



Newsletter 25

Spring 2015

Ten Years On, And Still Going Strong!



The Newsletter of the Bedford Area Bus Users Society (BABUS) is produced by  here to there

Welcome to the BABUS Newsletter 25 (24th)

If you have any further questions, you want to send a contribution for the newsletter, or you spot something you think is wrong, please feel free to drop us a line!

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Our website can be found at www.babus.org.uk and our Bulletin Board can be found at www.babus.org.uk/bb or via the links on the BABUS homepage.

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To phone us, simply call **0871 218** then **spell out BBUS on your phone. (i.e. 0871 218 2287)**. When you get through, leave us a landline number where we can call you back. If you prefer to fax, then send it to **0871 218 3293** Calls to these numbers are charged at 10p a minute plus any network extras. These voicemails and faxes go through to Suzy, and will be forwarded as the situation requires. BABUS does not generate any income from the use of 0871 numbers.

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**Next Newsletter Deadline Date for News and Contributions
is Friday 22nd May 2015.**

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Front Cover; *As part of the January 2015 service changes, Service 52 and 53 were merged into one, with buses to Wootton every 20 minutes, and onto Cranfield and Milton Keynes every hour. Some single deck buses have been branded for the newly-created service. This shot at Bedford, St Paul's Square, shows branding for the service, and free WiFi. A bus ahead from another service was claiming the stop, which is why the driver struggled to get parked immediately at the kerb. © Suzy Scott*

Back cover; *Early February 2015, and the new Bus Station was in the last stages of redevelopment. **Upper Photo** shows the new entrance area in Thurlow Street. **Lower Photo** shows one of the new X5 coaches with a mixed background – the new Bus Station Car Park now finished, with the building site work on the right. **Both photos © Suzy Scott***

New Publicity, New Website, and
BABUS at Ten
By Suzy Scott

BABUS were recently funded for some new brochures and posters, thanks to Bedfordshire Rural Communities Charity. It was, however, a chance re-read of the introductory text to update the mention of Newsletters to Quarterly, that something stuck me... BABUS was founded in November 2005! Therefore, we've decided to go with a subtle mention on this year's Communications.

As I type this, our leaflets are due on Monday 9th March 2015, so Paper/Corporate customers will find a copy of the new Brochure inside. My BABUS colleague Martin Brookes will be distributing them in due course. If you'd like some, just let any committee member know, and Martin will be happy to help! They can also be downloaded from the refreshed BABUS website.

Last month we did an update on the majority of the Here To There web network. In layman's terms... While the way I did things in 1997 was cutting-edge then, a lot has changed in web browsing, access speeds, accessibility, and where people view websites. So, we've gone for a common H2T theme, in different colours. Built into this, is a mobile-friendly template, making the BABUS website look so much easier on a smartphone or tablet.

Our new website www.babus.org.uk is now online, and we would welcome feedback on it, and what you'd find useful to be added to it.

Annual General Meeting 2015 –
Save The Date!
By John Smith & Suzy Scott

It's that time of the year again!

When? Saturday 4th July 2015, 10.30

Where? Meeting Room, Bedford Central Library, Harpur Street, Bedford, MK40 1PG.

Who? Our guest speaker this year will be Claire Walters, Chief Executive, Bus Users UK.

We feel that it's quite a coup that we have managed to persuade Claire Walters to be our speaker. She says that she is looking forward to a lively question and answer session after her talk. We have secured a larger room than before, so there should be plenty of space for everyone.

With that in mind, the deadline for the next BABUS Newsletter 26 will be Friday 22nd May 2015. The Newsletter will include a 2015/16 renewal form (for those who are due), as well as your Annual General Meeting paperwork for the event on Saturday 4th July 2015. All members will get a paper copy, even those who have an email copy (although these emails will still be sent, as usual).

In any future years, the deadline for the Newsletter including AGM paperwork will be the Friday 7 weeks before the AGM date. We will then endeavour to get this out 5 weeks before hand for e-copies. Everyone will get a paper copy – including those who normally get electronic newsletters only – 4 weeks before the date of the AGM.

**Summary of the Bedford Borough
Council Liaison Meeting on 12th
January 2015**
By Frances Horwood

Service 51 At the previous meeting, changes to this route had been raised. Since school buses were no longer available to the general public, there was no bus from Harrold to Bedford between 07.10 and 09.00 and this affected other villages as well. Subsequently, a 08.10 service was reinstated, the bus starting from Harrold instead of Oakley and running from Monday to Saturday.

