

Rural Mobility Fund

Call for Expressions of Interest

Application Form

Applicant Information

Bidding authority: Suffolk County Council

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Additional evidence, such as letters of support, or maps should be included in an annex.

Applications to the Fund will be assessed against the criteria set out below.

Submission of proposals:

Proposals must be received no later than 1700 on **Thursday 4th June 2020**.

An electronic copy only of the bid including any supporting material should be submitted to betterdeal4buses@dft.gov.uk with 'Rural Mobility Fund' in the subject line.

Enquiries about the Fund may be directed to betterdeal4buses@dft.gov.uk

Transparency and Privacy

Please refer to the guidance for this scheme before completing your application to understand how DfT will manage your data.

SECTION 1: Defining the area

This section seeks evidence to confirm eligibility against the definition of the rural or suburban area to be covered by the on-demand solution within the bidding authority. Bidders should:

- **Name the area**, and include a map showing the proposed area in which the demand responsive transport service will operate.
- **Explain how the area meets the eligibility criteria against either the definition of rural or suburban area** as set out in the guidance. This should also include, where relevant, links to urban areas that the services will provide local residents access to.

1.1 Geographical area:

Please name the area within the local authority that will be covered by the demand responsive transport solution. Include information setting out the extent of the rural or suburban area covered in the proposal and a description.

Please include maps and any relevant supporting evidence as annex documents.

East Suffolk (South)

This Rural Mobility bid focuses on providing connectivity for 10 rural villages that are located in the local district authority area of East Suffolk Council. The 10 villages are referred to in this Expression of Interest as the 'East Suffolk (South) cluster'. The villages included within this cluster are: Westleton, Yoxford, Middleton, East Bridge, Heveningham, Sweffling, Rendham, Snape, Tunstall, and Campsea Ashe.

Each of the 10 rural villages are reliant on service centres located (between 5 and 8 miles away) in the 4 market towns of Leiston, Saxmundham, Wickham Market and Framlingham.

Two railway stations, located in Saxmundham and in Campsea Ashe (which is known as Wickham Market Station), provide an hourly rail service to the urban centres of: Ipswich to the south and Lowestoft to the north. Rail interchange at Ipswich allows for hourly connectivity to other Suffolk districts and neighbouring counties such as Cambridgeshire, Norfolk, Essex and London.

1.2 Rural or suburban area eligibility:

Explain how the area meets the eligibility criteria against either the definition of rural areas or of suburban areas set out above. This should also include, where relevant, links to any urban areas that the services will provide local residents access to.

We will not accept bids that do not meet the definition of rural or suburban area as explained in the eligibility criteria.

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This Rural Mobility bid concentrates on 10 rural villages in the geographical area to the south of the district (referred to as the East Suffolk (South) cluster).

Settlements in the southern area of the East Suffolk district are categorised by the Government's Rural Urban Classification as 'largely rural', which identifies that 47% of Medium Super Output Areas (MSOAs) in this part of the district are rural (Healthy Suffolk, 2016).

The population in the southern area of the district is comprised of 129,938 residents (2018 figures). Although over 55% of the population is of working age, this area of the district has an aging population, with over 21% of its population aged over 65 years old.

In the district, over 45% of the population live in rural areas: 23% of the population are of working age and 3% are aged over 60 years old. 4% of the population between the ages of 10 and 19 live in rural areas.

The southern area of the East Suffolk district contains approximately 48.8km of open coast, Areas of Outstanding Natural Beauty and Sites of Specific Scientific Interest. This area has a diverse landscape, including large areas of farmland, and contains over 100 parishes with populations ranging from a handful to several thousand people. Although some employment, which is mostly agricultural, is scattered across the rural villages, significant employment is contained within market towns or urban areas. Major employment is located in the south of the district in Felixstowe and Martlesham and in the county town in the borough of Ipswich (which is located 20 miles from the East Suffolk, South, cluster). The 2011 Travel to Work Census data shows that the average distance to employment in the south of the East Suffolk district is over 10 miles and 73% of journeys by the district's population is made by car. However, calculated distances to employment (using data taken from the Department for Transport's 2019, Journey Times to Key Services) shows that 80% of the 10 villages are located over a 40-minute drive from employment.

The rural nature of this area of the district means that local services are dispersed, located in 23 settlements, with key local services mainly located in the 6 towns: Aldeburgh, Framlingham, Leiston, Melton, Martlesham and Saxmundham. The south of district is ranked as having one of the poorest access to services in the county. It is also below the median (of districts in Britain) for access to a bank or building society, and in the bottom quartile for access to a secondary school, doctor's surgery, post office or primary school (Suffolk Coastal District Local Plan, 2013).

SECTION 2: Setting out the challenges

This section seeks a description of challenges faced by local residents in accessing services within the operating area. Local authorities should:

- **Explain the challenges faced by local residents in accessing services within the operating area**, and who those local residents are. This could include data on population-density and demographics of the population in the area.
- **Clearly describe the local transport offer**. This could include the number of operators (both commercial and non-commercial operators), size of the bus fleet in the area, existing routes offered (commercial, tendered or community transport services), and areas which are not served by those routes as well as lack of transport provision.

Data and maps from the Department for Transport Public Service Vehicle Survey will be used to assess changes in mileage in the operating area.

Evidence must be provided that the current transport offer in the area in which the demand responsive transport service will operate are not sufficient to meet the needs of local residents.

- **Explain the challenges faced by local authorities or bus operators in maintaining or providing transport services to meet the needs of local residents**, and why Government funding is needed.

2.1: Challenges faced by local residents

We recognise that each area will see different challenges. Supporting evidence on the challenges facing local residents could cover the following:

- *Population without access to regular timetabled bus service*
- *Accessibility requirements*
- *Missed GP and NHS appointments through lack of access to bus services*
- *Evidence of residents unable to access other local services within the operating area*
- *Population 16+ unable to access school or college via public transport*
- *Population not in work due to lack of public transport options*
- *Population demographics and population-density*
- *Any other relevant information*

The combined population of the 10 villages is 21,668, each have an average population of between 300 to 3,000 residents. Over 50% of the population in the East Suffolk (South) cluster is of working age, with approximately 11% of the population being of secondary school and Post-16 education age, and 38% being over the age of 60 years old.

All villages within the cluster have limited access to local services with no public transport links. Residents are required to travel, on average, over 4 miles to access services. The distance to 6th Form education is on average over 5 miles from the East Suffolk (South) cluster, whereas the distance from the cluster to grocery stores and healthcare facilities is on average approximately 3 miles (with access to the nearest hospital a distance of over 20 miles). 80% of the 10 villages are located over a 40-minute drive from employment (2019, Department for Transport, Journey Times to Key Services).

The distance to the nearest railway stations and connecting bus services is approximately 5 miles from the rural villages. The nearest major town with significant employment is in Felixstowe, Martlesham and in the borough of Ipswich (a 20-mile distance from the East Suffolk (South) cluster).

The south of the district has the second highest demand of all districts for community transport. It also has one of the highest number of 'community transport refusals' due to the vast area of the district. In 2019 – 2020, 567 instances were recorded in the south of the district (the second highest in the county) where community transport could not meet requested transport needs, due to unavailability of vehicles at the requested time of travel. This is a reduction from 1,330 refusals in 2017/18 and 984 in 2018/19.

