

Regional and Local Transport Update

Joint Overview and Scrutiny 16 May 2022



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Current Drivers in Transport

- National Policy, recent Bus Strategy
- Regional Transport Plan
- County Durham Plan
- Climate Change
- Economic Strategy
- Levelling Up Fund
- Focus Areas such as Bishop Auckland
- Durham Walking and Cycling Strategy
- **A Durham Connectivity Strategy ??**



North East Transport Plan 2021-2035

Moving to a green, healthy, dynamic and
SUSTAINABLE NORTH EAST FOR YOU AND YOUR COMMUNITY
10 January - 31 March

Department
for Transport



Bus
Back
Better

Turning
cl!mate Talk into
cl!mate
Action



The Vision

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

The Objectives



Carbon neutral North East

We will initiate actions to make travel in the North East net carbon zero, helping to tackle the climate emergency declared by our two Combined and seven Local Authorities, addressing our air quality challenges, and helping to achieve the UK's net zero by 2050 commitment.



Overcome inequality and grow our economy

The Plan is aligned with the North East LEP's long term goals to first return the region to pre-Covid-19 GDP and employment levels and then to move forward in pursuit of the economic ambitions set down in their Strategic Economic Plan (SEP).



Healthier North East

The North East has the lowest life expectancy of all the English regions. The Plan will help achieve better health outcomes for people in the region by encouraging active travel and getting people to travel by more sustainable means, improving air quality, helping our region to attain health levels at least equal to other regions in the UK.



Appealing sustainable transport choices

We will introduce measures which make sustainable travel, including cycling and walking, a more attractive, greener, and easy alternative to getting around.



Safe, secure network

We will improve transport safety and security, ensuring that people are confident that they will be able to feel safe and secure when travelling around the North East.

Policy areas



Making the right travel choice

We will enable people to make greener and healthier travel choices whenever they can and ensure our sustainable network takes everyone where they need to go at a price they can afford.

We must ensure all our actions improve transport across the region and deliver to the objectives of this Plan so we are greener, more inclusive, healthier, safer and our economy thrives.



Active travel

We will help more people use active travel by making the cycle network better across the North East. This will include being flexible in how we use road space to help cyclists and pedestrians.



Public transport: travelling by bus, ferry and on demand public transport

We will improve bus travel and attract more passengers with new rapid bus corridors. This will include changing how road space is used to help buses move more quickly. We will take action to continue to support the Ferry and develop potential improvements where possible. We must help more people to reach the sustainable transport network with more 'on demand' solutions.



Private transport: travelling by car and using road infrastructure

We must make our roads flow better for goods and essential car journeys. We must strengthen use of cleaner, greener cars, vans and lorries.



Public transport: travelling by local rail and Metro

We must invest in Metro and local rail to extend and improve the network. We will take action to drive our partners to make travelling and moving goods around our region more efficient and greener.



Connectivity beyond our own boundaries






We must work with partners to make movement of people and goods to and from our region, more efficient and greener. We must work with partners to strengthen connections from destinations in our region to everywhere in the UK and beyond.



Research, Development and Innovation

We will embrace new technologies to meet our transport objectives and set innovation challenges to industry creating new opportunities with our network as the testbed.

Regional Transport Plan

	Regional (via JTC)	County Level
 <p>Active travel</p>	Coordination of Policy and assembly of national funding bids	Infrastructure delivery, Local Walking and Cycling Infrastructure Plans (LCWIPS), Rights of Way Improvement Plans, Active Travel Promotion and Delivery
 <p>Public transport: travelling by bus, ferry and on demand public transport</p>	Formulation of a Bus Service Improvement Plan and Enhanced Partnership	Direct engagement with Bus Operators, Infrastructure, Funding and provision of subsidised services, Concessionary Fares, Home to School Transport
 <p>Private transport: travelling by car and using road infrastructure</p>	Coordination with National Highways, regional projects	Local road improvements, highway maintenance, Network Management, EV charging infrastructure
 <p>Public transport: travelling by local rail and Metro</p>	Regional rail strategy	Local improvement bids, Restoring Your Railways, Local Delivery
 <p>Connectivity beyond our own boundaries</p>	Working to strengthen connections to the UK and beyond	Coordination of local delivery

Active Travel

Active Travel Policy/Drivers

- Government's Cycling and Walking Investment Strategy
- 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
- Climate Emergency
- Response to Coronavirus pandemic
- Active Travel Fund capital/revenue funding

Durham Strategic Walking & Cycling Delivery Plan - Vision & Aims

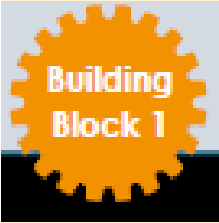
Vision:

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

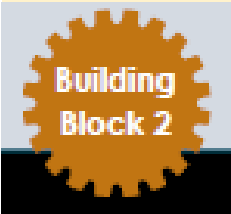
Aims:

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.

