

## **CABINET**

<b>DATE</b>	9 March 2022
<b>REPORT OF</b>	Councillor Stewart Swinburn – Portfolio Holder for Environment and Transport
<b>RESPONSIBLE OFFICER</b>	Sharon Wroot, Executive Director for Environment, Economy and Resources
<b>SUBJECT</b>	Enhanced Bus Quality Partnership and Scheme
<b>STATUS</b>	Open
<b>FORWARD PLAN REF NO.</b>	CB 03/22/01

### **CONTRIBUTION TO OUR AIMS**

The North East Lincolnshire Enhanced Bus Quality Partnership and Scheme is expected to contribute towards key Council priorities by enabling 'Stronger Economy and Stronger Communities'. The Enhanced Bus Quality Partnership and Scheme is also expected to enable improved safety, sustainability and access to employment, education, training and social opportunities.

### **EXECUTIVE SUMMARY**

This report summarises the Government's National Bus Strategy and introduces the Enhanced Bus Quality Partnership and Scheme (in Appendix 1).

### **RECOMMENDATIONS**

It is recommended that Cabinet:

1. Approves the Enhanced Bus Quality Partnership and Scheme as set out in Appendix 1, effective from 1<sup>st</sup> April 2022.
2. Delegates authority to the Executive Director, Environment, Economy & Resources, in consultation with the Portfolio Holder for Environment and Transport, to:
  - a. Approve any future variations to the Enhanced Bus Quality Partnership Scheme.
  - b. Approve a Bus Passenger Charter for North East Lincolnshire.
  - c. Procure measures identified in the Enhanced Bus Quality Partnership and Scheme or reprioritised Enhanced Bus Quality Partnership Scheme.
  - d. Award contract(s) for the measures within the allocated budget to the project and to carry out all activity to mobilise and fully implement.
  - e. Present a progress report on the operation of the Enhanced Bus Quality Partnership Scheme to the appropriate scrutiny panel by 31 March 2023.
3. Authorises the Assistant Director Law, Governance and Assets to complete and

execute all requisite legal documentation arising.

## **REASONS FOR DECISION**

The Government have encouraged every Local Transport Authority (LTA), and bus operator in England to be in a statutory Enhanced Bus Quality Partnership using existing powers in the Bus Services Act 2017. The Council is an LTA. To deliver the Enhanced Bus Quality Partnership and Scheme requires approval by 31 March 2022.

### **1. BACKGROUND AND ISSUES**

- 1.1 On the 15 March 2021 the Government launched a new, long-term National Bus Strategy for England. The 'Bus Back Better', strategy sets out the vision and opportunity to deliver better bus services for passengers. The strategy aims to improve the quality of local bus services and increase bus passenger numbers.
- 1.2 The COVID-19 pandemic has had a significant impact on buses, as with all transport. Bus services in North East Lincolnshire will be important to support the reopening of society, as communities start to return to town centres for work and leisure purposes.
- 1.3 On 20 October 2021, Cabinet approved the Bus Service Improvement Plan (BSIP). The next stage is to create an Enhanced Bus Quality Partnership and Scheme.
- 1.4 To deliver the Enhanced Bus Quality Partnership will require the conversion of the BSIP into the Enhanced Bus Quality Partnership Plan. The Enhanced Bus Quality Partnership will be contained in a high level document which largely replicates what is already in the Cabinet approved BSIP. The BSIP must be translated into the Enhanced Bus Quality Partnership Plan in order to secure any BSIP grant allocation (yet to be announced) from the Department for Transport (DfT).
- 1.5 Linked to the Enhanced Bus Quality Partnership Plan is the Enhanced Bus Quality Partnership Scheme which sets out the measures which will be delivered in North East Lincolnshire. Schemes included in the Enhanced Bus Quality Partnership document are mandatory requirements and failure to deliver may lead to sanctions imposed on the operator by the Traffic Commissioners. If an LTA includes new facilities or measures in a scheme, they have a legal obligation to deliver unless the scheme is formally postponed or temporarily suspended. To ensure the Enhanced Bus Quality Partnership and Scheme document is legally compliant with the Bus Services Act 2017, the Council completed a mandatory consultation and consulted local bus operators including statutory consultees. Appendix 1 includes the Enhanced Bus Quality Partnership and Scheme document which has received no objections from local bus operators and statutory consultees.
- 1.6 The Council is currently awaiting the BSIP funding announcement from DfT, therefore the Enhanced Bus Quality Partnership Scheme document included the existing NELC 2021/2022 Local Transport Plan Capital Programme (Public Transport Schemes). Once the DfT have announced the NELC BSIP funding allocation, a variation mechanism can be implemented to deliver additional

measures from those set out in the BSIP.

- 1.7 The Enhanced Bus Quality Partnership will meet four times per year replacing the existing Voluntary Bus Quality Partnership.
- 1.8 An Enhanced Bus Quality Partnership Forum will meet to gather input from passenger groups and other stakeholders such as local businesses and people with protected characteristics and will meet at least twice per year.
- 1.9 The Enhanced Bus Quality Partnership will agree an annual work programme setting out its key priorities and set out areas for improvement. It is anticipated that a progress report will be presented to Scrutiny for consideration by 31 March 2023.
- 1.10 The Enhanced Bus Quality Partnership will conduct an initial, mid-year review of the Enhanced Bus Quality Partnership Plan and Scheme, to assess whether any modifications are necessary following its first six months in operation. This initial review will consider the working arrangements and the monitoring and reporting procedures.
- 1.11 Any future review (including any proposed amendments) of the Enhanced Bus Quality Partnership and Scheme will be conducted with input from the Enhanced Bus Quality Partnership members. It is anticipated that the membership of the Partnership for the Council shall be the Portfolio Holder for Environment and Transport, Assistant Director for Housing, Highways, Transportation & Planning and one Regeneration Partnership Officer.
- 1.12 The Council and local bus operators through the Enhanced Bus Quality Partnership will be required to publish a Bus Passenger Charter for North East Lincolnshire. A Bus Passenger Charter will set out the standards and levels of service that passengers should expect when travelling by bus in North East Lincolnshire.

## **2. RISKS AND OPPORTUNITIES**

- 2.1 A key opportunity is the potential for the LTA to be granted a share of the Government's National Bus Strategy funding.
- 2.2 Following the submission of the BSIP to the DfT on the 29 October 2021, it is expected the plan will be assessed and the local authority will be allocated funding to deliver the plan. It is expected once the funding ends (it is unclear at this stage how long funding will be provided for), all measures included in the Plan will need to be commercially viable and operate without any local authority funding.
- 2.3 Interventions contained in the BSIP will need to be prioritised to fit the Government funding.

## **3. OTHER OPTIONS CONSIDERED**

- 3.1. **Option 1 - Continue with the existing Voluntary Bus Quality Partnership -**  
The Government has encouraged local authorities to move to the Enhanced Partnership Model. If the Council do not move to the Enhanced Bus Quality

Partnership model this has potential financial implications for the local authority as the DfT are indicating they will no longer pay local authorities and bus operators COVID-19 Bus Service Support Grant, (CBSSG) and Bus Service Operators Grant (BSOG). This option is not recommended.

- 3.2. **Option 2 - Follow Government guidance towards creating an Enhanced Bus Quality Partnership and Scheme** - This is the recommended option and this option would meet the Government aspirations and assist the Council in delivering improved bus services with key stakeholders.

#### **4. REPUTATION AND COMMUNICATIONS CONSIDERATIONS**

- 4.1. There are potential positive and negative reputational implications for NELC resulting from this report. A formal Highways and Transport Engagement Process has been agreed by the Council and EQUANS for all major schemes to ensure that reputation and communications are considered at an early stage of all schemes.

#### **5. FINANCIAL CONSIDERATIONS**

- 5.1. The BSIP sets out to the DfT how much funding the local authority requires to deliver the plan. It is expected the DfT will then assess the plan and allocate the Council funding.
- 5.2. It is expected the ongoing delivery of the Enhanced Bus Quality Partnership and Scheme from 1 April 2022 will require additional project delivery resources. The Enhanced Bus Quality Partnership and Scheme will include the estimated budget required to deliver its interventions.
- 5.3. Delivery of the Enhanced Bus Quality Partnership and Scheme will be dependent upon Government funding.

#### **6. CHILDREN AND YOUNG PEOPLE IMPLICATIONS**

- 6.1. The BSIP includes measures to support children and young people. For example, the NELC BSIP includes funding which will provide discounted fares for young people (subject to the DfT funding allocation) and this is seen as a priority by the Government's "Bus Back Better" Strategy.
- 6.2. The BSIP also includes other measures which will improve local bus services and will benefit children and young people who may need to travel by bus when accessing work, training, education and leisure opportunities.

#### **7. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS**

- 7.1. The Government expects Local Authorities to develop ambitious strategies, targets and measures for cutting carbon from transport in their area and to work with bus operators and energy providers to include ambitions to decarbonise the local bus fleet in their Enhanced Bus Quality Partnership Schemes.

#### **8. CONSULTATION WITH SCRUTINY**

- 8.1. Scrutiny was previously consulted on 12 October 2021 and received a report in relation to the Bus Service Improvement Plan.

#### **9. FINANCIAL IMPLICATIONS**

- 9.1. The planned activity and costs resulting from the Enhanced Bus Quality Partnership Scheme arrangements are to be met through the grant funding and available budget for the respective services.

## **10. LEGAL IMPLICATIONS**

- 10.1 It is clear that the proposed Enhanced Bus Quality Partnership Scheme is consistent with the stated aims and objectives of the Council, underpinning its strategic objectives of Stronger Economy, Stronger Communities.
- 10.2 The anticipated procurement exercises will be conducted so as to comply with the Council's policy and legal obligations, specifically, in compliance with the Council's Contract Procedure Rules and the Public Contracts Regulations 2015 and supported by relevant officers.
- 10.3 The delegations sought are consistent with an exercise of this nature.
- 10.4 Officers should note that an award constitutes a further decision and will be subject to completion of an Officer Decision Record and be subject to call in. Award and implementation timelines should accommodate this.

## **11. HUMAN RESOURCES IMPLICATIONS**

- 11.1 There are no direct HR implications **WARD IMPLICATIONS**

- 12.1 Will affect all Wards. **BACKGROUND PAPERS**

- 13.1 National Bus Strategy, Bus Back Better -

<https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attach>

- 13.2 Cabinet Report, Bus Service Improvement Plan, 20 October 2021.

