
Newsletter of BABUS-Bedford Area Bus Users' Society Spring 2010

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FROM THE CHAIRMAN

My appeal in the Newsletter and on the Bulletin Board produced just one offer from a member to take on the role of being BABUS Secretary. The offer came from Godfrey Willis who lives in Bromham and is an extensive user of buses in the area and further afield.

In the past, Godfrey has served as Secretary for a shipping society (firstly as London Branch Secretary and then as National Secretary) and so has relevant experience of what this kind of job entails. At the Committee Meeting held in Bedford on 6th March, he was nominated and appointed as Secretary. Whilst he currently lives in Bromham he has lived in the area all of his life and for as long as he can remember he has been interested in local buses and bus services.

Godfrey has taken up the role as our Secretary with great enthusiasm and I want to express thanks to him on behalf of all BABUS members for what he is doing. In particular, he has put a great amount of time and effort into a project to review what timetable information is available at bus stops in both Bedford Borough and Central Bedfordshire. Several other members are also involved and I shall have more to say about this project at our Annual General Meeting in June.

John Yunnie, Chairman, BABUS

For enquiries, contact BABUS through the website at <http://babus.org.uk> or on the BABUS Enquiry Line on 0870 486 1369 (24 hour answering and fax service). If you leave a message and would like us to call you back, please leave a landline telephone number. We regret we may not be able to respond to mobile numbers. You may also send a fax to 0870 486 1369.

MEMBERSHIP

Our membership year runs from 1 April until the following 31 March. **To continue to receive all the benefits of membership**, renew your membership by sending a cheque for £3 (£12 for group membership) payable to **BABUS**, to the Membership Secretary, Simon Norton, 6 Hertford Street, Cambridge, CB4 3AG. Please enclose a stamped addressed envelope if you would like a receipt by post; alternatively ask for a receipt by email.

**BABUS Newsletter Editor: Alan Hopkinson: email: alanhop@another.com
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STOP PRESS

Arriva buses services have been revised on the routes from Bedford to Milton Keynes. Unfortunately the bus leaves Bedford bus station starting at the same moment as the Northampton bus which has hitherto shared the same bay. BABUS have contacted Arriva deploring the fact the buses follow each other when a half-hourly service would be more interesting to most users. Stagecoach have changed the bay for the Arriva bus to avoid congestion on the stand.

UK BUS USERS AGM

Report by Alan Hopkinson

The Annual General Meeting of Bus Users UK took place in Nottingham on 24 April. About 70 members were present. A dozen or so gave talks for 'just a minute' on a subject close to their heart, such as the fact that railway companies could accept a bus pass as proof of age for the discount available to over 60s. This was followed by a sandwich lunch and a talk by Anthony Smith of Passenger Focus on the planning and delivery of the new bus, coach and tram passenger representation duties that were first announced by the Secretary of State for Transport in March 2008 for which they are responsible. Bus Users UK and they were keen to stress that they are working well together in the newly defined roles.

PROVISION OF RURAL BUS SERVICES

Report by Godfrey Willis

During February, Bedford Borough Council held two workshops with Parish Councils to discuss and seek information on the future of bus services in the rural areas. The sessions held at Oakley and Ravensden Village Halls had these aims:

- To discuss rural transport provision in Bedford Borough
- To keep parishes involved and informed
- To specifically look at priorities, alternatives and supplements to traditional bus services
- To get comments, suggestions, feedback and future help

BABUS were invited to, and attended, both workshops along with eighteen possible parishes at the Oakley session and twenty four possibilities at Ravensden. Although no roll call

was taken it was evident that some parishes had not taken up the invitation.

The new Mayor (Councillor Dave Hodgson) was an attendee at each location and the proceedings were led by Chris Pettifer, Head of Transport Operating at Borough Hall.

Both meetings were productive but in different ways; the first (Oakley) was much more generic and of a critical nature whilst the second (Ravensden) dealt with specific issues, produced possible ways of reshaping the services and was more positive.

