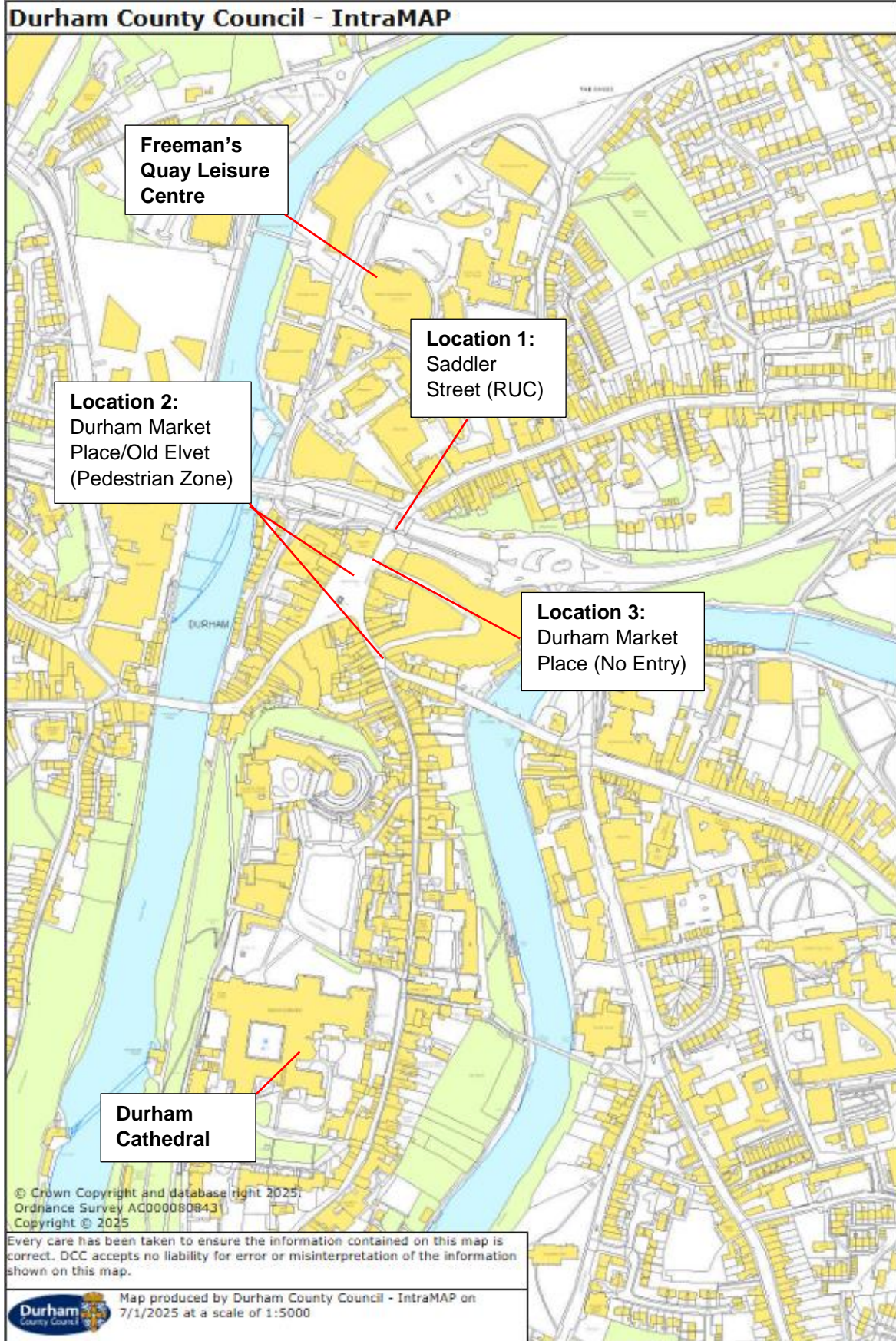
**Risk**

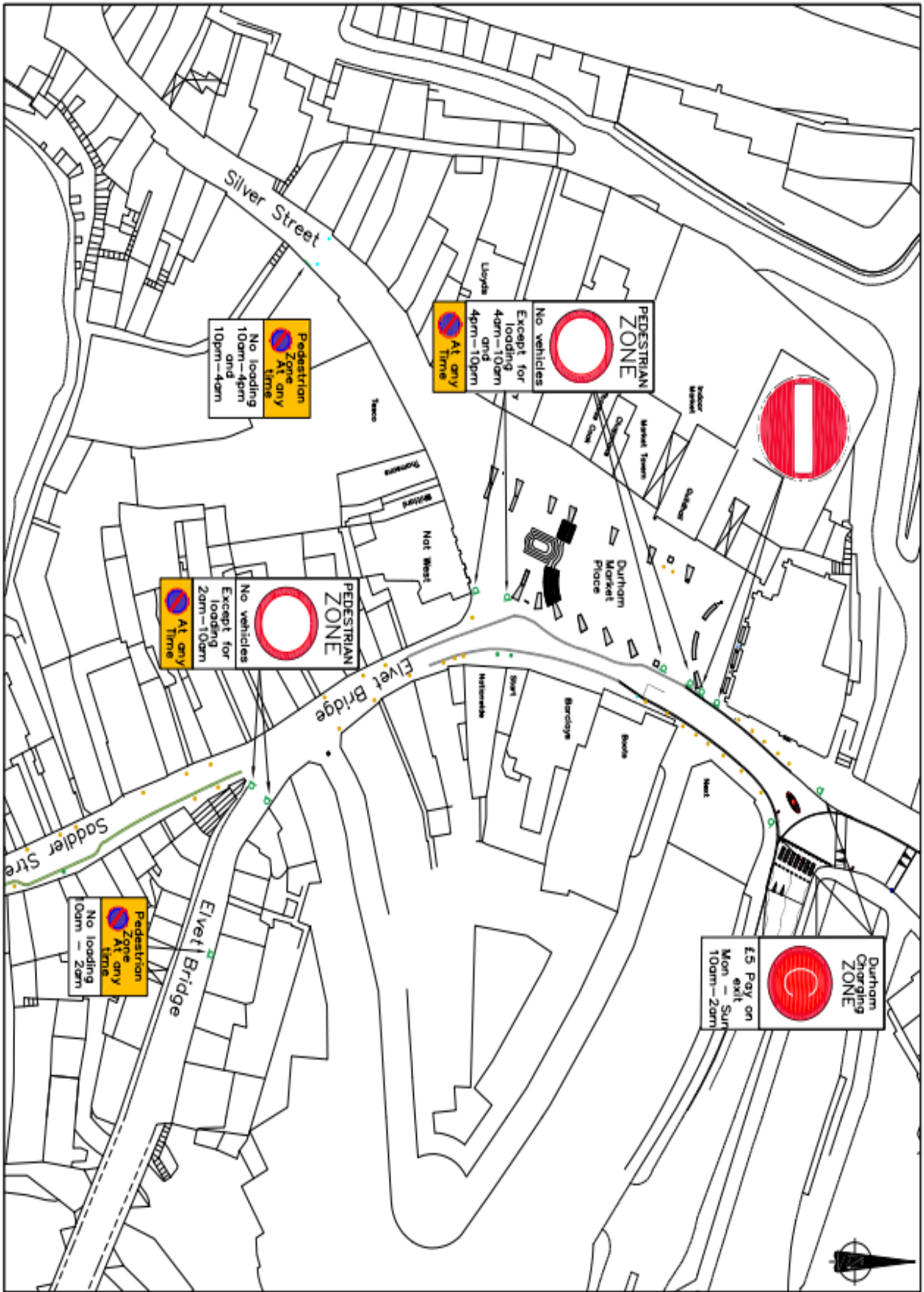
Not Applicable.

**Procurement**











Operations, DCC.