Access to secondary schools and Post-16 education is an issue for the villages in the cluster, as secondary schools and colleges are located in the towns and key urban areas, approximately 5 miles from each village, with some students being required to travel over 7 miles. Evidence from Suffolk County Council's Children and Young People's Team shows that students in these rural villages have been unable to continue with their education due to lack of transportation to education facilities. This issue is a contributing factor to the south of East Suffolk having the lowest proportion of skills and qualifications in the county: only 75% of the district's 16-18 year olds are recorded as completing Post-16 education when compared with 81% of 16 – 18 year olds in other districts across the rest of Suffolk. The south of the East Suffolk district has also experienced the greatest net loss in the county of 16 – 24-year-olds leaving the district in search of areas with better accessibility to education, training and social facilities (Suffolk Coastal Local Plan).

Despite areas of the district, showing as 'affluent' on the Index of Multiple Deprivation scale, there are pockets of deprivation across the East Suffolk (South) cluster where there are limited employment opportunities and low pay. The Suffolk Coastal Local Plan identifies 'poor access to jobs' and 'the quality of the transport system' as key economic issues that need to be addressed in the district.

2.2: Current local transport offer

Please provide details on your current local transport offer. This could include the number of operators both commercial and non-commercial, size of bus fleet in the area, existing routes offered (e.g. commercial, tendered services or community transport operators) and areas not served by those routes as well as lack of transport provision)

Bids will not be accepted if sufficient evidence is not provided that the current transport offer is not able to meet the needs of local residents.

In the south of the district, commercial bus services are provided to key towns and urban areas (see bus route maps attached as Figure 1) where the population size is bigger than the surrounding rural villages or where passenger demand is prevalent. Three passenger transport operators serve the market towns in the East Suffolk (South) cluster. They include First, Galloway and BorderBus. First operates: a commercial hourly weekday and Saturday service from Leiston to Saxmundham and Ipswich (mainly used to transport students to college for 9am and returning at 6pm); and a commercial service providing 1 return trip per day between Framlingham, Wickham Market and Ipswich during weekdays and on Saturdays. Galloway Buses operate a sponsored service offering 9 trips per day during weekdays and on Saturdays between Ipswich, Framlingham, Otley College and Ipswich. BorderBus operates a sponsored service, providing 4 trips per day, between Aldeburgh, Leiston, Saxmundham, Darsham and Halesworth during weekdays and on Saturdays.

Where a commercial or subsidised bus service is not operational in rural villages in the south of the district area, community transport operators provide a transport service. In the south of the East Suffolk district, Suffolk County Council has a contract with a transport operator called CATS, which has a fleet of eight 11-seater minibuses and two wheelchair accessible vehicles operating under Section 19 and 22 Permits. The CATS service is also

supported by volunteer community car services. The community transport service is a predominantly door-to-door service, which is mostly used by an older population.

The community transport services are a pre-booked transport service, which doesn't accept concessionary bus passes. Passengers can opt to exchange concessionary bus passes for the Suffolk Travel Voucher Scheme for use on the Connecting Communities services. The value of these vouchers is £100 per annum.

In the southern area of the district, during 2019 – 2020, 35,997 journeys were undertaken by community transport. Over the same period, 567 instances were recorded where community transport could not meet requested transport needs in the district due to vehicle availability at the time of the request. This demonstrates that there is high demand in the district, which goes beyond the capability of the community transport service. This has a knock-on effect on the reliability of the service and the confidence of young people to use it.

The limited operating hours of the taxi-bus service (which operates between the hours of 7am and 7pm) also means that young people are unable to access leisure activities. The taxi-bus service we are proposing will operate 7 days a week (7am – 11pm Monday to Saturday, and 10am to 6pm on a Sunday) allowing people to access leisure activities and helping the evening economy.

Rail services from Saxmundham and Wickham Market railway stations provide an hourly rail service to Ipswich and Lowestoft. Rail services from Ipswich provide connectivity with Cambridge, Peterborough, Norwich, Essex and London.

2.3: Challenges faced by local authorities and bus operators in providing transport services.

Please provide details of the challenges faced by local authorities in subsidising socially necessary services or bus operators in maintaining or providing services, and why government funding is needed. Supporting evidence could include:

- *Total passenger numbers*
- *Number of ENCTS passengers compared to fare paying passengers*
- *Revenue information*
- *Passengers using other concessions such as jobseekers or youth*
- *Types of fares paid and tickets used*
- *Revenue information*
- *Increase in social care provision or other statutory duty requirements.*
- *Any other relevant information*

Suffolk community transport operators complete an average of 140,000 countywide journeys in a year, and during 2019/20 served 139,143 passengers. In 2019/20, in the southern area of the district, 35,997 passengers were recorded as using the service.

The Suffolk County Council revenue funding for community transport services in 2019-20 was £946k with contract subsidies ranging from £3 to £13 per journey. In the area in the south of the district, the contract rate for 2019/20 was £219,290. The collection of fares in the district, in 2019/20 was £57,373.

During the year of 2019/2020, there was 567 instances recorded in the district where the community transport could not meet travel requests. This was due to limited vehicle resource being available, which is an indication that the current community transport service is stretched and cannot provide a reliable public transport service. This means that not all areas have a consistent or reliable transport offer.

Why Government funding is needed?

The bus services in the cluster area are either limited or do not exist. Community transport services do operate in the area, but the service user demographics is predominantly for older people, who require a door-to-door service. Feedback from younger people and those needing access to transport for education, employment and healthcare suggests that community transport is unreliable and viewed as a provision for older people, therefore not designed to meet the needs of a younger and working-age population. In that respect community transport serves a valuable role but is unable to meet the transport needs of the younger and working population.

Through our engagement with taxi-bus transport operators, we have identified they have the capability to pilot the community taxi-bus scheme. The taxi-bus service will provide a reliable and flexible service between villages in the cluster area, connecting them to market towns. Journey times to market towns, where they can access education, employment, shops, healthcare and transport services offering long distance travel, will also be much reduced. This will be achieved by not offering a door-to-door service, passengers can board the taxi-bus service from collection points in their village. The taxi-bus service will complement the community transport services by removing the strain on the service for those passengers who do not require a door-to door service.

The community taxi-bus service will not only connect currently cut-off rural villages, but also improve social inclusion in rural villages (making communities more sustainable), as well as build capacity for commercial public transport services.

SECTION 3: Explaining the ambition and proposed solution

This section seeks evidence of the level of ambition from the local authority, support from stakeholders and evidence that the local authority is well-placed to use the Rural Mobility Fund to tackle these challenges. Local authorities should:

- **Set out the high-level ambition for the local transport offer through demand responsive transport services.** This should explain how the services would enhance the opportunity of local residents in accessing education, employment, healthcare, and other services as well as enabling greater social inclusion, or improve the experience of or offering to passengers through improving bus journey times, destinations, reliability, providing weekend or evening services, etc. It should show how this option would compare with and be better than a traditional bus service.

This could include estimates of how the services could help reduce the overall cost of the local transport offer, for example, through delivering efficiencies, or improve living standards, access to employment or progression through income of local residents. Estimates of cost efficiencies beyond the local transport offer, for example to the NHS through reducing loneliness and isolation would also be helpful, where relevant.

This section should also explain how the service will attract a diverse range of passengers.

- **Clearly describe the proposed solution.** We are not seeking to specify a solution ourselves, as those need to be tailored to the specific needs of local residents and the geographical circumstances of the rural and suburban areas that the services will operate in. We have provided an indication of identified need for support in the section on "Eligibility".

