

South Humber Enterprise Link

Training to Employment



31st March 2014

Foreword

We have pleasure in enclosing a joint Local Sustainable Transport Fund (LSTF) bid from North and North East Lincolnshire Council.

The 'South Humber Enterprise Link' enables sustainable access to businesses, including the impending ABLE UK Humber Port development. It aims to meet the needs of commuters and job seekers in the local communities of North and North East Lincolnshire by delivering, in partnership, a package of measures encouraging sustainable travel choices, reducing congestion, boosting economic growth.

This will be enabled by improving the transport networks across the two local authorities' boundaries linking the Centre for Assessment of Technical Competence Humber (CATCH) near Immingham with the areas of current and future employment on the South Humber Bank. This will be achieved by enabling a cycling revolution, with the creation of off road shared cycle lanes, and an enhanced bus service. The project will be complemented by a programme of behaviour change initiatives that will inform and encourage.

The bid reflects our ambition as a leading area attracting investment in the renewables sector, capitalising on the opportunity to service offshore wind developments from the South Humber Bank. Investment in local transport infrastructure will support developments in alternative energies and ensure continued access to employment and local centres of commerce.

We believe that these proposals will make a significant contribution to the aims of the Government and both Councils, and I commend them for your consideration.



Cllr Oxbby

Portfolio Holder for Environment
and Housing
North East Lincolnshire Council



Cllr Sherwood

Cabinet Member for Highways and
Neighbourhood Services
North Lincolnshire Council



Local Sustainable Transport Fund 15/16 Revenue Application Form

Applicant Information

Local transport authority name(s):

North East Lincolnshire Council (Lead Authority) and North Lincolnshire Council

Bid Manager Name and position:

Martin Lear, Principal Transport Officer

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Website address for published bid:

<http://www.nelincs.gov.uk/resident/transport--streets-and-parking>

www.northlincs.gov.uk

Section A:

Project Description and Funding Profile

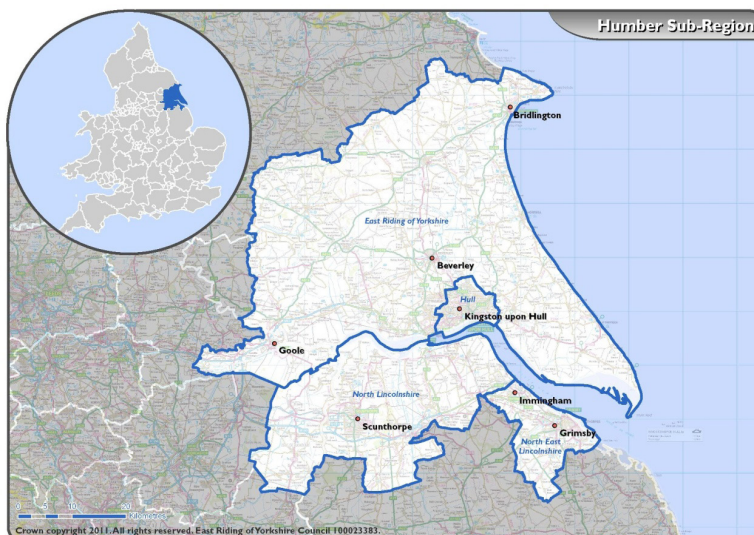
A1. Project Name: South Humber Enterprise Link; Training to Employment'

A2. Headline Description:

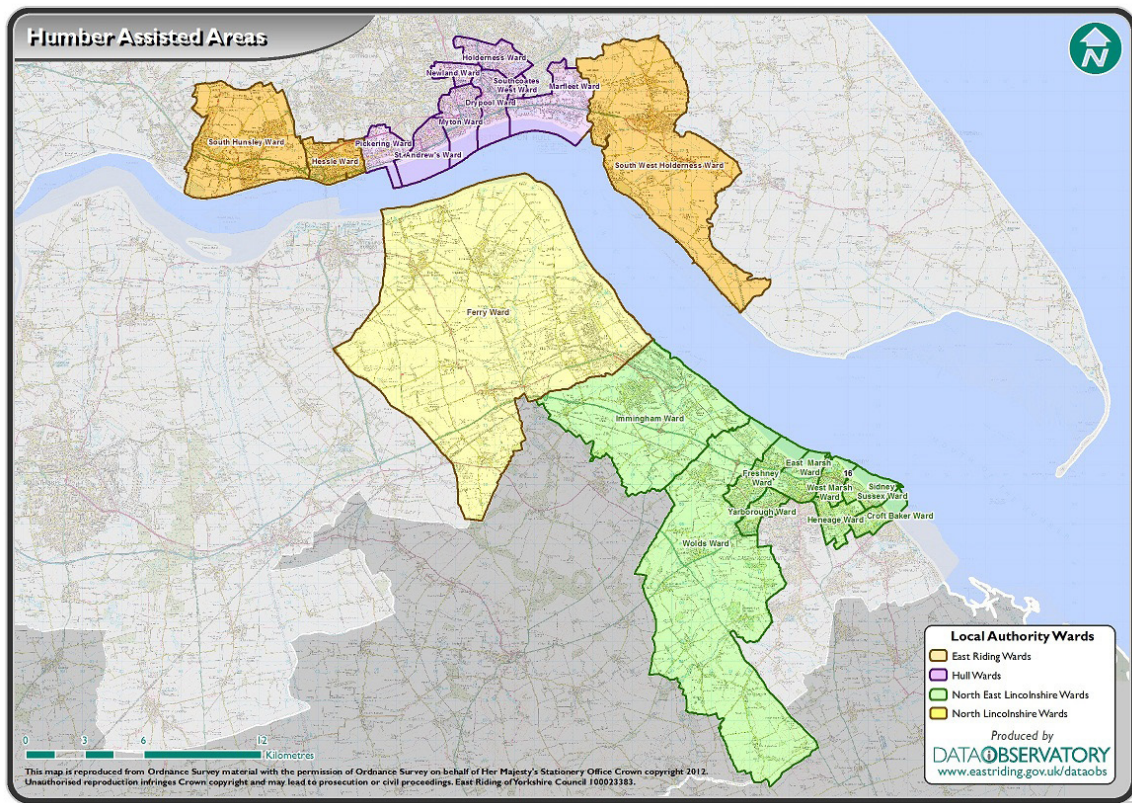
The 'South Humber Enterprise Link' enables sustainable access to businesses, including the impending ABLE UK Humber Port development. It aims to meet the needs of commuters and job seekers in the local communities of North and North East Lincolnshire by delivering a package of measures encouraging sustainable travel choices and reducing congestion, enabling economic growth. This will be achieved by improving the transport networks across the two local authorities' boundaries linking the Centre for Assessment of Technical Competence Humber (CATCH) near Immingham with the areas of current and future employment on the South Humber Bank. This will be achieved by enabling a cycling revolution with the creation of off road shared cycle lanes and an enhanced bus service. The project will be complemented by a programme of behaviour change initiatives that will inform and encourage. The package builds on proven best practice measures from North and North East Lincolnshire and elsewhere..

A3. Geographical Area:

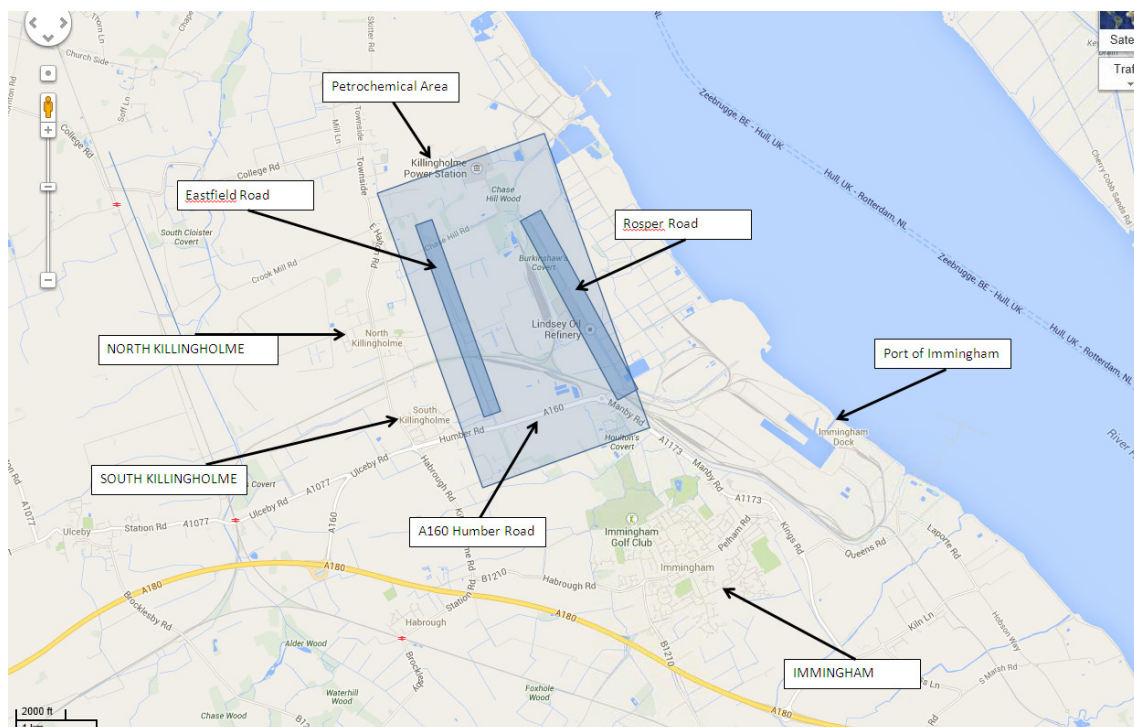
North and North East Lincolnshire are situated on the south side of the Humber estuary at the heart of a gateway that links northern England to global markets. The area therefore offers significant economic opportunities.



