

# Newsletter 20

## Winter 2013/2014



## **MERRY CHRISTMAS & A HAPPY NEW YEAR!**

- Fare Deal for Bedford Rural is highly commended – twice (Page 4)
- Did you know there's a new bus operator about in Bedford? (Page 5)
- Guided Busway for Luton and Dunstable (Page 7)
- Information on bus service changes across our area (Page 13)
- Christmas & New Year Bus Service Information (Page 28)
- Bus Station redevelopment latest (Page 8)



# Welcome to the BABUS Newsletter 20 !

*(a little later than we'd originally hoped!)*

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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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 to as the situation requires.

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## Forthcoming Newsletters

**Contributions for the next Newsletter letter** to Suzy (see above) for the next Newsletter. There will now be four newsletters a year for which we plan to release as per the table below. Images should be attached to emails instead of embedded.

<b>Date</b>	<b>Number</b>	<b>Deadline for contributions</b>	<b>Target date for paper mailed/E-copies emailed</b>	<b>Target date for the copy to go on the website</b>
Spring 2014	22	Monday 17 <sup>th</sup> February 2014	Weekend of Saturday 1 and Sunday 2 March 2014	Weekend of Saturday 8 and Sunday 9 March 2014
Summer 2014	23	To be confirmed in time for next issue (will be done as per the timeframe for Annual General Meeting Paperwork)		
Autumn 2014	24	Monday 18 <sup>th</sup> August 2014	Weekend of Saturday 30 and Sunday 31 August 2014	Weekend of Saturday 6 and Sunday 7 August 2014
Winter 2014/15	25	Monday 17 <sup>th</sup> November 2014	Weekend of Saturday 29 and Sunday 30 November 2014	Weekend of Saturday 6 and Sunday 7 December 2014
Spring 2015	26	Monday 16 <sup>th</sup> February 2015	Weekend of Saturday 30 January and Sunday 31 January 2015	Weekend of Saturday 7 and Sunday 8 February 2015
Summer 2015	27	To be confirmed in time for Newsletter 26 (will be done as per the timeframe for Annual General Meeting Paperwork)		
Autumn 2015	28	Monday 17 <sup>th</sup> August 2015	Weekend of Saturday 29 <sup>th</sup> and Sunday 30 <sup>th</sup> August 2015	Weekend of Saturday 5 <sup>th</sup> and Sunday 6 <sup>th</sup> September 2015
Winter 2015/16	29	Monday 16 <sup>th</sup> November 2015	Weekend of Saturday 28 <sup>th</sup> and Sunday 29 <sup>th</sup> November 2015	Weekend of Saturday 5 <sup>th</sup> and Sunday 6 <sup>th</sup> December 2015

**Merry Christmas & A Happy New Year!!  
From all of the BABUS Committee,  
to all our members, friends and contacts.**

**Fare Deal for Bedford Rural Services at the APSE Awards and National Transport Awards**  
***By Godfrey Willis***

The annual APSE (Association for Public Service Excellence) award ceremony was held in St George's Hall, Liverpool on the evening of Thursday 5 September 2013. The relevance of this to BABUS was that earlier in the year we had contributed to a submission made by Bedford Borough Council called "Fare Deal for Bedford Rural" and it had made the list of finalists under the category of "Best Public/Private Partnership Working Initiative".

A summary of the submission shows that Bedford Borough Council has succeeded in maintaining and improving rural bus services at a time of financial austerity. This has been achieved by creating a strong partnership with a local bus operator and by listening to representatives of local communities. This, together with adopting an innovative approach to procurement and dealing with the issue in a proactive, responsive and flexible manner, has led to increased patronage and enhanced economic sustainability of rural services.

Both the bus operator (Grant Palmer) and the bus users (BABUS) representatives were invited to join with the Council representatives at the ceremony. Unfortunately Bedford Borough did not win, the honour going to Staffordshire County Council with a Safer Roads Initiative; but to have reached the finals from a list of local authorities ranging from Aberdeen in

the north, Lisburn in the west, Cornwall in the south and Thurrock to the east with a combined total of 375 submissions is quite an achievement.

Chris Pettifer (Head of Transport) at BBC has a certificate to show that "we" were finalists and hopefully BABUS will get a copy! A case of better luck next time – but, there was always another open door around the corner. So, the same paper was submitted to the National Transport Awards 2013 judges and again was shortlisted for an award at a ceremony in London on 17 October.

Given it's UK-wide nature, at the award ceremony we faced competition from Centro Wolverhampton, Essex County Council, Lothian Buses, Northamptonshire County Council, Nottingham City Council, Transport for Greater Manchester plus a partnership between SYPT, Sheffield City Council, First, Stagecoach and SCT which was seen as formidable.

The judges announced Nottingham City Council as the winners but awarded highly commended to the Bedford entry. We came away with a framed certificate. Chris Pettifer, whilst naturally disappointed in not winning, was pleased to have had our partnership recognised and pointed out that five of our competitors related to city operations, thus from a rural viewpoint we were first!

To have achieved this in the face of such competition is no mean feat, to have a Grant Palmer bus depicted behind the Secretary of State before his keynote speech is very rewarding!

## **UNO – The new kid in Bedford**

***Report by Godfrey Willis***

***Photo taken by Mike Penn***



I have always been told that there is one thing you cannot do twice – gain a first impression. So I went with open mind to sample the new Uno C1 service from Bedford to Cranfield and Milton Keynes on the first day of operation Monday 9<sup>th</sup> September (not 2<sup>nd</sup> September as the large Bedford Borough poster placed in Stop X at the Bus Station advised me!)

A similar through service was operated by Stagecoach as Route 158 until some years ago so it was not exactly new territory, albeit the route into Milton Keynes is different, but it was the new operator in the area that was interesting.

The 13:39 journey from Bedford was late, and as the only passenger it soon became evident that things were not well. The satellite provided data constantly told the driver that he was twenty minutes early, and didn't recognise some locations at all. Whether having suffered this throughout his shift had affected him, I am not sure but he was very brusque.

When we picked up other passengers at Wootton and Cranfield, they were not exactly warmly welcomed aboard. As we were still over fifteen minutes late by Milton Keynes Coachway, I alighted there. I felt that my first impressions

were not reflecting the best in other areas.

At the end of the first week I tried for "second impressions" and travelled in the opposite direction. This did not start well as the route in the Cranfield and Bedford direction is not mentioned on any departure sheet at Milton Keynes Coachway! So, armed with the Bedford Borough timetable book, I stood at Bay 9 as shown. Both west and eastbound buses arrived together, and I had to stand in the roadway to attract the driver's attention – this was welcomed by a slapped wrist in that "Bay 9 is always to Milton Keynes and Bay 8 is from Milton Keynes"

My retort that no information was shown and that the TT book I held showed Bay 9 was further responded by "Have OUR timetable that is always correct"!! ***(ED: Sad to say that a better person than me spotted four sides of A4 of mistakes in the Herts timetable book, by the same operator. Thankfully most of them have now been resolved, after several glaring errors in more than one issue).***

Eight passengers alighted at the stops within Cranfield University, and we picked up one for Bedford, along with two at Cranfield Village (one Kempston and one Bedford), plus a further one at Wootton – it must be noted though that the inbound journey follows a Stagecoach 53 vehicle through Kempston. We sat for four minutes opposite South Wing Hospital waiting for time.

