



Economy and Enterprise Overview and Scrutiny Committee

Date Thursday 6 June 2024
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 for Absence
- 2 Substitute Members
- 3 Declarations of Interest, if any
- 4 Items from Co-opted Members or Interested Parties, if any
- 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, Section Manager Transport and Infrastructure and Senior Electric Vehicle Project Officer (Pages 11 - 46)
- 6 Such other business as, in the opinion of the Chair of the meeting, is of sufficient urgency to warrant consideration

Helen Bradley
Director of Legal and Democratic Services

County Hall
Durham
29 May 2024

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

Councillor S Zair (Chair)
Councillor A Surtees (Vice-Chair)

Councillors M Abley, A Batey, G Binney, R Crute, M Currah, D Freeman, P Heaviside, G Hutchinson, A Jackson, C Lines, L Maddison, R Manchester, J Miller, B Moist, R Ormerod, K Shaw, M Stead and A Sterling

Co-opted Members:

Mrs R Morris and Mr E Simons

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

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

Councillors M Abley, E Adam, P Atkinson, L Brown, R Crute, C Kay, C Lines, B McAloon, I McLean, D Nicholls, D Oliver, J Purvis, A Reed, P Sexton, A Simpson, T Stubbs, D Sutton-Lloyd, S Townsend and R Yorke

Contact: Jo March

Tel: 03000 269 709

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



6 June 2024

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 Economy and Enterprise Overview and Scrutiny Committee and Environment and Sustainable Communities 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 6th June 2024 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 issues related to the establishment of the North East Combined Authority (NECA) will be covered.
- 3 While Air Quality and Low Carbon issues are highly relevant to this session, there has been a separate informal information session for overview and scrutiny members 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 Economy and Enterprise Overview and Scrutiny Committee and the Environment and Sustainable Communities 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 Combined Authority (NECA) will mean that the JTC will no longer exist and that NECA 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 the success of last year's session, the presentation will follow the same format and 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 Strategy and Delivery team, sitting within the REG directorate as part of the Planning and Housing 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 will now be adopted by the new Combined Authority. The previous Joint Transport Committee (JTC) included 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 a new NECA committee as part of the devolution deal although committee positions and structures are still to be finalised. Then North East Transport Plan (2021) will then be updated as a first priority of the NECA 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 Improvement 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 new NECA, 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 11 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 securing £2.5M for the North Durham Active Travel Corridor (New College to Arnison Centre), securing £3.7M for Aykley Heads Innovation District's *Connectivity, Woodland, Parkland* programme, delivering the Towns and Villages £3.75M Walking and Cycling Programme, delivery of primary and secondary LCWIP routes in Durham City and Bishop Auckland, 12 new town cycling maps and delivering the 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 NECA 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. Crucially for our residents, fares remain at the reasonable price of £2 per ticket for a one-way journey. There is also a £4 daily cap for County Durham residents.

- 22 There are currently 114 local bus contracts managed by Durham County Council at a gross cost before fares income of £11m and a net cost of £7.8m. In total these carry 3m passengers per year, 17% of all bus passenger journeys per year within County Durham.
- 23 These contracts can be broadly classified as follows; providing whole services offering unique links, supplementing the core of commercial services, Park and Ride, demand responsive services, Cathedral Bus tourism services and registered school services.
- 24 The presentation will cover both the challenges of recovering from the pandemic and the opportunities provided by the BSIP.

New Transport Infrastructure and Rail

- 25 The presentation will be an overview of current and future major transport infrastructure projects. In 2023/24, DCC have completed the delivery of the new Durham bus station, a new junction near at the New Inn traffic lights and as well as new active mode improvements between Newton Hall and Rivergreen. In 2023/24, DCC are delivering over £70 million worth of transport projects around the County including new active mode routes at Newton Aycliffe and capacity improvements in Bishop Auckland. In 2024/2025, there is the potential for DCC to hold a public consultation on the Toft Hill Bypass. The junction improvements on the A19 corridor at the Seaton Lane have nearly been completed and Bishop Auckland Bus Station and surface level car park is under construction.
- 26 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.
- 27 Working as DCC and as part of the NECA, 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