Whilst it is not possible to detail all the proceedings in a newsletter the following key items will give a flavour:

Background

Bus services nationally in decline – commercial viability reducing

Growing reliance on local authorities to provide services

Increasing need to innovate

Locally council supports: 125, 126, 151, 152, 153, 154, 160, 165, 168, M2, M50, P1 –the last three on Sundays – 90% of bus budget goes on rural services

Per Passenger subsidy peaks at £6.25 per journey on 125/126.

The case for a review

Pressures on Public Sector finances

New legislation and technology

Low passenger satisfaction particularly on coverage during day and reliability

Unrealistic expectations (great emphasis made of this point.)

To keep the *status quo* is not an option.

The review

Needs to be realistic and have priorities

Needs to understand the parish needs

Needs to exploit opportunities

The resultant rural bus network must therefore:

Understand needs and priorities

Need to be flexible – different places have different requirements.

Balance completeness with reality

There are intended to be follow up steps including seeking views through Parish Magazines, the positioning of a bus in key locations to seek further views, discussions with individual Parish Councils and follow up sessions at Oakley and Ravensden in the near future.

By the time you read this newsletter a bus will have visited many locations around Bedford seeking out individual comments and proposals.

The inputs, the resulting exercise and the firm proposals are scheduled to be completed by September 2010 and BABUS will be keeping a close watch on events and members living in rural areas of Bedford Borough Council are urged to watch for any local initiatives.

THE ELECTION: A PERSONAL VIEW by Simon Norton

Please note that I am writing the following in a personal capacity as it does not purport to represent the agreed policy of the BABUS committee. I nevertheless hope that members -- or, in the case of our organisational members, their members -- will wish to pursue the actions suggested below. Comments welcome.

The ancient Greek philosopher Plato said that for evil to triumph all that is necessary is that good people should do nothing. Our transport system is an excellent illustration of this. Our urban centres fill up with more private vehicles than they can handle, giving off emissions that endanger our very civilisation through climate change, and yet those who prefer to use other means of transport find their essential facilities progressively withdrawn and end up feeling lucky if they keep what they have. BABUS was formed to give bus users a voice. However it can't do everything. This applies especially at election times, when, for cogent reasons, BABUS's constitution bars it from siding with or against any political party. However, its members (or, in the case of organisations, their members) are not so constrained. It has been said that it takes as few as 3 people to express an interest in an issue to a candidate before the candidate flags it up as something of importance. Here are some of the things you can do to help ensure that bus users are not forgotten by the candidates -- as they seem to have been by many of the national parties so far.

1. Attend hustings meetings and put questions about buses to the candidates or their representatives.
2. Write to local papers expressing your concern -- this is especially relevant if you are prevented from attending any hustings meeting in your constituency by lack of transport.
3. Talk to local candidates or their representatives about bus issues, e.g. when they are canvassing you.

4. If you have reason to believe that any party is better or worse than any other for a reason that affects other people in your circle of acquaintances as well as yourself, make these issues known to these acquaintances.

Here are some questions you can ask. We list the questions first and then explain them. Note that it may be necessary to include some of the explanations when you ask the questions.

A: Is there scope for finding more money to support buses by cancelling expensive capital transport projects?

B: Can aging people rely on your party to support the maintenance of the concessionary fares scheme?

C: Do you support Early Day Motion 189 in the 2009-10 parliamentary session?

D: Do you agree that in times of recession it is more rather than less important to maintain options for people to satisfy their mobility needs without a car?

A: At present the bus support budget in Central Beds has a shortfall of several hundred thousand pounds. Meanwhile, also in the East of England region, the Highways Agency are preparing to widen and divert a short section of the A14 at the cost of about 1.3 billion pounds. If the A14 scheme is abandoned or even reduced in scale, extra money could be found for buses without creating a noticeable dent in the savings. (You may wish to substitute a Bedfordshire scheme such as the Dunstable Northern Bypass, costing a mere 200m pounds.)

