

Central
Bedfordshire
Council
Priory House
Monks Walk
Chicksands,
Shefford SG17 5TQ



**TO ALL MEMBERS OF THE
SUSTAINABLE COMMUNITIES OVERVIEW & SCRUTINY COMMITTEE**

25 September 2009

Dear Councillor

**SUSTAINABLE COMMUNITIES OVERVIEW & SCRUTINY COMMITTEE – TUESDAY, 29
SEPTEMBER 2009**

Further to the Agenda and papers for the above meeting, previously circulated, I write to advise you that a call-in relating to the Executive's recent decision on supported bus services will be heard under item 7.

7. Call-In

For your information I attach a copy of the following:

1. The call-in request form submitted by Councillor J N Young (as the Chairman of the relevant overview and scrutiny committee).
2. An extract from Part D2 (Overview and Scrutiny Procedure Rules) of the Constitution setting out the action the Committee can take in relation to the call-in.
3. An extract from the minutes of the Executive meeting on 15 September 2009 setting out the debate and decision on this matter.
4. The report entitled 'Supported Local Bus Services – Budget Pressure 2009/10' submitted to the Executive meeting on 15 September 2009.

Should you have any queries regarding the above please do not hesitate to contact me.

Yours sincerely

Democratic Services Officer

0300 300 5132

leslie.manning@centralbedfordshire.gov.uk

Central Bedfordshire Council
Council Offices
High Street North
Dunstable
Beds.
LU6 1LF

CALL-IN REQUEST FORM


To: ASSISTANT DIRECTOR OF LEGAL AND
DEMOCRATIC SERVICES/MONITORING
OFFICER
PRIORY HOUSE
MONKS WALK
CHICKSANDS
SHEFFORD SG17 5TQ

Note: A call in request may be made by:-

1. An individual Ward Member where a decision has particular significance for that Member's Ward;
or
2. The Chairman of the relevant Overview and Scrutiny Committee; or
3. Any two Members of the relevant Overview and Scrutiny Committee; or
4. Any three non-executive Members of Council

Please complete relevant box below:-

1. Call-in by Ward Member		
From Cllr (Print Name)	Signature	Ward

2. Call-in by Relevant Overview and Scrutiny Chairman	
From Cllr (Print Name)	Signature
Nigel Young	

3. Call-in by two Members of Relevant Overview and Scrutiny Committee		
	From Cllr (Print Name)	Signature
1.		
2.		

4. Call-in by Three Non Executive Members of the Council		
	From Cllr (Print Name)	Signature
1.		
2.		
3.		

In accordance with the provisions contained in the Procedure Rules as set out in Section 10 of Part D2, I/We wish to "call in" the following decision of the Executive or individual Portfolio Holder or key decision of an Officer.

DECISION DETAILS

NAME AND DATE OF MEETING/DECISION	Executive, Tuesday 15 th September	
ITEM/MINUTE REF	Executive Agenda Item 11	
SUBJECT HEADING	Supported Local Bus Services - Budget Pressure 09/10	
Has the decision on this matter been subject to prior consideration by the Overview and Scrutiny Committee?	YES	✓
	NO	

PLEASE STATE IN THE BOX BELOW:

- (A) THE REASON(S) FOR CALL-IN; AND
(B) THE ALTERNATIVE COURSE OF ACTION OR RECOMMENDATIONS PROPOSED.**

Reason for Call In

In the absence of a full review of bus services from Transport Officers, the Executive may not have been in a position to make a robust decision which fully considered a) the impact of the (extensive) proposed cuts on residents, b) the use of alternative transport including, but not limited to, buses used in mornings or evenings which could be used to provide alternative transport options

Recommendations Proposed

That the Executive:

- a) Call for a full review of subsidised bus services prior to making a decision to cut services other than those services which are operated primarily or entirely outside of Central Bedfordshire and should be fully supported by other Authorities OR
- b) Call for a full review of subsidised bus services and, based on the existing information before them, consider a reduction in the overspend by cutting subsidies for a number of carefully selected services where the Executive are confident that this will have a minimum impact on CB residents.
- c) Consider the use of existing CBC transport services in place of (some) subsidised services and require detailed proposals regarding these alternatives.
- d) Advise the Sustainable Communities Directorate to seek savings at least equivalent to the overspend on subsidised bus services from other areas of their budget

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Date of Application	18 th September 2009	Date received by the Assistant Director of Legal and Democratic Services/Monitoring Officer	
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THIS PART OF THE FORM TO BE COMPLETED BY THE ASSISTANT DIRECTOR OF LEGAL AND DEMOCRATIC SERVICES

CALL IN REQUEST APPROVED	YES	
	NO	

CALL IN REQUEST REFUSED BECAUSE:	(a) The procedures set out in Rules 10.7 to 10.9 have not been properly followed.	
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	(b)	A similar decision has been called in to the committee previously.
	(c)	The Executive decision has been recorded as urgent in accordance with Rules 10.13 to 10.15.
	(d)	The Monitoring Officer, in consultation with the Chairman of the relevant Overview and Scrutiny Committee considers the call-in to be frivolous, vexatious or clearly outside the call-in provisions. A similar decision has been called in to the committee previously.

DATE ADVISED OF DECISION	
APPLICANT	
LEADER	
RELEVANT PORTFOLIO HOLDER	
CHAIRMAN OF RELEVANT OVERVIEW AND SCRUTINY COMMITTEE	
CHIEF EXECUTIVE	
RELEVANT DIRECTOR	
OVERVIEW AND SCRUTINY MANAGER	
RELEVANT SERVICE HEAD	
HEAD OF DEMOCRATIC SERVICES	

SIGNED BY, OR ON BEHALF OF ASSISTANT DIRECTOR OF LEGAL AND DEMOCRATIC SERVICES	SIGNATURE:	DATE:
SIGNED BY CHAIRMAN OF OVERVIEW AND SCRUTINY COMMITTEE (In case of refusal of call in where matter is considered frivolous, vexatious or clearly outside the call-in provisions)	SIGNATURE:	DATE:

EXTRACT FROM THE CONSTITUTION

D2 OVERVIEW AND SCRUTINY PROCEDURE RULES

Consideration by the Overview and Scrutiny Committee

- 10.17 The Monitoring Officer will ensure that any valid call-in is reported to the next available meeting of the relevant overview and scrutiny committee, or will convene a special meeting if so agreed by the chairman of the overview and scrutiny committee and the decision taker.
- 10.18 The member(s) submitting the request for call-in will be expected to attend the meeting of the relevant overview and scrutiny committee to explain their reasons for the call-in and the alternative course of action or recommendations they wish to propose.
- 10.19 Having considered the call-in and the reasons given, the relevant overview and scrutiny committee may either:-
- 10.19.1 Refer it back to the decision making person or body for reconsideration, normally in time for its next scheduled meeting, setting out in writing the nature of its concerns and any alternative recommendations;
 - 10.19.2 If it considers that the decision is outside the Council's budget and policy framework, refer the matter to full Council after seeking the advice of the Monitoring Officer and/or Chief Finance Officer in accordance with Rule 7 of the Budget and Policy Framework Procedure Rules in Part B3 of the constitution; or
 - 10.19.3 Decide to take no further action, in which case the original Executive decision will be effective immediately.