- 28 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.
- 29 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 petrol and diesel cars on the road by 2035 in our [Climate Emergency Response Plan](#)².
- 30 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 which is to commence in Summer 2024.
- 31 A further 16 EVCP are to be installed utilising ORCS and Level Up Funding at rural locations across County Durham – a mix of slow, fast, and rapid charging. First installations have commenced April 2024 and will be completed by December 2024. Another submission will be made later in the year under LEVI for an additional £3m to install 200 EVCP's on housing association land in the coming years.
- 32 The council are also planning to install slow and rapid chargepoints, for private and fleet charging, at strategic fleet sites once surveys are complete, such as a further 10x dual 22kw chargers at our

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>

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

Meadowfield Depot and additional rapid 50kw+ chargers to enable quick top up where required.

- 33 In addition to this DCC hope to install EV charging devices such as connections to existing 32 or 64 amp commando sockets to use as EV charging ports and potentially lamppost charging to allow slow overnight charging of fleet vehicles.

Conclusion

- 34 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

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

Regional and Local Transport: Policy and Delivery

Joint Overview and Scrutiny 6th June 2024



Contents

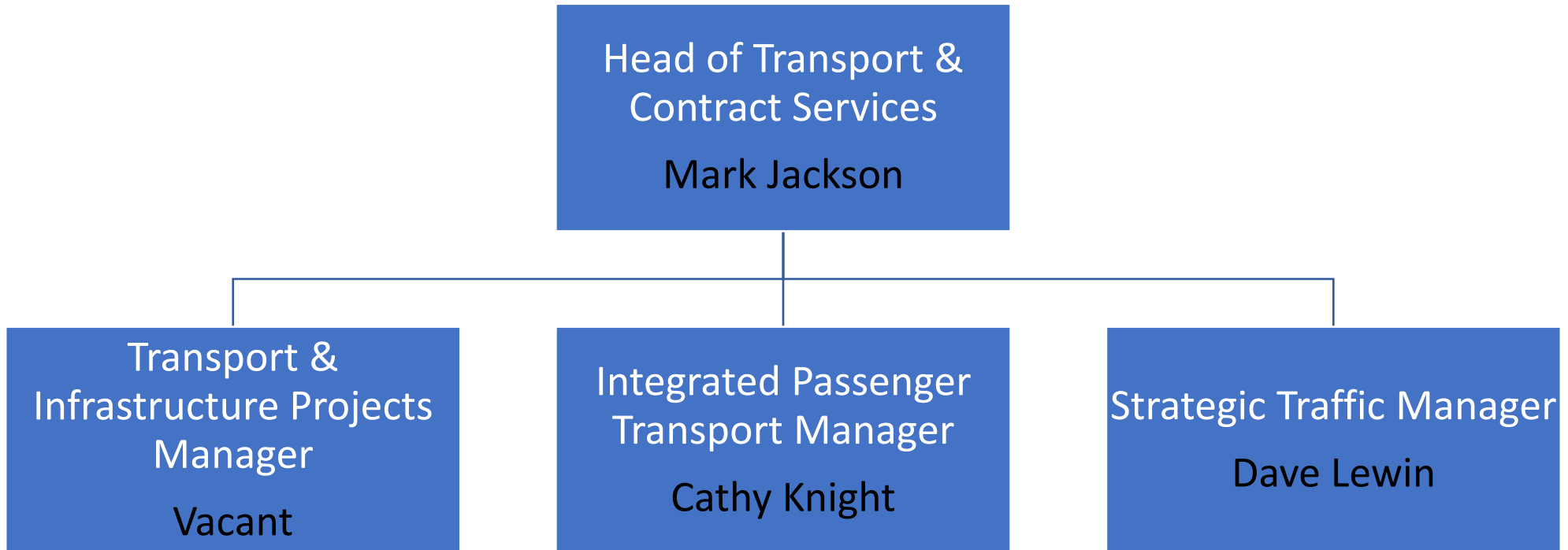
1. DCC Transport, Policy and Devolution – Mark Jackson
2. Active Travel – Victoria Lloyd-Gent
3. Buses – Cathy Knight
4. New Transport Infrastructure and Rail – Rachael Smith
5. Electric Vehicle Infrastructure inc LEVI Pilot- Andrew Shiel
6. Transport Policy and Delivery, Summing Up – Mark Jackson