The return journey one hour later was operated by a "manager" from Hatfield (main depot and head office), and ran on time to Cranfield where drivers were changed (there is a sub-depot not far away!) and two passengers joined (One Coachway and one CMK) and I alighted on time at the Coachway (yes, Bay 9!). Local drivers were still being recruited but there is still a shortfall thus the appearance of the "manager" from Hatfield.

Impressions are:

- The vehicles are very comfortable and smooth riding
- The timings are achievable but require slick running
- Publicity is sadly lacking at the roadside (albeit CBC posters liberally placed in Cranfield)
- Uno Pocket TT is very useful (If you can find one)
- Staff need a customer care course – Cranfield students often from abroad
- Service will, in due course be quite a competitor to Stagecoach 52

"Third impressions" will be gained after a period of settling down.

***ED: and finally.... In Newsletter 19 we mentioned that there is to be a service provided in the near future between Flitwick Station and Milton Keynes, as part of the Centre Parcs development. This service may happen in 2014, but isn't happening right now. The operator has not yet been decided, as far as I am currently aware, and will presumably have to go out for tender, as usual.***

## **Just Over The Border...** **The Luton-Dunstable Busway**

***Compilation of information from  
Peter G. Williams, Godfrey Willis,  
Martin Brookes and Suzy Scott***



***First morning at Dunstable – photo by Suzy Scott.***

Although just outside the BABUS area of geography, but close enough to be of interest, members may be aware that the Luton and Dunstable Guided Busway opened on 25<sup>th</sup> September following in the footsteps of the Cambridge Guided Busway – again just out of “our” area. One of the routes using the new facility connects at Toddington, connecting with the 42 to Bedford, if it needed justification ☺

The new Busway has taken three years to construct and has been in the planning stages for nearly twenty finally costing £91 million. It consists of about six miles of dedicated “road” between Houghton Regis and Luton, mostly along the former Luton – Dunstable railway line which had last seen passengers many years ago. The principal is the same as for Cambridge and buses can travel at up to 50mph.

Three companies operate services along the Busway - Arriva Route A between Luton Airport and Houghton Regis, Centrebus Route B between Luton Rail Station and Dunstable Downside plus Route E between Luton Galaxy Centre and Toddington, with Grant Palmer operating Route C between Luton Rail Station and Dunstable Weatherby. Combined, these services give ten buses per hour along the new section on weekdays with a journey time between Luton Station and Dunstable Town Centre of about fifteen minutes. The Luton-Dunstable multi-operator HipHop tickets are accepted and sold on all services – including Grant Palmer Service C (GP initially did take these tickets, but withdrew some time back).

Unlike services in Cambridge, the first day saw parallel services reduced, as opposed to totally replaced. Thus on the first few days and weeks, loadings remain light. The service to Toddington replaces the X31, and reintroduces Saturday connections from Bedford to Dunstable. The E operates twice as often as before – two an hour. Because of the track, Centrebus management state they are able to double the level of service to two buses an hour, without needing additional drivers or vehicles.

One point that has been missed for Bedford passengers, is that buses to Toddington (for Bedford) no longer run into central Dunstable, now using the stops at the retail park. The easiest way to come back from Dunstable (Square) is to take an Arriva 38 to Houghton Regis Morrisons (every 15 minutes) where you can catch the E to Toddington, then for the 42 to Bedford.

## **First stages of the £8.8million redevelopment of Bedford bus station now open**

The first phases of the £8.8million redevelopment of Bedford bus station are now open to the public.

The new surface car park at Greyfriars provides 142 parking spaces while the public toilets have been completely refurbished, offering significantly improved and modern facilities for all users. Both facilities have been opened on time and within budget.



Mayor of Bedford Borough, Dave Hodgson, said: "It is excellent news that the first phases of the £8.8million Bedford bus station redevelopment are now open to the public.

"Redeveloping Bedford Bus Station has been a pipe dream for many years. However, the opening of the new surface car park and public toilets, the continuing progress on Allhallows car park as well as last week's announcement that we have a preferred contractor for the construction of the bus station building shows real progress is being made.

"Bedford bus station has let our town centre down for far too long but the

£8.8million redevelopment is gathering pace and we will soon have a gateway to the town of which we can all be proud of."

The Greyfriars surface car park has 142 parking spaces including 7 disabled parking bays and provides parking for up to 2 hours every day. The car park also includes the latest payment technology, which allows users to pay by mobile phone, coins or credit and debit cards.

The public toilets, located on the ground floor of the Allhallows multi-storey car park have been completely gutted and totally refurbished. The new facilities offer bright, modern and accessible facilities, including larger cubicles for those with disabilities as well as baby changing facilities.

Planning consent for the bus station redevelopment was granted by Planning Committee on Monday 24th June.

The contract for replacement of the Bedford bus station buildings is programmed over a 40 week period, starting early in 2014 with an anticipated completion date before Christmas 2014.





**Arriva's new all-electric buses arrive in Milton Keynes**

**Photographs by Peter Ballantyne, text from Milton Keynes Council**



An innovative approach to charging electric buses is to enable the quieter, cleaner future of public transport in Milton Keynes. On Tuesday 25th September 2012 six organisations led by subsidiary of Mitsui & Co Europe signed a five year collaboration agreement committing to the replacement of seven diesel buses with their all-electric counterparts on one of the main bus routes in the city of Milton Keynes.

Uniquely, the new buses will be able to recharge their batteries wirelessly through the day which means that for the first time, electric buses will be capable of the equivalent load of a diesel bus.

The number 7 route in Milton Keynes will replace seven diesel buses with eight electric buses that will run 7 days a week; removing approximately 500 tonnes of tailpipe CO2 emissions per year as well as 45 tonnes of other tailpipe emissions. The route currently transports over 775,000 passengers a year over a total of 450,000 miles, and to running costs by £12-15k pa.

The trial is a partnership between The Mitsui subsidiary eFleet Integrated Service Ltd, Milton Keynes Council, bus operator Arriva, manufacturer Wrightbus Limited, technology supplier Conductix-Wampfler, and Western Power Distribution. The trial will be managed by Mitsui-Arup joint venture MBK Arup Sustainable Projects (MASP).

Mitsui and MASP's ultimate aim is use the data collected by the Milton Keynes trial to demonstrate the economic viability of low-carbon public transport. This data could be used to kick-start electric bus projects in other towns and cities worldwide; yet another instance of Milton Keynes being used as a showcase low carbon city.

John Miles who initiated the trial from Arup says: "What makes the Milton Keynes project different to other electric bus schemes is the wireless charging system".

The Milton Keynes buses will be able to cover a heavily-used urban route because they are able to charge for 10 minutes at the end/start of each cycle and not interrupt the timetable. This means that for the first time, an electric bus will effectively be able to do everything a diesel bus can do which is

a significant step forwards to a cleaner quieter public transport system”.

The buses will charge when power transmitted from a primary coil buried in the road is picked up by a secondary coil on the bus. 10 minutes parked over a coil will replenish two thirds of the energy consumed by the bus’s route. The primary coils will be placed at three points on the bus route, and the buses will charge in the time scheduled for driver breaks at the end of the route.

