

REPORT TO INFRASTRUCTURE SERVICES COMMITTEE - 6 OCTOBER 2016

PRIORITISATION OF SUPPORTED LOCAL BUS SERVICES

1 Recommendations

The Committee is recommended to:

- 1.1 **Note the current performance of the Supported Local Bus and A2B dial-a-bus services, one year after implementation of revised services; and**
- 1.2 **Note the current ‘total transport’ review of the Council’s passenger transport networks and the continued use of the Performance Management Framework Model in reviewing Local Bus and A2B dial-a-bus service contracts.**

2 Background/Discussion

- 2.1. The Council supports ‘contracted-in’ local bus services/journeys that complement the commercial local bus network along with a number of demand responsive services (Aberdeenshire A2B dial-a-bus services) operated using in-house resources and by external contractors on behalf of the Council. The current cost of these services amounts to approximately £3.7 million per annum in total (excluding staff costs, etc.). Grants are also provided to the community transport sector amounting to £345,000 per annum.
- 2.2 The primary purpose of the supported network is to cater for travel needs of our communities, citizens, visitors and businesses that would be otherwise unmet. Department for Transport research indicates that each £1 spent on supporting local bus services accrues £2.87 of wider economic benefit.
- 2.3 Determining travel needs is difficult, but various avenues are followed to try to ascertain a picture of travel needs across Aberdeenshire. Existing services are surveyed, complaints and requests received are collated and, in terms of a proactive approach, our main consultative method is via the Council’s six Area Bus Forums. Information received from these and other sources such as the annual Bus Passenger Satisfaction Survey (BPSS) and the Scottish Household, and National Highways and Transport, surveys inform Officers when monitoring and reviewing services.
- 2.4 The supported ‘public transport network’ and the policy position that defines the Council’s approach were subject to a major review in 2014, which involved a Member Officer Working Group and public consultation.

The Council’s policies regarding supported local bus and other passenger transport services are set out in the Council’s Passenger Transport Strategy, available at

<http://www.aberdeenshire.gov.uk/media/7991/passengertransportstrategy.pdf>

At its meeting on 27 November 2014, the Committee endorsed the outcome of the service review (Item 10, Page 1165) and approved the procurement approach for the replacement of Local Bus and A2B dial-a-bus service contracts (Item 9 Page 1165), from 16 August 2015.

- 2.5 At its meeting on 15 January 2015 (Item 20, Page 1378), the Policy and Resources Committee approved the award of Local Bus and A2B dial-a-bus service contracts for south and north Aberdeenshire for operational periods of 4 years and 5 years respectively.
- 2.6 As the above contracts have been in operation for a year, it is considered appropriate to provide an update on their performance, including background on the criteria used to assess performance and the approach taken regarding their prioritisation.

Performance Management Framework Model

- 2.7 In terms of the performance of the services/network, a Performance Management Framework model (PMF model), as approved by Committee on 18 March 2010 (Item 9, Page 2097), is used to assist officers in reviewing the value of existing (and potential) services and, in turn, making recommendations to retain, withdraw or amend services.
- 2.8 The PMF model ranks services against a set of agreed assessment criteria, as follows:
- 1) Average subsidy per passenger;
 - 2) Average number of passengers per journey;
 - 3) Availability of other public transport along the route served;
 - 4) Scottish Index of Multiple Deprivation (SIMD) ranking within catchment area of the service;
 - 5) Primary trip purpose;
 - 6) Car ownership within catchment area of service;
 - 7) Percentage of population with restricted mobility within catchment area (Disability Living Allowance claimants and persons aged 65 years and over);
 - 8) Service operating period (i.e. days of operation);
 - 9) Function of service subsidy (e.g. maintenance of existing service link, a new or service, a frequency enhancement, or Dial-A-Bus service);
 - 10) Service operating times (e.g. peak weekday, inter-peak weekday, evenings (Mon - Sat), etc.); and
 - 11) Local policies (whether services address modal shift or social inclusion objectives).
- 2.9 Care has to be taken when interpreting the results of the model, which requires to be viewed as a guide to the performance of supported services rather than as a definitive indicator. For example, within any contract certain journeys may be performing well whilst others poorly. Similarly certain days of operation may be better performing than others. Particular local circumstances may also be relevant. The PMF model is therefore best used as a guide to identify those contracts requiring further detailed consideration and potential review.