DCC Transport, Policy and Devolution

Mark Jackson



Transport Team – Structure



Transport Policy

National

- Transport Decarbonisation Plan (2021)
- Bus Back Better

Sub- Regional

- TfN – Strategic Transport Plan (2024)

Regional

- North East Transport Plan
- North East Active Travel Strategy

Local

- County Durham Plan
- Climate Emergency Response Plan
- Inclusive Economic Strategy



North East Transport Plan 2021-2035

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



NECA - Transport

Page 16

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

Active Travel

Victoria Lloyd-Gent



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
- North East Active Travel Strategy
- Durham Strategic Walking & Cycling Delivery Plan - Vision & Aims
- LCWIP embedding in Planning Policy framework
- County Durham Rights of Way Improvement Plan 4

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.

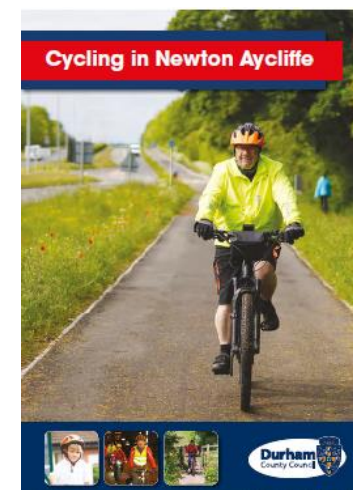
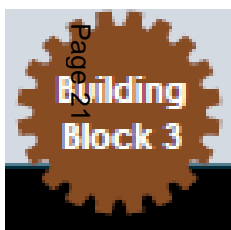
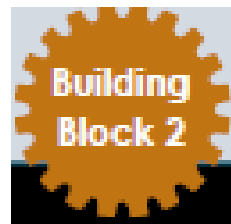
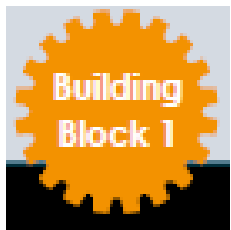
Aims:

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

- North Durham Active Travel Corridor (New College to Arnison Centre) £2.5M funding awarded
- Local Cycling and Walking Infrastructure Plans – 11 adopted. Delivery of primary and secondary routes Durham City and Bishop Auckland, schemes designed for all LCWIP Towns
- *LCWIP Lite, Park and Pedal* and *Routes Within 5 Miles of Durham City* projects being developed
- Great North Cycleway (NCN725) – new Active Travel Corridor Newton Aycliffe (£800,000), feasibility report drafted
- Aykley Heads Innovation District £3.7M *Connectivity, Woodland, Parkland* programme
- Towns and Villages Walking and Cycling Programme £3.75M programme
- NCN1 improvements
- Planning & Development new system for planning application responses
- Counters & Monitoring

- Network Intelligence Mapping and Scheme Pipeline being developed
- Training sessions for staff on LTN 1/20
- Cycle Parking Schemes
- Town Cycling Maps published
- Borrow a Bike Schemes
- Training and Education – series of courses
- Love to Ride platform
- Bus shelter Ad Campaigns – Highway Code, Close Pass and Dutch Reach



Other Projects and Opportunities

Page 22

- Active Travel Fund T1 (£393K), T2 (£800K), T4-E (£2.5m)
- Aykley Heads Innovation District (£3.7M)
- Transforming Cities Fund - Durham City W&C improvements (TBC)
- Capability Fund T1 (£280K), T2 (£177K), T3 TBC
- Towns and Villages (£3.75M)
- Spennymoor LCWIP scheme
- Sustrans (£1.5M NCN1, funding tbc NCN14, NCN1 2 x projects)
- Developer funding and using Section 106 (i.e. Mount Oswald, Sniperley tbc) and development of Active Travel Plans for major development sites
- 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 , Culture and Sport, Highways to add value
- Member funds can add value or cover small scheme costs.



