

## COUNCILLOR STEPHEN ROBINSON

Member for St Andrews Ward  
Leader of the Council

Civic Centre  
Duke Street  
Chelmsford  
Essex  
CMI IJE

Direct Line: 07726 327250  
Email: [Stephen.Robinson@chelmsford.gov.uk](mailto:Stephen.Robinson@chelmsford.gov.uk)

29 May 2020

Dear Sir/Madam,

I am writing in relation to Essex County Council's Stage I Bid for funding from the Rural Mobility Fund.

Chelmsford City Council supports the bid for its proposed Digital Demand Responsive Transport for the area described as the Central Essex Square.

In July 2019, The Council declared a climate and ecology emergency. Part of the solution is reducing emissions by working closely with Essex County Council, as highway authority, to encourage sustainable transport and reduce traffic congestion.

In addition, the Council's corporate priorities are to make Chelmsford a fairer, greener, safer and better-connected place to live, work, study and visit. Measures to create a better-connected place include building greater community resilience and encouraging investment and funding support.

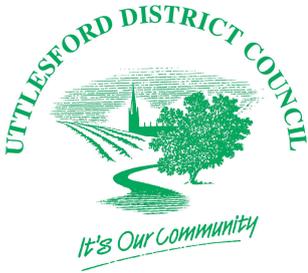
With climate change at the top of the agenda, new technologies such as electric vehicles will make a significant contribution to these aims. A fully electric bus service is an innovative approach to deliver a service with zero emissions, avoiding air pollution in rural areas and the busier urban fringes of our major towns.

The Central Essex Square is particularly rural in nature and has limited public transport options and connections to urban areas and key destinations. Adding a demand responsive bus service to the local public transport network will provide a flexible service particularly for those accessing education, jobs and medical appointments. One key benefit will be the ability for users to connect to key transport interchanges including Chelmsford rail station, Broomfield Hospital, Chelmer Valley Park and Ride, Stansted Airport, and commercial bus services to more distant Essex towns. In addition, the 24 hour availability of the service will open up opportunities for travel outside of traditional timetables for these rural areas.

Chelmsford City Council will be pleased to discuss with Essex County Council ways of providing support to ensure a successful service, such as promoting the service to employees, community groups and residents.

Yours sincerely

**Councillor Stephen Robinson**  
Leader



## UTTLESFORD DISTRICT COUNCIL

Council Offices, London Road, Saffron Walden, Essex CB11 4ER  
Telephone (01799) 510510, Fax (01799) 510550  
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James Hopkins  
Transport Business Development  
Manager  
Integrated Passenger Transport Unit  
Essex County Council

4<sup>th</sup> June 2020

Your ref:

Our ref:

(by email)

Please ask for Mr J G Pine on 01799 510460  
email: [jpine@uttlesford.gov.uk](mailto:jpine@uttlesford.gov.uk)

Dear Mr Hopkins

### **CENTRAL ESSEX SQUARE – BID BY ESSEX COUNTY COUNCIL TO THE DFT RURAL MOBILITY FUND**

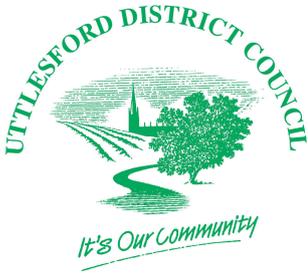
I am writing to support your Council's bid to this fund to set up and pilot the Central Essex Square demand responsive minibus service, which I understand would initially run for 2 years before being operated on a commercial basis.

I think that the scheme could particularly benefit older people who live in the south eastern part of Uttlesford, reducing the possibility of social isolation and improving their ability to access shopping, leisure and medical services. Importantly, the service would run at times when other public transport does not. I can also see time saving benefits to passengers, and a "corner to corner" service would reduce walking distances.

I support the use of electric minibuses with zero emissions, which fits in with the net-zero carbon obligation by 2050 which is now part of UK law. Also, this Council declared a climate and environmental emergency last year, and supporting a service like this will send the right message to all Uttlesford residents, workers and those who visit the area.

We may be entering a new phase in attitudes towards travelling on public transport in a world where we are possibly going to have to live with Covid-19. It may well be that passengers will be more comfortable travelling on smaller capacity minibuses than on larger vehicles reducing a general desire to switch to the car. This type of innovative service, which I am pleased to see would complement existing commercial services rather than replace them, would accordingly be a valuable addition to the network.