2.10 The current PMF output is provided in **Appendix 1** to the report.

Benchmarking.

2.11 As outlined in a Bulletin Report to Committee on 18 August 2016, the Association of Transport Co-ordinating Officers (ATCO) undertook a benchmarking survey across UK passenger transport authorities last year, with returns from 23 of the 32 Scottish Councils.

2.12 In terms of expenditure per head of population on public transport related activities, Aberdeenshire spends more (£12.97) than the average across Scotland (£9.94) on supported Local Bus services and also on unconventional transport services. However, when compared with 'benchmark' Scottish rural authorities Aberdeenshire spends less per head of population on local bus services, e.g. compared to: Angus (-16%); Argyll and Bute (-46%); Dumfries and Galloway (-44%); and, Perth and Kinross (-19%).

2.13 It is noteworthy that Aberdeenshire spends more (£3.30 per head) than the average across Scotland (£1.55 per head) on demand responsive transport, with only Fife (£4.82 per head) and Highland (£3.49 per head), of the authorities who reported expenditure to ATCO, spending more.

'Total Transport' Network Review

2.14 In seeking to address the significant increase in the cost of delivering mainstream home-to-school transport following the procurement of new contracts in August 2015, a review of all Council provided passenger transport services is currently being undertaken on a Community School Network (CSN) basis. The methodology adopted follows the so called 'total transport' approach advocated by the Department for Transport within England, looking at all passenger transport services and assets within an area on a holistic basis to determine whether better integration and, in turn, efficiency savings can be achieved.

2.15 The focus of this review exercise is on mainstream school transport but, in doing so, all services will be reviewed to determine if efficiency savings can be achieved through service revision/withdrawal, additional service integration and/or conversion to in-house operation.

2.16 It is proposed that any outcomes that would result in potential changes to supported local bus services and/or A2B dial-a-bus services will be subject to community consultation and, in turn, recommended for elected member approval. This exercise is initially focussing on the Fraserburgh, Mintlaw and Peterhead CSN networks, as these areas experienced the greatest uplift in costs in August 2015.

Bus Service Regulation

- 2.17 Although the guiding legislation is different, buses in Scotland work under a similar, deregulated framework to those in England (outside London) and Wales (i.e. by private sector operators in an open, competitive environment, responsible to a Traffic Commissioner) with similar although not identical options for local authority regulation (i.e. Quality Contracts (QCs) and statutory Quality Partnerships (sQPs)).
- 2.18 To date all local partnership agreements entered into with the bus industry have been of a voluntary nature.
- 2.19 Discussions are progressing through the Local Authority Bus Operators Forum (LABOF) on whether a sQP should be adopted as a policy tool for the public transport network across Aberdeen City and Aberdeenshire, comprising Aberdeenshire Council, Aberdeen City Council, Nestrans, Stagecoach, First, and other Local Bus operators. This approach brings the potential advantage that where bus priority improvements improve reliability and journey times along a corridor, these benefits can act as a lever for releasing resources for the operators to reinvest in new and/or improved services.
- 2.20 A QC is a very bureaucratic policy tool which would be costly to pursue and would undoubtedly be challenged by one or more Operators. Stagecoach recently challenged and won a tribunal case against a proposed QC in the North East of England. It is telling that no QCs have been implemented to date in the UK. Essentially a transport authority must prove that there has been market failure.
- 2.21 The Scottish Government has committed to look at legislation around buses and the issue of buses in Scotland has recently received greater interest with proposals south of the border to re-instate aspects of the deregulation of the bus industry. The Bus Services Bill 2016-17, which applies to England (outside London), has received its third reading in Parliament, and makes provision for new “Enhanced Partnership” and “Bus Franchising” schemes. The Scottish Government has committed to a Transport Bill aimed at improving bus services, and it is likely that such policy tools will be considered.
- 2.22 “Enhanced Partnerships” remove the need to involve the provision of specific facilities (e.g. infrastructure), as prescribed by a sQP. The local transport authority, in partnership with bus operators, can: set standards for local bus services, including vehicle specifications and frequencies along a particular route or transport corridor; or set emissions standards to improve local air quality; or introduce common branding, marketing and ticketing rules over a wider geographical area
- 2.23 Under “Bus Franchising” schemes, the local transport authority identifies which local bus services should be provided in an area and what additional facilities should be provided, rather than bus operators determining the vast majority of services on a commercial basis. Operators then bid for the right to operate those services or apply for a permit to operate a service in addition to those specified by the authority. Whilst franchising has many potential