Some public transport schemes may also be worth sacrificing, such as the Luton guided busway. This is estimated to cost 80m pounds. It will serve the area of Central Beds that is already best served. The Cambridgeshire guided busway is currently running well behind schedule with a cost overrun that will require legal action if it is not to fall on Cambridgeshire council tax payers, and meanwhile the council is cutting services, including public transport, to make provision for this cost overrun. Who's to say that the Luton project if it goes ahead won't suffer a similar fate?

Some candidates may already be calling for the abandonment of the scheme. Ask them what their attitude would be to diverting some of the savings towards the improvement of rural buses in Central Beds.

B: Anyone currently over 58 is likely to be eligible for free travel within the lifetime of the

next parliament and may be looking forward to this. Is there a risk that they might find the scheme running away from them as they approach eligibility, or find its scope so reduced that its value will also be reduced?

It is important to realise that this is not just a matter of whether they can afford bus fares. If older people have an incentive to travel by bus, that means fewer cars on the roads. It may provide a lifeline for people who are losing their faculties and should not be driving. And the extra patronage from the scheme may help to keep services going.

C: Early day motions are ways in which backbench MPs can seek support from others on matters which concern them. (Note that it is not customary for MPs with parliamentary jobs to sign EDMs.) One way in which ordinary people can make their concerns known to MPs is to ask them to sign EDMs. For a list of EDMs see <http://edmi.parliament.uk/edmi>. EDM 189 in the latest (2009-10) session of parliament, and EDM 2057 in the 2008-9 session, called for a Climate Emergency Plan to reduce this country's greenhouse gas emissions. Included in this plan is the provision of a million jobs in sectors which can help to reduce emissions, one of them being extra public transport to remove cars from the roads. EDMs 189 and 2057 have together been supported by more than 60 MPs.

It is arguable that this country's future prosperity depends on finding ways of reducing its appetite for fossil fuels. Indeed, a group of industrial leaders, including Brian Souter of Stagecoach, has recently issued a statement saying exactly that. So the provisions of EDM 189 may help save our economy as well as our environment.

Note that only MPs can sign EDMs, and EDM 189 is closed now that Parliament has been dissolved. However if a similar EDM is put forward after the election then any candidate who gets elected will be able to sign it (unless he/she gets a parliamentary job.)

D: This is essentially a "distilled" form of the previous question. Can a country in the throes of recession afford to spend vast amounts of money on buying cars, many of them imported, when the task of moving people around can be accomplished at considerably less cost if they could be encouraged to use public transport instead. A bus with, say, 3 passengers may not seem much of a saving, but if there are 100 people making the same journey and 20 of them could be induced to switch to the bus (say

through higher parking charges in Bedford or Luton) the savings would be substantial.

JOINT LIAISON MEETING WITH LOCAL AUTHORITIES 25 February 2010

Report by Godfrey Willis

Representatives of the committee met with both Central Bedfordshire Council and Bedford Borough Council on 25th February for the latest in the series of joint liaison meetings. There is a sound working and listening relationship between the parties and the following major subjects were covered:

- Continuing problems with the siting of bus stops adjacent to Arlesey Rail Station.
- Provision of Real Time Data in the shelters at St.Paul's Square, Bedford.
- Plans for the future of bus services (see separate item on Rural Review) in both authority's areas.
- General lack of accurate and up to date timetable information especially at village locations.
- Winter Gritting arrangements and the effects on bus service provision.
- New publications for the Biggleswade and Sandy area plus the whole of Bedford Borough dated February 2010.

In respect of local timetable information BABUS has undertaken a detailed survey for the north of the former county and intends to continue with the new Central Bedfordshire area shortly.

MEETINGS WITH STAGECOACH EAST

There have been no meetings since the last Newsletter between Stagecoach East and Bedford Area Bus Users' Society but one is planned for May.

NOTES FROM GREAT BARFORD

By Alma Tebbutt

It was planned during late March or early April for a Borough Council bus to tour villages to ask residents what they want from the transport service. In the end it did not come until 20 April. The need for a better bus service through the villages is becoming urgent as more houses are being built.

Ivel Sprinter

Another Bank Holiday is looming. This time Alan will be our driver.

