
Newsletter of BABUS-Bedford Area Bus Users' Society Autumn 2009

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FROM THE CHAIRMAN

The important post of BABUS Secretary was left unfilled at the Society's AGM last June as no one put themselves forward to be elected to the position. We were delighted, therefore, when a member subsequently came forward with an offer to take on the role. Unfortunately, this person had not long been appointed when they had to stand down due to no longer living in the area.

All Societies such as BABUS depend upon a small group of members who are willing to undertake the tasks necessary to ensure that the Society's aims are met. One of the most important roles is that of Secretary, to take minutes of meetings (both our own Executive Committee and those with local authorities and Bus operators) as well as background work arranging these meetings, preparing letters on behalf of the Society etc.

At present, I and other members of the BABUS Executive Committee are carrying out the role of Secretary between us on a temporary basis but this cannot continue for long and, if we are not able to fill the position, there is a real risk that the future of BABUS may be put in jeopardy. To be blunt, BABUS may have to be wound up at the next AGM. Hopefully, a member will feel that becoming Secretary is something they can do for the Society so as to help us continue to represent the interests of Bus Users in Bedfordshire.

If this person might be you, please get in touch. I can be contacted by Email at yunnie@aol.com or by phone on 01234 781031.

John Yunnie, Chairman, BABUS

For other 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 Sec., Simon Norton, 6 Hertford Street, Cambridge, CB4 3AG. Please enclose an SAE if you would like a receipt by post; or ask for a receipt by email.

**BABUS Newsletter Editor: Alan Hopkinson: email: alanhop@another.com
4, Beverley Crescent, Bedford, MK40 4BY, Phone: 01234 352645**

STOP PRESS FREE TRAVEL AT 60 TO GO

Hidden away at Section 5.45 of the Pre-budget report *Securing the recovery: growth and opportunity* published by HM Treasury on 9 December 2009 is the following:

“The female State Pension Age will rise gradually from April 2010 until it is equalised with the male State Pension Age in April 2020. Those aged 60 and over have free access to some services, such as concessionary travel and free prescriptions. The Government announces that the age at which pensioner benefits can be received will increase in line with the female State Pension age. No one currently receiving these benefits will be affected.”

This appears to mean that anyone who reaches the age of 60 in or after April 2010 will not get the current free concessionary travel until some time later. It remains to be clarified how this will be implemented in detail. It is symptomatic of the lack of interest in public transport in the national press that this has not been widely reported.

The full report is available at http://www.hm-treasury.gov.uk/d/pbr09_completereport.pdf on the Treasury website.

RETIRING CHAIRMAN: REPORT AT AGM

The report of our retiring chairman
Colin Franklin
presented at the Annual General Meeting.

It has been a challenging twelve months for BABUS since our AGM last year in the Meeting Room at Bedford Library as we have continued to strengthen ourselves as a credible organisation from a campaigning standpoint with bus operators, the local authority and bus users. I would like to thank Zoe Paget of Stagecoach and Simon Ayres of the County Council for their willingness to meet with BABUS on a regular basis during that time.

During the course of the year I have continued to represent BABUS at meetings of not only the Bedfordshire Rural Transport Forum, the Bedford Railway Stations Travel Plan Steering Group as well as attending the Mayor's "State of the Borough" Debate earlier this year. We have also helped Phil Tonks, the Operations Officer of Bus Users UK, to organise a very successful Bus Users Surgery in Bedford Town Centre. This enabled members of the public the opportunity to discuss bus related topics that

were of concern to them with representatives of Stagecoach, Bedfordshire County Council, Bus Users UK and BABUS. My thanks go to everybody that helped make this event a great success, indeed it may be repeated in the not too distant future.

However, by far our biggest headache has been the decision to abolish the "old" County Council and replace it with two new unitary authorities, Bedford Borough Council and Central Bedfordshire Council, to oversee such issues as education, schools, public transport, etc., within their own area. This has left bus service/information provision in a state of flux during that time. Now that the changeover is now complete BABUS looks forward to hearing what plans both authorities have for the future, and we will be interested to hear what Chris Pettifer has to say today about the Borough Council's plans for Bus Services in the Borough. I would hope that BABUS can play a part in helping both the new unitary authorities to shape future transport policy regarding bus service/information provision, by bringing new ideas "to the table" for them to consider.

