

Local Bus Service Priority Policy Appendix2

Service Intervention Point (SIP) benchmark Service levels

1.0 Transport corridors in major urban settlements

Urban Corridors		New (Proposed)			
Town	Transport Corridor	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)			
		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