The area has a notable and possibly unrivalled competitive advantage in that it still has significant undeveloped land and new development sites available around the South Humber Bank.



The bid location on the South Humber Bank is covered by 'Assisted Area Status' as shown on the map above.



The area includes the largest port complex in the UK, which includes the ports of Immingham and the Humber Sea Terminal, the UK's biggest refinery cluster, currently provide jobs for approximately 5000 people. The area also includes over a 1000 hectares of allocated development land, predominately for employment land uses. The area is attracting significant global interest and is experiencing unprecedented levels of inward investment with an estimated £3 billion+ of investment over the next 10 years, bringing with it upwards of 20,000 jobs (direct and indirect). These ports are already the busiest in the UK by tonnage of cargo handled, and with further port developments planned the capacity to handle an increase in cargo will only grow. Not only is it UK's fastest growing ports complex, a top ten European Port and the East Coast's largest roll on - roll off port but also, together with the Humber Sea Terminal, the ports are key nodes on the North European Trade Axis.

The ports and surrounding employment zones are bound by the small residential areas of Immingham and North and South Killingholme to the west of the South Humber Gateway. Immingham (within North East Lincolnshire) is vital as a service centre, providing locally accessible amenities and services such as schools and shops for the surrounding rural communities.

A4. Total Package Cost (£m): 2.58

A5. Total DfT Revenue Funding Contribution Sought (£m): 0.3

This should be limited to a maximum of £1m for a single authority bid or £1m per authority for a combined bid up to a maximum of £5m.

A6. Local Contribution (£m): 2.28

The following organisations will provide a local contribution both financial and in-kind. Where appropriate, letters of support have been received and are attached to this bid in Appendix C..

Local Contribution		
Organisation	Details	Contribution
North East Lincolnshire Council	Capital infrastructure allocation from LTP Integrated Transport Block	£205k Plus uncoded staff time
North Lincolnshire Council	Capital infrastructure allocation from LTP Integrated Transport Block	£71k Plus uncoded staff time
Stagecoach East Midlands	Provision of two low floor accessible buses, promotional activity and ticketing discounts	£170k
Greater Lincolnshire LEP	Strategic support and direction	Uncoded time

Local Contribution		
Organisation	Details	Contribution
Humber LEP	Strategic support and direction & LGF	£1464k
Able UK	S.106 – Travel Plan	£350k
Cofely Work Place	Staff resources to enable bid	Uncosted time
Cofely Work Place	Project Bid Production	Uncosted time
Cofely Work Place	Travel Plan Officer Office costs	£2k
Highways Agency	A160 cycle / pedestrian improvements	£300-£500k (not inc in match)
Job Centre Plus	Staff Resources for travel planning	£13k
HWRCC	Wheels 2 Work contribution	£7k
Cofely	Travelincs car share system	£1k

Further S106 monies associated with the AbleUK are not included in this bid cost estimate given uncertainty on when they will become available. Such contributions are committed to improvements to sustainable travel and non-motorised accessibility in the area and will help ensure the long term sustainability.

A7. Equality Analysis

Has any Equality Analysis been undertaken in line with the Equality Duty?

Yes

No

A8. Partnership Bodies:

A transformational Regeneration Partnership has been established between North East Lincolnshire Council and Cofely WorkPlace to increase the pace of change in North East Lincolnshire. This Cofely WorkPlace Partnership is leading the development of this joint bid with North Lincolnshire Council. It will be the budget holder with responsibility for financial management, project management and will lead the design and delivery programme.

The project will be supported by a range of partners as indicated below, letters confirming support are included in Appendix C.

Partnership bodies	
Partner	Role and Responsibility
Highways Agency	Scheme Provider
Stagecoach East Midlands	Scheme Provider
Sustrans	Strategic Direction and Support
Cofely WorkPlace	Delivery Partner
Humber Chamber of Commerce	Strategic Direction
Job Centre Plus	Delivery Partner
Wheels 2 Work	Scheme Provider
Humber & Wolds Rural Community Council	Scheme Provider
ABLE UK	Developer Contribution
Philips 66	Delivery Partner (Travel Plan)
Total Lindsay Oil Refinery	Delivery Partner (Travel Plan)
Associate British Ports	Strategic Direction
Centre for Assessment of Technical Competence Humber	Strategic Direction
Immingham Town Council	Strategic Direction

A9. Local Enterprise Partnership:

North and North East Lincolnshire are covered by two LEP's, both support this joint bid and consider this bid as a priority bringing access to a wider labour pool for the companies operating on and around the Ports and creating an increase in employment opportunities for the Humber area. Their letters of support are included in Appendix C

The package of measures in this bid are supported in the relevant Strategic Economic Plan in the following sections;

GLLEP SEP – Page 10 “Priority for Growth”- “Improve transport”

Humber LEP SEP – Page 21 – 3.27 to 3.32 “Transport”

Section B:

The Business Case

B1. The Scheme - Summary:

The 'South Humber Enterprise Link' enables sustainable access to businesses, including the impending ABLE UK Humber Port development. It aims to meet the needs of commuters and job seekers in the local communities of North and North East Lincolnshire by delivering a package of measures encouraging sustainable travel choices, reducing congestion and enabling economic growth.

The bid includes a range of tailored measures, infrastructure and resource to encourage sustainable access to one of the largest employment areas in the country, with the key aims of helping to reduce carbon emissions and thus reducing environmental problems and also increasing social mobility to the one of the country's largest employment allocations.

The package measures are summarised below;

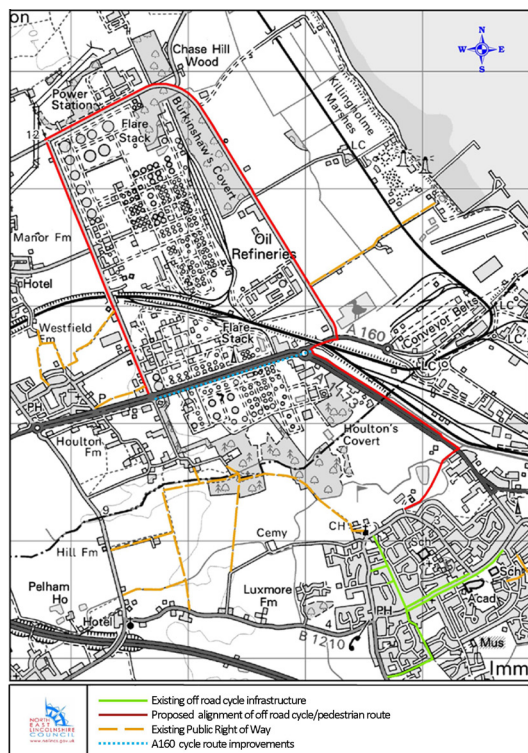
Cycling and Walking

A major element of the bid is for a cycle way along Eastfield Road, Chasehill Road and Rosper Road, tying into the A160 Non Motorised User (NMU) plans which are to be carried out by the Highways Agency including, as a result of

this bid, a cycleway between Eastfield Road and Manby Road (on the A160) at an estimated cost of £300-500k.

The cycle ways will continue on along Manby Road to link to the area of deprivation in Immingham. The map below shows the extent of the proposed improvements to the cycling and walking routes, new off road shared cycle ways are shown red; The route shown in blue dots is the Highways Agency project to improve the A160, this will include a shared cycle way along the route of the A160 and associated safe crossing points. All of the routes will connect together enabling a comprehensive network of access to the major existing employment sites of Immingham Port, Phillips 66, Total Lindsey and the forthcoming ABLE UK development. The existing cycle routes are shown in green and are located within Immingham an area of high unemployment and deprivation.

These cycle ways, together with cycle infrastructure included in A160 upgrade, form the South Humber Enterprise Link.