<https://democracy.nelincs.gov.uk/wp-content/uploads/2021/08/3.-North-East-Lincolnshire-Bus-Service-Improvement-Plan-reduced.pdf>

## **14. CONTACT OFFICER(S)**

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- 14.3 Martin Lear, Head of Highways and Transport, EQUANS, Tel: 01472 324482.

**COUNCILLOR STEWART SWINBURN**  
**PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT**

# **NORTH EAST LINCOLNSHIRE COUNCIL ENHANCED BUS QUALITY PARTNERSHIP PLAN**

**2022-2027**

**AND**

# **NORTH EAST LINCOLNSHIRE COUNCIL ENHANCED BUS QUALITY PARTNERSHIP SCHEME**

## **1 Introduction**

On 7th June 2021 North East Lincolnshire Council issued its formal statement of intent to proceed with an Enhanced Partnership. The Enhanced Partnership is intended to deliver the vision and ambition set out in the North East Lincolnshire Council (NELC) Bus Service Improvement Plan (BSIP) 2022 – 2027.

This Enhanced Bus Quality Partnership Plan (EP Plan) should be read in conjunction with the North East Lincolnshire BSIP.

## **2 BSIP Objectives and Enhanced Partnership Approach**

Fundamental to the proposals in this EP Plan and EP Scheme, is our overall vision of retaining and increasing patronage and modal share of public transport, through enhancing the attractiveness, relevance, and public awareness of the local bus system offer.

As developed for the BSIP, the measures support the following seven defined objectives:

- Reliable and effective public transport;
- An integrated transport system;
- Simple payment and ticketing;
- Safety, inclusivity, and accessibility;
- Easy door to door journeys;
- Excellent customer service;
- Modernisation, decarbonisation and zero emission vehicles.

The challenge of attracting passengers back to bus, especially where car travel is relatively easy and perceived to be inexpensive and convenient such as in North East Lincolnshire, should not be underestimated, and this will be the focus of much of the initial activity of the Partnership.

Through detailed discussions with the Partnership Stakeholders, bus operators and the neighbouring partnerships, we have identified a series of specific measures designed to improve the bus network provision in North East Lincolnshire and encourage greater use of the network.

These measures are detailed in the BSIP and form the basis for this EP Plan and EP Scheme. They demonstrate a commitment and ambition to enhance the bus service network in North East Lincolnshire, while remaining realistic and achievable for this principally urban and industrial, while relatively small, area, given a commitment to joint-working, funding and implementation.

The proposed measures have been categorised into short, medium and longer-term timeframes, dependent on their agreed priority, deliverability and the availability of funding. They are described in section 4 of the EP Plan and are shown, by timeframe, in Appendix B to the EP Scheme.

Throughout this Document, codes such as “(M013)” refer to Measures as identified in the BSIP.

**Table 1: Objectives and Approach (subject to external Government funding)**

BSIP objective	EP approach
Reliable and effective public transport	<ul style="list-style-type: none"> <li>a) (M011) Uplift core urban corridor frequencies to 6 buses per hour.</li> <li>b) (M012) Standardise cross-boundary service frequencies.</li> <li>c) (M013) Improvements to evening service headways on Town / Local services.</li> <li>d) (M014) Improvements to Sunday service headways on Town / Local services, to 30-minute.</li> <li>e) (M015) Investigations into Early Inclusion of Housing / Commercial Developments</li> <li>f) (M021) Bus Priority Study and Punctuality Improvement Plan.</li> <li>g) (M026) Bus-only highway infrastructure: Europarc (Grimsby end) Bus Bridge.</li> <li>h) (M022) Acceleration of Traffic Signal Priority (TSP) programme.</li> <li>i) (M024) Information and Disruption Messaging Officer.</li> <li>j) (M025) A Disruption Messaging system.</li> <li>k) (M023) Enhanced Parking enforcement.</li> </ul>
An integrated transport system	<ul style="list-style-type: none"> <li>a) (M051) High-quality bus station</li> <li>b) (M052) Optimise connections in Grimsby between low-frequency bus services and each other</li> <li>c) (M053) Connections with rail services</li> <li>d) (M054) Improve Cross-Boundary Links to hospitals</li> <li>e) (M055) Feasibility study and implementation for Park and Ride</li> </ul>



	<ul style="list-style-type: none"> <li>f) (M056) Innovative Services – P &amp; R and tourist routes</li> <li>g) (M036) Explore a more targeted PlusBus offer</li> </ul>
Simple payment and ticketing	<ul style="list-style-type: none"> <li>a) (M032) Develop discounted fare products for Students / Apprentices / Youths</li> <li>b) (M031) Fare Stage Rationalisation</li> <li>c) (M034) Introduce fare capping across NEL</li> <li>d) (M033) Introduce a ticket 'Carnet' for NEL</li> <li>e) (M035) Step up the rate and extent of promotional fares</li> <li>f) (M074) Enhancement of Contactless Payment</li> </ul>
Safety, inclusivity, accessibility	<ul style="list-style-type: none"> <li>a) (M111) Raised kerb access</li> <li>b) (M112) Survey + remedial works for footways etc around main stops</li> <li>c) (M114) Bus shelter improvements – upgrades, replacements, additions &amp; CCTV at selected bus stops</li> <li>d) (M115) Booked passenger assistance</li> <li>e) (M083) Staffed lost property facilities</li> <li>f) (M116) Acquisition and deployment of 'mobile' CCTV units</li> <li>g) (M113) Enhanced cleaning regime for shelters</li> <li>h) (M092) Extending Phone-n-Ride's range to encompass to/from work journeys</li> <li>i) (M093) DRT efficiency &amp; Best Practice study</li> <li>j) (M091) Expanded support for socially / economically necessary journeys</li> <li>k) (M101) Commuter travel plans</li> <li>l) (M102) Green Travel Plans officer</li> <li>m) (M054) Deliver economically and socially necessary service to Hospitals (particularly Castle Hill)</li> </ul>
Easy and safe door to door journeys	<ul style="list-style-type: none"> <li>a) (M061) Real Time Bus Information - Countdown displays at main stops - renew / extend scope</li> <li>b) (M062) Limited (to 2) &amp; fixed annual dates for timetable changes</li> <li>c) (M063) Refreshed / locally targeted Branding / Marketing</li> <li>d) (M064) Special promotions of selected routes</li> </ul>
Excellent customer service	<ul style="list-style-type: none"> <li>a) (M081) a Bus Passenger Charter</li> </ul>

	b) (M083) Improvement of lost property reporting and contact points c) (M082) Bespoke, Enhanced regular passenger surveys
Modernisation, decarbonisation and zero emission vehicles	a) (M073) Electric Buses b) (M071) Retrofit on-bus Comfort & Amenity Features c) (M072) Next Stop announcements

NELC has undertaken an assessment of the impacts of the EP Plan and Scheme on competition and believes it will not, or is unlikely to, have a significantly adverse effect on competition, for the purposes of Part 1 of Schedule 10 of the Transport Act 2000. Some 99.5% of vehicle mileage in the Plan Area is delivered by Stagecoach East Midlands.

As required by section 138F of the Transport Act 2000 ('the 2000 Act'), the Competition and Markets Authority (CMA) will be consulted on the proposals to ensure that the competition test at Part 1 of Schedule 10 of the 2000 Act has been met.

### **Document Structure**

Part 1 of this document contains the NELC Enhanced Partnership Plan (the EP Plan).

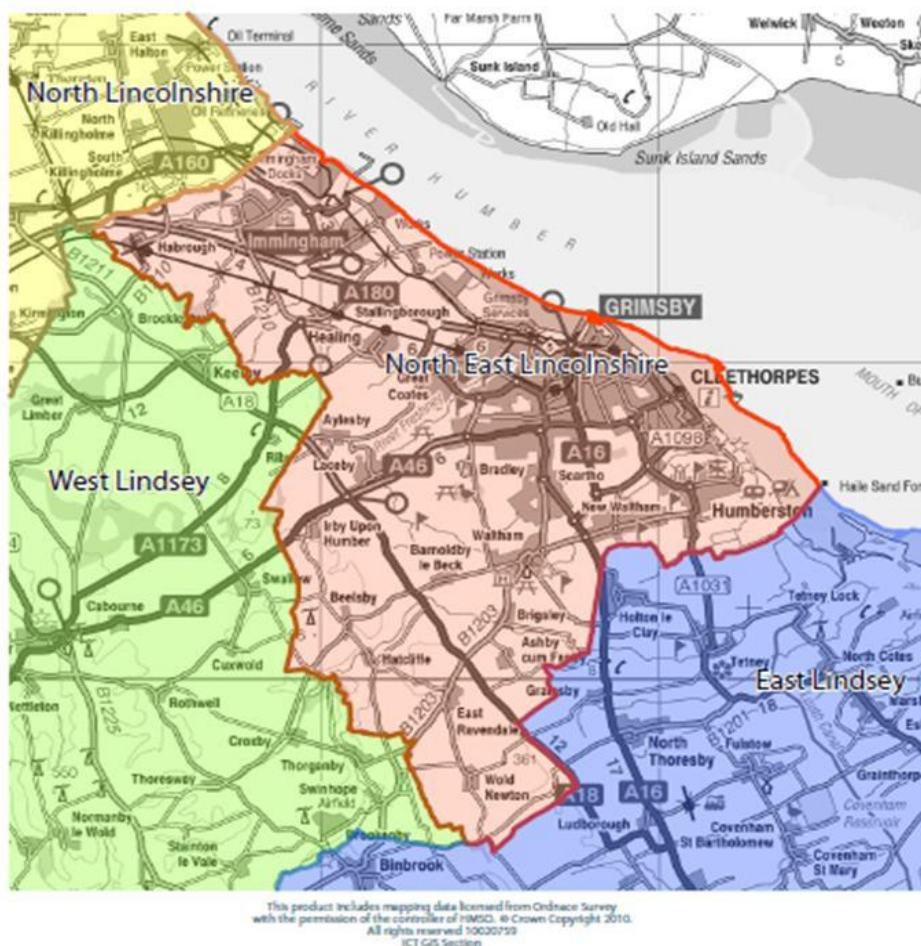
Part 2 of this document contains the NELC Enhanced Partnership Scheme (the EP Scheme).