Decisions Referred Back to the Decision-Maker

- 10.20 If a decision is referred back to the original decision maker, that person or body shall then reconsider the matter, taking into account any concerns and recommendations of the overview and scrutiny committee, and make a final decision, amending the decision or not, and give reasons for the decision.
- 10.21 If a decision relates to an Executive function, only the Executive can ultimately decide the matter, provided that it is in accordance with the Council's budget and policy framework.

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EXECUTIVE – 15 SEPTEMBER 2009

**Minute Supported Local Bus Services – Budget Pressures 2009/10
No.
E/09/60**

The Executive considered a report from Councillor David McVicar, Portfolio Holder for Safer and Stronger Communities outlining a strategy to avoid overspending on supported local bus services in the current financial year.

The report provided background on the reasons for supporting various local bus services as set out in The Bedfordshire Local Transport Plan 2006/07 – 2010/11 (LTP 2). Also detailed was the vision statement of the Bedfordshire Bus Strategy. It was noted that the Strategy, inherited from the County Council, was based on a larger geographical boundary and was one of the reasons contributing to an analysis that had already started of existing service provision. It was noted that the review was a large piece of work and was not expected to be completed until summer 2010.

Also set out in the report were details of the projected overspend and the implications of failing to cut services that would lead to an overspend of at least £100,000 by the end of 2009/10.

The Executive's attention was drawn to the comments of the Sustainable Communities Overview & Scrutiny Committee where it considered proposals at its meeting on 1 September 2009. Whilst the Overview & Scrutiny Committee broadly supported the withdrawal of poor performing services it asked that a full review of all supported bus services be carried out and that this be done prior to cutting any services.

During consideration of the report a non Executive member, whilst welcoming the review referred to in the report, was sceptical about its outcome. The member referred to difficulties encountered by the County Council in reviewing its Public Transport Plan. Changes in circumstances and demands such as Stagecoach threatening to withdraw services without subsidies impacted on that Council's ability to carry out a thorough review of its public transport policy.

In response to a question the Executive was informed that there had been some discussion with neighbouring authorities also providing subsidy on the proposed withdrawal of funding and some concern had been expressed.

Some members whilst supportive of the withdrawal of poor performing services based on an objective criteria (Option D –urgent action required) were concerned about the impact on the community from the withdrawal of all supported bus services (Option C – plan for improvement) and for this reason recommended only supported services categorised as Option D should be withdrawn, including the third service listed at the bottom of page 69 of the

submitted report being categorised as 'D' not 'C'. This recommendation on being put to the vote was lost.

The Executive in discussing the review suggested that the impact on the rural community needed to be looked at which led to a further recommendation being put forward that if cases of significant financial hardship are encountered as a result its actions that the Rural Transport Partnership, and other related bodies, should be asked to assist, where possible, with alternative modes of transport.

The Executive noted that any withdrawal of subsidised services would not take effect until 1 December 2009 as two months notice had to be given to the bus companies.

Reason for decisions: To agree a strategy for addressing an overspend on the supported public transport budget.

RESOLVED:

1. That support be withdrawn from a selected number of poorer performing bus services as set out on pages 69 to 71 of the submitted report in order to bring spending in line with the budget.
2. That the above services be cut with effect from 1 December 2009. (A saving of £60,000 in 2009/10 and a further saving of £120,000 in 2010/11).
3. That the outcome of the already started full review of existing service provision be reported to the Executive at the earliest opportunity.
4. If cases of significant financial hardship are identified as a result of these actions, that the Rural Transport Partnership, and other related bodies, be requested to assist, where possible, with alternative means of transport.

Meeting: Executive
Date: 15 September, 2009
Subject: Supported Local Bus Services – Budget Pressure 2009/10
Report of: Cllr David McVicar, Portfolio Holder for Safer and Stronger Communities
Summary: The report explains why various local bus services are supported by the Council and outlines a strategy to avoid over spending in the current financial year.

Advising Officer Gary Alderson, Director of Sustainable Communities
Contact Officer: Basil Jackson, Assistant Director Highways and Transport
Public/Exempt: Public
Wards Affected: All
Function of: Council
Key Decision: Yes
Reason for urgency (if appropriate) N/A

RECOMMENDATIONS:

It is recommended that Executive agree to:

1. withdraw support from a selected number of poorer performing services in order to bring spending in line with budget, and carry forward any remaining overspend into 2010/11 up to a maximum of £60,000; and
- 2 cut the above services with effect from 1st December 2009.

Background

1. The key public transport policy document for Central Bedfordshire Council is the Bedfordshire Local Transport Plan 2006/7 – 2010/11 (LTP2) and its daughter document, the Bedfordshire Bus Strategy. LTP2 states that the Council supplements the commercially provided public transport network by:
 - subsidising services on evenings and at weekends on existing routes;
 - subsidising services on special routes, in particular school transport;

- supporting other community bus schemes; and
- establishing completely new service networks, such as the *DART* demand-responsive services.

LTP2 also states that the public and local stakeholders identified local bus services (and public transport in general) as one of the key issues for Bedfordshire.

2. The vision statement of the Bedfordshire Bus Strategy is:

By 2011 to have in place a first-class public transport service, as outlined in the Strategy, which offers a realistic and attractive alternative to private transport and enables people to access the main facilities and services that they require on a day-to-day basis.

The Strategy sets key priorities, which are to:

- establish a network hierarchy, providing a framework within which services can be developed and resources channelled to those services which give greatest benefit;
- take a consistent and realistic approach to the development and support of the network;
- maintain the highest proportion of commercial provision as possible, recognising operators' aspirations and objectives;
- take an integrated approach to the network as a whole, co-ordinating service development to maximise its potential and achieve efficiency and effectiveness; and
- take a comprehensive approach to service development, taking account of all measures that contribute to high quality and attractive provision.

3. A number of service types typically require financial support because they are generally not self-supporting. These are:

- Evening services;
- Sunday services;
- Town services in smaller market towns;
- Certain types of interurban service;
- Weekday links between rural settlements and nearby market towns or regional centres for the purposes of getting to work or to the shops; and
- Less frequent rural services catering mainly for shoppers.

Although it is Government policy to promote public passenger transport, and "Kickstart" funding is available for certain high-profile schemes, the responsibility for maintaining a viable public transport network at a time when commercial bus revenues continue to fall remains with the Local Transport Authority.

