



**Joint Special Meeting of the
Environment and Sustainable Communities Overview and
Scrutiny Committee
and the
Economy and Enterprise Overview and Scrutiny Committee**

Date **Friday 5 May 2023**
Time **9.30 am**
Venue **Council Chamber, County Hall, Durham**

Business

Part A

**Items which are open to the public and press.
Members of the public can ask questions with the Chair's
agreement and if registered to speak.**

1. Apologies
2. Substitute Members
3. Declarations of Interest
4. Any items from Co-opted Members or other Interested Parties
5. Regional and Local Transport: Policy and Delivery - Update
 - a) Report of the Corporate Director of Regeneration, Economy and Growth (Pages 3 - 10)
 - b) Presentation by the Head of Transport and Contract Services, the Sustainable Travel Officer, the Integrated Passenger Transport Manager, the Transport and Infrastructure Manager and the Electric Vehicles Project Officer (Pages 11 - 50)
6. Such other business as, in the opinion of the Chair of the meeting, is of sufficient urgency to warrant consideration

Helen Lynch
Head of Legal and Democratic Services

County Hall
Durham
26 April 2023

**To: The Members of the Environment and Sustainable
Communities Overview and Scrutiny Committee**

Councillor B Coult (Chair)
Councillor J Elmer (Vice-Chair)

Councillors E Adam, P Atkinson, L Brown, J Charlton,
L Fenwick, G Hutchinson, C Kay, C Lines, B McAloon,
I McLean, R Manchester, C Martin, D Nicholls, R Potts,
J Purvis, J Quinn, T Stubbs, D Sutton-Lloyd and S Townsend

Co-opted Members

Mr T Cramond and Mr P Walton

**The Members of the Economy and Enterprise Overview and
Scrutiny Committee**

Councillor K Robson (Chair)
Councillor A Jackson (Vice-chair)

Councillors M Abley, A Batey, G Binney, K Earley, D Haney,
G Hutchinson, C Lines, L Maddison, R Manchester, C Marshall,
C Martin, J Miller, B Moist, R Ormerod, A Reed, I Roberts,
A Sterling, A Surtees and S Wilson

Co-opted Members

Mrs R Morris and Mr E Simons

Contact: Jill Hogg

Tel: 03000 269711

Joint Special Meeting of the Environment and Sustainable Communities Overview and Scrutiny Committee and the Economy and Enterprise Overview and Scrutiny Committee



5 May 2023

Regional and Local Transport: Policy and Delivery.

Report of Amy Harhoff Corporate Director of Regeneration, Economy, and Growth

Electoral division(s) affected:

Countywide

Purpose of the Report

- 1 To provide the special meeting of the Environment and Sustainable Communities Overview and Scrutiny Committee and the Economy and Enterprise Overview and Scrutiny Committee with an update on transport policy and delivery in County Durham and the wider region.

Executive summary

- 2 Arrangements have been made for Mark Jackson, Head of Transport and Contract Services, and his senior officers to attend on 5th May 2023 to provide a presentation focusing on Transport Policy and Delivery at both the regional and local level. The functions of Transport policy and delivery will be impacted by devolution and potential issues related to the establishment of the North East Mayoral Combined Authority (NEMCA) will be covered.
- 3 While Air Quality and Low Carbon issues are highly relevant to this session, there will also be separate overview and scrutiny sessions relating specifically to these subject areas.
- 4 A copy of the presentation is attached as appendix 2.

Recommendations

- 5 Members of the Committee are asked to note information contained within this report and presentation accordingly

Background – Structure and Governance

- 6 Following discussions with the chairs of the Environment and Sustainable Communities Overview and Scrutiny Committee and the Economy and Enterprise Overview and Scrutiny Committee, it was agreed that a special joint committee would be held to consider overall transport policy and delivery in County Durham.
- 7 Transport policy and delivery are already shared at a regional and local level with regional responsibility currently being focussed on the North East Joint Transport Committee (JTC). The creation of the North East Mayoral Combined Authority (NEMCA) will mean that the JTC will no longer exist and that NEMCA will exercise the devolved transport functions.
- 8 The Mayoral Functions relating to transport include the power to draw up a Local Transport Plan and strategies, bus franchising powers, the ability to pay grants to bus service operators and to the Constituent Councils for exercising transport functions. All other functions will be Non-Mayoral Functions.
- 9 The presentation will firstly give an overview of policy and devolution before focusing on how transport infrastructure is currently delivered at a local level. Following discussions with both chairs, the presentation will be divided between active travel, buses, new transport infrastructure and rail, and electric vehicle infrastructure.
- 10 Appendix 2 to this report contains a presentation that provides an overview of the transport policy and delivery. The Head of Transport and Contract Services and senior members of his team will be in attendance to deliver the presentation to the Committee's meeting and answer any questions.

DCC Transport, Transport Policy, and Devolution

- 11 The Head of Transport & Contract Services has 3 teams namely: Integrated Passenger Transport, Transport and Infrastructure funding, and Strategic Traffic. The Head of Transport also receives policy support from the Spatial Policy team, sitting within the REG directorate as part of the Housing and Planning Service. The Electric Vehicle Infrastructure Team sits within the Neighbourhoods and Climate Change directorate as part of the Environment Service Area.

