

Service	Comments	ECC Response	Recommendation
SB21 Fuller Street to Braintree Monday	There were no service specific comments made on this service.	N/A	To replace the service with the DigiGo demand responsive services for 2 years with extension opportunities for 1 year plus 1 year
10 Temple Grove to Pleshey Monday to Friday	<p>There were 23 comments on this service.</p> <p>The vast majority of people said they used the service daily with a substantial minority using it weekly.</p> <p>The vast majority of journeys were made in the morning.</p> <p>The vast majority of journeys were made in order to buy food with other reasons including healthcare, social and leisure.</p> <p>Respondents disagreed with the proposal to retain the fixed timetable and remove the flexible element.</p> <p>Most respondents said that they could not make necessary journeys without the service.</p> <p>There was a request for earlier journeys and an assessment of transport needs.</p> <p>The service was considered particularly important for older people.</p> <p>There was praise for the reliability of the service.</p> <p>Access to Little Waltham Surgery was considered important, along with access for those with mobility issues and those living in the mobile home sites.</p>	<p>The flexible element of the timetable has not been well used and the cost of the additional provision will be a contributory reason as to why the service is in the 'at risk' category. The timetable element will continue to provide for the vast majority of journeys. Removal of the flexible element will mean the service is more likely to become sustainable in the longer term and hence preserve the majority of journeys. Access to and from the areas named in responses will be preserved.</p>	<p>To procure the service for 2 years with extension opportunities for 1 year plus 1 year with the fixed timetable retained and the flexible element removed.</p>
99A Chelmsford to Woodham Walter Monday to Friday	<p>There were 11 comments on this service.</p> <p>Usage was split evenly between daily, weekly, monthly and less than monthly.</p> <p>Journeys were spread across the day.</p> <p>Most journeys were made for food shopping and health with other reasons including social and leisure.</p> <p>Respondents disagreed with the proposal to retain the fixed timetable and remove the flexible element.</p> <p>Most respondents said they could not make necessary journeys without the service.</p> <p>There were concerns that Woodham Walter would be cut off.</p> <p>There was praise for the service.</p> <p>There were concerns about reduced accessibility for those with mobility issues and elderly people.</p>	<p>The flexible element of the timetable has not been well used and the cost of the additional provision will be a contributory reason as to why the service is in the 'at risk' category. The timetable element will continue to provide for the vast majority of journeys. Removal of the flexible element will mean the service is more likely to become sustainable in the longer term and hence preserve the majority of journeys. Access to and from the areas named in responses will be preserved.</p>	<p>To procure the service for 2 years with extension opportunities for 1 year plus 1 year with the fixed timetable retained and the flexible element removed.</p>
SB28 Stisted to Braintree Village Wednesday	There were no service specific comments made on this service.	N/A	That the service is procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year

104/106 Langdon Hills to Basildon Monday to Friday	There was one comment on this service. It was used weekly in the morning for food shopping. The respondent could not make necessary journeys without the service. The respondent did not agree with the proposal which was for no change.	The respondent will have their current travel met by the service as no change is proposed.	That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.
345 Fuller Street to Braintree Wednesday	There was one general comment and the respondent agreed with the proposal.	N/A	To replace the service with the DigiGo demand responsive services for 2 years with extension opportunities for 1 year plus 1 year
63 Rayleigh to Great Wakering/Landwick Wednesday and Friday	There were 3 comments on this service. Most passengers travelled weekly with one travelling monthly. Journeys were made morning and afternoon. The main reason for travel was food shopping. All three respondents disagreed with the proposed change which was to remove the 1153 journey from Prittiwell, two on the grounds that they could no longer make necessary journeys and one on the grounds that their journey would be less convenient	The service will be procured on its current basis without the proposed change.	That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.
251 Warley to Wickford Sunday and Public Holidays	There were 3 comments on this service. Most passengers travelled weekly with one travelling less than monthly. Journeys were made morning and afternoon. The main reason for travel was social, leisure and shopping. All three respondents disagreed with the proposal which was for no change. They objected on the grounds that they could not make necessary journeys without this service. There was a request to extend the service to Southend.	The respondents will have their current travel met by the service as no change is proposed. There is currently no capacity in the local bus budget to extend the service but this will be kept under review.	That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.