A flexibility that the new service would have would be the ability to support the existing public transport network by providing connections for residents to key transport interchanges, such as Chelmer Valley Park and Ride, Barnston for the X10/30 services to and from Stansted Airport and South Essex destinations, Great Leighs for the 70 to enable onward travel to Braintree/Chelmsford/Colchester, Broomfield Hospital, Writtle College and more. Students attending Anglia Ruskin University in Chelmsford could use the Chelmer Valley Park and Ride which gives a short travel time to the campus.



## UTTLESFORD DISTRICT COUNCIL

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Whilst this Council does not have any funding to make available at this time, it would be willing to market and promote the service through its existing media channels and through liaison with local town and parish councils. As the service would provide a link to the airport express bus network (X10 / X30), the Council would also hope for marketing opportunities through the airport's Transport Forum.

Yours sincerely

Councillor Deryk Eke  
Portfolio Holder for Infrastructure, Transport and Stansted Airport

Our Ref: GB/DC/JPDB  
Your Ref:  
From: Councillor Graham Butland  
Tel. No.: (01376) 552525  
Ext.: 2002  
E-Mail: [jo.deboos@braintree.gov.uk](mailto:jo.deboos@braintree.gov.uk)  
Date: 3<sup>rd</sup> June 2020

Causeway House  
Braintree  
Essex  
CM7 9HB

Tel: 01376 552525  
Minicom: 01376 557766  
[www.braintree.gov.uk](http://www.braintree.gov.uk)

By e-mail: [James.hopkins@essex.gov.uk](mailto:James.hopkins@essex.gov.uk)

James Hopkins  
Essex County Council

Dear Mr Hopkins,

## **LETTER OF SUPPORT FOR CENTRAL ESSEX SQUARE D-DRT BID**

We are very pleased to offer the Authority's full support for the Central Essex Square Digital Demand Responsive Transport (D-DRT) bid made by Essex County Council to the Rural Mobility Fund.

This bid supports our priority to Connect People and Places through the creation of a 24/7 sustainable transport option to the currently unserved business parks (Skyline and Horizon 120). This will support staff with different shift patterns to use sustainable transport to get to work and enable visitors to this centre to access the site without reliance on a car. I am confident this bid will help the growth of these local employments sites and the opportunity for these businesses to thrive.

The community at Great Notley Garden Village would be able, through connecting D-DRT services, to make a public transport journey via key transport interchanges such as Chelmer Valley Park and Ride; providing easier access to Broomfield Hospital, Writtle College and Chelmsford City. This would both enable those without transport to independently travel, reducing social isolation and take cars off the road, positively affecting the heavy congestion on this route.

This reduction of traffic alongside the innovative use of an electric minibus fleet will support the District in its aim to reduce emissions and pollution for our residents. It will also make use of the UK's first Electric Forecourt (which neighbours the new Horizon 120 Park), demonstrating our commitment to lead the way in the use of renewable energy within the County.

We have promised as part of our corporate strategy that we will improve the District's digital connectivity, harnessing innovation in technology to meet future digital needs. This bid will use technology to reduce our residents' journey times, creating the ability to access sustainable transport through their digital devices.

To support this bid we have agreed to reserve a piece of land on our Horizon 120 business and innovation park, immediately adjacent to the Gridserve electric forecourt, as a depot for the electric vehicles and trust this will be a valuable contribution towards the scheme.

We very much look forward, if the bid is successful, to working closely with Essex County Council, using our knowledge and links to the local communities and businesses to promote and enable the success of this innovative service.

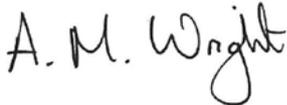
Yours sincerely,



Graham Butland  
Leader of the Council



John McKee  
Cabinet Member – Corporate Transformation



Andy Wright  
Chief Executive

Essex County Council ("ECC")  
County Hall  
Market Road  
Chelmsford  
CM1 1QH

28 May 2020

**Letter of Support for the Central Essex Square D-DRT Bid - EV Charging Infrastructure – Braintree Electric Forecourt**

Dear James,

Following our discussions and ongoing strategic relationship with ECC we, GRIDSERVE Sustainable Energy Limited ("GRIDSERVE"), are pleased to provide this letter of support in relation to the submission being made by ECC to the Department for Transport fund called the Rural Mobility Fund, which is to provide funding for new or enhanced Demand Responsive Transport schemes..