- 12 Transport policy is written at national, sub national, regional, and local levels and is a fundamental part of economic, environmental, public health, and planning policies. At national level, transport policy focuses on policies to enable economic growth, decarbonise transport and improve air quality and is set out by the Department for Transport.
- 13 At sub-national level, the vision for the transport network is co-ordinated by Transport for the North (TfN) who provide policies on issues including the strategic road and rail networks. At the regional level, transport policy is drafted by Transport North East and adopted by the Joint Transport Committee (JTC). The JTC includes our Economic Regeneration and Partnerships Portfolio Holder as one of its key members and provides strategic leadership on the transport agenda in the region. The JTC will though be replaced by the NEMCA as part of the devolution deal. Then North East Transport Plan (2021) will then be updated as a first priority of the MCA and will include specific targets relating to quantifiable carbon reductions as a result of transport policy.
- 14 At a local level, Durham County Council have responsibility for delivering local strategies and delivery plans such as the Rights of Way Improvements Plan, Electric Vehicle Charge Points Plan and local parking standards via the County Durham Plan. We also have plans related to improving Air Quality in Durham City and reducing our Carbon output as part of the Climate Emergency Response Plan.
- 15 Whilst strategic transport policy may sit with Transport for the North and the JTC (soon to be NEMCA), the delivery of transport projects, highways improvements and our capital scheme programme remain the responsibility of Durham County Council.
- 16 At every geographical level, there is a clear link between the role of transport supporting economic growth and this is articulated locally in our Inclusive Economic Strategy. However, over the past 5 years, there has been a significant shift in emphasis towards clean growth, decarbonising transport, and tackling the impact on climate change and air quality.

Active Travel

- 17 Active Travel continues to be an area of growth and investment and gained particular momentum as the government responded to the pandemic. It features prominently in policy commitments to decarbonise transport at a national scale and the governments vision is best articulated in their 2020 Cycling and Walking strategy '[Gear Change – A bold vision for cycling and walking](#)'. There is also

detailed guidance note (LTN 1/20) which sets out specific standards expected for cycling infrastructure. The government has also created 'Active Travel England', a new inspectorate for walking and cycling links, whose mission is to ensure that all new developments must include quality active travel links.

- 18 Active Travel policy and the importance of walking and cycling is now embedded within the County Durham plan and its supplementary planning documents. The Council has developed Local Cycling and Walking Infrastructure Plans (LCWIPS) for 12 of our main towns which must be considered as part of the planning application process. As a council we have been delivering our [Strategic Walking and Cycling Delivery Plan 2019-29](#) which included projects related to all aspects of active travel. The progress so far includes £800,000 worth of active travel corridors in Newton Aycliffe, £1.5 million worth of investment on NCN 1, new town cycling maps and borrow a bike scheme across the County.
- 19 The presentation will cover both the improvements of policy integration at DCC and many of the individual projects that have been delivered by the Active travel and the Transport Infrastructure team.

Buses

- 20 Over 90% of local bus services used to operate without financial support. However, the impact of the pandemic on the bus network in County Durham has been severe. Patronage and consequently the fares income used to support bus service has been negatively impacted. Bus passengers are around 80% of pre pandemic levels, and the bus operators have been struggling to retain local services as well as staff, as bus revenues have been reduced and fuel costs have increased.
- 21 However, despite these negative headlines relating to bus services in the aftermath of the pandemic, it could be time to 'talk our buses up'. In April 2022 DfT announce that bus services in the area covered by the JTC would receive a funding allocation of £163 million pounds as part of the Bus Service Improvement Plan (BSIP). This will allow NECMA and the constituent authorities to invest in the bus network between 2022 and 2025. The BSIP funding is to be made-up of £73m capital and £89m revenue. The new funding will be used to create new services, increase the frequencies, extend operating hours and crucially, for the residents of County Durham, reduce daily fees when using bus services.
- 22 The presentation will cover both the challenges of recovering from the pandemic and the opportunities provided by the BSIP.

New Transport Infrastructure and Rail

- 23 The presentation will be an overview of current and future major transport infrastructure projects. In 2022/23, DCC will be completing the delivery of a new Durham bus station, a new junction near at the New Inn traffic lights and as well as new coach parking within Durham City. In 2023/24, DCC have over £70 million worth of transport projects being delivered around the County including new transport infrastructure at Newton Aycliffe and Bishop Auckland. The Toft Hill bypass scheme continues towards development after receiving a funding allocation. There will also be significant junction improvements on the A19 corridor at the Seaton Lane junction and at the Jade Enterprise Zone junction.
- 24 The Council are progressing more 'medium to long term' funding opportunities on the local rail network as a result of the 'Restoring Your Railways' fund. Notably, we are progressing a business case for a new unmanned train station and car park at Ferryhill. We continue to work on feasibility studies relating to the concept of a potential Consett -Newcastle passenger service as well as new passenger service on the Weardale railway that will link the Bishop and Weardale railway lines.
- 25 Working as DCC and as part of the NECMA, we will continue to lobby the sub national and national government regarding the reinstatement of the Leamside Line, which would enable extra capacity for passenger and freight services as an alternative to the congested ECML. We will also lobby nationally and sub nationally to increase the frequencies of transnational services stopping at Chester le Street on the ECML and on the Durham Coast Line at Horden and Seaham.