371 / 71 Oxney Green to Chelmer Village Sunday and Public Holidays	There were no service specific comments made on this service.	N/A	That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.

<p>C7/C57 Chelmsford to Galleywood Monday to Saturday Evenings</p>	<p>There were 5 comments on this service. Most people used the service daily or weekly. Travel was spread across the week. Travel was for social, leisure, health and work with one person using the service to provide support to another individual. All respondents disagreed with the proposal which was for no change on the grounds that necessary journeys could not be made or would be less convenient. There was one comment on the new numbering of routes which will be passed to the commercial operator. There was one comment on the timetable and the connectivity it provided in relation to train services. There was a request for later evening journeys.</p>	<p>The respondents will have their current travel met by the service as no change is proposed. There is currently no capacity in the local bus budget to extend the service but this will be kept under review.</p>	<p>That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.</p>
<p>S3 Old Heath to West Bergholt Monday to Saturday Evenings</p>	<p>There were 8 comments on this service. Most respondents used the service daily with two using it weekly. Travel was spread across the week. Travel was mainly for work, education and social purposes. All respondents disagreed with the proposal which was for no change mainly on the grounds that they would be unable to make necessary journeys without the service. There was a desire for the commercial element of the service to be more frequent and to start earlier and for commercial services to be co-ordinated to give a better spread of travel opportunities. These comments will be passed to the operator.</p>	<p>The respondents will have their current travel met by the service as no change is proposed. Comments on the commercial elements of the service will be passed to the commercial operator. There is currently no capacity in the local bus budget to enable additional journeys but this will be kept under review.</p>	<p>That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.</p>
<p>74B Clacton to Colchester Monday to Saturday Evenings</p>	<p>There were 4 comments on this service. Most travel was less than once a month with one monthly and one daily. Travel was spread across the week and was for a mix of purposes including social, leisure and education. All four respondents disagreed with the proposal which was for no change on the grounds that they could not make necessary journeys without the service. There was concern about rural isolation and about bus passes not being usable on the train. There was a desire for more frequent services and later journeys. There was a request for the service to be extended to the train station, retail park and hospital.</p>	<p>The respondents will have their current travel met by the service as no change is proposed. There is currently no capacity in the local bus budget to enable additional journeys but this will be kept under review.</p>	<p>That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.</p>
<p>102 Harwich to Colchester Monday to Saturday Evenings</p>	<p>There were 5 comments on this service. Most people used the service monthly. Travel was spread across the week. Travel was for social, leisure, education and work. All respondents disagreed with the proposal which was for no change, on the grounds that they could not make necessary journeys. There was a desire to see the service enhanced as it was considered vital to isolated and deprived areas.</p>	<p>The respondents will have their current travel met by the service as no change is proposed. There is currently no capacity in the local bus budget to enable additional journeys but this will be kept under review.</p>	<p>That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.</p>

<p>316/318 Stansted Airport to Saffron Walden Monday to Saturday</p>	<p>There were 16 comments on this service. Most travel was weekly or daily with the rest monthly or less than monthly. Travel was spread across the day and the week. Travel was predominantly for employment but also for health, leisure, social and food shopping. The service was also used for travel to volunteering work and caring responsibilities. All respondents disagreed with the proposal which was for no change on the grounds that they could not make necessary journeys without the service. There was a desire for more frequent services, a later service and a Sunday service. There was praise for the reliability of the service.</p>	<p>The respondents will have their current travel met by the service as no change is proposed. There is currently no capacity in the local bus budget to enable additional journeys but this will be kept under review.</p>	<p>That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.</p>
<p>14 Harlow to Pinnacles Monday to Saturday</p>	<p>There were 3 comments on this service Most respondents travelled daily with one travelling weekly Journeys were spread across the week but tended to be in the morning Two journeys were made for employment purposes and one for food shopping All three respondents disagreed with the proposal which was for no change on the grounds that they could not make necessary journeys without the service</p>	<p>The respondents will have their current travel patterns met by the service as no change is proposed</p>	<p>That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.</p>