The fortnightly journeys to Tesco for May and June will be as follows:

Monday May 3rd	09.57am – return 11.30am
Monday May 17th	10.30am – return 12 noon
Monday June 7th	09.57am – return 11.30am
Monday June 21st	10.30am – return 12 noon

Enquiries for Ivel Sprinter ring Lesley 870957

For BABUS ring Alma 871210

RAIL AND BUS TRAVEL FOR A DAY IN LONDON

By Peter Hirst

Changes in rail travel in London. On January 2nd this year, as well as the usual fare adjustments, it became possible to use Oyster cards on nearly all National Rail lines in London. Previously there had been just a few rail lines where Oyster cards were valid, for instance between Finsbury Park and Moorgate or King's Cross, and between Stratford and Liverpool Street.

Now, the only exclusions are the Heathrow Connect trains on the Hayes & Harlington to Heathrow Central section of the route from Paddington, the Heathrow Express from Paddington to Heathrow Central, and the Javelin trains from St Pancras to Stratford International. By the way, the Heathrow Connect and Express trains are free for anyone to use between the three terminal stations at Heathrow. Bus transfers between terminals are also free to anyone.

With January's change came the introduction of Senior Card discounts (of 34%) from the daily price cap when using Pay-as-you-go Oyster cards in the off-peak times (after 09.30). Previously Travelcards had offered a discount of only 25% for zones 1 to 6, and no discount at all for zones 2 to 6. In order to obtain the discount when using an Oystercard, you need to take it, with your Senior Card, to a TfL ticket office. The clerk will put the Oystercard on his reader and key the details of your Senior Card into your account. The discount will then apply until the expiry date of the Senior Card.

A further change is scheduled to occur when TfL's East London Line re-opens as part of the Overground network. At first it will terminate at the new Dalston Junction station (near Dalston Kingsland station on the North London Line but round the corner in Dalston Lane). New trains from there will travel via a new elevated Shoreditch station (for the City and Brick Lane) then via Whitechapel, Shadwell and Canada

Water interchanges to the old New Cross terminal, and via New Cross Gate to two other terminals at West Croydon and Crystal Palace. Eventually TfL's Overground will extend to Clapham Junction, thus completing an Outer Circle (except that it will involve changes at Clapham Junction and at Highbury & Islington).

Most of this line will be outside zone 1, but entry or exit at Shoreditch will count as zone 1. No doubt this arrangement will operate in the same way as at several other stations such as Notting Hill Gate and Earl's Court. The North London Line will be closed between Stratford and Gospel Oak until 1 June while more tracks and platforms are being built so that the East London Line can be extended to the Highbury and Islington interchange. The extension here won't come into use until 2011, and the southern extension to Clapham later still.

The North London Line, and its diesel branch from Gospel Oak via Walthamstow to Barking, are convenient ways of connecting points such as West Hampstead, Willesden Junction, Shepherds Bush, Clapham Junction, Acton, Kew Gardens and Richmond without going through zone 1. However, in order to avoid your Oystercard account being price capped as if you did go via zone 1, you have to remember to touch your Oystercard onto the **pink validator** readers provided at nine stations on the Overground where there is a choice of route (Blackhorse Road, Gospel Oak, Gunnersbury, Highbury and Islington, Kensington Olympia, Richmond, Stratford, West Brompton and Willesden Junction).

Validators are also provided at Rayner's Lane and Wimbledon on other TfL lines. Whilst you cope with these complications, think how much easier it is for Londoner pensioners who have the use of a Freedom Pass, which allows them to get around free of such worries.

LACOM rail tickets (Local Authority Concessions). In order to use a LACOM ticket (e.g. a half-price day-return rail ticket using your bus pass) the train that you use to pass the London zone 6 station (Elstree & Borehamwood or Hadley Wood on the First Capital Connect lines) must now be scheduled to stop at that station. The previous concession by First Capital Connect (FCC) has now lapsed and because of this, LACOM tickets to these points are now difficult to buy from stations outside the radius served by trains that stop at all or most London stations. By the way, your LACOM ticket probably won't open the gate to get into your

local station, so whilst the station is staffed you'll have to ask them to let you on to the platform.

