

Appendix Documents

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)
Bus stops and shelters	<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> <ul style="list-style-type: none"> 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>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>Real Time Bus Information; New on-street displays and back-office IT systems. New on street display locations are to be confirmed but likely to be key bus corridors/ interchanges.</p> <p>New Bus Shelters to be delivered at:</p> <ul style="list-style-type: none"> • Cromwell Road outside Auditorium • Cromwell Road opposite Grimsby Leisure Centre • Kings Road opposite Cleethorpes Leisure Centre • Stallingborough Road, Healing • Beachwood Avenue adjacent Bremerhaven Avenue • Sutcliffe Avenue opposite Academy • Worcester Avenue opposite Carnforth Crescent. <p>Raised Kerb Bus Stops to be delivered at:</p> <ul style="list-style-type: none"> • Continuation of stops along Stagecoach 9/10 routes in 2024/2025.
Bus priority facilities	<p>Selective vehicle detection for bus priority at signal-controlled junctions, as are in operation as of the making of this Partnership.</p>	<p>Selective vehicle detection for bus priority (in favour of registered local bus services only) at the following signal-controlled junctions;</p> <ul style="list-style-type: none"> • Ellis Way & Holles Street junction • Ellis Way & Hainton Avenue (Hainton Square) junction • Freeman Street & Wellington Street junction

		<ul style="list-style-type: none"> •Freeman Street & Cleethorpe Road junction •Cleethorpe Road & Humber Street junction. <p>Additional junctions and crossings – a prioritised selection from the following candidates:</p> <ul style="list-style-type: none"> • Clee Road x Brereton Avenue (12 & 250) • Clee Road near Clee Crescent (4 & 6) • Humberston Road near Belvoir Road (Tesco) (9/10) • Boulevard Avenue near Lord Street (1) • Corporation Road x Boulevard Avenue (1, 2 & 20) • Corporation Road x Rendel Street (2 & 20) • Cromwell Road near Marklew Avenue (1, 2 & 20) • Durban Road x Ladysmith Road (4, 5 & 6) • Great Coates Road x Larmour Road (1, 5, 6 & 20) • Laceby Road near Chelmsford Avenue (53 & 250) • Little Coates Road near Broadway (4) • Louth Road near St. Giles Avenue (8 & 51) • Weelsby Road x Ladysmith Road (6 & 5) • Yarborough Road near Norman Road (4) • Hewitts Avenue (near Tesco) (12) • Waltham - High Street near Fairway (9/10 & 25) • Laceby Road x Winchester Avenue (3, 12, 53 & 250) • Peaks Lane x Hewitts Avenue (12) • Kings Road x Thrunscoc Land (8 & 9/10) • Corporation Road x Beeson Street (2 & 20) • North Sea Lane near Bedford Road (8 & 9/10) • Kings Road near Pleasure Island (8 & 9/10) • Great Coates Road near Mayfair Drive West (1, 5 & 20) • Ladysmith Road near Health Centre (5 & 6) • Pelham Road near Worsley Road & Health Centre (5) • Pelham Rd near Highfield Avenue (o/s Sainsbury) (5) • Laceby Road West of Bradley Cross Road (4, 53 & 250) • Grimsby Road near Barcroft Street, Cleethorpes (3, 9/10, & 20)
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		<ul style="list-style-type: none"> • Grimsby Road near Blundell Avenue, Cleethorpes (3, 9/10, & 20) • Grimsby Road near Fuller Street, Cleethorpes (3, 9/10, & 20) • Grimsby Road near Lestrangle Street, Cleethorpes (3, 9/10, & 20) • Grimsby Road near Reynolds Street, Cleethorpes (3, 9/10, & 20) • Cleethorpe Road near Mangle Street, Grimsby (2, 3, 9/10, & 20) • Cleethorpe Road near Nacton Street, Grimsby (2, 3, 9/10, & 20)
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Appendix B: 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"> • A formal variation of the relevant Enhanced Partnership Scheme as a result of the voting mechanism set out in section 5 <p>or</p> <ul style="list-style-type: none"> • 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”). <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 Enhanced Partnership)	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.
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	Local bus services excluded from classification as a qualifying bus service. For the avoidance of doubt, a list of non-qualifying bus services will be published at the start of each Authority financial year.
Qualifying bus service	A registered local bus service with one or more stopping place within the geographical area of the Enhanced Partnership, with the exception of: <ul style="list-style-type: none"> • Any schools or works registered local bus service not eligible for Bus Service Operators' Grant; • Any cross-boundary registered local bus service with less than 20% of its registered mileage within the Enhanced Partnership area; • Any services operated under section 22 of the 1985 Act; • Any registered local bus service which is an excursion or tour; • 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. <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 C: Inventory of Existing Facilities

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

Ref*	Location	Postcode
3-0200	Belvoir Road c/o Pytchley Walk, Cleethorpes	DN35 0SE
3-0201	Belvoir Road c/o Ash Court, Cleethorpes	DN35 0RJ
3-0202	Belvoir Road c/o Aspen Court, Cleethorpes	DN35 0SJ
3-0203	Chichester Road opp. no 2, Cleethorpes	DN35 0HE
3-0204	Kingsway opp. Brighton Street, Cleethorpes	DN5 8QU
3-0205	Humberston Road nb n/o Belvoir Road, Cleethorpes	DN36 4AH
3-0206	North Sea Lane c/o Kings Road, Cleethorpes	DN36 4EP
3-0207	Kings Road opp. the golf course, Cleethorpes	DN35 0PN
3-0208	Kings Road opp. Meridian Point, Cleethorpes	DN35 0AG
3-0209	Kings Road o/s Events Arena, Cleethorpes	DN35 0PN
3-0210	Kings Road c/o North sea Lane, Cleethorpes	DN35 0PN
3-0211	Kingsway c/o Queens Parade, Cleethorpes	DN35 8QL
3-0212	Kingsway opp. Leisure Centre, Cleethorpes	DN35 0BY
3-0213	Middlethorpe Road opp. Ashby Road, Cleethorpes	DN35 9PR
3-0214	CS- North Sea Lane opp. no. 8, Cleethorpes	DN35 0PB
3-0215	North Sea Lane c/o Bedford Road, Cleethorpes	DN35 0QY
3-0216	North Sea Lane opp. Bedford Road, Cleethorpes	DN35 0QY
3-0217	North Sea Lane opp. Riverside Drive, Cleethorpes	DN36 4ET
3-0218	Sandringham Road opp. St Francis of Assisi Church, Cleethorpes	DN35 9HB
3-0219	Taylor's Avenue c/o Gilbert Sutcliffe Court, Cleethorpes	DN35 9QP
3-0220	Thorpe Park o/s Main Reception, Cleethorpes	DN35 0PW
3-0221	Carr Lane opp. Miller Avenue, Cleethorpes	DN32 8JP
3-0222	St Peters Avenue c/o DeLacy Lane, Cleethorpes	DN35 8HP

Ref*	Location	Postcode
5-0225	Cromwell Road c/o Lynton Parade, Grimsby	DN31 2BD
5-0226	Little Coates Road opp. Rosemary Avenue, Grimsby	DN44 3NN
5-0227	George Road Stand A, Grimsby	DN31 1AA
5-0228	George Road Stand B, Grimsby	DN31 1AA
5-0229	George Road Stand C, Grimsby	DN31 1AA
5-0230	Victoria Street West Stand D, Grimsby	DN31 1HY
5-0231	Victoria Street West Stand E, Grimsby	DN31 1DA
5-0232	Victoria Street West Stand F, Grimsby	DN31 1DA
5-0233	Victoria Street West Stand G, Grimsby	DN31 1DA
5-0234	Town Hall Street Stand H, Grimsby	DN31 1HX
5-0235	Town Hall Street Stand J, Grimsby	DN31 1HX
5-0236	Town Hall Street Stand K, Grimsby	DN31 1HX
5-0237	Abbey Walk opp. no 10, Grimsby	DN31 1NB
5-0238	Great Coates Road opp. Station Road, Healing	DN37 9NS
5-0239	Great Coates Road c/o Station Road, Healing	DN37 9NS
5-0240	Great Coates Road opp. Village Hall, Healing	DN41 7QU
5-0241	Great Coates Road opp. No. 7, Healing	DN41 7QS
5-0242	Pelham Road o/s Oasis Academy, Immingham	DN40 1JU
5-0243	Pelham Road o/s Medical Centre, Immingham	DN40 1QD
5-0244	Pelham Road c/o Margret Street, Immingham	DN40 1PT
5-0245	Pelham Road opp. Highfield Avenue, Immingham	DN40 1NG
5-0246	Pelham Road c/o Highfield Avenue, Immingham	DN40 1JN
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 Pretymans 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

Appendix D: Schemes NELC and local bus operators will deliver as part of the BSIP programme.

Schemes NELC will deliver as part of the BSIP programme.