## Appendix 2: Location of Proposals and Local Buildings







Location	Existing	Proposed
Saddler Street (Road User Charge)	<div data-bbox="679 259 911 719" style="border: 1px solid black; padding: 5px;"> <p style="text-align: center;"><b>Charging ZONE</b></p>  <p style="text-align: center;"><b>£2 per day Mon - Sat 10 am - 4 pm</b></p> <p style="text-align: center;"><b>Pay charge by 6 pm on day</b></p> </div>	<div data-bbox="1070 259 1318 707" style="border: 1px solid black; padding: 5px;"> <p style="text-align: center;"><b>Charging ZONE</b></p>  <p style="text-align: center;"><b>£5 Pay on exit Mon - Sun 10 am - 2 am</b></p> </div>
Durham Market Place (Pedestrian Zone)	<div data-bbox="679 745 911 1234" style="border: 1px solid black; padding: 5px;"> <p style="text-align: center;"><b>PEDESTRIAN ZONE</b></p>  <p style="text-align: center;"><b>No vehicles</b></p> <p style="text-align: center;"><b>Except for loading 4 pm - 10 am</b></p> <div style="background-color: yellow; border: 1px solid black; padding: 2px; text-align: center;">  <b>At any time</b> </div> </div>	<div data-bbox="1078 745 1310 1234" style="border: 1px solid black; padding: 5px;"> <p style="text-align: center;"><b>PEDESTRIAN ZONE</b></p>  <p style="text-align: center;"><b>No vehicles</b></p> <p style="text-align: center;"><b>Except for loading 4 am - 10 am and 4 pm - 10 pm</b></p> <div style="background-color: yellow; border: 1px solid black; padding: 2px; text-align: center;">  <b>At any time</b> </div> </div>
Silver Street (Pedestrian Zone)	<div data-bbox="679 1265 911 1753" style="border: 1px solid black; padding: 5px;"> <p style="text-align: center;"><b>PEDESTRIAN ZONE</b></p>  <p style="text-align: center;"><b>No vehicles</b></p> <p style="text-align: center;"><b>Except for loading 6 pm - 10 am</b></p> <div style="background-color: yellow; border: 1px solid black; padding: 2px; text-align: center;">  <b>At any time</b> </div> </div>	<div data-bbox="1078 1265 1310 1753" style="border: 1px solid black; padding: 5px;"> <p style="text-align: center;"><b>PEDESTRIAN ZONE</b></p>  <p style="text-align: center;"><b>No vehicles</b></p> <p style="text-align: center;"><b>Except for loading 4 am - 10 am and 4 pm - 10 pm</b></p> <div style="background-color: yellow; border: 1px solid black; padding: 2px; text-align: center;">  <b>At any time</b> </div> </div>

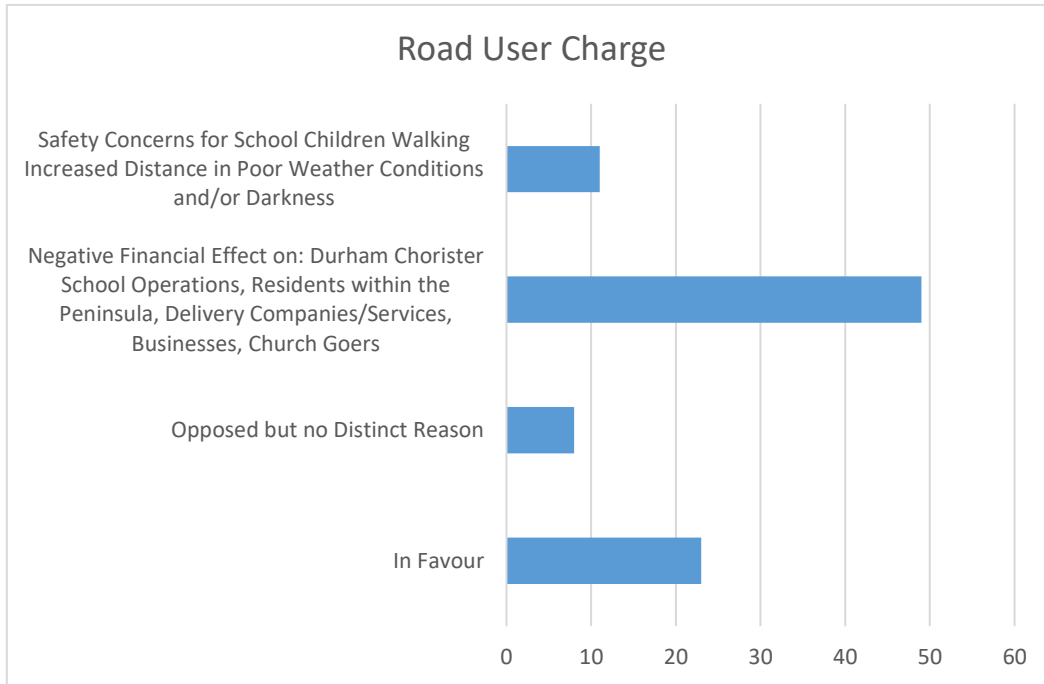
<p>Elvet Bridge (Pedestrian Zone)</p>	<div data-bbox="676 197 917 689"> <p><b>PEDESTRIAN ZONE</b></p>  <p><b>No vehicles</b></p> <p><b>Except for loading 6 pm - 10 am</b></p>  <p><b>At any time</b></p> </div>	<div data-bbox="1078 197 1319 689"> <p><b>PEDESTRIAN ZONE</b></p>  <p><b>No vehicles</b></p> <p><b>Except for loading 2 am - 10 am</b></p>  <p><b>At any time</b></p> </div>
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## Appendix 3: Combined Consultation Responses