Local Context

4. Central Bedfordshire Council has a portfolio of some 81 contracts for the provision of local bus services. The supported services are very diverse and range from rural shopper buses which operate once a week and cost less than £3,000 per annum to area-wide networks costing in excess of £¼ million. There are relatively few supported evening services (most of these were cut several years ago).
5. The supported public transport network shows signs of having been hastily assembled (albeit for very good reasons) rather than the integrated approach to network planning that the Bus Strategy envisions.
6. Bedfordshire County Council practice was, broadly, to mitigate the effects of commercial service withdrawals by catering for unmet travel demand, thereby minimising the impact upon existing bus users. Because recent years have seen de-registration of commercial services on a large scale, Bedfordshire's budget for supported services was continually under pressure. The most recent round of cuts in the supported local bus network took place in June 2008.
7. In preparation for Local Government Reorganisation (LGR), supported bus services that cross the boundary between Central Bedfordshire and Bedford Borough were split according to route mileage operated, and each shadow authority agreed to pay a proportionate share of the costs. These mutual contributions are factored into the total predicted expenditure.

Current Issue

8. Table 1 shows the budget for tendered local bus services in Central Bedfordshire for 2009/10 and the estimated outturn expenditure.

TABLE 1	
Route Support Budget 2009/10	£1,292,010
Rural Bus Grant 2009/10	£547,600
TOTAL FUNDING AVAILABLE	<u>£1,839,610</u>
2009/10 Full Year Cost at April 2009 prices	£1,903,000
Est. Contract Price Increases during 2009/10 (based on notional 2% increase)	£44,000
EST. TOTAL EXPENDITURE	<u>£1,947,000</u>
ESTIMATED OVERSPEND	£107,390

9. The severity of the overspend will depend on the size of the inflationary increases that have to be awarded. Cost inflation in the bus industry is currently running at about 1% (using Office of National Statistics data, including the Retail Price Index), so it is possible that the Council may not be liable for as much as the estimated £44k in practice. Nevertheless, an end of year overspend in the order of £100k is probable.

10. This situation has arisen partly from the different ways in which local bus contracts, and the corresponding budgets, were divided up at LGR. In addition to this, the former County Council stopped short of making a full set of cuts required to bring spend within budget. The last estimated split of contract commitments calculated before LGR showed a 35.6% / 64.4% split of contract costs between Bedford Borough and Central Bedfordshire respectively. The County Council entered into a higher level of contract commitments in the Central Bedfordshire area, reflecting the geographical makeup of the area. Central Bedfordshire is comprised of several small towns requiring financial support for most of their local bus network, whereas the urban bus service network in Bedford town is wholly commercial.
11. Despite some savings which fed into the total contract commitment at the end of 2008/9 (through the re-tendering of the Dunstable Town Services), there is still a variance between the latest estimated full year contract commitment for the Central Bedfordshire area (£1,903,000) and the budget allocated to Central Bedfordshire (£1,839,610), a shortfall of some 3.3% or £63,390 before inflation.
12. If Central Bedfordshire's foreseeable ongoing contract commitments had more accurately been reflected when the budget was divided at LGR, then it is possible that an overspend situation would not have arisen in 2009/10.

The Challenges

13. Central Bedfordshire will in due course establish a rural transport policy and an urban transport policy, recognising that the two are not the same and may, in fact, have different objectives. Rural public transport users demand services to a wide range of destinations that mirror the seemingly unlimited choice of venue available to car owners. Urban public transport users demand frequent and cheap local services that cater for journeys to and from work or college (including evenings), as well as links to local shops and connections with the wider bus and rail network. No doubt rural residents have the same sort of aspirations for their own bus services, but smaller passenger numbers (and a different age profile), coupled with much higher car ownership, militate against rural bus provision on the same scale as urban bus provision.
14. Rural transport policy might envisage a greater role for community transport, especially now that the Transport Act 2008 allows the paying of drivers and permits the use of larger vehicles by community bus operators. Urban transport policy might see the Council use its powers to establish Quality Bus Partnerships, whereby improvements in transport infrastructure (bus lanes, bus priority measures, improved stops, shelters and real time information) are rewarded by giving the Council a greater say in determining service frequencies, times of operation and management of fares on urban bus corridors.
15. LTP2 identifies combating traffic congestion and achieving a shift to more sustainable transport modes as a key priority. It also prioritises improving accessibility and the integration of transport and land use planning. Central Bedfordshire needs to determine the level of its support for these prime objectives, which will then feed through into the process of formulating urban and rural transport policies.

16. Recognising that transport policy formulation is necessarily a lengthy process, involving many stages of public and stakeholder consultation, Central Bedfordshire needs to address (as a separate exercise) the challenge of tailoring local bus service commitments to available budget in the short-term. Table 2 shows some of the available options.

TABLE 2			
Option	Proposal	Full Year Saving	Impact/Risks
A	Status Quo	Nil	Overspend of £100K-£140K
B	Withdrawal of all supported Sunday services	£109,000	Inhibits access to places of worship, Sunday trading. May affect ability to get to work in some cases.
C	Withdrawal of all supported evening services	£124,000	Impacts on ability of workers/students to get home after late finish. Affects commuters arriving on later trains. May affect demand for corresponding AM bus journeys.
D	Withdrawal of poor performing services, based on objective weighted criteria	Up to £200,000 depending on criteria used	May result in disproportionate amount of cuts in certain areas.

17. Service cuts of this nature will inevitably be contentious, so it is important that the methodology adopted by Executive is consistent and transparent. Appendix A gives details of the criteria used for ranking bus service contracts and Appendix B lists all Central Bedfordshire supported local bus services, containing information that will inform Members' decisions in this process.
18. Executive should be aware that the Sustainable Communities Overview and Scrutiny Committee (SCOSC) considered the above proposals on 1 September 2009 and commented as follows:
- a) The only feasible option detailed in the report was option D, "withdrawal of poor performing services, based on objective weighted criteria". It was considered that officers could not withdraw all supported Sunday services or all supported evening services as some may provide greater value for money than others. The implementation of option D would however require the further development of more detailed and objective criteria on which the assessment of poor performance could be based.
 - b) that the Executive be recommended to request a review of all supported bus services to ascertain any alternative, more cost-effective, means of delivering the services already provided by Central Bedfordshire Council prior to cutting any supported bus services.

19. In relation to the second point raised by SCOSC, Executive should be aware that the time required to conduct a full scale review of the network, ahead of making cuts, would make it impossible to achieve savings during this financial year. Notwithstanding, officers have already embarked on a thorough analysis of existing service provision with a view to identifying further efficiencies and opportunities for meeting local transport needs. The results of this work are not expected until Summer 2010. The indicative full year savings shown in Table 2 are only partially achievable in 2009/10, since the potential to make savings reduces by one twelfth every month. Given that there is a contractual notice period of two months notice would have to be given to operators on or before 31st September to cancel services from 1st December, which would achieve a maximum saving of only 33% of the potential full year savings.

20. To attempt to stem the overspend in its entirety within the current financial year would involve cutting far more services than is strictly necessary and risks damaging Central Bedfordshire's public transport network beyond repair. The recommended strategy is to make initial cuts on 1st December and to carry forward a reduced overspend (up to a maximum of £60,000) to 2010/11, when spending would be reviewed again and necessary measures taken to reduce commitments to budget levels.