benefits it is likely that such schemes would result in the need for significant additional transport authority revenue support.

- 2.24 This Committee will be informed of any legislative developments in Scotland, which could have implications for Aberdeenshire Council.
- 2.25 The Head of Finance and Monitoring Officer within Business Services have been consulted in the preparation of this report and is supportive of the report.
- 2.26 The Head of Central Procurement has been consulted in the preparation of this report and is supportive of the report.

3 Equalities, Staffing and Financial Implications

- 3.1 An Equality Impact Assessment is not required because the purpose of the report is simply for the Committee to note the performance of supported bus services, the 'total transport' review of all the Council's passenger transport services, and the possibility for new regulatory measures to be introduced by the Scottish Government. There will be no differential impact, as a result of the report, on people with protected characteristics.
- 3.2 There are no staffing or financial implications arising from this report.

Stephen Archer
Director of Infrastructure Services

Report prepared by Neil Stewart, Principal Officer
1 September 2016

PMF : PERFORMANCE MANAGEMENT FRAMEWORK MODEL

SUMMARY OF SERVICE / CONTRACT PERFORMANCE : 23 September 2016

Contract Number	Service Number(s)	Description	Contract Operating Period	Total Cost (ANNUAL)		Average Cost per Pax	SCORE	RANK
				£3,700,935				
AVER>> 56.4								
NL8(A)	271	Banff - Fraserburgh (N.E.S. College)	College days (Mon-Fri)	£19,074	£1.82		75.4	1
NS496B-L(B)	253	Turriff - New Deer - Maud	Mon-Sat (evening)	£11,039	£1.48		75.4	2
NL17	67	Ellon - Mintlaw - Fraserburgh	Mon-Sat (evening)	£12,115	£1.65		74.8	3
NL55	290/291	Aberdeen - Tarves / Methlick	Daily (am/pm/evening)	£114,005	£1.42		74.6	4
SL35 (B)	9	Laurencekirk - Marykirk - Montrose	Sat (interpeak)	£7,800	£1.01		72.0	5
SL34 (A)	9	Laurencekirk - Marykirk - Montrose	Mon-Fri (peak/interpeak)	£39,000	£1.37		71.0	6
NL56	290/291	Aberdeen - Tarves / Methlick	Mon-Fri (peak am journey)	£33,359	£3.47		70.6	7
SL15	7A	Stonehaven - Aberdeen	Mon-Fri (early am peak journey)	£809	£0.19		70.6	8
NL5	405	Macduff - Whitehills - Old School Boyndie - Portsoy - Sandend - Cullen	Mon-Fri (interpeak)	£9,995	£1.16		69.9	9
NL2	35	Aberdeen - Oldmeldrum - Turriff - Macduff - Whitehills	Monday (evening)	£1,925	£1.91		69.0	10
