



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

Date **Tuesday 4 March 2025**
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 Neighbourhoods and Climate Change (Pages 3 - 12)
 - b. Presentation by the Strategic Traffic Manager, the Senior Active Travel Officer, the Integrated Passenger Transport Manager, the Transport and Infrastructure Manager and the Principal Officer, Electric Vehicle Infrastructure (Pages 13 - 48)
- 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
24 February 2025

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, S Robinson,
P Sexton, A Simpson, T Stubbs, D Sutton-Lloyd, S Townsend and R Yorke

Co-opted Members:

Mr B McArdle, Ms K Monahan

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, A Sterling and D Wood

Co-opted Members:

Mrs R Morris and Mr E Simons

Contact: Jill Hogg

Tel: 03000 269711

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



4 March 2025

Regional and Local Transport: Policy and Delivery.

Report of Alan Patrickson Corporate Director of Neighbourhoods and Climate Change

Electoral division(s) affected:

Countywide

Purpose of the Report

- 1 To provide the special joint 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 4th March 2025 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 the new North East (Mayoral) Combined Authority (NECA), which will be covered in the presentation.
- 3 While Air Quality and Low Carbon issues are highly relevant to this session, there has been a 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 Special Joint Environment and Sustainable Communities and Economy and Enterprise Overview and Scrutiny 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 and devolved transport functions currently being exercised by NECA.
- 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, passenger transport, 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 and Contract Services has three 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 Neighbourhoods and Climate Change 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 level 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 NECA, who have devolved transport powers following the transition into a Mayoral Combined Authority in May 2024.
- 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 TfN and 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, Love to Ride campaign and delivering the Borrow a Bike scheme across the county.
- 19 The presentation will cover both the improvements of policy integration at Durham County Council and many of the individual projects that have been delivered by the Active Travel and the Transport Infrastructure team.

Passenger Transport

- 20 Durham County Council continues to undertake its passenger transport functions through an IPTG (Integrated Passenger Transport Group) in line with Government's best practice guidance. The IPTG delivers public transport, home to school transport, Special Education Needs (SEN) transport and adult social care transport. It also has close links with health, clinical commissioning groups and the North East Ambulance Service.
- 21 The IPTG manage the operational delivery and contract management of circa 1,700 transport contracts covering local bus services, home to school transport and social care transport with circa 475 transport suppliers.
- 22 Integrating transport in this way is especially important in more rural areas, enabling the authority to create packages of work across sectors to maximise the use of vehicles and staff, ensure full use is made of existing local bus services for education and social work purposes and deliver consistency of standards across different modes.

- 23 The council also values the benefits of the harmonisation of policy and delivery across the economic development, planning, housing, parking and transport functions. This approach ensures that we can maximise transport's contribution to economic growth in the county.
- 24 The IPTG structure is made up of three sections: Contracts and Monitoring, Network Planning and Services and Operations and Information. The presentation will cover information and data from all three areas.

New Transport Infrastructure and Rail

- 25 The presentation will be an overview of current and future major transport infrastructure projects. Durham County Council have completed the delivery of the A19 Dalton Park signal-controlled junction, Snipereley Park and Ride extension, improvements and an extension to the Locomotion car park in Shildon and capacity improvements on the A167 Rushyford roundabout and A688 Princes Street junction. There are currently over £40M of transport projects for the county, which include an active travel northern corridor from County Hall roundabout to Snipereley roundabout and Stockton to Darlington 19km active travel route. Public consultation on the Toft Hill Bypass was completed in November 2024 and the comments are currently being reviewed. Bishop Gateway is currently in pre-planning stage and Bishop Auckland Bus Station and surface level car park are to be completed by late 2025 with the intention to open in early 2026.
- 26 A business case has been submitted for funding a new unmanned station, car park and passenger service on the Stillington Line. 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 Durham County Council and as part of 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 East Coast Main Line (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. There has been a gradual increase from April 2023 to January 2025 in terms of usage of Electric Vehicle Charge Points (EVCP) and this is expected to grow at an increased rate following the transition to EV and with the second-hand market becoming more affordable.
- 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 council's 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 with the study commencing in Autumn 2024 and first installations are to take place in Spring 2025.
- 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 final installations at NetPark will be completed by Summer 2025. 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. This is to be finalised with NECA.
- 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 Durham County Council 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
	Katie Griffin-Pearce	Email katie.griffin-pearce@durham.gov.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