Fast forward to Autumn 2013, and the first two buses have been delivered. These have been delivered to Milton Keynes, and are now due to enter service in January 2014.

### **Arriva open new travel shop in The Mall Luton**



Arriva officially opened their new travel centre, located in the middle of The Mall Luton, on Tuesday 8th October 2013. Paul Adcock, Arriva’s Managing Director and Mark Broadhead, General Manager of the Mall, cut the ribbon of the shop.

Located in Central Square the travel centre is open seven days a week. Paul Adcock says “We have seen in other towns that having somewhere people can go and speak to a real person about

travelling by bus is really important. We are delighted to be opening a new travel centre in the Mall, the location is great for all our current customers and potential new customers to find out more about bus travel in the area. With the Busway now fully open, more and more people are interested in finding out about bus travel so this was the right time to open a centre”.

Mark Broadhead, General Manager for the Mall added “Many of our shoppers travel to the centre by bus so this is a great facility to offer them so they can now plan their journeys and obtain travel advice whilst also purchasing tickets. The timing is perfect, coinciding with the recent launch of the Luton & Dunstable Guided Busway.”

This initially replaced the leaflet carousel that was adjacent to the information desk at The Mall, but with the closure of the travel information office in the Central Library at the end of November, Arriva are looking to be able to sell discounted train tickets, coach tickets, coaching holidays, and the like.

#### **Got a friend who wants to join us?**

Go back to our last Newsletter (19) where you can find a cut-out form, for your friend to fill in. Failing that, look for our brochures in libraries, parish council offices etc. Simply complete the form, and return it to our Membership Secretary – OR... you can now join online! Same price – just pay online with a credit or debit card!

**Summary Report of Bedford  
Borough Council and BABUS liaison  
meeting of 4 Nov 2013**  
***Report by Peter G. Williams***

The Council suggested that, numerically, BABUS representation should be limited to reflect the agenda content and scope of the discussions. A perceived lack of balance across those attending from the BABUS side could inhibit discussions.

Much of the discussions related to the proposed Bedford Bus Station redevelopment. Council officers presented a broad timetable of planned work from Jan 2014 through to Oct 2014. This implied earlier completion of the project than had hitherto been anticipated. BABUS representatives again highlighted the need for accessible passenger information and support during the construction programme.

Council officers were reviewing roadside timetables and bus stop flag information in rural parts of the Borough. The aim was to complete this work before the end of 2013.

For urban bus stops BABUS was attempting an audit in order to identify and report on any deficiencies.

There was an exchange of views on experience gained on North Bedfordshire rural routes since the service changes of September 2013.

BABUS representatives noted that there were currently problems with bus access into and through new estates citing the

well-known examples of Woodlands and Fairfield Park.

Other subjects covered in the discussions included policy and progress on the introduction of smartcards noting that there were issues on routes with multiple operators, financial support for travel costs of apprentices and 16-18 year olds, and the Community Covenant initiative in relation to the provision of public transport for military communities.

**ADVERTISEMENT**



**! NEW OCTOBER 2013 EDITION !  
Stagecoach East Fleet Handbook  
by Steven Knight Media**

If you have an interest in the buses that operate for Stagecoach (the vehicles) operating in our area, this book will certainly be of interest! It's a fully illustrated guide to the Stagecoach East fleet – that's Bedford, Cambridge, The Fens and Peterborough areas. Full colour photography is used throughout.

The book is £5.50 plus £1.00 postage/packaging, with cheques payable to HERE TO THERE PUBLISHING LTD please! (Sorry 80p cheque surcharge on less than £10)

Post to;

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[www.heretotherepublishing.com](http://www.heretotherepublishing.com)**

**Summary Report of Central  
Bedfordshire Council Liaison  
Meeting, 29 Oct 2013**  
***Report by Peter G. Williams***

Matters carried forward from previous meetings were briefly reviewed. These included changes to Centrebus route X31 that, essentially, severed the bus connection at Toddington to and from Bedford, and the planned audit of bus stop infrastructure, to be undertaken by consultants, which was delayed due to software availability issues.

Reference was made to changes in routes and timetables from Sep 2013. This included the new unō service from Bedford to Cranfield and withdrawal of Grant Palmer route 45. It was acknowledged that there were major improvements to services and routes in the Stotfold and Arlesey areas.

BABUS representatives questioned the publicity given to these enhanced services and highlighted the timings of evening bus services (route 97) from Arlesey Old Oak to Stotfold on the grounds that they did not provide an attractive connection for rail passengers. It was felt that there could be a problem with obstruction of buses by parked cars in Bronte Avenue, Fairfield Park.

On the matter of a timetable for station travel plans for Great Northern Line communities, resources would not be available until the Flitwick and Harlington Station Travel Plan was in place. Planning work had started on the new bus-rail interchange at Biggleswade.

A number of points were raised in relation to Potton area bus services. These included bus-rail-bus connectivity between Potton and Sandy station, the provision of direct services from Potton to Bedford and to Cambridge, thorough ticketing arrangements between Centrebus and Stagecoach services to Bedford from Biggleswade, now abandoned.

Other detailed items considered were bus access to Tesco, Sandy, bus access to Sainsburys, Biggleswade, and access to Jordans Mill, Broom on Grant Palmer route 200.

BABUS representatives raised the subject of bus provision for new developments and highlighted concerns over a number of locations where it appeared that the planning process did not take due account of public transport needs.

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## **Bus Service Changes**

While the number of changes was not as massive as last time, there are still important developments to record. Please also see the Christmas & New Year timetable section (Pages 25-28).



*Photo by Bob Tibble*

## **Diamond Coaches to Peterborough**

A new local bus service operator for our area are Diamond Coaches of Rushden. They already operate a number of Saturday shoppers services, with a new one serving our area. New Service 246 provides a service, twice a month, from Milton Earnest via Clapham, Bedford, Great Barford, St Neots, Huntingdon, to Serpentine Green Shopping Centre and the Queensgate Shopping Centre's bus station. Look out for a white and blue double deck coach/bus like the one above! A complete timetable for this service can be found on Page 16.

## **Toddington area shopper buses**

In Newsletter 19, we mentioned that Services 138 & 139 of Litchfield Cars were due to be replaced late September 2013. These services have been replaced by a new Service 48 on Tuesdays from Harlington at 0912 via Eversholt & Milton Bryan to Woburn and

Central Milton Keynes, returning from The Point at 1230. Centrebus Service 49 (Leighton Buzzard – Kingston or Kempston via Ridgmont) was changed too, with a Tuesday/Friday link maintained from Milton Bryan, Hockliffe, Eggington and Leighton Buzzard town centre on market days.

## **Cranfield – Milton Keynes services**

Grant Palmer 45 (Cranfield – CMK) was changed in October, but was then withdrawn on 26<sup>th</sup> November 2013. This follows the Uno service introduction in partnership with Cranfield University. However, a further twist is that Stagecoach will extend Service 52 to run beyond Cranfield to Milton Keynes from 12<sup>th</sup> January 2014. However, as if that were not enough, on 6th January 2014 the timetable for Uno Buses services C1 and C10 will be tweaked to enhance reliability. Service C1 will no longer serve stops on Tongwell Street (near to the Chippenham Drive junction) in Milton Keynes.