## PART 1

### THE NORTH EAST LINCOLNSHIRE ENHANCED BUS QUALITY PARTNERSHIP PLAN

This North East Lincolnshire Enhanced Partnership (EP) Plan for Buses is made by North East Lincolnshire Council in accordance with Section 138G(1) of the Transport Act 2000. It is directly and solely derived from the North East Lincolnshire Bus Service Improvement Plan (BSIP), as first published in October 2021, and is the key enabler of that Plan.

#### 1 Enhanced Partnership Plan Geographical Area and Time Period



**Figure 1: Enhanced Partnership area**

The Enhanced Bus Quality Partnership Plan (EP Plan) will cover the whole of the administrative area of North East Lincolnshire Council, as shown in the map above.

The plan is for a period of five years covering the period 1st April 2022 to 31st March 2027. It will be reviewed no less frequently than annually, no later than 31<sup>st</sup> March of each year.

## 2 Passenger Experiences and Priorities

Bus services are a vital public service playing a major role in the way many people go about their daily lives. Prior to the Covid-19 pandemic, each week around 120,000 journeys were made by bus in North East Lincolnshire, principally to / from and within the Grimsby – Cleethorpes conurbation, making it the most frequently used form of public transport in the borough. Buses take people to work, school, college, hospital, shops, leisure opportunities, and a range of other essential services supporting the wider economy across the area and reducing social isolation for residents. They also play a role in supporting sustainable tourism, principally around beach and holiday amenities. Without them, the area's roads would be more congested, the economy weaker and the air quality worse.

People who use buses in our area think highly of the services provided; overall bus passenger satisfaction in North East Lincolnshire was ranked within the upper half of all the council areas surveyed by Transport Focus in their latest (Autumn 2019) national study, while satisfaction with value for money was ranked fourth. However, despite this, overall bus patronage has been declining in North East Lincolnshire for a number of years, as it has in most other places across the country.

In 2021, as part of the development of this BSIP, NELC and SYSTRA partnered to run a survey on bus usage in the area. The purpose of this survey was to dig deeper into patronage within NELC bus services pre-pandemic, at present, and into the future.

Through the planning stages of the BSIP survey, it was clear that targeting the 'non-bus users' and/or 'lapsed bus users' was integral to a full picture of the region in term of consultation. The survey was launched on 26<sup>th</sup> July 2021, with a 3-week live period, closing on the 9<sup>th</sup> August 2021.

A total of 452 responses were gained, 366 of which completed the full survey.

Its findings explored the main barriers to bus usage and growth, identified as follows:

- Before the pandemic (pre-March 2020), 20.7% participants used the bus services within North East Lincolnshire.
- Of that 20.7%, 37% used the bus service 4 to 7 days per week, with 30% using bus services 2 to 3 days per week.
- The key trip motivator of the survey participants was 'Shopping for groceries and essentials' and shopping for other items' with a combined share of 32%.
- The second most popular reason for travelling was to see family and friends (14%).
- Travel to voluntary or paid work was relatively low as a trip motivator, at just 8% of our survey respondents.
- 67% of respondents expect their bus use to remain 'about the same' as all UK COVID-19 restrictions are lifted.
- When asked what improvements could be made to the bus

service to help people use the bus more often, the initiatives selected most often, from those suggested in the survey, were 'Discounts for Young People' (83% of respondents), followed by 'Improved access such as raised kerbs' (76%).

- Participants also expressed their desire for 'More integrated and innovative bus services', alongside 'Reduced frequency of bus route changes' and 'Different payment options' (71%, 70% and 70% respectively).
- However, when presented with the option to rank which initiatives were **most important to the respondent personally**, the highest ranking 3 initiatives were respectively:
  - Lower cost fares
  - More bus routes
  - More buses (increased frequency)

This aligns with a number of 'open question' responses, suggesting new routes.

- The lowest ranked initiatives ranked as 'helpful to people' personally included:
  - Multi-operator bus tickets
  - Different payment options
  - More integrated and innovative services such as flexible bookable services
- Respondents were also asked an open question regarding improvements to their bus services, key themes are identified below.
  - Alteration of bus times to suit hospital, factory and school workers
  - Reinstatement of bus stations in the town centre and improved bus shelters, common mention of antisocial, inebriated behaviour at existing stops
  - Improved live bus information and timetable presence
  - Widened service hours, particularly into the evenings and weekends
  - Improve services to rural settlements

The top 10 bus improvements from our survey are listed below.

#### What improvements could be made to the bus service to help you use the bus more often?

Lower cost fares  
More bus routes  
Increased Frequencies  
More weekend buses  
More evening buses  
Better waiting facilities e.g. improved lighting and shelters  
Improved reliability  
More modern buses with WIFI and stop announcements  
Quicker journey times and more bus priority measures (bus lanes etc.)  
Better / clearer / more reliable information

It remains challenging to predict the future for local bus services as recovery from the COVID pandemic continues. In response to our survey, 1 in 6 people told us that they may use buses less often in future than they did before the pandemic, a finding which is broadly in keeping with a nationwide survey undertaken by SYSTRA.

## 3 Summary of Existing Bus Network

### 3.1 Overview of network and commercial environment

Within North East Lincolnshire, the principal bus operator is Stagecoach, with a network of local bus services in Grimsby and Cleethorpes, and some longer interurban services, two of which cross the boundary into the Lincolnshire County Council area. Mondays to Saturdays, between 07.00 and 19.00, the local services operate at 10- to 30-minute intervals according to route, while the interurban services are every hour or two hours. In the evenings and on Sundays, hourly intervals predominate. Two minor cross-boundary services are operated by Hunts and Grayscroft, each just once per week, and are more like day excursion services for visitors to North East Lincolnshire.

While a very few inter-urban and rural bus routes from Grimsby provide links with Lincolnshire and Hull<sup>1</sup>, the great majority of the network connects the two main town centres, Grimsby and Cleethorpes, with each other and with settlements and travel attractors (retail, healthcare, employment, etc.) entirely within this, primarily urban, area. A single operator provides all local, and all but two *per week* of the cross-boundary, journeys. By contrast, Lincolnshire is a large rural county with many widely dispersed towns and villages. Hence, it is clear that a single Enhanced Partnership Plan and Scheme for the entire NELC area only, with collaboration and consensus with Lincolnshire regarding key cross-boundary services, is by far the most suitable option.

### 3.2 Current Bus Offer to Passengers

NELC and the regional Stagecoach management team enjoy a regular working relationship through an existing Bus Quality Partnership. Almost all conventional / scheduled bus services across the borough are operated on a commercial basis with no direct financial support from the local councils; these comprise approximately 97% of all such passenger journeys. On these services the companies set the routes, timetables and fares so as to meet financial, and any wider, business objectives. Hence, services can and do evolve over time with timetables and routing altering to take account of changing demand and market conditions; although a review by Stagecoach in 2014 concluded that the network and frequencies that had been in place with little change for many years, should continue unchanged. However, notwithstanding the impacts of Covid-19, underlying growth in populations and economic activity have continued, alongside recent and ongoing regeneration – so, while the existing routes may well still be fit for their purposes, there is appetite for targeted frequency increases, and in some locations for longer service hours, such as for shift workers.

The network map below is the latest (2021) published by Stagecoach; this is complete with the exceptions of the summer seasonal service 17 between Cleethorpes and Thorpe Park; the three times daily service (50) to Saltfleet; and also the once-weekly Hunts and Grayscroft services.

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<sup>1</sup> This service does clip the eastern fringe of North Lincolnshire, but there is otherwise no direct service across that boundary.

There are also cross boundary bus services which operate between Grimsby and Louth (51 service), Grimsby and Lincoln (53 service) and Grimsby and Hull (250 service).



In addition to the commercial routes there are also other bus services for which NELC currently covers costs, or provides a subsidy. These services do not earn sufficient revenue through fares to cover their own costs, and it is the funding provided by the Council which enables them to operate. There are four main types of Council supported services:

- Complete conventional routes where the Council specifies where the bus should go, and the key parameters for the timetable to be operated – but not the fares to be charged. These are currently restricted to routes (1, 2, 20) serving the Europarc, an out-of-town industrial complex with considerable early / late shift working.
- Additional or extended journeys to serve a major training centre, just beyond the main network, at start and finish times (5M, serving the CATCH training centre near Immingham); these journeys / variants do not generate enough through fares income to cover their additional costs.
- Phone-n-Ride which operates on a more flexible basis with the destination and times of operation based around passenger demand or particular needs, in response to advance booking, rather than to specific routes or timetables. Its operating hours are limited to 06.30 to 18.30 (not Sundays).



- Dial-a-Ride (DAR) is a charity, closer to a volunteer-operated taxi service. The service is primarily for disabled and elderly passengers. The Council does not fund DAR as such, but DAR claims concessionary fares from NELC.

This collection of supported services has evolved in response to adjustments to Stagecoach's network since deregulation and privatisation over 30+ years, and between them they carried approximately 3%<sup>2</sup> of all bus passenger journeys in the Borough in 2019. With the obvious exception of Dial-a-ride, all three contracts were most recently won by Stagecoach. Whilst some of these services have been altered to take account of changes in demand, others have remained essentially the same for a long time.

### 3.3 NEL Bus network dimensions and performance

The bus network in Grimsby and North East Lincolnshire totals around 100 km<sup>3</sup> of routes – around 35km each for 'core' (see below), and other, Town routes; and additional 10km each for services to Europarc, Immingham, and the LTA boundaries - using over 75 vehicles (from Stagecoach, Hunts and Grayscroft).

Core urban corridors (radiating from Grimsby town centre) with  $\geq 4$  buses per hour ('daytime') are:

- (E) 'Coast' via Cleethorpes Pier to North Sea Lane end.
- (E) 'Inland' via Carr Lane & Sandringham Road to Cleethorpes Pier
- (S) Nuns Corner – Springfield – Waltham
- (S/W) Nuns Corner – Nunsthorpe – Laceby Acres (hypermarket)
- (W/SW) Cromwell Rd (E.) – Little Coates – Laceby Acres (hypermarket)
- (W/SW) Cromwell Rd (E. and W. ) – Wybers Wood

### 3.4 Other Factors that Affect the Use of Local Bus Services

Bus travel is a derived demand – passengers rarely travel “just for fun”, but usually to access other services and activities. In North East Lincolnshire, the aim is to place buses at the forefront of much wider initiatives which will underpin our future success. Therefore three wider themes have been identified, within which the EP will be embedded so that all residents and visitors to the area have the option of an attractive bus service alternative to the private car. These three themes are:

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<sup>2</sup> Method: From Operator-supplied information on numbers of passengers by route and by month, calendar year 2019 selected; from totals for all services operating in NEL, 50% was deducted from the totals for each of the cross-boundary routes to obtain a 'NEL-only' journeys estimate; of these, the totals for routes 1, 2, 20, 5M, and 'PR' together, comprise just over 3%.