Last year, when I stood before you to read out my Chairman's Report, I encouraged members to come forward to seek election to the committee as we were looking to fill certain, vacant posts. I am delighted to announce that we have since co-opted Suzy Scott and Dave Menzies onto the committee, which I hope that you ratify today. Suzy has also agreed to be our Website Administrator (or should that be Webmistress?), indeed she has now completely revamped not only our website, but also the Bulletin Board as well. On behalf of the rest of the committee I would like to thank her for doing such a splendid job. May I take this opportunity to encourage everybody who has not registered to do so where there are opportunities for discussion on bus related topics via the Bulletin Board at: babus.org.uk .

Our Secretary, Peter G. Williams, has also expressed his intention to cease being our Secretary and to take on the vacant Treasurer's post. As members may or may not be aware, he has been covering both posts on a temporary basis for the last couple of months. Hence his decision to switch posts. If any member wishes to put themselves forward for the vacant post of Secretary can they please indicate this either during the Election of Officers, during the break for refreshments or after the meeting to the Chairman. Thank you.

When I originally agreed, at our very first committee meeting four years ago, to chair BABUS it was only for the first two or three committee meetings, thinking that someone more permanent would step forward to do the job. HOW WRONG WAS I? During that time I have witnessed a fair amount of upheaval on the committee, coupled with the fact that my workload as Chairman has got greater and greater. Not only has this been stressful for me but this has led to a fair amount of disillusionment over the last twelve months with the same question continually entering my mind: "Why do I bother to continue chairing BABUS?" Therefore, after a lot of soul-searching, I have decided that I will not be seeking re-election as Chairman of BABUS at today's AGM. John Yunnie has agreed to stand as Chairman, and I am willing to stand as Vice-Chairman. I would hope that everybody here today will support these changes to the make-up of the committee. Finally, I would just like to thank everybody on the committee, as well as all of our advisers, for all their hard work on behalf of BABUS over the last twelve months.

JOINT LIAISON MEETING WITH LOCAL AUTHORITIES 24 AUGUST 2009

Report by Peter Glyn Williams

Report of the Bedford Borough Council, Central Bedfordshire Council and Bedford Area Bus Users' Society joint liaison meeting held at Borough Hall, Cauldwell Street, Bedford, on Monday 24 August 2009

Bedford Borough Council was represented by Chris Pettifer, Head of Transport Operations and Steve Smith, Client and Public Transport Manager; Central Bedfordshire Council by Simon Ayres, Public Transport Manager, Highways and Transport

BABUS Chairman, John Yunnie, noted that this was the first meeting with the two unitary authorities and expressed his appreciation to the Council's officers for making the meeting possible and for giving of their time and support.

On behalf of BABUS and its membership John said that it was right to express and record sincere condolences to Bedford Borough Council following the untimely passing of Mayor Frank Branston.

Chris Pettifer, in setting out his vision for provision of bus services in Bedford, said that his stance remained broadly as he had described in his presentation to the BABUS

AGM in June. The strategy encompassed three areas – Bedford Town services and Kickstart, rural accessibility and working with parish councils and other interested parties, and Villager and North Bedfordshire Door-to-Door services. These were the priorities that had been agreed with Mayor Branston and Chris did not feel that the overall climate around support for services would change. There was, naturally, some uncertainty at the present time but he remained optimistic.

John raised, again, the matter of the location of M50 stops in Sharnbrook, noting that Stagecoach was broadly supportive of BABUS proposals to improve provision.

John asked if there had been any movement on BABUS's queries over gritting arrangements for bus routes during severe winter weather conditions. Chris Pettifer said he was not aware of any discussions; Simon Ayres said he had raised the subject with County Council highways engineers.

There were favourable comments from all sides on the new Bedford Borough bus and rail guide and on the re-designed website relating to public transport information.

David Sharwood queried some aspects of provision of telephone information for blind users. Chris Pettifer said he would check that staff were appropriately trained.

Simon Ayres observed that he was unable to report the same positive results for Central Bedfordshire that Bedford Borough had been able to achieve in such a short time. He said that provision of information, including RTI, was still poor.

Simon said that comparisons between Central Bedfordshire and Bedford Borough were unrealistic given some structural differences. He had some 80 contracted services to oversee compared with 16 to 18 in Bedford Borough. Central Bedfordshire's allocated responsibilities were not reflected in the allocations of staff and resources following the creation of the unitary authorities.