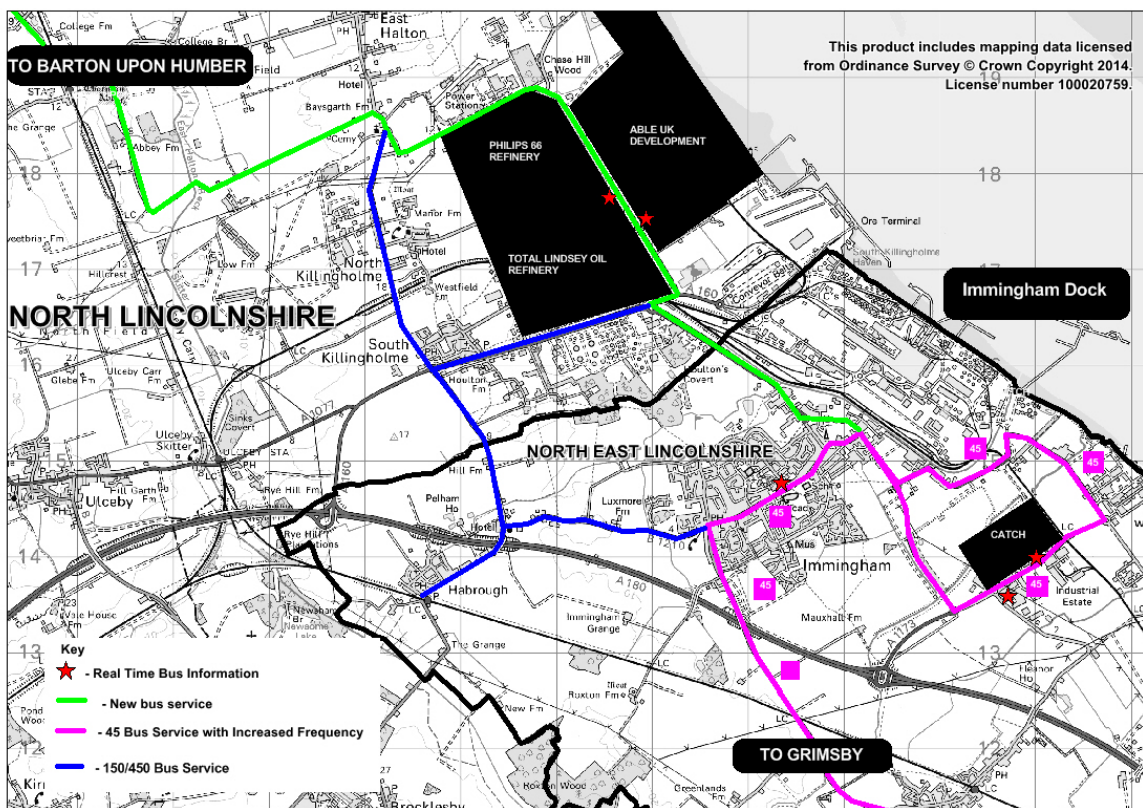


Improved Bus Services

The proposal would, as a Bus Quality Partnership project, increase the daytime frequency of the existing Stagecoach Immingham to Grimsby bus service 45 from 30 minutes to every 15 minutes with a new half hourly extension to the existing South Humber employment areas and serve the ABLE UK development, this would require two additional low floor accessible vehicles. North and North East Lincolnshire Councils' would install new accessible bus stops with raised kerbs and shelters at key locations along the route. Real time bus information will be installed. The service would be 'kick-started' with the first year of subsidy funding and would be expected to become sustainable in future years with a combination of fare income and developer contributions.

The wide area Stagecoach network tickets would be available on the new bus services, offering integrated travel opportunities to and from the rest of the Stagecoach bus network. Discounted annual tickets will be provided to develop commuter plans for employees at the businesses. Stagecoach East Midlands would provide marketing design services to a value of £20K towards the promotion of the new route. The improvements would enable local access to training and employment.

The proposed network is shown below;



Area Wide Travel Plan

The scheme includes the creation of an Area Wide Travel Plan (AWTP) project covering the area surrounding the South Humber Gateway, which includes the largest port complex in the UK and in the future, Humberside Airport; an international passenger and freight terminal. The proposals will link the two key international gateways with the main population centres through the encouragement of sustainable travel.

The AWTP would initially look at the South Humber Bank (SHB) area (later incorporating Humberside International Airport) with its aim of encouraging use of a series of sustainable transport options for the whole of the area. These would include the following:

- Increased bus service options from towns and villages that employees would travel from close to the SHB area (ie. Immingham, Killingholme, Barton etc)
- Dedicated cycle routes around the SHB area, including the local road network (Eastfield Road, Rosper Road etc), tying into the A160 Non Motorised User (NMU) schemes and linking to Immingham.
- A dedicated Area Travel Plan Officer to inform and encourage the use of sustainable modes of transport and cover the 'softer options' (marketing, media etc).
- Wheels to Work, moped and cycle provision scheme.
- Provision of bus service 'Real Time Information'.

Wheels 2 Work

The Wheels to Work scheme is run by the Humber and Wolds Rural Community Council. The scheme is currently offered to residents of North East Lincolnshire who have transport difficulties in accessing work, training and education. The scheme would be extended to cover the South Humber bank area enhancing access. Candidates approved for the scooter hire scheme will receive a scooter for up to 26 weeks. Insurance, tax and servicing are provided by the project.

Car Share

The project would utilise North & North East Lincolnshire Councils www.travelLincs.com, car share site as a free resource for businesses to access the lift-share network.

Objectives

Objectives are summarised below;

Objectives	
Element	Objectives
Cycling & Walking	Increase access to employment and training
Bus Service	Inform and encourage and maximise developer contributions
Travel Planning	Inform and encourage and maximise developer contributions
Wheels 2 Work	Improve accessibility and social mobility
Car Share	Reduce amount of one person occupancy private vehicle access

B2. The Strategic Case:

Element	Objectives	Impact on transport
Cycling & Walking	Increase access to employment and training, increase good health and social mobility	Reduce congestion and improve air quality by reducing carbon emissions
Bus Service	Increase access to employment and training	Reduce congestion and improve air quality by reducing carbon emissions
Travel Planning	Encourage local employment	Reduce congestion and improve air quality by reducing carbon emissions
Wheels 2 Work	Improve accessibility to employment and social mobility	Reduce congestion
Car Share	Reduce congestion and improve air quality by reducing carbon emissions	Reduce congestion and improve air quality by reducing carbon emissions

Strategic Fit

National

The significance of the South Humber Gateway area and the importance of providing the necessary infrastructure to enable the area to reach its full potential has been recognised on a national scale. The A160 Port of Immingham Major Improvements Scheme (led by the Highways Agency) has been given an accelerated design programme and is due to start construction in April 2015, complete in Autumn 2016. In addition to this, the A18/A180 Link (led by North East Lincolnshire Council) was also awarded funding from the Local Majors Block and is currently under construction. Both of these road schemes will bring extra capacity to the network and relieve some of the congestion in the area. The Humber LEP has also prioritised the South Humber Rail Gauge Enhancement Scheme (through the devolved Local Majors Funding and the Local Growth Fund). This will enable the large European containers to be transported out of the ports by heightening and widening structures to W12 requirements to the ECML at Doncaster. The work will start construction in April 2015 and will be complete during the 2016/17 period. This will enable the South Humber to maintain its competitiveness as an International port.

Providing this additional capacity will have a massive impact on the local and national economy. By providing a wide choice of available modes of travel including offering a sustainable travel choice, will enable the South Humber Gateway to reach its full potential and provide accessibility to employers and local people to a much wider work force and offers a unique opportunity to change travel behaviours.

Regional

The Humber enterprise zone 'The Humber renewable energy super cluster' is the area's potential to create up to 12,500 direct jobs within a fast growing sector which forms a key strand in the government's ambition to renew British engineering and manufacturing capability. Indeed the scale of the Humber developments could see the area being an internationally important hub for the offshore wind energy sector.

The A160 Humber Road between its junction with the A180 Brocklesby Interchange and the Port of Immingham by the Highways Agency will commence in April 2015. This will enable a certain amount of cycling and walking provision, however, the onward links contained in this bid, between residential settlements and the industrial areas need to be implemented to enable the benefits to be maximised.

Local

North East Lincolnshire Council's Council Plan (2011-15) aims to provide first class facilities, infrastructure and services to support business investment and growth and Increase jobs and strengthen the local economy. (CPP1) is one of four priority areas along with Enable children, young people and adults to learn and be ready for work (CPP2) and improve the health and well-being of all, especially vulnerable people (CPP3). (North East Lincolnshire Council's Council Plan 2011/2015)

The Council Plan reflects national and local objectives and the Council's LTP3 and this bid are aligned to these. Central to the eight Local Transport Challenges identified in LTP3 are the aims to support and facilitate local economic development and reduce carbon emissions.

