

Local Bus Service Priority Policy 2015 to 2020 Appendix2

Service Intervention Point (SIP) benchmark Service levels

1.0 Transport corridors in major urban settlements

| Urban Corridors | Town | Transport Corridor | New (Proposed) | | | |
|-----------------|------|--------------------------------------|----------------|---------|----------|---------|
| | | | Peak | Daytime | Evenings | Sundays |
| Basildon | | Langdon Hills – Town Centre | 60 | 120 | None | None |
| | | Great Berry – Town Centre | 60 | 120 | None | None |
| | | King Edward Road – Town Centre | 60 | 120 | None | None |
| | | Laindon Centre – Town Centre | 30 | 120 | None | None |
| | | Lee Chapel North – Town Centre | 60 | 120 | None | None |
| | | Lee Chapel South – Town Centre | 60 | 120 | None | None |
| | | Basildon Hospital – Town Centre | 20 | 60 | 60 | 60 |
| | | Fryerns – Town Centre | 30 | 120 | None | None |
| | | Burnt Mills/Northlands – Town Centre | 60 | 120 | None | None |
| | | Felmores – Town Centre | 60 | 120 | None | None |
| | | Chalvedon – Town Centre | 60 | 120 | None | None |
| | | Long Riding – Town Centre | 30 | 120 | None | None |
| | | Pitsea Centre – Town Centre | 30 | 120 | None | None |
| | | Vange – Town Centre | 30 | 120 | None | None |
| | | Noak Bridge - Town Centre | 60 | 120 | None | None |
| Brentwood | | Warley – Town Centre | 60 | 120 | None | None |
| | | Pilgrims Hatch – Rail Station | 60 | 120 | None | None |
| | | Bishops Hall – Rail Station | 60 | 120 | None | None |
| | | Three Arch – Town Centre | 60 | 120 | None | None |
| | | Hutton – Town Centre | 30 | 120 | None | None |

| Urban Corridors (continued) | | New (Proposed) | | | |
|------------------------------------|-----------------------------------|-----------------------|----------------|-----------------|----------------|
| Town | Transport Corridor | Peak | Daytime | Evenings | Sundays |
| | Shenfield – Town Centre | 30 | 120 | None | None |
| Chelmsford | Newlands Spring – Town Centre | 30 | 120 | None | None |
| | Melbourne – Town Centre | 30 | 120 | None | None |
| | Chignall Estate – Town Centre | 60 | 120 | None | None |
| | Woodhall Estate – Town Centre | 60 | 120 | None | None |
| | Broomfield Hospital – Town Centre | 20 | 120 | 60 | 60 |
| | Writtle – Town Centre | 30 | 120 | None | None |
| | Westlands – Town Centre | 60 | 120 | None | None |
| | North Springfield – Town Centre | 30 | 120 | None | None |
| | Springfield – Town Centre | 30 | 120 | None | None |
| | Chelmer Village – Town Centre | 30 | 120 | None | None |
| | Springfield Park – Town Centre | 60 | 120 | None | None |
| | Great Baddow – Town Centre | 30 | 120 | None | None |
| | Meadgate – Town Centre | 60 | 120 | None | None |
| | Moulsham Lodge – Town Centre | 30 | 120 | None | None |
| | Tile Kiln – Town Centre | 60 | 120 | None | None |
| | Galleywood – Town Centre | 30 | 120 | None | None |
| Clacton | Jaywick – Town Centre | 60 | 120 | None | None |
| | Bockings Elm – Town Centre | 60 | 120 | None | None |
| | Great Clacton – Town Centre | 30 | 120 | None | None |
| | Burrsville – Town Centre | 60 | 120 | None | None |
| Urban Corridors (continued) | | New (Proposed) | | | |

| Town | Transport Corridor | Peak | Daytime | Evenings | Sundays |
|------------------------------------|--------------------------------|----------------|---------|----------|---------|
| | Holland – Town Centre | 30 | 120 | None | None |
| Colchester | Monkwick – Town Centre | 30 | 120 | None | None |
| | St Michaels – Town Centre | 60 | 120 | None | None |
| | Shrub End – Town Centre | 30 | 120 | None | None |
| | Five Ways – Town Centre | 30 | 120 | None | None |
| | Stanway – Town Centre | 30 | 120 | None | None |
| | Lexden – Town Centre | 30 | 120 | None | None |
| | West Bergholt – Town Centre | 60 | 120 | None | None |
| | Mile End – Town Centre | 60 | 120 | None | None |
| | General Hospital – Town Centre | 20 | 60 | 60 | 60 |
| | North Station – Town Centre | 20 | 60 | 60 | 60 |
| | Highwoods – Town Centre | 30 | 120 | None | None |
| | Magdalen Wood – Town Centre | 60 | 120 | None | None |
| | Parsons Heath – Town Centre | 60 | 120 | None | None |
| | Greenstead – Town Centre | 30 | 120 | None | None |
| | University – Town Centre | 30 | 120 | None | None |
| | Rowhedge – Town Centre | 60 | 120 | None | None |
| | Old Heath – Town Centre | 30 | 120 | None | None |
| Harlow | Latton Bush – Town Centre | 30 | 120 | None | None |
| | Kingsmoor – Town Centre | 30 | 120 | None | None |
| | Passmores – Town Centre | 30 | 120 | None | None |
| Urban Corridors (continued) | | New (Proposed) | | | |
| Town | Transport Corridor | Peak | Daytime | Evenings | Sundays |
| | Sumners – Town Centre | 60 | 120 | None | None |