New Bedford Bus Station The main item on the agenda was the new Bedford Bus Station. ***EDIT: We've been given an advance copy of the new Bus Station layout – see Pages 16 and 19.***

Spaces for taxis and excursion coaches would be provided and there would be bottle banks and other recycling containers. The buildings would admit more daylight than in the old bus station, and would have doors to keep heat in and pigeons out.

Travel Centre & Printed Timetables
The new Travel and Information Centre will be very convenient for people arriving by bus or coach. The Council will be publishing a new timetable book and a bus map which can also be used as a general map as it will show hospitals, schools, museums etc.

Bus Stops Work is continuing on upgrading bus stops throughout the Borough. Some shelters are being added, and there will be easier access at a greater number of stops.

Elstow Park & Ride site over Christmas A matter which had been brought to the attention of BABUS by a member was the closure of the waiting room and toilets at the Elstow Park and Ride during the Christmas and New Year period. This had in fact happened in 2012 and 2013 as well. It was not cost-effective to employ someone to cover the regular member of staff's leave, during a period when the Park and Ride service was little-used, many regular users being on holiday.

2015 This year we look forward to the opening of the Bus Station and there are still some bus stops due to be upgraded, with raised kerbs and new shelters being provided in certain locations.

The next Borough Council and BABUS Liaison meeting will be held in April. Please do get in touch if there are any topics you would like us to raise.

Membership Renewals 2015-16
By Suzy Scott

Our Membership Renewals will be due soon (from 1st April 2015 to 31st March 2016). However, please hold fire for now! Newsletter 26 will include a Pink renewal form, for those who need to renew. Please check with Simon Norton (contact details on Page 2) if you are unsure of your Membership status, or have any enquiries.

**Summary of the Central
Bedfordshire Council Liaison
Meeting on 15th December 2014**
By Frances Horwood

Sandy The outcome of the public consultation in Sandy, regarding the route to be taken by Service 73 bus, was not yet known, a site visit and bus trial being scheduled for later that week.
ED: See Page 9 for news!

Services The aim of the Council is for buses to go where people wish to travel: for shopping or hospital visits, for example. The lack of a through service between Bedford and Dunstable was discussed and also the replacement of Route 52 by 53, which would be extended to Marston Moretaine, Cranfield and Milton Keynes Hospital. A new F70 service has started, running from Luton to Dunstable, Leighton Buzzard and Milton Keynes; this uses the Busway, to provide a faster service on this route.

Bus – Rail Interchange Buses serving Flitwick railway station were discussed; they do not run late enough in the evenings for commuters to be able to use them. Train services to Sandy had been altered so it might be necessary to adjust bus times to fit in with them.

Information at bus stops was on the agenda. The Council has a new database, which should make it easier to update information when there are changes.

Real Time Passenger Information
Various towns in the area are to have

Real Time Passenger Information displays but there have been delays in installing these. Some services have issues, because some buses serving these places use the Hertfordshire system. ***ED: To elaborate, the ticket machines are set up and provided to some operators i.e. Centrebus Stevenage, called INIT. The system in Beds is that of VIX, but government standards say they should be compatible. Uno also use the Herts-based system, even in Cranfield and Bedford areas. This would explain some empty display cases, with just wires, for now...***

The next Central Bedfordshire Liaison Meeting is due to take place in March. Please do get in touch if there are any topics you would like us to raise.

**Bus Operator Liaison Meetings with
Stagecoach and Grant Palmer**
update
By Suzy Scott

These have been postponed, with Stagecoach having a mini management reshuffle around the turn of the year. We will keep you all posted on future events and meetings. As ever, please do get in touch, if you have any topics you feel we should raise.

**Summary of the Regional Bus User
Groups Liaison Meeting on 24th
January 2015**
By Frances Horwood

This meeting was hosted by BABUS and was attended by the BABUS Chairman, Vice Chairman and Secretary and representatives of Milton Keynes and Northampton Bus User Groups.

With the opening date of the new Bedford Bus Station approaching, the timescale for this was outlined, together with the facilities it would provide, particularly the new Travel and Information Centre.

The problems following the opening of the Northgate Bus Station in Northampton were discussed at the previous meeting but have not yet been resolved, with congestion resulting from the bus stops on either side of The Drapery, liable to cause delays. In fact, the Northampton representative experienced delays on his journey back from the meeting.

Incidentally, at Northampton there is a charge for using the Bus Station toilets, whereas in Bedford they are free.

Since the opening of the new Bletchley Bus Station, the lighting has been found to be insufficiently bright, creating a problem for people with impaired vision, but this problem is to be rectified.