North Lincolnshire's LTP3 is a 15 year strategy, aligned to the Local Development Framework. The strategy is based around five key transport goals:

- Economic Growth
- Environment and Sustainability
- Safety and Security
- Equal Opportunities
- Health and Well-being

Promoting the use of sustainable modes of travel has an impact on all five goals for LTP3. As part of the preparation of LTP3, extensive consultation took place. Three of the five key themes arising from the consultation on the strategy were as follows:

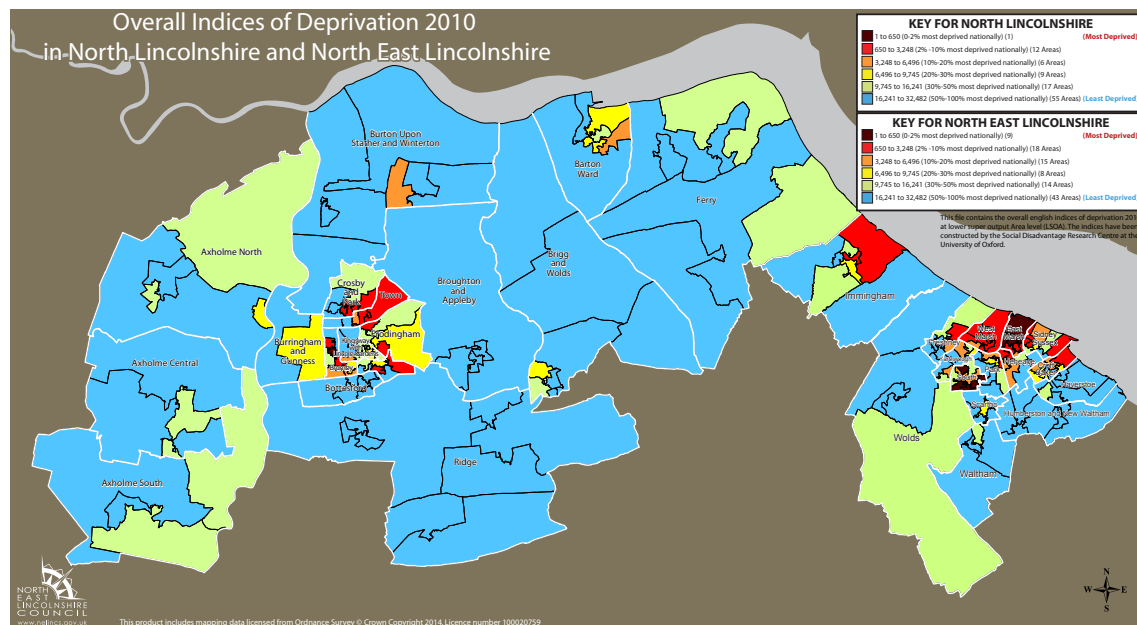
- Provision of safe walking and cycling routes
- Accessibility, particularly in rural areas
- Increasing the use of sustainable modes of transport

The South Humber Enterprise Link and its Area wide Travel Plan will have a positive impact on both Councils' priorities and goals.

The overall planning policy framework for North Lincolnshire consists of the adopted Local Development Framework Core Strategy (June 2011) and the adopted North Lincolnshire Local Plan (May 2003). The former sets out the overall vision, strategy and priorities for development in North Lincolnshire up to 2026. A central element of this is the growth and development of the South Humber Gateway as a key national hub for the renewable energy, ports/ logistics and chemicals industries.

The strategy recognises that for growth to occur in these areas, appropriate infrastructure needs to be delivered. The provision of appropriate transport infrastructure, including sustainable transport infrastructure, is vital in this regard. In relation to the South Humber Gateway, highlights the need to improve multimodal access to the area including the delivery of the A160 upgrade and improvements to the rail network to accommodate more traffic, as well as putting in place arrangements for access by public transport, cycling and walking and creating robust travel plans. Similarly for other key economic development locations, the strategy supports improved transport access through a variety of improvements to the transport network. The overall development strategy is closely linked with the priorities of the council's Local Transport Plan.

North & North East Lincolnshire has some significant challenges:



North East Lincolnshire have some areas of severe deprivation; in 2010, 27 of 107 Local Super Output Areas (LSOAs) ranked among the 10% of most deprived in the country, with East Marsh in Grimsby being the second most deprived overall nationally. Unemployment stands at 12.4% compared to the national figure of 8.1%. In 2011 16.3% of households containing at least one person of working age were out of work. The number of benefit claimants has risen year-on-year over the last three years. With so many residents dependent on benefits and services for basic daily living, a major challenge is to build on the assets within our communities and work with them and through them to deliver improved life outcomes.

Future housing growth

In 2010, NELC produced a report which recommended locally derived housing figures for inclusion in the then emerging Local Development Framework (LDF) Core Strategy of 410 dwellings per year up to 2017 and thereafter 520 dwellings per year. This could include up to 1735 in Immingham. The economic opportunities of the South Humber industrial area will play a crucial part in enabling employment for this future housing development.

Meeting Local Sustainable Transport Objectives

The objective of this bids package of measures is to maximise connectivity to support economic activity and growth in both North and North East Lincolnshire. It includes sustainable travel initiatives which enable economic growth by linking areas of high unemployment to training and workplaces whilst cutting carbon emissions by encouraging modal shift. These initiatives will include improved information allowing Door to Door journey planning, an area wide public transport ticket and enabling cycle proof roads.

B3. The Economic Case – Value for Money:

National Institute for Health and Care Excellence's guidance on walking and cycling has the aim to "shift attention away from focusing on individual risk factors and isolated, small-scale interventions and ensure programmes comprise an integrated package of measures, implemented by all relevant sectors and stakeholders. Where appropriate, they should link to existing national and local walking and cycling initiatives, and incorporate actions in specific settings, such as workplace or schools". This bid aligns with that aim by creating a whole area network of accessibility.

Value for Money Assessment:		
Category	Impact	Rating
Economy and Growth	A) Gateway Impacts (Overall Improvements in Journey Times, Accessibility, On Site Facilities)	Positive
	B) Support Future Housing	Neutral
	C) Creation of New Jobs	Positive
	D) Journey Time Improvements and Reliability	Positive
Environmental	E) Carbon Reduction	Positive
	F) Air Quality and Noise	Positive
	G) Impact on Areas of Environmental Significance	Neutral
Accessibility & Well Being	H) Accessibility from Residential Areas to Employment, Education and Other Opportunities	Strong Positive
	I) Active Travel	Strong Positive
	J) Severance	Strong Positive
	K) Road Safety	Strong Positive

A completed Scheme Impacts Pro Forma is contained in Annex B

Intervention	Typical BCR
Cycling Training	7:1
Personalised Travel Planning	7.6:1
Car Clubs	9.5:1
Cycling Infrastructure	11:1
Travel Planning	15:1
New Toucan Crossing on Busy Roads	18:1
Traffic Free Walking and Cycling Routes	40:1
Car Share schemes	68:1

The table summarises typical BCRs for a range of sustainable transport interventions, all of which included in the South Humber Enterprise Link, as published in 2011 by the Sustainable Development Commission in their 'Fairness in a Car Dependent Society' report and supports the above assumptions.

B4. The Financial Case – Project Costs:

Before preparing a scheme proposal for submission, bid promoters should ensure they understand the financial implications of developing the scheme (including any implications for future spend and ongoing maintenance and operating costs), and the need to secure and underwrite any necessary funding outside the Department's maximum contribution.

Please complete the following tables. **Figures should be entered in £000s (i.e. £10,000 = 10).**

Table A: Funding Profile (Nominal terms)						
£000's	2015-16	2016-17	2017-18	2019-19	2020-21	TOTAL
DfT funding sought	300					300
Local Authority contribution	256	10	10	0	0	276
Third Party contribution including LGF	1856	100	50	0	0	2006
TOTAL	2412	110	60	0	0	2582

Notes: 1) Department for Transport funding must not go beyond 2015-16 financial year.
 2) Bids that clearly identify a local contribution (local authority and/or third party) towards the project costs will be favoured. Ideally the local contribution should be at least 10% of the DfT revenue funding sought for revenue projects and 30% for capital and revenue schemes.

B5. Management Case - Delivery:

This joint LSTF programme will be implemented using the same approach which has successfully delivered the North East Lincolnshire Local Transport Plan programme. This includes working in collaboration with long standing partnerships such as the Bus Quality Partnership with Stagecoach and the Transport Accessibility Partnership.

This programme of works will be led by a senior manager using the bid partners, new resource and existing teams. Underneath the senior manager, project leads will be responsible for delivering the packages of measures and will use our Prince 2-based approach. The governance structure will feature a project board to help steer and guide the programme to ensure the schemes are implemented in the most effective way possible. For infrastructure improvements the project leads will commission the detailed design and preparation of contract tender documents from the North East Lincolnshire Council Regeneration Partnership Design Team.

The North East Lincolnshire Council / Cofely Partnership enable us to bring in specialist resources to assist in the development and delivery of schemes and programmes. It will reduce costs and enable any barriers to scheme delivery to be overcome through the timely availability of additional skilled resources where required. This will ensure that a rapid start on the projects will take place following approval of the funding. The Council and its partner have significant experience of the delivery of capital schemes.