On the positive side there was some progress to report on the Luton-Dunstable dedicated busway, and the introduction of new vehicles on Centrebus route 79 with some route changes in Shillington.

On the matter of bus surgeries, Simon Ayres said that he was still keen to work with

Bus Users UK with a view to setting up a surgery in Dunstable.

Colin Franklin raised a number of queries on the clarity of the requirements of the Travel Aid Scheme

Stephen Sleight, on behalf of the Marston Vale Community Rail Partnership circulated details of some forthcoming attractions and initiatives.

MEETING WITH STAGECOACH EAST, 28 OCTOBER 2009

Report of the Stagecoach East and Bedford Area Bus Users' Society Meeting held at Bedford Bus Station on 28 October 2009, distilled from the minutes by Alan Hopkinson

Present were Zoe Paget, Operations Manager Stagecoach East, one other staff member of Stagecoach East, six committee members of BABUS and Stephen Sleight – Bedfordshire Rural Transport Partnership Officer. Peter Taylor – Bedfordshire Rural Transport Partnership was in attendance

Zoe Paget introduced Steve Loveridge who was now working as a Revenue Inspector at Bedford and also had a roving role to look at operations generally. He was welcomed to the meeting.

Zoe Paget confirmed that the timetable displays at Lidlington had been updated and that the Stagecoach Conditions of Carriage can now be found on their website. The hedge in Rope Walk, Bedford has been cut back but there is still an issue regarding the stop for journeys into town. Attention was drawn to a stop in London Road at the junction with Barford Avenue that is in the middle of the footway and needs to be moved. BABUS Chairman John Yunnie confirmed that both these examples would be raised with Bedford Borough Council.

Zoe confirmed that it will be possible for BABUS to display a limited amount of suitable publicity material in the Travel Shop. She then explained that Stagecoach had received no communication from MK Metro regarding changes to timings of their routes 1 and 1C. However, details had been received from another source and altered departure lists are being displayed by Bay 9. Finally she confirmed that the X5 coach that was severely damaged in an accident last winter is still out of service awaiting a decision by the Insurers as to whether it can be repaired. The 'spare' VT99 vehicle is being used to provide cover whenever possible as it is a wheelchair accessible vehicle.

John Yunnie commented that there had been severe overcrowding on the 08.50 125 journey from Rushden that morning and repeated his request that buses with a higher seating capacity be used on the journey. Zoe stated that the buses used normally offered sufficient seats except on Bedford Market Day. In school term time, a double decker that had operated a school journey was used to provide relief to the 125 over the section of route from Carlton inwards but this was not available in holiday periods. John Yunnie asked that other options, including use of a higher capacity single decker, be examined so as to avoid similar situations during holidays in future.

Stagecoach reported that no significant changes to services were planned at present other than those needed during the Christmas/New Year period. It was thought that there would be no news regarding the application for Government 'Kick Start' funding to improve Bedford Town services until late December.

On X5 issues, Stagecoach advised that overcrowding on the X5 appeared to have largely been resolved although passengers were left behind at Madingley Road Park & Ride on rare occasions. Cambridgeshire County Council remained unwilling to allow the X5 to terminate anywhere other than at Parkside. There may be changes to the timetable to take into account varying traffic conditions at different times of the day.

Concern was expressed by Colin Franklin that smoking continues to take place within the covered area of the Bus Station, despite this now being against the law. A new company would be taking over the work of cleaning the bus station in December and their role will include a sweep through every night as well as a heavy clean early on a Sunday morning. Unfortunately, taxi drivers are continuing to feed the pigeons, which encourages the birds to congregate in the Bus Station area. Discussions are taking place with Bedford Borough Council concerning funding to provide new flooring in the covered part of the Bus Station.

Stagecoach was asked to check the information currently provided on Bus Stops in Bromham Road; and consider what can be done to improve information about local bus services available to people shopping at the Cardington Road branch of Tesco where Colin pointed out that Tesco had displayed timetable information inside the store in the past.

Discussion took place on the frequency of low floor buses on routes such as 51 where publicity promised these vehicles. Zoe Paget explained that all buses in the fleet had to be taken off the road for maintenance every 21 days and a shortage of serviceable buses had led to this situation but that it remained the plan to use low floor buses on route 51 whenever possible.

BABUS members reported on various local issues such as late running and Zoe agreed to investigate. Colin Franklin agreed to provide Stagecoach with a copy of the new Travel Aid Bus Pass leaflet.

