

Regional and Local Transport: Policy and Delivery

Joint Overview and Scrutiny 6th June 2024



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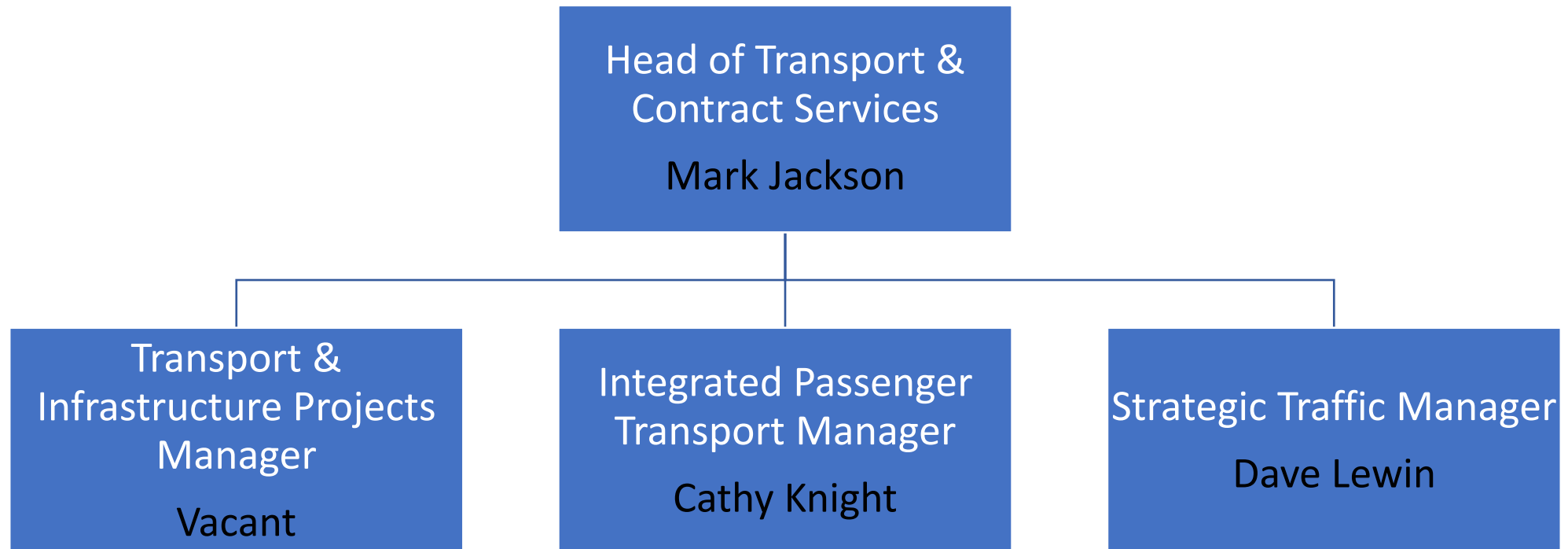
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DCC Transport, Policy and Devolution

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

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.

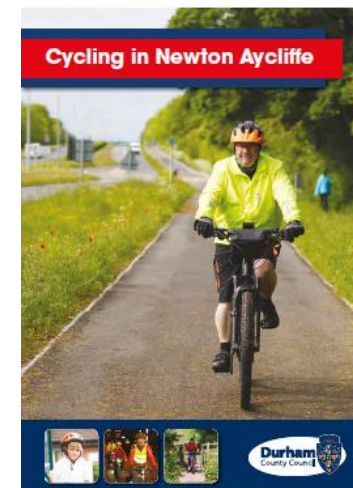
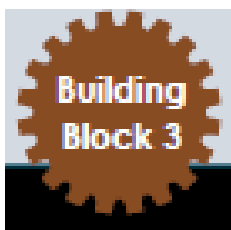
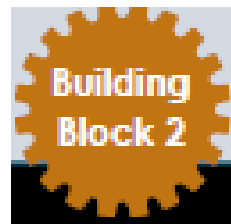
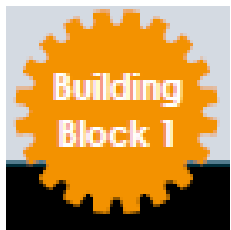
Aims:

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

- 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

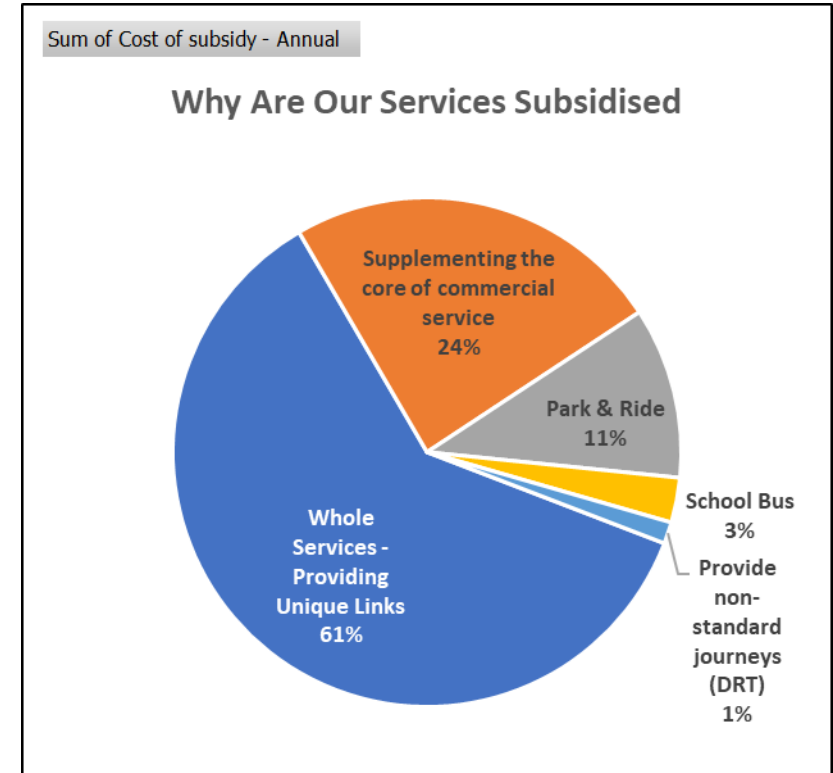
- Commercially operated services – Over 90% services operate without financial support
- Covid19 and rising costs significantly impacted services:
 - Difficulties recruiting and subsequent retention of driving staff
 - The foreseeable end of central government pandemic related financial support for the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