## **Stagecoach January 2014 changes**

As part of a set of timetable changes, Stagecoach East are making some changes on 5<sup>th</sup> January 2014. Service X5 will see a tweaked timetable at peak times, but still with a similar level of service. Service 52 (Cranfield – Bedford) will be extended one week later on 12<sup>th</sup> January 2014 (see above) to commence from Milton Keynes town and Hospital, via Moulsoe, except for the first journey.

At the same time, changes to Service 73 were announced (to serve Shefford Health Centre) but these MAY be postponed – check with your driver for more details.

# Diamond Coaches

## Shoppers Service

*of* Rushden

# 246 Peterborough

*2<sup>nd</sup> & 4<sup>th</sup> Saturday of each Month*

Departing from	
Milton Ernest - opp Queens Head	08:40
Clapham - Highbury Grove Shops	08:45
Bedford - Bus Station - Stop X	09:00
Goldington Green - Main Road	09:08
Great Barford - Cross Roads	09:14
Roxton - Main Road	09:16
Eaton Socon - George and Dragon	09:24
St Neots - Market Square	09:30
Little Paxton - Gordon Road	09:40
Buckden - The Green	09:50
Brampton - The Dragoon	10:00
Huntingdon - Bus Station	10:10
Great Stukeley - opp Village Hall	10:16
Little Stukeley - Main Road	10:18
Sawtry - Green	10:30
Yaxley - London Road	10:40
Serpentine Green - Bus Stop's	10:45
Peterborough - Bus Station - Bay 17	11:00

Departing from	
Peterborough - Bus Station - Bay 17	16:00
Serpentine Green - Bus Stop's	16:15
Yaxley - London Road	16:20
Sawtry - Green	16:30
Little Stukeley - Main Road	16:42
Great Stukeley - Village Hall	16:44
Huntingdon - Bus Station	17:00
Brampton - opp The Dragoon	17:10
Buckden - The Green	17:20
Little Paxton - Gordon Road	17:30
St Neots - Market Square	17:40
Eaton Socon - opp George and Dragon	17:46
Roxton - Main Road	17:54
Great Barford - Cross Roads	17:56
Goldington Green - Main Road	18:02
Bedford - Bus Station - Stop X	18:10
Clapham - Highbury Grove Shops	18:20
Milton Ernest - Queens Head	18:25

*Concessionary bus passes accepted on this service*



For more information: -

Call: **01933 698 628**

E-Mail: [Info@diamond-coaches.co.uk](mailto:Info@diamond-coaches.co.uk)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2013											23rd	14th & 28th
2014	11th & 25th	8th & 22nd	8th & 22nd	12th & 26th	10th & 24th	14th & 28th	12th & 26th	9th & 23rd	13th & 27th	11th & 25th	8th & 22nd	13th & 27th

# **Pull-Out Calendar**

**As it's the season of goodwill,  
the Committee thought you  
might like a 2014 Calendar –  
with compliments from BABUS!**

**Pull out this middle four page  
section (Pages 15 to 18), and  
turn it over to display the  
calendar in full. The calendar  
also includes contact details.**

**Merry Christmas & A Happy New  
Year from the Committee!**

**p.s. Want more copies?  
Download at [www.babus.org.uk](http://www.babus.org.uk)**

January							February						
M	Tu	W	Th	F	Sa	Su	M	Tu	W	Th	F	Sa	Su
		1	2	3	4	5						1	2
6	7	8	9	10	11	12	3	4	5	6	7	8	9
13	14	15	16	17	18	19	10	11	12	13	14	15	16
20	21	22	23	24	25	26	17	18	19	20	21	22	23
27	28	29	30	31			24	25	26	27	28		

March							April						
M	Tu	W	Th	F	Sa	Su	M	Tu	W	Th	F	Sa	Su
31					1	2		1	2	3	4	5	6
3	4	5	6	7	8	9	7	8	9	10	11	12	13
10	11	12	13	14	15	16	14	15	16	17	18	19	20
17	18	19	20	21	22	23	21	22	23	24	25	26	27
24	25	26	27	28	29	30	28	29	30				

May							June						
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			1	2	3	4	30						1
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12	13	14	15	16	17	18	9	10	11	12	13	14	15
19	20	21	22	23	24	25	16	17	18	19	20	21	22
26	27	28	29	30	31		23	24	25	26	27	28	29

July							August						
M	Tu	W	Th	F	Sa	Su	M	Tu	W	Th	F	Sa	Su
	1	2	3	4	5	6					1	2	3
7	8	9	10	11	12	13	4	5	6	7	8	9	10
14	15	16	17	18	19	20	11	12	13	14	15	16	17
21	22	23	24	25	26	27	18	19	20	21	22	23	24
28	29	30	31				25	26	27	28	29	30	31

September							October						
M	Tu	W	Th	F	Sa	Su	M	Tu	W	Th	F	Sa	Su
1	2	3	4	5	6	7			1	2	3	4	5
8	9	10	11	12	13	14	6	7	8	9	10	11	12
15	16	17	18	19	20	21	13	14	15	16	17	18	19
22	23	24	25	26	27	28	20	21	22	23	24	25	26
29	30						27	28	29	30	31		

November							December						
M	Tu	W	Th	F	Sa	Su	M	Tu	W	Th	F	Sa	Su
					1	2	1	2	3	4	5	6	7
3	4	5	6	7	8	9	8	9	10	11	12	13	14
10	11	12	13	14	15	16	15	16	17	18	19	20	21
17	18	19	20	21	22	23	22	23	24	25	26	27	28
24	25	26	27	28	29	30	29	30	31				



# Calendar

## The group for anyone who uses the bus!

BABUS Committee Members work all year round to work for the best of our members, and bus users in our area.

**[www.babus.org.uk](http://www.babus.org.uk)**

for our website & Bulletin Board

**[facebook.com/groups/BABUSbeds](https://facebook.com/groups/BABUSbeds)**

**[Twitter.com/BABUSbeds](https://twitter.com/BABUSbeds)**

**- use the hashtag #BABUS**

**Phone 0871 218 BBUS (2287)**

**e-mail [web\\_info@babus.org.uk](mailto:web_info@babus.org.uk)**

**Postal Address for correspondence;**

**BABUS Secretary, 12 Knolls Way,  
Clifton, SHEFFORD, Beds, SG17 5QZ**

Calls to 0871 numbers cost 10p a minute plus network extras – BABUS do not profit from these of these numbers

# **Pull-Out Calendar**

**As it's the season of goodwill,  
the Committee thought you  
might like a 2014 Calendar –  
with compliments from BABUS!**

**Pull out this middle four page  
section (Pages 15 to 18), and  
turn it over to display the  
calendar in full. The calendar  
also includes contact details.**

**Merry Christmas & A Happy New  
Year from the Committee!**

**p.s. Want more copies?  
Download at [www.babus.org.uk](http://www.babus.org.uk)**

## **Bus passenger views on value for money - A report from Passenger Focus (Oct 2013)**

The main conclusions of this survey included:

The cost of fares and the ease of buying tickets are key parts of the bus passenger 'experience'.

When passengers buy a ticket they expect a punctual, reliable service and a seat – something that can easily be forgotten. This is defined as the 'core' product. Perceived value-for-money must include service performance and reliability.