21. Central Bedfordshire Council will need to examine the impact of the resulting service cuts in order to determine what, if any, mitigating measures may be possible. This might involve the use of the voluntary sector and innovative local solutions (e.g. sponsorship and/or partnerships with commercial organisations). In order to implement any such solutions, the Authority might need to commit low level funding. Members might wish to consider allowing the portfolio holder (in consultation with the Director of Sustainable Communities) to use his judgement to ensure that any such measures are appropriate and remain within overall budget levels.

CORPORATE IMPLICATIONS
<p>Council Priorities: The recommendations contribute to maintaining a balanced budget, as the Council is legally required to do.</p> <p>Financial: The financial implications are as described in the body of the report. Failure to act to cut services will lead to an overspend of at least £100,000 by the end of 2009/10.</p> <p>Legal: Any decision to withdraw financial support from local bus services may be challenged on the grounds that the Council is acting contrary to its published policies. However, alternative means of meeting people's needs will be sought in affected areas.</p>

Risk Management:

There is a risk that cutting supported services may cause hardship for existing users who are no longer able to get to/from work, shops, places of worship or to access essential services. This risk can be reduced by publicising alternative transport services effectively and seeking innovative transport solutions.

Staffing (including Trades Unions):

There are no staffing implications for Central Bedfordshire Council, although some bus operators may have to reduce staff in the event of service cuts.

Equalities/Human Rights:

Withdrawal of local bus services is likely to impact disproportionately on women, the elderly and ethnic minorities.

Community Development/Safety:

Sustainability:

Withdrawal of some local bus services may increase car use and congestion

Appendices:

Appendix A – Criteria for identifying poor performing services

Appendix B – Table of all supported local bus services

Background Papers (open to public inspection):

None

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APPENDIX A

BUS SERVICE EVALUATION TOOLKIT

Central Bedfordshire Council has inherited a very diverse portfolio of supported local bus services from Bedfordshire County Council. Supported services range from rural shopper buses which operate once a week and cost less than £3,000 per annum to area-wide networks costing in excess of £¼ million.

Bedfordshire County Council policy was, broadly, to mitigate the effects of commercial service withdrawals by providing alternative services, thereby minimising the impact upon existing bus users. Because recent years have seen de-registration of commercial services on a large scale, Bedfordshire's budget for supported services was continually under pressure, and a final round of cuts in the supported local bus network took place in June 2008. These cuts were planned by reference to the Bus Service Evaluation Toolkit (BSET), which identifies poor performing services. The toolkit is a model for evaluating the relative performance of local bus service contracts against a number of key criteria. That model needs to be updated for use in Central Bedfordshire.

The BSET evaluates services in respect of:

TABLE 1

<i>Criterion</i>	<i>Policy</i>	<i>Current Weighting</i>
Accessibility	<p>Services are scored according to whether they carry people to the shops, to work, to school/college or to hospital/surgery.</p> <p>LOCAL TRANSPORT PLAN OBJECTIVE #5:</p> <p><i>“To improve access to key facilities and services in Bedfordshire – particularly work and further education – through increased travel choices.....”</i></p>	12.5%
Congestion	<p>The total number of passengers carried per annum, as a proxy for each service's value as a sustainable alternative mode of transport.</p> <p>LOCAL TRANSPORT PLAN OBJECTIVE #4:</p> <p><i>“To minimise the growth of congestion in Bedfordshire, both in particular locations and on the overall network, and to manage its impacts on the transport system and the environment.”</i></p>	25%

Affordability	<p>The annual cost of each service – expensive services score lower than those which cost less.</p> <p>BUS STRATEGY SECTION 5.9:</p> <p>“Where financial support is required, this provision will be subject to a test of affordability.”</p>	25%
Value for Money	<p>An effective measure of whether a supported service represents good value for money.</p> <p>BUS STRATEGY OBJECTIVE #7:</p> <p>“To ensure that public transport is widely perceived to offer good value for money.”</p>	37.5%

After calibration, the model sorts supported services into four categories:

TABLE 2

<i>Category</i>	<i>Heading</i>	<i>Number of contracts in this category¹</i>	<i>Explanation</i>
D	<i>Urgent Action Needed</i>	2	Service performs poorly and fails to give value for money. Service needs thorough reassessment, as a prelude to curtailment or merger with another service.
C	<i>Plan for Improvement</i>	20	Service meeting policy objectives, but costs may be higher, or patronage lower, than we would expect. Some form of improvement called for, such as re-marketing or merger with another service.
B	<i>Satisfactory</i>	46	Service performs well, helps towards council’s policy objectives and requires relatively modest financial input to maintain viability.
A	<i>Good Value</i>	10	As B above, combined with very reasonable cost.

BSET is a useful means of assessing the relative performance of supported local bus services and of indicating those services which are most likely to be failing to perform.

¹ Using the weightings specified in Table 1

APPENDIX B: CENTRAL BEDFORDSHIRE LOCAL BUS CONTRACTS

including services contracted to neighbouring authorities to which Central Bedfordshire makes a contribution.

Description	Days of Operation	No. of Days	Est. Net Outturn Cost 2009/10	Annual Passengers Carried	Cost per Passenger	Performance Category	Communities served	Remarks
Red Rose 223/231 . Full Sunday service between Dunstable, Caddington, Slip End, Luton, Sundon, Chalton, Toddington, Harlington, Flitwick, Ampthill, Maulden, Houghton Conquest and Bedford.	Sundays and Bank Holidays	59	£49,757	4,200	£11.85	D	Dunstable, Caddington, Woodside, Slip End, Sundon, Chalton, Toddington, Harlington, Westoning, Flitwick, Ampthill, Maulden, Houghton Conquest	Bedford Borough pays 15.4% of gross cost. No contribution from Luton Borough.
All Stagecoach 160 and 165 journeys on Saturdays and School Holidays; Bedford to Leighton Buzzard, via Stewartby, Marston Moretaine, Brogborough, Ridgmont, Aspley Guise, Woburn Sands and Heath & Reach.	Saturdays & School Holidays	115	£15,885	1,400	£11.35	D	Marston Moretaine, Lidlington, Brogborough, Ridgmont, Husborne Crawley, Aspley Guise, Woburn Sands, Heath & Reach, Leighton Linlade.	Bedford Borough pays 29.7% of gross cost.
Luton Borough Council. Extension of last Arriva bus no. 4 at 23:05 from Farley Hill to Slip End, Woodside and Caddington	Monday to Saturdays	304	£1,967	200	£9.83	C	Slip End, Caddington	Luton Borough pays 93.7% of gross cost.