Appendix 2: Presentation

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Regional and Local Transport: Policy and Delivery

Joint Overview and Scrutiny 4th March 2025



Contents

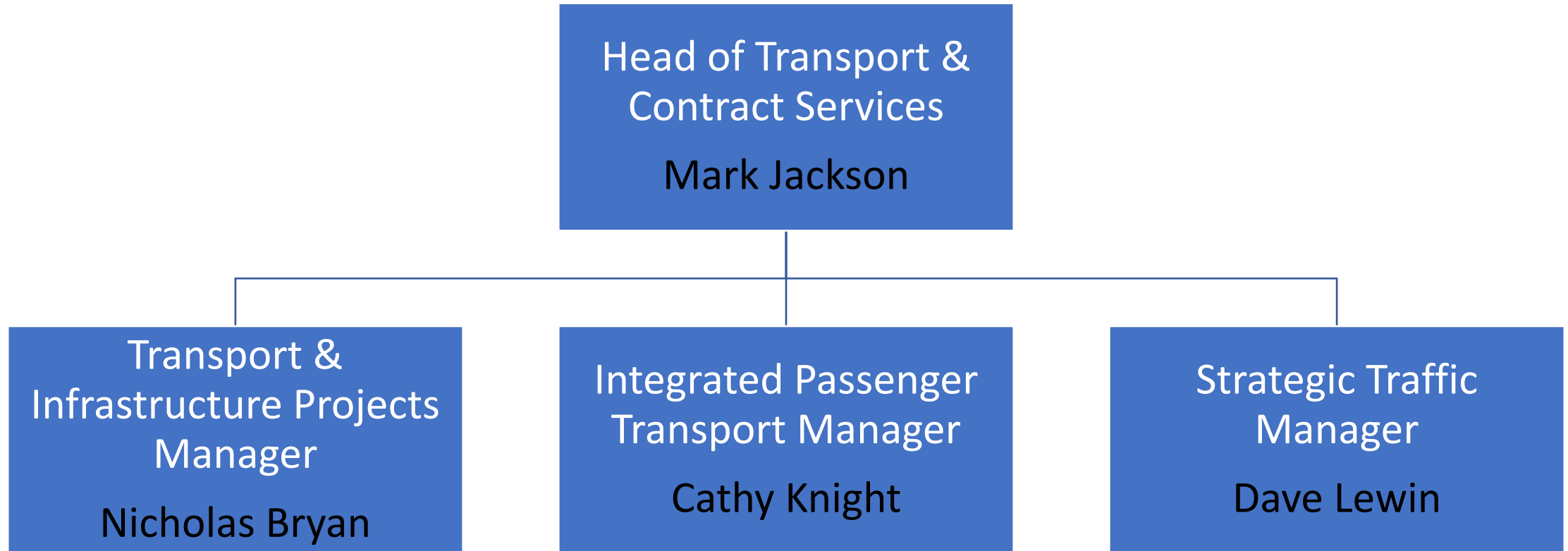
1. DCC Transport, Policy and Devolution – Dave Lewin / Nicholas Bryan
2. Active Travel – Alex Puddick
3. Passenger Transport – Cathy Knight
4. New Transport Infrastructure and Rail – Nicholas Bryan
5. Electric Vehicle Infrastructure – Andrew Shiel
6. Transport Policy and Delivery, Summing Up – Dave Lewin

DCC Transport, Policy and Devolution

Dave Lewin / Nicholas Bryan



Transport Team – Structure



Transport Policy

National

- NPPF (Dec 2024)
- Transport Decarbonisation Plan (2021)
- Bus Back Better
- Devolution White Paper

Sub- Regional

- TfN – Strategic Transport Plan (2024)

Regional

- Draft Mayor’s Local Transport Plan (2025)
- North East Active Travel Strategy
- Bus Service Improvement Plan

Local

- County Durham Plan
- Climate Emergency Response Plan (2024)
- Inclusive Economic Strategy
- Parking SPD



North East Transport Plan 2021-2035

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



NECA - Transport

Key principles and powers:

- New Draft Mayoral Local 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

Alex Puddick



Active Travel Drivers

Active Travel continues to grow as an area of focus for policy and decision makers, as well as for the general public. Focal points include:

- Delivering sustainable development – NPPF housebuilding targets
- Government's second Cycling and Walking Investment Strategy 2023
- National, Regional and Local net zero goals
- North East Combined Authority and devolved funding
- Active Travel England

Policy

National	Gear Change (2020)	Inclusive Mobility (2022)	Manual for Streets 2 (2010)
	NPPF (2024)	LTN 1/20 (2020)	Manual for Streets (2007)
Regional	Active Travel Strategy (2024)	Transport Plan (2021)	Making the Right Choice (2022)
Local	SWCDP (2019)	Local Plan (2020)	LCWIPs
	ROWIP4 (2024)		

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.

Latest Progress against SWCDP Building Blocks

audit, assess, record, plan, design,
build

- North Durham Active Travel Corridor (New College to Arnison Centre) £2.5M funding awarded
- Aykley Heads Innovation District £3.7M *Connectivity, Woodland, Parkland* programme
- 11 LCWIPS Priority Route Design
- NCN1 Improvements
- Towns and Villages
- NCN1 improvements
- Planning applications and spatial policy
- Counters & Monitoring

operate, maintain, improve, refine,
enforce

- Network Intelligence Mapping and Scheme Pipeline
- Training sessions for staff (e.g. LTN 1/20, inclusive design)

engage, educate, promote, inspire,
motivate, encourage

- 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

Active Travel Fund T4-E (£2.5m), T5 (£500k)

- Aykley Heads Innovation District (£3.7M)
- Transforming Cities Fund - Durham City W&C improvements (TBC)
- LTP (£500k)
- Capability Fund T3 (£270k)
- Spennymoor Towns Fund (£1.6m)
- Developer funding and using Section 106 and development of Active Travel Plans for major development sites
- Climate Emergency funding (Borrow a Bike £55k)
- AAP (i.e. contributions towards leaflets, wayfinding)
- 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.



Future Workstreams

Short Term

- LCWIP Priority Schemes detailed design
- Dutch Reach Campaign
- Love to Ride campaigns
- Recycle Y' Bike campaign
- Borrow a Bike
- CH Pool Bike Pilot
- Active Travel networking mapping
- Counters

Medium Term

- North Durham Active Travel Corridor scheme complete
- TCF schemes complete
- Aykley Heads schemes complete
- Cycle Parking and Storage
- Sustainable Travel to Schools

Long Term

- Spennymoor Towns Fund schemes complete
- Input into Local Plan refresh



Passenger Transport

Cathy Knight

IPTG Staffing Structure and Responsibilities

Contracts and Monitoring

Karen Staines

- Procurement and contract management of local bus, home to school and social care contracts
- Home to school routing and pupil allocation
- Contract monitoring regime
- Contracted operator staff suitability checking (including DBS) and authorisation
- Driver, passenger assistant and vehicle compliance through training, organised and ad hoc onsite checks
- Safeguarding allegation management

Network Planning and Services

Jonathan Mitchell

- Coordination of the passenger transport network
- Coordinate the contracted school bus services school and spare seat schemes
- Distributing bus passes to entitled / non entitled pupils
- Manage payment of invoices to contractors
- Management and delivery of the ENCTS scheme
- Liaison with and grant aid to community transport organisations.
- Rail policy