This delivery partnership involves Cofely working alongside the council in the planning and delivery of physical regeneration, property and technical services in North East Lincolnshire. This includes the development and delivery of transportation, highways and connectivity, including the development and delivery of the Local Transport Plan for the duration of the contract. The aim of the Partnership is to speed up progress on regeneration of the borough whilst getting value for money for residents.

It is proposed that the tender process will start as soon as confirmation that this bid has been successful, this will enable a start on site April 2015. A detailed project plan is attached in Appendix A

Table C: Construction milestones	
	Estimated Date
Start of Works	April 2015
Handover	November 2015
H&S File	January 2016
Opening Date	March 2016
Completion of works (if different)	n/a

B6. Management Case – Statutory Powers and Consent:

a) Please list separately each power / consents etc obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.

None required prior to funding allocation. There are no expected statutory powers and consents required for delivery of this project.

b) Please list separately any outstanding statutory powers / consents etc, including the timetable for obtaining them.

None required prior to funding allocation. There are no expected statutory powers and consents required for delivery of this project.

B7. Management Case – Governance:

North East Lincolnshire Council entered into a public/private partnership with Cofely WorkPlace for the delivery of Regeneration Services including planning, highways, project management, economic development and housing. The Partnership enables us to bring in specialist resources to assist in the development and delivery of schemes and programmes. It reduces the costs and enables any barriers to scheme delivery to be overcome through the timely availability of additional skilled resources where required. This ensures that a rapid start on the projects can take place following approval of the funding. The Council and its partner have significant experience of the delivery of capital schemes.

The project management structure has three tiers:

1. Corporate Management

Whilst not part of the project management as such, Corporate Management approves the initial business case and the capital funds to deliver the project.

2. Project Delivery Team

The team will have the overall responsibility for delivering the project and represents at managerial level the business, user and supplier interests of the project. The Delivery Team is accountable for the success of the project and has responsibility and authority for the project within the instructions set by Corporate Management. They will set the tolerances for the project based on time, cost and quality.

3. Delivery Agents

Responsible for delivering the work packages throughout the lifetime of the project.



B8. Management Case - Risk Management:

Our approach is based upon the Prince2 methodology and ensures that all risks are recorded and processed in a consistent manner and become a regular feature of both project development and delivery. The principles of which are based upon the identification and recording of risks, evaluating their potential to occur, development of mitigating actions and regular monitoring / updating of the current position

The overall risk assessment of this programme based on the application of these principles is deemed to be low because the main elements that are being proposed have been based upon tried and tested measures which have been successfully delivered locally and elsewhere in the country.

A summary of the key risks associated to the delivery of the bid have been summarised in the table below.

Key Risks								
Risk Category	Risk Identified	Gross Risk Score			Control Action	Net Risk Score		
		Likelihood	Impact	Risk Score		Likelihood	Impact	Risk Score
Political	Political resistance to support the proposals presented within our bid	3	3	9	Early involvement of all political groups during preparation of bid. All groups have confirmed their support for the bid	1	4	4
Partnership	Support for the proposals from our partners to deliver the programme	2	4	8	Early involvement of our partners during preparation and design the of bid has ensure that solutions meet joint objectives	1	4	4
Commercial	Commercial viability of sustaining social enterprises as a means to continue designed intervention	3	4	12	Business advice and support to be given to Social Enterprises from the Regeneration Partnership	2	4	8
Technical	Risk of technical problems arising during delivery	3	3	9	Robust cost estimates including appropriate contingency allowance. Regular monitoring of risks will enable mitigation of emerging risk at an early stage	2	3	6
Financial	Securing all of the match funding required to deliver the project	3	5	15	Match funding has been identified and outlined within our financial summary table	1	5	5

Risk matrix scoring;

1-9 = Low risk - No further action required if control measures are used.

10-15 = Medium risk - Ensure additional control measures are implemented to reduce the level of risk prior commencing

16-25 = High Activity - Can not be progresses until discussed at Project Board

B9. Management Case - Stakeholder Management:

Stakeholder Workshop Outcomes		
Stakeholder	Involvement	Communication
LEP's	Strategic direction	LEP board meetings
Public & businesses	Traffic management	Highways notification
Businesses	Travel plans	Officer engagement
Highways Agency	A160	Monthly meetings
Bus operator	Bus service	Bus Quality Partnership

- a) Can the scheme be considered as controversial in any way?

Yes

No

If yes, please provide a brief summary (in no more than 100 words)

- b) Have there been any external campaigns either supporting or opposing the scheme?

Yes

No

If yes, please provide a brief summary (in no more than 100 words)

B10. Commercial Case:

Scheme procurement will be governed by North East Lincolnshire Council's (NELC) constitutional Contract Procedures Rules (CPRs). When procuring goods, services and works from any public funds these rules and EU Procurement Regulations will apply. If the total value of the contract is less than £4.3m then NELC CPRs instruct Cofely WorkPlace to invite 4 tenders via the YOR Tender electronic tender system. The NELC Regeneration Partnership also operate an "approved list" that will invite appropriate contractors with the capacity and technical capabilities to deliver the works on a rotational basis. In 2014, Cofely will be moving to tendering all its various work categories via a bespoke framework. This will meet all of its future works procurement requirements over the next four years. If this framework is in place NELC will be able to "call off" a 'Major Works Lot - £750,000 19-OJEU threshold'. The top 7 ranking contractors that will have been evaluated on quality will then be invited via a mini completion to submit a competitively priced bid on receipt of specification and requirements.

Section C:

Monitoring, Evaluation and Benefits Realisation

C1. Monitoring and Evaluation:

The Council and its partners will undertake monitoring activities throughout the initiative and is willing to work with DfT on the overall evaluation of the programme.

We will develop an evaluation toolkit to determine more specifically our success criteria. We will be pleased to cooperate with the Department in developing this to ensure we are clearly identifying the benefits achieved by our packages. Projects such as our Local Transport Plan have already developed extensive monitoring and evaluation tools. Output evaluation of the overall project would include quantitative figures relating to the travel mode split of people accessing the town centre. Other evaluation would be based on the specific measures such as:

- Pre and post intervention travel surveys as part of participating travel plans.
- Changes in the level of cycling as measured by automatic cycle counters.
- Number of people taking advantage of the 'Wheels 2 Work' scheme.
- Qualitative figures would be obtained through satisfaction surveys.

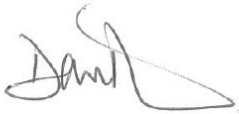
Section D:

Declarations

D1. Senior Responsible Owner Declaration:

As Senior Responsible Owner for South Humber Enterprise Link: Training to Employment I hereby submit this request for approval to DfT on behalf of North East Lincolnshire Council and North Lincolnshire Council and confirm that I have the necessary authority to do so.


I confirm that North East Lincolnshire Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

Name:	David Moore	Signed:	
Position:	Head of Development, North East Lincolnshire Council		

D1. Senior Responsible Owner Declaration:

As Section 151 Officer for North East Lincolnshire Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that North East Lincolnshire Council:

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution;
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties;
- accepts responsibility for meeting any ongoing revenue and capital requirements in relation to the scheme;
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided after 2015/16;
- confirms that the authority has the necessary governance / assurance arrangements in place and the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place.

Name:	Sharon Wroot	Signed:	
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**This is only required from the lead authority in joint bids.*