Title of Proposal			
Bus Priority (Category – Bus Priority Infrastructure & Support)			
Approximate length of Bus Lane / Priority Corridor(s)			
To be determined during the course of this Study			
Bus Services benefiting from the scheme			
<p>Specific details will depend on ‘successful candidate’ schemes from those under consideration; however, schemes themselves will be prioritised according to numbers of buses per hour affected, as well as the impacts (time savings) per bus journey.</p> <p>As a specific example: One corridor under consideration is (A180) Cleethorpe Road / Grimsby Road; if this is taken forward, benefits will accrue to:</p> <p>Service 3 – Cleethorpes to Laceby Rd Services 9 /10 - Cleethorpes to New Waltham Service 5 (Sundays variant) - Cleethorpes to Immingham</p>			
Delivery Timescale			
Scoping, design, and mobilisation completed in 2023/24; Implementations approx. 50% in each of 2023/24 and 2024/25. NELC LTP Capital Programme funding subject to Cabinet approval before 31 March 2024.			
Operator Commitment			
Operators to collaborate with the Council to identify hotspots. Final plans will be subject to public consultation and Council approval. Following the introduction of specific interventions or corridor treatments (such as bus lanes, priority signalling at junctions, parking restrictions, realignments, facilitations, or prohibitions of turning manoeuvres, etc.), bus operators agree to review their journey times on services benefiting from these. Any resource savings or improvements to running times will be reinvested in delivering additional journeys with greater emphasis on their peak timetables. The schemes will also improve service delivery with better reliability and punctuality. Bus operators will provide pre and post journey times along with reliability and punctuality data for 6 months prior to commissioning of corridor improvements / new bus lanes / etc., and monthly data post introduction during the entire life of the EP. The data requirements may include individual routes and sections of the routes.			
Funding – Source + Allocations by Year (£)	2023/2024	2024/2025	2025/2026
BSIP	£515,581	£394,081	£0
NELC LTP Capital Prog.	£0	£50,000	£50,000

Title of Proposal
Bus Priority: Real Time Bus Information System (Category – Bus Priority Infrastructure & Support)
Scheme Detail
Service enhancements to the existing real-time public transport systems (RTI). New and replacement on-street displays and back-office IT systems.
Potential Benefits from the Scheme
Providing bus arrival times at bus stops provides reassurance to passengers. Our recent survey ranked “Better / clearer / more reliable information” within the top ten priorities for improvement with users and non-users. The last Transport Focus survey in NEL reported that satisfaction with information provision at bus stops stood at just

76%. Provision of more real time information screens will make a great contribution to the overall journey satisfaction result.

Delivery Timescale

contracts will be in place in late 2023, for phased implementation across the remainder of 2023-24 and the early part of 2024-25

Operator Commitment

Operators commit to providing regular feedback on the condition of bus stops and shelters, including facilities such as these, via their employees and passengers.

Funding – Source + Allocations by Year (£)	2023/2024	2024/2025	2025/2026
NELC LTP Capital Prog.	£100,000	£100,000	£75,000
BSIP	£100,000	£100,000	£0

Title of Proposal

Acceleration of Installation of automated bus priority measures at key signalised junctions within the Grimsby - Cleethorpes Conurbation, delivering a network strategy to improve journey times for the bus network (Category – Bus Priority Infrastructure & Support)

List of Junctions (candidates) (& Bus Services benefiting from the scheme / location)

1. Clee Road x Brereton Avenue (12 & 250)
2. Clee Road near Clee Crescent (4 & 6)
3. Humberston Road near Belvoir Road (Tesco) (9/10)
4. Boulevard Avenue near Lord Street (1)
5. Corporation Road x Boulevard Avenue (1, 2 & 20)
6. Corporation Road x Rendel Street (2 & 20)
7. Cromwell Road near Marklew Avenue (1, 2 & 20)
8. Durban Road x Ladysmith Road (4, 5 & 6)
9. Great Coates Road x Larmour Road (1, 5, 6 & 20)
10. Laceby Road near Chelmsford Avenue (53 & 250)
11. Little Coates Road near Broadway (4)
12. Louth Road near St. Giles Avenue (8 & 51)
13. Weelsby Road x Ladysmith Road (6 & 5)
14. Yarborough Road near Norman Road (4)
15. Hewitts Avenue (near Tesco) (12)
16. Waltham - High Street near Fairway (9/10 & 25)
17. Laceby Road x Winchester Avenue (3, 12, 53 & 250)
18. Peaks Lane x Hewitts Avenue (12)
19. Kings Road x Thrunscoc Land (8 & 9/10)
20. Corporation Road x Beeson Street (2 & 20)
21. North Sea Lane near Bedford Road (8 & 9/10)
22. Kings Road near Pleasure Island (8 & 9/10)
23. Great Coates Road near Mayfair Drive West (1, 5 & 20)
24. Ladysmith Road near Health Centre (5 & 6)
25. Pelham Road near Worsley Road & Health Centre (5)
26. Pelham Rd near Highfield Avenue (o/s Sainsbury) (5)
27. Laceby Road West of Bradley Cross Road (4, 53 & 250)
28. Grimsby Road near Barcroft Street, Cleethorpes (3, 9/10, & 20)
29. Grimsby Road near Blundell Avenue, Cleethorpes (3, 9/10, & 20)
30. Grimsby Road near Fuller Street, Cleethorpes (3, 9/10, & 20)

31. Grimsby Road near Lestrangle Street, Cleethorpes (3, 9/10, & 20)		
32. Grimsby Road near Reynolds Street, Cleethorpes (3, 9/10, & 20)		
33. Cleethorpe Road near Mangle Street, Grimsby (2, 3, 9/10, & 20)		
34. Cleethorpe Road near Nacton Street, Grimsby (2, 3, 9/10, & 20)		
Delivery Timescale		
Strategic network Planning and Implementation Scoping & design – July – November 2023		
Installation Period – Programmed across 2023/24 and 2024/25, with approx. 50% in each.		
Operator Commitment		
Following the installation of traffic signal priorities, bus operators agree to review their journey times on services benefiting this scheme. Any resource savings or improvements to running times will be reinvested in delivering additional journeys with greater emphasis on their peak timetables. The scheme will also improve service delivery with better reliability and punctuality. Bus operators will provide pre and post journey times along with reliability and punctuality data for 6 months prior to introduction of new signalling priorities and monthly data post introduction during the entire life of the EP.		
Funding – Source + Allocations by Year (£)	2023/2024	2024/2025
BSIP	£145,675	£125,675

Title of Proposal
Enhanced Parking Enforcement -Key Bus Corridors (Category – Bus Priority Infrastructure & Support)
Scheme Details
Up to two (FTE) additional Enforcement Officers, to cover 07:30 to 20:30 Monday to Friday, and 08:00 to 16:30 on Saturday & Sunday, dedicated to bus corridors.
Potential Benefits from the Scheme including which local bus services the scheme is applicable to
Enhanced Parking enforcement and management (bus stops, tight spots, etc.), on the principal route network, will reduce casual obstructions & impediments, contributing to consistent and reliable journey times throughout the day, delivered by improvements such as CCTV or additional Enforcement Officer resources
This scheme is applicable to the following local bus Services (all Stagecoach East Midlands);
1 – Grimsby to Europarc
2 - Grimsby to Europarc
3 – Morrisons to Cleethorpes Pier
4 - Cleethorpes Pier to Morrisons
5 - Immingham to Cleethorpes
6 – Wybers Wood to Cleethorpes
7 – Grimsby to Curzon Court
8 – New Waltham to North Sea Lane
9/10 - Waltham to Tesco, Hewitt’s Circus
12 - New Waltham to Bradley Park
20 – Cleethorpes to Europarc
25 – Grimsby to Ludford
50 – Grimsby to Saltfleet
51 - Grimsby to Louth
53 – Grimsby to Lincoln
250 – Grimsby to Hull
Delivery Timescale

Recruitment of additional staff targeted for late 2023, assuming (a) 3 months from advertising to 'in post'.		
Operator Commitment		
Operators to collaborate with the Council to identify hotspots, to guide optimal deployment of enforcement resource.		
Funding – Source + Allocations by Year (£)	2023/2024	2024/2025
BSIP	£49,400	£49,400

Title of Proposal			
Local Bus Passengers’ Charter and Enhanced Customer Satisfaction Survey Regime (Category – Bus Service Support)			
Scheme details			
Bus Operators will collaborate with the Council to develop, or review existing, Bus Passengers’ Charter(s), so as to align with local needs and priorities. They will also develop and undertake 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.			
Potential Benefits from the Scheme including which local bus services the scheme is applicable to			
Improvements to overall passenger satisfaction, from visibility and accountability regarding what levels of service / quality can and should be expected from Operators.			
This scheme is applicable to the following local bus Services (all Stagecoach East Midlands);			
1 – Grimsby to Europarc			
2 - Grimsby to Europarc			
3 – Morrisons to Cleethorpes Pier			
4 - Cleethorpes Pier to Morrisons			
5 - Immingham to Cleethorpes			
6 – Wybers Wood to Cleethorpes			
7 – Grimsby to Curzon Court			
8 – New Waltham to North Sea Lane			
9/10 - Waltham to Tesco, Hewitt’s Circus			
12 - New Waltham to Bradley Park			
20 – Cleethorpes to Europarc			
25 – Grimsby to Ludford			
50 – Grimsby to Saltfleet			
51 - Grimsby to Louth			
53 – Grimsby to Lincoln			
250 – Grimsby to Hull			
Delivery Timescale			
Charter to be completed, presented, and widely advertised, no later than March 2024;			
Enhanced Customer Satisfaction Survey Regime to be in operation no later than March 2024.			
Operator Commitment			
As outlined under these respective ‘enabled’ Schemes			
Funding – Source + Allocations by Year (£)	2023/2024	2024/2025	2025/2026
BSIP	£9,000	£9,000	TBC