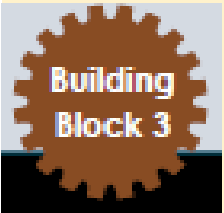
Building Blocks to create a cycling and walking County



audit, assess, plan, record, design, build.



operate, maintain, improve, refine, enforce.



engage, educate, promote, inspire, motivate, encourage.

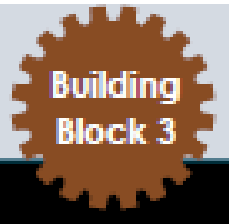
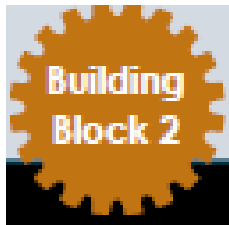
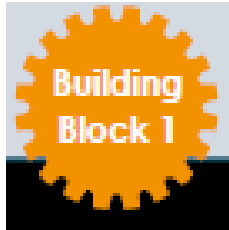


Progress so far

- Local Cycling and Walking Infrastructure Plans (3/9 towns complete)
- Counters & Monitoring
- Planning & Development
- Great North Cycleway
- DCC Buildings & Facilities
- Active Travel Corridor Newton Aycliffe (complete April/May 2022)
- NCN1 improvements (1 million investment complete by September 2022)

- Enforcement campaigns
- Signage and Crossings
- Improvement Programme

- Cycle Parking: ParkThatBike, Installed cycle parking at DCC sites
- Town Cycling Maps: 6/12 complete
- Borrow a Bike Schemes: 3/5 launched
- Groups: updates, promoting events
- DCC Staff Schemes
- Love to Ride platform: 2/4 campaigns complete in 2022)
- Publicity and Information
- Living Streets Walking campaigns



Next Steps

May-June

- Bike Month
- Launch A167 Active Travel Corridor
- Borrow a Bike schemes launched
- Stanley, Murton & Newton Aycliffe

July-September

- All 12 town LCWIP's complete
- Completion/Launch improved NCN1 route
- Cycle September Campaign
- Town Maps Complete
- Living Streets WOW projects complete
- Cycle Instructor training courses complete

Oct – Dec

- Cycle parking at sports centres
- Winter Wheelers



Public Transport



BSIP and Enhanced Partnerships Background

- 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
- 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

National Funding

- Launching National Bus Strategy announcement stated “backed by £3 billion of investment”
- Nationally 79 BSIPs prepared with estimated funding requirements of circa £9bn
- Transformational funding now available for BSIPs circa £1.2bn. Reduced as a result of Covid support to LTAs and bus operators, ZEBRA etc

Transport North East BSIP Headlines

- Customer Experience: Bus stop and real time information improvements, CCTV provision, On bus next stop announcement and WiFi, Transport ambassadors at interchanges
- Fares and Ticketing: Day fare capping, Under 19s single fare offer, standardisation of ENCTS offer across the region, care leavers' concession
- Network: More early morning, evening and overnight services, new tourism services, new demand responsive services, zero emission vehicles
- Highways and Infrastructure: Highway interventions on bus corridors, shelter and stop improvements, new park and ride sites
- Other: Marketing, car parking reviews
- £804m (£495.6m capital, £123.6m £184.7m revenue)

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

Next Steps

- North East Joint Transport Committee to identify which BSIP schemes to prioritise for funding
- Priorities for Durham:
 - Making fares more affordable
 - Schemes that support tourism and City of Culture ambitions
 - Demand responsive transport in rural areas
- By 2 May: Submit funding summary table to DfT
- During May: DfT feedback discussion on summary table
- By end of June: Submission of updated funding summary table to DfT, draft EP

Transport Infrastructure



Transport Infrastructure

- Currently Delivering over £70 million of transport projects including
- Transforming Cities projects
- Housing Infrastructure Fund, Newton Aycliffe
- Jade Enterprise Zone and A19/A182 Junction
- Bishop Auckland Bus Station and Car Park
- Durham Bus Station
- A19 Seaton Lane (B1404/A1018)



Rail

Rail

County Durham

- Three Successful Restoring Your Railway bids
- Ferryhill Station and the Stillington, Consett and Bishop Auckland

North East Rail and Metro Strategy

- Consultation closed 11th April with 994 responses.

Emerging themes of the consultation responses

- Large amount focusing on the extensions, with West Gateshead / West Newcastle and Washington being key.
- Integration between different transport – best way for modal shift.
- Support for line electrification – there's a view this would be cheaper than alternatives
- Public response that modal shift would lessen the environmental impact by taking cars off the road

Our Level of Ambition

- Successful in attracting 3 Restoring Your Railways bids, the only ones in the North East
- 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
- Further Levelling Up Bids to help deliver more active travel benefits
- Delivering £70 million of approved transports projects
- Continued commitment to EV charging with an ambition to fit a minimum of 100 charge points across County
- The combination of the above could see up to **£200 million** invested in Transport in County Durham

Any Questions