Electric Vehicle Infrastructure

- 26 The percentage share of new cars sold that are fully electric has taken off since 2019. In 2022 the market share of new cars sold that were fully electric doubled from 10.7% to 22.9%. The Council must play a role in ensuring that residents have sufficient chargepoints available to charge their cars.
- 27 The [North East Zero Emission Vehicle Policy](#) (2022) states that the North East currently only has 2-5%¹ of the fast chargers required by 2035 and only 12-29% of the rapid infrastructure required to support the levels of 2035 demand. DCC has also committed to 35k fewer

¹ Pg. 42 of the North East Zero Emissions Vehicle Policy <https://www.transportnortheast.gov.uk/wp-content/uploads/2022/06/TNE-ZEV-Policy.pdf>

petrol and diesel cars on the road by 2035 in our [Climate Emergency Response Plan](#)².

- 28 The presentation is an overview of various projects that have been delivered by the EV team at Durham County Council. These projects have been underpinned by the Councils Charge Point Delivery Plan (2021). Since 2019, Durham has been very successful in being awarded funding grants and delivering several projects related to the delivery of charge points. The council have now installed over 200 new chargepoints. These successful projects delivery has recently led to the council being awarded significant funding (£4.375m) to deliver the LEVI project. This will support the council's efforts to locate new charge points at another 250 sites across the County.

Conclusion

- 29 The attached report and presentation provide an opportunity for Members to consider and comment on the way in which transport are policy and operations is delivered.

Background papers

- None

Other useful documents

- None

| | | |
|-----------------|----------------|--|
| Contact: | Mark Jackson | Email Mark.Jackson@durham.gov.uk |
| | Peter Ollivere | Email: peter.ollivere@durham.co.uk |

² Pg 35 of the CERP - <https://democracy.durham.gov.uk/documents/s157682/CERP2%20-%20Plan.pdf>

Appendix 1: Implications

Legal Implications

This report is for information only

Finance

Not applicable

Consultation

Not applicable

Equality and Diversity / Public Sector Equality Duty

Not applicable

Human Rights

Not applicable

Climate Change

Not applicable

Crime and Disorder

Not applicable

Staffing

Not applicable

Accommodation

Not applicable

Risk

Not applicable

Procurement

Not applicable

Appendix 2: Presentation

Regional and Local Transport: Policy and Delivery

Joint Overview and Scrutiny 5th May 2023

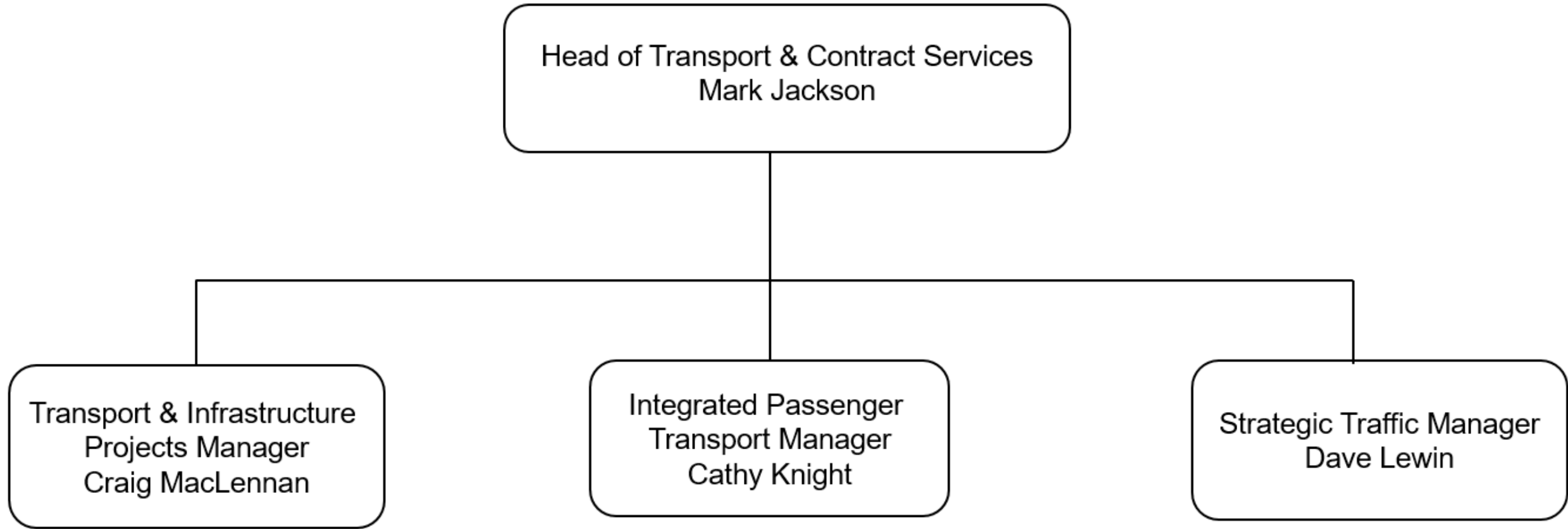


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1. DCC Transport, Policy and Devolution - Members Questions
2. Active Travel - Members Questions
3. Buses - Members Questions
4. New Transport Infrastructure and Rail - Members Questions
5. Electric Vehicle Infrastructure inc LEVI Pilot- Members Questions
6. Transport Policy and Delivery, Summing Up