Operations and Information

Ian Jopling

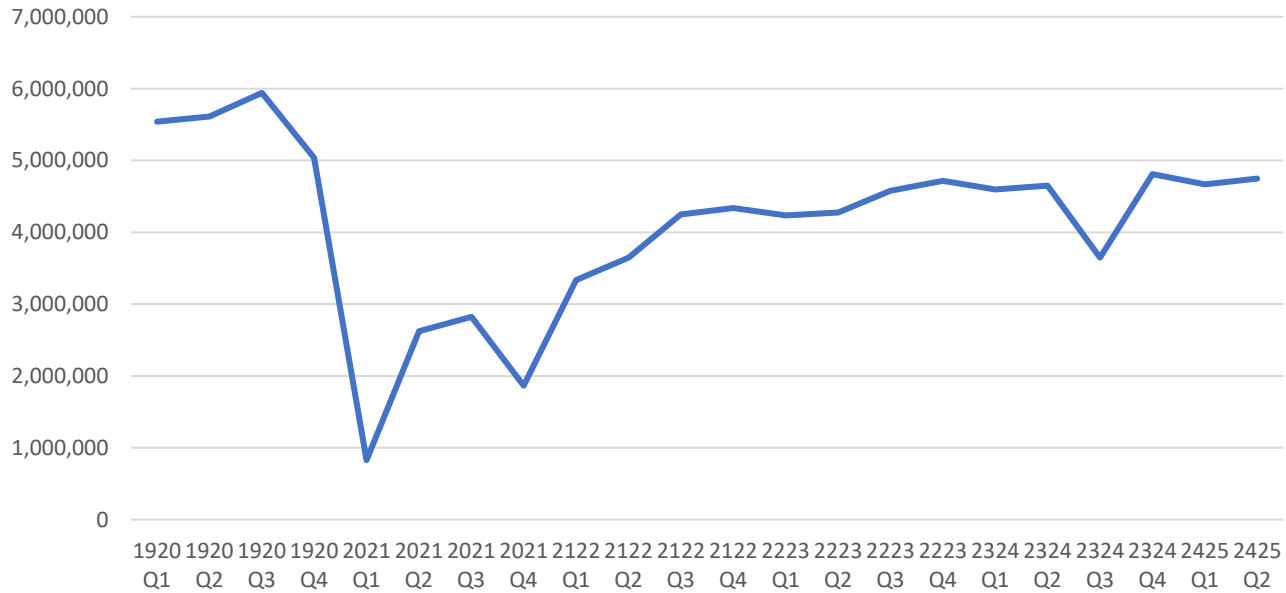
- Management of fleet passenger carrying vehicles and drivers (demand responsive transport, social care and home to school transport)
- Management of Travel Response Centre for booking DRT (Link2 & Access Bus) and Patient Transport Service journeys on behalf of NHS North East
- Passenger transport information (printed timetables, real time passenger information, interactive public transport website, regional journey planner and dataset for TNDS/Traveline)
- Assessment of travel plans as condition of planning applications. Coordination of travel plans for the council's strategic sites. Promoting sustainable and active travel for schools, workplaces and local communities

Home to School and Social Care

- 11,000 students and social care passengers
- 1,473 home to school and social care contracts
- 453 home to school and social care operators
- Circa 3,300 operator staff with IPTG clearance
- 20 multi-agency operations each year
- Circa 1,200 children using (season) contract tickets on LBS
- Circa 2,000 students using concessionary seats scheme