Submission of bids

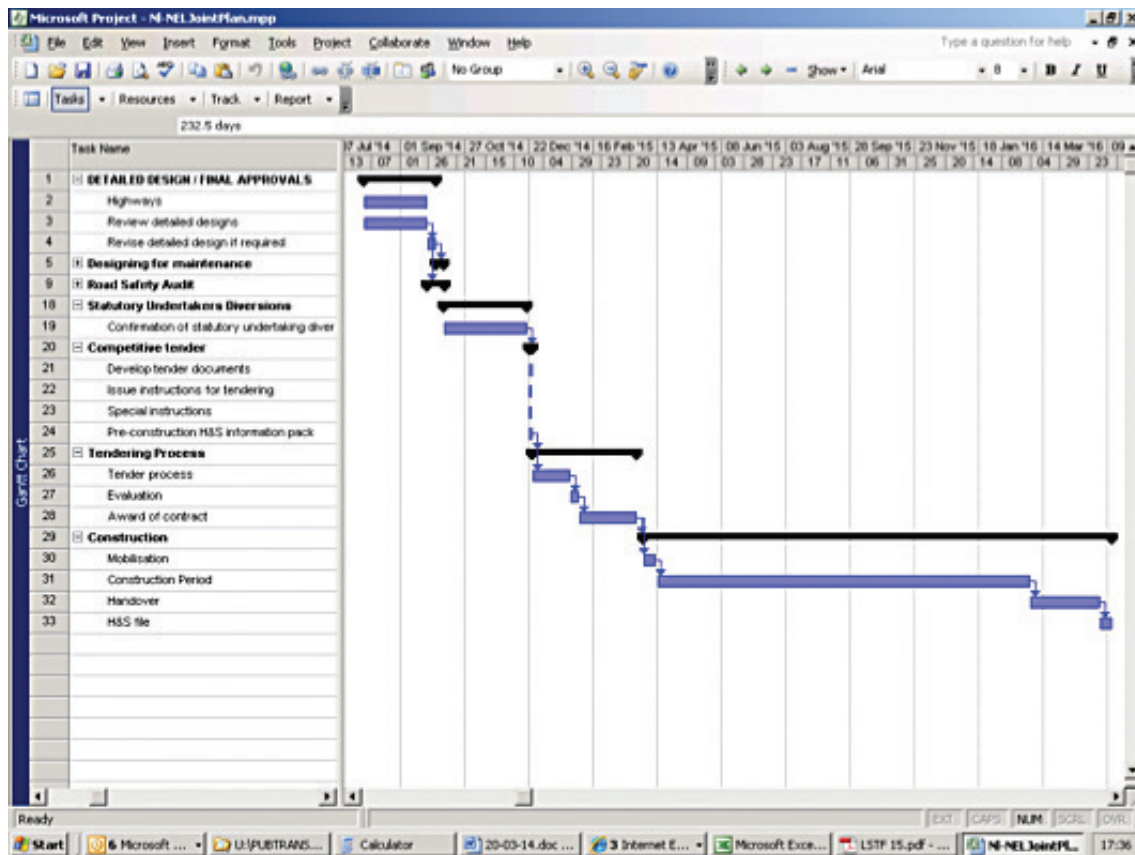
The deadline for bids is 5pm, **31 March 2014**

An electronic copy should be submitted to lsth@dft.gsi.gov.uk

If, for any reason, you need to send hard copies of papers to DfT, please provide 3 copies to:

LSTF 15/16 Bids
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Appendix A – Project Plan:



Appendix B

LSTF 15/16 Revenue Competition - Schemes Impact Pro-Forma			
For cycling / walking elements of your bid, please provide the following data - if available			
Input Data	Without Scheme	With Scheme	Reference to supporting Information (e.g. section of Economic Assessment Report)
Description of Infrastructure / facilities	Cycling is not advised due to high percentages of HGV's and no cycle infrastructure	Cycling becomes enabled for commuter trips from Immingham	<p>E.g. cycling along general traffic / in bus lane / parking bicycles on lampposts / secure cycle racks etc - refer to section 1.9 of WebTAG 3.14.1.</p> <p>Please provide reference to more detailed description.</p> <p>Cycling is currently dangerous to access this destination, with high volumes of Heavy Good Vehicles on narrow streets leading to unfavourable conditions. Cycling has not been promoted as part of the forthcoming ABLE UK development, C-GEN development or existing businesses for this reason. This scheme will provide excellent cycling provisions from Immingham, which forms a significant percentage of employees for the Killingholme area.</p>
Route length (km)	0	8.7 km	An off road cycle route connecting Immingham with the existing Killingholme industrial area, the access points for planned growth sites such as ABLE UK Marine Energy park (AMEP). For a detailed plan, please refer to the map attached in tab 'Cycle Route Plan'.
Average trip length (km)	0	5.1 km (DfT Table nts0306 2012)	<p>In the absence of local data (e.g. from survey), National Travel Survey has average trip lengths and trips times: https://www.gov.uk/government/statistical-data-sets/nts03-modal-comparisons Table nts0306 has average distance per cycle trip.</p> <p>Again, not expected to change unless users re-route onto new/improved route.</p>
Average cycling speed (kph)	0	12-15 mph	<p>E.g. from visual inspection/ automatic count/ speed cameras - please note the NTS data on distance and time are not sufficiently robust to be combined to get a robust estimate for average speed.</p> <p>Based on average commuter speeds of cyclists in North East Lincolnshire in comparative conditions.</p>
Number of users (per day)	0	286	<p>E.g. from Automatic Cycling Counters or an appropriate sample of manual counts. Given cycling is highly seasonal, adjustments might be needed to account for that if e.g. a survey was undertaken in winter.</p> <p>In line with 2011 Census data for trips to new businesses, plus assumed modal split in line with census data for existing businesses, promoted by travel planning to encourage uptake of sustainable modes. See 'Cycling Trips' tab for further detail.</p>
Percentage of additional users that would have driven a car otherwise	N.A.	78%	Taken from AMEP travel plan. Based on non-availability of cycle infrastructure currently.

Appendix B – Impact Proforma

LSTF 15/16 Revenue Competition - Schemes Impact Pro-Forma			
If you are expecting your project to reduce car travel, please provide the following information			
Input Data	Without Scheme	With Scheme	Reference to supporting Information (e.g. section of Economic Assessment Report)
Traffic levels (Vehicle km) in the affected area	1095.7 million (DfT NL traffic count data 2012)	879.32 Million	<p>Please explain how you have estimated the impact of your activities - referring e.g. to previous experience in your authority or elsewhere of similar interventions</p> <p>Based largely on predictions from ABLE UK's marine energy park Transport Assessment compared with Census data, so represents a pessimistic figure - actual results are likely to be higher than those presented. Please see 'mode shift - share' tab for further detail.</p>
Traffic levels (Vehicle km) in the affected area		-19.75%	
Average Speed in the Morning Peak	36.6 mph (DfT Table CGN0201a - NL A road average)	43.83 mph	
Mode share (in person trips)			
Car Driver	78.30%	61.4 %	
Car Passenger	10.40%	17.21%	
Bus Passenger	11.30%	15.4%	
Rail Passenger	0.00%	0	
Cyclist	0.00%	4.55%	
Walking	0.00%	0	
For Bus elements of your bid please fill in the following table			
Input Data	Without Scheme	With Scheme	Reference to supporting Information (e.g. section of Economic Assessment Report)
Annual number of passenger trips	2196	3849.59	Please explain how you have estimated the impact of your activities - referring e.g. to previous experience in your authority or elsewhere of similar interventions
Average trip distance (km)	16.7	16.7	
Average wait time (mins)	60	15	Bus user increases measured against similar scheme for improved public transport to employment site - ERDF funded 1/2/20 service from Grimsby to Europarc, resulted in 35% average monthly increase to date. Also, new business to conform to local averages as per 2011 census data - see 'trips from new businesses' tab.
Average fare per trip (£)	£1.50	£1.50	
Average in-vehicle time (mins)	28.5	28.5	
Description of your intervention	<p>E.g. provision of Real time information at bus stops/ through a website, announcements of next stop on board/ CCTV at stops/on boards, improved bus shelters. Or increased frequency - impact on wait time / Bus priority - impact on travel time.</p> <p>Increased frequency of services to the employment area, provision of bus waiting facilities including real time information, area travel planning and promotions of sustainable modes.</p>		

Appendix C – Letters of Support

GDF Suez
Cofely
Mark Harris
Partnership Director

31 March 2014

Dave Moore
Interim Assistant Director Economy
Place Directorate
Municipal Offices
Town Hall Square
Grimsby
North East Lincolnshire
DN31 1HU

Dear Mr Moore

Re: South Humber Enterprise Link; Training to Employment' – Letter of support for Local Sustainable Transport Fund Bid

On behalf of Cofely I would like to offer my full support to North East Lincolnshire Council's bid to the Local Sustainable Transport Fund (LSTF). The schemes contained within the bid such as the cycling and walking links, improved bus services, travel planning, Wheels to Work initiative and car share system will contribute towards encouraging modal shift, reducing congestion and encouraging sustainable travel across the borough.

I am pleased to confirm that in the event of North East Lincolnshire Council's LSTF bid being successful we will contribute the TravelLincs car share system and staff costs to enable the delivery of the bid.

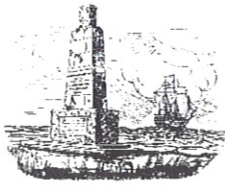
Cofely has a history of successful partnership working with the Council over nearly four years, including the delivery of the Council's Local Transport Plan, delivering elements of the Council's previous LSTF bid and Strategic Transport Planning Service.

Cofely wishes you every success with the bid and I look forward to continuing to work together in partnership with the Council.

Yours Sincerely,



Mark Harris
Partnership Director
GDF Suez - Cofely



Immingham Town Council
Civic Centre, Pelham Road, Immingham,
North East Lincolnshire, DN40 1QF



Jonathan Ford
Senior Transport Officer
NELC,
Origin 2
Origin Way
Europarc
Grimsby
DN37 9TZ

31st March 2014

INTERNATIONAL GATEWAYS: AREA WIDE TRAVEL PLAN

Dear Jonathan,

On behalf of Immingham Town Council I would like to offer my full support to North and North East Lincolnshire Councils' bid to the Local Sustainable Transport Fund (LSTF). The schemes contained within the bid such as the improved cycling and walking links, improved public transport, travel planning, Wheels to Work initiative, and car share system will provide much needed improvements in the provision sustainable transport options around the ABLE UK site and the Town of Immingham.