<p>7/7A Bishops Stortford to Stansted Airport Monday to Saturday</p>	<p>There were 9 comments on this service. Most travel was less than once a month. Journeys were spread across the week and the day. Most trips were for leisure with a couple for food shopping and social purposes. All respondents disagreed with the proposal which was for no change on the grounds that without the service they could not make necessary journeys or journeys would be less convenient. There was a recognition that the service was partially funded by s106 contributions from development. There was a desire for the service to be more frequent and have earlier and later journeys. There was concern at the impact of any changes on elderly people and those with a disability.</p>	<p>The respondents will have their current travel met by the service as no change is proposed. There is currently no capacity in the local bus budget to enable additional journeys but this will be kept under review.</p>	<p>That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.</p>
<p>542 / 542A Debden to Loughton Monday to Saturday</p>	<p>There were 6 comments on this service Most travel was less than once a month with a couple of weekly journeys and one daily Travel was across the week and the day Travel was for a range of reasons including health and food shopping All respondents disagreed with the proposal which was for no change on the grounds that they could not make necessary journeys or journeys would be less convenient There was significant concern about the reliability of the service Some respondents has restricted mobility There was concern that the service was confusing particularly for vulnerable residents</p>	<p>Issues relating to reliability will be raised with the operator The respondents will have their current travel met by the service as no change is proposed</p>	<p>That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.</p>

<p>4 Jaywick/Clacton to Great Clacton/Holland on Sea Monday to Saturday Evenings</p>	<p>There were 2 comments on this service. Both respondents used the service daily and across the week for employment purposes. Both respondents disagreed with the proposal that the service be changed to match the daytime timetable on the grounds that their journeys would be less convenient.</p>	<p>The commercial daytime service 4 is similar in route to the tendered evening service 4 already, and consistency may encourage new passengers where the service is currently confusing due to the differences. Respondents stated that their journeys will be less convenient, but not that their journeys will not be possible as a result of the proposed change.</p>	<p>That the service be procured to match the commercial daytime Service 4 route until 2026 with extension opportunities for a further 1 year plus 1 year.</p>
<p>16 Wethersfield to Chelmsford Monday to Saturday</p>	<p>There were 5 comments on this service. Most journeys were monthly or less than once a month with one made weekly. Journeys were spread across the week and day and were made for a variety of purposes including leisure, employment and social. All respondents disagreed with the proposal which was for no change on the grounds that their journeys would be less convenient. There was a desire for the timetable to be more accommodating to travel patterns. There was a desire for a later service.</p>	<p>The respondents will have their current travel met by the service as no change is proposed. There is currently no capacity in the local bus budget to enable additional journeys but this will be kept under review.</p>	<p>That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.</p>
<p>94/A/B South Woodham to Basildon Monday to Saturday</p>	<p>There were 22 comments on this service. Most journeys were daily or weekly with a substantial minority made monthly or less than monthly. Journeys were spread across the day and the week. Journeys were made for a range of reasons including employment, leisure, food shopping, social, health. All respondents disagreed with the proposal which was for no change on the grounds that they could not make necessary journeys without the service or journeys would be less convenient. There was concern about the impact on older people and access to the doctor's surgery if the service was changed. There was concern about the reliability of the service. There was a desire for the service to cover new areas, to run more frequently, to include later journeys and to improve the Saturday service.</p>	<p>The respondents will have their current travel met by the service as no change is proposed. There is currently no capacity in the local bus budget to enable additional journeys but this will be kept under review. Issues relating to the reliability of the service will be raised with the operator.</p>	<p>That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.</p>

<p>79 Colchester to Tollesbury/East Mersea/Layer Breton/Tiptree/Little Horkesley Friday</p>	<p>There were 5 comments on this service. The vast majority of travel was less than once a month. Journeys were made across the day for leisure, employment and social purposes. All respondents disagreed with the proposal which was to combine the service with the 50B on the grounds that they would be unable to make necessary journeys or journeys would be less convenient. There was a desire for the service to cover new areas, for it to be more frequent.</p>	<p>Having carefully considered respondents responses, the 79 will be tendered as a separate contract and not merged with the 50B. The respondents will have their current travel met by the service as no change is now proposed. There is currently no capacity in the local bus budget to enable additional journeys but this will be kept under review.</p>	<p>That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.</p>