GRIDSERVE is a tech-enabled energy services company which develops, builds, owns and operates sustainable energy solutions for critical power infrastructure. GRIDSERVE's team has an extensive track record in solar and energy storage, and has combined best-in-class modular technologies and services to deliver turn-key, dependable, low cost, clean energy solutions for electric vehicle ("EV") charging; including our ground-breaking "Electric Forecourts<sup>®</sup>".

The D-DRT scheme is going to be helpful to our organisation as we look to support the electrification of the nation through increased public experience of the merits and benefits of electric transport and through this increase the utilisation of the GRIDSERVE Electric Forecourt in Braintree, Essex which benefits the wider public and their accessibility needs for demographics such as:

- Students – access to education, training or future employment (and part-time jobs);
- Commuters/Employment – removing cars from the road, premium service, reduced congestion and waiting times;
- Older people – access to shopping, leisure, medical appointments, reduced social isolation, much more regular access to transport than currently available;
- Business – improving punctuality, productivity, benefit to offer staff a new, premium service;
- Non-car owners / drivers, mobility restricted and disadvantaged residents – who would otherwise not be able to have flexible mobility options; and
- The opportunity to pilot a fully electric, digital demand responsive transport (D-DRT) is exciting and innovative
- Electrification of transportation when charged by renewable energy that the GRIDSERVE Electric Forecourt in Braintree represents is an excellent means of delivering a service with zero emissions, is friendly to our local rural/suburban environment, not polluting our air.

Furthermore GRIDSERVE is keen to assist in the following key areas:

- Providing expertise and consultancy time to the project as it develops
- Ongoing feedback as part of focus groups throughout the development, implementation, delivery and potential for wider adoption of the D-DRT scheme;
- Encourage local community-based organisations to make use of the D-DRT scheme for members to access their events etc; and
- Expertise and knowledge in our specialist field (e.g. electrification and charging, infrastructure)

We confirm our commitment to continue our work with ECC across the EV sector and, should they be successful in their submission, work with ECC on the design and deployment of an EV charging solution for electric minibuses.

We are excited at having this opportunity to continue our work with ECC and look forward, if ECC is successful in their bid, to working with all parties to deliver a successful outcome.

Yours sincerely



Sam Clarke - Chief Vehicle Electrification Officer  
GRIDSERVE Sustainable Energy Limited

# LITTLE WALTHAM PARISH COUNCIL



Clerk: Suzanne Walker  
7 Mallard Close  
Great Notley  
Braintree  
Essex  
CM77 7YD

Phone: 01376 331251  
Email: [littlewaltham@gmail.com](mailto:littlewaltham@gmail.com)  
Web: [www.littlewaltham.org.uk](http://www.littlewaltham.org.uk)



Date: 3/6/20

Dear Sirs,

## **Re: Digital DRT bid Central Essex Square**

I am contacting you on behalf of Little Waltham Parish Council. The Parish Council considered information regarding the above bid at its meeting on 2 June 2020 and wishes to support the bid.

Although the number 70 service provides a regular service into the centre of Chelmsford the area is lacking in other connectivity. Little Waltham village centre is a historic village with narrow roads and a survey conducted by the Parish Council last year in connection with the preparation of its strategy statement showed that one of the main concerns of residents is ongoing and increased congestion of traffic in the village centre.

It would therefore be of positive benefit if many of the journeys into the village centre could be made by public transport as opposed to private cars.

For example, Little Waltham GPs surgery is located in the centre of the village at Brook Hill. The catchment area of the surgery covers a very wide area indeed including parts of Broomfield to the south and Great Notley to the north and the number of patients is only increasing due to increased development in the area including the proposals for around 450 new houses along Blasford Hill which is currently going through the master-planning stage. The majority of journeys to the surgery are made by car thus increasing congestion in the village centre and also presenting an issue with parking.