Title of Proposal
High Quality Grimsby Bus Interchange (Category – Strategic & Other Infrastructure)
Infrastructure and Services
<p>Replacement of on-street bus interchange (a sub-optimally dispersed collection of stops across a cluster of nearby general-traffic streets) by a new, bespoke, High-quality bus station immediately adjoining the retail centre.</p> <p>Interchange facility will contain at least: multimodal information; real-time data; ticket purchase facilities; toilets; lighting; full accessibility; CCTV; seating and waiting facilities; simple and clear onward signage.</p>
Potential Benefits from the Scheme including which local bus services the scheme is applicable to
<p>The existing interchange in Grimsby is served by every bus route serving North East Lincolnshire, so its pivotal importance cannot be overstated.</p> <p>Improvements in walking time, ambience, safety & security (and perception of these), between bus services and (a) town centre attractors, and (b) onward bus services. Improvements in presentation of real-time passenger information e.g. all routes simultaneously. Step change in general level of amenity and ambience for waiting passengers. Improvements in satisfaction (and attractiveness of bus travel), and hence attracting additional patronage; recapture of patronage levels lost as a consequence of closure of previous bus station (2014). Potential reduction in delays currently arising from buses having to contend with general traffic around central bus stops.</p> <p>This scheme is applicable to the following local bus Services (all Stagecoach East Midlands);</p> <ul style="list-style-type: none"> 1 – Grimsby to Europarc 2 - Grimsby to Europarc 3 – Morrisons to Cleethorpes Pier 4 - Cleethorpes Pier to Morrisons 5 - Immingham to Cleethorpes 6 – Wybers Wood to Cleethorpes 7 – Grimsby to Curzon Court 8 – New Waltham to North Sea Lane 9/10 - Waltham to Tesco, Hewitt’s Circus 12 - New Waltham to Bradley Park 20 – Cleethorpes to Europarc 25 – Grimsby to Ludford 50 – Grimsby to Saltfleet 51 - Grimsby to Louth 53 – Grimsby to Lincoln 250 – Grimsby to Hull
Delivery Timescale
<p>In recognition of the nature of this Scheme, and of the greater priority of other Schemes for the capital element of the funding allocation in the earlier years, construction will be programmed for concentration in 2025-26. This implies the following indicative programme:</p> <p>Design and planning of scheme(s) – To complete by early-2024</p> <p>Public Consultation & Objection period – No later than Summer 2024 (4 weeks)</p> <p>Resolution period (if required) – No later than September 2024 (2 weeks)</p>

Construction Period(s) – From late 2024, to complete by September 2025 Introduction (more-direct services) – From winter 2025.		
Operator Commitment		
All services to use the new bus station; promotion of new facility. Operators to provide evidence in the form of current / historical data to assess financial and ridership impacts of same.		
Funding – Source + Allocations by Year (£)	2023/2024	2024/2025
BSIP	£0	£1,705,499

Title of Proposal		
Security & safety of Passengers: Acquisition & deployment of mobile CCTV units (Category – Strategic & Other Infrastructure)		
Scheme Details		
Antisocial behaviour will be tackled at shelters and stops where this occurs, by acquisition and deployment of ‘mobile’ CCTV units, to collect evidence necessary for police intervention to address the problem.		
Potential Benefits from the Scheme including which local bus services the scheme is applicable to		
Improved personal safety & security (and perception of same), and general improvement of this aspect of passenger experience, will improve satisfaction (and attractiveness of bus travel), and hence attract additional patronage.		
This scheme is applicable to the following local bus Services (all Stagecoach East Midlands);		
1 – Grimsby to Europarc		
2 - Grimsby to Europarc		
3 – Morrisons to Cleethorpes Pier		
4 - Cleethorpes Pier to Morrisons		
5 - Immingham to Cleethorpes		
6 – Wybers Wood to Cleethorpes		
7 – Grimsby to Curzon Court		
8 – New Waltham to North Sea Lane		
9/10 - Waltham to Tesco, Hewitt’s Circus		
12 - New Waltham to Bradley Park		
20 – Cleethorpes to Europarc		
25 – Grimsby to Ludford		
50 – Grimsby to Saltfleet		
51 - Grimsby to Louth		
53 – Grimsby to Lincoln		
250 – Grimsby to Hull		
Delivery Timescale		
Roll-out targeted for September 2023		
Operator Commitment		
Operators to collaborate with the Council to identify hotspots, to guide optimal deployment of enforcement resource.		
Funding – Source + Allocations by Year (£)	2023/2024	2024/2025
BSIP	£53,400	£4,200

Title of Proposal				
Delivering better and safe waiting environment with improved accessibility (Category – Strategic & Other Infrastructure)				
Bus Stops and Shelters				
NELC will seek to replace existing bus shelters within the borough. Except where agreed otherwise by the Partnership, new and renewed shelters should include all of the following features: <ul style="list-style-type: none"> • 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 <p>The following shelters are planned to be replaced and improved:</p> <ul style="list-style-type: none"> • Cromwell Road outside the Auditorium • Cromwell Road opposite Grimsby Leisure Centre • Kings Road opposite Cleethorpes Leisure Centre • Stallingborough Road, Healing • Beachwood Avenue adjacent to Bremerhaven Avenue • Sutcliffe Avenue opposite Academy • Worcester Avenue opposite Carnforth Crescent 				
Potential Benefits from the Scheme				
Waiting environment at bus stops is a high priority for bus users, as are (especially for certain disadvantaged groups) accessibility considerations, to/from neighbouring footways as well as onto / off the bus. New / additional bus shelters within the conurbation will provide existing users with a waiting environment that feels safe and secure, as well as protection from adverse weather.				
Delivery Timescale				
Planning, design, and procurement – 1 October 2023 to 31 March 2024; Installation – 1 April 2024 – 31 March 2025.				
Operator Commitment				
Operators commit to providing regular feedback on the condition of bus stops and shelters via their employees and passengers. Operators will share service change details and timetables 8 weeks prior to introduction of changes to ensure all bus stops carry the latest bus service information. In exceptional circumstances, the 8 weeks notification period can be reduced.				
Funding – Source + Allocations by Year (£)		2023/2024	2024/2025	2025/2026
NELC LTP Capital Prog.		£25,000	£25,000	£25,000

Title of Proposal			
Raised Kerb Bus Stops (Category – Strategic & Other Infrastructure)			
Scheme Detail			
Continuation of raised kerb stops along Stagecoach 9/10 routes			
Potential Benefits from the Scheme			
The Equalities Act (2010) places a duty on both public transport operators and highway authorities to provide reasonable adjustments so that disabled passengers are not disadvantaged. Providing access between a low-floor bus (fitted with ramps) and the footway, is crucial to fulfilling these duties. It is also important to consider			

the needs of other disabled groups such as blind or cognitive impaired bus passengers, as well as those carrying heavy luggage and pushchairs.			
Following the delivery of the 3 & 4 service Kickstart project (delivery of new low floor buses and raised kerb bus stops) in 2005/2006, Stagecoach East Midlands reported overall passenger growth of just over 20% throughout the whole bus network.			
Delivery Timescale			
Provisional funding has been included in the 2024/2025 Local Transport Plan Capital Programme. The funding is subject to Cabinet approval before 31 March 2024.			
Operator Commitment			
Operators commit to providing regular feedback on the condition of bus stops and shelters, including facilities such as these, via their employees and passengers.			
Funding – Source + Allocations by Year (£)	2023/2024	20204/2025	2025/2026
NELC LTP Capital Prog.	£0	£80,000	£80,000

Title of Proposal			
Car Parking Strategy (Category – Bus Service Support)			
Scheme Detail			
Complementary Policies of the EP Plan, NELC will bring forward its next Review of the Parking Strategy – engaging with key Bus Operators – as part of the ongoing, incremental re-balancing between relative costs and convenience of the bus service as against the car alternative. This Review is scheduled to be complete by the end of 2023/24; meanwhile, earlier this year, car parking charges in Cleethorpes have already been increased. The increase has seen prices rise at Cleethorpes Promenade from £1 an hour to £2, with it costing £7 for eight hours of parking. Compared to the £2.20 it costs for a single bus ticket to Cleethorpes or the £4 for a day rider ticket, the review will need to see further changes made to pricing in North East Lincolnshire. However, the cost of parking in Grimsby Town centre remains at £1.50 an hour, and £5 for eight hours, making it cheaper than travelling by bus.			
Potential Benefits from the Scheme			
Potential to create modal shift and increase bus passenger numbers.			
Delivery Timescale			
Review will be completed by spring 2024.			
Operator Commitment			
N/A			
Funding – Source + Allocations by Year (£)	2023/2024	20204/2025	2025/2026
NELC	BAU	BAU	BAU

Title of Proposal			
Future funding bids (Category – Bus Service Support)			
Scheme Detail			
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.			
Potential Benefits from the Scheme			
Potential to ensure future to ensure future external funding bids (e.g. Regeneration Schemes) are connected to the local bus network.			