DCC Transport, Policy and Devolution

Transport Team – Structure



Transport Policy

National

- Transport Decarbonisation Plan (2021)
- Bus Back Better

Sub- Regional

- TfN – Strategic Transport Plan

Regional

- North East Transport Plan

Local

- County Durham Plan
- Climate Change
- Inclusive Economic Strategy



North East Transport Plan 2021-2035

Moving to a green, healthy, dynamic and thriving North East



Tell us your ideas to make life in County Durham better for you and your community
10 January - 31 March

Devolution Deal - Transport

Key principles and powers:

- New NE Transport Plan
- City Regional Sustainable Transport Fund
- Bus Service Improvement Plan
- Access to Bus Franchising powers
- Key Route Network powers
- Road Investment Strategy 2 & 3
- Institute of Future Mobility
- Nexus to remain
- New Rail Partnership with Great British Railways Transition Team
- Integrated ticketing

Members Questions on DCC Transport, Policy and Devolution



Active Travel

*Half of all journeys in towns and cities will be walked
by 2030...*

Active Travel – Changing up a Gear

Active Travel continues to be an area of huge growth and investment. It delivers on key agendas such as climate and health.

- Government's Cycling and Walking Investment Strategy 2017
- Response to Coronavirus pandemic (still relevant)
- Climate Emergency and DCC commitment to net zero
- Active Travel England – Inspectorate for walking and cycling links
- Government and Devolved authority's funding regards capital/revenue funding

Policy

- Gear Change: A bold vision for cycling and walking' set out by the Department for Transport's
- LTN 1/20 standards expected for cycling infrastructure
- North East Transport Plan
- (Drafted) North East Active Travel Strategy
- Durham Strategic Walking & Cycling Delivery Plan - Vision & Aims
- LCWIP embedding in Planning Policy framework
- 10 years Rights of Way Improvement Plan out for consultation

Durham Strategic Walking & Cycling Delivery Plan - Vision & Aims

Vision:

To make cycling and walking part of Durham's culture and to make them safe, affordable, enjoyable, everyday modes of transport for everyone.

Aims:

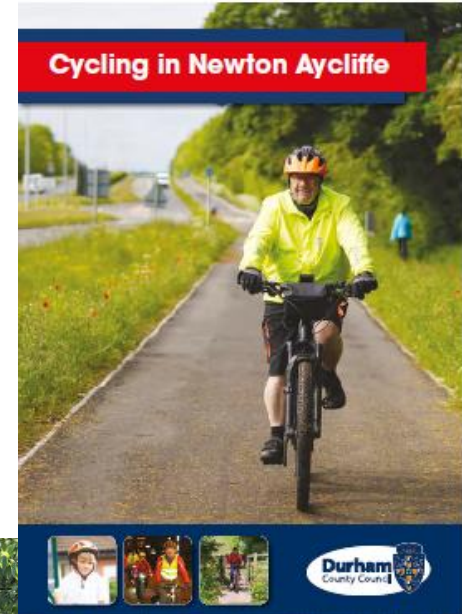
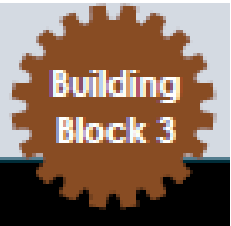
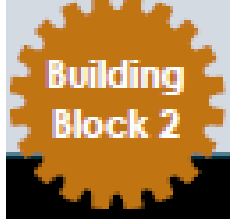
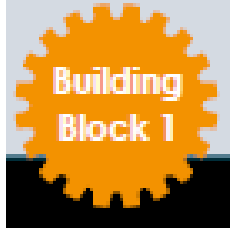
1. Plan and provide high quality cycling and walking networks that are safe and usable for more people.
2. Manage and protect cycling and walking networks to ensure quality of experience for users.
3. Encourage and enable greater participation in cycling and walking across all demographic groups.

Progress so far - Highlights

- Local Cycling and Walking Infrastructure Plans
- *LCWIP Lite* and *Routes Within 5 Miles of Durham City* projects being developed
- Great North Cycleway (NCN725) – new Active Travel Corridor Newton Aycliffe (£800,000)
- NCN1 improvements (£1.5M investment to date through Sustrans , plus T&V, due for completion 2025)
- Planning & Development
- Counters & Monitoring

- Ongoing work to protect the network
- Maintenance
- Improvement Programmes - LTP (£500k)
- Training sessions for staff on LTN 1/20

- Cycle Parking/Storage
- Town Cycling Maps:
- Borrow a Bike Schemes
- Love to Ride platform
- Groups
- DCC Staff Schemes
- Publicity and Information
- Cycling Instructor Training