<p>Grant Palmer 200. Pays for: 06:20 Flitwick to Biggleswade; 07:03 Biggleswade to Flitwick; 13:27, 16:27, 18:40 Biggleswade to Flitwick; 12:25, 14:25 Flitwick to Biggleswade; 17:59 Silsoe to Biggleswade.</p>	<p>Saturdays</p>	<p>54</p>	<p>£16,370</p>	<p>4,000</p>	<p>£4.09</p>	<p>C</p>	<p>Biggleswade, Broom, Southill, Stanford, Clifton, Shefford, Campton, Chicksands, Gravenhurst, Clophill, Maulden, Ampthill, Flitwick, Silsoe</p>	<p>Also pays for diversion of commercial journeys via Southill, Campton and Upper Gravenhurst.</p>
<p>Hertfordshire County Council 97. Evenings and Sundays. Covers 19:15, 21:15 Stotfold – Hitchin; 20:46, 22:46 Hitchin – Stotfold; Sundays – whole service</p>	<p>Daily</p>	<p>363</p>	<p>£2,182</p>	<p>543</p>	<p>£4.02</p>	<p>C</p>	<p>Stotfold, Fairfield Park</p>	<p>Herts CC pays 98% of gross cost.</p>
<p>Red Rose 223, 231. Evening service between Dunstable, Caddington, Slip End, Luton, Sundon, Chalton, Toddington, Harlington and Westoning. Journeys are: 223 19:21, 21:25 Luton – Harlington; 223 22:44 Luton – Westoning; 223 19:55, 22:05 Harlington – Luton; 231 20:31 Luton – Dunstable; 231 21:00 Dunstable – Luton</p>	<p>Thursdays, Fridays and Saturdays</p>	<p>154</p>	<p>£27,682</p>	<p>6,900</p>	<p>£4.01</p>	<p>C</p>	<p>Dunstable, Caddington, Woodside, Slip End, Sundon, Chalton, Toddington, Harlington</p>	

Centrebus X31 . Extension of certain journeys from Dunstable to Milton Keynes.	Mondays to Fridays	250	£10,582	2,800	£3.78	C	Dunstable, Hockliffe	
Bedford Borough Council 168 . Bedford – Kempston – Stewartby – Marston Moretaine – Lidlington. One journey each way runs via Hall End, Wood End and Kempston West End.	Mondays to Saturdays	304	£19,835	5,500	£3.61	C	Lidlington, Marston Moretaine	Bedford Borough pays 77.8% of gross cost.
Luton Borough Council 24 . Contribution towards evening service to Dunstable (Weatherby) provided by service 24 between Luton and Dunstable.	Mondays to Saturdays	304	£12,158	3,400	£3.58	C	Dunstable	Luton Borough pays 80.68% of gross cost. Recently re-tendered by LB – price reduced by £12 per day
Centrebus 34 . Extension from Dunstable Square to Salters Way to replace 52 service.	Mondays to Fridays	250	£22,487	6,300	£3.57	C	Dunstable	
Stagecoach S1 Bedford to Luton, early evening journeys: 19:30 Bedford to Luton; 20:30 Luton to Bedford	Mondays to Saturdays (monthly charge)	304	£5,755	1,700	£3.39	C	Clophill, Silsoe, Barton-le-Clay	Bedford Borough pays 35.5% of gross cost.

Centrebus 79 . Pays for 07:28 from Meppershall to Luton, 17:50 Luton to Meppershall, and whole remaining service north of Barton.	304	£85,589	19,700	£3.32	C	Meppershall, Shefford, Gravenhurst, Chicksands & Campton, Shillington, Pegsdon, Barton-le-Clay, Streatley	About to introduce new accessible vehicles. Receives no funding from Luton Borough.
Shoreys 142 . 15:35 Ampthill, Church – Redborne School – Flitwick Station – Steppingley Rd – Manor Way – Rail Station.	189	£10,438	3,200	£3.26	C	Ampthill, Flitwick	Primarily used by non-entitled school children.
Red Kite 73 . Journeys are: 09:30, 10:30, 14:00 Totternhoe – Eaton Bray – Billington – Leighton Buzzard; 10:05, 12:05, 16:16 Leighton Buzzard – Totternhoe.	304	£25,698	8,100	£3.17	C	Totternhoe, Eaton Bray, Billington, Leighton Linlade	
Hertfordshire County Council 89 . Extension of Hitchin - Pirton service to Shillington, Meppershall and Henlow Camp. Cost of £42.18 per day increased by £40 from 2/1/09 for extension of two off-peak journeys via Stondon to Shefford.	304	£24,983	8,800	£2.83	C	Shillington, Meppershall, Stondon, Shefford, Henlow Camp	Herts CC pays 72.0% of gross cost.

AGS 90. Arlesey – Henlow taxibus	Mondays to Saturdays	304	£34,902	13,000	£2.68	C	Henlow, Arlesey, Stotfold
Arriva The Shires 61. 07:58 (M-F) and 08:27 (Sat) from Edlesborough to Dunstable	Mondays to Saturdays	304	£12,215	4,700	£2.61	C	Dunstable, Totterhoe, Eaton Bray
Grant Palmer 197. Shopping service from Biggleswade, Langford, Shefford, Clophill, Ampthill and Flitwick to Milton Keynes. Leaves Holme Court Avenue at 09:10, returns from Milton Keynes at 13:30.	Tuesdays	51	£8,605	3,300	£2.59	C	Biggleswade, Langford, Henlow, Clifton, Shefford, Clophill, Maulden, Ampthill, Flitwick, Westoning
Grant Palmer 197. Shopping service between Streatley, Barton, Ampthill, Flitwick, Woburn Sands and Milton Keynes. Leaves Streatley at 08:57 and returns from Milton Keynes at 14:20.	Saturdays	54	£6,213	2,500	£2.51	C	Streatley, Barton-le-Clay, Clophill, Maulden, Ampthill, Flitwick, Steppingley, Ridgmont, Husborne Crawley, Aspley Guise, Woburn Sands
Litchfield 140. Journeys are: 10:09, 12:59 Toddington – Milton Bryan – Eversholt – Steppingley – Flitwick – Ampthill; 09:20 Milton Bryan – Toddington; 12:05 Ampthill – Toddington; 14:40 Ampthill – Milton Bryan	Wednesdays and Saturdays	106	£5,315	2,300	£2.33	C	Toddington, Milton Bryan, Eversholt, Steppingley, Flitwick, Ampthill

J&D Travel E7 . Whole service supported. Runs from Biggleswade to Letchworth, with additional Friday journey from Sandy and Potton.	Mondays to Fridays	250	£46,753	22,750	£2.06	C	Biggleswade, Langford, Henlow, Arlesey, Stotfold, Clifton	
Stagecoach 160/165 Contract covers all of the 160 and the Woburn Sands to Bedford section of the 165 on school days only.	School Days	189	£5,494	4,000	£1.37	C	Marston Moretaine, Lidlington, Brogborough, Ridgmont, Husborne Crawley, Aspley Guise, Woburn Sands, Heath & Reach, Leighton Linlade.	Bedford Borough pays 42.9% of gross cost.
Grant Palmer 202 . Pays for; 07:45 L&D Hospital to Manshead School; 15:40 Manshead School to Harpenden	School Days	189	£21,840	8,300	£2.62	B	Dunstable, Caddington, Aley Green, Woodside, Slip End, Pepperstock	
Meridian Line Travel E1-E6 inclusive . Former East Beds Dart services, operated with council-owned vehicles. Retendered in 2008 and one-year contract awarded to Meridian Line, with option of extending to two years. Includes vehicle maintenance.	Mondays to Saturdays	304	£271,977	105,800	£2.57	B	Biggleswade, Sandy, Potton, Everton, Sutton, Wrestlingworth, Old Warden, Ickwell, Northill, Upper Caldecote, Dunton, Eyeworth	Bedford Borough pays 2.3% of gross cost. Proposed to merge with Biggleswade town services when retendered in 2010.