Delivery Timescale			
On going			
Operator Commitment			
N/A			
Funding – Source + Allocations by Year (£)	2023/2024	20204/2025	2025/2026
NELC	BAU	BAU	BAU

Title of Proposal			
Enhanced Resourcing of NELC Bus Team (Category – Bus Service Support)			
Scheme Detail			
In addition to committing to retain over the duration of the EP Plan and Scheme the same level of FTE resource within its Bus Team as in 2021-22, NELC has appointed one member of additional staff - (M001) as an Enhanced Partnership Delivery Officer - specifically focused on managing the BSIP and EP, gathering evidence, working on local transport strategy and the monitoring and evaluation of the BSIP and EP.			
Potential Benefits from the Scheme			
Ensure the smooth delivery of the BSIP project and close partnership working with key stakeholders.			
Delivery Timescale			
1 April 2023 to 31 March 2025			
Operator Commitment			
N/A			
Funding – Source + Allocations by Year (£)	2023/2024	20204/2025	2025/2026
BSIP	£38,379	£38,379	£0

Title of Proposal			
Promotion of Concessionary Bus Travel (Category – Bus Service Support)			
Scheme Detail			
NELC will collaborate with operators to promote concessionary bus travel and to proactively inform local residents when the authority becomes aware that they are eligible for such a concession. A campaign will be delivered to promote Concessionary. The campaign aims to rebuild people’s trust to travel on buses again, promote concessionary fares and passes to a target audience and raise awareness of the current local bus services in North East Lincolnshire.			
Outputs: By facilitating increased participation in the local economy by affected groups, this contributes to ‘Full integration into wider Council initiatives’.			
Potential Benefits from the Scheme			
Increase in Concessionary Passenger Numbers			
Delivery Timescale			
1 April 2023 to 31 March 2026			
Operator Commitment			
N/A			
Funding – Source + Allocations by Year (£)	2023/2024	20204/2025	2025/2026
NELC	BAU	BAU	BAU

Schemes local bus operators will deliver as part of the BSIP programme.

Title of Proposal
Local Bus Service Enhancements - in partnership with the Council (Category – Bus Service Support)
Scheme details
<p>The following services have been amended or enhanced by the operator to improve accessibility and enable simpler, easier to understand services:</p> <ul style="list-style-type: none">• New 3 & 4 service (between Morrisons and Cleethorpes Pier). A new 3 and 4 service is running on Sunday evenings at 6:45pm between Grimsby Town Centre and Morrisons.• 5 service (Grimsby to Immingham) continues to run every 30 minutes. New Sunday services go via Ladysmith Road to Tesco Hewitt's Circus.• 6 service running between Wybers Wood and Cleethorpes Pier every 30 minutes (Monday – Saturday) via Ladysmith Road and Clee Road.• 7 service runs from Grimsby Town Centre to Curzon Avenue/ Warwick Road via Hainton Avenue and Weelsby Road.• 8 service (Grimsby Town Centre to New Waltham). A new extension to Westward Ho has been provided to improve connections to Franklin College. Service also runs along Kings Road and Cleethorpes sea front, terminating at Cleethorpes Pier.• 9/10 service (Waltham to Cleethorpes) runs every 15 minutes, including an extended route to Tesco Hewitts Circus.• 12 service (New Waltham to Bradley Park) operates every half an hour between Grimsby Town Centre and Bradley Park. there is also an hourly service between Grimsby Town Centre and New Waltham. <p>Further improvements the above bus services will be made from 3 September 2023 which includes;</p> <ul style="list-style-type: none">• The 3 and 4 service times will be changed to provide a 7/8 minute frequency with the 9/10 services from Cleethorpes. Evening times will also be changed to provide a 30 minute frequency with service 10 between Grimsby Town Centre and Cleethorpes.• The 5 service will be changed to ensure a 15-minute frequency is maintained in both directions. An additional journey in the morning is added to help address the issue with connections between service 5 and 10 in the early morning. Evening times will be changed by 5 minutes to allow better connections with other services, particularly from Diana, Princess of Wales Hospital.• The 6 service will be changed to improve the punctuality of the services. Improvements will also be made to the Saturday afternoon timetable with journeys consistently extending to Cleethorpes all day.• The 7 service will operate via Belvoir Road to the Tesco layby on Humberston Road and will then return to Grimsby Town Centre via Taylors Avenue, Middlethorpe Road, Brian Avenue, Warwick Road and Curzon Avenue, to provide a two way service to Hewitts Circus Tesco. Two additional journeys have been added to the 7 service from Grimsby Town Centre Monday to Friday at 3.40pm and 4.40pm.• The 8 service times will be changed to provide a more reliable service throughout the journey up to Cleethorpes Pier.• The 9/10 service will be changed in the evening to ensure the service runs to time between Grimsby Town Centre and Victoria Street. The revised schedule will extend the service to Hewitts Circus in the evening which provides a consistent service all day and provides more buses running into Cleethorpes and Humberston in the evening.

Potential Benefits from the Scheme			
Increase patronage and enable greater connections within the borough.			
Delivery Timescale			
Commencement 7 May 2023 & 3 September 2023.			
Operator Commitment			
Operators will provide monthly data as required to evidence impact of this intervention.			
Funding – Source + Allocations by Year (£)	2023/2024	2024/2025	2025/2026
BSIP	£288,000	£288,000	£288,000

Title of Proposal			
Fare Capping by Day & Week (Category – Fares Support)			
Scheme details			
Introduce a maximum cap on fares based on ridership and this should cost no more than the price of a multi operator day/weekly/monthly ticket. Install second readers (for contactless ticketing) on all buses operating in and out of NEL to allow “Tap on Tap off” and maximum capping. Funding will cover the necessary on-bus equipment, and advertising and publicity for this benefit, while also providing an element of contingency against initial revenue loss.			
Potential Benefits from the Scheme including which local bus services the scheme is applicable to			
This proposal will greatly encourage more frequent usage of buses in NEL and will provide longer term loyalty for existing regular commuters and aid patronage growth. Cost of travel will be cheaper based on 'the more you travel, the cheaper it becomes'. It will offer customers the best value fares for their journey/s.			
This scheme is applicable to the following local bus Services (all Stagecoach East Midlands);			
1 – Grimsby to Europarc			
2 - Grimsby to Europarc			
3 – Morrisons to Cleethorpes Pier			
4 - Cleethorpes Pier to Morrisons			
5 - Immingham to Cleethorpes			
6 – Wybers Wood to Cleethorpes			
7 – Grimsby to Curzon Court			
8 – New Waltham to North Sea Lane			
9/10 - Waltham to Tesco, Hewitt’s Circus			
12 - New Waltham to Bradley Park			
20 – Cleethorpes to Europarc			
25 – Grimsby to Ludford			
50 – Grimsby to Saltfleet			
51 - Grimsby to Louth			
53 – Grimsby to Lincoln			
250 – Grimsby to Hull			
Delivery Timescale			
Revised Fare Structure (single Fares Zone for NEL) – In place 2023/24.			
Active promotion of revised fares structure - During the 2023/24 financial year.			
Introduction of technology for fares capping - From end of the 2023/24 financial year.			
Operator Commitment			

Operators to provide evidence in the form of current/historical data to assess financial impact of fare capping. Operators will ensure buses are available for the installation of 2nd reader.		
Funding – Source + Allocations by Year (£)	2023/2024	2024/2025
BSIP	£155,000	£50,000

Title of Proposal		
Discounted Fares for Young Persons -16-19-year-olds (Category – Fares Support)		
Scheme details		
Following first-stage rollout in April 2022 (raising adult fare threshold from 16 to 20 years old), BSIP funding will enable further reductions in Youth fares and/or facilitate the transfer of substantial college travel volume from existing closed contracts to the core bus network.		
Potential Benefits from the Scheme including which local bus services the scheme is applicable to		
This scheme will encourage more young people to use public transport by challenging their existing travel patterns. This attractive proposal of offering at least a 16% discount on young persons tickets (Student Ticket) and will aid increase in ridership numbers for this age group.		
This scheme is applicable to the following local bus Services (all Stagecoach East Midlands);		
1 – Grimsby to Europarc		
2 - Grimsby to Europarc		
3 – Morrisons to Cleethorpes Pier		
4 - Cleethorpes Pier to Morrisons		
5 - Immingham to Cleethorpes		
6 – Wybers Wood to Cleethorpes		
7 – Grimsby to Curzon Court		
8 – New Waltham to North Sea Lane		
9/10 - Waltham to Tesco, Hewitt’s Circus		
12 - New Waltham to Bradley Park		
20 – Cleethorpes to Europarc		
25 – Grimsby to Ludford		
50 – Grimsby to Saltfleet		
51 - Grimsby to Louth		
53 – Grimsby to Lincoln		
250 – Grimsby to Hull		
Delivery Timescale		
These future initiatives are targeted for September 2023 onwards.		
Operator Commitment		
Operators will provide historical data requested by the Council to undertake a financial analysis and estimate cost projections based on population by age data for an initial estimate. From the date of scheme introduction, operators will provide all ticket sales data for Young Persons ridership on a monthly basis as part of their claim. The Council will not make any payments until the data has been provided.		
Funding – Source + Allocations by Year (£)	2023/2024	2024/2025
BSIP	£94,970	£130,947