Travelcards for zones 1 to 6 are still available from most stations, but Travelcards for other combinations of zones (e.g. 2 to 6) are not generally sold outside London. Each of the First Capital Connect lines has an interchange point with the North London Line, which provides opportunities of avoiding zone 1, yet the ticket promoting this isn't easily bought.

OAPs resident in England have another reason to object to the Travelcard fares. Notionally the fare includes portions for all the TOC's on National Rail, Overground, Underground, DLR, trams and buses. Holders of English bus passes should be entitled to a discount from the Travelcard fares to account for the notional payment for the buses; but it is not offered!

Pay-as-you-go Oyster cards. Travelcards are more awkward to use in the station gates. So it's handy to have an Oyster card, but there are snags to these too of course; they are that:

(1) Primarily it's very inconvenient to have to get out of a stopping train at the first station in zone 6 (Hadley Wood or Elstree) and touch in with your PAYG Oyster so that it won't sound an alarm when you touch out after leaving the train. If you're not very quick, you'll have to wait for the next train.

(2) They cost a refundable deposit of £3, and TfL will require it to be loaded with at least £10 when you buy one via the tfl.gov.uk website. When you do buy one, be prepared with a suitable secure user name and password (upper and lower case and numbers).

(3) Their loss is more of a hassle than the loss of a ticket, though your Oyster card can be registered to you, so that the possible financial loss is limited. To do this fill out the form and take it and the Oyster card to a TfL ticket office.

Using the bus or coach to get into the London area. Bus travel into London and out again through the suburbs can involve changing buses and can be a slow business, so it would be an advantage to speed the journey up by staying on a train until nearer the centre. Unfortunately, FCC doesn't equip its trains with a touch-in facility for Pay-as-you-go users to make such a procedure legal. Until this obvious step is taken, the only legal way for a day visitor to stay on the train is to have a Travelcard, or a through ticket, in their possession. However, once in the London area it is possible to buy a Travelcard for zones 2 to 6, and for various other zone combinations too, or to use an

Oyster card. One way to solve this problem is by entering London on a bus or Green Line coach.

To get into London by bus you can use (after 10.00) Green Line coaches 797 from Stevenage via Hendon Central (on the Northern Line) to Victoria, or the 757 from Luton Airport via the M1 and Brent Cross to Victoria. In connection with the latter it is useful to know that the steps behind the setting-down point at Brent Cross lead up to a bus station, not visible from the 757 stop, in front of the shopping centre. The walk to Brent Cross station, on the Northern Line, is neither easy nor pleasant. Both these Green Line routes also serve the Finchley Road stations (for the Metropolitan, Jubilee and North London Overground Line) and several other points in the West End.

There's also a new Green Line service from St Albans as an alternative to the much slower way into London from there by route 84. LACOM rail tickets are also available to Potters Bar, from which station there are TfL bus routes to Chingford via Enfield, to Arnos Grove via Cockfosters and Southgate and to New Barnet (FCC station) via High Barnet.

There are some other useful routes from Hatfield and St Albans: the 724 Green Line from Harlow, Welwyn Garden, Hatfield and St Albans to Uxbridge, Heathrow Central, and Heathrow Terminal 5, the Uno 610 route from Hatfield to Enfield and the Uno 614 route from Hatfield to High Barnet (behind the Spires Centre), Edgware and Queensbury. These three routes have the usual restrictions for concessions. Uno runs some very useful late buses on their 614 route back from Edgware Station (some bypass Barnet) to Hatfield, though sadly they don't go near to Hatfield station. Consult their site at unobus.info.

Remember to use your concessionary bus pass, if you have one, for bus journeys in London. In London it's valid all day. If you don't have one you must use an Oyster card that's been touched in and accepted (by one beep) on that bus. After you have made four journeys it will not charge you any more for the rest of the day. Otherwise a cash fare is £2.