<sup>3</sup> Approximations by measurements of route segments on scale map; excludes 'special' (fewer than 3 per day) journeys.

- **Economic regeneration** – including access to a wide range of employment and training opportunities for non-car owners;
- **Revitalise High Streets** – ensuring that high streets are accessible for all, with or without a car; and
- **The rejuvenation of English seaside resorts** – providing access to and around tourist attractions particularly in Cleethorpes.

The measures set out in the EP Scheme will serve not only to respond to what our residents and stakeholders told us was important (largely articulated in earlier sections of this Chapter), but also to position the bus as a key part of sustainable recovery and regeneration along the coast and throughout North East Lincolnshire. By aligning the EP Plan and Scheme with these wider initiatives, this means that NELC and partners can exploit synergies between parallel policy strands, and double-up on investment opportunities compounding the value of the outcomes.

## 4 Congestion in North East Lincolnshire

The Highway Strategy within NELC's Local Transport Plan (2016) has flagged (in section 3.7) that 19 of the 66 junctions are "highly over capacity" (Ratio of Flow to Capacity exceeds 1.0) at some time of the day, therefore drivers are likely to experience regular congestion and slower journey times; while improved reliability was ranked 6<sup>th</sup> in terms of number of times chosen by respondents to our survey. Therefore, NELC worked in conjunction with Stagecoach to identify pinch-points where improvements could yield benefits for the operator and passengers.

The characteristics of the local area road network are such that, though general congestion does impact the bus services, despite the widespread implementation of traffic signal priority installations, it does not do so disproportionately. Although comprehensive data on actual bus journey speeds is not to hand, this will be collated and monitored over the EP period; meanwhile, overall satisfaction with the bus network is at 90%, whilst 72% rate its punctuality performance positively. Further to this, 89% of users are satisfied with bus punctuality (Transport Focus data, 2019).

## 5 Complementary Policies

An overall policy within the current BSIP, is to review and improve alignment of broader but complementary policies, such as land use / development control (the Local Plan), decarbonisation, etc., with National Bus Strategy objectives, as appropriate for the area in our BSIP / EP.

One key example - Parking strategy, including pricing and delivering strategy which encourages bus use, is a key issue in North East Lincolnshire. Both partners endorse the need to encourage bus travel as an alternative mode of transport, but at the same time recognise that accessing key

destinations from the more rural parts of North East Lincolnshire will always be challenging without driving, and therefore a purely anti-car strategy is not feasible. The Council is not in control of all land used for car parking, making practical measures difficult to deliver without implementing untargeted measures such as congestion charging or workplace parking levies.

The EP will therefore explore opportunities to balance car and bus use for accessing our town centres, incrementally adjusting overall parking policies and charges in step with improvement to the bus service offer. This will include investigating park and ride opportunities and ensuring that NELC tackles any illegal or problematic parking which disrupts the flow of buses in our towns. Meanwhile, any increase in the Council's parking charges will enable, and thereby bring about, matching increases in private parking charges.

## 6 Objectives and Outcomes

### 6.1 Objectives

The EP has been developed to achieve the objectives of the BSIP, by the delivery of measures identified in the BSIP. In the same way, the BSIP is driven by existing NELC strategy and policy, principally the Local Transport Plan (2016-2032) and the Bus and Information Strategy, each of which are guided by the NELC overarching strategies for housing, commerce, education, health, industry, and the environment.

The Local Transport Plan identified these key Challenges:

- (A) Enable sustainable growth through effective transport provision.
- (B) Improve journey times and reliability by reducing congestion.
- (C) Support regeneration and employment by connecting people to education, training and jobs.
- (D) Enable disadvantaged groups or people living in disadvantaged areas to connect with employment, health, social and leisure opportunities.
- (E) Provide safe access and reduce the risk of loss, death or injury due to transport collisions or crime.
- (F) Improve the health of individuals by encouraging and enabling more physically active travel.
- (G) Improve the journey experience on the local transport network.
- (H) Ensure transport contributes to environmental excellence, improved air quality and reduced greenhouse gas emissions.

The objectives of the BSIP and EP Plan are intended to align with these Challenges and articulate how bus services can help to deliver them. The EP Plan objectives are

- Reliable and effective public transport;
- An integrated transport system;
- Simple payment and ticketing;
- Safety, inclusivity, and accessibility;

- Easy door to door journeys;
- Excellent customer service;
- Modernisation, decarbonisation and zero emission vehicles.

## 6.2 Outcomes

### IN FUTURE, BUS SERVICES IN NORTH EAST LINCOLNSHIRE WILL ASPIRE TO PROVIDE:

- Green, sustainable travel options for all who live, work in and visit North East Lincolnshire, offering an attractive alternative to the car for journeys which cannot be made by walking and cycling;
- Full integration into wider Council initiatives aimed at regenerating North East Lincolnshire, helping to revitalise High Streets as the area recovers from the pandemic, and supporting the rejuvenation of our seaside resort and tourist facilities;
- Responsiveness to the aspirations of existing and potential users as clearly expressed through our comprehensive survey;
- Extended hours of operation, more flexible services and ticketing, improved information, selected new services to key destinations, and enhancements to the fleet, bus stops and other key facilities.

The choice of Outcomes, or of the dimensions for which we set Targets, is informed by the emphases and priorities within this Plan; while the targets themselves represent challenging, but achievable, growth and improvements over the longer forecasting timeframe for this Enhanced Partnership Plan and Scheme.

It is expected and intended that improvements undertaken under this EP Plan and EP Scheme will beneficially affect neighbouring areas:

Generally, improvements across North East Lincolnshire, such as to bus priority infrastructure, and to quality and amenity of buses and stops / interchanges, will also benefit cross-boundary services, their existing passengers, and those attracted to the services;

Specifically, neighbouring areas will benefit immediately and directly from improvements in frequencies, and more modern buses, on interurban services.

## 6.3 Aims and measures

A series of measures have been selected for the complete EP Plan to fulfil the NELC Policy Aims and the priorities identified by existing and potential users aligning with them:

- Aim A: Reliable and effective Public Transport
  - Enhanced evening and weekend frequencies:
    - (M011) Uplift core urban corridor frequencies to 6 buses per hour

- (M012) Standardise cross-boundary service frequencies
- (M013) Improvements to evening service headways on Town / Local services
- (M014) Improvements to Sunday service headways on Town / Local services
- (M015) Investigations into Early Inclusion of Housing / Commercial Developments
- Some tailoring of the network to improve how certain destinations are served:
  - (M021) Bus Priority Study and Punctuality Improvement Plan
  - (M026) Bus-only highway infrastructure: Europarc (Grimsby end) Bus Bridge
  - (M022) Acceleration of Traffic Signal Priority (TSP) programme
  - (M024) Information and Disruption Messaging Officer
  - (M025) A Disruption Messaging system
  - (M023) Enhanced Parking enforcement
- Aim B: An integrated transport system
  - Improved bus interchange facilities in Grimsby:
    - (M051) High-quality bus station
    - (M052) Optimise connections in Grimsby between low-frequency bus services and each other
    - (M053) Connections with rail services
    - (M054) Improve Cross-Boundary Links to hospitals
    - (M055) Feasibility study and implementation for Park and Ride
    - (M056) Innovative Services – P & R and tourist routes
  - Closer integration of the subsidised demand responsive services with each other, and with the wider commercial network:
    - (M036) Explore a more targeted PlusBus offer
- Aim C: Simple payment and ticketing
  - Clearer and more comprehensive information about services and ticketing products through a wide variety of sources:
    - (M032) Develop discounted fare products for Students / Apprentices / Youths
    - (M031) Fare Stage Rationalisation
    - (M034) Introduce fare capping across NEL
    - (M033) Introduce a ticket 'Carnet' for NEL
    - (M035) Step up the rate and extent of promotional fares
    - (M074) Enhancement of Contactless Payment
- Aim D: Inclusive Travel
  - (M111) Raised kerb access
  - (M112) Survey + remedial works for footways etc around main stops

- (M114) Bus shelter improvements – upgrades, replacements, additions & CCTV at selected bus stops
- (M115) Booked passenger assistance
- (M083) Staffed lost property facilities
- (M116) Acquisition and deployment of ‘mobile’ CCTV units
- (M113) Enhanced cleaning regime for shelters
- (M092) Extending Phone-n-Ride’s range to encompass to/from work journeys
- (M093) DRT efficiency & Best Practice study
- (M091) Expanded support for socially / economically necessary journeys
- (M101) Commuter travel plans
- (M102) Green Travel Plans officer
- (M054) Deliver economically and socially necessary service to Hospitals (particularly Castle Hill)
- Aim E: Easy and safe door to door journeys
  - Some potential to improve the feeling of personal safety whilst using buses:
    - (M061) Real Time Bus Information - Countdown displays at main stops - renew / extend scope
    - (M062) Limited (to 2) & fixed annual dates for timetable changes
    - (M063) Refreshed / locally targeted Branding / Marketing
    - (M064) Special promotions of selected routes
- Aim F: Excellent customer service
  - (M081) a Bus Passenger Charter
  - (M083) Improvement of lost property reporting and contact points
  - (M082) Bespoke, Enhanced regular passenger surveys
- Aim G: Decarbonisation and zero emission vehicles
  - A need to modernise the fleet and introduce zero emission vehicles:
    - (M073) Electric Buses
    - (M071) Retrofit on-bus Comfort & Amenity Features
    - (M072) Next Stop announcements

## 7 Implementation and Monitoring, Alignment, and Review

### 7.1 Implementation and Monitoring

The Enhanced Partnership Board will meet four times per year replacing the existing Voluntary Bus Quality Partnership, and receive reports from bus user groups and representatives about progress with providing the Facilities and measures described above. An EP Forum will be set up

so as to gather input from passenger groups and other stakeholders such as local businesses and people with protected characteristics, and will meet at least twice per year. By this means, regular dialogue – supported by inputs from passenger research as envisaged in the BSIP - will review how well the EP Plan and EP Scheme are working. This Forum will also be tasked with managing and ensuring the passage of such proposals as may require approval at an appropriate level of authority within the Council.