At Milton Keynes Central Station, buses are being delayed by having to wait to get into Station Square – sometimes as long as 20 minutes at peak times. A

report into this problem has been issued, recommending changes to improve bus access.

In Central Milton Keynes, there is to be redevelopment in the Midsummer Boulevard East area, between Midsummer Place and the Theatre District – the area now taken up by The Point, a car park and the Food Centre. This could include a bus interchange, to replace the existing two sets of bus stops in Midsummer Boulevard.

Bus/rail integration at railway stations was discussed. Bedford has infrequent buses between the Railway Station and the Bus Station but does have the shortest pedestrian route between them clearly marked. There is no bus/ rail integration at Bletchley but improvements to the pedestrian route are being considered.

At Northampton, buses to westerly destinations pass the railway station but integration does not seem to have been considered when the new Railway Station was planned.

The provision of up to date, accurate bus information at bus and railway stations is important; so too is the information displayed at roadside bus stops. The way this is done varies in different local authority areas. In Milton Keynes, the local council collates this information and employs contractors to put up information at bus stops. Milton Keynes Council also publishes a timetable book, which can be accessed on their website as well.

In Bedford, the Borough Council has been responsible for roadside information in the rural part of the Borough, with the major bus operator putting up information in the urban area. This has not proved entirely satisfactory and the Council have begun putting up large displays in bus shelters in the urban area, showing all routes serving that stop. The Council will produce a new timetable book and route map when the new Bus Station opens.

In Northamptonshire, roadside publicity is the responsibility of bus operators. Some smaller operators lack the funds for this so provision of up to date information can vary, depending on the operator.

All three areas have Real Time Passenger Information in certain places. In Milton Keynes, buses are tracked by means of GPS so this information is genuinely realtime, except where there are "dead spots". Oddly, with Arriva being a German owned company, data is received via Germany! In Bletchley, RTPI was provided at the bus station but not at the railway station; pressure to provide a screen there was successful.

In Bedford, there is RTPI at selected sites. In some areas, councillors have used ward funds for this. In Northamptonshire, there is a mixture of real-time and timetable information on the screens.

A matter of great concern to all three groups was the possibility of bus subsidies being cut. This has not

happened in Bedford so far. In Milton Keynes there have been cuts every year since 2010. Services on some routes had the frequency reduced. One way the Council can make a saving is to increase the fare for bus pass holders travelling before 09.30 from 50p to £1.

In Northamptonshire there is a proposal for a social innovation project which would see the County Council pooling resources with the University of Northampton to provide bus services, enabling the Council to cut its budget. Other matters discussed at this meeting were control of access to bus only roads and relations between Bus Users UK and local bus user groups. The group is due to meet again in May.

ED: On the day I was compiling this in early March, word was received that Milton Keynes Council had decided to reverse the plan of their further cuts for 2015 by around 90%. Very interestingly, the funding has been done by increasing council tax by less than two per cent... isn't that the way it should be? See the quotes below.

"When MK Bus Users Group was invited as the stakeholder representing bus passengers to meetings with the Council transport officials to discuss the potential loss of £907, 000 of bus subsidies, it was plain to see that many routes would cease to exist. We then worked hard to try and get the best outcome for the bus passengers in MK. But it still meant isolation from work, social activities for many people

The chair, Peter Ballantyne of MKBUG started a programme of quiet lobbying the politicians to get the message over that the cuts would affect the most vulnerable, and that car users had two choices for travel, while bus users have only one choice. At the first budget meeting this was a message that was rammed home by the opposition councillors. The budget was not ratified, and the party leaders met for long meetings to get a budget agreement. The result was that £750, 000 was returned to bus subsidies and this time the budget was passed. The cabinet member for transport has stated that there will be no route cuts."

Changes to Cranfield Connect Uno
Services C1/C10 and C11
From www.unobus.info

From Monday 9th March 2015, Services C1 and C10 (Bedford – Cranfield – Milton Keynes) will have some changes. There will be an additional journey from Bedford, Monday to Friday in the morning as well as additional journeys from Cranfield village to the University in the mornings and evenings. At weekends C10 will be replaced by new service C11. Route C11 will operate Bedford - Marston Moretaine - Cranfield - Moulsoe - Kingston - Milton Keynes. This unfortunately will mean that North Crawley and Newport Pagnell will not be served on Saturdays and Sundays. The weekend C11 has been introduced to improve reliability and as a response to customer feedback.

The new timetable is available on the routes section of the company website.