Other Projects and Opportunities

- Active Travel Fund T1 (£393K), T2 (£800K)
- Transforming Cities Fund - Durham City W&C improvements (TBC)
- Levelling Up Funding
- Capability Fund T1 (£280K), T2 (£177K)
- Towns and Villages (£3.75M)
- Developer funding and using Section 106 (i.e. Mount Oswald)
- Climate Emergency funding (Borrow a Bike £55k)
- AAP (i.e. contributions towards leaflets)
- Working in partnership with other services such as Road Safety, Public Health (SHATCP), Culture and Sport, Highways to add value
- Member funds can add value or cover small scheme costs

Next Steps 2023 and beyond

Spring/Summer 2023

- Launch of NCN 1
- 11 town LCWIP's adopted
- Roll out of Borrow a Bike schemes
- Love to Ride campaigns
- 12 Town Maps re/launched
- 3 LCWIP Priority routes
- LCWIP Lite and Routes within 5 Miles of Durham City reports
- Designs for Park Road North, NCN14, NCN1 crossing

By Dec 2023

- Review of Strategic Walking and Cycling and Delivery Plan
- AT Facilities at new DCC site
- Develop LCWIP Lite plans
- Design priority schemes for Routes within 5 Miles of Durham City
- New Inn signals in Durham City (A177-Stockton Road) – commencing July 2023

By March 2024

- Park and Pedal Feasibility Study
- Deliver capital funded infrastructure schemes
- Complete Capability & Ambition Fund programme

By Dec 2024

- Launch new SCWDP Action Plan 2024 -29

Other/Ongoing/Longer Term

- Towns and Villages Walking and Cycling Programme
- Cycle Parking and Storage
- Partnership working
- School Streets
- Increasing input into major schemes – funding bids, planning and development



Members Questions on Active Travel

Buses

“Time to Talk Up Buses?”

Local Bus Services

- Commercially operated services – Over 90% services operate without financial support
- Covid19 and rising costs significantly impacted services:
 - Difficulties recruiting and subsequent retention of driving staff
 - The foreseeable end of central government pandemic related financial support for the sector
 - Passenger numbers are not recovering to pre pandemic levels and are not forecast to do so for some time
 - Increased costs for bus operators
- Bus passenger numbers circa 80% prepandemic levels. ENCTS passenger journeys 65-75% prepandemic levels.
- Operators reviewing networks to ensure sustainable and reliable going forward. Increased supported services but not on like for like basis.

BSIP and EP - Background

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- National Bus Strategy, Bus Back Better, published 15 March 2021
- Set out what LTAs and bus operators must do to continue accessing Covid recovery funding and to access future transformational funding:
 - End of June 2021: Commit to establishing an Enhanced Partnership
 - End of October 2021: Publish a Bus Service Improvement Plan (BSIP)
 - From April 2022: Have an Enhanced Partnership in place
- Stated *“We are clear that successful partnerships should work for both parties, with incentives and benefits for both”*
- National Bus Strategy also set out expectations that BSIPs should be ambitious and transformational with increased levels of bus priority and drive improvements for passengers
- Time to talk up buses?

Transport North East EP Scheme – Regionwide

- A package of fares offers
- Enhancements to regional bus network
- Regionwide central website and app for transport information, ticket sales and journey planning,
- Additional transport staff at major interchanges;
- Improved multi-modal information provision at interchanges;
- Opportunities to have a community bus champions within the local areas;
- Dedicated marketing budget for BSIP/EP interventions
- Focus on Low Emission Buses

Transport North East EP Scheme – Regionwide

- BSIP set out the following aspirational products noting that final prices may be higher, based on affordability and the need for prices to be sustainable once funding ends.

| Zone | Fare Cap |
|----------------|----------|
| County Durham | £4 |
| Northumberland | £5 |
| Tyne & Wear | £5 |
| All zone | £6.80 |

Transport North East EP Scheme – Regionwide

- New services (including in rural areas, employment/economic sites and to tourist destinations);
- Increases in frequencies, and;
- Increases to operating hours (early morning, late evening, weekend and night time).

To deliver the ‘wishlist’ of changes developed, the following indicative investment is suggested for each part of the region over three years:

| | |
|----------------|--------|
| Durham | £12.1m |
| Tyne & Wear | £16.3m |
| Northumberland | £6.8m |

Transport North East EP Scheme – County Durham

| Capital | Revenue |
|--|--|
| Measures to improve bus journey time and reliability on the A167 corridor | Service Improvements put forward by Durham CC officers including rural routes, full list to be confirmed |
| Route to developing Pocket Park and Ride site(s) and interchange hubs for demand responsive transport. | A Demand Responsive Transport (DRT) pilot to provide links in rural areas to the main network. |
| Spot interventions at key points across the network to improve bus speeds and punctuality by providing bus priority measures. | |
| Proposed accessibility and safety upgrades to selected bus stations and stops, the potential route to upgrading identified bus stations. | |

BSIP and EP - Funding Announcement

- On 4 April DfT announced 31 BSIPs have been selected to receive BSIP funding including the North East BSIP
- Transport North East indicative funding £163,521,172 (total funding from 2022/23 to 2024/25):
 - Capital £73,758,353
 - Revenue £89,762,819
- Funding conditional on submission and implementation of Enhanced Partnership
- Comparator funding awards:
 - West of England and North Somerset £105.5m
 - Greater Manchester £94.8m
 - West Midlands £87.9m