This should also include an estimate of the potential demand for the services, and thus the size of the fleet and the type of vehicles to meet that demand.

Evidence should also be provided as to how the service (or its benefits) might be maintained, and become sustainable in the long-term.

- **Explain the maturity of the solution.** This should include a summary of previous work which has been completed, and identified barriers that might need to be removed before the project can begin.
- **Provide the amount of funding needed,** and indicate how it will be used (i.e. buying solutions or resources needed.) This should include an estimate, if relevant, of other funding provided by the local authority, other bodies such as NHS Clinical Commissioning Groups, and from private investment.

We will not accept bids that do not provide sufficient evidence of support from local partners.

3.1 High level ambition.

Set out the high-level ambition for improving the local transport offer to local residents through demand responsive transport services, and how this links with the challenges outlined in section 2. Information provided could include:

- Improved access to education, employment, healthcare and other services.*
- Improvement of journey times*
- Greater social inclusion*
- Increased reliability*
- Cost efficiencies e.g. reduced cost to NHS through reducing loneliness*
- Improvement of living standards such as increased access to employment opportunities.*
- Diversity of passengers and how they will be attracted*
- Any other relevant information*

The community taxi-bus service will provide accessible transport for young people needing to access Post-16 education, training and leisure facilities, and for the working age population to access employment. It will also provide access to shops and healthcare.

The transport service will operate 7 days a week (7am – 11pm Monday to Saturday, and 10am to 6pm on a Sunday) as a demand responsive service, which passengers will be able to book using an online booking application or through a telephone contact centre. The taxi-bus will connect the rural villages with market towns where services such as education, employment, leisure activities and supermarkets can be accessed. It will also provide a more reliable transport service, reducing travel time between rural villages and services, which is essential to addressing inequality and enabling social inclusion.

Four 8-seater wheelchair accessible vehicles will serve the cluster. This means that the transport offer will be more flexible than a traditional bus service, providing transport to people when they need it. The community taxi-bus will also provide a direct express service to the market towns of Leiston, Saxmundham, Wickham Market and Framlingham.

Traditional bus services are unable to satisfy demand in rural villages as the impact of the distance the bus would be required to travel makes the service commercially and operationally unviable. Feedback from younger people and those needing access to transport for education, work and health suggests that their experience of the current community transport offer (called Connecting Communities) is one where the service is unreliable and doesn't meet their needs. The Connecting Communities service is stretched, so cannot meet the travel time needs of all passengers, as operators are required to provide more door-to-door assistance to elderly or some disabled groups, meaning that journey times can be unpredictable and the transport service unreliable. The taxi-bus service differs from the Connecting Communities transport service, as it will operate from a central connection point and not offer a door-to-door service, which will still be provided by the current Connecting Communities transport.

Although, the transport service is aimed at younger people and those of working age, the community taxi-bus will be available for use by all, which will help connect people with market towns, therefore reducing isolation. The ability of the vehicles to carry wheelchairs means that the taxi-bus vehicles can connect people with mobility needs to key services and employment, which will reduce isolation and enable them to live more independent lives.

Research shows that lowering transport costs and improving transport accessibility has positive effects on income and the employment prospects of young people (Transport and

Inequality, 2019). In the East Suffolk (South) cluster, improvement to public transport provision has the potential to help 15% of younger people classed as 'Not in Employment, Education or Training back into education or employment. Improving transport provision also provides access to wider employment opportunities, providing opportunities for the 11% of the population in the cluster, who are classed as unemployed.

From an environmental perspective, our demand modelling shows there is potential for the service to move 282 daily trips in both directions to public transport, which has associated carbon savings.

3.2: Proposed solution

Please provide details of your proposed solution and evidence on how it, or its benefits, might be maintained, and become sustainable in the long-term. You should refer to the section on "Type and size of projects" in the guidance for an indication of identified need for support when completing this section. Please also include estimate of demand, including size of fleet and type of vehicles that will be used.

We will not accept bids that do not meet the eligibility criteria.

We are responding to rural community demands and needs for access to more flexible and reliable transport services that connect to key facilities.

We are proposing to pilot over a two-year period a community taxi-bus service. Four 8-seater wheelchair accessible vehicles will operate in 10 rural villages in the East Suffolk (South) cluster and will connect to service centres in four market towns, as well as to railway stations (of which there are two) and bus interchange routes. The market towns are located within a 10-mile radius from each of the 10 rural villages.

The taxi-bus service will operate 7-days a week (7am – 11pm Monday to Saturday, and 10am to 6pm on a Sunday) as a demand responsive service. Two of the four vehicles will be Electric Vehicles (Renault Master ZE), which has a range of 100 miles. Two electric charging points will be installed as part of this Rural Mobility Project bid.

The service will be part-subsidised with a flat-fare charge for single and return journeys. Adult journeys will cost £7.00 for return journeys and £4.00 for single journeys. Child fares will cost £3.00 for return journeys and £1.50 for single journeys. The cost of the subsidy decreases with a higher number of passengers using the service. All ticket prices are in-line with current bus fares. Although the intention is to provide transportation for 8 passengers, we appreciate that a under COVID19 scenario this will not be possible and so we will also provide a cost scenario based on 2 passengers.

Trip demand modelling in the East Suffolk (South) cluster, which is based on mobile phone data, shows a daily trip rate in both directions of between 9,820 daily trips within the cluster area only. A percentage of 2.87% (which is the average bus trip rate recorded from the National Travel Survey for the Eastern region) has been applied to both trip rate outputs to provide an indication of the likely daily trips in both directions that could be converted to taxi-bus journeys. Our calculations show this is 282 daily trips in both directions.

To enable flexibility and give certainty of service reliability, passengers will be able to book the community taxi-bus service using an online booking application months/weeks or days in advance of travel (with an hour before travel being the maximum deadline that the service can be booked). A telephone contact centre will also be available between 7am – 11pm Monday to Saturday, and 10am to 6pm on a Sunday. The online booking application

will enable passengers to see the availability of the community taxi-bus, its location, time of pickup and estimated arrival at destinations. It will also show the real-time timetables of connecting bus and rail services – giving passenger confidence that the transport service can connect with rail and bus services. We have met with technology providers and are confident that this type of technology platform can be used in rural areas.

To ensure that the project has longevity beyond the pilot, the transport scheme will be supported by a strong marketing plan. The scheme will also be supported by S106 funding from new development proposed to be developed over the next five years. Housing development is planned for Wickham Market (with 150 homes to be delivered) with more modest growth in Campsea Ashe and Westleton. In addition to this, if the transport scheme proves successful, Suffolk County Council will review its public transport expenditure to work with operators to support the taxi-bus schemes and provide them in other areas.

3.3 Maturity of solution

This should include a summary of previous work which has been completed, and identified barriers that might need to be removed before the project can begin.

The bid for this transport project has been developed in conjunction with key partners, such as East Suffolk Council, and transport operators, such as CabSmart and 24/7. Both the district council and transport operators are supportive of the taxi-bus scheme, with the transport operators demonstrating a willingness to run the service. We have also engaged with the County Council's education team to understand how the taxi-bus can better serve the transport needs of young people needing to access education.

We have worked with technology providers and transport operators to identify how an online booking application could provide an effective platform for passengers to book and pay for transport services, as well as enable operators to manage the running of the scheme. In addition to this we have worked with transport providers and the County Council's Children and Young People and Education team to understand the types of information the online platform can record, such as passenger trip demands for education and trip trends.