<p>85/92 Colchester to Tollesbury/East Mersea/Layer Breton/Tiptree/Little Horkesley Wednesday</p>	<p>There were 14 comments on this service. Travel was broadly split between daily, weekly and less than once a month and was spread across the day. Travel was for a range of reasons including leisure, social, education, shopping and health. All respondents disagreed with the proposal which was to combine the service with the 50B on the grounds that they could not make essential journeys or journeys would be less convenient. One respondent commented that the proposal was unclear There was concern about the reliability of the service.</p>	<p>Having carefully considered respondents' responses, the 85/92 will be tendered as a separate contract and not merged with the 50B. The respondents will have their current travel met by the service as no change is now proposed. Issues relating to reliability will be raised with the operator</p>	<p>That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.</p>
<p>2/2A Clacton to Mistley Monday to Saturday</p>	<p>There were 6 comments on this service. Most travel was less than once a month with a couple of weekly journeys and one monthly. Travel was across the week and the day. Travel was for a range of reasons including leisure, social and food shopping. All respondents disagreed with the proposal which was for no changes on the grounds that they could not make necessary journeys without the service. There was a desire for later services and for the service to run more frequently.</p>	<p>The respondents will have their current travel met by the service as no change is proposed. There is currently no capacity in the local bus budget to enable additional journeys but this will be kept under review.</p>	<p>That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.</p>
<p>D1/D2 Maldon to Bradwell Monday to Saturday</p>	<p>There were 21 comments on this service. Most travel was either daily or weekly and spread across the day and week. Travel was for a range of reasons including social, employment, health, food shopping, education and leisure. There was a desire for a Sunday service. All respondents disagreed with the proposal which was to withdraw the service from Post Office Road on the grounds that they could no longer make necessary journeys without the service or their journeys would be less convenient. Respondents were concerned about impacts on those with a disability and/or with mobility issues, those who are vulnerable and elderly residents.</p>	<p>The impacts of withdrawing the service from Post Office Road were considered carefully alongside the risks of retention. The key risk is the narrow nature of the road and the level of vegetation. Unfortunately the conclusion is that the risk to road users, passengers and pedestrians outweighs the benefits of seeking to run that route. The service will therefore be withdrawn from this section but continue to serve the rest of the route.</p>	<p>That the service be procured on the current basis but with the Post Office Road section of the route omitted (instead the route will be along Maldon Road A414, the roundabout, and Burnham Road B1010) until 2026 with extension opportunities for a further 1 year plus 1 year.</p>

<p>17/18 Great Dunmow to Chelmsford Tuesday, Thursday, Friday, Saturday</p>	<p>Most travel was weekly with a substantial monthly minority and some daily and less than monthly. Travel was spread across the day and across the days the service runs. Travel was for a range of reasons including health, food shopping, leisure, education, employment, library, banking, and social. There was praise for the reliability of the service. All respondents disagreed with the proposal which was to replace the service with DigiGo on the grounds that they would be unable to make necessary journeys without the service or the journeys would be less convenient. There was significant concern that DigiGo would not take passengers into Chelmsford. There was concern that older people would be left isolated. There was concern that older residents would be unable to access DigiGo booking . There was concern that booking a journey would provide a disincentive to use public transport. There was concern that passengers with disabilities would be unable to access the DigiGo service. There was concern that DigiGo was unreliable and inconvenient. There was a concern that DigiGo would not continue to accept concessionary bus passes. There was concern that the proposal did not take account of upcoming development.</p>	<p>considered carefully, in particular the impacts of the loss of a direct journey into Chelmsford. Although most passengers book DigiGo digitally there is a customer phone booking service so accessibility concerns would have been addressed. The desire for additional journeys was recognised but there is not currently capacity in the local bus budget to extend the service. If patronage does not increase the service remains at risk of withdrawal in 2026. However, given the concerns about the impacts of replacing the service with DigiGo the service will be re-tendered on the current basis. DigiGo remains an option in the area for service outside of these times. The community and parishes will be asked to help the service to grow if they wish to retain it after 2026.</p>	<p>That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.</p>