Able Logistics Park and Able Marine Energy Park have the potential to bring upward of 8000 jobs to the area. Current public transport network is insufficient for increase in users. Access to key international gateways is fundamental to promoting economic growth and, as a developer with significant proposals for the South Humber Bank area, we are keenly aware of the need for an efficient and sustainable transport network in the area.

Immingham Town Council wishes you every success with the bid and we look forward to continuing to work together in partnership with the Council.

Yours sincerely,

David Jackson
Clerk to the Council

Care Plus Group

Freeman Street Resource Centre
Kent Street
Grimsby
North East Lincolnshire
DN32 7DH

Our Ref: SS

Date: 11th March 2014

Tel: 01472 266995
CPG.EmployabilityServices@nhs.net

Dear Martin,

Local Sustainable Transport Fund

Thank you for your email on 11th March 2014. Care Plus Group wholeheartedly support the proposals put forward in North East Lincolnshire's Local Sustainable Transport bid. As an area, we suffer from high levels of unemployment and deprivation and access to transport is seen as a significant barrier to work by residents, employers and employment agencies.

Care Plus Group fully support proposals that offer unemployed people access to a variety of affordable transport provision assisting them to access employment sites across the borough. Many unemployed people returning to the labour market are confronted with immediate cash flow problems, offering assistance with travel to work costs will go a long way to alleviating this transitional period.

Care Plus Group also supports proposals to improve accessibility to key sites that provide employment, education and/or training. Any additional provision relating to public transport links, and safer cycling facilities would be of benefit to North East Lincolnshire and is welcomed by the Care Plus Group.

Yours sincerely,

**Sharon Stead**

Employability Services Manager
Care Plus Group

E-mail: Sharon.stead@nhs.net
Telephone: 01472 266 996





Able UK Ltd

Head Office: Able House
Billingham Reach Industrial Estate
BILLINGHAM
Teesside TS23 1PX
United Kingdom

01642 806080
Fax 01642 655655
Email info@ableuk.com
Web www.ableuk.com

North Lincolnshire Council
Places Directorate
Hewson House
Brigg
DN20 8XY

Our Ref: JD.ABLE.A.L14/0006

Date: 14th March 2014

For the attention of Jodie Booth

Dear Jodie

INTERNATIONAL GATEWAYS: AREA WIDE TRAVEL PLAN

Able UK Ltd has been working closely with North Lincolnshire Council and other statutory authorities to deliver sustainable framework travel plans for Able Logistics Park and Able Marine Energy Park. During this process it was brought to light the need for improvement in the provision of sustainable transport options. Able Logistics Park and Able Marine Energy Park have the potential to bring upward of 8000 jobs to the area. Current public transport network is insufficient for increase in users.

Access to key international gateways is fundamental to promoting economic growth and, as a developer with significant proposals for the South Humber Bank area, we are keenly aware of the need for an efficient and sustainable transport network in the area. Consequently we support the "International Gateways: Area Wide Travel Plan" bid and look forward to being a partner in delivering the initiatives outlined within the proposal.

Yours sincerely

Richard Cram
Design Director





**ASSOCIATED
BRITISH PORTS
GRIMSBY & IMMINGHAM**

Our Ref: MS/er

28th March 2014

PORT OFFICE
CLEETHORPE ROAD
GRIMSBY
N. E. LINCOLNSHIRE
DN31 3LL

TELEPHONE +44 (0)1472 359181
FACSIMILE +44 (0)1472 242488

e-mail: grimsby@abports.co.uk
www.abports.co.uk

Dave Moore
Interim Assistant Director Economy
Place Directorate
Municipal Offices
Town Hall Square
Grimsby
North East Lincolnshire
DN31 1HU

Dear Mr Moore

Re: South Humber Enterprise Link; Training to Employment' – Letter of support for Local Sustainable Transport Fund Bid

On behalf of ABP I would like to offer my full support to North East Lincolnshire Council's bid to the Local Sustainable Transport Fund (LSTF). The schemes contained within the bid such as the cycling and walking links, improved bus services, travel planning, Wheels to Work initiative and car share system will contribute towards encouraging modal shift, reducing congestion and encouraging sustainable travel across South Humber Bank.

ABP wishes you every success with the bid and I look forward to continuing to work together in partnership with the Council.

Yours Sincerely,

Mike Sellers
Port Manager

28 March 2014

Martin Lear
Principal Transport Officer
North East Lincolnshire Council
Origin Two
2 Origin Way
Europarc, Grimsby
DN37 9TZ

HCF Ltd
CATCH facility
Redwood Park Estate
Stallingborough
North East Lincolnshire
DN41 8TH
e info@hcfcatch.co.uk
t. 01469 552 828
www.hcfcatch.co.uk

Dear Martin

South Humber Enterprise Link; Training to Employment

I am writing to give our full support to the joint bid between North East Lincolnshire and North Lincolnshire for the above project.

As a training facility with a large amount of young people on site we are very keen for a sustainable bus service. We find that the lack of a good bus service has a negative impact on site. Due to the age of the young learners they struggle to find suitable transport and the lack of provision has a negative impact on our aims to assist the skills shortage with the region. It is our understanding that the bid will offer support by improving the transport networks across the two local authority's boundaries linking our facility (CATCH) with the areas of current and future employment on the South Humber Bank.

Through the submission of this letter I consent for it to be quoted wholly, or in part, as part of the bid and for the CATCH logo to be included on the bid documentation.

The bid demonstrates the clear commitment of the Local Authorities and is to be commended.

Yours sincerely



Katie Hedges
Company Secretary

Greater Lincolnshire LEP
City Hall
Beaumont Fee
Lincoln LN1 1DD

T 01522 550540

17th March 2014

Jodie Booth
Strategic Transport & Transport Planning Manager
North Lincolnshire Council
Places Directorate
Hewson House
Brigg
DN20 8XY

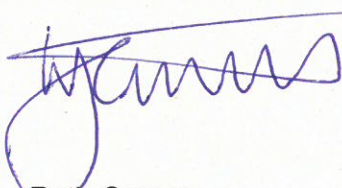
Dear Jodie

I am writing to confirm that the Greater Lincolnshire Local Enterprise Partnership (GLLEP) endorses the North and North East Lincolnshire Council's Local Sustainable Transport Bid for an Area-wide Travel Plan for the South Humber Bank area.

The South Humber Gateway is one of GLLEP's key strategic assets and improving access by sustainable transport modes to a large employment site is supported by the LEP, bringing access to a wider labour pool for the companies operating on and around the Ports and creating an increase in employment opportunities for the Greater Lincolnshire area.

Access to key international gateways is fundamental to promoting economic growth whilst being mindful of the goal to reduce carbon emissions. Therefore, this bid supports this principle by encouraging existing employees to travel by sustainable modes and increasing the accessibility of employment to the wider area.

Yours sincerely



Ruth Carver
LEP Manager
Greater Lincolnshire LEP



Jodie Booth
Strategic Transport & Transport Planning Manager
North Lincolnshire Council
Places Directorate
Hewson House
Brigg
DN20 8XY

6 March 2014

Dear Jodie

Re: Area Wide Travel Plan - South Humber Bank

I am writing to confirm that the Humber Local Enterprise Partnership endorses the North and North East Lincolnshire Council's Local Sustainable Transport Bid for an Area-wide Travel Plan for the South Humber Bank area.

The South Humber Gateway is one of Humber LEP's key strategic assets and improving access by sustainable transport modes to a large employment site is supported by the LEP, bringing access to a wider labour pool for the companies operating on and around the Ports and creating an increase in employment opportunities for the Humber area.

Access to key international gateways is fundamental to promoting economic growth whilst being mindful of the goal to reduce carbon emissions. Therefore, this bid supports this principle by encouraging existing employees to travel by sustainable modes and increasing the accessibility of employment to the wider area.

Kind regards

A handwritten signature in blue ink that reads 'R. Kendall'.

Richard Kendall
Humber LEP Manager

Jodie Booth
Strategic Transport & Transport Planning Manager
North Lincolnshire Council
Places Directorate
Hewson House
Brigg
DN20 8XY

Graham Dakin
Senior Project Manager
Highways Agency
Lateral
8 City Walk
Leeds, LS11 9AT

Direct Line: 0113 283 6258

18 March 2014

Dear Jodie,

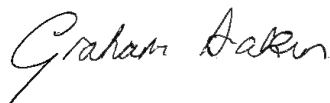
A160/A180 PORT OF IMMINGHAM IMPROVEMENT: POTENTIAL INCLUSION OF CYCLEWAY

Further to discussion at our liaison meetings, this letter provides further information with regard to our consideration of the potential provision of a cycle lane in the verge of the A160 between Eastfield Road and Manby Road roundabout.