A further example is the Little Waltham Church of England Primary school. The majority of students attending the school do not live within the Parish of Little Waltham but are brought to school by car from areas of Broomfield and also Great Leighs. School run times provide a particular issue of congestion in the village.

Thus, by having a public transport option that would enable people to access those facilities without having to use a private vehicle would be of great benefit to the Parish in reducing congestion.

The service will also offer flexibility to those students who attend the Chelmer Valley High school in being able to have a transport option for example, when attending after school clubs. It is also noted that there will be the ability to travel to other transport hubs such as the Park and Ride and in the evening Chelmsford Railway station which would be of benefit to those who commute to London or indeed work in Chelmsford.

It is noted that the vehicle will be fully electric and thus of benefit to the local environment.

The Parish Council has a website, a Facebook page and a Parish magazine all of which could be used to highlight the service to residents.

In summary, Little Waltham Parish Council supports the bid for a digital DRT service for the area as for the reasons set out above it provides a flexible public transport option which will not just benefit residents but will be of benefit to the Parish as a whole in reducing congestion.

Yours Faithfully,

Suzanne Walker  
Clerk to Little Waltham Parish Council



# FELSTED

## PARISH COUNCIL

James Hopkins  
Integrated Passenger Transport Unit  
Essex County Council  
County Hall  
Chelmsford  
Essex

**Mrs D M B SMITH**  
**Clerk to the Council**

URC Hall, Stebbing Road  
Felsted, Great Dunmow  
Essex CM6 3JD

Office: 01371 823071  
Home: 01787 279288  
Email: [clerk@felsted-pc.gov.uk](mailto:clerk@felsted-pc.gov.uk)

3 June 2020

Dear James

RE: ESSEX COUNTY COUNCIL BID TO THE DEPARTMENT FOR TRANSPORT  
RURAL MOBILITY FUND

The Parish Council are aware that ECC is making a bid to the Department for Transport Rural Mobility Fund to enable them to set up a trial Demand Responsive Transport scheme utilising electrically powered vehicles. The Parish Council strongly support this bid which will cover our parish and others within the 'Central Essex Square' designated area.

Felsted Parish has the largest geographical area of any parish within Uttlesford District and consists of a village centre surrounded by 15 Greens and hamlets of varying sizes. Although there are 2 bus services which serve the centre of the village, the 133 which runs approximately east/west and the 16, a less frequent one, which runs north/south, this leaves large swathes of the parish that are not covered by public transport at all. Because of the distances involved, residents therefore have no alternative but to use their cars to visit the village centre ( with its local convenience store, post office and doctor's surgery) or to connect with the main public transport network (including the 133, 16 and the X10/30 services from our neighbouring villages of Barnston and Ford End). The proposed DRT scheme would fill this gap in the local public transport network.

Taxi services for short journeys within Felsted are relatively expensive because the taxi operators are generally based in the nearest towns of Braintree and Great Dunmow. A DRT system would provide residents from the Green's and hamlets with a more viable opportunity to access clubs and fitness facilities in the village centre and so improve their health and wellbeing. It would also potentially reduce social isolation by providing a way for older residents, without access to a car, to visit friends and relatives who live locally, in neighbouring villages or further afield within the designated 'Central Essex Square'.

Residents from all parts of Felsted would use the DRT system to visit Broomfield Hospital for medical appointments and visiting patients and this could reduce congestion and parking problems at this busy hospital.

The Parish Council consider that the use of electric vehicles to provide the DRT service is an exciting innovation. Electrification is an excellent means of delivering a service with zero emissions which should reduce pollution in our local rural environment by removing cars from our already busy roads. Co-incidentally the UK's first electric forecourt is being constructed just outside our parish boundary at Great Notley and promoting the use of electric vehicles therefore seems very appropriate at both a local and national level.

We are pleased to note that the DRT system is designed to complement rather than remove our current bus services. The flexible DRT will connect residents to the existing public transport network and so promote and encourage greater uptake of the existing bus routes.

Felsted Parish Council fully support the proposed scheme and would be happy to promote the new service to local resident's and encourage its use for all the reasons already mentioned.