Next Steps 2024 and beyond

By Dec 2024

- Launch new SCWDP Action Plan 2024 -29
- AT Facilities at Corten House
- LCWIP Priority Schemes designed
- Love to Ride campaigns
- LCWIP Lite and Routes within 5 Miles of Durham City reports complete
- Design priority schemes for Routes within 5 Miles of Durham City
- Pilot Park and Pedal Scheme
- TCF Schemes complete
- Aykley Heads schemes underway

By March 2025

- Complete Aykley Heads programme
- Complete Park and Pedal Feasibility Study
- Complete Capability & Ambition Fund programme
- Capability Fund T3
- North Durham Active Travel Corridor design and consultation complete

Other/Ongoing/Longer Term

- Complete North Durham Active Travel Corridor Towns and Villages Walking and Cycling Programme
- Cycle Parking and Storage
- Increasing input into major schemes – funding bids, planning and development



Buses

Cathy Knight

Local Bus Services

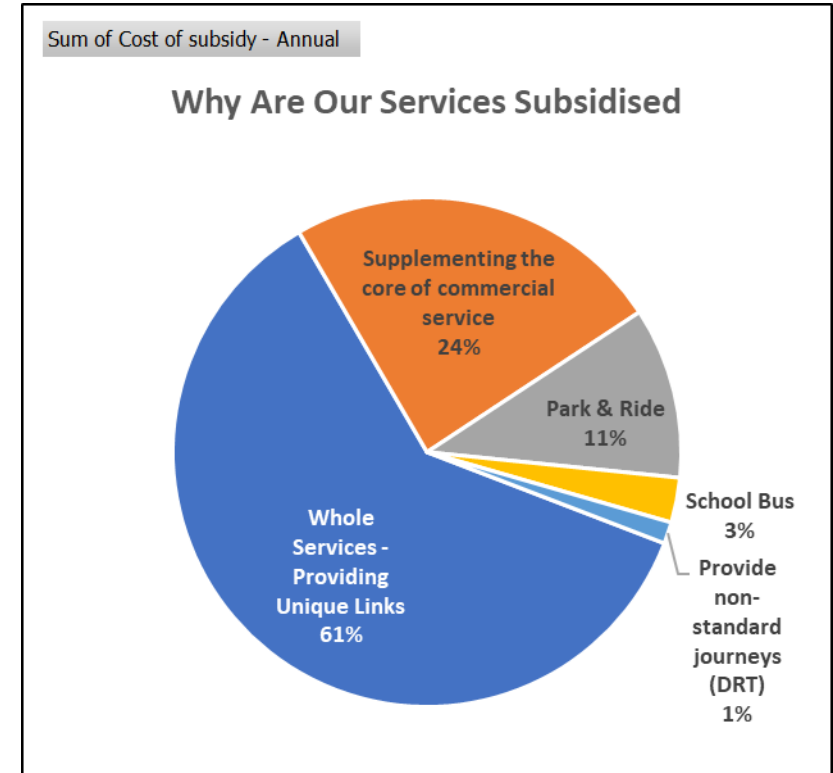
- Commercially operated services – Over 90% services operate without financial support
- Covid19 and rising costs significantly impacted services:
 - Difficulties recruiting and subsequent retention of driving staff
 - The foreseeable end of central government pandemic related financial support for the 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.

Local Bus Services

- Comprehensive coverage across county and across times of day
 - Aim is that all communities have a regular buses on Mon-Sat, unless very low demand. The “Link2” demand responsive service covers the whole county.
 - Normal frequency of 1 bus per hour including buses to mid-evening, but lower provision where demand is low.
 - Later evening services are only subsidised on main routes.
 - There is limited subsidised intervention on Sunday at present

Local Bus Services - Background

- There are currently 114 local bus contracts managed by Durham County Council at a gross cost before fares income of £11m and a net cost of £7.8m.
- In total these carry 3m passengers per year, 17% of all bus passenger journeys per year within County Durham.
- These contracts can be broadly classified as follows; providing whole services offering unique links, supplementing the core of commercial services, Park and Ride, demand responsive services, Cathedral Bus tourism services and registered school services.