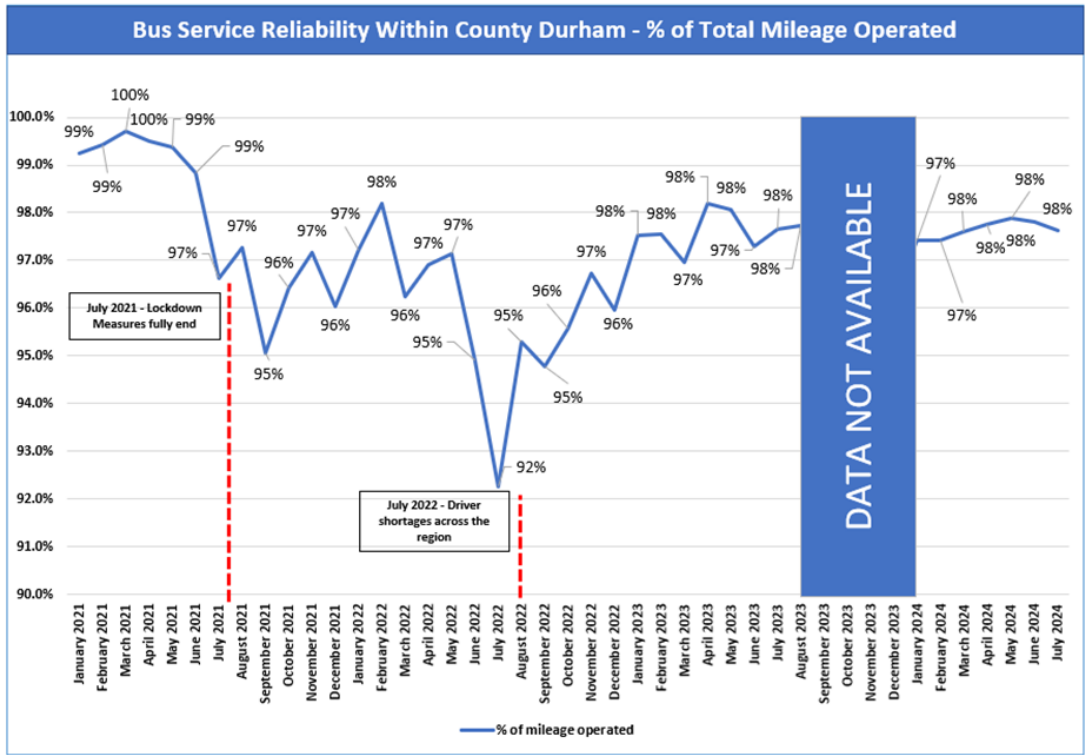
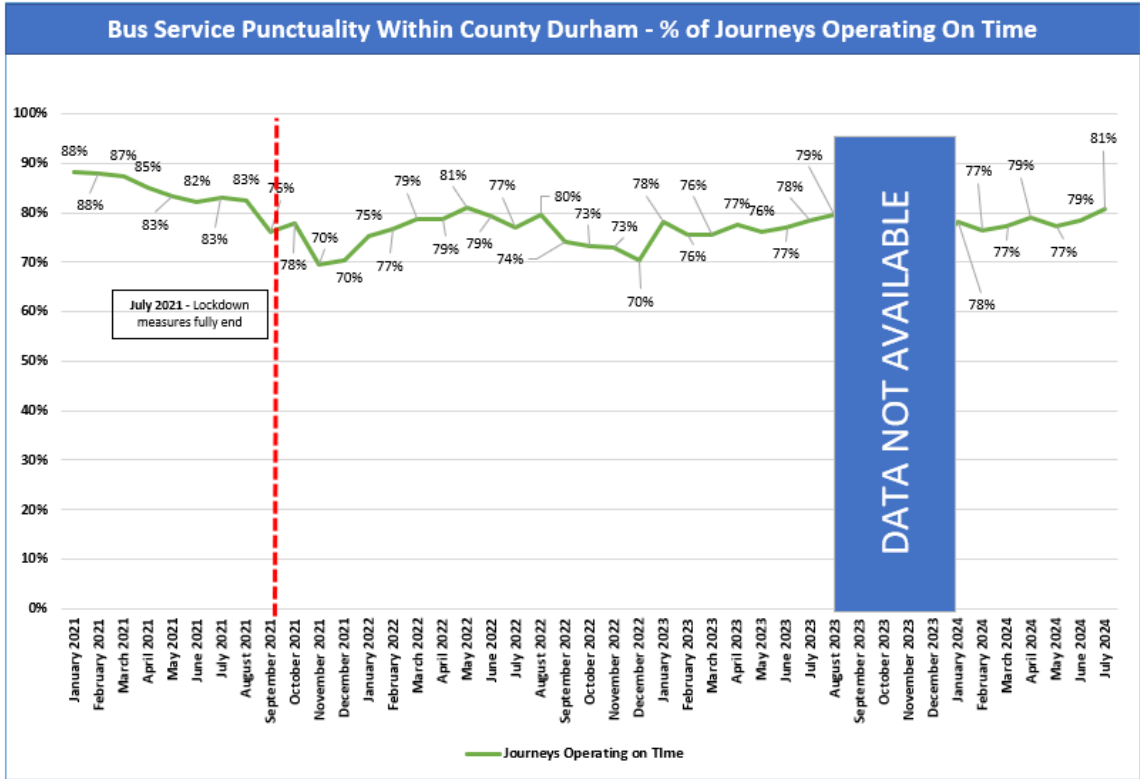
All Local Bus Services – Performance

Total Passenger Boardings in Co Durham



- 18.7m 2024/25 forecast patronage:
 - Commercial 15.5m.
 - Subsidised LBS 2.6m.
 - Park & Ride 0.6m.