Discussions have taken place with vehicle manufacturers to understand timescales for the delivery of the four mini-buses, which is predicted to be 24-weeks. In order to charge the electric vehicles, we have engaged with Plug in Suffolk to understand where existing Electric Vehicle charging points are located and where additional charging points can be installed, as well as the cost of installation.

We have worked with our communications team to set out a marketing and branding plan for the service to attract young people and a working age population.

Barriers

We have identified that one of the key barriers to implementing the project could include delays in manufacturers providing vehicles. We will address these potential barriers by ensuring that transport operators have access to high quality vehicles that can be used and branded in the event that there is a delay in the delivery of the four mini-buses. This will also be necessary in the event that passenger demand outstrips seating capacity.

Demand for the taxi-bus service could be restricted due to confidence in using shared transport services as a result of the Covid19 pandemic. We have selected the Renault

mini-bus model based on the space provided within the vehicle, which will allow 2 passengers to be transported at the recommended social distance. We will also ensure that all mini-bus vehicles have a rigorous cleaning regime and are fitted with plastic screens between seating rows to protect passengers and drivers.

Poor functionality of the booking app due to limited Wi-Fi connectivity could also pose a problem for the successful delivery of the project. We will ensure that the online booking application is robustly tested in the rural areas before the project commences.

The reliability of the electric vehicles could be problematic if passenger demand means that the vehicles are required to travel longer distances. We will address this by using the vehicles on shorter distances. The provision of two Electric Vehicles means greater opportunity for one vehicle to charge while the other continues to respond to bookings.

To enable greater uptake of the taxi-bus, we plan to raise awareness of the service by promoting it in Post-16 education settings, through businesses and parish councils. We anticipate that this project, if successful, will commence post COVID19.

3.4 Funding required.

Please provide an estimate of the amount of funding required. Funding for each project will be between £0.5 million to £1.5 million, though we will also consider support for other amounts depending on the identified need. Please also provide details of any other funding for your solution from local government, other bodies such as NHS Clinical Commissioning Groups, or from private investment.

This Expression of Interest is seeking £844,307 to support a 2-year pilot of a community taxi-bus service in the East Suffolk (South) cluster. The funding will be used to develop the project, as well as cover the cost of subsidising the service. The total costs are itemised over a 2-year period below. A separate costing COVID19 scenario is attached in the appendix.

Suffolk County Council		
EAST Suffolk Taxibus Pilot		
	Year 1	Year 2
FIXED COSTS		
Vehicle Depreciation Yr	£193,714	£193,714
Vehicle Insurance	£4,000	£4,000
Vehicle RFL	£750	£530
ViaVan vehicle fees	£50,400	£50,400
Marketing	£3,600	£3,600
Overheads inc. taxi licence fees	£3,000	£3,000
TOTAL FIXED COSTS	£255,464	£255,244
FARES		
Bus fare income to be retained by taxi operator	£383,328	£383,328
Taxi Fares Subsidy	£17,539	£17,539

Paypal fees on fares transactions (@ 20p per transaction)	£14,327	£14,327
TOTAL SUBSIDY	£31,866	£31,866
RUNNING COSTS		
V1 Electric charging - to be paid directly by taxi operator	£0	£0
V2 Electric charging - to be paid directly by taxi operator	£0	£0
V1 Maintenance & tyres	£1,500	£1,500
V2 Maintenance & tyres	£1,500	£1,500
V3 Fuel - to be paid directly by taxi operator	£0	£0
V4 Fuel - to be paid directly by taxi operator	£0	£0
V3 Maintenance & tyres	£3,000	£3,000
V4 Maintenance & tyres	£3,000	£3,000
TOTAL RUNNING COSTS	£9,000	£9,000
CAPITAL COSTS		
V1 - Renault ZE Electric - 8 Seats / Wheelchair accessible	£74,000	
V2 - Renault ZE Electric - 8 Seats / Wheelchair accessible	£74,000	
V3 - Renault Eco blue diesel - 8 seats / Wheelchair accessible (Est.)	£40,000	
V4 - Renault Eco blue diesel - 8 seats / Wheelchair accessible (Est.)	£40,000	
Charging Infrastructure X 2	£7,200	
ViaVan installation	£16,667	
TOTAL CAPITAL COSTS	£251,867	
Total REVENUE funding requirement for Taxibus Pilot	£296,330	£296,110
Total CAPITAL funding requirement for Taxibus Pilot	£251,867	
Total funding requirement for Taxibus Pilot	£548,197	£296,110

Grand
Total £844,307

Section 4: Deliverability

This section seeks evidence of how the demand responsive transport service will be delivered, and demonstrate that plans are credible and deliverable.

- **Demonstrate that your plans are credible and deliverable in the time proposed, and that any risks are understood and mitigated.** This should also show how the scheme will be marketed to attract passengers. A detailed project plan is not required at this stage.
- **Set out timescale for implementation.** This should include key milestones such as recruiting staff, when vehicles will be on the road, marketing of the services, and initial take-up of new or expanded services.
- **Provide a list of partners involved in the projects,** and briefly explain how they will contribute to the success of the project. For example, through specific expertise, reduced duplication of services, enhancing opportunities for operators of any size to trial the demand responsive transport solution and make efficiencies by pooling resources (e.g. back-office/administration of demand responsive transport services, marketing, fleet, etc.)
- **Describe how monitoring and evaluation will be used** to ensure learning about the project to inform future schemes. A detailed monitoring and evaluation plan is not required at this stage but we expect applications to include information on how the evaluation could identify learnings about the implementation of the services, including the approach to communicating with service users, which can be used to improve the design of services in future. Bidders should explain how the approach to delivering the services will ensure that future learning is maximised.
- **Confirm you have received advice on EU State Aid rules,** and provide a summary of that advice to confirm how your transport offer will fit in with state aid rules.

4.1 Deliverability plan

Please demonstrate that your plans are credible and deliverable in the time proposed, and that any risks have been mitigated.

We have worked with key partners to develop this bid to the Rural Mobility fund. Discussions with operators have demonstrated a willingness by them to provide the community taxi-bus service. Through our conversations with vehicle manufacturers, we are confident that we can achieve delivery of the 8-seater wheelchair accessible vehicles before the pilot project commences. In the event that there is a delay in the delivery of the mini-bus vehicles, we have worked with transport operators that have additional wheelchair accessible vehicles that can be used – this will also be essential to ensure a reliable service if vehicles require repair or if there is passenger demand for more seats. We will ensure that the lines of communication are kept open between the vehicle manufacturers and transport operators to ensure that any vehicle faults or issues can be dealt with quickly.

Equally, through discussions with transport operators and technology providers we are clear about the type of booking application that is required and how it will assist transport operators and passengers. We understand the fundamental role the booking application will have in providing a more flexible transport service. To learn the lessons of how to implement an online booking application, we have contacted other transport operators across the country (such as 'Go Bus' in Kent) to investigate how they have used technology to support their taxi-bus services. We will maintain a close-working relationship between the technology provider and the transport operators in the East Suffolk (South) cluster to ensure any technical issues are dealt with quickly.

The success of the service is dependent on an effective communications and marketing strategy. To encourage young people and the working population to use the new transport service, we will work with Post-16 education providers and businesses (through the County Council's 'Local Links' smarter choices project) to ensure that the service is widely promoted. We will also work with other transport providers, such as Greater Anglia Trains, to promote the service as a transport link to rail services.