Zoe Paget agreed to check that arrangements are in place for broadcast to be made on Three Counties Radio this winter in the event of serious disruption to Stagecoach services as a result of bad weather.

**CENTRAL BEDFORDSHIRE COUNCIL
LOCAL BUS SERVICE REVIEW 2009/2010
from Simon Ayres, Public Transport
Manager, Central Bedfordshire Council**

At a meeting on 15th September, the Executive of Central Bedfordshire Council resolved to address a potential overspend in the budget for local bus support by cutting a number of supported services. This decision was clarified on 13th October, when it was further resolved to remove financial support from only a small number of poorly used bus services while at the same time conducting a far-reaching Review of local passenger transport provision. **That Review is about to start.**

Understandably, one of the intended outcomes of the Review will be a reduction in costs. The current expenditure by Central Bedfordshire Council on supporting local bus services amounts to nearly £2 million per annum, although it is not a statutory duty (unlike school transport). The Council currently supports a large number of services which are not otherwise commercially viable, because passenger numbers are low. It was County Council policy to support these services, but the priorities of the former County Council do not necessarily coincide with those of the new Central Bedfordshire. We shall therefore be reassessing all of these supported services to ensure that they provide value for money. The challenge facing the officers and consultants conducting the Review will be to achieve financial savings whilst maintaining the most cost-effective services. This challenge will be

greatest in rural areas because that is where passenger numbers are lowest.

There are several aspects of the review. As well as looking at local bus services, the reviewers will also be scrutinising the Council's procurement of school, transport, as well as the way that the Council manages Social Services transport. One possible outcome of the Review might be a move towards further integration of some or all of these constituents.

While the Review is ongoing, the Council will also be working on producing its next Local Transport Plan. As part of this process, officers will be talking to a whole spectrum of interest groups and opinion formers to establish what the Council's priorities need to be in terms of transport provision. New transport policy emerging from this process will feed directly into the Local Bus Review, so that the proposals generated by the Review most accurately reflect the views and wishes of the wider Central Bedfordshire public.

Between now and next Spring, the Council will be collecting data, talking to bus operators, bus users and interest groups. **We believe that it is essential to talk to the people who use these services so that the results of this Review reflect their opinions.**

We are very interested in the views of Town and Parish Councils, who have the valuable function of channelling grass roots thoughts and opinions about bus services into the Review process.

Towns and Parishes will have a 2-phase involvement in the Review:

Now	Late Spring/Early Summer 2010
Invitation to input ideas about existing service provision, possible new services and possible redundant services into the Review.	Invitation to comment on the proposals generated by the Review, in so far as they affect your local area.

In terms of the input that you could make now, the sort of questions you might like to consider are:

Does the bus always need to go to the same town, or could it more usefully go to different places on different days?
Do we need a peak-hour service, or would we be happy to wait until after the school buses have finished their morning run?
Do we need a bus service every weekday?
Does our bus really need to take us all the way to town? Would we be happier with a bus which ran more often but only took us to a place where we could catch a good connecting service? Are there times of the day when two buses run at nearly the same time? Is there sufficient local interest in setting up our own community transport project?
Could some sort of organised lift-giving scheme be better than a very infrequent, bus service?
Does our bus service really give us what we need, in terms of access to work, shops and services? What would it take to persuade us to leave the car at home and go by bus?

A NOTE OF CAUTION....

Please remember that the underlying premise is that the Council will be able to make cost savings at the end of this exercise. Town and Parish Councils are requested to be circumspect about any proposals they make for improved or more diverse bus services. Commercial services (i.e. those that don't have to be paid for out of the public purse) are rare. Any proposal for a new bus service needs to be accompanied by suggestions as to how it will be funded.

Please note also that councils are prohibited from directly subsidising village bus organisations (like the Wanderbus) but there is nothing to prevent these organisations from submitting tenders to do local bus work on behalf of the Council. The Review is likely to generate a great many opportunities for small transport providers to enter the local bus market.

"I look forward to reading your written submissions and hope that we can reshape the bus network into an efficient and useful set of services that meet the needs of users and council tax payers alike. I will be happy to

answer any questions you may have about the process."

**Simon Ayres. Public Transport Manager
Central Bedfordshire Council**

WHAT IS COVERED IN THE REVIEW?