Members Questions on Buses

New Transport Infrastructure and Rail

Transport Infrastructure Delivery 22/23

- Durham Bus Station in delivery, including temporary stops
- Framwellgate Coach Parking delivered
- A167 Newton Aycliffe ATF cycle scheme delivered

Transport Infrastructure Delivery 23/24

- Currently Delivering over £70 million of transport projects including
- Transforming Cities projects, including Sniperley P&R and New Inn Junction, Northern Active Mode Corridor and Framwellgate Peth to Newton Hall active mode links
- Housing Infrastructure Fund, Newton Aycliffe (Central Avenue, Ricknall Lane and Rushyford junction improvements).
- A19/A182 Junction and Dalton Park capacity enhancements
- Bishop Auckland Bus Station and Car Park
- A19 Seaton Lane (B1404/A1018)
- Stockton and Darlington Railway active mode corridor
- Locomotion car park expansion
- Bishop Auckland A688 junction improvements
- Toft Hill Bypass scheme development



New Transport Infrastructure Schemes

Major Highways Investments

- Toft Hill Bypass – money secured by levelling up fund round 1 design needs to approved by land owners but looks positive
- Bowburn Relief Road – safeguarded in CDP, part of Durham constituency LUF bid round 2 unsuccessful
- Bishop Auckland A688 – Series of capacity enhancement across several junctions

A19 Corridor Schemes

1. A19 Seaton Lane (B1404/A1018), on the ground now
2. Jade Enterprise Zone and A19/A182 Junction

Rail Opportunities in County Durham

County Durham - Restoring Your Railways

1. Ferryhill unmanned station/car park and a passenger service reintroduced at Ferryhill on Stillington line. SOBC has been submitted, waiting announcement on funding for OBC
2. Consett to Newcastle – feasibility study (early stages) looking at reintroducing passenger service either via Derwent Valley or Consett Sunderland – unknown announcement dates
3. Weardale railways (Darlington to Easthope) – passenger service on private railways and connect the bishop line to Weardale line.

Policy Ambitions for Rail Enhancement in County Durham

- Leamside line with Stations at Belmont, Ferryhill, Sedgefield etc
- 2 services per hour at CLS and extra stopping services on stations on the Durham Coast Line at Horden and Seaham