Bus Service Improvement Plan

Page 28

- Fares and Ticketing

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

Product	Sales	Journeys
21 & Under Single	12,832,065	12,832,065
21 & Under Day	616,016	1,431,594
Durham Day Rover	92,129	283,466
Northumberland Day Rover	19,752	65,966
Tyne & Wear Day Rover	192,607	674,491
TNE Day Saver	83,615	389,806

- U21 - £1 and £3
- Take the Kids for Free
- Care Experience Travel Pass

Bus Service Improvement Plan

- Network

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

- Backfill
- Kickstart
- Demand Responsive

Bus Service Improvement Plan

- Customer Experience
 - Community bus champions, ambassadors and turn around cleaners
 - Regionwide journey planner and website
- Capital
 - Bus Priority
 - ‘Pocket’ park and ride
 - Bus stop improvement – safe and accessible

Bus Reform

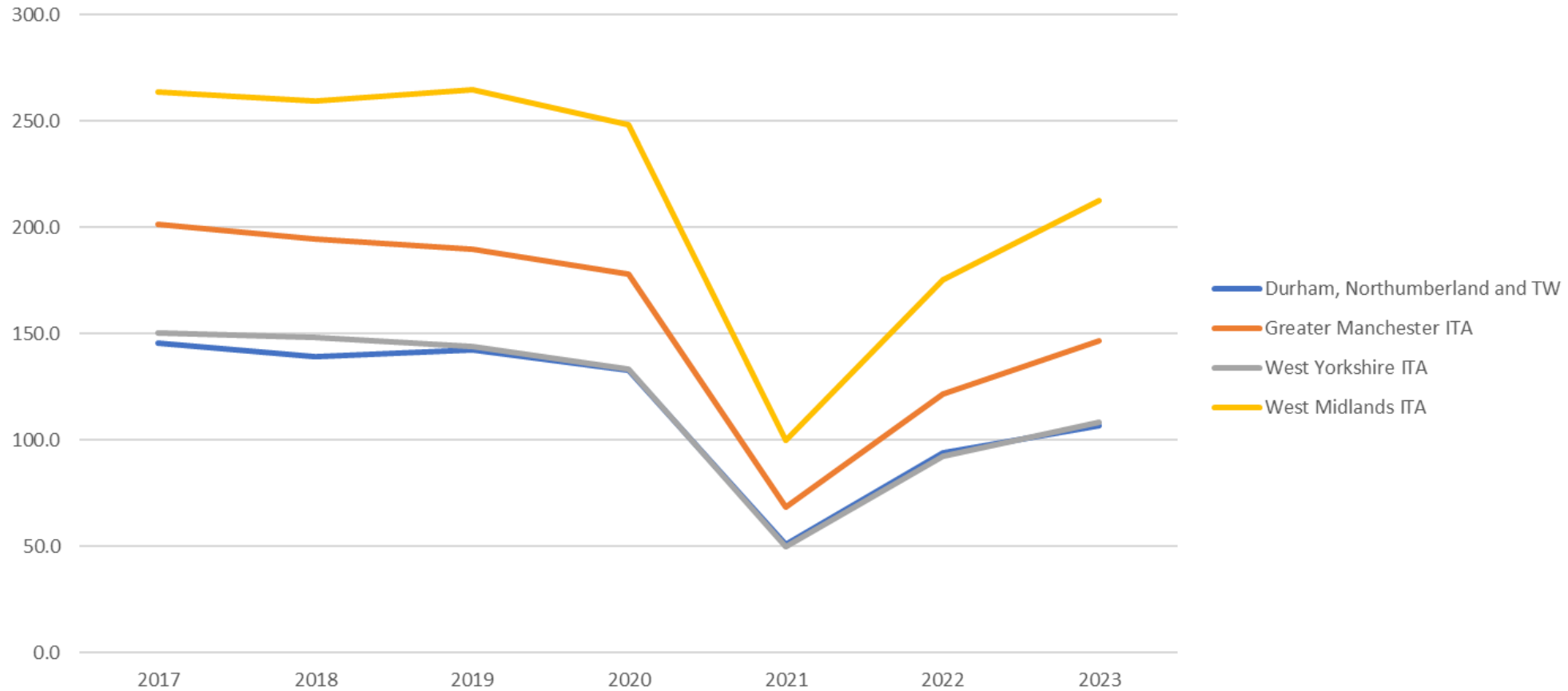
- UK Bus network (outside London) deregulated in 1980s
- October 2014: Proposal for a Quality Contracts Scheme (QCS) in Tyne and Wear.
- March 2021: Bus Back Better published (inc. requirement to establish EP or process of franchising and publication of a BSIP).
- Pandemic (March 2020-December 2021): Traditional argument for QCS/Franchising has changed. Capital £73,758,353
- Mayor's manifesto:

“As Mayor, I will commit to running the greenest public transport in the UK, with buses taken back under public control.”