The launch of the taxi-bus service will include promotional offers and incentives, which includes a 'refer a friend' promotion. We will also use this method throughout the two-year project to stoke demand. We will also work with the County Council's Children and Young People, Education and Passenger Transport teams to assist in the promotion of the service to young people. We will work with parish councils to ensure that the taxi-bus service can support transport to key community events.

The service will be launched in June 2021, this will allow for young people to try the service before the end of the school term and allow for new travel patterns to be established before the new academic term commences in September. During the summer holidays we anticipate that the service will be used for travel to access employment, but also for tourism.

We appreciate that COVID19 may impact on people's willingness to share vehicles, however, we will ensure that plastic screens are fitted between the rows of seats and will reduce the number of passengers we will carry (a breakdown of costs, based on a COVID19 scenario is included in the appendix).

4.2 Timescale for implementation

Please set out your indicative timetable for implementation in the table below. You should include key milestones on:

- Staff recruitment
- When vehicles will be on the road.
- Marketing
- Expected initial take up and progression
- Any other relevant milestones

The indicative timetable for the passenger transport implementation is set out below. The delivery of the project will be jointly managed by Suffolk County Council's Transport Strategy Team and Passenger Transport Team.

Milestone	Expected completion date
Funding awarded	Autumn 2020
Agree transport operation contract with transport operators	Autumn 2020
Place order for mini-bus vehicles for April/May delivery	Autumn 2020
Procure and test technology app	January 2021
Procure EV charging points and identify locations	January 2021
Establish telephone contact centre	January 2021
Develop communications and marketing plan	January 2021
Hold focus group meetings with Post-16 Students	February 2021
Commence promotion of transport service	May 2021
Launch service	1 st June 2021
Review progress of service with operators	August 2021 November 2021 February 2022 May 2022 August 2022 November 2022
Conduct passenger surveys	August 2021 November 2021 February 2022 May 2022 August 2022 November 2022

4.3 Partnerships

Please provide details of partners involved in the project, and explain how they will contribute to the success of the project. Examples can include expertise, reduced duplication of services, enhancement of opportunities for operators to trial DRT services and efficiencies.

Suffolk County Council's passenger transport team will oversee the implementation of the community taxi-bus service and will work with a number of partners to deliver the project.

The County Council has worked with two transport providers, CabSmart and 24/7, to develop the bid proposal. Both transport operators have shown a willingness to provide the taxi-bus service. Their engagement will be integral to operating the transport service in the West Suffolk cluster. Throughout the delivery of the project, continued engagement with the operators will be critical to monitor demand for the taxi-bus service and to respond to changes where they occur. We plan to hold quarterly meetings to discuss service demand and any changes that may be required.

Discussions have taken place with technology platform providers, such as ViaVan, to provide a technology solution that can support the needs of passengers and drivers, and to capture the data requirements of the project.

Ongoing engagement with the County Council's Children and Young People Team and Education Team has been crucial to understanding young people's transport need to reach education. We will continue to work with them to ensure the transport scheme supports the needs of children and young people, as well as work with businesses through our 'Local Links' smarter choices programme to understand the transport needs of workers.

The County Council will work closely with West Suffolk District Council to inform them about the operation of the taxi-bus. District local authorities will also have a role in the future success of the project through securing s106 funding from new development which will enable services to expand or new local services to be created. West Suffolk District Council has also indicated that they could provide some financial assistance to support the taxi-bus project if it is required.

Marketing and communications will be integral to encouraging people to use the transport service. Suffolk County Council's communications team will manage the promotion of the service and will work with operators and the technology provider to implement an attractive marketing campaign.

The County Council chairs an established transport operating group, which consists of representatives from the County Council, district local authorities and transport operators, and we will use this group to ensure that the taxi-bus is able to support bus and rail operations and provide a seamless link to public transport services.

4.4 Monitoring

Please provide indicative details of how monitoring and evaluation will be used to ensure learning about the project and inform future schemes. A detailed monitoring and evaluation plan is not required at this stage but should explain how the approach to delivering services will ensure that future learning is maximised.

The project will be continuously monitored throughout its delivery. We feel this will be necessary to help understand those elements of the project that are successful/ unsuccessful and why. Data on passenger demand and footfall, types of trips, trip distances, use of booking app, and views and opinions about the transport service will be reviewed every three months.

The project will be continuously monitored throughout its delivery. We feel this will be necessary to help understand those elements of the project that are successful/ unsuccessful and why. Data will be captured on: passenger demand and footfall, types of trips, trip distances, use of booking app, and views and opinions about the transport service – this information will be reviewed every three months.

The data will be collected through the technology platform (such as the one provided by ViaVan), which can provide data on passenger demand and footfall (in particular to focus on passenger trends at different times of the year), number of single/return trips, and origins and destinations.

The technology platform will also capture information on the performance of the vehicles, as well as plan the most efficient routes for the transport service to respond to booking requests. In the East Suffolk (South) cluster, we propose to use two electric vehicles. We plan to test how suitable the electrical vehicles are for use as a taxi-bus in rural areas, as well as compare them against the two diesel vehicles. To do this we will monitor the mileage range of the vehicle and the different variables that affect the power of the battery, such as hills and winter-time operation.

We will also conduct survey work to assess passenger's opinions every three months about the service, in particular, whether it meets their transport needs in accessing services and has enabled them to be less reliant on the car. Surveys will also be undertaken every three months to establish how the booking application and telephone contact centre is being received by passengers and if there are recurring issues that need to be addressed. A complaints procedure will also be put in place to manage and review complaints.

We will work with the County Council's Education Team to measure whether the introduction of the transport service has achieved an increase in the numbers of young people participating in Post-16 education.

The impact of promotional work will be monitored to identify changes in passenger demand, as well as which method of communication has the biggest impact.

4.5 State Aid

Please confirm you have received advice on EU State Aid rules, and provide a summary of that advice to confirm how your transport offer will fit in with state aid rules.

This project will commence in April 2021, at a time when the UK would have already left the European Union. We have sought advice from the County Council's procurement team and the State Aid Team and, based on that advice, we have measured the project

against the current regulations. We are confident that the proposed project adheres to EU State Aid rules.

The project will use funds administered by state resources, which will be used to pump-prime an undertaking to operate a public transport service that can support residents living in rural villages. The aid could be considered to distort the market and give the undertaking an advantage against its competitors, however we have been careful to select rural areas where limited or no public transport services operate, therefore remedying market failure. We have also sought interest from a number of different transport operators to ensure that all have received the same opportunity to be part of the project.

Although the project is a State Aid project, it falls within the General Block Exemption Regulation (GBER) for the following reasons:

1, The funding will aid research, development and innovation

A large part of the project is based on researching the impact the transport service will have on improving the prospects of people living in rural locations, as well as developing an understanding of why public transport operations are successful/unsuccessful.

2, Social aid for transport for residents for remote regions.

This project is a transport scheme that will enable people living in remote rural villages to access key services such as employment, education, healthcare, groceries and leisure facilities.

The state aid we are seeking is below the €150m threshold, and will be administered in blocks of funding over the two-year pilot of the project. We will use SANI to record the spending of state aid, ensuring that we contact the State Aid Team six months prior to the commencement of the scheme to notify them of our intention to use state funding for the project, as well as to gain access to SANI. We will also seek approval from the State Aid Team to verify our record keeping approach, which is required to evidence how state aid has been used.