Passengers expect better access to information. If potential passengers do not know how to access bus services together with information on fares and ticketing the operators are neglecting their market.

Passengers do not know what ticket types are available or where these may be purchased. There is a strong desire for access to current, relevant and reliable information from centralised sources such as websites, apps and notices on the bus.

Live updates on bus running are seen as important to waiting passengers.

The bus driver is the principal representative of the operating company. He or she is responsible for far more than driving the vehicle. The driver is the main source of information on fares, on advice of delays and disruption, and a reassuring authority figure.

Driver attitude is critical so good training in customer service is essential.

Particular reference is made to the needs of younger passengers. They may rely largely on buses, need more flexibility (to balance work, education and social lives) and often take journeys spontaneously. They resent paying adult fares and feel that full fares should only apply from the age of 18.

## **Giving passengers a voice in bus services – Passenger Focus (Oct 2013)**

***Report by Peter G. Williams***

Bus passengers want a bus service that is punctual, reliable and offers value for money. That much has to be obvious. Passenger Focus posed the question – Do bus passengers know, or care, how their local bus service is planned, funded and provided?

This new research from Passenger Focus explores what passengers know about the structure of their local bus services and networks and what they think would serve them best – effective local partnerships or franchise-style Quality Contract provision.

Passengers know very little about the way that bus services are determined for them. They often assume that local transport authorities and PTEs exercise some form of control. Passengers generally trust local transport authorities and PTEs to look after their interests. Passengers are less trusting of local bus operators. Bus user groups and local passenger representatives sometimes

feel that operators should be given more commercial freedom to generate better services for passengers.

There was also a desire for passengers' views to be given more weight in any decisions about local service provision, a view echoed by local bus passenger representatives.

Passengers expected operators and local authorities to work together. They were less interested in the precise model of achieving this. However, they were clear that any agreements needed to be backed up by 'teeth' in the form of penalties should performance not meet passengers' expectations.

Passenger Focus commissioned research among passengers travelling on different bus routes for a range of journey purposes in two areas: Leeds (where services are co-ordinated by the West Yorkshire Passenger Transport Executive), and Cambridge (where the local council is the co-ordinator). The views of a number of bus user group representatives were also sought.

Key findings included:

Passengers know very little about the way that bus services are determined. Any knowledge they do have is assumed from their experiences using buses, their knowledge of other industries or the provision of other local services:

Passengers often assumed that local authorities or PTEs have some control over the provision of bus services and, in the areas surveyed, passengers felt that local transport authorities generally work in the passengers' best interest. Bus user groups agreed that local

authorities and PTEs had passengers' interests at heart, but that sometimes their intentions and influence was limited by budget constraints.

Bus operators were seen as being less trusted to consider passengers' needs, as passengers are aware that they are primarily commercial organisations. However user groups argued that if operators run commercially viable businesses, this is ultimately beneficial to passengers as it protects the provision of services.

Both passengers and user groups felt that passengers' views should be given more weight and that the operation of bus services should take account of passengers' needs. Passengers felt it is crucial that their views are considered: Passengers generally viewed bus services as a public service, and felt a sense of entitlement to these services and also to some opportunity to influence how they are determined. It is therefore important that passengers are informed or see evidence that their views are heard.

In the areas researched there was some trust in local transport authorities to represent passengers' needs but passengers themselves were also keen to be given the opportunity to engage. Bus passengers currently perceived no involvement for themselves in influencing the provision of bus services. The bus industry was seen to be deficient in communicating with local authorities and with passengers.

Passengers had a cynical attitude as to whether their views are listened to even

when they have been submitted through recognised channels.

It was suggested that there are key opportunities for consulting with bus passengers in order to encourage engagement and constructive feedback. Passengers felt they would benefit from both periodic consultation when a change in service provision is imminent, and from on-going monitoring of service levels.

Passengers expected that they should be informed when a change is coming, and invited to give their views on matters of substance. After decisions are made passengers should be informed what has been decided and when the change will be implemented. Feedback about services should be encouraged on an on-going basis. Bus operators should act proactively on passenger feedback and complaints. When specific changes are proposed both bus users and non-users should be alerted via leaflets, websites, helplines and, potentially, public meetings for further information. For on-going service monitoring, a mixture of passenger surveys and effective analysis of complaints, together with mystery shopping inspections should be required.

### **Bus Users UK – South East Midlands Group**

Following an initiative by Bus Users UK in July 2013 (see BABUS Newsletter No 19, pages 26-27) at which the need was expressed for better communication between bus user groups on a regional basis, an informal meeting was arranged between Northampton Bus

Users Group, Milton Keynes Bus Users Group and BABUS.

This was held in the Guildhall, Northampton on 2 Nov 2013 when representatives from the three groups had an opportunity to exchange information on group composition and governance, on geographical area of influence, on liaison with bus operators and local authorities and on issues faced by bus users.

The outcome of this initial meeting was that a sub-group within Bus Users UK has been created to include the three bus user groups. It is to be known as the South East Midlands Group to take account of the region covered by the Local Enterprise Partnership – SEMLEP.

Key issues for more detailed consideration have been identified. These are:

- Service cuts and withdrawal of local authority funding;
- Bus stations;
- Application of Section 106 funding to public transport;
- Roadside publicity;
- Timetables and scheduling;
- Liaison with local authorities and bus operators;
- Road-rail interface
- Bus-bus interface;
- RTPI displays;
- GPS tracking;
- Smart ticketing;
- Lack of enforcement over obstruction to buses and bus routes.

The Group will hold a further meeting early in 2014.

**Areas of common interest with  
neighbouring User Groups**  
***Report by Simon Norton***

This is intended to be the first in a series in which people involved with other bus user groups discuss the issues they have been faced with. In some cases there will be issues of common interest with BABUS, while in others BABUS may benefit from knowing how other groups have faced similar issues.

Our group - Cambridgeshire Campaign for Better Transport -- is not purely a bus user group, but deals with all modes of transport, just as does our parent organisation the Campaign for Better Transport. However we are affiliated to Bus Users UK. We cover the whole of Cambridgeshire and Peterborough.

Our main interfaces with Bedfordshire are Stagecoach X5 at St Neots, for which we'd like to see better rail interchange there and at Cambridge, and better stopping arrangements given the complete lack of local buses running east from St Neots; Grant Palmer 28 at Kimbolton, for which we'd like to see better interchange not only with the 150 to/from St Neots but with new services to other surrounding towns; and Centrebus 190 at Gamlingay, which we'd like to see integrated with Cambs CC supported services so as to provide better end to end travel facilities between Cambridge and Biggleswade, Sandy and Pottton. Of these our top priorities are the last and for an X5 stop near Cambourne.

The main operator in the whole of

Cambridgeshire and Peterborough is Stagecoach. Other operators running a wide range of services are Whippet and Norfolk Green (though the latter, not surprisingly, is mainly based in Norfolk); also Centrebus runs services into Cambridgeshire from both its Herts/Beds and Midlands networks, and First runs its X1 route from Lowestoft through Wisbech into Peterborough. There are also many smaller operators including some community buses.

Our main frustration is the complete lack of interest of Cambs CC in supported bus services. While it stepped back from its original idea of abolishing them altogether, it is now only interested in providing a minimal cost service irrespective of the impact on users, who have been left with only a skeleton service in villages such as the Offords. However its programme of reviews to the supported network has been hit by delays due to defection of many of the staff involved.