Changes to Stagecoach bus
services from w/c Monday 5th April
2015
By Suzy Scott

Services 53 (MK/Wootton – Bedford) All buses eastbound will now arrive in Bedford three minutes earlier. No change to the Sunday service, or any westbound journeys. In January, the service has been converted to newer vehicles (see front cover).

~~Service 73 (Bedford – Sandy – Biggleswade)~~

Stop Press – changes to Service 73 (Scheduled to be a loop at Engayne Avenue to withdraw the reversing turn, and an extension to Tesco) have been deferred until at least late May. The initial plan of removing the bollards on a road to let the bus pass – the cheapest of all the options – has hit upon the snag that the council do not own the road there. The road has not been adopted by CBC, so a planning application has to be submitted. More on this on our Bulletin Board, as and when we have it.

Service X5 (Oxford – Buckingham – MK – Bedford – St Neots – Cambridge)

All changes to peak time morning weekday coaches. The 07.05 Bedford – Oxford journeys will now run 10 minutes earlier throughout. The 07.20 and 07.50 from Milton Keynes to Cambridge will start the journey twenty minutes earlier, but arrive into Cambridge at the same times.

Your Shout

Despite having a committee, regular meetings, and a very pro-active approach (or so we've been told!), we cannot see everything, or be everywhere at once. Have we overlooked a problem? Something you want to get off your chest?

Letters are welcome from all, and postal letters should be sent to Suzy Scott, at the email or postal addresses given on Page 2. The Editor reserves the right to snip or reformat letters, where needed. All letters show thoughts and opinions of the writer only, not those of BABUS.

Leonard Lean wrote to us, regarding a few of the points in BABUS Newsletter 24;

Page 6, Route 51 – surely it is better to advertise “garage” journeys whenever such journeys may be feasible. One or two actual fares offset the fuel cost of the journey, and should not be presumed to be “little demand”. ***ED: Yes, I go along with this. I personally believe all mileage should run in service, as much as possible, and did this when drawing up schedules. The only exception would be for closed-door contracts, to avoid the driver needing float/module etc. Having said that, Fuel Duty Rebate (now BSOG) is no longer paid for dead mileage in Scotland, which has resulted in a lot of new positioning journeys being registered for the public's use too.***

Page 9, Northampton, The Drapery – the problem here is the narrow roads at

each end of this road, not the actual width. At the lower end, three roads unite, then negotiate a zebra crossing. At the other end, a multi-signalled corner from the Bus Station exit, combined with two pelican crossings, seem to be the cause of the hold-ups.

Page 11: X5 and Railway Stations - Service X5 used to go to Oxford Station, but terminates at Gloucester Green in order to comply with EU directives limiting driving time. This applies to the X5 but not the X4, X7 etc. Could a break formally be made for the X5 in MK permanently, which could allow this?

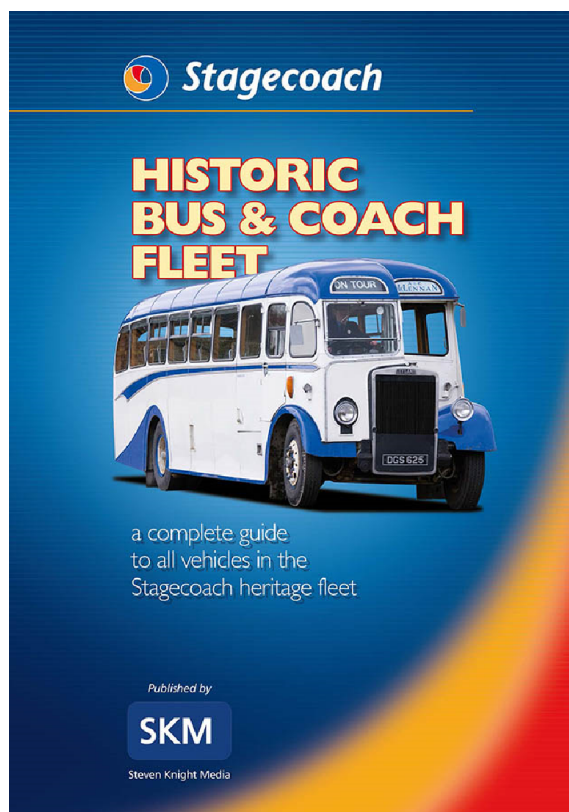
ED: Since the letter was written, the Service X5 has converted from EU (maximum 4 ½ hrs before break) to Domestic (maximum 5 ½ hrs before break). It would therefore seem this might be an idea. Stagecoach East have had no end of problems with re-signalling the lights at the Lensfield Road junction in Cambridge, which precludes any new routes to the rail station there, we are told. We also understand the MK Coachway driver changeover will be removed when the Bedford Bus Station formally reopens.