All Local Bus Services – Performance



Overall satisfaction – Passenger Focus				
	Co Durham	Northumberland	Tyne & Wear	NECA Region
2023	76%	83%	82%	81%
2024	82%	79%	84%	83%



Bus Service Improvement Plan

- Fares and Ticketing

Ticket Type	Fare Cap
County Durham	£5
Northumberland	£6
Tyne & Wear	£6.80
All zone	£7.50
Singles Cap	£2.50

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

- Bus Services

49	Total number of services supported
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Bus Reform

Panel B2

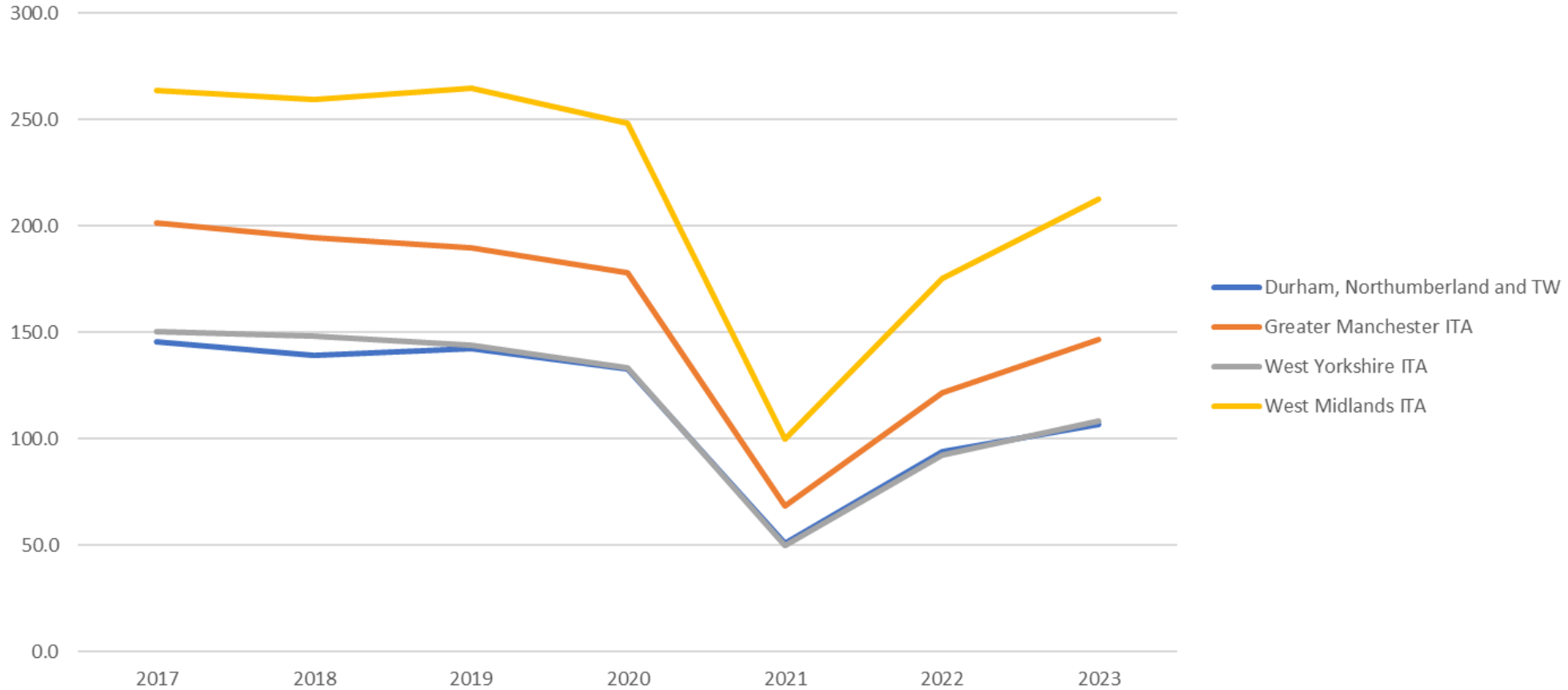
- UK Bus network (outside London) deregulated in 1980s
- October 2014: Proposal for a Quality Contracts Scheme (QCS) in Tyne and Wear.
- March 2021: Bus Back Better published (inc. requirement to establish EP or process of franchising and publication of a BSIP).
- Pandemic (March 2020-December 2021):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



Community Transport

- Community Transport:
 - 11 Community Transport organisations available in Countywide areas.
 - No revenue support
 - Capital support through grant
- Wheels to Work:
 - £10k revenue funding 2024/25
 - £10k capital support 2024/25
 - 400 people supported to access work and training through the scheme to date