Yours sincerely



Diane Smith  
Clerk to Felsted Parish Council



# HIGH EASTER PARISH COUNCIL

## **CHAIRMAN**

Robert Lodge  
The Garage  
The Street  
High Easter  
Chelmsford, Essex CM1 4QR

01245 231262

e-mail: robert.lodge@lodgecoaches.co.uk

## **CLERK**

Allison Ward  
Peartree Cottage  
Slough Road  
High Easter  
Chelmsford, Essex CM1 4RD

01245 231798

e-mail: allison.ward@tiscali.co.uk

James Hopkins  
Business Development Manager  
Integrated Passenger Transport Unit  
Essex County Council

2<sup>nd</sup> June 2020

Dear James

### **Dft Rural Mobility Fund Application**

Thank you for forwarding the information on the proposed application by Essex County Council to the Rural Mobility Fund. This was circulated to the Parish Council and they had an opportunity to consider the potential benefits to High Easter residents at their Parish Council meeting on 1<sup>st</sup> June,

High Easter is a rural parish spread over a large area. Residents are not within walking distance of any of the main transport routes through the county and are reliant on cars to reach shopping, health, and leisure facilities. The parish has very limited public transport and is currently served by one well established (it has been running for 100 years!) commercial bus service running once a day, four times a week, through the centre of the village.

The Parish Council is pleased to see that the proposal seeks to complement and not remove the current commercial services available to residents. The Parish Council sees the current bus service is an important community asset allowing residents without transport to reach Chelmsford and Great Dunmow, it also provides a vital social connection for those who regularly use the service.

The Parish Council sees this new proposal as providing a complimentary service which would allow residents who require flexible services, for example to attend health appointments or transport for social opportunities, a public transport option.

The Parish Council would be happy to assist in promoting the D-DRT scheme to residents.

Yours sincerely



**ALLISON WARD**  
**Clerk to High Easter Parish Council**

**Attn: James Hopkins  
Business Development Manger  
Essex County Council**

To whom it may concern,

This letter is in support of Essex County Council's bid for the Rural Mobility Fund for the implementation of a D-DRT (Digital-Demand Responsive Transport) in the Central Essex area. This pilot scheme is going to be massively beneficial to Broomfield Hospital and the surrounding areas for many different reasons.

At Broomfield, we experience a vast and diverse demographic of people, patients and staff that frequent our site. This in turn creates high demand for our parking facilities and transport services to ensure that patients and staff have access to the treatment they need, and to attend work. As a Trust we are always actively seeking to better the infrastructure in place to ensure that the people attending our site have access to a wide range of opportunities for other means of sustainable travel, and thus alleviating the demand on our parking facilities and local bus routes.

This pilot scheme will make a huge difference to the available means of travel to our site by offering a unique and potentially cheaper option to parking on site, as well as providing another form of transport to our local Park & Ride facility, that is also frequented by patients and staff alike. The service area that is planned will also provide an opportunity to patients living in rural areas that do not have access to a bus route, and the only means of attending appointments is to drive to the hospital, another way of attending their appointments.

By increasing the available means of sustainable travel to the site, it will increase thoroughfare and throughput of our services and ultimately, create a better atmosphere and experience for patients and staff by reducing the stress of planning a commute to the hospital.

The main benefits that we as a Trust will see from the implementation of this pilot scheme are as follows:

- 24/7 access to a flexible transport service for patients, staff or students attending the hospital.
- Supporting the existing public transport network by providing a flexible D-DRT service that connects residents to key transport interchanges, such as Chelmer Valley Park & Ride and the hospital.
- No impact to other means of sustainable travel associated with attending the hospital site.
- Increased accessibility to the essential services available at the hospital in a flexible mode that has potential to remove cars from the already busy roads and alleviating cars parking and attending the site.

As a Trust, we are excited and looking forward to the opportunity to support this pilot by any means necessary, including the circulation of marketing and promoting the service through our own internal channels, to further benefit the communication of the availability of the service. We will also encourage staff and patients to utilise the service wherever possible, as well as plan for the potential that if this becomes commercially viable in the future, that we engage in negotiations to provide a subsidiary to staff and/or patients to further benefit the alleviation of stress on our car parking facilities.

We will be more than happy to be part of the ongoing feedback process during the pilot to aid with the development, implementation and delivery of the D-DRT scheme throughout and offer any knowledge of sustainable travel, surveys or feedback from listening events at the hospital to further benefit and support the pilot scheme.