- 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

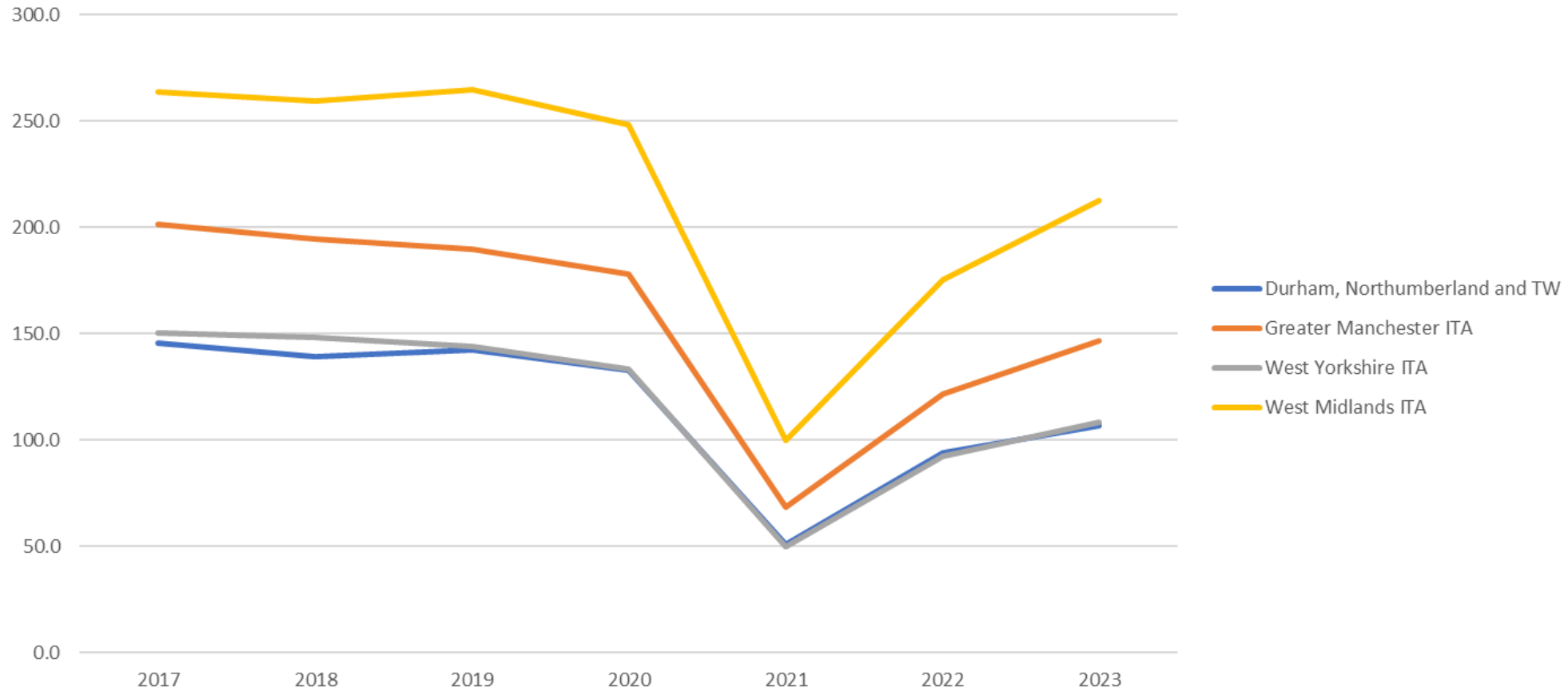
- UK Bus network (outside London) deregulated in 1980s
- October 2014: Proposal for a Quality Contracts Scheme (QCS) in Tyne and Wear.
- March 2021: Bus Back Better published (inc. requirement to establish EP or process of franchising and publication of a BSIP).
- Pandemic (March 2020-December 2021):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

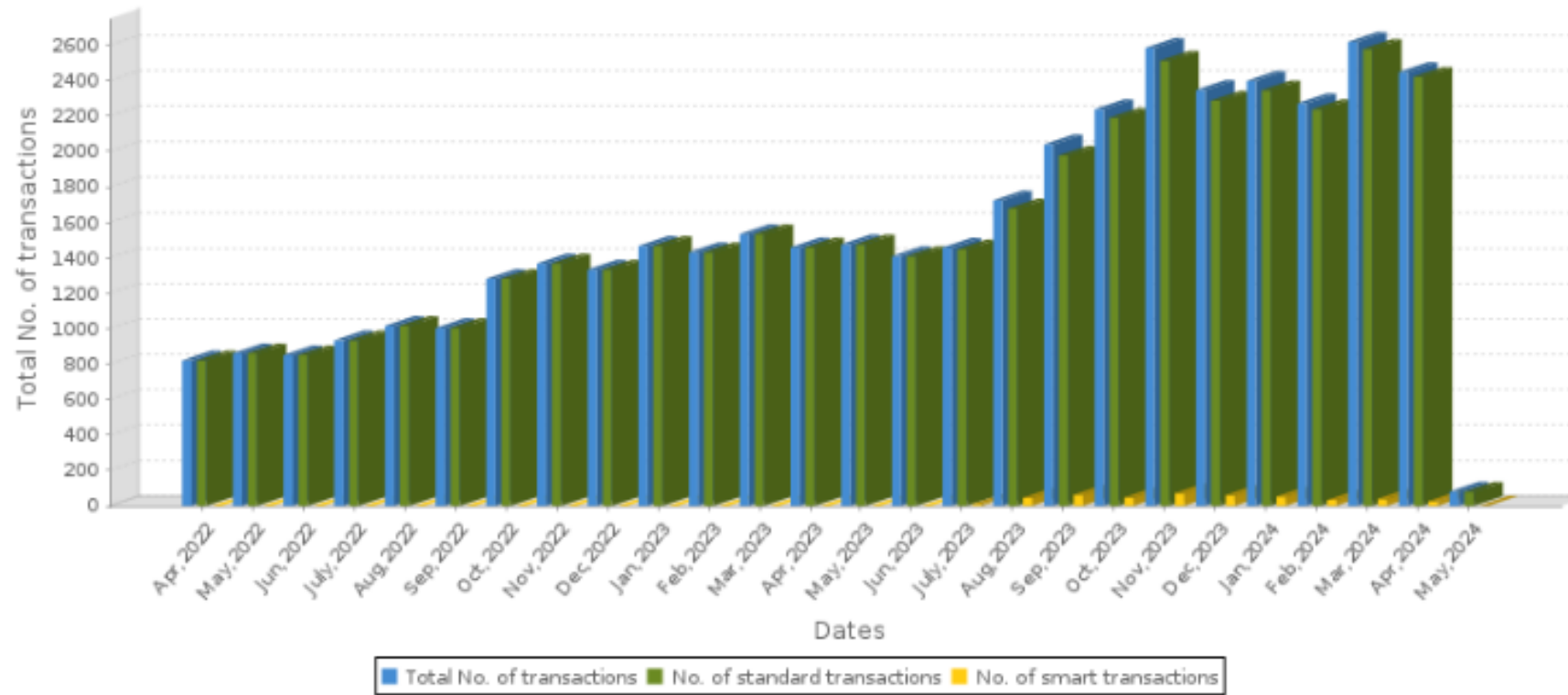
Public Charging (SOSCI – DOCs – WEVA – REVup):