Page 12, Uno C1/C10 – so far, virtually been empty between MK and Cranfield. Could this perhaps because of a lack of publicity in Milton Keynes, aside from the MK Council timetable guide and Real Time displays in the Central area?

***Mr Leonard Lean
Milton Keynes***

ADVERTISEMENTS

New book coming shortly!



Stagecoach Historic Bus & Coach Fleet, by Steven Knight Media

Stagecoach retains over 50 buses and coaches (and a recovery vehicle) in its 'heritage' fleet with many of the vehicles maintained in a serviceable status and made available for hire as well as being used for local community and PR events. In our largest publication project we have pulled together details of every one of these vehicles and also obtained photographs of every vehicle. Stagecoach is proud of its heritage and many of the vehicles it has retained have a major significance in the history of the company. The book contains a Foreword by Stagecoach Founder and Chairman Sir Brian Souter and full details are given of who to contact to hire many of the historic buses and coaches.

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Of Diverting Interest

By Simon Norton

It is often necessary to make temporary changes to bus routes because of roadworks or special events, and there seem to be at least three approaches to planning such diversions.

1. Divert or cut short absolutely everything so that there can be no question of buses not being able to use their planned routes. This can however result in massive and unnecessary inconvenience for bus users.

2. Play it by ear, giving out little publicity and leaving it to drivers to find their way around. This can lead to people being stranded without even knowing why.

3. Arrange liaison between the relevant highway authority/ies and bus operator(s) so as to minimise the effect on the public. If necessary arrange for stops on diversion routes and/or special shuttles to ensure that people can go about the normal business.

Approach 1 was adopted when a street in central Cambridge was closed for 3 months in early 2013, followed by another a few weeks later. Almost all buses were removed from the Bridge St area, even though this was not necessitated by the road closures -- to the extent that local traders were complaining about loss of footfall. The closure even extended during the 3 weeks interregnum between the two closures. I remember during that bitterly cold spring, and suffering from a

persistent cough, resenting the extra walk necessitated by the loss of the direct link between my local bus stop and Cambridge railway station.

It is, of course, a coincidence that a few months later Stagecoach diverted the relevant route permanently. This was the culmination of an award to Cambs County Council under the Better Buses Area Fund scheme. People in my area, who lost 80% of their buses as a result, were at no stage consulted about the effects in them as bus users.

Last year Approach 1 was adopted again when all bus services were curtailed short of the city centre on the day the Tour de France left Cambridge. People needing to make crosstown journeys, such as from the north of the city to the railway station, would have to walk about 2 miles to bridge the gap, no attempt having been made to provide a route round the centre. The closures were shown on the website as lasting all day, even though the cyclists would presumably be out of the city by mid morning. Cambridge University was so concerned that people might not be able to make their way to work that day that they declared it a non working day.

As for Approach 2, last year it was adopted with respect to works at Brafield on the Green, on route 41 between Bedford and Northampton.

Then again this year it happened, with the recent closures of the Black Cat roundabout where the A1 meets the A421, used by the X5 bus route. These closures were implemented on an

overnight basis over several weeks, also continuously for 2 weekends. Their effects varied from day to day, but little information was promulgated by Stagecoach, over their website or by any other means, and drivers were often unaware which way they should be going. What's more the diversion route that seemed to have been settled involved a quite unnecessary diversion, and on the Saturdays of all day closure led to buses getting held up in tailbacks of up to an hour.

For eastbound buses to avoid the Black Cat, the simplest option is for them to follow the normal route as far as Roxton, turn left towards Chawston crossroads then right along Chawston Lane, then left onto the A1. This should be the preferred route as it passes all scheduled stops.

An alternative would be to continue northwards from Chawston along Staple Road and then turn right into Bushmead Road towards Eaton Socon. This route, which could also be used westbound, would have been especially suitable for the first week when there were overnight works at the south end of Eaton Socon which this would have avoided. This would omit the southern stop at Eaton Socon (for which the northern stop would have been a substitute) and the stop at Wyboston (for which Top Farm, west of Wyboston village, would have been an alternative.

A third option would have been to turn right at Great Barford, go through Blunham village, then either take the A1 through Tempsford or the local road

through Little Barford, depending on which was closed at the time. For westbound journeys, also eastbound if the road through Little Barford was being used, a stop at Tempsford footbridge could have substituted for Roxton -- a stop on the A1 in that vicinity, if safe, could also have worked for eastbound journeys via the A1. Unfortunately if a route through Little Barford was being used there would be no convenient substitute stop for Wyboston.