This desire to save money compares with Cambs CC's negligence in controlling costs for the guided busway, which has brought very limited benefits to our area. Cambs CC originally promised that the cost to council tax payers would be nil (with all costs met by government grant and developers), but following an out of court settlement with the construction firm (the same as built the Luton busway) it has been left with a bill of some £33m to pick up. This would have financed a first class bus network for the whole county for many years!

In Cambridge city the bus network is

almost entirely commercial, including evening and Sunday services. One consequence is that only a few routes have Sunday buses after the shops close -- surely essential if people are to return home from day and weekend visits.

One by-product of the guided busway was the construction of a new interchange near the station which provided a considerable increase in stopping capacity. However, this extra capacity has not been taken up, with routes such as the X5 still terminating at the unattractive Parkside terminus, and no city routes from north-west Cambridge running through to the station -- so our only legacy is significantly longer walking distances from the station entrance to the bus stop.

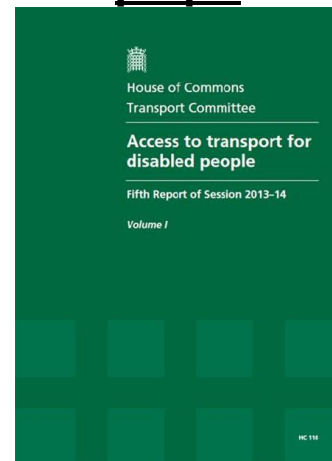
I have been personally affected by what I regard as a case of maladministration -- I have referred it to Passenger Focus and may in due course refer it to the Local Government Ombudsman. This is the use of the Better Buses Area Fund to support a scheme to remove 80% of the buses that used to serve my local stops, including the direct link to the station, which has already caused me substantial inconvenience. At no stage were local residents consulted.

Cambridge is sometimes bracketed with Oxford as providing high quality local transport. This is a myth that needs to be exploded -- while the committee member who attended this year's Bus Users UK AGM in Oxford found significant problems with that city's local bus network, it is still much better than ours. Our website at

**[www.cambsbettertransport.org.uk](http://www.cambsbettertransport.org.uk)** contains copies of our newsletters, lots of links and details of how to join (and we welcome out of county members). We also have a discussion group for public transport which can be joined by sending a blank email to **[cambridge-pt-subscribe@yahoogroups.com](mailto:cambridge-pt-subscribe@yahoogroups.com)** .

Simon Norton  
Coordinator,  
Cambs Campaign for Better Transport

### **Access to Transport for Disabled people**



The House of Commons Transport Committee report 'Access To Transport For Disabled People (HC 116)' identifies that 11.5 million people in the UK live with a recognised disability, with more than a fifth of them experiencing difficulty when using transport networks, and therefore concludes that it is essential the Department for Transport delivers an ambitious Accessibility Action Plan.

Changes made ahead of the 2012 Paralympic Games delivered access for disabled people to significantly more parts of the public transport network, and highlighted the immense value of

such improvements for all. Yet a year later there is a risk that some of the momentum from London 2012 is being lost, because further key accessibility improvements planned have been watered-down or abandoned.

The Committee's recommendations include:

- imposing penalties on bus operators who claim to offer accessible routes but then fail to provide accessible buses;
- the phased introduction of audio-visual information systems on all buses over the next ten years;
- phasing out the need for disabled travellers having to book organised assistance in advance;
- financial incentives to encourage investment in fully accessible vehicles by taxi and private care hire vehicle operators; and
- a change to EU rules so that in future, airlines are required to allow carers to travel free of charge when the airline judges a disabled person incapable of travelling independently.

The Cabinet Office should convene a working group of ministers and officials to improve cross-government working on accessibility, in order to secure the full benefits to be gained from widening disabled people's access to employment and training, healthcare and wider participation in all parts of society.

This has been published in hard copy by The Stationery Office at a hefty £22 plus P&P. However, you might find a reference copy in a public library – the ISBN is 9780215062307.

## **Your Shout – For Your Views**

No matter how much we write here, or how many people we have on the Committee, we cannot see all, do all Committee Members do like to hear feedback of things good and bad, so we've decided to open up a space on every Newsletter for your views.

This could be your views on BABUS as a group – how are we doing as a society, what could we improve, or give you that we don't already?

This will also include Bus Services – have drivers been missing stops regularly, not running to time, or have there been other problems?

This section will also cover Council issues like bus stop and shelter provisioning, timetable displays and so forth.

While we cannot promise an instant fix, this Newsletter does go to our Corporate members, and we can always raise matters at council and operator liaison meetings. So, get in touch;

**BABUS Newsletter – Your Shout**  
**Miss Suzy Scott**  
**Apartment 4**  
**38-40 Stonehills**  
**WELWYN GARDEN CITY**  
**AL8 6PD**

You can also email us at **suzy.scott@babus.org.uk** with a Subject Line of **Your Shout/BABUS** or something similar. All communications to Your Shout will be considered for publication. The Editor reserves the right to edit, snip, or reformat letters.



## **Megabus.com celebrates 10 years** **(August 13)**

***Photos and text by Stagecoach  
media for both Megabus articles.***



Market-leading budget coach operator megabus.com celebrated 10 years of transforming coach travel in the UK, on 8<sup>th</sup> September 2013. While Two blue double deck vehicles started a pilot service from Oxford to London (Baker St Station) a month before in August 2003, but then a service started on the Dundee – Perth – Edinburgh – Glasgow triangle on 8<sup>th</sup> September 2003 which continues to this day.

Ten years ago people who wanted to travel by coach would turn up at the coach stop, stand in line for their journey and all passengers would pay the same fare. Now coach passengers can book their journeys weeks in advance, getting the best deals in the process. An online booking system, first introduced by megabus.com, also allows more efficient use of the capacity.

Since its launch in 2003, megabus.com, which offers travel from £1\*\*, has revolutionised coach travel, both in the UK and North America. The coach provider began in the UK, offering budget fares through a simple, online

booking system. Fares were based on a pricing model followed by low-cost airlines, allowing people to grab a bargain by booking early.

Today megabus.com operates more than 100 coaches to more than 60 towns and cities in the UK and Europe and carries around five million customers a year. The company's coaches, which have an iconic livery featuring megabus.com mascot Sid, have become an instantly recognisable sight on Britain's road network.

In the past 10 years, more than 30 million customers have travelled with megabus.com in the UK, - more than the combined population of Portugal, Greece and Austria. The company's vehicles have travelled around 54 million miles in the past decade – the equivalent to 2,168 times around the world.

During that time, Stagecoach has also launched other UK products which can all be booked through the megabus.com website. They include megatrains.com, which offers bargain train travel on Stagecoach's rail networks, and megabusplus.com, an integrated coach-rail service which connects a number of locations in the north of England with London.

Most recently Stagecoach launched a new megabusgold.com product which provides luxury daytime coach services in Scotland, England and Wales as well as overnight sleepercoach services, with lie-flat beds, linking 11 locations in Scotland with London, Birmingham, Cardiff and Bristol every night.