<p>118 Parkeston to Ramsey Schooldays</p>	<p>There were no service specific comments made on this service.</p>	<p>N/A</p>	<p>That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.</p>

<p>90 Maldon to Witham Monday to Saturday</p>	<p>There were 38 comments on this service. The majority of travel was weekly with the remainder broadly divided equally between daily, monthly and less than monthly. Travel was spread across the day and the week. Travel was for a range of reasons including leisure, employment, social, education, food shopping and health and one individual used it for caring responsibilities. There was a desire for the service to run more frequently, to run earlier and to run later and to run on Sundays. All respondents disagreed with the proposed change which was to combine the service with service 40 on the grounds that they could not make necessary journeys without the service or journeys would be less convenient. There were three concerns that the impacts of the proposal were unclear. There was concern that journey times would be longer and frequency would be reduced. There was a desire for the service to cover new areas. There was concern about the reliability of the service. There was concern that the proposal did not take account of new development.</p>	<p>Careful consideration was given to respondents views on the proposal to merge services. Given the support for the service and the fact that respondent's current travel patterns will continue to be met, the recommendation is to tender the service as is. There is currently no capacity in the local bus budget to enable additional journeys but this will be kept under review. Issues relating to reliability will be raised with the operator.</p>	<p>That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.</p>
<p>14 Southend to Shoeburyness/Barling Monday to Saturday</p>	<p>There was one comment on this service. It was used less than once a month in the morning and afternoon for shopping. The respondent did not agree with the proposal which was for no change on the grounds that their journey would be less convenient.</p>	<p>The respondent will have their current travel met by the service as no change is proposed.</p>	<p>That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.</p>
<p>60/60A Southend to Paglesham Monday to Saturday</p>	<p>There were 11 comments on this service. Most travel was daily and weekly with one respondent travelling less than monthly. Journeys were spread across the day and week. Most journeys were made for employment, education, food shopping, social and leisure. All respondents disagreed with the proposal which was for no change on the grounds that they could not make necessary journeys without the service. There was a desire for the service to be more frequent and to run later and to run on a Sunday.</p>	<p>The respondents will have their current travel met by the service as no change is proposed. There is currently no capacity in the local bus budget to enable additional journeys but this will be kept under review.</p>	<p>That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.</p>
<p>31 Coopersale to Harlow Monday to Saturday</p>	<p>There were 11 comments on this service. Most journeys were daily but with a significant minority made weekly and monthly. Travel was spread across the day and the week and were made for social, food shopping, health and leisure. All respondents disagreed with the proposal which was for no change on the grounds that they could not make necessary journeys or journeys would be less convenient. There was a desire for a Sunday service. For one respondent the service was essential because of a disability. There was a desire for the service to cover new areas.</p>	<p>The respondents will have their current travel met by the service as no change is proposed. There is currently no capacity in the local bus budget to enable additional journeys but this will be kept under review.</p>	<p>That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.</p>



<p>10 Shotgate/Wickford to Basildon Monday to Saturday</p>	<p>There were 9 comments on this service. Most travel was less than once a month. Journeys were spread across the week and the day Trips were for health, food shopping, leisure and social purposes. All respondents disagreed with the proposal which was for no change on the grounds that their journey would be less convenient. There were also other reasons: that the route needed to be more frequent, more reliable, should avoid the High Street, should merge with the 256 and run through Billericay and should run later. There was a desire for a DigiGo on demand service.</p>	<p>The respondents will have their current travel met by the service as no change is proposed. There is currently no capacity in the local bus budget to enable additional journeys but this will be kept under review. Issues relating to the reliability of the service will be raised with the operator.</p>	<p>That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.</p>