This is not dissimilar to the route that actually seemed to be used, except that the latter took an enormous detour between Great Barford and Tempsford via Willington and Sandy -- and on one occasion when I was using it (westbound), got stuck in a tailback of about an hour at Sandy.

I may add that all the roads mentioned above were used on at least one occasion when I was on the bus, so they are definitely wide enough to take the X5 vehicles.

As for Approach 3, one example when it seems to have been adopted is a current closure in another part of the country. For details visit http://www.firstgroup.com/ukbus/bristol_bath/travel_news then either under "Service Updates" "A36 Claverton-Dundas CLOSURE (265)" (2/3/15) or under "News & Initiatives" "Arrangements for Service 265 finalised ahead of A26 road closure" (27/2/15).

The A4280 is scheduled to be closed west of the Biddenham roundabout on

the weekends of 25-26 Apr, 1-3 and 8-10 May for construction of the Bedford Western Bypass (from 20.00 on Fri, all day Sat and till 20.00 Sun) affecting routes X5, 40 and 41. Let's hope that this will be another example of Approach 3.

ED: The varied application is almost universal. The use of a shuttle bus, where necessary, seems to vary. One local authority who had a three-month closure of a road, which would have needed a uphill struggle for the elderly. The local authority in question insisted on a shuttle bus service to be paid by the contractors, upon gaining planning permission. Fast forward a few years, and the road has to be closed for the council's own reasons relating to bus priority works. To save their pocket (so more can be spent on consultants?), they insisted no service would be provided!

It would be genuinely good to see the various "big five" or whatever we are up to now, work with everyone to develop a minimum information standard for roadworks. That would include local authorities, governing bodies, employers, and local and national bus management – also as the latter can have differing viewpoints!

First and Arriva join forces to launch bus stop announcement app for blind and visually impaired passengers

Thanks to Peter G Williams for sending this to us!



Pictured with regular bus user and advisor to the Next Stop Announcement app project, Claire Randall is (L-R) CPT Chairman Ian Morgan, Paul Matthews, Managing Director of First West Yorkshire and Nigel Featham, Regional Managing Director, Arriva

Two of the UK's biggest bus groups, First and Arriva, in partnership with the Confederation of Passenger Transport UK (CPT) have today (Monday 9th March 2015) launched a new, state of the art Next [Bus] Stop Announcement Smartphone app, which could revolutionise bus travel for blind and visually impaired passengers.

Launched at Leeds United's Elland Road stadium, the BUSFORUS branded app, which has been created and developed specifically for blind and visually impaired bus passengers, provides users with real-time audio and visual alert notifications, direct to the handset. It means passengers will know exactly

where they are on a journey and at which stop to get off.

The Next Stop Announcement app - available as a beta version on Apple's iOS platform (iPhone) during an eight week pilot in Leeds from 6 March to 1 May - also offers simple and easy to search and navigate route maps, next service information as well as a facility to save favourite and frequently used stops and bus routes.

Speaking at the launch, CPT Chairman **Ian Morgan** said: "On behalf of the bus industry I welcome the introduction of the Next Stop Announcement app.

"Having worked closely with blind and visually impaired bus passengers during its creation and development, I am confident that the pilot will clearly demonstrate that app technology has a key role to play in making bus journeys easier and more accessible for all."

Giles Fearnley, Managing Director of First Bus added: "We are committed to making our services accessible to all of our passengers across the country. We are therefore very excited about the trial of this app, which we think has the potential to revolutionise bus travel for the blind and visually impaired community.

"First is delighted to be a partner in this project and we have high hopes that it will be very successful. We'll be continuing to work closely with partners and user groups during the pilot."

Mark Yexley, Commercial Director of Arriva said: "Over the course of the eight week pilot we hope to gain a firm understanding about the real benefits of this technology and how it can enhance the journey experience for bus passengers, especially those with visual impairments."

Regular bus user and advisor to the Next Stop Announcement app project, **Claire Randall** said: "I have worked closely with the app project development team over the last six months and, having been able to share first hand some of the difficulties that I and other blind and visually impaired bus users face on a daily basis, I believe it will provide passengers with a greater sense of independence and freedom when taking the bus.

"I hope it will lead to more blind and visually impaired people having the confidence to make bus trips, and stories of passengers missing or getting off at the wrong stop will become a thing of the past."

ED: Wonderful idea – it might also help those who are unfamiliar in an area, without the operator needing to spend a fortune equipping every bus? Perhaps this might spread, assuming the trial is successful, elsewhere in the UK? After all, real time information has done so, and the same transmitters could be - theoretically - used.