Yours Faithfully,

A handwritten signature in black ink, appearing to read 'R Daenen', followed by a long horizontal line extending to the right.

Robert Daenen

Interim Car Parking & Travel Manager



Rural Community Council of Essex,  
Threshelfords Business Park,  
Inworth Road,  
Feering,  
Essex,  
C05 9SE

James Hopkins,  
Business Development Manager,  
Integrated Passenger Transport Unit,  
Essex County Council,  
County Hall,  
Chelmsford CM1 1QH

27<sup>th</sup> May 2020

Dear James,

### **DfT Rural Mobility Fund Bid – Central Essex Square**

I am writing to express my support for your bid to the Rural Mobility Fund for the Central Essex Square project.

As a registered charity working to help rural communities in Essex secure a thriving and sustainable future, RCCE sees this as an exciting opportunity to extend the provision of Demand Responsive Transport, something we particularly welcome, having played a key role in setting up the Dengie Dart, the county's first ever DRT service, back in 2011. Moreover, your proposal will achieve this in a way that maximises the benefits of technology and is beneficial for the environment.

This particular bid is important because it will improve access at all times of the day for a large, dispersed rural area, which in spite of its proximity to Chelmsford and other service centres, currently suffers from a lack of feeder bus routes into the urban areas. This has a limiting effect on the lives of those residents who do not possess or enjoy regular access to a car.

The flexibility of Demand Responsive Transport means the new service will have the ability to improve access to education, employment, shopping and leisure amenities, and to key facilities such as Broomfield Hospital.

The focus on making this a Digital- Demand Responsive Transport (D-DRT) service is particularly innovative, and has the potential to extend its appeal to a broader spectrum of users. However, we welcome the commitment to provide a back-up telephone booking service to aid those not comfortable with technology, or who live in a community where there are connectivity issues.

I do hope this bid is successful. If it is, RCCE will be very pleased to help promote the service to people and communities in the targeted area.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Nick Shuttleworth', with a long horizontal flourish underneath.

Nick Shuttleworth,  
Executive Director

[nick.shuttleworth@essexrcc.org.uk](mailto:nick.shuttleworth@essexrcc.org.uk)

James Hopkins  
Business Development Manager  
Integrated Passenger Transport Unit  
Essex County Council



Supporting independent living

Rural Community Council of Essex  
Threshelfords Business Park  
Inworth Road  
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Essex CO5 9SE

Tel: 0800 977 5858 or 01376 574341

E-mail: [enquiries@caessex.org.uk](mailto:enquiries@caessex.org.uk)

Web: [www.communityagentsessex.org.uk](http://www.communityagentsessex.org.uk)

27<sup>th</sup> May 2020

Dear Mr Hopkins

### **DFT Rural Mobility Fund Submission – The Central Essex Square**

Community Agents Essex is a countywide network of agents and volunteers who support isolated and more vulnerable people and their informal carers to develop and maintain independent living solutions from within their local community. The service is delivered through a community and voluntary sector partnership led by Rural Community Council of Essex.

Our Community Agents support over 6,500 people each year and about 30% present with some form of mobility need outside or their home and 20% are socially isolated. Efficient and affordable transport links are vital to support these people, particularly in rural areas which are poorly served by public transport.

Where a similar service operates in another part of Essex one of our agents commented. "I recommend the service to most clients that I speak to or visit. They use it weekly to take them to supermarkets and the hospital in Maldon and other activities in South Woodham Ferrers. We couldn't survive in the Dengie without the Dart."

We have no doubt the proposed Demand Responsive Transport in the Central Essex Square will provide a valuable lifeline which we can promote to our clients. We are therefore very keen to support this proposal.

Yours sincerely

A handwritten signature in black ink, appearing to read "Brian Goodwin", written over a white background.

Brian Goodwin  
Community Services Manager  
Rural Community Council of Essex





AVL Powertrain UK LTD,  
Sable Way,  
Southfield Business Park,  
Basildon, SS15 6LN.