<p>40 Witham, Ebenezer Way to Witham Town Monday, Wednesday, Saturday</p>	<p>There were 6 comments on this service. Most travel was less than once a month followed by daily then monthly. Travel was spread across the day and the days of operation. Travel was for employment and other reasons which were not specified. All respondents disagreed with the proposal which was to combine the service with service 90 on the grounds that they would be unable to make necessary journeys or that journeys would be less convenient. There was one comment that the proposal was unclear. There was a wish for the service to be daily, more frequent, for the route to be extended and for the service to run earlier and later.</p>	<p>Careful consideration was given to respondents views on the proposal to merge services. Given the support for the service and the fact that respondent's current travel patterns will continue to be met, the recommendation is to tender the service as is. There is currently no capacity in the local bus budget to enable additional journeys but this will be kept under review.</p>	<p>That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.</p>
<p>34 Saffron Walden to Saffron Walden Tuesday and Thursday</p>	<p>There were 3 comments on this service. One respondent used the service daily and two less than once a month, mornings and afternoons on the days of operation for food shopping, social and leisure. All respondents disagreed with the proposal which was for no change on the grounds that they could not make necessary journeys without the service. There was a desire for the service to run 7 days a week, for the route to be extended and to be more frequent.</p>	<p>The respondents will have their current travel met by the service as no change is proposed. There is currently no capacity in the local bus budget to enable additional journeys but this will be kept under review.</p>	<p>That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.</p>
<p>319/320/321/59/590 Haverhill to Saffron Walden/Newport Monday to Saturday</p>	<p>There were 20 comments on this service. Most travel was weekly with the remainder split broadly between daily and less than monthly. Journeys were made across the day and week predominantly for employment but also for leisure, shopping, education, health, volunteering, religious and social purposes. All respondents disagreed with the proposal which was for no change on the grounds that they could not make necessary journeys without the service or journeys would be less convenient. There was a desire for the service to be more frequent, to run earlier and later, to integrate with train times and to be extended. There were concerns about reliability.</p>	<p>The respondents will have their current travel met by the service as no change is proposed. There is currently no capacity in the local bus budget to enable additional journeys but this will be kept under review. Issues relating to reliability will be raised with the operator</p>	<p>That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.</p>

6A/6B Clacton to Point Clear Monday to Saturday Evenings	There was 1 general comment supporting this service.	N/A	That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.
505 Harlow to Waltham Abbey Saturday	There were 4 comments on this service. Most travel was less than once a month with one monthly. Travel was spread across the day and where indicated was for social reasons. All four respondents disagreed with the proposal which was to move the service timetable to match the Monday to Friday timetable on the grounds that they could not make necessary journeys. There was a desire to extend the route and for it to run later.	Careful consideration was given to respondents views on the proposal to change the service timetable. An integrated timetable is likely to be more attractive in the longer term and make the service more likely to be sustainable. Travel opportunities will continue to be provided even if individual journeys have to be re-timed. The recommendation is to tender the service with the proposed change. There is currently no capacity in the local bus budget to enable additional journeys but this will be kept under review.	That the service be procured as one timetable with 505 Monday-Friday, until 2026 with extension opportunities for a further 1 year plus 1 year.
505 Harlow to Waltham Cross Monday to Friday	There were 3 comments on this service. Two respondents travelled less than once a month and one travelled daily. Journeys were made in the evening for employment and leisure. All respondents disagreed with the proposal which was no change on the grounds that the service was insufficiently frequent	The respondents will have their current travel met by the service as no change is proposed. There is currently no capacity in the local bus budget to enable additional journeys but this will be kept under review.	That the service be procured as one timetable with 505 Saturday, until 2026 with extension opportunities for a further 1 year plus 1 year.
418B Loughton to Harlow Monday to Saturday Evenings	There were 4 comments on this service. Most travel was weekly with one daily and one monthly. Travel was across the week, largely for employment but also for leisure and other unspecified reasons. All respondents disagreed with the proposal which was to align the service with the daytime timetable on the grounds that they could not make necessary journeys.	The aligned timetable will enable respondents travel to be met. Alignment of the service will place it in the successful category and therefore the procurement will be until 2028.	That the service be re-numbered 418 and procured until 2028 with extension opportunities for a further 1 year plus 1.