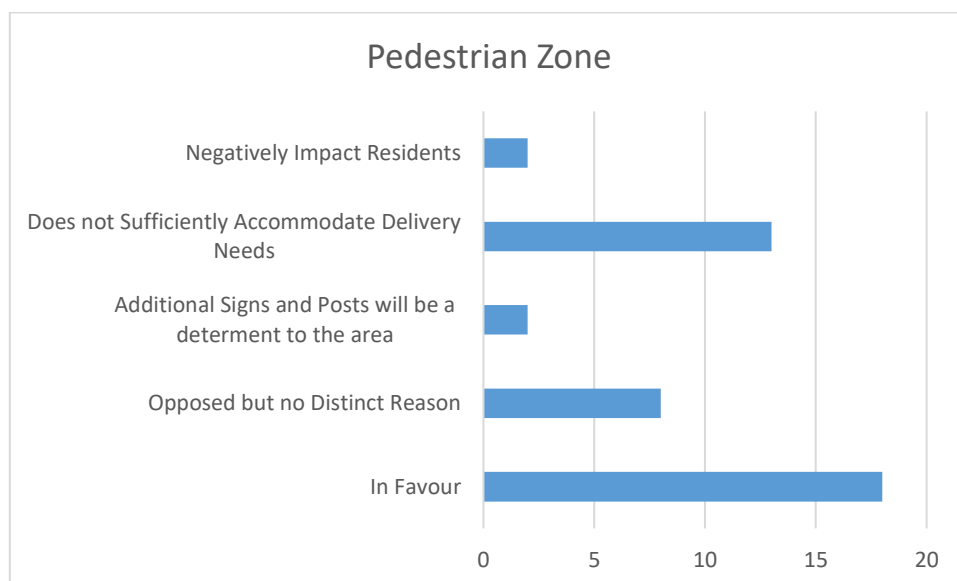
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### **Location 1 – Saddler Street** (to increase the current Road User Charge (RUC) from £2 to £5)



*\*Data shown represents all responses from all stages of consultation.*

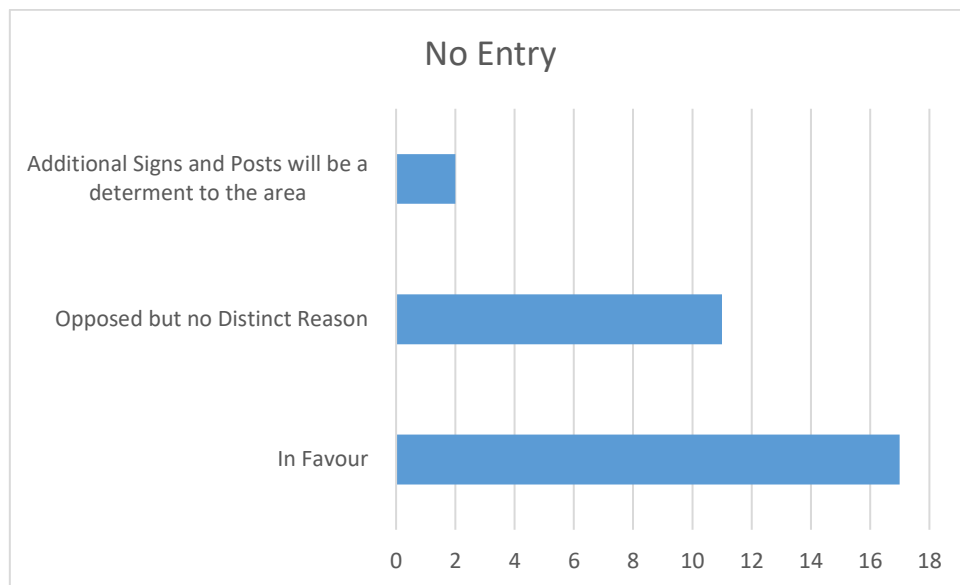
### **Location 2 – Durham Market Place** (to increase the Pedestrian Zone times to 10am-4pm and 10pm-4am (Durham Market Place), 10am-4pm and 10pm-4am (Silver Street) and 10am-2am (Old Elvet Bridge)).



*\*Data shown represents all responses from all stages of consultation.*



**Location 3 – Durham Market Place** (to introduce a No Entry restriction)



*\*Data shown represents all responses from all stages of consultation.*