Another way of getting back from London in the evening (after 19.00 to avoid evening peak fare restrictions imposed by FCC) is to use your Oyster card from a handy station. I use Holloway Road to Arnos Grove or Southgate and then use the bus to Potters Bar before using a LACOM ticket from there. If you find the exit gates open at the end of the rail journey, make sure that

your touching out works properly, otherwise you'll be charged for the maximum journey possible. Getting that wrong once taught me that lesson. Also make sure you do not leave it too late to catch the last bus home from your destination station to home!

The current prices for off-peak daily price capping are: £5.10 (£3.35 with Senior discount) for zones 2 to 6; £7.50 (£5.00 with Senior discount) for zones 1 to 6.

This information is available on the tfl.gov.uk website by going via 'Tickets' and putting 'Daily Price Capping' into the Search facility. For the discounted fares go also via the appropriate hyperlink at the bottom of the page.

FROM THE NEWS

Bus drivers are being told to ease off the gas, change gear less often and brake less violently. And a flashing light system in the cab will tell them how they are doing: green for safe and efficient; amber for less efficient; and red for poor driving.

It is all the idea of Stagecoach, which says that it wants to save fuel — and help the environment. The bus and train operator said yesterday that it would introduce eco-driving techniques for all its 14,500 drivers through a recognised training course.

It is part of an £11 million investment that Stagecoach says will save 150,000 tonnes in carbon dioxide equivalent between now and 2014. The scheme is expected to pay for itself in the first two years, with savings increasing to £5 million a year by the end of the fifth year.

The Perth company wants to see an 8 per cent reduction in emissions from its buildings and a cut of 3 per cent in annual fleet transport emissions. A spokesman for Stagecoach said that two thirds of the £11 million investment would be spent in the next two years.

The company's train networks and its trams in Manchester and Sheffield are also being targeted to reduced fuel consumption.

Stagecoach is working with Network Rail and rolling stock providers to reduce the use of electrical current for traction. It will do so by introducing a new system known as regenerative braking on many of the trains used on the South West network. This recovers the energy released in braking, which is usually lost in heat, and feeds it back into the supply.

Three East Midlands railway stations (Derby, Nottingham and Leicester) where Stagecoach operates, will have new energy wardens appointed. Their job will be to make sure that passenger and company waste is recycled properly, that light and power is used responsibly and that retailers on stations platforms are persuaded to reduce their carbon footprints.

Brian Souter, group chief executive, said: "We have made significant progress in recent years in reducing our carbon footprint, but we believe more needs to be done. That is why we have developed a five-year investment programme with stretching targets for improvement."

Stagecoach's rivals, including First Group and Go-Ahead, have also been training bus drivers to use less fuel. Public transport companies faced huge fuel bills last year after hedging their consumption while oil was trading close to its peak price of \$150 a barrel.

Although the oil price fell heavily in 2009 because of the global recession, public transport groups had to pay the rates they had struck in 2008. Fuel prices have doubled since January 2007 and more than quadrupled since 2002.

Industry experts have suggested that introducing electronic diagnostic devices that measure driver performance can reduce fuel consumption by as much as 12 per cent, but bus companies say that there are other factors, including the age of the bus and the type of environment it is run in.

A Stagecoach spokesman said: "The cost of fuel is just 15 per cent of the overhead, so there are lots of other factors, which mean it is difficult to simply say that this training or this device will reduce the cost of running a bus by so much. This is genuinely about reducing our carbon footprint and improving the passenger experience."

In future, bus companies that can demonstrate superior environmental efficiency might also benefit from local authority grants. On the Continent, new rules forced bus companies to introduce engines that emit fewer harmful emissions, but they have turned out to be less fuel-efficient than the old engines.

For the report see <http://peakoiltaskforce.net/download-the-report/2010-peak-oil-report>

Bedford Area Bus Users' Society



Annual General Meeting of the Bedford Area Bus Users' Society will be held at St Paul's Church Vestry, St Paul's Square, Bedford on Saturday 05 June 2010 at 10:30 am

Following the business proceedings there will be a talk by a guest speaker relating to the bus industry.