Members Questions on New Transport Infrastructure and Rail

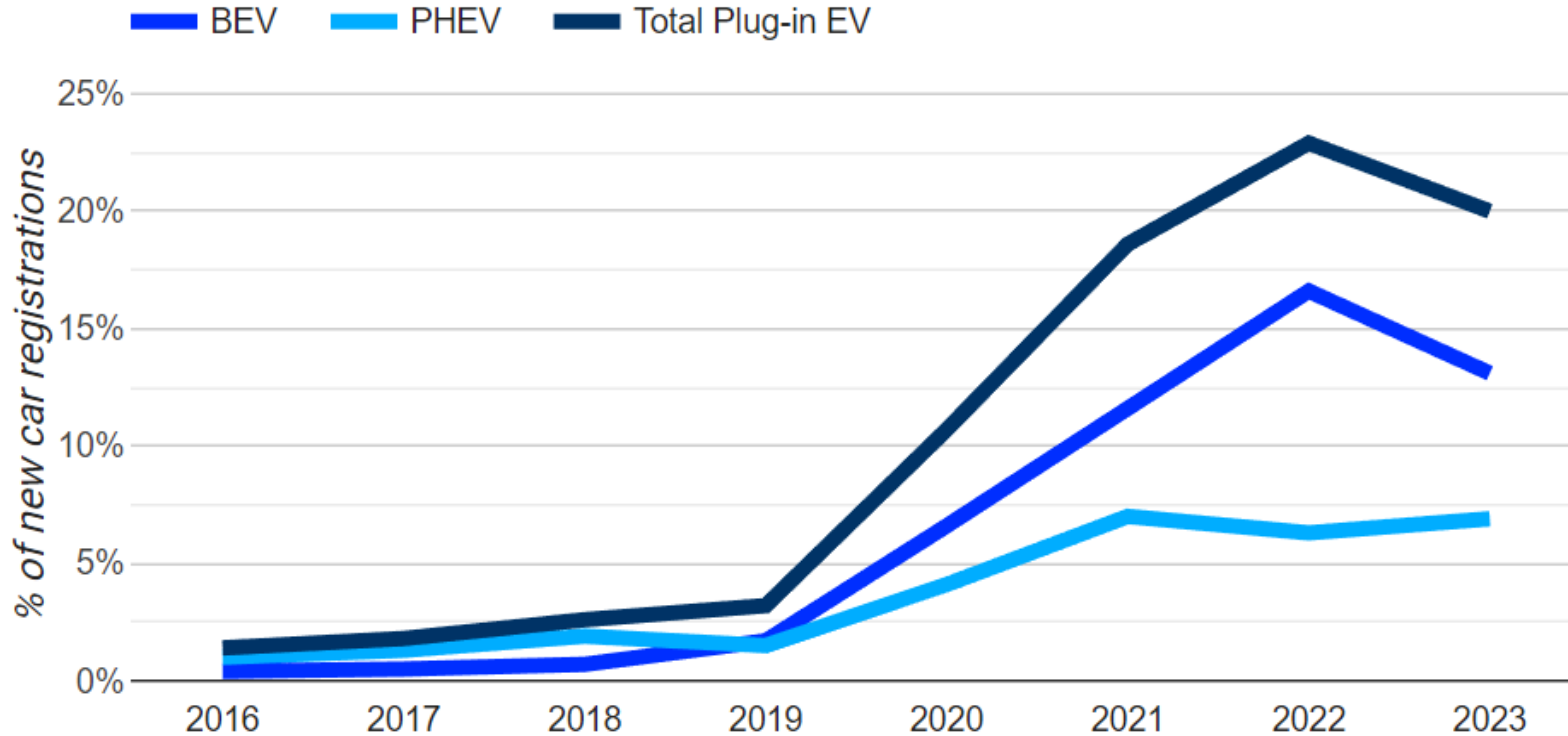
Electric Vehicle Infrastructure

Sales of new petrol and diesel cars to be banned by 2030.
By 2035, all new sales must be zero emissions!



Annual market share – plug-in market share of new car registrations (2016 to date)

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...

Take-off in EV registrations as market share 2019-2021

- ▶ 2015 – 1.1%
- ▶ 2019 - 3.2%
- ▶ 2021 – 10.7%
- ▶ 2022 – 22.9%

Gov Forecasts

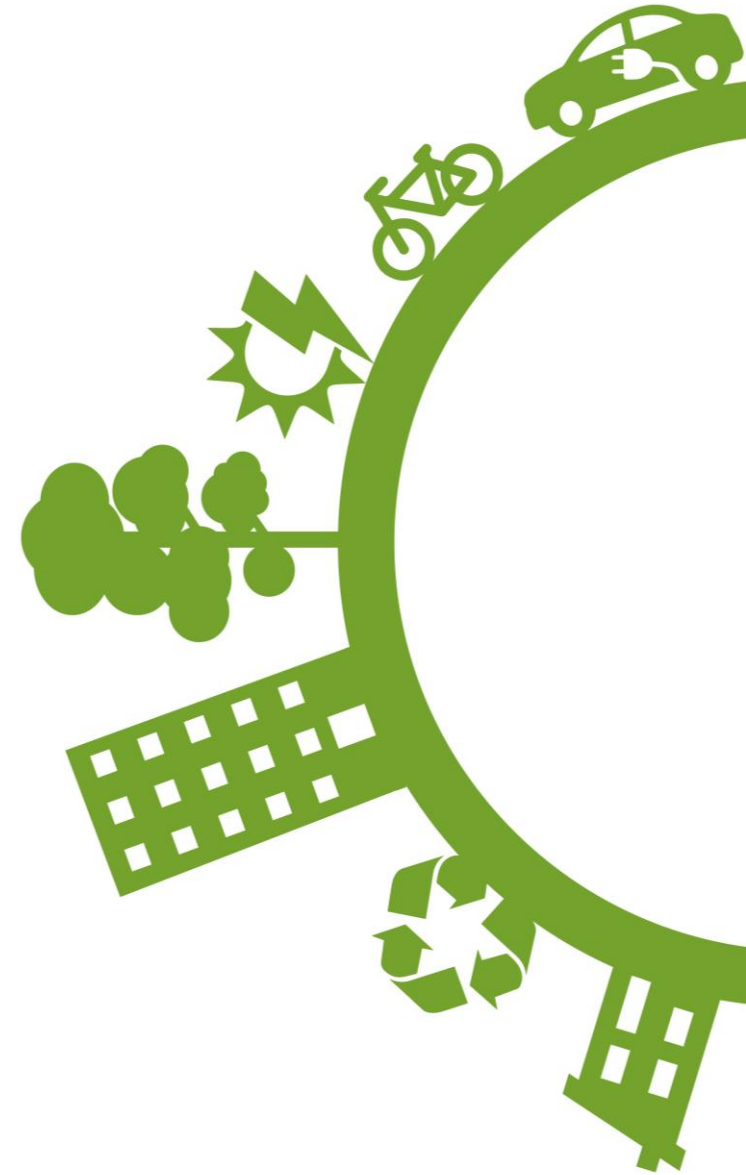
- ▶ 2030 – 60%
- ▶ **Are we ready?**

Source: SMMT, January 2023



DCC EV Background

- 2018 Set up EV working group with internal services (highways, parking, procurement assets etc.)
- Innovate UK funding in 2019 for SOSCI project, 100 new EVCPs
- Appointed **Tracy** Millmore as an EV officer in 2019 to work on EV infrastructure (stand alone).
- Secured funding for x2 ORCs projects 2020
- 2021 Wrote Strategy and set up EV community group with residents.
- Secured funding for REV-UP research project (Aug 21-Mar 22.)