## **2014 Winter Sale from Megabus**



Market leading budget coach provider megabus.com is helping to beat the winter blues by offering thousands of free seats on its services in England and Wales.

The low-cost operator – which is part of Stagecoach Group - is offering 10,000 free seats, between 6 January 2014 and 20 February 2014 in a huge giveaway.

The free seats are available for travel from Monday -Thursday each week during the promotional period and can be booked now by visiting the **[www.megabus.com](http://www.megabus.com)** website (a 50p per transaction booking/handling fee still applies - see **<http://uk.megabus.com/wintersale-terms.aspx>**).

megabus.com offers fares from just £1 (plus 50p booking fee) and operates to dozens of destinations across England and Wales, serving large cities as well as smaller towns, including Newcastle, Bristol, Manchester, Preston, London, Birmingham, Norwich, Swindon, Plymouth, Newport, Swansea and via ferry to Ireland.

megabus.com recently celebrated its 10th anniversary after launching in the UK in 2003. Almost five million passengers now use megabus.com services in the UK every year.

## **Using Bus Passes on the London Midland *Marston Vale Line***

In Newsletter 19, we mentioned discounts for pass holders on First Capital Connect trains. We have also been made aware of a similar scheme operated by London Midland, on the Marston Vale line between Bedford and Bletchley. This offer is valid for local concessionary bus pass holders only, and is valid after 10.00 Monday to Friday, or anytime weekends and public holidays.

You can travel between stations on the scenic Marston Vale line, from Bedford through Millbrook and Ridgmont to Bletchley. This offer can be used for services cross-border journeys too (i.e. from Central Beds or Bedford Borough to Bletchley), but not for journeys wholly within the Milton Keynes Council boundary. When you travel, make sure that you carry your valid Concessionary Bus Pass with them throughout the journey.

### **New Weekly Intalink Explorer Coming in 2014**

Further to the Day Ticket Directory that we published two Newsletters back, a new ticket is likely to hit the streets, going on sale on Monday 18th January 2014. There will now be a weekly version of the Intalink Explorer. Sold for £30.00 Adult, £20.00 Child, this can be used on the 71/72 into Bedford, 188/190 into Biggleswade & Sandy, plus virtually all Arriva, Centrebus and many other services around Herts. This is a logical development from the 1 Day £8.50 Adult/£4.25 Concessions/£12.00 Group of four tickets.

## National Express Discount Coach Cards for Senior Citizens & Disabled Persons



If you hold a concessionary bus pass for free travel on local bus services, you may well know it is not valid at all (any longer!) on National Express coach services. Having said that, a number of good value deals will give you a discount of a third – and now a lot more besides!

**Senior Citizen CoachCards** cost £10.00 per year (add £1.50 postage for cards bought online from NationalExpress.com or by telephone to 0871 7 818178). **Disabled Persons CoachCards** offer the same discounts.

When you buy this card, you get a 1/3 discount on every National Express coach throughout England, Scotland and Wales, and has no validity on time – you can use it peak, off peak, bank holidays, and still get the same discounts! You can buy tickets from NX ticketing outlets, vending machines at coach stations, online or by phone – and the latter two options include post tickets to you (for £1.50 extra), print your own ticket at home (no extra cost), a ticket to your mobile phone (for 50p extra) or collect tickets from the coach station machines (for 50p extra).

In addition, Senior Citizen cards ONLY have new extra benefits, such as;

- £15.00 Day Return fare any Tuesday – between ANY two points in England, Wales, Scotland (NOT Airports) when booked at least 3 days in advance
- 10% off hampers at hampers.com
- 1/3 off at Best Western Hotels
- 50% off theatre tickets
- 20% off plants and 10% off gardening equipment at GardenCentreOnline.co.uk
- A free dance taster session
- Two course meal and a drink in a Old English Pub for only £8.95.
- Discounted entry to over 250 attractions around the UK.
- Sometimes there are things out of our control which means our coaches are delayed. We know how annoying this can be, so if your journey is delayed over an hour, NX give you a free journey.
- **Money Back Guarantee!** If you do not save the cost of the card in a year, then you can claim a refund for the full cost of the card.

The Booking Office at Bedford Bus Station can sell all coach cards and National Express tickets. The Tourist Information Centre in Bedford cannot sell the cards, but CAN sell the tickets after you buy your card. Both locations have supplies of various National Express timetable leaflets for various areas. Both can also be purchased online at **www.nationalexpress.com** or by telephone to 0871 7 818178 ).

## CHRISTMAS & NEW YEAR BUS SERVICE ARRANGEMENTS

## Centrebus

This year, as in previous years, bus operators will be running to special bus timetables throughout the festive period. This information is correct to Thursday 12<sup>th</sup> December 2013 and is published in good faith.

### Arriva Services 96 & 97 & Luton

**Christmas Eve Tuesday 24<sup>th</sup> December 2013** – Services will run to a normal weekday service, although buses will finish early on Service 97 (last bus will be the 1935 from Hitchin). Other routes in the Luton area will be curtailed at similar times.

**Christmas Day Wednesday 25<sup>th</sup> December 2013** - No Services.

**Boxing Day Thursday 26<sup>th</sup> December 2013** – No Services, although Green Line 757 and Service A will run a Sunday-style service from Luton Airport for Luton to London Victoria.

**Friday 27<sup>th</sup> December 2013** – Saturday service.

**Saturday 28<sup>th</sup> December 2013** – Saturday service.

**Sunday 29<sup>th</sup> December 2013** – Sunday service.

**Monday 30<sup>th</sup> December 2013** - Saturday service.

**New Year's Eve Tuesday 31<sup>st</sup> December 2013** – Saturday service with curtailments as per Christmas Eve.

**New Year's Day Wednesday 1<sup>st</sup> January 2014** – Sunday service, plus a Saturday service on Green Line 757 and Service A will run from Luton Airport for Luton to London Victoria.

**Thursday 2<sup>nd</sup> January 2014** – Normal service returns from this point onwards.

**Christmas Eve Tuesday 24<sup>th</sup> December 2013** – Services will run to a normal weekday service, although buses will finish early. Times below are the last buses each night. If your service is not listed, then it will run until last bus;

**Service 10A: 1907 from Luton.**  
**Service 19A:** 1840 from Luton.

**Service 27:** this evening service will NOT operate tonight.

**Service X31:** 1930 from Luton – see timetable for earlier services on all branches.

**Christmas Day Wednesday 25<sup>th</sup> December 2013** - No Services.

**Boxing Day Thursday 26<sup>th</sup> December 2013** – No Services.

**Friday 27<sup>th</sup> December 2013** – Saturday service, except Services 44 & 45 which will run to a normal Friday service.

**Saturday 28<sup>th</sup> December 2013** – Saturday service.

**Sunday 29<sup>th</sup> December 2013** – Sunday service.

**Monday 30<sup>th</sup> December 2013** - Saturday service, except Services 44 & 45 which will run to a normal Friday service.