Every six months, where monitoring allows this will include specific reporting against the KPIs set out (in draft) in Chapter 3 of the BSIP, which will flag whether the measures being implemented are delivering on the goals of the Partnership. After debate within the Partnership, the results of this monitoring will be published on NELC's website.

Every 12 months the Partnership will review whether adequate progress is being made against the KPIs, and where necessary adjust these to take account of changing circumstances, broadly:

- Where better progress has been made against KPIs, adjusting these to more ambitious targets if it is considered that the improved progress can be sustained; and
- Recalibrating timescales for KPIs which prove to be more difficult to achieve than envisaged, so that monitoring takes place against more realistic timescales.

Some measures will emerge in greater detail once key studies have been completed – in some circumstances it may therefore be necessary to introduce additional KPIs to reflect these new measures, and the annual review will offer an opportunity to introduce new benchmarks where these prove necessary.

Taking forward our ambitions will require a step-change in activity to support buses within the Council, and on behalf of our operator partners.

It is therefore the intention to appoint an additional (M001) Enhanced Partnership Delivery Officer, specifically focused on taking forward our Bus Back Better ambitions.

The EP Plan and Scheme have been developed in conjunction with the principal local bus operator, Stagecoach, who are responsible for 99.95%<sup>4</sup> of local bus kilometres in North East Lincolnshire.

## 7.2 Duration, Review and Alignment with Local Transport Plan

While a good number and range of measures have been developed over this compressed timescale and approved<sup>5</sup> for full implementation, to the extent that funding granted under the

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<sup>4</sup> Non-Stagecoach services traverse 7km between central Grimsby and the NELC boundary near Holton-le-Clay. One return journey per week by each of the two operators, constitutes at most  $(7 \times 2 \times 2 \times 52) = 1,456$  km per year, of the annual total for NEL of 3.3 million km (2019/20).

<sup>5</sup> While the first Bus Service Improvement Plan (2021) was approved by NELC Cabinet in October 2021, certain of the Measures may require further approval by NELC Scrutiny &/or Portfolio Holder &/or Cabinet,

NBS / BSIP permits; certain of the more radical and impactful kinds of measures as recommended under the NBS will require further study and assessment. Examples of this includes feasibility studies for initiatives such as bus priority measures and/or car parking policy. This will allow additional scoping, quantification, costing, and development of their specific details, to the levels necessary for delivery in the course of the EP.

In any event, the BSIP, and the EP Plan itself, will be subject to annual reviews for formal updates, whose effects will be considered by the Partnership for inclusion, through the formal variation procedures as set out in Section 138L of the Transport Act 2000, into this Enhanced Partnership Plan.

Whilst the principal alignment will be with the Local Transport Plan as this articulates NELC's overall transport strategy, linkages to other key strategies have also guided preparation of the BSIP and EP Plan, most notably:

- the Economic Strategy;
- the Air Quality Strategy and associated 2020 Action Plan;
- the Community Safety Action Plan; and
- the Health & Wellbeing Strategic Framework.

The Council's 2016 'Outcomes Framework', as drawn upon for the BSIP and as carried forward into the 2021 Framework, is also an important input, creating a delivery model that facilitates the council in moving towards a 'fully commissioning and enabling organisation'.

This plan outlines the approach to commissioning in order to achieve the outcomes which will deliver the priorities of "stronger economy and stronger communities". The framework has five broad themes, under which sit a range of outcomes which the council considers to be important in achieving its priorities.

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as scope and impacts are identified and developed. Approval will always be sought at the lowest delegated level.



## **PART 2**

### **THE NORTH EAST LINCOLNSHIRE COUNCIL ENHANCED BUS QUALITY PARTNERSHIP SCHEME**

The North East Lincolnshire Council (NELC) Enhanced Partnership (EP) Scheme for buses is made in accordance with section 138G(1) of the Transport Act 2000.

#### **Section 1: Enhanced Partnership Scheme Content**

This document fulfils the statutory requirements for an EP Scheme. In accordance with statutory requirements in section 138 of the Transport Act 2000, the EP Scheme document sets out:

This document sets out:

**Section 2** - Scope of the EP Scheme and commencement date

**Section 3** - Obligations on the Local Authorities

**Section 4** - Obligations on Bus Operators

**Section 5** – Governance Arrangements

The EP Scheme can only be put in place if an associated EP Plan has been made. Therefore, this document should be considered alongside the associated EP Plan.

The EP Scheme has been jointly developed by NELC, and those bus operators that provide local bus services in the EP Scheme area. (NELC is the Highway Authority for all roads in the area with the exception of the A180, which is unaffected by the BSIP / EP; and there are no relevant lower tier authorities.) It sets out obligations and requirements on all of these bodies / organisations in order to achieve the intended improvements, with the aim of delivering the objectives of the associated EP Plan.

If any operator of qualifying bus services fails to abide by such standards, enforcement action can be taken by the Traffic Commissioners – including the cancellation of individual local bus service registrations.

#### **Section 2: Scope of EP Scheme and Commencement Date**

The EPS will cover the same geographical area as the EP Plan and will support the improvement of all qualifying local bus services operating in North East Lincolnshire, as defined by the administrative boundary of NELC.

The EP Plan and Scheme are made on 17 December 2021, for implementation on 1st April 2022. The Plan will have no end date but will be reviewed every five years from the commencement date.

The EP Scheme will remain in force for at least five years after commencement. It will have no specific end date but will be reviewed by North East Lincolnshire at least annually (see Section 5).

### Exempted Services

In accordance with the conditions set out in section 138C (11) of the Transport Act 2000, there are a number of local registered bus services, which operate within the Scheme area, which will be exempt from the requirements of the EP.

Services which are exempt include:

- Services registered as local bus services, but which are primarily intended for the carriage of school students at the start and end of the school day;
- Services which are registered as local bus services, but which operate no more than two journeys per day.

A list of exempted services will be regularly reviewed by the EP Board.

This EP Scheme includes a series of measures which, taken together, will represent a significant uplift to the quality of the public transport provision across North East Lincolnshire. The measures are listed in Appendix A. The EP will work up the detail of each of the proposed measures, including detailed targets and implementation dates, which will be included in the Scheme, through the bespoke variation process set out in Section 5.

Further measures may be added to this EP Scheme over time, using the bespoke variation process set out in Section 5.

### Reporting and Consultation

The EP Board will receive six-monthly progress reports on the development of the EP measures and reports of the performance of the network against the targets set out in the BSIP and EP Plan. Where targets have been achieved or bettered, the EP Board will consider setting new and more challenging ones. Where targets have not been achieved, the Partnership Board will consider and recommend additional actions and measures to address the under-performance. These progress reports will be published on the Authority's website.

Measures which make material changes to bus services and/or infrastructure will be subject to a public consultation process, prior to implementation, to ascertain the views of passengers, residents and other stakeholders who may be impacted by the development. Such measures may also require formal approvals within NELC at an appropriate level.

The EP Board will also provide an annual EP progress report, to be published by the Council, for approval by either NELC's Cabinet, Scrutiny, or the Portfolio Holder.

### Section 3: Obligations on North East Lincolnshire Council

Delivery of the measures will place obligations on both the Authority and the bus operators, as summarised in Table 2, below. Details of the Obligations on Bus Operators are set out in Section 4.

North East Lincolnshire Council Obligations	Qualifying Bus Operator Obligations
<b>Facilities</b> <ul style="list-style-type: none"> <li>To continue to provide, and (subject to funding) maintain, the Existing facilities for buses set out at Appendix A to this scheme</li> <li>To work, in partnership with the bus operators, to investigate opportunities for the implementation of additional facilities to support the operation of buses, in accordance with the specific measures contained in Appendix B to this scheme. The delivery of these facilities will be dependent upon securing funding from the Department for Transport (DfT).</li> <li>To provide Planned facilities (NELC 21/22 LTP Capital Programme – public transport) for buses set out at Appendix A to this scheme</li> </ul>	
<b>Measures</b> <ul style="list-style-type: none"> <li>To continue to invest in the bus network through provision of passenger waiting facilities, at-stop information, Real Time Passenger Information etc.</li> <li>To work, in partnership with the bus operators and neighbouring EPs, to look to deliver the measures set out in the BSIP, and contained in Appendix B to this scheme. This will include preliminary feasibility works for schemes proposed in the medium and longer terms. The</li> </ul>	<b>Measures</b> <ul style="list-style-type: none"> <li>To work, in partnership with the Council and the neighbouring EP, to deliver the measures set out in the BSIP, contained in Appendix B to this scheme. This will include preliminary feasibility works for schemes proposed in the medium and longer terms. The delivery of these works will be dependent upon securing funding from the DfT.</li> </ul>

<p>delivery of these works will be dependent upon securing funding from the DfT and formal Council decision.</p> <p>[Details of each of the measures will be agreed by the EP Board through the use of the scheme variation mechanism]</p>	<p>[Details of each of the measures will be agreed by the EP Board through use of the scheme variation mechanism]</p>
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**Table 2: Summary of the EPS obligations**

The EP Scheme places a number of obligations on NELC. The authority already invests in the bus network. This includes expenditure on supported bus services, provision of passenger waiting facilities, at-stop information and Real Time Passenger Information and bus priority through the provision of bus lanes and bus gates. It is the intention that the Council will continue this existing support, subject to the usual budgetary review procedures.

### Facilities

North East Lincolnshire Council will provide the following Facilities:

#### Bus Priority

NELC will operate existing, and (M022) implement additional, selective vehicle detection for bus priority, at selected signal-controlled junctions described in Appendix A. Funding for these has already been approved in the 2021/22 LTP Capital Programme.

#### Bus Stops

NELC will provide and (subject to funding) maintain the all existing bus stops and passenger infrastructure as identified in Appendix D.

NELC will deliver (M114) an additional 4 passenger waiting shelters during the duration of the EP Scheme, as listed in Appendix A. Funding for these has already been approved in the 2021/22 LTP Capital Programme. Except where agreed otherwise by the Partnership, new shelters will include all of the following features:

- Appropriate size and siting
- Lighting (where possible)
- Bench seating (providing there is sufficient Highway space available)
- Accessibility adjustments both to and at the bus stop

NELC will maintain existing Real Time Passenger Information (RTPI) displays in a fit-for-purpose state, and replace any damaged displays, subject to funding availability.

The Council will deliver (M061) an additional 6 Real Time Passenger Information displays at agreed locations during the duration of the EPS, as listed in Appendix A. Funding for these has already been approved in the 2021/22 LTP Capital Programme.