DCC Charge Point Delivery Plan (2021)

Sets out 5 key actions to delivering more chargepoints around the County:

1. Leading by example
2. Develop a network of public chargepoints
3. Provide charging infrastructure to the Council's fleet
4. Support appropriate private sector proposals for charging infrastructure
5. Other EV opportunities: pursuing partnerships, funding, and education



2022 - LEVI Pilot (based on STEP model) – 1 of 9

LEVI Capital Fund: Pilot to test the approach

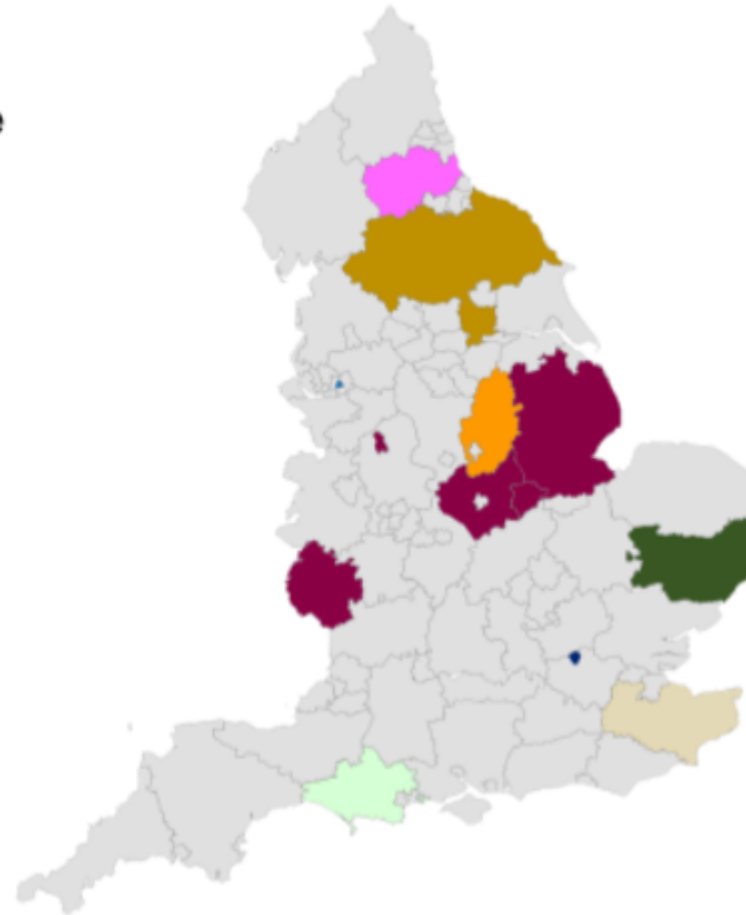


The **£10 million LEVI pilot** will deliver over **1,000 on-street chargepoints** and leverage **£8.6 million in private investment**, across **nine local authorities**.

The winners of the pilot fund are:

- Barnet
- Dorset
- Durham
- Kent
- Midlands Connect*
- North Yorkshire
- Nottinghamshire
- Suffolk
- Warrington

**with Lincolnshire as a lead authority*



Durham CC received £1,250,000 to deliver 100 chargepoints (90 Fast, 10 rapid), supported by £350,000 in private investment.

Durham County Council – EV Progress

- Completed WEVA project in December 2021 ‘National demonstrator project (ORCs)
- Completed SOSCI project in January 2022 ‘Best EV project’ MJ awards 151 EV sockets
- Completed REV Up project in March 2022 – Produced a best practice guide for LA’s and x2 EVCPs.
- DCC has an EV strategy (2021)
- Accessible EV reports for Accessible charging points.
- Installed 187 Sockets / connectors to date
- A further 26 are ready to switch on soon.

- In progress, we have LEVI Pilot, Pilot Gul-E, ORCs project focused on communities and money from Level up fund through Transport North East.
- 2022 – Became an EV team.



Durham's - EV Team

Tracy Millmore
Senior EV Project officer



Andrew Shiel
EV Monitoring Officer



Ethan Kerry
EV Technical officer



- Aim to secure funding for EV infrastructure.
- Monitor EVs usage.
- Provide stats on EVs in Durham.
- Operate the EVs with CPO.
- Provide technical support of EVs
- Plot, plan where to install EVs.
- Ensure new car parks have the EV infrastructure.
- Social Media and communications of EVs inc. stakeholder engagement.
- **Communicate** with internal services in the council to install EVs.



2023 and beyond - Remaining Challenges

Internal

- Have extend LEVI Pilot ! Feb 21st Additional funding for the Local EV Infrastructure Fund Pilot
- We now have a grant of £4.3m and have to deliver 250 new EVPs for LEVI Pilot, the largest in the country!
- Choosing a Charge Point Operator invest overground for 7/8 years in LEVI Pilot
- Attracting Private Finance partners to support sustainable long term funding model when grant expires
- Home charging for residents – Gull-e Pilot

External

- How can EVs become cheaper and more plentiful for our resident
- Energy Prices - gone from 33p per KWH to 56p per KWH in the last 18 months (on fast chargers).

Members Questions on Electric Vehicles Infrastructure

Transport Policy and Delivery – Summing Up

- New Mayoral Combined Authority will have implications for Policy and Funding
- Active Travel is becoming embedded in the planning system
- Helped the region attract the largest BSIP settlement in the Country
- Successful Round 1 Levelling Up Fund bid with a package of £31 million of mainly transport projects, national exemplar
- Levelling Up 2 – submitted 5 unsuccessful bids although these bids can be recycled as other funding opportunities arise
- Continued commitment to EV charging with an ambition to fit at least 250 charge points across County