Arriva The Shires 61 . 21:45 from Dunstable to Luton. 22:15 from Luton to Edlesborough.	Mondays to Saturdays	304	£7,939	3,140	£2.53	B	Dunstable, Totterhoe, Eaton Bray	Luton Borough pays 47.5% of gross cost.
Arriva The Shires 150 . Aylesbury - Leighton Buzzard - Heath & Reach - Milton Keynes	Sundays and Bank Holidays	59	£3,540	1,430	£2.48	B	Leighton Linlade, Heath & Reach	Bucks CC and Milton Keynes pay approx. 90% of gross cost.
Expresslines M2 . Evening service between Bedford and Hitchin. Journeys are: 19:30, 21:30 Bedford to Hitchin; 20:30, 22:30 Hitchin to Bedford	Mondays to Saturdays	304	£24,311	9,800	£2.48	B	Haynes, Shefford, Clifton, Henlow, Arlesey	Herts CC pays 6.3% and Bedford Borough pays 32.4% of gross cost.
Centrebus 82 . Pays for: 14:11 Henlow – Biggleswade; 06:55, 14:57, 15:57, 17:10 Hitchin – Biggleswade; 14:27, 15:27, 16:27, 17:45 Biggleswade - Hitchin	Saturdays	54	£7,367	3,100	£2.38	B	Henlow Camp, Henlow, Langford, Biggleswade	
Arriva The Shires 60 . Complete service between Luton, Dunstable, Totterhoe, Eaton Bray, Whipsnade, Studham and Kensworth.	Sundays and Bank Holidays	59	£8,873	3,830	£2.32	B	Dunstable, Totterhoe, Eaton Bray, Whipsnade, Studham, Kensworth	Luton Borough pays 21.3% of gross cost.

<p>Centrebus 231. Journeys covered are: 07:50 Luton – Dunstable via Manshead School (school days); 08:05 Luton – Dunstable (non-school days); 15:40 Manshead School – Luton (school days); 15:40 Dunstable – Luton (non-school days); 18:15 Dunstable – Luton; 08:20 Slip End – Dunstable (Saturdays); 18:10 Dunstable – Slip End (Saturdays)</p>	<p>Monday to Saturdays</p>	<p>304</p>	<p>£27,779</p>	<p>12,400</p>	<p>£2.24</p>	<p>B</p>	<p>Dunstable, Caddington, Woodside, Slip End</p>	<p>Two vehicles council funded.</p>
<p>Centrebus 20. Whole service between Luton and Toddington/Flitwick/Pulloxhill</p>	<p>Monday to Saturdays</p>	<p>304</p>	<p>£71,969</p>	<p>32,900</p>	<p>£2.19</p>	<p>B</p>	<p>Pulloxhill, Flitton, Greenfield, Flitwick, Westoning, Harlington, Toddington, Chalton, Sundon</p>	<p>Five year contract with new accessible vehicles. No contribution from Luton Borough.</p>
<p>Bedford Borough Council V2. Provides complete Sunday service on V2 Bedford – Wootton – Marston Moretaine – Cranfield.</p>	<p>Sundays and Bank Holidays</p>	<p>59</p>	<p>£9,281</p>	<p>4,900</p>	<p>£1.89</p>	<p>B</p>	<p>Cranfield, Marston Moretaine</p>	<p>Bedford Borough pays 55.6% of gross cost.</p>

<p>Stagecoach M2/M3. Provides complete M2 (Bedford – Hitchin) and M3 (Bedford – Biggleswade) service on Sundays and Bank Holidays.</p>	<p>Sundays and Bank Holidays</p>	<p>59</p>	<p>£23,261</p>	<p>12,400</p>	<p>£1.88</p>	<p>B</p>	<p>Haynes, Shefford, Clifton, Henlow, Arlesey, Mogerhanger, Sandy, Beeston, Biggleswade</p>	<p>Bedford Borough pays 36.2% of gross cost.</p>
<p>Arriva The Shires 97. Pays for one vehicle, equivalent to supporting Grange Estate – Stotfold service.</p>	<p>Monday to Saturdays</p>	<p>304</p>	<p>£58,052</p>	<p>31,400</p>	<p>£1.85</p>	<p>B</p>	<p>Stotfold, Fairfield Park</p>	
<p>Grant Palmer 200. Pays for: 06:20 Flitwick to Biggleswade; 07:03 Biggleswade to Flitwick; 13:27, 16:27, 18:40 Biggleswade to Flitwick; 12:25, 14:25 Flitwick to Biggleswade; 17:59 Silsoe to Biggleswade; Also pays for diversion of commercial journeys via Southill, Campton and Upper Gravenhurst.</p>	<p>Monday to Fridays</p>	<p>250</p>	<p>£64,443</p>	<p>34,750</p>	<p>£1.85</p>	<p>B</p>	<p>Biggleswade, Broom, Southill, Stanford, Clifton, Shefford, Campton, Chicksands, Gravenhurst, Clophill, Maulden, Ampthill, Flitwick, Silsoe</p>	

<p>Centrebus X31. Extension of certain journeys to Toddington and Flitwick. Contract price increased by £30 per day from 1/4/08 to cover: 07:10 Toddington-Luton starts at Flitwick at 06:55; 17:05 Luton-Toddington extended to Flitwick (these changes replaced withdrawn service 20)</p>	<p>Mondays to Fridays</p>	<p>250</p>	<p>£42,578</p>	<p>24,200</p>	<p>£1.76</p>	<p>B</p>	<p>Dunstable, Houghton Regis, Tebworth, Wingfield, Toddington, Harlington, Westoning, Flitwick</p>	
<p>Centrebus 231. Diversion of 08:34 and 10:10 ex Dunstable via Pepperstock; Diversion of 11:40, 13:10 and 16:20 ex Luton via Pepperstock</p>	<p>Saturdays</p>	<p>54</p>	<p>£4,174</p>	<p>2,400</p>	<p>£1.74</p>	<p>B</p>	<p>Dunstable, Caddington, Woodside, Slip End</p>	
<p>Centrebus X31. Extension of certain journeys (former service 43) between Dunstable, Studham and Hemel Hempstead. Also, evening journeys at 19:30, 21:45 Luton to Studham; 20:20, 22:43 Studham to Luton</p>	<p>Mondays to Saturdays</p>	<p>304</p>	<p>£91,643</p>	<p>53,100</p>	<p>£1.73</p>	<p>B</p>	<p>Dunstable, Kensworth, Whipsnade, Studham</p>	<p>Luton Borough pays 5.2% and Herts CC pays 22.9% of gross cost.</p>