All are welcome. Light refreshments

Bedford Area Bus Users' Society



Minutes of the Annual General Meeting of the Bedford Area Bus Users' Society held at Bedford Congress Hall, Commercial Road, Bedford, on Saturday 20 June 2009

Present:

John Yunnie – Vice-Chairman
Peter G Williams – Secretary and Acting Treasurer
Alan Hopkinson – Newsletter Editor
Brenda Jowett – Executive Committee Member
Simon Norton – Membership Secretary
David Sharwood – Disabilities Officer
Stephen Sleight – Bedfordshire Rural Transport Partnership Officer
John Smith – BABUS Adviser
Alma Tebbutt – Executive Committee Member

Nine other members and two non-members signed the register

1 Welcome

The Vice-Chairman welcomed those present and introduced the Guest Speaker, Mr Chris Pettifer, Head of Transport Operations, Bedford Borough Council. His presentation is reported separately.

Action

2 Apologies for absence

Apologies were received from Mary Burke, Alan Sprod, Colin Franklin, Suzy Scott, and Jean and 'Pip' Tipple.

3 Minutes of the Annual General Meeting of 10 May 2008

The Minutes were accepted as a true and correct record. Proposed by Alan Hopkinson, seconded by Brenda Jowett.

4 Matters arising

There were no matters arising.

5 Chairman's Report

John read Colin's Report, summarising the main points. He observed that there were unresolved issues with the new Bulletin Board and that these would be addressed.

John thanked Colin for his sustained input into BABUS and his Chairmanship since the formation of the group. John noted that Colin was in a unique position, given his knowledge of local politics and strategic transport issues.

6 Acting Treasurer's Report

Peter introduced his report (balance sheet and statement of income and expenditure

for FY 2008-2009). He noted that Peter Hirst had generously and most competently scrutinised the financial records and recommended that some entries should be clarified. Simon Norton proposed the Report be accepted; seconded by Peter Hirst and Agreed.

7 Election of Officers:

John handed the Chair over to John Smith.

The following Members had been nominated as Officers of the Society, indicating their willingness to stand for office:

Chairman – John Yunnie
Vice-Chairman – Colin Franklin
Treasurer – Peter G Williams

There were no further nominations from the floor and the Chairman was duly elected on a proposition from Dave Menzies, seconded by Brenda Jowett, following which John resumed his position in the Chair.

The Vice-Chairman was duly elected on on a proposition from John Yunnie, seconded by Simon Norton.

The Treasurer was duly elected on a proposition from Brenda Jowett, seconded by Peter Hirst.

John noted that that the position of Secretary remained vacant; this was a matter that should seriously concern all BABUS members.

8 Election of Executive Committee

The following Members had been nominated to serve on the Executive Committee and had indicated their willingness to continue with their respective responsibilities:

Alan Hopkinson - Newsletter Editor
Brenda Jowett
Simon Norton - Membership Officer
David Sharwood - Disabilities Officer
Alma Tebbutt
Suzy Scott – Webmistress
Dave Menzies

These Members were duly elected on a proposition from Leonard Lean, seconded by Bill Tordoff.

9 Any other business

- i) Simon Norton gave a brief, verbal report covering membership matters. He agreed to post this information on the Bulletin Board. **SN**
- ii) John reported that he had been invited to meet with Passenger Focus in Manchester on 30 June 2009 to discuss issues that concerned bus users in general

There was no other business and the Meeting closed.

Bedford Area Bus Users' Society



**Annual General Meeting of the Bedford Area Bus Users' Society to be held
at St. Paul's Church Vestry, St Paul's Square, Bedford
on Saturday 05 June 2010 at 10:30am**

AGENDA

- 1 Welcome**
- 2 Apologies for absence**
- 3 Minutes of the Annual General Meeting of 20 June 2009 (copy circulated)**
- 4 Matters arising**
- 5 Chairman's Report (copy to be circulated)**
- 6 Treasurer's Report (copy to be circulated)**
- 7 Election of Officers**
- 8 Election of Executive Committee**
- 9 Any other business**

Informal Meeting (approx 11.15am)

Guest speaker – to be confirmed

(Doors open from 10am, refreshments available on site.)