As noted in the BSIP, the delivery of additional facilities is dependent on the Authority securing sufficient funding from the DfT through the National Bus Strategy. The Authority will work with the Partnership to develop a strategy for the delivery of additional facilities, which may be on a corridor or area basis, to support improvements to services and vehicles delivered by the bus operators.

The EP Scheme Bespoke Variation arrangements at Section 5 will allow for modifications to specific facilities arising from changes in the network, the operating environment or the available funding, and as the Partnership evolves and matures.

## Measures

### **Bus Priority Enforcement and Study**

NELC, as highway authority, will develop with bus operators an evidence-based assessment process to determine the initial need and continued operational business case of any bus priority measures and / or enforcement system used under this EP Scheme.

In particular, NELC will, in collaboration with key bus operators, commission and contribute to (M021) a Bus Priority Study and Punctuality Improvement Plan, addressing complementary policy areas as well as those specific to bus operation.

Any assessment arrangements will be adopted into the EP Scheme using the EP Scheme Bespoke Variation arrangements at Section 5.

### **Future funding bids**

NELC will, in partnership with the bus operators, identify all potential sources of funding to seek additional external contributions towards the ambitions of the Enhanced Partnership

### **Appointment of an Enhanced Partnership Officer**

NELC will (subject to funding and final approval) appoint one member of additional staff - (M001) EP Delivery Officer - specifically focused on taking forward the ambitions and commitments set out in this EP Plan and Scheme.

## Section 4: Obligations on Operators of Qualifying Local Bus Services

The scheme places a number of obligations on operators of qualifying bus services.

The operators already invest in the bus network through their service provisions and vehicles. It is the intention that the operators will maintain their ongoing investment by committing to standards of service that reflect future investments in vehicles and technology.

Subject to anonymised and non-disclosure agreements, operators should make every effort to comply with the requirements of the Partnership, including the timely provision of Automatic

Vehicle location and patronage and ticket sales data, participation in ticketing schemes and meeting punctuality and reliability standards.

It recognised that some smaller operators could be disadvantaged, financially or administratively, in their ability to comply with the requirements of some of the proposed measures in a timely manner. Consequently, detailed discussions will be held with all such operators (of Qualifying Routes), on an individual basis, on timescales for implementation or other adjustments to measures and operator requirements.

## Planned Measures

### Vehicle Standards

The Partners commit to a significant improvement in the quality of vehicles operating local bus services within the EP Scheme area across the EP Plan period, including emissions standards and the provision of passenger facilities, such as Wi-Fi, charging points, audio-visual displays, CCTV etc. The delivery of vehicle improvements (i.e. Wi-Fi, charging points, audio-visual displays, CCTV etc) would be subject to complementary investments by the local authority (i.e. raised kerb bus stops, bus priority measures etc) and subject to bus operators' internal business case approvals.

To maximise the impact of the delivery of enhanced facilities and measures, the Council and the bus operators will use the EP Scheme bespoke variation arrangements, as set out in Section 5 below, to reach an agreement for the Council to implement the specified facilities, in return for the bus operator(s) taking specified action to enhance the bus services operating within the scheme area of influence for a minimum specified time period.

For the bus operator, such reciprocal requirements may include, but not be limited to:

- enhanced vehicle specification;
- installation of new technology;
- additional branding;
- other relevant improvements that are within the EP powers conferred by the 2000 Act.

Exact vehicle requirements will be agreed on a scheme by scheme basis.

Where investment is made in new vehicles and/or enhancements to existing vehicles, such as retro-fit emission suppressant systems, bus interior upgrades, audio-visual passenger announcement equipment, vehicle branding or such like, via the EP Scheme, it is expected that, should an operator need to consider moving any of the enhanced vehicles out of the EP area, this will be discussed with the EP Board and options to retain the fleet in the EP area will be discussed with the EP Board.

## **Reliability and Punctuality**

Across the EP Plan period, the partners will deliver a significant improvement in service punctuality: the bus operators will make their best endeavours to improve the proportion of buses operating on-time. The Partnership has set a challenging target to achieve 97% bus punctuality by 2024/25.

To facilitate this, the principal Operator will support and cooperate with NELC, to contribute to (M021) a Bus Priority Study and Punctuality Improvement Plan (subject to approval for NELC input).

Meanwhile, the EP expects maintenance of the current high standard of service reliability, by the operators making their best endeavours to contain the level of lost mileage within their control to within 0.1% for the duration of the EP Plan.

## **Zonal / Flat Fares**

All operators of qualifying bus services will implement (M031 (enhanced) a single-Zone Fares structure for the EP Plan & Scheme Area.

## **Timetable Changes**

Within the North East Lincolnshire EP Scheme area, bus operators will limit significant timetable changes for qualifying bus services to (M062) Fixed annual timetable change dates, two per annum, in April and September, unless there are unforeseen circumstances<sup>6</sup>.

A schedule of dates will be agreed and will be adopted into the EP Scheme using the EP Scheme bespoke variation arrangements at Section 5.

## **Timetable Alignment Between Low Frequency Services**

All operators of qualifying bus services will (M052) Optimise connections in Grimsby between low-frequency bus services, so as to ensure that connections and onward travel are both robust and convenient, minimising wait times for connecting services. Operators will identify and monitor principal connecting flows, and optimise timetables to accommodate these. This will recognise the low frequencies applicable to most routes in the evenings and on Sundays.

## **Marketing and Promotion of Bus Routes**

All operators of qualifying bus services will undertake (M063) Refreshed / locally targeted Branding / Marketing; and, (M052) Special promotions of selected routes. Examples include promotion of high frequency services as 'turn up and go', and the no. 17 Cleethorpes 'Holiday' service; other routes are to be promoted, such as based on themes, destinations, or events.

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<sup>6</sup> In that event, the bespoke variation arrangements may be applied.

## **Customer Satisfaction Survey**

All operators of qualifying bus services will be expected to develop and undertake (M082) bespoke, enhanced regular passenger surveys, in co-ordination with NELC, in order to supplement existing survey data from Transport Focus – to include origin / destination surveys, performance benchmarking, etc., at intervals, for better gathering of travel data, as well as passenger satisfaction.

## **Passenger Charter**

All operators of qualifying bus services will be expected to participate in the establishment of, and commit to delivery against, (M081) a Bus Passenger Charter, bespoke to the needs and priorities of the Plan & Scheme Area, whose purpose will be to set out what passengers can expect from bus operators delivering local bus services across the area. Aspects upon which commitments will be expected, are outlined in the BSIP.

## **Additional Measures**

Many of the measures proposed in the BSIP are dependent on securing funding from the DfT through the National Bus Strategy. Operators will commit to working, in partnership with the Authority, other Stakeholders and with neighbouring EPs, to ensure that the funding is used, equitably, to deliver an enhanced bus service network. As funding allocations are released, specific Measures will be proposed by the EP Board from the BSIP for adoption into the Scheme through the bespoke variation process, and for NELC approval by Cabinet.

The scheme variation mechanism will allow for modifications to specific measures arising from changes in the network, the operating environment or the available funding, as the Partnership evolves and matures.

## **Section 5: Governance - Scheme Variation and Revocation**

### **EP Board - Membership**

The EP membership will include;

- One NELC Elected Member.
- NELC's Assistant Director for Housing, Highways, Transportation & Planning. The Assistant Director shall represent all members of the Council's Leadership Team and ensure a response is obtained in relation to any issues raised by the EP Board.
- One Regeneration Partnership Officer nominated by the NELC's Assistant Director for Housing, Highways, Transportation & Planning.
- Two Representatives of dominant participating bus companies.
- One Representative of other participating bus companies - Subject to the number of bus company representatives being equal to those representing the Council (Elected Members plus Partnership Officers).



One vote shall be allocated to each member only of the Board and the Board membership shall consist of 6 people from the outset those being as above. The EP Board shall appoint a chairman and a deputy chairman on an annual basis.

Members of the EP Board may, at its discretion and with the agreement of all Members, co-opt individuals from partner agencies and organisations with responsibilities towards local transport (including other local bus companies). It is envisaged separate meetings will be used to engage with local bus user groups and the EP Forum (as described in the EP Plan) in order to discuss operational transport issues including progress with and success of implementation of the EP Scheme, and these issues will be reported and discussed at the EP Board and feedback will be provided to the user group or Forum as and when required.

Meetings shall be considered quorate where at least one council representative and one bus company representative are present.

### Decision making

Decisions of the EP Board need to be in line with existing decisions of the Council or will be subject to the decision-making processes of NELC as set out in the Council's Constitution, and in line with the decision-making processes of the participating bus operators.

For decisions requiring a formal vote within the EP Board meetings, in the event of a tied vote the status quo shall prevail. One vote shall be allocated to each member of the Board only.

If new members are co-opted onto the EP board voting rights will be allocated accordingly. Co-opting shall be subject to the number of bus company representatives being equal to those representing the Council (Elected Members plus Partnership Officers and Assistant Director).

### Work Programme and Annual Report

The EP Board will agree an annual work programme setting out its key priorities and areas for action/improvement. A report on the activities of the EP will be presented to either NELC's Cabinet, Scrutiny, or the Portfolio Holder for Environment and Transport for review.

### Frequency Of Meetings

The EP Board will meet four times per municipal year.

### Meeting Procedure

The venue for EP Board meetings will be New Oxford House, George Street, Grimsby, North East Lincolnshire, DN31 1HB (or online via Microsoft Teams due to COVID-19). Meeting dates and times will be planned annually in advance.

Agendas and minutes will be produced by NELC. Minutes will be circulated within 2 weeks of the meeting.

The following basic agenda structure shall be:

- Apologies
- Standing Items:
  - Grimsby Town Centre Regeneration including Bus Station
  - Car Parking Strategy
  - Bus Priority including Park and Ride
  - Bus Service Improvement Plan including EV buses
  - LTP3 Update
  - External Funding Bids
- Bus Quality Partnership
- Future EP Developments
- Future EP Board Meetings
- Any Other Business

These arrangements and list of members can also be modified using a bespoke variation mechanism.

### Review of EP Plan & Scheme

The EP Board will conduct an initial, mid-year review of the EP Plan and EP Scheme, to assess whether any modifications are necessary following its first six months in operation. This initial review will consider the working arrangements and the monitoring and reporting procedures.

In October 2022, NELC will request a meeting of the EP Board, to consider the review that shall complete no later than 31st October 2022.