Title of Scheme			
Timetable Changes (Category – Bus Service Support)			
Scheme details			
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.			
Potential Benefits from the Scheme including which local bus services the scheme is applicable to			
This measure will benefit passengers as they will			
This scheme is applicable to the following local bus Services (all Stagecoach East Midlands);			
1 – Grimsby to Europarc			
2 - Grimsby to Europarc			
3 – Morrisons to Cleethorpes Pier			
4 - Cleethorpes Pier to Morrisons			
5 - Immingham to Cleethorpes			
6 – Wybers Wood to Cleethorpes			
7 – Grimsby to Curzon Court			
8 – New Waltham to North Sea Lane			
9/10 - Waltham to Tesco, Hewitt’s Circus			
12 - New Waltham to Bradley Park			
20 – Cleethorpes to Europarc			
25 – Grimsby to Ludford			
50 – Grimsby to Saltfleet			
51 - Grimsby to Louth			
53 – Grimsby to Lincoln			
250 – Grimsby to Hull			
Delivery Timescale			
Delivery from April 2023.			
Operator Commitment			
This IS the Operator Commitment.			
Funding – Source + Allocations by Year (£)	2023/2024	2024/2025	2025/2026
Stagecoach EM	(BAU)	(BAU)	(BAU)

Title of Scheme			
Bus to Bus Connections (Category – Bus Service Support)			
Scheme details			
At locations where bus-to-bus interchange takes place between services operating less frequently than 3 buses per hour, Operators will review schedules so as to optimise connections, so as to offer robust margins for minor delays while minimising additional waiting time.			
Potential Benefits from the Scheme including which local bus services the scheme is applicable to			
Significant reductions possible in some end-to-end journey times, with consequential increases in patronage and in passenger satisfaction (journey times, value for money, and ‘overall’)			
This scheme is applicable to the following local bus Services (all Stagecoach East Midlands);			
1 – Grimsby to Europarc			
2 - Grimsby to Europarc			
3 – Morrisons to Cleethorpes Pier			
4 - Cleethorpes Pier to Morrisons			
5 - Immingham to Cleethorpes			
6 – Wybers Wood to Cleethorpes			
7 – Grimsby to Curzon Court			
8 – New Waltham to North Sea Lane			
9/10 - Waltham to Tesco, Hewitt’s Circus			
12 - New Waltham to Bradley Park			
20 – Cleethorpes to Europarc			
25 – Grimsby to Ludford			
50 – Grimsby to Saltfleet			
51 - Grimsby to Louth			
53 – Grimsby to Lincoln			
250 – Grimsby to Hull			
Delivery Timescale			
Reviews & analysis to take place across 2023, into 2024; for implementation of new schedules from April 2024 timetable change date.			
Operator Commitment			
This IS the Operator Commitment.			
Funding – Source + Allocations by Year (£)	2023/2024	2024/2025	2025/2026
Stagecoach EM	(BAU)	(BAU)	(BAU)

Title of Proposal			
Marketing and Promotion of Bus Routes (Category – Bus Service Support)			
Scheme details			
Bus Operators will undertake refreshed / locally targeted branding / marketing, and 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.			
Potential Benefits from the Scheme including which local bus services the scheme is applicable to			
Greater public awareness of options, improvements, travel opportunities, particularly targeting infrequent, and non-, users of local buses, leading to increased ridership.			

<p>This scheme is applicable to the following local bus Services (all Stagecoach East Midlands);</p> <p>1 – Grimsby to Europarc 2 - Grimsby to Europarc 3 – Morrisons to Cleethorpes Pier 4 - Cleethorpes Pier to Morrisons 5 - Immingham to Cleethorpes 6 – Wybers Wood to Cleethorpes 7 – Grimsby to Curzon Court 8 – New Waltham to North Sea Lane 9/10 - Waltham to Tesco, Hewitt’s Circus 12 - New Waltham to Bradley Park 20 – Cleethorpes to Europarc 25 – Grimsby to Ludford 50 – Grimsby to Saltfleet 51 - Grimsby to Louth 53 – Grimsby to Lincoln 250 – Grimsby to Hull</p>				
Delivery Timescale				
Delivery to commence from April 2023.				
Operator Commitment				
This IS the Operator Commitment.				
Funding – Source + Allocations by Year (£)		2023/2024	2024/2025	2025/2026
Stagecoach EM		(BAU)	(BAU)	(BAU)

Title of Proposal				
Route and Timetable Information (Category – Bus Service Support)				
Scheme Detail				
<p>All operators of qualifying bus services will be expected to include all qualifying services within their operating area (regardless of who provides them) on their timetables and websites, or otherwise ensure that there will be a single set of multi-operator information available across all such operators. This is so that passengers do not need to consult multiple sources to find out about all the bus services they may wish to use or mistakenly believe there are fewer services than actually operate. (However; at the time of making this Scheme, and this revision, there is only the one operator of qualifying bus services, so this condition is not applicable, and / or already fulfilled.)</p>				
Potential Benefits from the Scheme				
Outputs: Improved information is a specifically targeted Outcome.				
Delivery Timescale				
1 April 2023 to 31 March 2025				
Operator Commitment				
This IS the Operator Commitment.				
Funding – Source + Allocations by Year (£)		2023/2024	2024/2025	2025/2026
Stagecoach EM		BAU	BAU	BAU

Title of Proposal
Re-Investment of Savings (Category – BSIP key requirement)
Scheme Detail
<p>Any operating expenditure savings resulting from new bus priority infrastructure and measures funded through the BSIP, are to be reinvested by the bus operators that benefit from them in other BSIP commitments. In the first instance, improving the reliability and punctuality of services within the Borough will increase the attractiveness of public transport, which would be reflected by realisation of passenger growth and air quality targets. Any time savings will be reinvested in route extensions and/or diversions to serve new stops and residential developments. The improved punctuality and reduction in delays will create better working conditions for bus drivers, which will see improvements to staff retention and recruitment.</p> <p>Facilities (such as bus priority infrastructure) and measures – individually or collectively – may be identified as enabling such savings; this would be expected to arise principally, though not exclusively, where journey time savings and reliability improvements enable services to be operated at unchanged frequency by fewer buses. Whenever this arises, this Scheme will be further enhanced – by means of a document agreed by the LTA and the affected bus operators - so as to specify:</p> <ul style="list-style-type: none"> • the operating cost information that operators should share on a transparent (and if necessary confidential) basis for each bus priority scheme and to what timescales; • how and when that will be used to calculate the funding to be reinvested by the operators in improvements for passengers; • what those improvements will be, who they will be set by and how the money will flow (including whether it will be reinvested directly by the operator concerned with the agreement of the LTA or will involve funding being contributed to support measures across the EP as a whole). <p>The document setting out the above will take the form of an Annex to this EP Scheme, and its inclusion will constitute a Variation, to be incorporated as set out in the Bespoke Arrangements for Varying the Enhanced Partnership Scheme, in section 7.</p> <p>The local bus operator for North East Lincolnshire has provided a statement regarding the commitment to a reinvestment of savings:</p> <p><i>“Stagecoach East Midlands is the region’s largest bus operator delivering 20 million miles of bus services for local communities in partnership with eleven local transport authorities. We are a major employer with 1,350 staff responsible for maintaining and operating a fleet of 476 buses based at ten depot sites. We have 64 buses based at our Grimsby Depot in Victoria Street running a comprehensive bus network covering frequent core routes through the urban conurbation of Grimsby and Cleethorpes. Longer distance bus services operate to Lincoln, Hull, Louth, and Barton. We have a well-established bus partnership with North East Lincolnshire Council, which was formed to maintain and develop quality bus services for local people. Buses provide essential links to employment, education, healthcare, and retail services; the area has a low level of car ownership, which means bus services have a key role in the local economy. Over the years, Stagecoach has invested in a modern accessible bus fleet supported by new technology to drive real time passenger information and smart ticketing including contactless payments. Our inhouse training has given our staff a range of core skills to care for customers including diversity and disability awareness. A focused safety culture is the central theme to all aspects of our business. Stagecoach was pleased to partner North East Lincolnshire Council to form a forward thinking, innovative and successful submission for funding through the Department for Transport’s Bus Service Improvement Plan</i></p>

initiative. We are committed to investing time and resources to deliver the planned enhancements for the local bus network.

This will include:

- Planning, and introducing a new network of bus services for communities at Waltham, New Waltham, Springfields, Scartho, Thrunscocoe and Humberston into Grimsby and Cleethorpes town centre and the retail hub at Tesco, Hewitts Circus. New connections will be available for access to employment, education, healthcare, and retail.*
- Using our experience and skills to introduce new technology to channel and manage digital real time bus information and ticketing for customers. This will include practical work to install 'tap on, tap off' ticketing equipment funded through the BSIP.*
- Contributing to the planning and implementation process for bus priority measures and interventions to help buses cut through congestion and achieve quicker customer journey times.*
- Delivering and promoting discounted ticketing schemes for major employers and young people to support a strategy to achieve modal shift towards sustainable transport for short urban journeys. This will include commuter plans and student rider schemes.*

There are clear benefits from introducing smart ticketing and enhanced bus priorities to improve bus operational efficiencies:

- Faster boarding times and quicker bus journeys will make bus services more attractive for local people; this will encourage modal shift from private cars.*
- Increasing passenger journeys will help to rebuild local bus revenues following the pandemic, helping to re-establish the viability of the transport network, underpinning economic growth.*
- Modal shift will reduce traffic congestion and associated delays, which will help to further optimise bus journey times and provide timetable consistency. Bus reliability and punctuality are key factors in the journey quality experience for customers.*
- Time savings through bus priorities and faster boarding times are likely to be relatively modest. However, it should be possible for Stagecoach to reinvest any significant gained running time in short additional sections of route or minor service diversions to serve new developments, communities, or facilities.*
- Stagecoach East Midlands will invest staff and vehicle resources to create appropriate additional frequency and/or capacity to meet rising bus travel demand stimulated by quicker journey times.*
- Reducing the cost per bus operating hour by improving urban bus speeds will help Stagecoach to keep fares at low levels and roll out more comprehensive discounts to user groups especially through commuter plans and young people's travel schemes.*
- Improving bus service efficiency will create a better, more relaxed working environment for bus staff, which will help with staff recruitment and retention. Improved stability in the workforce will provide greater opportunities for Stagecoach to invest in staff education and training, which will include personal development in addition to learning a wider variety of workplace skills.*
- Creating consistent, punctual, and reliable bus journeys will encourage more people with special needs to use conventional bus services. Stagecoach has experience of working with organisations to deliver specialist travel training for individuals to help them lead more independent lives. We commit to expanding this work within the North East Lincolnshire BSIP to promote greater social inclusion; this may also provide opportunities for the council to make savings in specialist transport services.*

Stagecoach East Midlands has an excellent track record of playing a key role in liaising locally with councils, retail groups, education providers, NHS Trusts, and other key stakeholders to create the optimum framework in which to deliver transport strategies. We are committed to investing time and resources to the Bus Service Improvement Plan in North East Lincolnshire."