As this bid for funding is one of three Expression of Interests we are submitting for Suffolk, we will ensure that if more than one bid is successful there will be no overlap of spending on items, such as the cost of implementing the technology platform.

At the time of writing this bid, we cannot anticipate how the regulations on the use of state aid will change, we do know that it could consist of one of the following arrangements:

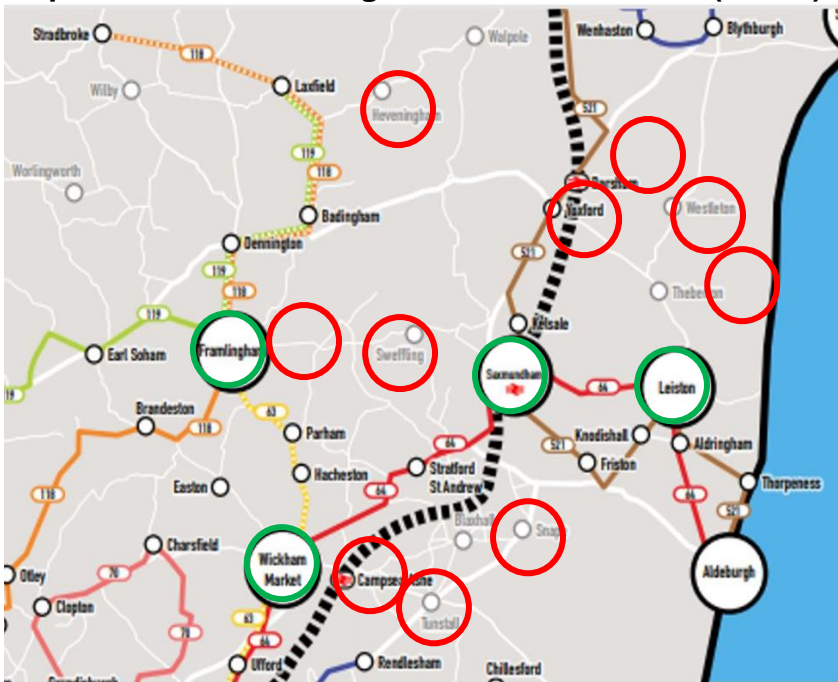
1, that the EU transition period is extended, which means that the current regulation applies

2, that a new state aid regulation is agreed as part of the new deal with the EU

3, that the UK Government develops its own Domestic Subsidy Control regime.

We will continue to work with the State Aid Team to ensure that our project conforms to any new regulation that is taken forward.

Map of the 10 rural villages in the East Suffolk (South) cluster (Figure 2)



Rural villages indicated by red circles; service centres indicated by green circles

COVID 19 SCENARIO COSTS

Suffolk County Council		
EAST Suffolk Taxibus Pilot (Covid Scenario)		
	Year 1	Year 2
FIXED COSTS		
Vehicle Depreciation Yr	£193,714	£193,714
Vehicle Insurance	£4,000	£4,000
Vehicle RFL	£750	£530
ViaVan vehicle fees	£50,400	£50,400
Marketing	£3,600	£3,600
Overheads inc. taxi licence fees	£3,000	£3,000
TOTAL FIXED COSTS	£255,464	£255,244
FARES		
Bus fare income to be retained by taxi operator	£383,328	£383,328
Taxi Fares Subsidy	£127,613	£17,539
Paypal fees on fares transactions (@ 20p per transaction)	£14,327	£14,327
TOTAL SUBSIDY	£141,940	£31,866

RUNNING COSTS		
V1 Electric charging - to be paid directly by taxi operator	£0	£0
V2 Electric charging - to be paid directly by taxi operator	£0	£0
V1 Maintenance & tyres	£1,500	£1,500
V2 Maintenance & tyres	£1,500	£1,500
V3 Fuel - to be paid directly by taxi operator	£0	£0
V4 Fuel - to be paid directly by taxi operator	£0	£0
V3 Maintenance & tyres	£3,000	£3,000
V4 Maintenance & tyres	£3,000	£3,000
TOTAL RUNNING COSTS	£9,000	£9,000
CAPITAL COSTS		
V1 - Renault ZE Electric - 8 Seats / Wheelchair accessible	£74,000	
V2 - Renault ZE Electric - 8 Seats / Wheelchair accessible	£74,000	
V3 - Renault Eco blue diesel - 8 seats / Wheelchair accessible (Est.)	£40,000	
V4 - Renault Eco blue diesel - 8 seats / Wheelchair accessible (Est.)	£40,000	
Charging Infrastructure X 2	£7,200	
ViaVan installation	£16,667	
TOTAL CAPITAL COSTS	£251,867	
Total REVENUE funding requirement for Taxibus Pilot	£406,404	£296,110
Total CAPITAL funding requirement for Taxibus Pilot	£251,867	
Total funding requirement for Taxibus Pilot	£658,271	£296,110

Grand
Total £954,381

Letters of support

252525

Cabs/Cars Smart

252525

16a Falcon Street Ipswich IP1 1SL

Susan Davey CMILT

Rural Transport Manager
Passenger Transport Unit
Growth, Highways & Infrastructure
Suffolk County Council
Constantine House
5 Constantine Road
Ipswich
IP1 2DH

20th March 2020

Dear Susan,

re:- **Taxi Bus services**

I write further to our meeting and to confirm that operating a Taxi Bus service is of interest to us as an existing Licensed Private Hire Operator both here in Ipswich Suffolk and also East Suffolk.

We look forward to having more details as the project progress.

Kind regards



Ian W. Fountain
General Manager



Thursday, 4 June 2020

Susan Davey CMILT
Rural Transport Manager
Growth, Highways & Infrastructure
Suffolk County Council
Constantine House
Ipswich
IP1 2DH

Susan.Davey@Suffolk.gov.uk

Dear Susan

DFT Rural Mobility Funding Bid – Taxi bus Pilots

24x7Ltd is happy to support your bid for the Taxi Bus Service pilot scheme.

If successful in the bid, we would agree to provide the following:

- Dedicate a minimum of two wheelchair accessible taxis to the pilot or have an interest in operating assessable vehicles provided by the Council – subject to T&C's to be negotiated.
- Operate the taxi bus services linked to a dedicated booking App provided by the Council, including some provision for telephone bookings.
- Operate under a bus fare scale with Council subsidies in line with taxi fares.
- Support a dedicated branding for marketing of the taxi bus services and carrying this branding through to vehicle livery (costs supported by the Council).

All the above is subject to seeing if this is viable, once we have received further detailed information on the proposed schemes.

We wish you luck for a successful bid and look forward to working with you soon.

Andrew T Mahoney
Managing Director

L. Taylor
PP.

L. Taylor.

Little Easton Manor

Park Road
Little Easton
Essex
CM6 2JN

T: (Office) 01279 661661

www.24x7ltd.co.uk



RT HON DR THERESE COFFEY MP

Member of Parliament for Suffolk Coastal

House of Commons, London SW1A 0AA

020 7219 7164 therese.coffey.mp@parliament.uk



The Rt Hon Grant Shapps MP
Secretary of State
Department for Transport
33 Horseferry Road
London SW1P 4DR

1 June 2020

Dear Grant,

Re: RURAL MOBILITY FUND – EXPRESSION OF INTEREST EAST SUFFOLK (SOUTH)

I am writing to offer my support for a funding bid to deliver a taxi-bus service to communities in the rural villages of Westleton, Yoxford, Middleton, East Bridge, Heveningham, Sweffling, Rendham, Snape, Tunstall, and Campsea Ashe.