Thereafter, the EP Scheme will be reviewed annually, by 31st March each year, following the publication of data on progress towards targets, as required by the BSIP. This will ensure that any necessary remedial action can be taken to deliver the targets set out in the BSIP.

The review process of the BSIP, EP Plan and EP Scheme will be conducted by NELC with input from the Enhanced Partnership Board and may be subject to approval (via a formal report) from North East Lincolnshire Council's Cabinet, Scrutiny, or the Portfolio Holder for Environment and Transport unless otherwise delegated to the Assistant Director for Housing, Highways, Transportation & Planning.

### Bespoke Arrangements for Varying or Revoking the Enhanced Partnership Scheme

Variations to the EP Scheme can be made, provided that it will contribute to the implementation of the policies set out in the EP Plan and that the variation will benefit passengers or reduce traffic congestion, noise or air pollution.

The EP legislation allows flexibility to introduce new scheme content, amend existing content or revoke parts (or all) of a scheme, without the need to follow the full statutory variation procedure.

It is the intention that the mechanism for variation to the EP Scheme will utilise this flexibility and be a less onerous process. This will be particularly beneficial during the early years of the Partnership as patronage stabilises, post-COVID, the availability of funding is clarified and as the Partnership matures and gains confidence.

Therefore, all variations to the Enhanced Partnership Scheme will be subject to a bespoke voting mechanism as set out in this section.

Consideration will be given to a potential EP Scheme variation, partial or full revocation, proposed by Council, following NELC approval at an appropriate level of authority.

Other members of the EP Board may request consideration, via NELC approval processes, of a variation or revocation, in writing and submitted, by email, to North East Lincolnshire Council at [transport@nelincs.gov.uk](mailto:transport@nelincs.gov.uk). The proposer of a variation should demonstrate how this might contribute to achieving the objectives set out in the BSIP, EP Plan and current local transport policies. Through the Chair of the Enhanced Partnership Board, all requests will be forwarded onto all Board members within 5 working days.

Any variation will need to be consistent with any original approvals. Should the variation make a significant change, a report may need to be considered by NELC's Cabinet, Scrutiny, or the Portfolio Holder for Environment and Transport unless there is already a relevant delegation of authority available. Following Council approval for a proposed variation or revocation of part or all of an EP Scheme, the Chair will convene the EP Board, giving at least 14 days' notice for the meeting, to consider the proposed variation or revocation proposal. Any Board members that are absent or not expressing a view at the meeting (either in person or in writing) will be deemed to be abstaining from the decision.

Any EP variation or revocation will require a simple majority vote of the Board in favour of the same.

Scheme Variation proposals on matters which are

- contrary to existing Council decisions or budget
- likely to be significant in terms of their effects
- on local communities and/or
- on financial impacts on the Council

will have been subject to a formal Council decision following the Council constitution and governance policies and processes. Council decisions are subject to call in and so decisions are not implementable until the call in period has expired with no call ins, or the call in has been dealt with under the relevant Council process.

If the proposed variation is agreed by all bus operator representatives present, and if NELC also agrees, the EP Scheme variation will be made within seven working days and the revised EP scheme will be published on the Council website or a statement will be issued confirming that the scheme has been varied.

In the event that the Board recommends that the appropriate action would be to revoke the entire EP Scheme, the default Operator objection mechanism set out in the EPs and Schemes (Objections) Regulations 2018 (as may be varied from time to time) will be used to determine if that course of action should proceed.

In that event, the Steps taken will be as set out in paragraphs 7.27 to 7.33 of the DfT Guidance document, “The National Bus Strategy: Delivering Bus Service Improvement Plans using an Enhanced Partnership”.

## Appendix A: Identified Facilities and Schedules

The facilities that are subject to this Enhanced Partnership are outlined below. The planned facilities are subject to funding being available from the Department for Transport through the Bus Service Improvement Plan. An inventory of the Existing Facilities within the scope of this Scheme is provided in Appendix D.

	Existing facilities	Planned facilities (NELC Local Transport Plan Capital Programme)
<b>Bus stops and shelters</b>	<p>All bus stops / shelters within the ownership of NELC and within the administrative boundary of the Council in their state as of the making of this Partnership.</p> <p>These facilities include the following where they currently exist at each stop:</p> <p>Flags; Poles; Timetable display cases; Real time passenger information displays; Passenger waiting shelters; Seating; Raised kerbs; On-highway markings and parking restrictions; Lighting, including street lighting; CCTV.</p>	<p>Upgraded or new bus stops / shelters delivered through the EP Scheme, to include, where appropriate, additional facilities such as those at existing stops.</p> <p><b>Real Time Bus Information Signs to be delivered at:</b></p> <ul style="list-style-type: none"> <li>•Freeman Street adjacent to Cobden Street</li> <li>•Freeman Street adjacent to Garibaldi Street</li> <li>•Freeman Street opposite Albert Street West</li> <li>•Freeman Street opposite Duncombe Street</li> <li>•Freeman Street opposite Cobden Street</li> <li>•Springfield Road / Lavenham Road junction</li> </ul> <p><b>New Bus Shelters to be delivered at:</b></p> <ul style="list-style-type: none"> <li>•Waltham Road, opposite Southfield Road</li> <li>•Louth Road, adjacent Southfield Avenue</li> <li>•Winchester Avenue, opposite Toynton Road</li> <li>•Wingate Road opposite Binbrook Way</li> </ul> <p><b>Raised Kerb Bus Stops to be delivered at:</b></p> <ul style="list-style-type: none"> <li>•Waltham Road outside Village Community Centre</li> <li>•Springfield Road outside Springfield Gospel Hall</li> <li>•Springfield Road outside no. 15</li> <li>•Springfield Road: 2 no., between Well Vale and Bracken Park</li> <li>•Lavenham Road outside no. 39</li> <li>•Lavenham Road between Langdale Avenue and School Entrance</li> <li>•Lavenham Road outside no. 50</li> <li>•Coniston Avenue outside shops</li> <li>•Coniston Avenue opposite no. 52</li> </ul>
<b>Bus priority facilities</b>	Selective vehicle detection for bus priority at signal-controlled junctions, as are in operation	Selective vehicle detection for bus priority (in favour of registered local bus services only) at the following signal-controlled junctions;

	as of the making of this Partnership.	<ul style="list-style-type: none"> <li>•Ellis Way &amp; Holles Street junction</li> <li>•Ellis Way &amp; Hainton Avenue (Hainton Square) junction</li> <li>•Freeman Street &amp; Wellington Street junction</li> <li>•Freeman Street &amp; Cleethorpe Road junction</li> <li>•Cleethorpe Road &amp; Humber Street junction.</li> </ul>
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## Appendix B: Identified Measures and Schedules

QUICK WINS	
Better value fares for young people	→
Enhanced evening and Sunday service levels	
Enhanced frequency on Services 9 & 10	
Improved services to key destinations	
Targeted marketing campaigns	
Bus Punctuality Improvement Plan	
Dedicated Partnership officer to guarantee delivery	
YEARS 2 & 3	
Zero emission buses on 40% of town network bus-km	→
Modernising demand responsive services	
Green travel plans	
Further simplification of existing fares offer, including fares capping	
Controlling disruption and improving messaging	
Improved enforcement of parking restrictions	
Improved facilities at bus stops	
Expanded passenger satisfaction surveys	
Improvements to traffic signal priority	
Implement recommendations of Bus Punctuality Improvement Plan (subject to funding)	
Improved facilities on buses	
Embedding buses in wider land use planning	
Investigation of optimum Park & Ride locations	
YEARS 4 & 5	
New high quality bus interchange in Grimsby	→
Implement findings of Investigation of optimum Park & Ride locations (subject to additional funding and open market tender competition.)	
New innovative tendered bus routes	
New bus-only link to Europarc	

## Appendix C: Definitions

In this EP Plan, and any EP Scheme(s) made pursuant to it, the following terms shall have the meanings ascribed to them below:

1985 Act	Transport Act 1985
2000 Act	Transport Act 2000
2017 Act	Bus Services Act 2017
Authority	North East Lincolnshire Council
Bus Operators (or Operators)	All Operators of local bus services running Qualifying Bus Services in North East Lincolnshire, taken collectively.
Council	North East Lincolnshire Council
Enhanced Partnership Scheme Variation	<p>This comprises either:</p> <ul style="list-style-type: none"> <li>• A formal variation of the relevant Enhanced Partnership Scheme as a result of the voting mechanism set out in section 5</li> </ul> <p>or</p> <ul style="list-style-type: none"> <li>• An agreement, signed by all relevant parties, drawn up as a result of discussions between one or more Operators and the Authority, where both sides agree to perform agreed actions specified such agreement, as set out in section 5 (“Enhanced Partnership Scheme Variation Agreement”).</li> </ul> <p>Each of which will then constitute a formal variation of the relevant scheme for the purposes of s.138E(1) of the 2000 Act.</p>
Facilities	Those facilities referred to in Appendix A, which shall be deemed such for the purposes of s.138D(1) of the 2000 Act.
Partnership Board	The committee of representatives of the Stakeholders responsible for ensuring the efficacy of the Enhanced Partnership in achieving its objectives, considering recommendations put forward by competent organisations, and making decisions including specific Enhanced Partnership Scheme Variations using the mechanism in section 5.
Plan	NELC Enhanced Bus Quality Partnership Plan
North East Lincolnshire Enhanced Partnership (or the	The Enhanced Partnership covering the geographic extent of the administrative boundary of North East Lincolnshire shown in figure 1 of the Enhanced Bus Quality Partnership Plan.



Enhanced Partnership)	
Measures	Those measures referred to in Appendix B of the Enhanced Partnership Scheme, which shall be deemed as such for the purposes of s.138D(2) of the 2000 Act.
Non-qualifying bus service	<p>Local bus services excluded from classification as a qualifying bus service.</p> <p>For the avoidance of doubt, a list of non-qualifying bus services will be published at the start of each Authority financial year.</p>
Qualifying bus service	<p>A registered local bus service with one or more stopping place within the geographical area of the Enhanced Partnership, with the exception of:</p> <ul style="list-style-type: none"> <li>• Any schools or works registered local bus service not eligible for Bus Service Operators' Grant;</li> <li>• Any cross-boundary registered local bus service with less than 20% of its registered mileage within the Enhanced Partnership area;</li> <li>• Any services operated under section 22 of the 1985 Act;</li> <li>• Any registered local bus service which is an excursion or tour;</li> <li>• Any other registered local bus service that the Enhanced Partnership determines (through the voting mechanism in section 5) should be excluded from all or specific requirements of the Enhanced Partnership Scheme.</li> </ul> <p>For the avoidance of doubt, a list of Exempt Bus Services, i.e. those not Qualifying, will be published at the start of each Authority financial year.</p>
Requirements	Those requirements placed upon Bus Operators identified as such within section 4 of the Enhanced Partnership Scheme and which shall be deemed as such for the purposes of s.138C 2017 Act.