Fully supported local bus services. Examples of these are Grant Palmer 74, 197, 200, 202, Herberts 185, 187, Meridian Line E1, E2, E3 etc., J&D E7, Centrebus 20, Expresslines M2 and Red Kite 77.

Partially supported local bus services. Services where several journeys per day are provided commercially, but the supported journeys make up a substantial proportion of the whole service, for example: Grant Palmer DB1, 10, 36A, 36C, X42 and Centrebus DB2, 231, X31.

School Transport. This includes contract buses that are not open to the general public, as well as school buses that are technically open for all members of the public to use.

Social Services Transport. This covers services for the benefit of frail sector elderly people run by the Council's own fleet of wheelchair-accessible minibuses, and also similar services which the Council procures from the private sector.

WHAT IS NOT COVERED IN THE REVIEW?

Commercial bus services. These are bus services that operate without any financial support from the Council. Examples would be Stagecoach J2, S1, M1, M2, M3, M4, Arriva 24, 31, 38, 69, 70, Centrebus 82 or Grant Palmer X34.

Community Transport

The Council does not directly support the Whitbread Wanderbus, Ivel Sprinter, Flittabus or Road Runner, and has no control over their routes or timetables. However we will be talking to these operators to see whether there is scope for the voluntary sector to take on more services which are currently provided by conventional bus companies. Some capital funding may be available.

**NOTES FROM GREAT BARFORD
By Alma Tebbutt**

The bus I was waiting for was half an hour late. As my journey progressed I overheard a conversation between the driver and his companion. Driver number one remarked that he started his shift on time but at one of the stops a

party of young people were waiting at the bus stop. They were learning how to use public transport and each had to ask for a ticket and pay for it. This took 15 minutes. They made their journey and it took a few more minutes for them to alight. Already now running late the driver hoped to make up a little time but again at St. Neots there was another hold up. Accepting the inevitable the driver remarked it would be a good idea to choose a different day other than Friday to practise using the bus. This was one shift on one day. It seems to me a tale can be told about almost every shift every day. When the bus is late please don't blame the driver.

Bus Shelter

A canopy was erected at the bus stop. Unfortunately it still drips when it rains and winter is coming!

Ivel Sprinter

For information about the Ivel Sprinter journeys please ring Lesley 01234 870957

COMPETITION FEARS OVER THE BUS SECTOR

Reproduced from the BBC website

The local Office of Fair Trading amid concerns over higher fares for passengers. The OFT said evidence suggested limited competition may be leading to higher prices for users in England - except London - Wales and Scotland.

The move follows a five-month investigation into the £3.6bn industry.

An OFT spokesman said the issues it had identified "clearly justify a full investigation".

Findings include:

- The majority of local routes are operated by a small number of large bus companies
- There were higher fares in areas where operators with a strong market position are not challenged by a large, well-resourced rival
- Many complaints alleged predatory behaviour by incumbent firms designed to eliminate competition from new entrants
- Low numbers of bids for supported service contracts in many areas, with just one bidder for a quarter of tenders.

OFT chief executive John Fingleton said the investigation had unearthed a range of evidence which suggested the sector was "often not working as well as it should". "This may be resulting in higher prices for bus users," he said. "In addition, this is a market where an estimated

£1.2bn comes from public subsidy so restricted or distorted competition can potentially have a significant impact on taxpayers.

"We believe that the issues we have identified clearly justify a full investigation and we therefore propose to refer this sector to the Competition Commission."

The OFT is asking for comments on its decision, to be received by 15 October 2009.

TESTING OUTER LIMITS ON THE BUS!

Reproduced from London TravelWatch Newsletter, this refers to the bus services which start and/or finish in the London area but which also go outside, such as to Hertfordshire.

There has been some improvement to bus service levels across the boundary of Greater London over the last ten years, but there is still work to do to ensure that service levels in outer London and across the border keep up with the real improvements within London.

London TravelWatch has issued its report, *Crossing the Border*, which updates our research from 2000 looking at the service levels and quality of buses crossing the Greater London boundary. The 2000 report found that services linking London with adjacent areas had grown at a rate less than one-fifth with those running entirely in London. This seemed unfair, and we urged Transport for London (TfL), local authorities and bus operators to work together better to improve this situation. We were especially aware that in outer London and beyond, reliance on buses is higher than in inner areas where rail and underground is available.