- 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.

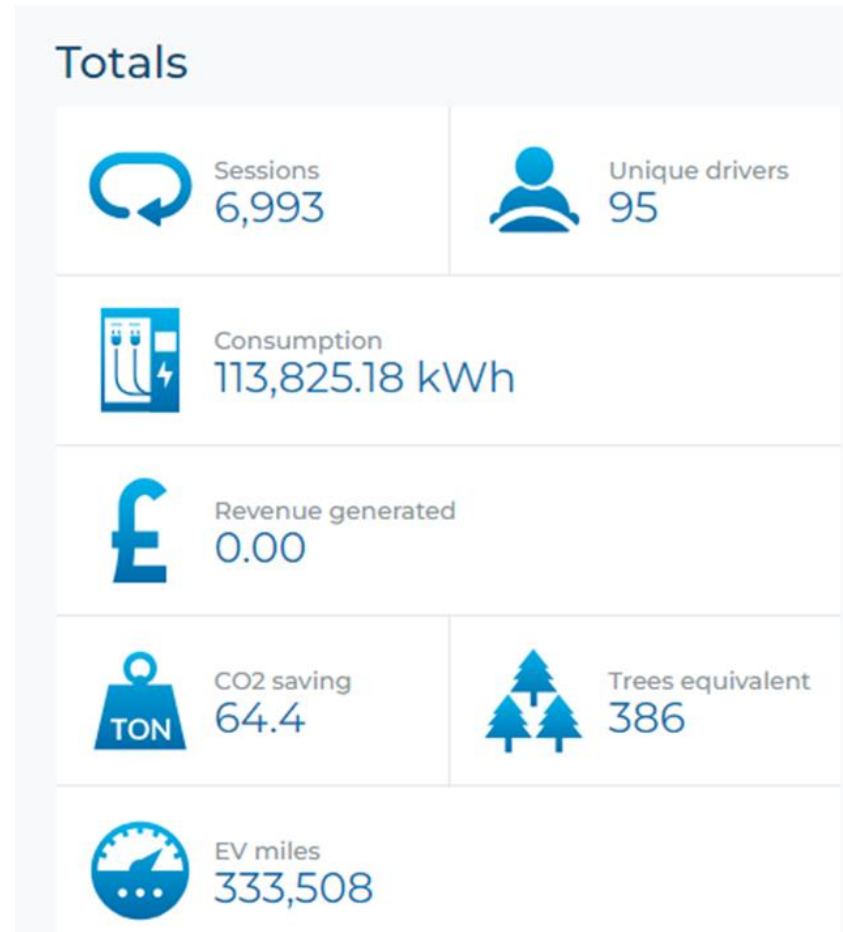
Private/Fleet charging:

- 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