Potential Benefits from the Scheme			
Meets DfT BSIP requirements			
Delivery Timescale			
1 April 2023 to 31 March 2025			
Operator Commitment			
This IS the Operator Commitment.			
Funding – Source + Allocations by Year (£)	2023/2024	2024/2025	2025/2026
Stagecoach EM	TBC	TBC	TBC

Title of Proposal			
Reliability and Punctuality (Category – Bus Service Support)			
Scheme Detail			
<p>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.</p>			
Potential Benefits from the Scheme			
Improved bus punctuality and reductions in lost mileage.			
Delivery Timescale			
1 April 2023 to 31 March 2025			
Operator Commitment			
This IS the Operator Commitment.			
Funding – Source + Allocations by Year (£)	2023/2024	2024/2025	2025/2026
See Local Authority Bus Priority Measure	N/A	N/A	N/A

Appendix E: Identified Measures and Schedules (BSIP)

Including Authority and Operator ambitions, subject to future funding bids.

Year 1 Delivery (Quick Wins)
Better value fares for young people (supported for 2-year delivery)
Service enhancements (supported for 3-year delivery)
Dedicated Partnership Officer to guarantee delivery (appointed for duration of BSIP)
Marketing campaigns
Bus priority and punctuality study
Enhanced parking enforcement (appointed for duration of BSIP)
Additional traffic signal priority locations
Passenger satisfaction surveys
Implementation of fare capping technology on all local buses
Implementation of additional CCTV to cover Riverhead bus stops
Real Time Information display improvements
Year 2 Delivery
Marketing campaigns
Delivery of priority and punctuality improvements
Additional traffic signal priority locations
Passenger satisfaction surveys
Continued delivery of Real Time information
High Quality Bus Interchange in Grimsby
Trial service enhancements
Future Aspirations
Zero emission buses on 40% of town network bus km
Modernising demand responsive services
Improved facilities at bus stops
Improved facilities on buses
Embedding buses in wider land use planning
Investigation of optimum Park & Ride locations, including implementation
New innovative tendered bus routes
New bus only link to Europarc

Appendix F: Suspended Measures

The below outlines the measures suspended from the original Enhanced Partnership Plan and Scheme by the Authority, in partnership with Local Bus Operators.

Funding allocations are based on the original BSIP submission. These funding allocations can be subject to change, should the scheme be progressed in the future.

Title of Measure			
(M031) Fare Stage Rationalisation within NEL Area			
Scheme Detail / Reason for Suspension			
In partnership with qualifying local bus operators, the authority sought to deliver a fare stage rationalisation through the BSIP. This measure would see operators implement a single-zone fares structure within North East Lincolnshire.			
Stagecoach East Midlands, who are the sole operator within North East Lincolnshire partaking in the BSIP, has already delivered a fare stage rationalisation within the area, separate to the BSIP, therefore this measure has been suspended by the authority and operator.			
Funding – Source + Allocations by Year (£)	2023/2024	20204/2025	2025/2026
Funding not required	N/A	N/A	N/A

Title of Measure			
(M033) Introduce Ticket Carnet for NEL			
Scheme Detail / Reason for Suspension			
There was a desire to deliver a ticket carnet as an alternative to other tickets, such as the 7-day weekly pass. A carnet would provide a book of tickets to use as and when desired, whilst still receiving the discount benefit of purchasing multiple journeys together as in conventional season tickets.			
Prior to the implementation of the Bus Service Improvement Plan, Stagecoach East Midlands confirmed they were already exploring this option to benefit North East Lincolnshire, and has since delivered the ticket carnet commercially, therefore this measure has been suspended as it is no longer a requirement of the Council's BSIP.			
Funding – Source + Allocations by Year (£)	2023/2024	2024/2025	2025/2026
BSIP	£50,000	£0	£0

Title of Measure			
(M035) Step Up Levels of Promotional Fares			
Scheme Detail / Reason for Suspension			
There was a desire to heavily market, promote, or 'trial' fares, to raise awareness of bus travel opportunities and encourage early or additional take-up of their services, in connection with themes, events, etc. The proposal to step up the rate and extent of promotional fares was to stimulate interest, 'trying out' the bus, and longer-term demand.			
Promotional fares have been delivered commercially by the operator, prior to the authority receiving BSIP funding. For this reasoning, this measure has been suspended.			

Funding – Source + Allocations by Year (£)	2023/2024	2024/2025	2025/2026
BSIP	£30,000	£30,000	£30,000

Title of Measure			
(M081) Bus Passenger Charter			
Scheme Detail / Reason for Suspension			
<p>NELC has embraced the principles articulated in the National Bus Strategy (NBS) for a bus passenger charter, by commissioning a passenger charter for NEL alongside the development of the BSIP maintained (under the EP). This showcases a consistent commitment to a high standard of service to bus users. The bus passenger charter sets out what passengers can expect from bus operators delivering local bus services across the area, and includes commitments on:</p> <ul style="list-style-type: none"> • Punctuality, waiting times, and reliability • Passenger satisfaction – overall, and key aspects • Cleanliness of vehicles and shelters • Provision of timetable and real-time information • Accessibility of bus services • Safety and security across the bus network • Consultation on significant service changes • Feedback and complaints handling. <p>Prior to the implementation of the Bus Service Improvement Plan North East Lincolnshire Council and Stagecoach East Midlands signed up to a Bus Passenger Charter, which outlines the above, therefore this measure has been suspended from the BSIP.</p>			
Funding – Source + Allocations by Year (£)			
BSIP	£5,000	£0	£0

Title of Measure			
(M026) Bus-only Highway Infrastructure			
Scheme Detail / Reason for Suspension			
<p>The road network between Grimsby and the principal nearby industrial / commercial zone, Europarc, necessitates a considerable detour to reach it from the nearest residential, and inner commercial, areas of Grimsby. The principal impediments to provision of a more direct route are (a) a small river immediately along the Grimsby side of the Europarc, requiring a bridge across it to link to roads on the Grimsby side; and that (b) if such a road were to be provided, high levels of traffic would use it as a short cut, and impose too much traffic on roads not suitable for same. It was anticipated that BSIP funding would help continue Europarc services (subsidised by NEL), and to mobilise feasibility studies for this project.</p> <p>However, a bus-only bridge in that location would</p> <ul style="list-style-type: none"> • eliminate wasted mileage and journey time, saving approximately 1 mile and 5 minutes per one-way trip; • avoid any of the impact from general traffic; and • make the bus more competitive with the car than now, for those with a choice. <p>The purpose of any bus-only highway infrastructure is clearly absolutely and solely dependent upon sufficient buses serving it, and hence bus passengers using it. In this particular case, the current services require revenue support .</p>			

Through the reprioritisation, it was identified that this measure should be suspended to allow funding to be used on higher priority measures.