In-House Fleet, TRC and Passenger Information

- **In-House Fleet:**
 - 20 FTE fleet drivers
 - 22 fully accessible vehicles
- **TRC:**
 - 90k telephone calls handled
 - 42k Patient Transport bookings
- **Passenger Information:**
 - 4,500 bus stops
 - 2,700 printed timetable displays maintained across the county
 - Passenger information displays at 130 bus stops and 5 bus stations
 - Lead for regional dataset
 - Lead for regional Traveline North East journey planner

New Transport Infrastructure and Rail

Nicholas Bryan



Transport Infrastructure Delivered 23/24

- B1404/A1018 Seaton Lane signal-controlled junction
- A19 Dalton Park signal-controlled junction
- A167 Rushyford Roundabout capacity improvements
- A688 Princes Street junction capacity improvements
- Locomotion car park extension and improvements
- Sniperley P&R extension

Transport Infrastructure Projects: Under construction

Currently Delivering over £40million of transport projects including:

- A167 Central Avenue signal-controlled junction
- A167 Ricknall Lane signal-controlled junction
- A19/A182 (Jade) junction improvements
- Bishop Auckland bus station and surface level car park
- Northern Corridor active travel (County Hall roundabout to Sniperley roundabout)
- Stockton to Darlington 19km active travel route

Transport Infrastructure: In Development 24/25

- Toft Hill Bypass – public consultation complete Nov 24
- Bishops Gateway – in pre-planning stage
- Bishop Auckland A688 junction improvements (Coundongate and South Church roundabouts)
- Bishop Auckland public realm improvements (North Newgate, Fore Bondgate and Finkle Street)
- Durham City Centre Connectivity active travel
- Bishop Auckland heritage walking and cycling
- A690 Crook to Willington Safer Roads Fund
- Rotary Way active travel improvements
- Aykley Heads Innovation District active travel improvements
- Bus Service Improvement Plan: a series of bus lanes, bus stop, bus station and pinch point improvements across the County.

Rail Opportunities in County Durham

County Durham - Restoring Your Railways bids *(noted restoring your railways programmed cancelled by Chancellor in 2024)*

- **Ferryhill** business case submitted for funding a new unmanned station/car park and a passenger service on the Stillington Line.
- **Consett to Newcastle** – feasibility study (early stages) undertaken considering reintroducing passenger service either via the former Derwent Valley Line or Sunderland Line (preferred option).
- **Weardale railways** (Darlington to Easthope) – passenger service on private railways and connect the Bishop line to Weardale line.