<p>Centrebus 852. Houghton Regis – Parkside – Mill Vale School – Northfields School</p>	<p>School Days</p>	<p>189</p>	<p>£23,043</p>	<p>13,900</p>	<p>£1.66</p>	<p>B</p>	<p>Dunstable, Houghton Regis</p>	<p>Service predominantly used by non-entitled school children. No direct alternative available.</p>
<p>Red Rose 69/70. Journeys are: 19:53, 21:49 Leighton Buzzard – Luton; 20:45, 22:45 Luton – Leighton Buzzard.</p>	<p>Mondays to Saturdays</p>	<p>304</p>	<p>£23,405</p>	<p>14,500</p>	<p>£1.61</p>	<p>B</p>	<p>Dunstable, Stanbridge, Tilsworth, Eggington, Leighton Linlade</p>	<p>Luton Borough pays 28.4% of gross cost.</p>
<p>Grant Palmer 202. Pays for the following journeys: 08:02 Aley Green to Harpenden; 08:30 Harpenden to Dunstable; 11:30 Dunstable to L&D Hospital; 15:04 L&D Hospital to Dunstable; 15:45 Dunstable to Harpenden (not school days); 17:10 Harpenden to Dunstable</p>	<p>Mondays to Fridays</p>	<p>250</p>	<p>£58,005</p>	<p>38,500</p>	<p>£1.51</p>	<p>B</p>	<p>Dunstable, Caddington, Aley Green, Woodside, Slip End, Pepperstock</p>	
<p>Grant Palmer 27, 36A, 36C Leighton Buzzard town services. Serves Linlade and Tesco store. 27 serves Heath and Reach.</p>	<p>Mondays to Fridays</p>	<p>250</p>	<p>£108,202</p>	<p>73,000</p>	<p>£1.48</p>	<p>B</p>	<p>Leighton Linlade, Heath & Reach</p>	<p>One vehicle council funded. Subject of pending “Kickstart” bid</p>

<p>Centrebus X31. Extension of certain journeys to Toddington and Flitwick. Contract price increased by £20 per day from 1/4/08 to cover: 08:10 Toddington-Luton starts at Flitwick at 07:50 (this change replaced withdrawn service 20)</p>	<p>Saturdays</p>	<p>54</p>	<p>£7,571</p>	<p>5,200</p>	<p>£1.46</p>	<p>B</p>	<p>Dunstable, Houghton Regis, Tebworth, Wingfield, Toddington, Harlington, Westoning, Flitwick</p>	
<p>Whole of Arriva The Shires services 32 and 33 between Leighton Buzzard High Street, Brooklands Drive, Meadow Way or Appenine Way.</p>	<p>Mondays to Saturdays</p>	<p>304</p>	<p>£68,789</p>	<p>50,800</p>	<p>£1.35</p>	<p>B</p>	<p>Leighton Linlade</p>	<p>Subject of pending "Kickstart" bid</p>
<p>Buckinghamshire County Council 61. Luton - Dunstable - Eaton Bray - Aylesbury. Contribution supports hourly service on Saturdays.</p>	<p>Saturdays</p>	<p>54</p>	<p>£7,668</p>	<p>7,000</p>	<p>£1.10</p>	<p>B</p>	<p>Dunstable, Totterhoe, Eaton Bray</p>	

Stagecoach 165 (school contract E05) from Woburn Sands to Leighton Buzzard via Vandyke Upper School. Return from Leighton Buzzard to Heath and Reach at 15:30. This contract operates in conjunction with R01/016 and R99/009 which are cross-boundary services.	School Days	189	£6,051	5,600	£1.08	B	Woburn Sands, Woburn, Heath & Reach, Leighton Linlade	
Grant Palmer 74 . Weekly shopper service from Barton via Streatley, Sundon, Chalton and Houghton Regis to Dunstable. Leaves Barton at 09:30 and returns from Dunstable at 12:25.	Wednesdays	52	£2,955	2,760	£1.07	B	Barton-le-Clay, Streatley, Sundon, Chalton, Houghton Regis, Dunstable	
Red Kite 77 . Toddington to Hitchin via Harlington, Flitwick, Clophill, Silsoe, Flitton, Pulloxhill, Barton and Hexton. Leaves Toddington at 09:15. Returns from Hitchin at 12:50	Tuesdays	51	£3,598	3,570	£1.01	B	Toddington, Harlington, Westoning, Flitwick, Clophill, Silsoe, Flitton, Pulloxhill, Barton-le-Clay	
Centrebus 231 . Whole service between Luton town centre and Bushmead.	Mondays to Fridays	250	£25,234	31,500	£0.80	B	Bushmead	

Luton Borough Council 7, 38. Evening service between Beds/Luton boundary, Houghton Regis and Dunstable town centre.	Mondays to Saturdays	304	£19,912	25,350	£0.79	B	Houghton Regis, Dunstable	Luton Borough pays 56.8% of gross cost.
Grant Palmer 10 Supports the following journeys: 07:25, 09:30 Keynes to Leighton Buzzard (Saturdays and school holidays only); 16:30 Milton Keynes to Leighton Buzzard; 07:13 Leighton Buzzard to Milton Keynes (Saturdays and school holidays only); 17:36, 18:56 Leighton Buzzard to Milton Keynes.	Mondays to Saturdays	304	£41,990	54,700	£0.77	B	Leighton Linslade, Heath & Reach, Woburn, Husborne Crawley, Aspley Guise,	Milton Keynes Council pays 48.4% of gross cost. MKC are currently reviewing their level of contribution.
Grant Palmer 36C Leighton Buzzard town services. Serves Linslade and Tesco store.	Saturdays	54	£12,100	15,770	£0.77	B	Leighton Linslade	One vehicle council funded.
Centrebus DB3 Dunstable Town Service. Town Centre - Langdale Road	Mondays to Saturdays	304	£45,347	60,000	£0.76	B	Dunstable	Five year contract with new accessible vehicles.

Arriva The Shires Line 150 . Various journeys extended from Leighton Buzzard to Heath & Reach.	Mondays to Fridays	250	£19,842	26,425	£0.75	B	Leighton Linslade, Heath & Reach	Subject of pending "Kickstart" bid
Litchfield 139 . Journeys are: 10:30 Woburn Sands – Husborne Crawley – Woburn - Eversholt – Leighton Buzzard; Return from Leighton Buzzard at 13:05	Tuesdays	51	£1,183	1,619	£0.73	B	Aspley Guise, Husborne Crawley, Woburn, Eversholt, Hockliffe, Leighton Linslade	
Litchfield 138 . Journeys are: 09:05 Toddington – Eversholt – Milton Bryan – Woburn Sands – Milton Keynes; 14:10 Woburn Sands – Milton Keynes; Return from Milton Keynes to Toddington at 14:30	Tuesdays	51	£1,247	1,815	£0.69	B	Toddington, Harlington, Tingrith, Eversholt, Milton Bryan, Woburn	
Buckinghamshire County Council 61 . Luton - Dunstable - Eaton Bray - Aylesbury. Further contribution.	Mondays to Saturdays	304	£3,195	4,700	£0.68	B	Dunstable, Totterhoe, Eaton Bray	Bucks CC pays 52% and Herts CC, Luton Borough and Central Beds pay the balance.