Funding – Source + Allocations by Year (£)	2023/2024	2024/2025	2025/2026
BSIP	£0	£713,368	£713,368

Title of Measure			
(M091) Securing existing network base / expanded support			
Scheme Detail / Reason for Suspension			
<p>The Europarc bus service mentioned above provides a socially / economically necessary services which requires revenue support; this Europarc bus service is to be extended / amended to also serve nearby employment zones in future. Expanded support for socially / economically necessary journeys would allow us to safeguard our existing comprehensive network in the face of commercial pressures. NELC has also identified an economic need to extend service 20 to/from Moody Lane which is incorporated into continued support for services 1, 2 and 20.</p> <p>Through the reprioritisation, it was identified that this measure should be suspended to allow funding to be used on higher priority measures.</p>			
Funding – Source + Allocations by Year (£)	2023/2024	2024/2025	2025/2026
BSIP	£317,500	£317,500	£317,500

Title of Measure			
(M111) Raised kerbs / better wheelchair access			
Scheme Detail / Reason for Suspension			
<p>Better waiting facilities e.g. improved lighting and shelters was ranked 6th most important for respondents to our survey, and some 72% of respondents indicated that this would help them to use buses more. NELC manages 817 bus stops within its jurisdiction. However, currently 338 stops (over 40%) are inaccessible to disabled or limited mobility passengers. Improved accessibility for passengers such as raised kerbs / better wheelchair access was ranked 11th priority by respondents to our survey.</p> <p>Through the reprioritisation, it was identified that this measure should be suspended to allow funding to be used on higher priority measures.</p>			
Funding – Source + Allocations by Year (£)	2023/2024	2024/2025	2025/2026
BSIP	£757,120	£757,120	£0

Title of Measure			
(M002) Targeted Review of Local Strategies to Influence Bus Use			
Scheme Detail / Reason for Suspension			
<p>Bringing Buses Back Better requires cross-departmental working within the Council, to help embed buses within economic regeneration, building better High Streets, and rejuvenating our seaside resort – so an early action would be to carry out a (M002) Targeted Review of Local Strategies to Influence Bus Service Use.</p> <p>Through the reprioritisation, it was identified that this measure should be suspended to allow funding to be used on higher priority measures.</p>			

Funding – Source + Allocations by Year (£)	2023/2024	2024/2025	2025/2026
BSIP	£50,000	£0	£0

Title of Measure			
(M093) DRT efficiency & best practice study / synergies			
Scheme Detail / Reason for Suspension			
<p>Current provision of Demand Responsive Transport (DRT) is not commercially viable but provides a range of socially and economically necessary journeys. While the Dial-a-Ride (DaR) service, requires minimal financial support from the Council (mostly just concessionary fare reimbursement), the all-user Phone-n-Ride (PnR) requires continuing support, and NELC wants to build on the existing operation to provide a more flexible response to emerging travel needs, trialling new links more cost-effectively than with fixed route conventional services, and offering lower cost alternatives for enhanced evening and Sunday services. The current DRT offer also does not cater for the early / late journeys to and from work.</p> <p>To maximise the DRT service the Council would look to commission a thorough DRT efficiency & Best Practice study, to explore</p> <ul style="list-style-type: none"> • issues & opportunities between PnR and DaR, such as modernised booking / back-office systems, shared assets / staff ; and • best practice & learning points from DRT – operation, booking, marketing, information, integration - elsewhere e.g. Sevenoaks, Milton Keynes. <p>Through the reprioritisation, it was identified that this measure should be suspended to allow funding to be used on higher priority measures.</p>			
Funding – Source + Allocations by Year (£)			
BSIP	£50,000	£0	£0

Title of Measure			
(M053) Timetable alignment with key rail services			
Scheme Detail / Reason for Suspension			
<p>Improved connectivity between bus and rail services was ranked 14th in the responses to our surveys. Where bus services can pass within 200 metres of a railway station without adversely impacting passengers, services should be rerouted, and where possible timed to facilitate interchange for passengers.</p> <ul style="list-style-type: none"> • Local services across the main part of the weekday are frequent enough that planned connections are unnecessary; however, • Railway stations should have a useful, or journey-friendly, minimum level of connecting bus service linking them to substantial local population areas <p>NELC would work with Stagecoach to optimise connections in both Grimsby and Cleethorpes for connections with rail services.</p> <p>Through the reprioritisation, it was identified that this measure should be suspended to allow funding to be used on higher priority measures.</p>			
Funding – Source + Allocations by Year (£)			
BSIP	£0	£0	£0

Title of Measure			
(M092) Expanded role for DRT (Phone n Ride)			
Scheme Detail / Reason for Suspension			
<p>Current provision of Demand Responsive Transport (DRT) is not commercially viable but provides a range of socially and economically necessary journeys. While the Dial-a-Ride (DaR) service, requires minimal financial support from the Council (mostly just concessionary fare reimbursement), the all-user Phone-n-Ride (PnR) requires continuing support, and NELC wants to build on the existing operation to provide a more flexible response to emerging travel needs, trialling new links more cost-effectively than with fixed route conventional services, and offering lower cost alternatives for enhanced evening and Sunday services. The current DRT offer also does not cater for the early / late journeys to and from work.</p> <p>Beyond the maintenance of current service provision, immediate and specific measures would include extending Phone-n-Ride's range to encompass to/from work journeys, (those not feasible by main bus network) particularly at key concentrations of shift-based workplaces (supplementing the single Europarc bus route):</p> <ul style="list-style-type: none"> • extend its hours to cover 05.00 to 23.00 weekdays; • later hours also providing capacity for evening economy (including adult education); • potentially (a) Sunday service, (b) 'nearby' cross-boundary range, both for access to work. <p>Through the reprioritisation, it was identified that this measure should be suspended to allow funding to be used on higher priority measures.</p>			
Funding – Source + Allocations by Year (£)	2023/2024	2024/2025	2025/2026
BSIP	£350,000	£350,000	£350,000

Title of Measure			
(M112) Review and repair of walking routes to bus stops			
Scheme Detail / Reason for Suspension			
<p>Better waiting facilities e.g. improved lighting and shelters was ranked 6th most important for respondents to our survey, and some 72% of respondents indicated that this would help them to use buses more. NELC manages 817 bus stops within its jurisdiction. However, currently 338 stops (over 40%) are inaccessible to disabled or limited mobility passengers. Improved accessibility for passengers such as raised kerbs / better wheelchair access was ranked 11th priority by respondents to our survey.</p> <p>Through the reprioritisation, it was identified that this measure should be suspended to allow funding to be used on higher priority measures.</p>			
Funding – Source + Allocations by Year (£)	2023/2024	2024/2025	2025/2026
BSIP	£65,000	£65,000	£0

Title of Measure			
(M055) Park & Ride feasibility study & implementation			
Scheme Detail / Reason for Suspension			
<p>All partners want to minimise the adverse impacts of busy traffic on our town centres, making them more attractive locations for everyone to visit and linking to our Building Better High Streets initiative. As part of this, the partners want to deliver park and ride, but it is critical that these sites are located in suitable locations – close to existing frequent bus services (producing a win-win for the operator, and minimising operating costs</p>			

for the “ride” element) but also ensuring they are at locations which would prove attractive to car users (typically on the edge of the most congested area).

Through the reprioritisation, it was identified that this measure should be suspended to allow funding to be used on higher priority measures.

Funding – Source + Allocations by Year (£)	2023/2024	2024/2025	2025/2026
BSIP	£50,000	£950,000	£950,000

Title of Measure			
(M063) Refreshed / local targeted branding / marketing			
Scheme Detail / Reason for Suspension			
All operators of qualifying bus services would 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.			
Through the reprioritisation, it was identified that this measure should be suspended to allow funding to be used on higher priority measures.			
Funding – Source + Allocations by Year (£)			
BSIP	£5,000	£5,000	£5,000

Title of Measure			
(M114) Enhanced waiting environment at bus stops			
Scheme Detail / Reason for Suspension			
Better waiting facilities e.g. improved lighting and shelters was ranked 6th most important for respondents to our survey, and some 72% of respondents indicated that this would help them to use buses more. NELC manages 817 bus stops within its jurisdiction. However, currently 338 stops (over 40%) are inaccessible to disabled or limited mobility passengers. Improved accessibility for passengers such as raised kerbs / better wheelchair access was ranked 11th priority by respondents to our survey.			
Through the reprioritisation, it was identified that this measure should be suspended to allow funding to be used on higher priority measures.			
Funding – Source + Allocations by Year (£)			
BSIP	£275,350	£275,350	£0

Title of Measure			
(M113) Enhanced bus stop / shelter cleaning regime			
Scheme Detail / Reason for Suspension			
Better waiting facilities e.g. improved lighting and shelters was ranked 6th most important for respondents to our survey, and some 72% of respondents indicated that this would help them to use buses more. The NBS reiterates the importance for safe and accessible travel for all, therefore, NELC plan to improve these aspects at bus stops throughout the area. NELC would seek to increase capacity for additional resources to support an Enhanced cleaning regime (M113) for shelters, and thereby maintain significantly higher standards in this area.			

Through the reprioritisation, it was identified that this measure should be suspended to allow funding to be used on higher priority measures.

Funding – Source + Allocations by Year (£)	2023/2024	2024/2025	2025/2026
BSIP	£105,000	£105,000	£105,000

Title of Measure			
(M036) More targeted PlusBus zoning			
Scheme Detail / Reason for Suspension			
<p>Stagecoach previously participated fully in the PlusBus scheme, for through rail – bus tickets. However, the PlusBus zone covers almost the whole of North East Lincolnshire in an undifferentiated manner, so the partners would (M036) Explore a more targeted PlusBus offer making shorter distance, local connections between bus and rail more attractive.</p> <p>Stagecoach operate all10 Regional routes into the area, as well as all local services; and provides through ticketing between them. There is therefore, at present, no significant gap in integrated ticket provision for buses within the NEL area.</p> <p>The PlusBus scheme is no longer operated by Stagecoach in North East Lincolnshire, therefore additions to the scheme cannot be delivered through the BSIP.</p>			
Funding – Source + Allocations by Year (£)			
BSIP	£0	£0	£0

Title of Measure			
(M102) Green bus Travel Plans Officer & material			
Scheme Detail / Reason for Suspension			
<p>Partners would engage with local employers, such as the NHS Trust, to develop (M101) Commuter travel plans which champion the use of the bus, supported by the appointment of a (M102) Green Travel Plans officer. Discussions with NELC’s Independent Travel Trainers highlighted specific needs for learners to independently access Linkage College and provide learners who live at the Isaac’s Hill/Grimsby Road area of Cleethorpes to access a quicker and more direct route to/from Grimsby Institute (of Further and Higher Education) and local secondary schools at peak times, supplementing existing service 53 on a slightly different route, which has been included within the overall planned changes to service 53.</p> <p>Through the reprioritisation, it was identified that this measure should be suspended to allow funding to be used on higher priority measures.</p>			
Funding – Source + Allocations by Year (£)			
BSIP	£37,200	£37,200	£37,200

Title of Measure			
(M101) Commuter travel plans			
Scheme Detail / Reason for Suspension			
Partners would engage with local employers, such as the NHS Trust, to develop (M101) Commuter travel plans which champion the use of the bus, supported by the appointment of a (M102) Green Travel			

Plans officer. Discussions with NELC’s Independent Travel Trainers highlighted specific needs for learners to independently access Linkage College and provide learners who live at the Isaac’s Hill/Grimsby Road area of Cleethorpes to access a quicker and more direct route to/from Grimsby Institute (of Further and Higher Education) and local secondary schools at peak times, supplementing existing service 53 on a slightly different route, which has been included within the overall planned changes to service 53.