1<sup>st</sup> June 2020

## LETTER OF SUPPORT

Ref: Central Essex Square – DfT bid

Dear Sir / Madam

AVL Powertrain UK LTD are delighted to support this scheme and feel that the trial of a fully electric, digital demand responsive transport (D-DRT) is exciting and innovative and is leading the way for future mobility trends. Electrification of the D-DRT fleet is an excellent means of delivering a flexible service with zero emissions, improving local rural/suburban air quality in the process.

AVL Powertrain UK LTD is based in Basildon, Essex and is an affiliate business of AVL List GmbH. With more than 11,500 employees, AVL List GmbH is the world's largest independent company for the development, simulation and testing of all types of powertrain systems (hybrid, combustion engine, transmission, electric drive, batteries, fuel cell and control technology), their integration into the vehicle and is increasingly taking on new tasks in the field of assisted and autonomous driving as well as data intelligence. The company was founded in 1948 with the headquarters in Graz, Austria. It provides industry-leading technologies and services based on the highest quality and innovation standards to help customers reduce complexity and add value.

AVL have supported the bid by using our electrification expertise to support ECC in defining the scope and direction of primary research to be conducted over the lifetime of the scheme. This research will enable a robust assessment of the electric minibus performance through monitoring and evaluation of fleet and charging data. AVL will continue to provide this expertise into Stage 2.

Best of luck with the bid application.

A handwritten signature in blue ink, appearing to read 'M Wellers', is written over a light blue horizontal line.

Dr Matthias Wellers, CEng, FIMechE  
Managing Director  
AVL Powertrain UK Ltd

James Hopkins  
Business Development Manager  
Integrated Passenger Transport Unit  
Essex County Council

ARU Chelmsford  
Bishop Hall Lane  
CM1 1SQ  
[www.aru.ac.uk](http://www.aru.ac.uk)

22<sup>nd</sup> May 2020

Dear James,

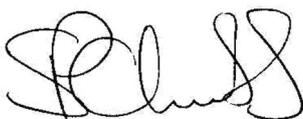
## **Rural Mobility Fund: Demand Responsive Transport Pilot**

Anglia Ruskin is a vibrant workplace and our University is gaining prominence both nationally and internationally. We employ 1,100 staff and host 6,000 students at our campus situated in Chelmsford. We have ambitious plans for the future and we are determined that our students and staff will realise their full potential. Our main campuses in the cities of Chelmsford, Cambridge and Peterborough have been transformed with major capital investment. With an annual turnover of over £200m, we are a major force for higher education and one of the largest universities in the East of England.

We recognise that congestion is one of the main barriers to the continued economic success of the city of Chelmsford and quality of life of its residents – a situation that will only worsen if the city continues to grow. As a significant stakeholder in the future of our city, we wish to ensure that the constraints of congestion are removed.

We fully support the efforts which are being made to explore innovative forms of transport in Chelmsford and we will engage with and support this project. By improving access to our education and employment opportunities for those without a car, reducing existing car use and utilising electric vehicles, this bid will support the sustainability goals of Anglia Ruskin University as well as our broader educational mission.

Kind regards,



Simon Chubb  
**Environment Manager**

Mr J Hopkins  
Transport Business Developments Manager,  
Essex County Council  
Market Road  
Chelmsford  
CM1 1QH

29<sup>th</sup> May 2020

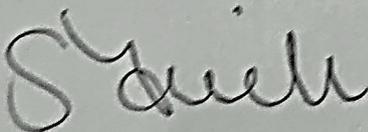
Dear Mr Hopkins

Marshgate Group has been appointed, by Braintree District Council, as lead developer for the Horizon 120 Business & Innovation Park. We have worked closely with Council Officers & Members to craft the recently adopted Local Development Order which will deliver the vision of a state of the art business environment with exemplar standards of design and sustainability.

As Managing Director I am, therefore, pleased to confirm my support for both the South Braintree and the Central Essex Square proposals for digital demand responsive transport services. The services will open up access, to the new job opportunities, for people across the area who are currently inhibited by very limited bus services and the considerable distance from the train station. The demand responsive element is critical to meet the demands of increasingly agile and flexible ways of working.

The proposal to use electric vehicles is particularly welcome capitalising upon the unique advantage offered by the UK's first fully electric forecourt being constructed on the southern periphery of the site. There will self-evident benefits from reduced traffic and carbon emissions.

Yours sincerely



David Warburton

Managing Director

The Marshgate Group