| | | | | | |
|------------------|--------------------------------|----|-----|------|------|
| | Katherine's – Town Centre | 30 | 120 | None | None |
| | Great Parndon – Town Centre | 60 | 120 | None | None |
| | Little Parndon – Town Centre | 60 | 120 | None | None |
| | Mark Hall North – Town Centre | 60 | 120 | None | None |
| | Mark Hall South – Town Centre | 30 | 120 | None | None |
| | Old Harlow – Town Centre | 30 | 120 | None | None |
| | Church Langley – Town Centre | 30 | 120 | None | None |
| | Potter Street – Town Centre | 30 | 120 | None | None |
| | Town Centre - Town Station | 20 | 60 | 120 | 120 |
| Braintree | Bocking – Town Centre | 30 | 120 | None | None |
| | Black Notley – Town Centre | 30 | 120 | None | None |
| | Mountbatten Road – Town Centre | 60 | 120 | None | None |
| | Cressing Road – Town Centre | 60 | 120 | None | None |
| | Great Notley – Town Centre | 60 | 120 | None | None |
| Rayleigh | Little Wheatleys – Town Centre | 60 | 120 | None | None |
| | Eastwood – Town Centre | 30 | 120 | None | None |
| | Hockley – Town Centre | 60 | 120 | None | None |
| | Town Centre – Thundersley | 60 | 120 | None | None |
| | Hullbridge – Town Centre | 30 | 120 | None | None |

2.0 Interurban Transport Corridors

| Interurban corridors | New (Proposed) | | | |
|---|-----------------------|----------------|-----------------|----------------|
| Transport Corridor | Peak | Daytime | Evenings | Sundays |
| 1. Harwich – Colchester | 120 | 120 | None | None |
| 2. Clacton – Colchester | 60 | 120 | None | None |
| 3. Ipswich – Colchester | 120 | 120 | None | None |
| 4. Colchester – Halstead | 120 | 120 | None | None |
| 5. Colchester – Braintree | 60 | 120 | None | None |
| 6. Colchester – Maldon | 120 | 120 | None | None |
| 7. Braintree – Halstead | 120 | 120 | None | None |
| 8. Braintree – Chelmsford | 60 | 120 | None | None |
| 14. Harlow – Chelmsford | 60 | 120 | None | None |
| 15. Brentwood – Chelmsford | 60 | 120 | None | None |
| 16. Basildon – Chelmsford | 60 | 120 | None | None |
| 17. Southend – Chelmsford | 120 | 120 | None | None |
| 18. S W Ferrers – Chelmsford | 120 | 120 | None | None |
| 19. Maldon – Chelmsford | 120 | 120 | None | None |
| 20. Basildon – Southend | 60 | 120 | None | None |
| 21. Basildon – Billericay – Brentwood | 60 | 120 | None | None |
| 22. Brentwood – Romford | 60 | 120 | None | None |
| 23. Wickford – Southend | 120 | 120 | None | None |
| 25. Bishops Stortford – Harlow | 60 | 120 | None | None |
| 26. Saffron Walden – Bp’s Stortford | 120 | 120 | None | None |
| 27. Canvey Island – Southend | 120 | 120 | None | None |
| 28. Saffron Walden – Cambridge | 120 | 120 | None | None |
| Interurban corridors (continued) | New (Proposed) | | | |

| Transport Corridor | Peak | Daytime | Evenings | Sundays |
|--------------------------------|-------------|----------------|-----------------|----------------|
| 29. Canvey Island - Chelmsford | 120 | 120 | None | None |
| 30. Colchester - Chelmsford | 60 | 120 | None | None |
| 31. Walton - Clacton | 120 | 120 | None | None |
| 32. Harlow - Epping | 120 | 120 | None | None |
| 33. Wickford - Basildon | 120 | 120 | None | None |
| 34. Wickford - Chelmsford | 120 | 120 | None | None |

3.0 Bus Services for settlements outside major urban areas

The following guidelines for Service Access Indicators (SAI) are designed to provide minimum coverage by transport services to address social exclusion issues. Rural areas are considered to include settlements with population of up to 10000, according to the best available census figures.

| Settlement population | MSL (Proposed) |
|---|---|
| Settlements with a population of less than 100 | No conventional minimum service level |
| Settlements with a population between 100 and 499 | One return daytime journey one day per week or DRT |
| Settlements with a population between 500 and 999 | Five return daytime journeys per week or DRT |
| Settlements with a population between 1000 and 1999 | One Monday to Friday peak hour timed return journey, plus one return daytime journey five days per week or DRT |
| Settlements with a population between 2000 and 4999 | Four return journeys per day, six days per week, including a peak hour timed return journey or DRT |
| Settlements with a population between 5000 and 9999 | An hourly service (minimum 8 return journeys between 08.00 and 17.00) six days per week, plus an additional peak return journey on Mondays to Fridays |
| Settlements with a population between 10000 and 19999 | An hourly service (minimum 11 return journeys between 07.00 and 18.00) six days per week |
| Settlements with a population between 20000 and 39999 | At least two services to different destinations hourly (minimum 11 return journeys between 07.00 and 18.00) six days per week |