**New Year's Eve Tuesday 31<sup>st</sup> December 2013** – Saturday service with curtailments as per Christmas Eve.

**New Year's Day Wednesday 1<sup>st</sup> January 2014** – Sunday service.

**Thursday 2<sup>nd</sup> January 2014** – Normal service returns from this point onwards.



## Grant Palmer

**Christmas Tuesday Eve 24<sup>th</sup>**

**December 2013** – Services will run to a normal weekday service, although buses will finish early.

**Christmas Day Wednesday 25<sup>th</sup> December 2013**- No Services.

**Boxing Day Thursday 26<sup>th</sup> December 2013** – No Services.

**Friday 27<sup>th</sup> December 2013** – Saturday service.

**Saturday 28<sup>th</sup> December 2013** – Saturday service.

**Sunday 29<sup>th</sup> December 2013** – No services. (none run on Sundays).

**Monday 30<sup>th</sup> December 2013** - Saturday service.

**New Year's Eve Tuesday 31<sup>st</sup> December 2013** – Saturday service with curtailments as per Christmas Eve.

**New Year's Day Wednesday 1<sup>st</sup> January 2014** – No services.

**Thursday 2<sup>nd</sup> January 2014** – Normal service returns from this point onwards.

**Merry Christmas & A Happy New Year!!  
From all of the  
BABUS Committee,  
to all our members  
friends and contacts.**

## Herbert's Travel

**Christmas Eve Tuesday 24<sup>th</sup> December 2013** – Service 80 will operate a Saturday service, Service 95 will operate a normal Tuesday service, while Services 185 & 187 will operate a normal Tuesday service.

**Christmas Day Wednesday 25<sup>th</sup> December 2013**- No Services.

**Boxing Day Thursday 26<sup>th</sup> December 2013** – No Services.

**Friday 27<sup>th</sup> December 2013** – Service 80 will operate a Saturday service, Service 95 will not operate. Services 185 & 187 will operate to usual Friday times.

**Saturday 28<sup>th</sup> December 2013** – Saturday service (95 does not run)

**Sunday 29<sup>th</sup> December 2013** – Sunday service (95/185/187 don't run).

**Monday 30<sup>th</sup> December 2013** - Service 80 will operate a Saturday service, Service 95 will not operate. Services 185 & 187 will operate to usual Monday times.

**New Year's Eve Tuesday 31<sup>st</sup> December 2013** – Same service as per Monday 30<sup>th</sup> December 2013.

**New Year's Day Wednesday 1<sup>st</sup> January 2014** – No services.

**Thursday 2<sup>nd</sup> January 2014** – Normal service returns from this point onwards.



## Stagecoach in Bedfordshire

**Christmas Eve Tuesday 24<sup>th</sup> December 2013** - Services finish early, as per last bus times in the right-hand column (and next page).

**Christmas Day Wednesday 25<sup>th</sup> December 2013** - No Services.

**Boxing Day Thursday 26<sup>th</sup> December 2013** – No Services.

**Friday 27<sup>th</sup> December 2013** – Saturday service.

**Saturday 28<sup>th</sup> December 2013** – Saturday service.

**Sunday 29<sup>th</sup> December 2013** – Sunday service.

**Monday 30<sup>th</sup> December 2013** - Saturday service.

**New Year's Eve Tuesday 31<sup>st</sup> December 2013** – Saturday service with curtailments as per Christmas Eve.

**New Year's Day Wednesday 1<sup>st</sup> January 2014** – No services.

**Thursday 2<sup>nd</sup> January 2014** – Normal service returns from this point onwards.



***Last buses on Christmas Eve & New Year's Eve will be as follows; (if your service is not listed below, it will run as normal).***

### **Service 1:**

2000 – Town Centre **to** Kempston,  
2013 - Kempston to Town Centre

### **Service 2:**

1945 - Town Centre to Elstow P&R,  
2000 - Elstow P&R to Town Centre

### **Service 4:**

2000 - Town Centre to Tesco,  
1950 - Tesco to Town Centre

### **Service 5:**

2001 - Town Centre to Elms Farm,  
2000 - Elms Farm to Town Centre

### **Service 6:**

1941 - Town Centre to Brickhill,  
1943 - Brickhill to Town Centre

### **Service 7:**

2000 - Town Centre to Woodside,  
1956 - Woodside to Town Centre

### **Service 8:**

1945 - Town Centre to Great Denham,  
2002 - Great Denham to Town Centre

### **Service 9:**

2015 - Town Centre to Shortstown,  
2005 - Shortstown to Town Centre

### **Service 72:**

1935 - Bedford to Hitchin,  
2040 - Hitchin to Bedford

### **Service 73:**

1955 - Bedford to Biggleswade,  
1850 - Biggleswade to Bedford

**Service 81:**

1930 - Bedford to Luton,  
2030 - Luton to Bedford

**Service 99:**

2005 - Luton to Milton Keynes,  
1955 - Milton Keynes to Luton

**Service X5 Cambridge - Oxford**

1700 - Cambridge to Oxford is the last through coach. After this point;  
1715 - Cambridge to Eaton Socon (NOT New Years Eve)  
1730 - Cambridge to Bedford  
1800 - Cambridge to Bedford  
1830 - Cambridge to Bedford  
1900 - Cambridge to Bedford  
1930 - Cambridge to Bedford  
2000 - Cambridge to Bedford  
2020 - Cambridge to Bedford  
2120 - Cambridge to Bedford **last run**  
Thus the last bus FROM Bedford to Milton Keynes, Buckingham, Bicester & Oxford will be leaving at 1815.

**Service X5: Oxford - Cambridge**

1740 – Oxford to Cambridge is the last through coach. After this point;  
1810 – Oxford to Bedford  
1840 – Oxford to Bedford  
1910 – Oxford to Bedford  
1940 – Oxford to Bedford  
2040 – Oxford to Bedford **last run**  
Thus the last bus FROM Bedford to Great Barford, St Neots & Cambridge will be leaving at 1955.

**Merry Christmas &  
A Happy New Year!!  
From all of the  
BABUS Committee,  
to all our members  
friends and contacts.**

**Uno Services in Bedfordshire (C1, C2, C10, 101, 636, 637)**

**Christmas Eve Tuesday 24<sup>th</sup> December 2013** – Services will run to a normal weekday service, although buses will finish early. Times below are the last buses each night. If your service is not listed, then it will run until last bus;

**Service C1 eastbound:** 1818 Milton Keynes to Bedford, plus a 2000 Milton Keynes to Cranfield only.

**Service C1 westbound:** 1845 Bedford to Milton Keynes, plus a 1940 Bedford to Cranfield only.

**Service 101:** ONLY ONE JOURNEY the 1915 from Hatfield Forum as far as Hitchin – no buses through to or from Luton (also see the Herts Christmas & New Year timetables for full details of other services in that area).

**Christmas Wednesday 25<sup>th</sup> December 2013** - No Services.

**Boxing Day Thursday 26<sup>th</sup> December 2013** – No Services.

**Friday 27<sup>th</sup> December 2013** – Saturday service.

**Saturday 28<sup>th</sup> December 2013** – Saturday service.

**Sunday 29<sup>th</sup> December 2013** – Sunday service.

**Monday 30<sup>th</sup> December 2013** - Saturday service.

**New Year's Eve Tuesday 31<sup>st</sup> December 2013** – Saturday service with curtailments as per Christmas Eve.

**New Year's Day Wednesday 1<sup>st</sup> January 2014** – Sunday service – **INCLUDING Cranfield services.**

**Thursday 2<sup>nd</sup> January 2014** – Normal service returns from this point onwards.



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