	NEMCA	TfGM	TfWM	WYCA
Geographic size	~7800 km ²	1,300 km ²	900km ²	2,000km ²
Population size	1.97 million (2021)	2.9 million (2021)	2.9 million (2021)	2.3 million (2021)
Population density	253 per km ² (2021)	2.2k per km ² (2021)	3.2k per km ² (2021)	1.1k per km ² (2021)
Type of settlements	3 Cities, 41 towns	2 cities & 9 district centres, 15 towns & market towns	3 cities & 4 district centres, 4 towns	3 cities & 2 district cities, 20 towns
Urban vs Rural	Estimated 21% of the population is rural. Rural areas make up a large geographic space of the region. 5 of the 7 LA areas are urban with the other 2 being defined as largely rural.	Majority is urban, but there are also rural areas	84% live in towns or cities, 6% in 'Town and Fringe', 9% in 'Villages, Hamlets, Isolated Dwellings'	Majority is urban, but there are also rural areas
Leading sources of employment	Human Health and Social Work (16.7%), Wholesale and Retail (14.4%), Education (10%)	Professional Services, Finance & Insurance Social Work & Health	Manufacturing Public Health & Education	Health Services (14.6% of roles) Social Work & Education
Unemployment rate	4.4% (2022-23)	4.9% (2022)	4.5% (2022)	4.2% (2022)
Social Deprivation	26% of people living in poverty (inc Tees Valley) (2018-21)	22% of people live in poverty. 20% of jobs were paid less than RLW (2020)	27% living below the poverty line (2021/2022)	34% of population were living in the poorest areas (2022)

Comparator Combined Authority Areas

Passenger Journeys on Local Bus Services



New Transport Infrastructure and Rail

Rachael Smith



Transport Infrastructure Delivery 23/24

- Durham Bus Station
- New Inn junction improvements, Durham City
- A167 Newton Aycliffe active mode route
- A688 Princes Street junction capacity improvements
- Newton Hall to Rivergreen active mode improvements
- A690 West Rainton signalised junction

Transport Infrastructure Delivery 23/24

- Currently Delivering over £70 million of transport projects including
- Transforming Cities projects, including Sniperley P&R extension and Northern Active Mode Corridor
- 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
- Bishop Auckland public realm improvements (North Newgate, Fore Bondgate, Finkle Street and Market Place)



Transport Infrastructure Delivery 24/25

- Toft Hill Bypass – public consultation in near future
- ESAC (Bishop Auckland – eastern sustainable access road) – in pre-planning stage
- Bishop Auckland A688 – Series of capacity enhancement across several junctions: Coundongate, South Church, Princes Street and Kingsway
- Bishop Auckland Bus Station and surface level car park: under construction
- A19 Seaton Lane (B1404/A1018) nearing completion.
- Jade Enterprise Zone and A19/A182 Junction under construction
- Stockton and Darlington active mode and locomotion car park nearing completion.

Transport Infrastructure Future funding:

- BSIP: bus service improvement plan to be contracted by March 2025. Includes bus lanes, bus priority, pop up park and rides, bus shelter improvements and bus station improvements at Consett, Stanley and Peterlee. Circa £6m
- LTF: Local transport fund: announced in February 2024. Durham to receive circa £72m for Transport projects to be delivered between April 25 and March 27.
- SRF: £2.94m of safer roads fund to deliver road safety improvements on A690 between Crook and Nevilles Cross with particular emphasis on pedestrian and cyclist safety.
- TCF: Transforming Cities Fund - £2.5m to deliver active mode improvements around Durham City Centre, linking residential, education, employment and tourism location with improved active travel infrastructure. Includes: South Bailey, Sidegate, Whinney Hill, Stockton Road, Quarryheads Lane, Freemans Place and Framwellgate Waterside.