New Bedford Bus Station... coming soon!

By Suzy Scott

At the time of going to press, we didn't yet have an opening date announced for the new-look bus station. However, we've added some photos from Saturday 6th February 2015 on the back page, to give you an idea of how work is progressing. We have added the proposed new set of bus stop bays for the New Bus Station, and these can be found on Page 19.

All stands have different letters. The existing stops closest to the roundabout are being re-designated;
Stop D will now be Stop S
Stop C will now be Stop T
Stop B will now be Stop U
Stop Z will now be Stop P
Stop Y will now be Stop Q, beside which there will be a Stop R
Stop X will be discontinued (5 will now use the new Stop I in the main Station)
Stop H will now be Stop N
Stop G will now be Stop O
Stop E will now be Stop M, and will be for setting down only (6 will use H in the main station)
Stop A and Stop A1 will be discontinued, and a small two-taxi rank in the placed.
Services 71-74 will all use new Stop F in the main station, Service 9 will now use stop G in the main station.

The new Station Bays will be L for National Express, then K to A for Stagecoach town and interurban services, plus Grant Palmer 42/44. These replace the old Bus Station stops 12 to 1. The numbers have been

changed to letters, to avoid confusion between service and stop numbers.

The end of GreenLine 797... long live the 797/635 !?!

By Suzy Scott

Okay, I've put the news of the end of a Herts bus service in here. Nothing to do with subsidy and the other cuts, this was Arriva reviewing their costs. So, the route was submitted for withdrawal, after running for the last time on Saturday 28th February 2015.

Uno therefore have spotted a gap in the market. From Monday 2nd March 2015, they've taken on the service as far as Hatfield, for onward connections. Monday to Friday only, and also serving the College Lane Forum/UH campus.

However, three weeks later on Monday 30th March 2015, a wider set of changes across Herts happens. The reason for mentioning this is that the same bus will operate across Hatfield. It will then be possible to stay on the bus to travel through Hatfield to The Galleria, HBP, Stevenage, and then Lister Hospital, Hitchin before Letchworth and Baldock.

This will provide a very useful connection in Hitchin. The bus will stop in Market Square – a short walk through the Market or along Hermitage Road to Bancroft. This is where you can pick up Services 71/72, 97 and 188/190 towards Henlow, Arlesey, Sandy, Biggleswade, Bedford, and more besides. The new timetables (from the second change on 30th March 2015) can be found on Pages 17 and 18.



STEVENAGE - LONDON (Victoria) via Hatfield - Hendon

797

Monday to Friday (exc PH)

From 30th March 2015

Service No	635	635	635	625	635	635	635	635	635
Baldock, Market Place (C)			0555		1034	1234	1434	1534	1740
Letchworth, Town Ctr (G)			0604	0844	1047	1247	1447	1547	1753
Hitchin, St Mary's Square (M)		0549	0619	0859	1102	1302	1502	1603	1809
Stevenage, Lister Hospital (B)	0527	0557	0629	0909	1112	1312	1512	1614	1819
Stevenage, Bus Station (J)	0535	0608	0644	0922	1125	1325	1525	1627	1832
Hatfield, The Forum (3) Arr	0605	0640	0722	0958	1158	1358	1558	1703	1904
Service No	797	797	797	797	797	797	797	797	797
Hatfield, The Forum (3) Dep	0609	0645	0725	1005	1205	1405	1605	1705	1910
Bishops Rise, St Peter's Church (Adj)	0612	0648	0728	1009	1209	1409	1609	1709	1913
Sth Hatfield, Bishops Rise, Garden Avenue (Adj)	0617	0653	0735	1013	1213	1413	1613	1713	1917
Barnet Way, Apex Corner (D)	0630	0713	0758	1028	1228	1428	1628	1730	1929
Hendon Central Stn (G)	0636	0722	0809	1039	1239	1439	1639	1741	1934
Lyndale Avenue, Hendon Way (T)	0642	0726	0815	1042	1242	1442	1642	1744	1937
Finchley Road (CH)	0647	0730	0820	1045	1245	1445	1645	1747	1940
Lord's Cricket Ground (K)	0652	0736	0828	1050	1250	1450	1650	1752	1945
Baker Street (A)	0658	0743	0835	1056	1256	1456	1657	1759	1951
Marylebone, George Street (W1) (J)	0659	0746	0837	1058	1258	1458	1659	1801	1952
Marble Arch (O)	0702	0751	0841	1102	1302	1502	1703	1805	1955
Hyde Park Corner (F)	0707	0757	0847	1108	1308	1508	1710	1812	2001
Belgravia, Bressenden Place (P)	0709	0801	0851	1113	1313	1513	1715	1817	2004
Green Line Coach Station (9)	0712	0805	0855	1117	1317	1517	1720	1822	2007