Electric Vehicle Infrastructure

Andrew Shiel



Durham County Council EV Charge Point Success to date

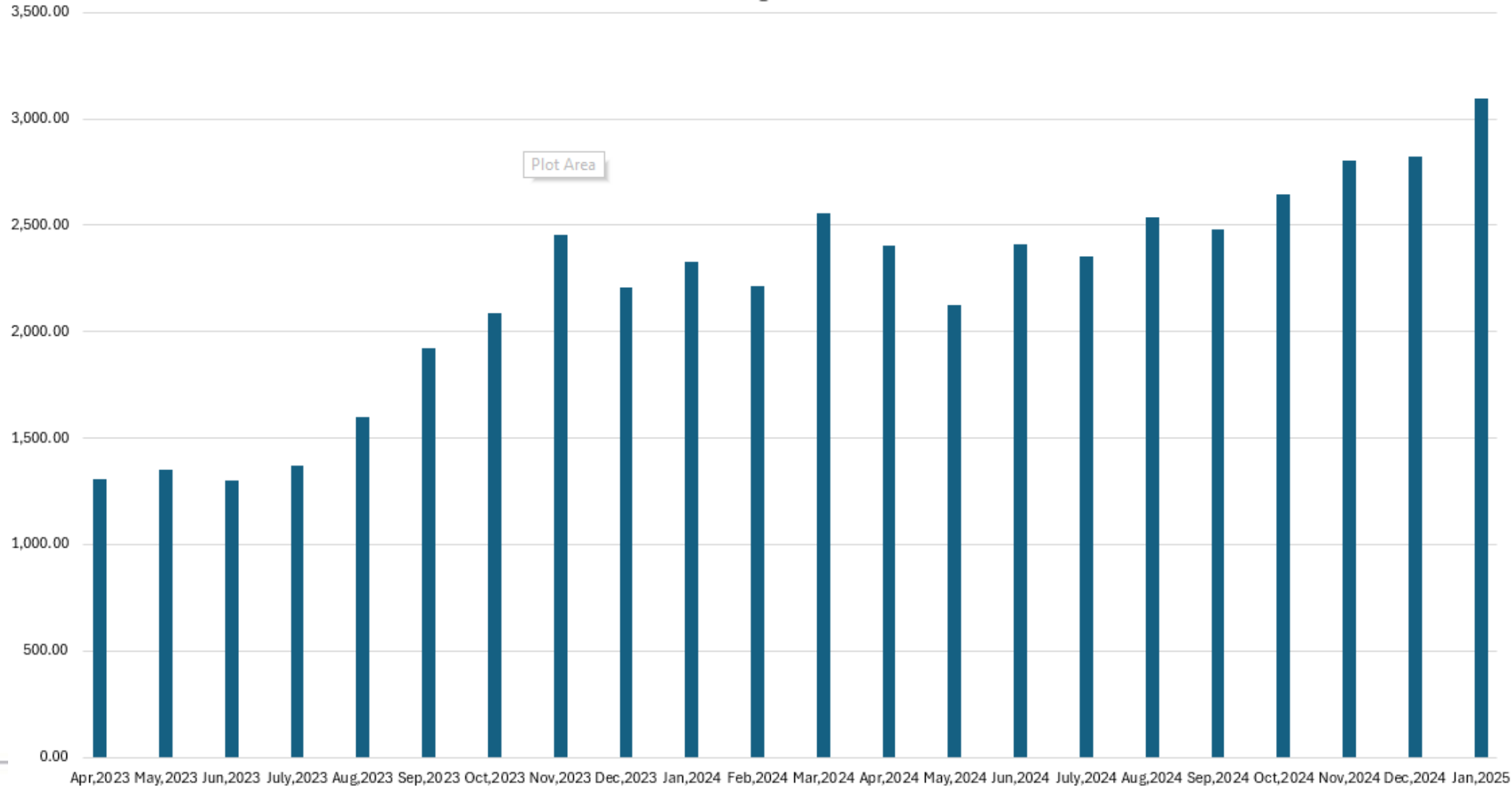
Public Charging:

- 28 rapid (50kwh)
- 2 semi rapids (25kwh)
- 132 Fast charge point unit (7-22kwh) – 264 sockets
- 291 Sockets total (291 vehicles can charge at any one time)

Private/Fleet charging:

- 28 x dual 7kw EVCP units installed to facilitate the charging of the DCC fleet network of electric vehicles (being slowly upgraded)
- 10 x dual 22kw EVCP units and a dual 100kw rapid charger installed at Meadowfield depot
- Older obsolete chargers being replaced across the estate
- Solar car parts/battery storage options being investigated

EVCP Usage for DCC installed infrastructure from Mer UK



EVCP Usage for DCC installed fleet infrastructure (Apr 22 – Jan 25)

- Over 8000 sessions
- More than 66 tons of CO2 saved
- Over 400,000 miles driven

- New infrastructure is being installed/replaced and previous back office support system is being replaced.

Durham County Council Plans for 2025 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 commenced autumn 2024 and first installations to go live spring 2025.
- A further 16x EVCP recently 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 final installation at NetPark will complete summer 2025.
- Further successful submission made additional £3m to install 200 EVCP's on housing association land in the coming years. Details to be finalised with NECA in the coming weeks.
- **Private/Fleet Charging:**
- Additional slow and rapid chargers are planned at strategic fleet sites once surveys are complete, rural charging locations essential to fleet sustainability for longer journeys
- 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

Page 48

- New Mayoral Combined Authority will have implications for Policy and Funding.
- Active Travel is now embedded into the planning system and being considered as part of planning applications.
- Bus satisfaction increased since 2023
- Public consultation on the Toft Hill Bypass completed in November 2024 and the comments are currently being reviewed.
- Continued commitment to EV charging with 291 charge points across County for public usage.
- There has been a gradual increase in usage of Electric Vehicle Charge Points (EVCP), and this is expected to grow at an increased rate following the transition to EV and with the second-hand market becoming more affordable.
- Solar car parts/battery storage options being investigated for electric vehicles