Rail Opportunities in County Durham

County Durham - Restoring Your Railways

1. Ferryhill to be considered for funding a new unmanned station/car park and a passenger service on the Stillington Line.
2. Consett to Newcastle – feasibility study (early stages) undertaken considering reintroducing passenger service either via the former Derwent Valley Line or Sunderland Line (preferred option) – unknown announcement dates but is included in the North East Rail and Metro Strategy development.
3. Weardale railways (Darlington to Easthope) – passenger service on private railways and connect the Bishop line to Weardale line. Unknown announcement dates.

Electric Vehicle Infrastructure

Andrew Shiel



Durham County Council EV Charge Point Success to date

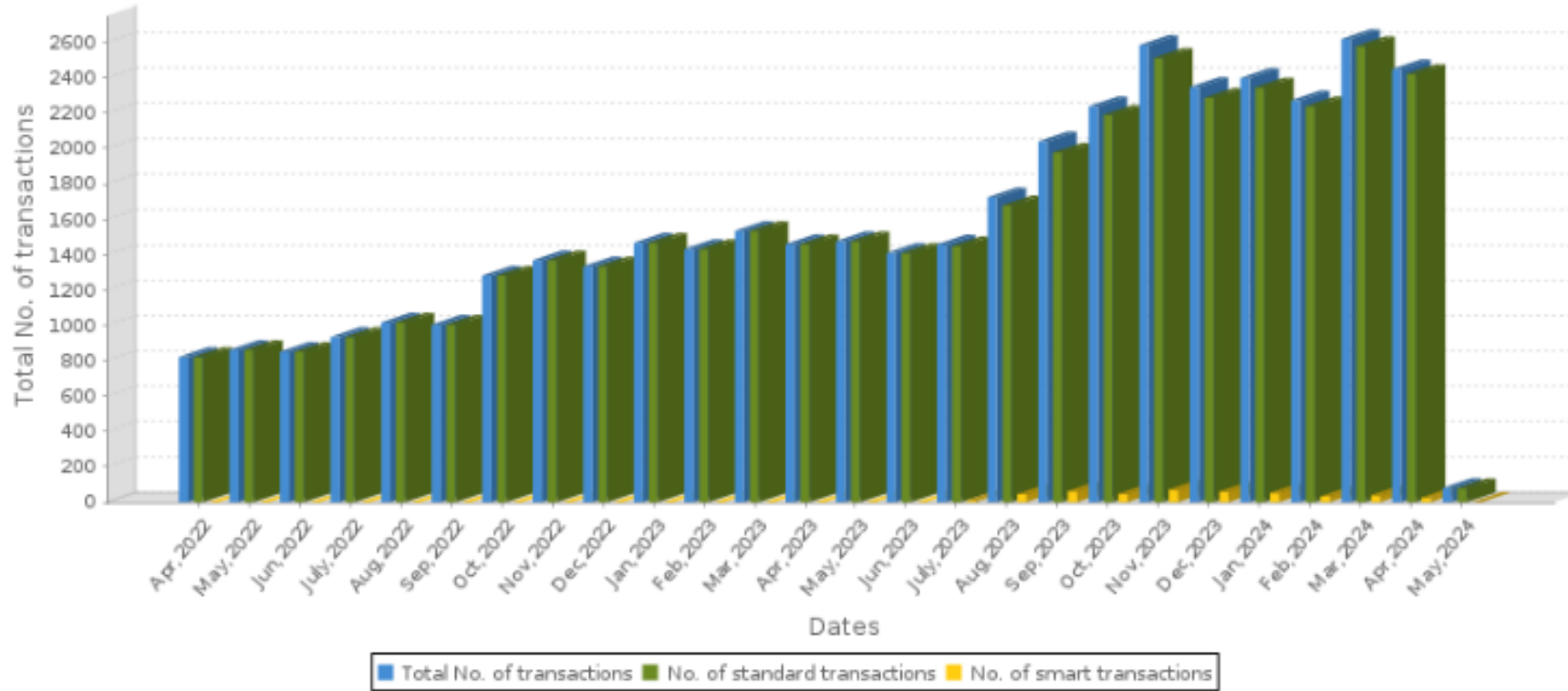
Public Charging (SOSCI – DOCs – WEVA – REVup):

- 26 rapid (50kwh)
- 2 semi rapids (25kwh)
- 120 Fast charge point unit (7-22kwh) – 240 sockets
- 12x 22kw units in place waiting to be connected to the Northern Power Grid network.
- A further 8x 7kw units in place also waiting to be connected once sites are ready.