SL2(A)	X20	Alford - Kemnay / Kintore / Aberdeen	Mon - Sat (peak/interpeak/evening) & Sun (interpeak/evening)	£18,665	£1.22		68.5	11
NL11	74	Fraserburgh - Sandhaven - Rosehearty	Mon-Sat (am&pm peak/evening) & Sun (daytime/evening)	£10,801	£0.75		68.4	12
NL25	83	Peterhead Town Service (Buchanhaven - Waterside Circular)	Mon-Sat (am & pm peak/interpeak/evening)	£118,114	£1.62		68.0	13
SL25	8/9	Laurencekirk - Montrose Railway Station	Saturday return journey (interpeak)	£68	£0.06		68.0	14
NL49	22	Inverurie Town Service	Mon-Sat (am peak/interpeak/pm peak)	£92,308	£2.29		67.4	15
NL41	452	Fraserburgh - Strichen - New Deer - Methlick - Inverurie	Tuesday shoppers service	£2,959	£2.00		67.2	16
NS644K-L(B)	41A	Inverurie - Huntly	Mon-Fri (am/pm peak)	£12,480	£2.92		67.0	17
SL9	37	Aberdeen - Inverurie	Sunday journey(evening)	£335	£0.29		66.8	18
NL60	290/291	Aberdeen - Tarves / Methlick	Saturday (peak pm journey)	£256	£0.28		65.6	19
NL18	68	Fraserburgh - Strichen - Mintlaw - Ellon - Aberdeen	Mon-Sat (evening)	£28,773	£3.59		65.0	20
NL58	290/291	Aberdeen - Tarves / Methlick	Mon-Fri (am peak & pm peak journey)	£8,862	£1.31		64.6	21
NS496E-L(B)	257/258	Turriff Town Service and Circular via Cuminstown / New Byth	Mon-Sat (am peak/interpeak/pm peak)	£74,514	£3.78		64.3	22
NL47	493	Ellon - Pitmedden - Oldmeldrum - Inverurie	Mon-Sat (am peak/interpeak/pm peak)	£100,545	£3.33		64.0	23
SLA2	A2B FTT	Fraserburgh A2B: Town based service	Tuesday (interpeak)	£7,114	£2.79		63.8	24
SL4	421	Alford / Kemnay - Inverurie	Mon-Sat (am peak/interpeak/pm peak) Sun (daytime)	£129,048	£4.14		63.5	25
NL50(A)	416	Rhynie - Clatt - Auchleaven - Insch - Oyne - Inverurie	Tuesday shoppers service	£120	£0.19		62.8	26
NL59	290/291	Aberdeen - Tarves / Methlick	Mon-Fri (evening service)	£46,267	£5.00		62.6	27
NL4	35	Aberdeen - Oldmeldrum - Fyvie	Sunday journey (evening)	£57	£0.09		62.6	28
SL3	420	Aberdeen - Kemnay	Mon - Fri (am/pm peak) Sat(pm peak)	£98,198	£4.50		62.5	29
NL23	61	Hatton Village-Cruden Bay-Peterhead	Mon-Fri (early am peak)	£8,188	£3.05		61.7	30
NL24	82	Peterhead Town Service (Meethill Circular)	Mon-Fri (evening) Sat (interpeak)	£6,845	£3.50		61.6	31
NL20	78/79	Fraserburgh Town Service (Buchan Road Circular)	Mon-Fri (interpeak/pm peak)	£14,602	£2.78		61.3	32
SLA2	A2B FIR	Fraserburgh A2B: Rural Area based service	Mon-Fri (interpeak)	£17,268	£4.52		61.2	33
NL21	69	Peterhead - St Fergus Village - Crimond - Lomnay - Fraserburgh	Mon-Sat (early am/evening) Sun (daytime/evening)	£61,275	£4.15		61.1	34