The funding bid, which is being submitted by Suffolk County Council to the Government's £20m Rural Mobility fund, will connect the rural villages (listed above) with key services within the market towns of Saxmundham, Leiston, Wickham Market and Framlingham.

The taxi-bus service will provide a key transport link for young people and people of a working age, which will enable them to gain opportunities that come with accessing education and employment, as well as providing greater independence.

I hope that the Department for Transport will approve the Expression of Interest for East Suffolk (South) for taking forward to the next stage, which is the development of a full business case.

Yours sincerely

Rt Hon Dr Thérèse Coffey MP, Suffolk Coastal



Email: carolyn.barnes@eastsuffolk.gov.uk
Direct dial: 01394-444436

Dear Sir or Madam,

Re: RURAL MOBILITY FUND – EXPRESSION OF INTEREST EAST SUFFOLK (SOUTH)

I am writing to offer my support for a funding bid to deliver a taxi-bus service to communities in the rural villages of Westleton, Yoxford, Middleton, East Bridge, Heveningham, Sweffling, Rendham, Snape, Tunstall, and Campsea Ashe.

The funding bid, which is being submitted by Suffolk County Council to the Government's £20m Rural Mobility fund, will connect the rural villages (listed above) with key services within the market towns of Saxmundham, Leiston, Wickham Market and Framlingham.

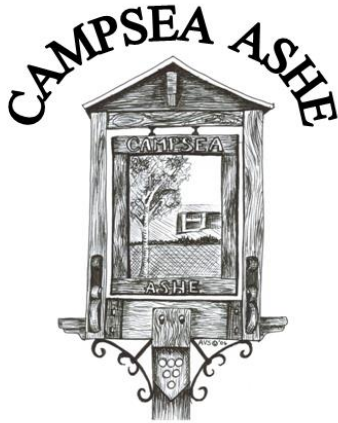
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I hope that the Department for Transport will approve the Expression of Interest for East Suffolk (South) for taking forward to the next stage, which is the development of a full business case.

Yours sincerely

Carolyn Barnes

Transport & Infrastructure Manager
Economic Development and Regeneration
East Suffolk Council



PARISH COUNCIL

PARISH CLERK

Klaus Fortmann
The Old Smithy, Eyke Rd
Campsea Ashe
Woodbridge
Suffolk,
IP13 0PY

Tel: 01728 748196

Email: clerk@campsea-ashe-pc.org.uk

www.campsea-ashe.suffolk.gov.uk

Dated: 28th August 2019

Dear Sir or Madam,

Re: RURAL MOBILITY FUND – EXPRESSION OF INTEREST EAST SUFFOLK (SOUTH)

I am writing to offer our support for a funding bid to deliver a taxi-bus service to communities in the rural villages of Westleton, Yoxford, Middleton, East Bridge, Heveningham, Sweffling, Rendham, Snape, Tunstall, and Campsea Ashe.

The funding bid, which is being submitted by Suffolk County Council to the Government's £20m Rural Mobility fund, will connect the rural villages (listed above) with key services within the market towns of Saxmundham, Leiston, Wickham Market and Framlingham.

The taxi-bus service will provide a key transport link for young people and people of a working age, which will enable them to gain opportunities that come with accessing education and employment, as well as providing greater independence.

I hope that the Department for Transport will approve the Expression of Interest for East Suffolk (South) for taking forward to the next stage, which is the development of a full business case.

Yours sincerely

Klaus Fortmann
Clerk Campsea Ashe

FRAMLINGHAM TOWN COUNCIL

Town Council Office
The Old Court House
Bridge Street
Framlingham
Suffolk
IP13 9AJ



Town Council Chairman:
Cllr Philip Collins

Town Clerk/ Responsible Financial Officer:
Mrs Eileen A Coe CILCA AICCM PSLCC

Deputy Town Clerk:
James Overbury BA (Hons)

Telephone: 01728 720183

townclerk@framlingham.com

dte@framlingham.com

Visit our website: www.framlingham.com

3rd June 2020

Dear Sir or Madam,

Re: RURAL MOBILITY FUND – EXPRESSION OF INTEREST EAST SUFFOLK (SOUTH)

I am writing to offer the Town Council's support for a funding bid to deliver a taxi-bus service to communities in the rural villages of Westleton, Yoxford, Middleton, East Bridge, Heveningham, Sweffling, Rendham, Snape, Tunstall, and Campsea Ashe.

The funding bid, which is being submitted by Suffolk County Council to the Government's £20m Rural Mobility fund, will connect the rural villages (listed above) with key services within the market towns of Saxmundham, Leiston, Wickham Market and Framlingham.

The taxi-bus service will provide a key transport link for young people and people of a working age, which will enable them to gain opportunities that come with accessing education and employment, as well as providing greater independence.

I hope that the Department for Transport will approve the Expression of Interest for East Suffolk (South) for taking forward to the next stage, which is the development of a full business case.

Yours sincerely

James Overbury
Deputy Town Clerk



Community Rail Partnership

1 June 2020

Dear Sir or Madam,

Re: RURAL MOBILITY FUND – EXPRESSION OF INTEREST EAST SUFFOLK (SOUTH)

I am writing to offer my support for a funding bid to deliver a taxi-bus service to communities in the rural villages of Westleton, Yoxford, Middleton, East Bridge, Heveningham, Sweffling, Rendham, Snape, Tunstall, and Campsea Ashe.

The funding bid, which is being submitted by Suffolk County Council to the Government's £20m Rural Mobility fund, will connect the rural villages (listed above) with key services within the market towns of Saxmundham, Leiston, Wickham Market and Framlingham.

The taxi-bus service will provide a key transport link for young people and people of a working age, which will enable them to gain opportunities that come with accessing education and employment, as well as providing greater independence.

I hope that the Department for Transport will approve the Expression of Interest for East Suffolk (South) for taking forward to the next stage, which is the development of a full business case.

Yours sincerely

Aaron Taffera
Chairman of the East Suffolk Lines Community Rail Partnership

Heveningham Parish Council

Orchard House
Chediston Rd.
Wissett
IP19 0NF

Dear Sir or Madam,

Re: RURAL MOBILITY FUND – EXPRESSION OF INTEREST EAST SUFFOLK (SOUTH)

I am writing to offer my support for a funding bid to deliver a taxi-bus service to communities in the rural villages of Westleton, Yoxford, Middleton, East Bridge, Heveningham, Sweffling, Rendham, Snape, Tunstall, and Campsea Ashe.

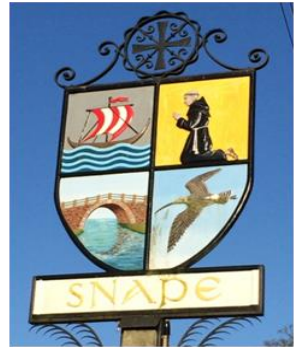
The funding bid, which is being submitted by Suffolk County Council to the Government's £20m Rural Mobility fund, will connect the rural villages (listed above) with key services within the market towns of Saxmundham, Leiston, Wickham Market and Framlingham.