## Appendix D: Inventory of Existing Facilities

### EXISTING BUS SHELTERS IN ENHANCED BUS QUALITY PARTNERSHIP PLAN & SCHEME AREA:

Ref*	Location	Postcode	Ref*	Location	Postcode
3-0200	Belvoir Road c/o Pytchley Walk, Cleethorpes	DN35 0SE	5-0225	Cromwell Road c/o Lynton Parade, Grimsby	DN31 2BD
3-0201	Belvoir Road c/o Ash Court, Cleethorpes	DN35 0RJ	5-0226	Little Coates Road opp. Rosemary Avenue, Grimsby	DN44 3NN
3-0202	Belvoir Road c/o Aspen Court, Cleethorpes	DN35 0SJ	5-0227	George Road Stand A, Grimsby	DN31 1AA
3-0203	Chichester Road opp. no 2, Cleethorpes	DN35 0HE	5-0228	George Road Stand B, Grimsby	DN31 1AA
3-0204	Kingsway opp. Brighton Street, Cleethorpes	DN5 8QU	5-0229	George Road Stand C, Grimsby	DN31 1AA
3-0205	Humberston Road nb n/o Belvoir Road, Cleethorpes	DN36 4AH	5-0230	Victoria Street West Stand D, Grimsby	DN31 1HY
3-0206	North Sea Lane c/o Kings Road, Cleethorpes	DN36 4EP	5-0231	Victoria Street West Stand E, Grimsby	DN31 1DA
3-0207	Kings Road opp. the golf course, Cleethorpes	DN35 0PN	5-0232	Victoria Street West Stand F, Grimsby	DN31 1DA
3-0208	Kings Road opp. Meridian Point, Cleethorpes	DN35 0AG	5-0233	Victoria Street West Stand G, Grimsby	DN31 1DA
3-0209	Kings Road o/s Events Arena, Cleethorpes	DN35 0PN	5-0234	Town Hall Street Stand H, Grimsby	DN31 1HX
3-0210	Kings Road c/o North sea Lane, Cleethorpes	DN35 0PN	5-0235	Town Hall Street Stand J, Grimsby	DN31 1HX
3-0211	Kingsway c/o Queens Parade, Cleethorpes	DN35 8QL	5-0236	Town Hall Street Stand K, Grimsby	DN31 1HX
3-0212	Kingsway opp. Leisure Centre, Cleethorpes	DN35 0BY	5-0237	Abbey Walk opp. no 10, Grimsby	DN31 1NB
3-0213	Middlethorpe Road opp. Ashby Road, Cleethorpes	DN35 9PR	5-0238	Great Coates Road opp. Station Road, Healing	DN37 9NS
3-0214	CS- North Sea Lane opp. no. 8, Cleethorpes	DN35 0PB	5-0239	Great Coates Road c/o Station Road, Healing	DN37 9NS
3-0215	North Sea Lane c/o Bedford Road, Cleethorpes	DN35 0QY	5-0240	Great Coates Road opp. Village Hall, Healing	DN41 7QU
3-0216	North Sea Lane opp. Bedford Road, Cleethorpes	DN35 0QY	5-0241	Great Coates Road opp. No. 7, Healing	DN41 7QS
3-0217	North Sea Lane opp. Riverside Drive, Cleethorpes	DN36 4ET	5-0242	Pelham Road o/s Oasis Academy, Immingham	DN40 1JU
3-0218	Sandringham Road opp. St Francis of Assisi Church, Cleethorpes	DN35 9HB	5-0243	Pelham Road o/s Medical Centre, Immingham	DN40 1QD
3-0219	Taylors Avenue c/o Gilbert Sutcliffe Court, Cleethorpes	DN35 9QP	5-0244	Pelham Road c/o Margret Street, Immingham	DN40 1PT
3-0220	Thorpe Park o/s Main Reception, Cleethorpes	DN35 0PW	5-0245	Pelham Road opp. Highfield Avenue, Immingham	DN40 1NG
3-0221	Carr Lane opp. Miller Avenue, Cleethorpes	DN32 8JP	5-0246	Pelham Road c/o Highfield Avenue, Immingham	DN40 1JN
3-0222	St Peters Avenue c/o DeLacy Lane, Cleethorpes	DN35 8HP	5-0247	Pelham Road o/s the County Hotel, Immingham	DN40 1AD

3-0223	Humberston Road sb n/o Belvoir Road, Cleethorpes	DN36 4AH
3-0224	Taylor's Avenue opp. Belvoir Road, Cleethorpes	DN35 0RP
3-0225	Hardys Road c/o Pearson Road, Cleethorpes	DN35 0DW
5-0200	Main Road opp. Butts Road, Aylesby	DN37 7AN
5-0201	Europarc, Genesis Way o/s Innovation Centre, Grimsby	DN37 9TS
5-0202	Europarc, Lakeside c/o Triago House, Grimsby	DN37 9TS
5-0203	Europarc, Lakeside s/o Europarc, Grimsby	DN37 9TS
5-0204	Europarc, Europarc c/o Lakeside, Grimsby	DN37 9TS
5-0205	Cromwell Road o/s Great Coates Primary School, Healing	DN37 9DA
5-0206	Cromwell Road o/s Chatteris House, Grimsby	DN37 9LN
5-0207	Cromwell Road opp. Leisure Centre, Grimsby	DN37 9LX
5-0208	Cromwell Road o/s Auditorium, Grimsby	DN31 2BN
5-0209	Cromwell Road opp Ravenscar Road, Grimsby	DN37 9LG
5-0210	Cromwell Road opp. Tintern Walk, Grimsby	DN37 9JE
5-0211	Estate Road no. 1 opp. Estate Road no. 4, Grimsby	DN37 9PH
5-0212	Fairfield Road c/o Fairfield Avenue, Grimsby	DN 33 3DS
5-0213	Fairfield Road opp. Fairfield Avenue, Grimsby	DN 33 3DS
5-0214	Hainton Avenue opp. Rialto Avenue, Grimsby	DN32 9QP
5-0215	Laceby Road o/s St Marks Church, Grimsby	DN34 5LW
5-0216	Louth Road c/o Spurn Avenue, Grimsby	DN33 2JG
5-0217	Moody Lane wb e/o Gilby Lane, Grimsby	DN31 2SJ
5-0218	Springfield Road c/o Well Vale, Grimsby	DN33 3JH
5-0219	Springfield Road opp. Mendip Avenue, Grimsby	DN33 3JE
5-0220	Weelsby Road opp. Devonshire Avenue, Grimsby	DN32 0PP
5-0221	Weelsby Road c/o Ladysmith Road, Grimsby	DN32 9ST

5-0248	Pelham Road c/o Kennedy Way, Immingham	DN40 1JU
5-0249	Queens Road opp. Prince Charles Drive, Immingham	DN40 1QR
5-0250	Stallingborough Road c/o Hume Brae, Immingham	DN40 1NN
5-0251	Laporte Road nb n/o Kiln Lane, Stallingborough	DN40 2PR
5-0252	East Riverside o/s Riverside House, Immingham Dock	DN40 2LZ
5-0253	Walk Lane opp. School Lane, Irby Upon Humber	DN37 7JT
5-0254	Grimsby Road o/s Morrisons, Laceby	DN37 7SQ
5-0255	Grimsby Road c/o Church Lane, Laceby	DN37 7DB
5-0256	Stallingborough Road opp. Keelby Road, Stallingborough	DN41 8BL
5-0257	Healing Road wb e/o Station Road Roundabout, Stallingborough	DN41 8BJ
5-0258	Healing Road eb e/o Station Road Roundabout, Stallingborough	DN41 8BJ
5-0259	Grimsby General Hospital adj. Main Entrance, Grimsby	DN33 2BA
5-0262	Waltham Road opp. St Helens Crescent, Brigsley	DN37 0RF
5-0263	Cravens Lane c/o St Margrets Crescent, Habrough	DN40 3AW
5-0264	Louth Road c/o Toll Bar Roundabout, New Waltham	DN36 4PP
5-0265	Station road opp. Toll Bar Avenue, New Waltham	DN36 4PN
5-0266	Station road c/o Pretymann Crescent, New Waltham	DN36 4PE
5-0267	Peaks Lane opp. No. 4, New Waltham	DN36 4QL
5-0268	Sutcliffe Avenue opp. No. 138, Nunsthorpe	DN33 1AP
5-0269	Meadow Drive opp. Lavenham Road, Scartho	DN33 3LD
5-0270	Cheapside o/s No. 7, Waltham	DN37 0LN
5-0271	Barnoldby Road opp. Westfield Road, Waltham	DN37 0BD
5-0272	Barnoldby Road c/o Brian Street, Waltham	DN37 0JP
5-0273	Barnoldby Road opp. Strirling Crescent, Waltham	DN37 0DR
5-0274	Kirkgate c/o Kirkside, Waltham	DN37 0LP

5-0222	Weelsby Road c/o Legsby Avenue, Grimsby	DN32 OPT	5-0275	Grimsby Road c/o Fairway, Watham	DN37 OPT
5-0223	Yarborough Road opp. Cross Coates Road, Grimsby	DN34 4EE	5-0276	Ellis Way inside Asda Car Park, Grimsby	DN32 9DL
5-0224	Wingate Road opp. Hilary Way, Grimsby	DN37 9DE			

\* - References in Table are abbreviated from full references, by showing only final 6 characters.

Full CCUK references are 010-3003-0200 etc. to 010-3005-0276.

#### EXISTING BUS PRIORITY SIGNALLED JUNCTIONS IN ENHANCED BUS QUALITY PARTNERSHIP PLAN & SCHEME AREA:

- Scartho Road & Sutcliffe Avenue junction
- Scartho Road & Lime Tree Avenue junction
- Scartho Road & Scartho Top junction
- Scartho Road & Diana Princess of Wales Hospital junction
- Bargate & Westward Ho junction
- Bargate & Welholme Road junction
- Bargate & Augusta Street junction
- Bargate & Weelsby Road junction