418B Loughton to Harlow Sunday and Public Holidays	There were 2 comments on this service. One respondent travelled weekly and one less than once a month, morning and afternoon for employment and social purposes. Both respondents disagreed with the proposal that the service be changed to match the weekly daytime timetable on the grounds that they could not make necessary journeys or their journey would be less convenient.	The aligned timetable will enable respondents travel to be met. Alignment of the service will place it in the successful category and therefore the procurement will be until 2028.	That the service be re-numbered 418 and procured until 2028 with extension opportunities for a further 1 year plus 1.

<p>Dart 299 Braintree/Uttlesford Monday to Saturday</p>	<p>There were no service specific comments made on this service.</p>	<p>N/A</p>	<p>That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.</p>
<p>322/323/324 Great Dunmow to Saffron Walden Monday to Saturday</p>	<p>There were 15 comments on this service. The majority of travel was less than once a month. Travel was across the week and day for leisure, education, food shopping, employment, social and other reasons. Four respondents said they did not use the service. All respondents disagreed with the proposal which was for no change on the grounds they could not make necessary journeys and for other reasons. Other reasons included: a desire for the service to be more frequent. There were concerns about the reliability of the service. There was praise for the service. There were two proposals to withdraw the service. There were four proposals to remove the route from Woodlands Park Drive. There was a request to extend DigiGo.</p>	<p>The respondents will have their current travel met by the service as no change is proposed. There is currently no capacity in the local bus budget to enable additional journeys but this will be kept under review. Issues relating to the reliability of the service will be raised with the operator. There is currently no proposal to withdraw the service or to extend DigiGo to the area. The route of the buses including Woodlands Park Drive was reviewed recently and the decision was made to maintain the service.</p>	<p>That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.</p>
<p>305/315/325 Bishops Stortford to Stansted Airport Monday to Saturday</p>	<p>There were 7 comments on this service. Most travel was less than once a month followed by monthly. Travel was across the day and week for social, shopping, leisure and education. All respondents disagreed with the proposal which was for no change on the grounds that they could not make essential journeys or journeys would be less convenient. There was concern about the reliability of the service. There was a desire for smaller vehicles to be used where appropriate, for additional stops and for increased frequency.</p>	<p>The respondents will have their current travel met by the service as no change is proposed. There is currently no capacity in the local bus budget to enable additional journeys but this will be kept under review. Issues relating to the reliability of the service and the use of smaller vehicles will be raised with the operator.</p>	<p>That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.</p>

<p>313/314 Great Dunmow to Saffron Walden Monday to Saturday</p>	<p>There were 6 comments on this service. Travel was split evenly between less than monthly, monthly and weekly. Travel was across the week and day for leisure, work, social, education and shopping. One respondent did not use the service. All respondents disagreed with the proposal which was for no change on the grounds that they could not make necessary journeys or journeys would be less convenient and there was a desire for services to be more frequent. There was praise for the service. One respondent did not wish the service to run down Woodlands Park Drive. There were concerns about the reliability of the service.</p>	<p>The respondents will have their current travel met by the service as no change is proposed. There is currently no capacity in the local bus budget to enable additional journeys but this will be kept under review. Issues relating to the reliability of the service will be raised with the operator. The route of the buses including Woodlands Park Drive was reviewed recently and the decision was made to maintain the service.</p>	<p>That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.</p>
<p>8 Harlow to Harlow Monday to Saturday Evenings</p>	<p>There were 2 comments on this service. Both respondents travelled weekly one on a Wednesday and one on a Thursday for social purposes. Both respondents disagreed with the proposal which was to remove the service from Maddox Road and Minchin Road one because they could not make necessary journeys and the other because they wanted reassurance that road markings would be changed. Respondents wanted daytime journeys prioritised.</p>	<p>The service will be procured on its current basis without the proposed change.</p>	<p>That the service be procured on the current basis until 2026 with extension opportunities for a further 1 year plus 1 year.</p>