I can confirm that the Project Board for the A160/A180 Port of Immingham Improvement have given approval in principle to include this facility, subject to further consultation and detailed design. The proposal we are considering is a combined cycleway/footway within the southern verge of the A160. We will now undertake further design work and liaise with the relevant organisations, such as yourselves, the Environment Agency and the drainage board. As you are already aware there are several technical challenges associated with providing this facility, but we are aiming to have gathered enough information to make a firm decision about whether we can include it by the time of our preliminary meeting.

We are keen to include this if we can and I will keep you updated.

Yours sincerely



Graham Dakin



TOTAL LINDSEY OIL REFINERY LIMITED

Our ref: HRC17225/0-3/NM/cae

28th March 2013

Mr Martin Lear
Origin Two
2 Origin Way
Europarc
Grimsby
North East Lincolnshire
DN37 9TZ

Dear Mr Lear

North East & North Lincolnshire Council LSTF: South Humber Enterprise Link; Training to Employment.

I am writing to offer the support of Total Lindsey Oil Refinery Limited for the Local Sustainable Transport Fund bid that North East & North Lincolnshire Councils are developing, which I understand to include the following:

- A cycle way along Eastfield Road, Chasehill Road and Rosper Road.
- An increased daytime frequency of the existing Stagecoach Immingham to Grimsby Bus Service 45 from 30 minutes to every 15 minutes.

It is our understanding that the bid must support the national and local objectives to facilitate local economic development and reduce carbon emissions, we believe this bid satisfies both requirements.

The scheme will support the growth and development of the South Humber Gateway coupling the deprived communities of Immingham and Grimsby with the current and future educational and work opportunities.

The bid demonstrates a clear commitment of both Councils to encourage and enable sustainable transport in our region.

It is my understanding that the Department for Transport will look favourably on bids which have clear commitment from private sector partners. I trust that this letter demonstrates the support of Total Lindsey Oil Refinery Limited.

Yours sincerely
TOTAL LINDSEY OIL REFINERY LIMITED

A handwritten signature in blue ink, appearing to be "Neal Markham", written over a circular stamp or seal.

Neal Markham
Head of Human Resources & Communications

jobcentreplus

Department for
Work and Pensions

David Atkin
Cofely Workplace
Origin 2
Origin Way
Europarc
Grimsby
DN37 9TZ

Grimsby Jobcentre Plus
Victoria Street
Grimsby
DN31 1NH
01472 622244

Fax: 020 1234 5678
www.dwp.gov.uk

14th March 2014

Dear David

LSTF Bid

With regards to the LSTF Bid, Jobcentre Plus would like to offer their support to the application. We will offer assistance by promoting the various schemes to Jobseekers and encourage take up by issuing leaflets and forms confirming eligibility to participate. We will also accommodate the co-location of the transport officer to enable engagement with our customer group. Job Centre Plus will contribute approximately £12,600 in staff costs to support the administration of this scheme.

Schemes developed to remove transport barriers to our Jobseekers and improve access to local employment hotspots will support economic development and reduce unemployment in the local area.

Yours sincerely,

Lorraine Alexander
Employer Engagement Manager

Email lorraine.alexander@dwp.gsi.gov.uk
Direct line 01472 622244

**Phillips 66 Limited**

Humber Refinery
Eastfield Road
South Killingholme
N Lincolnshire
DN40 3DW

Tel: +44 (0)1469 555044

17th March 2014

Jodie Booth
Strategic Transport & Transport Planning Manager
North Lincolnshire Council
Ashby Road
Scunthorpe
North Lincolnshire
DN16 1AB

Phillips 66, Humber Refinery have a number of staff who cycle to work, but only those who cycle seriously as a hobby and racing outside of work. Due to the amount of heavy traffic on the roads surrounding the refineries and the lorries coming from Immingham docks, it is far too dangerous and daunting for the average cyclist or someone that wanted to start cycling to use the roads and as such as an employer we would not encourage cycling to work.

Without doubt if we had cycle lanes in the surround it would encourage more of our 1000 plus workforce to use their bikes choosing more sustainable modes of travel. It is for these reasons that we fully support the application for an Area Wide Travel Plan and if successful Phillips 66 will happily work with the councils to encourage use of sustainable travel for our employees and support the initiatives the plan hopes to deliver.

We look forward to hearing how the plan progresses

Kind Regards

Nina Stobart

Nina Stobart
Communications & External Affairs Manager
Phillips 66 Humber Refinery

25 March 2014

Mr M Lear
Principal Public Transport Officer
North East Lincolnshire Council
Origin 2, Origin Way
Europarc
GRIMSBY
DN37 9TZ

PO Box 15
Deacon Road
Lincoln
LN2 4JB

T 01522 522255
F 01522 538229

stagecoachbus.com



Dear Martin

**LOCAL SUSTAINABLE TRANSPORT FUND 2015/16:
SOUTH HUMBER ENTERPRISE LINK**

I write to confirm Stagecoach East Midlands' support for North East Lincolnshire Council's bid to the Local Sustainable Transport Fund to improve bus services to South Humber Enterprise business and marine energy park, which is to be developed and expanded by ABLE UK.

Stagecoach East Midlands has successfully worked with North East Lincolnshire Council through a strong Bus Quality Partnership to consistently improve the quality and frequency of bus services in the Grimsby and Cleethorpes area to grow bus patronage, achieve modal shift away from the private car, reduce congestion and support economic development.

The proposed enhancement to bus services north of Grimsby and Immingham will support the viability of the enlarged business park and the development of new industries by providing better access to jobs. Moreover, better bus services will promote environmentally friendly, sustainable travel.

Stagecoach East Midlands will support North East Lincolnshire Council in the delivery of the LSTF bid through:

- A capital contribution of £150k in the form of two cascaded modern, low floor DDA compliant buses to deliver the enhanced bus service north of Immingham.
- The development of commuter plans for employers on the South Humber Enterprise business park, which offer substantial discounts to staff for bus travel compared to the usual public commercial prices.

- Marketing and design services to the value of £20k to promote the new bus services to users.

We hope the North East Lincolnshire Council bid to the Local Sustainable Transport Fund is successful and, if so, we look forward to working with your team on the delivery of this project.

Yours sincerely

A handwritten signature in blue ink, appearing to be 'Dave Skepper', with a stylized, looping design.

Dave Skepper
COMMERCIAL DIRECTOR

Humber & Wolds
Rural Community Council



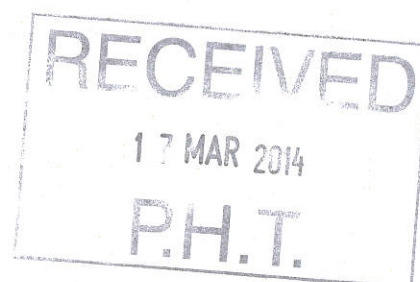
Wheels to Work

Humber & Wolds Rural Community Council, 19a Bridgegate, Howden, East Yorkshire, DN14 7AE
Telephone: 01652 637700 Email: Robin.Bradshaw@hwrcc.org.uk
Charity No: 1099439 / Company No: 4606085
Contact: Robin Bradshaw, Project Co-ordinator

Our Ref: WTW / LSTF/NELC & NLC

12th March 2014

North East Lincolnshire Council
Jonathan Ford
Senior Transport Officer (Accessibility)
Cofely
Origin One, 2 Origin Way
Europarc
Grimsby
North East Lincolnshire
DN37 9TZ



RE: Local Sustainable Transport Fund

Dear Jonathan

I am writing to you with regards to Local Sustainable Transport Fund as announced by the Minister for Transport Baroness Kramer and I would wish to offer you and North Lincolnshire and North East Lincolnshire Council our support in respect of any joint bid that you may submit to acquire monies from the LSTF.

We have always found that in our dealing with you and North East Lincolnshire Council that you have an appreciation of not only the transport needs of the residents of North East Lincolnshire but also how the need for an adequate, affordable and diverse local transport infrastructure meets with the requirement of employers across the county. We have also found the same to be true of our dealings with North Lincolnshire Council for whom we have previously delivered a Wheels to Work scheme and still continue to support us in the delivery of our Volunteer Car Service.

As a small third sector community transport operator we have always found you to be willing to listen to our suggestions and support us wherever possible financially. Significantly our wheels to work scheme which has operated across North East Lincolnshire over the past 5 years would not have survived without your support.

Best wishes and we hope you are successful in any joint bid you may consider pursuing through the LSTF.

Yours sincerely


Robin Bradshaw
Project Co-ordinator

Supporting rural communities to thrive

Registered Office: 19a Bridgegate, Howden, East Riding of Yorkshire DN14 7AE Tel: 01430 430904 Fax: 01430 432037
Email: info@hwrcc.org.uk Website: www.hwrcc.org.uk
Registered Charity No. 1099439 Company No. 4606085