APPENDIX PAGE 2

Contract Number	Service Number(s)	Description	Contract Operating Period	Total Cost		SCORE	RANK
				(ANNUAL)	Average Cost per Pax		
NL3	35	Aberdeen - Newmachar - Oldmeldrum - Fyvie	Saturday (evening)	£1,484	£1.53	60.6	35
SL7	X17	Erick / Westhill - Aberdeen	Saturday (am peak)	£89	£0.20	60.4	36
NL12(B)	75	Fraserburgh - St Combs	Mon-Sat (early am/pm/evening) Sun (daytime/evening)	£21,978	£2.20	60.4	37
SLA1	A2B P	Peterhead A2B: Area based service	Mon-Fri (interpeak)	£16,858	£3.66	60.0	38
NL35	62	Ellon - Balmadie - Aberdeen	Saturday journey (am peak)	£75	£0.18	60.0	39
NL40(B)	308	Aberchirder / Turriff / Rothienorman - Inverurie	Mon-Fri (am peak/interpeak/pm peak) Sat (interpeak)	£64,073	£5.99	59.7	40
SLA6	A2B9	Huntly A2B: Area based service	Mon-Fri (interpeak)	£18,957	£4.27	59.5	41
NL27	84	Peterhead Town Service (Middle Grange Circular)	Mon-Sat (am peak/interpeak/pm peak)	£61,723	£3.80	59.3	42
SL14	106	Stonehaven Town Service	Mon-Fri (interpeak)	£36,072	£2.28	59.2	43
NL28	82/83	Peterhead Town Services (Meethill / Buchanhaven & Waterside Circular)	Sun (daytime)	£10,175	£2.02	59.0	44
NL13	270	Fraserburgh - Strichen - New Aberdeen - New Pitsligo (Circular)	Mon-Fri (interpeak) Sat (interpeak/pm peak)	£40,811	£5.58	58.9	45
SL30	X18	Alford - Westhill	Mon-Sat (am peak/interpeak/pm peak)	£96,273	£6.27	58.6	46
NL26	81/82A	Peterhead - Meethill - Boddam	Sat (am peak/evening) Sun (daytime)	£77,889	£3.25	58.6	47
SL8	X17	Aberdeen - Westhill / Erick	Sun (evening)	£2,253	£1.57	58.4	48
SS841L-L(A)	26/26A	Stonehaven - Laurencekirk / Stracathro Hospital	Mon-Sat (am peak/interpeak/pm peak)	£169,473	£6.14	58.3	49
NL22	66	Stuartfield/Mintlaw - Longside - Peterhead	Mon-Sat (pm peak/evening) Sun (daytime)	£33,870	£3.74	58.2	50
NL19	76/77	Fraserburgh Town Service (Broad Street Circular)	Mon-Sat (pm peak/evening)	£8,920	£2.85	58.0	51
SL17	7B	Stonehaven - Aberdeen	Saturday (am peak)	£2,331	£3.04	57.6	52
SL27(A)	201/202	Aberdeen - Banchory - Aboyne - Ballater - Braemar	Daily (am peak/interpeak/pm peak/evening)	£188,841	£3.67	57.0	53
NL6	301/303	Macduff / Turriff - Aberchirder - Huntly	Mon-Fri (am peak/interpeak/pm peak) Sat (interpeak)	£132,850	£9.89	57.0	54
SDA1	VH1,3,4,5	Aboyne - Tarland / Banchory	Mon-Fri (interpeak)	£34,580	£3.63	56.8	55
DRT2	A2B2	Central Buchan A2B: Area based service	Mon-Sat (am peak/interpeak/pm peak)	£101,500	£5.70	56.7	56
NL34(B)	251	Fraserburgh - New Pitsligo - Ellon	Mon-Sat (am peak/interpeak/pm peak)	£56,616	£8.76	56.5	57
SLA7	A2B10	K&M A2B: Area based service	Mon-Fri (interpeak)	£34,849	£4.90	56.2	58
SLA3	A2B6	Inverurie A2B: Area based service	Mon-Fri (interpeak)	£19,363	£3.30	55.7	59
NL1	35	Aberdeen - Oldmeldrum - Turriff - Macduff - Banff	Mon-Fri (evening)	£38,459	£5.36	55.6	60
SL22	X18	Echt - Westhill	Mon-Fri (am/pm peak)	£4,992	£3.06	55.1	61
NL53(B)	41	Insch - Oyne - Inverurie	Mon-Sat (interpeak/pm peak)	£60,335	£3.72	55.0	62
SLA8	A2B11	Deeside A2B: Area based service	Mon-Fri (interpeak)	£23,470	£3.79	54.9	63
NL7	273	Banff - Gardenstown/Fraserburgh	Mon-Sat (interpeak/pm peak)	£31,753	£5.04	54.9	64
NL10	473	Gardenstown - Pennan - Fraserburgh	Tuesday shoppers service	£4,165	£5.34	54.8	65
SLA5	A2B8	Turriff A2B: Area based service	Mon-Fri (interpeak)	£18,395	£6.57	54.5	66
SLA11	A2B14	South Mearns A2B: Area based service	Mon-Fri (interpeak)	£14,284	£6.04	54.4	67
NL31	254	Ellon Town Service	Mon-Sat (am peak/interpeak/pm peak)	£121,561	£4.86	54.4	68
SL20(A)	106	Stonehaven Town Service	Saturday (interpeak/pm peak)	£5,032	£2.60	54.2	69
SL28	202	Aberdeen - Banchory - Aboyne	Sunday evening	£1,305	£2.89	54.0	70
SL33 (D)	205	Banchory Town Service	Mon-Fri (interpeak)	£32,916	£3.96	54.0	71
SL29	X18	Alford - Westhill	Mon-Fri (pm peak/evening)	£28,223	£7.75	52.6	72