Connection at Hatfield Forum is guaranteed. Passengers may travel through without changing vehicle

Fares to/from London

	From Hatfield	From Stevenage	From Hitchin, Letchworth & Baldock
Adult Single	£ 8.50	£ 9.50	£ 11.00
Adult Return	£ 12.80	£ 14.30	£ 16.50
Adult Period Return	£ 15.50	£ 17.50	£ 20.00
Adult Weekly	£ 62.00	£ 69.00	£ 80.00
Adult 4 Weekly	£ 230.00	£ 260.00	£ 300.00
Student Single	£ 6.00	£ 6.70	£ 7.70
Student Return	£ 9.00	£ 10.00	£ 11.60
Student Period Return	£ 10.80	£ 12.00	£ 13.90
Student Weekly	£ 43.00	£ 48.00	£ 56.00
Student 4 Weekly	£ 165.00	£ 180.00	£ 210.00
Family Ticket	£ 35.00	£ 35.00	£ 35.00

Return tickets and Family tickets cannot be bought before 09:30. Family tickets all up to 2 adults and 2 children travel. Period returns can be bought at any time and are valid for 3 months from issue.



LONDON (Victoria) - STEVENAGE

797

via Hendon - Hatfield

Monday to Friday (exc PH)

From 30th March 2015

Service No	797	797	797	797	797	797	797	797	797
London, Greenline, Coach Station (9)	0720	0820	0947	1147	1347	1543	1733	1830	2012
Victoria Station (11)	0721	0821	0949	1149	1349	1545	1735	1832	2013
Hyde Park Corner (12)	0724	0824	0952	1152	1352	1548	1738	1835	2016
Marble Arch (W1) (14A)	0727	0827	0958	1158	1358	1552	1742	1841	2020
Marylebone, George Street (W1) (K)	0730	0830	1000	1200	1400	1556	1746	1845	2022
Baker Street (19)	0733	0833	1003	1203	1403	1601	1751	1850	2025
Lord's Cricket Ground (Z)	0737	0837	1007	1207	1407	1605	1755	1854	2029
Finchley Road Station (CL)	0743	0843	1013	1213	1413	1615	1805	1900	2035
Lyndale, Hendon Way (NW2) (U)	0747	0847	1017	1217	1417	1621	1811	1904	2038
Hendon Central Stn (E)	0753	0853	1023	1223	1423	1630	1820	1910	2043
Apex Corner (NW7) (K)	0803	0903	1033	1233	1433	1640	1835	1920	2052
Sth Hatfield, Bishops Rise, Garden Avenue (Opp)	0817	0917	1047	1247	1447	1656	1851	1933	2104
Bishops Rise, St Peter's Church (Opp)	0820	0920	1051	1251	1451	1700	1855	1936	2107
Hatfield, The Forum (5)	0824	0924	1056	1256	1456	1706	1901	1940	2110
Service No	635	635	635	625	101	635	101		
Hatfield, The Forum (5)		1106	1306	1506	1711	1915	1945	2115	
Stevenage, Bus Station (C)		1140	1340	1540	1753	1945	2015	2145	
Stevenage, Lister Hospital (A)		1151	1351	1551	1804	1952	2022	2152	
Hitchin, St Mary's Square (K)		1201	1401	1601	1815	2004		2204	
Letchworth, Town Centre (H)		1217	1417	1617	1831	LUT		LUT	
Baldock, Market Place (D)		1229	1429	1629					

LUT:

Service continues to Luton

Connection at Hatfield Forum is guaranteed. Passengers may travel through without changing vehicle

Fares to/from London

	From Hatfield	From Stevenage	From Hitchin, Letchworth & Baldock
Adult Single	£ 8.50	£ 9.50	£ 11.00
Adult Return	£ 12.80	£ 14.30	£ 16.50
Adult Period Return	£ 15.50	£ 17.50	£ 20.00
Adult Weekly	£ 62.00	£ 69.00	£ 80.00
Adult 4 Weekly	£ 230.00	£ 260.00	£ 300.00
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Student Period Return	£ 10.80	£ 12.00	£ 13.90
Student Weekly	£ 43.00	£ 48.00	£ 56.00
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Family Ticket	£ 35.00	£ 35.00	£ 35.00

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