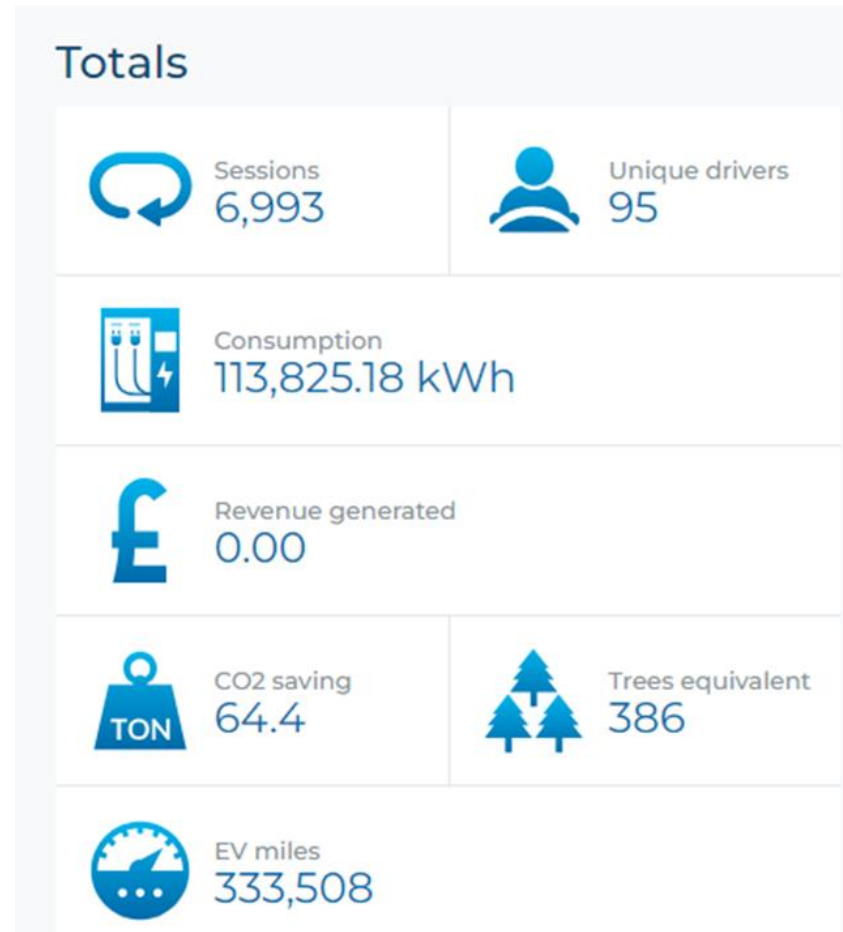
Private/Fleet charging:

- 28 x dual 7kw EVCP units installed to facilitate the charging of the DCC fleet network of electric vehicles

EVCP Usage for DCC installed infrastructure from Mer UK



EVCP Usage for DCC installed fleet infrastructure (Apr 22 – Apr 24)



Durham County Council Plans for 2024 and beyond

- **Public Charging:**

- Over £4m LEVI grant funding secured, which along with private investment will be used to install at 250 locations countywide (190x 22kw units and 60x 50kw units). Installations to commence summer 2024.
- A further 16x EVCP to be installed utilising ORCS and Level Up Funding at rural locations across County Durham – a mix of slow, fast and rapid charging. First installations have commenced April 2024 and will complete by December 2024.
- Another submission will be made later in the year under LEVI for an additional £3m to install 200 EVCP's on housing association land in the coming years.

- **Private/Fleet Charging:**

- Additional slow and rapid chargers are planned at strategic fleet sites once surveys are complete, such as a further 10x dual 22kw chargers at our Meadowfield Depot and additional rapid 50kw+ chargers to enable quick top up where required.
- In addition to this we hope to install EV charging devices such as connections to existing 32 or 64 amp commando sockets to use as EV charging ports and potentially lamppost charging to allow slow overnight charging of fleet vehicles.

Summary

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 2/3 – 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