Biggleswade Town Services. Herberts 185 (every hour) serves Holme Court Avenue and Saxon Gate. 187 (every hour) serves Stratton Way and Northfields. Whole service supported.	Mondays to Saturdays	304	£39,945	59,800	£0.67	B	Biggleswade	
Grant Palmer X44 . Extension of commercial Bedford – Clophill service to Maulden, Ampthill and Flitwick.	Mondays to Saturdays	304	£44,954	72,350	£0.62	B	Clophill, Maulden, Ampthill, Flitwick	
Centrebus X31 diversions via Wilbury Drive: 09:00 Dunstable – Luton; 11:52, 13:52 Luton – Dunstable	Mondays to Saturdays	304	£10,388	18,100	£0.57	B	Dunstable	
Grant Palmer X42 . Whole service between Flitwick and Toddington, including peak hour journeys to/from Dunstable. Also includes diversion of all journeys via Houghton Conquest.	Mondays to Saturdays	304	£59,921	111,570	£0.54	B	Flitwick, Westoning, Harlington, Toddington, Houghton Conquest	

<p>Hertfordshire County Council 343. Contribution towards Sunday service between St. Albans, Markyate, Kensworth and Dunstable, with Summer-only projection to Whipsnade Zoo.</p>	<p>Sundays and Bank Holidays</p>	<p>59</p>	<p>£2,333</p>	<p>4,400</p>	<p>£0.53</p>	<p>B</p>	<p>Dunstable, Kensworth</p>	<p>Herts CC pays 75% of gross cost.</p>
<p>Grant Palmer X44. Additional peak vehicle</p>	<p>Mondays to Saturdays</p>	<p>304</p>	<p>£57,803</p>	<p>112,800</p>	<p>£0.51</p>	<p>B</p>	<p>Clophill, Maulden, Ampthill, Flitwick</p>	
<p>Ivel Sprinter 112, 193. Journeys are: 112: Sandy – Tempsford – Blunham – Chawston – Rookery Road – St. Neots. Thursdays only. 193: Thursdays-only shopper bus from Biggleswade, Sutton, Pottton, Everton, Sandy and Tempsford to St. Neots. Serves only Little Barford in Bedford Borough.</p>	<p>Thursdays</p>	<p>51</p>	<p>£1,277</p>	<p>2,500</p>	<p>£0.51</p>	<p>B</p>	<p>Sandy, Tempsford, Blunham, Chawston, Biggleswade, Sutton, Pottton, Everton</p>	<p>Bedford Borough pays 26.1% of gross cost.</p>
<p>Bedford Borough Council S1& M50. Whole Sunday service supported on S1 (Bedford to Luton) and M50 (Bedford to Rushden)</p>	<p>Sundays and Bank Holidays</p>	<p>59</p>	<p>£4,166</p>	<p>8,500</p>	<p>£0.49</p>	<p>B</p>	<p>Clophill, Silsoe, Barton-le-Clay</p>	<p>Luton Borough pays 15.7% and Bedford Borough pays 59.6% of gross cost.</p>

Luton Borough Council 366 journeys at the following times: 06:05 Luton to Hatfield; 18:35 Hatfield to Luton	Mondays to Fridays	250	£2,643	5,900	£0.45	B	East Hyde	Luton Borough pays 50% and Herts CC pays 23.5% of gross cost.
Buckinghamshire County Council 165 . Six return journeys per day from Aylesbury and Wing to Leighton Buzzard. Off-peak service extends to Stoke Mandeville Hospital.	Mondays to Saturdays	52 weeks	£1,564	4,700	£0.33	B	Leighton Linlade	
Hertfordshire County Council 391 . One return journey per day from Stotfold to Baldock, Lister Hospital and Stevenage	Mondays to Saturdays	304	£1,608	14,870	£0.11	B	Stotfold	Herts CC pays 93% of gross cost.
Grant Palmer 231 . Journey at 18:20 from Luton to Dunstable	Mondays to Saturdays	304	£3,105	5,470	£0.57	A	Dunstable, Caddington, Woodside, Slip End	
Centrebus 82 . Pays for 06:55 Hitchin to Biggleswade	Mondays to Fridays	250	£4,801	14,100	£0.34	A	Henlow Camp, Henlow, Langford, Biggleswade	

Centrebus 231 . Back-projection of 09:16 Caddington to Luton to commence at Wyevale Garden Centre at 09:14; Diversion of same journeys via Pepperstock. Diversion of 16:20 ex Luton to run via Pepperstock.	Mondays to Fridays	250	£3,675	10,900	£0.34	A	Dunstable, Caddington, Woodside, Slip End	
Hertfordshire County Council 46 . Peak-hour journeys from Hemel Hempstead, Redbourn, Markyate and Slip End to Luton	Mondays to Saturdays	304	£2,666	13,300	£0.20	A	Slip End	Herts CC pays 91.7% of gross cost.
Arriva The Shires 69, 70 . Complete Sunday service - Luton to Leighton Buzzard.	Sundays and Bank Holidays	59	£7,578	45,200	£0.17	A	Dunstable, Stanbridge, Tilsworth, Eggington, Leighton Linlade	Luton Borough pays 26.4% of gross cost.
Hertfordshire County Council 366 . Entire Saturday service between Luton, East Hyde, Harpenden, Wheathampstead and Welwyn Garden City.	Saturdays	54	£1,185	7,820	£0.15	A	East Hyde	Herts CC pays 85% of gross cost.
Centrebus DB2 Dunstable Town Service. Town Centre - Downside	Mondays to Saturdays	304	£12,759	100,400	£0.13	A	Dunstable	Five year contract with new accessible vehicles.

Grant Palmer X42 . Whole service between Flitwick and Toddington, including peak hour journeys to/from Dunstable. Also includes diversion of all journeys via Houghton Conquest.	Saturdays	54	£1,910	15,070	£0.13	A	Flitwick, Westoning, Harlington, Toddington, Houghton Conquest	
Buckinghamshire County Council 162 . Contribution towards two days of what is now a six-day a week service between Bleckley and Edlesborough.	Tuesdays and Saturdays	52 weeks	£2,926	25,400	£0.12	A	Billington, Leighton Linslade	Contribution specifically covers section of route between Billington and Leighton Buzzard.
Grant Palmer DB1 Dunstable Town Service. Town Centre - Ashcroft	Mondays to Saturdays	304	£12,186	125,900	£0.10	A	Dunstable	

Key:

Sundays and Bank Holidays

Daily

Mondays to Saturdays

Sundays and Bank Holiday service

Daily - contract is for a combination of evening, Sunday and Bank Holiday journeys

Evening service