Through the reprioritisation, it was identified that this measure should be suspended to allow funding to be used on higher priority measures.

Funding – Source + Allocations by Year (£)	2023/2024	2024/2025	2025/2026
BSIP	£45,000	£45,000	£45,000

Title of Measure

(M054) Cross-boundary link to hospitals

Scheme Detail / Reason for Suspension

Many residents of North East Lincolnshire work or attend Castle Hill Hospital in Cottingham, near Hull, which is outside the Council’s area – while existing service 250 links NEL to Hull itself, it passes no closer than 4.5 miles to the hospital, so would require additional resources to serve this key destination. NELC intends to make arrangements for a suitable diversion or other connection to (M054) Deliver economically and socially necessary service to Hospitals (particularly Castle Hill).

Through the reprioritisation, it was identified that this measure should be suspended to allow funding to be used on higher priority measures.

Funding – Source + Allocations by Year (£)	2023/2024	2024/2025	2025/2026
BSIP	£200,000	£200,000	£200,000

Title of Measure

(M025) Disruption messaging system

Scheme Detail / Reason for Suspension

Associated with direct priority measures, is the need to minimise journey time impacts from roadworks. Planned works are already co-ordinated and published by the local highway authority (HA), so that bus operators can view all plans and take appropriate action including better-informed operational, and journey, planning. To maximise the benefit from this, we would appoint an (M024) Information and Disruption Messaging Officer, to ensure earliest advice to the operators, and to proactively manage:

A Disruption Messaging system (M025), to inform passengers and potential passengers in real time about potential road disruption at the earliest opportunity, enabling efficient planning of alternative routes etc. (rather than being surprised and further inconvenienced when ‘stuck in it’).

Through the reprioritisation, it was identified that this measure should be suspended to allow funding to be used on higher priority measures.

Funding – Source + Allocations by Year (£)	2023/2024	2024/2025	2025/2026
BSIP	£30,000	£0	£0

Title of Measure

(M083) Improved lost property facilities & processes			
Scheme Detail / Reason for Suspension			
<p>Customer satisfaction is rated as high by Transport Focus in the area (90% very or fairly satisfied which is towards the upper level of satisfaction amongst non-metropolitan councils in England), however NELC and SYSTRA research continues to indicate specific areas of passenger dissatisfaction. Therefore potential measures under consideration to increase satisfaction are (M083) Improvement of lost property reporting and contact points.</p> <p>Through the reprioritisation, it was identified that this measure should be suspended to allow funding to be used on higher priority measures.</p>			
Funding – Source + Allocations by Year (£)	2023/2024	2024/2025	2025/2026
BSIP	£0	£0	£0

Title of Measure			
(M115) Passenger assistance at interchange			
Scheme Detail / Reason for Suspension			
<p>The Council plan to re-create a centralised bus station in the centre of Grimsby (location to be confirmed). Associated with the interchange is a booked passenger assistance in partnership with Stagecoach, who would be expected to improve safety within the area and on all services.</p> <p>Due to the timeline for delivering the bus station, it is it was identified that this measure should be suspended to allow funding to be used on the greater priority measures, but with an aspiration for this facility in the future.</p>			
Funding – Source + Allocations by Year (£)	2023/2024	2024/2025	2025/2026
BSIP	£0	£0	£0

Title of Measure			
(M012) Standardise cross-boundary service frequency			
Scheme Detail / Reason for Suspension			
<p>This measure would see the 53 service (Grimsby – Lincoln) uplifted as standard. The frequency increase on the Grimsby – Lincoln service would require joint cross-boundary BSIP funding / cooperation; at time of publishing this is provisional, and subject to Lincolnshire County Council’s democratic processes.</p> <p>Through the reprioritisation, it was identified that this measure should be suspended to allow funding to be used on higher priority measures.</p>			
Funding – Source + Allocations by Year (£)	2023/2024	2024/2025	2025/2026
BSIP	£80,000	£80,000	£80,000

Title of Measure			
(M056) Innovative services – P&R and tourist route			
Scheme Detail / Reason for Suspension			
<p>The council wish to explore the opportunity, through a feasibility study (M055), to set up a ‘pop-up’ parking sites for P&R ‘themes’, seasonal traffic, events, etc.</p>			

Through the reprioritisation, it was identified that this measure should be suspended to allow funding to be used on higher priority measures.			
Funding – Source + Allocations by Year (£)	2023/2024	2024/2025	2025/2026
BSIP	£300,000	£300,000	£300,000

Title of Measure			
(M073) Low / zero emission buses			
Scheme Detail / Reason for Suspension			
<p>NELC therefore intends to enable introduction of a fleet of electric buses on routes 3 and 4, two of the busiest of the nine services comprising the current ‘Town’ network, and which pass through Grimsby’s Air Quality Management Area around Cleethorpe Road. This would involve 20 diesel buses being replaced by buses using battery-electric power, with the investment in charging facilities at the Stagecoach depot in Grimsby then providing a springboard for future purchases of zero emission buses to progressively convert the whole fleet by 2035. Total cost would be £8.7m, of which Stagecoach would contribute £3.4m.</p> <p>The cost of providing electric buses surpasses the allocated fund NELC is set to receive. Should NELC receive additional funding in the future, which would support electric buses, then the authority will review this measure.</p>			
Funding – Source + Allocations by Year (£)	2023/2024	2024/2025	2025/2026
BSIP	£ 657,500	£ 4,602,500	£0

Title of Measure			
(M064) Special promotion of selected bus routes			
Scheme Detail / Reason for Suspension			
<p>Stagecoach has existing marketing of routes in place within the area, including comprehensive website provision of routes, ticketing, and comprehensive pricing structures. Promotions and marketing may boost the ‘day trips’ inbound market served by the other operators who currently provide a single weekly service each, especially in conjunction with additional day(s) of operation.</p> <p>Through the reprioritisation, it was identified that this measure should be suspended to allow funding to be used on higher priority measures.</p>			
Funding – Source + Allocations by Year (£)	2023/2024	2024/2025	2025/2026
BSIP	£40,800	£40,800	£40,800

Title of Measure			
(M074) Enhancement of Contactless Payment			
Scheme Detail / Reason for Suspension			
<p>The Council intended to progress the Enhancement of Contactless Payment (M074), to facilitate migration towards smartphone-based ticketing.</p> <p>Through the reprioritisation, it was identified that this measure should be suspended to allow funding to be used on higher priority measures.</p>			
Funding – Source + Allocations by Year (£)	2023/2024	2024/2025	2025/2026

BSIP	£ 48,100	£0	£0
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Title of Measure				
(M024) Information and disruption messaging officer				
Scheme Detail / Reason for Suspension				
<p>Associated with direct priority measures, is the need to minimise journey time impacts from roadworks. Planned works are already co-ordinated and published by the local highway authority (HA), so that bus operators can view all plans and take appropriate action including better-informed operational, and journey, planning. To maximise the benefit from this, we would appoint an (M024) Information and Disruption Messaging Officer, to ensure earliest advice to the operators, and to proactively manage:</p> <p>A Disruption Messaging system (M025), to inform passengers and potential passengers in real time about potential road disruption at the earliest opportunity, enabling efficient planning of alternative routes etc. (rather than being surprised and further inconvenienced when 'stuck in it').</p> <p>Through the reprioritisation, it was identified that this measure should be suspended to allow funding to be used on higher priority measures.</p>				
Funding – Source + Allocations by Year (£)		2023/2024	2024/2025	2025/2026
BSIP		£55,000	£55,000	£55,000

Title of Measure				
(M071) Retrofit on-bus comfort & amenity features				
Scheme Detail / Reason for Suspension				
<p>NELC and Stagecoach would explore / develop business cases to (M071) Retrofit on-bus Comfort & Amenity Features to the existing local fleet .</p> <p>Through Stagecoach it is intended to introduce Next Stop announcements (M072), useful to all but particularly helping visually or physically impaired users.</p> <p>Through the reprioritisation, it was identified that this measure should be suspended to allow funding to be used on higher priority measures. However, the operator, where possible, can continue to explore options outside of this BSIP allocation.</p>				
Funding – Source + Allocations by Year (£)		2023/2024	2024/2025	2025/2026
BSIP		£300,000	£300,000	£0