Sharon Grant, Chair, London TravelWatch said: "TfL has a duty to meet the needs of passengers travelling to and from the capital, and people living in outer London close to the boundary are entitled to a good a service as those travelling entirely within its boundary. Since London TravelWatch began campaigning, there has been real improvement to service levels, and much better joint working with TfL and the transport authorities bordering London. This is a victory for the constant monitoring work over time that consumer bodies like London TravelWatch can do, resulting in better bus services, better facilities and improved provision of information for bus passengers." The new research found that cross-boundary bus services had increased by 22% overall, compared to 28% in London. However, this

figure does hide significant variability between counties and individual routes.

Sharon Grant continued: "Although there has been a general growth in the bus services in this area, Essex has only seen a very small increase, and some areas, such as Brentwood and Thurrock have had severe reductions, or seen the service disappear altogether. Hertfordshire, too, has only seen a small increase in service levels, although Rickmansworth has seen a large rise.

As the Mayor has said, London is not an island, and it is impossible to address transport issues in outer London without considering the adjoining places and counties. We hope the work of Crossing the Border will mean that the effort to address the deficit of services offered to passengers wishing to enter or leave London is continued and strengthened."

Crossing the Border can be downloaded, or if you would like a paper copy, please e-mail webmaster@londontravelwatch.org.uk

A14 UPGRADE SCHEME IN CAMBS.

Members are invited to object to the A14 upgrade scheme in Cambridgeshire. This scheme is based on the report of the Cambridge-Huntingdon Multi-Modal Study several years ago, but its cost has increased more than six-fold, from £192 million to about £1.3 billion, and the report's proposal for a "public transport priority corridor" on the existing A14 has been abandoned.

Remember that both Cambridgeshire and Bedfordshire are in the East of England region, and recently funds from an abandoned road scheme in the West of England (the Westbury Bypass, Wiltshire) were re-allocated to public transport (extra rail capacity between Swindon and Gloucester), so why can't the same happen here? In other words if this A14 scheme does not go ahead there is a possibility of more funding being available for public transport.

A very cogent and timely argument against the scheme is climate change: the Highways Agency estimate that the scheme will generate an extra 132K tonnes of CO₂ per year, and as they often underestimate the extra traffic resulting from a road upgrade the actual figure could be still higher. And this at a time when the world needs to curb its emissions as quickly as possible.

Objections should be sent to the Secretary of State for Transport, c/o A14 Ellington to Fen Ditton Team, Highways Agency, Woodland, Manton Lane, Manton Industrial Estate, Bedford MK41 7LW, to arrive by 6 Jan 2010.

More information about the scheme can be seen on the website of the Cambridgeshire Campaign for Better Transport at <http://www.cambsbettertransport.org.uk/newsletter103.html>.

STOP PRESS: CHANGES TO SERVICES

Stagecoach have just released minor timetable changes, due to take effect from 4th January 2010 on routes M1, M2, M3, M4, Jupiter (J2), Venus (V1), 51, 160 and 165.

In most cases bus times will vary by about 5 or in some cases 10 minutes. The M4 is changing as follows:

M4 Bedford to Biggleswade - The current 0815 will run as route M3, the 0950 journey will run 20 minutes later, then each journey will run at 10 minutes past the hour from Bedford.

M4 Biggleswade to Bedford - The current 0930 will run 20 minutes later, then buses will run every 50 minutes past each hour from Biggleswade until 1650 and 1755.

Due to the withdrawal of funding from Central Bedfordshire Council from 4th January 2010, route 160 and 165 buses will run on school days only - buses will no longer run in school holidays and on Saturdays. For more information on 160 and 165 changes please contact Central Bedfordshire Council on 0300 300 8000.

For further information on these timetable alterations please call 01604 676060 or see http://www.stagecoachbus.com/bedford/news2_7903.html from which this information is taken.

FORTHCOMING MEETINGS

BABUS Committee members will be attending the following meetings in the near future. If you have any issues you would like raised please come to the AGM or email the society, details on the cover. Starting times of some of the meetings are not yet determined.

- 19 Jan 10 Stagecoach liaison 10.15 (provisional)
- 20 Jan 10 Bedfordshire Rural Transport Partnership
- 28 Jan 10 Bedford Stations Travel Plan
- 25 Feb 10 Meeting with Bedford and Central Bedfordshire Councils
- 14 Apr 10 Stagecoach liaison meeting 10.15
- 24 Apr 10 BABUS AGM (Provisional)

All articles express the views of their authors and do not necessarily express the views of BABUS.