The taxi-bus service will provide a key transport link for young people and people of a working age, which will enable them to gain opportunities that come with accessing education and employment, as well as providing greater independence.

I hope that the Department for Transport will approve the Expression of Interest for East Suffolk (South) for taking forward to the next stage, which is the development of a full business case.

Yours sincerely

Karen Forster
Clerk, Heveningham Parish Council



Dear Sir or Madam,

Re: RURAL MOBILITY FUND – EXPRESSION OF INTEREST EAST SUFFOLK (SOUTH)

I am writing to offer my support for a funding bid to deliver a taxi-bus service to communities in the rural villages of Westleton, Yoxford, Middleton, East Bridge, Heveningham, Sweffling, Rendham, Snape, Tunstall, and Campsea Ashe.

The funding bid, which is being submitted by Suffolk County Council to the Government's £20m Rural Mobility fund, will connect the rural villages (listed above) with key services within the market towns of Saxmundham, Leiston, Wickham Market and Framlingham.

The taxi-bus service will provide a key transport link for young people and people of a working age, which will enable them to gain opportunities that come with accessing education and employment, as well as providing greater independence.

I hope that the Department for Transport will approve the Expression of Interest for East Suffolk (South) for taking forward to the next stage, which is the development of a full business case.

Yours sincerely

Tim Beach

Chair Snape Parish Council

WESTLETON PARISH COUNCIL

3 June 2020

Dear Sir or Madam,

Re: RURAL MOBILITY FUND – EXPRESSION OF INTEREST EAST SUFFOLK
(SOUTH)

I am writing to offer the support of Westleton Parish Council for a funding bid to deliver a taxi-bus service to communities in the rural villages of Westleton, Yoxford, Middleton, East Bridge, Heveningham, Sweffling, Rendham, Snape, Tunstall, and Campsea Ashe.

The funding bid, which is being submitted by Suffolk County Council to the Government's £20m Rural Mobility fund, will connect the rural villages (listed above) with key services within the market towns of Saxmundham, Leiston, Wickham Market and Framlingham.

The taxi-bus service will provide a key transport link for young people and people of a working age, which will enable them to gain opportunities that come with accessing education and employment, as well as providing greater independence.

I very much hope that the Department for Transport will approve the Expression of Interest for East Suffolk (South) for taking forward to the next stage, which is the development of a full business case.

Yours sincerely

Ian Haines
Clerk to Westleton Parish Council

TUNSTALL PARISH COUNCIL

Mrs Judi Hallett (Clerk to the Parish Council)
Manor Farm, Hollesley,
Woodbridge, Suffolk IP12 3NB

Thursday, 04 June 2020

To whom it may concern

Dear Sir or Madam,

Re: RURAL MOBILITY FUND – EXPRESSION OF INTEREST EAST SUFFOLK (SOUTH)

I am writing to offer my support for a funding bid to deliver a taxi-bus service to communities in the rural villages of Westleton, Yoxford, Middleton, East Bridge, Heveningham, Sweffling, Rendham, Snape, Tunstall, and Campsea Ashe.

The funding bid, which is being submitted by Suffolk County Council to the Government's £20m Rural Mobility fund, will connect the rural villages (listed above) with key services within the market towns of Saxmundham, Leiston, Wickham Market and Framlingham.

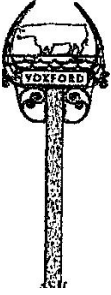
The taxi-bus service will provide a key transport link for young people and people of a working age, which will enable them to gain opportunities that come with accessing education and employment, as well as providing greater independence.

I hope that the Department for Transport will approve the Expression of Interest for East Suffolk (South) for taking forward to the next stage, which is the development of a full business case.

Yours sincerely,

J Hallett

Mrs Judi Hallett
Clerk to the Parish Council



YOXFORD PARISH COUNCIL

Mrs Sharon Smith
Arbour House
Rectory Road
Middleton
Saxmundham
IP17 3NP
01728 648576
parishclerkyoxford@gmail.com

3 June 2020

Dear Sir or Madam,

RURAL MOBILITY FUND – EXPRESSION OF INTEREST EAST SUFFOLK (SOUTH)

I am writing to offer Yoxford Parish Council's support for a funding bid to deliver a taxi-bus service to communities in the rural villages of Westleton, Yoxford, Middleton, Eastbridge, Heveningham, Sweffling, Rendham, Snape, Tunstall, and Campsea Ashe.

The funding bid, which is being submitted by Suffolk County Council to the Government's £20m Rural Mobility fund, will connect the rural villages (listed above) with key services within the market towns of Saxmundham, Leiston, Wickham Market and Framlingham.

The taxi-bus service will provide a key transport link for young people and people of a working age, which will enable them to gain opportunities that come with accessing education and employment, as well as providing greater independence.

I hope that the Department for Transport will approve the Expression of Interest for East Suffolk (South) for taking forward to the next stage, which is the development of a full business case.

Yours sincerely

Sharon Smith
Parish Clerk

MIDDLETON-CUM-FORDLEY PARISH COUNCIL

Mrs Sharon Smith
Parish Clerk
Arbour House
Rectory Road
Middleton
IP17 3NP

01728 648576
parishclerkthebertoneastbridge@gmail.com

3 June 2020

Dear Sir or Madam,

RURAL MOBILITY FUND – EXPRESSION OF INTEREST EAST SUFFOLK (SOUTH)

I am writing to offer Middleton cum Fordley Parish Council's support for a funding bid to deliver a taxi-bus service to communities in the rural villages of Westleton, Yoxford, Middleton, Eastbridge, Heveningham, Sweffling, Rendham, Snape, Tunstall, and Campsea Ashe.

The funding bid, which is being submitted by Suffolk County Council to the Government's £20m Rural Mobility fund, will connect the rural villages (listed above) with key services within the market towns of Saxmundham, Leiston, Wickham Market and Framlingham.

The taxi-bus service will provide a key transport link for young people and people of a working age, which will enable them to gain opportunities that come with accessing education and employment, as well as providing greater independence.

I hope that the Department for Transport will approve the Expression of Interest for East Suffolk (South) for taking forward to the next stage, which is the development of a full business case.

Yours sincerely

Sharon Smith
Parish Clerk

THEBERTON AND EASTBRIDGE PARISH COUNCIL

Mrs Sharon Smith
Parish Clerk
Arbour House
Rectory Road
Middleton
IP17 3NP

01728 648576
parishclerkthebertoneastbridge@gmail.com

3 June 2020

Dear Sir or Madam,

RURAL MOBILITY FUND – EXPRESSION OF INTEREST EAST SUFFOLK (SOUTH)

I am writing to offer Theberton and Eastbridge Parish Council's support for a funding bid to deliver a taxi-bus service to communities in the rural villages of Westleton, Yoxford, Middleton, Eastbridge, Heveningham, Sweffling, Rendham, Snape, Tunstall, and Campsea Ashe.

The funding bid, which is being submitted by Suffolk County Council to the Government's £20m Rural Mobility fund, will connect the rural villages (listed above) with key services within the market towns of Saxmundham, Leiston, Wickham Market and Framlingham.

The taxi-bus service will provide a key transport link for young people and people of a working age, which will enable them to gain opportunities that come with accessing education and employment, as well as providing greater independence.

I hope that the Department for Transport will approve the Expression of Interest for East Suffolk (South) for taking forward to the next stage, which is the development of a full business case.

Yours sincerely

Sharon Smith
Parish Clerk