APPENDIX PAGE 3

Contract Number	Service Number(s)	Description	Contract Operating Period	Total Cost		SCORE	RANK
				(ANNUAL)	Average Cost per Pax		
SL32	202	Aboyne - Torphins	Friday evening journey	£203	£1.02	52.6	73
SLA10	A2B13	Ellon Town/Collieston A2B: Area based service	Mon-Fri (interpeak)	£10,975	£4.54	52.3	74
NL61	81	Peterhead - Boddam	Mon-Fri (am peak/evening) Sat & Sun (am peak)	£30,212	£7.49	52.0	75
NL30	747	Peterhead/Ellon - Belhelvie - Potterton - Dyce	Mon-Fri (am peak/interpeak/pm peak)	£131,537	£11.37	51.4	76
SL13(B)	204	Strachan / Banchory - Aberdeen	Mon-Fri (am & pm peak, Tue & Fri interpeak)	£43,551	£7.40	51.4	77
NL14	253	Turriff - New Deer - Maud - Mintlaw - Fetterangus - Fraserburgh	Tuesday & Friday (interpeak)	£10,889	£7.86	51.4	78
NL15(A)	252	New Deer - Maud - Old Deer - Mintlaw - Fetterangus - Fraserburgh	Mon-Fri (am & pm peak)	£50,313	£10.67	51.0	79
NL43	248	New Byth - Cuminstown - Woodhead - Fyvie - Oldmeldrum - Inverurie	Thursday shoppers service	£3,994	£5.21	50.8	80
NL33	450	Ellon - Newburgh	Mon-Fri (am peak/interpeak/pm peak)	£14,352	£3.21	50.7	81
SL16	7B	Stonehaven - Aberdeen	Saturday (am peak)	£2,331	£5.18	50.6	82
DRT3	A2B4	Westhill A2B: Area based service	Mon-Fri (interpeak/pm peak) Sat (interpeak)	£77,545	£7.35	50.6	83
SL31	X18	Elrick / Westhill - Kingswells	Mon-Fri (am peak/interpeak/pm peak)	£78,445	£7.98	50.2	84
NL29	82S	Peterhead Town Service (Boddam - Invernettie - Academy)	school/day return am/pm	£26,011	£7.43	50.2	85
SL18	107	Stonehaven - Montrose	Mon-Sat (am peak/interpeak/pm peak/evening)	£89,037	£8.01	49.9	86
NL9(B)	272	Fraserburgh - Strichen - New Pitsligo - Macduff - Banff	Mon-Fri (am peak/interpeak/pm peak)	£63,653	£10.06	49.5	87
NL51(A)	231	Alford - Lumsden - Rhyntie - Huntly	Mon-Fri (am peak/interpeak/pm peak)	£89,289	£9.21	49.1	88
NL48	240	Oldmeldrum - Inverurie	Saturday (interpeak)	£5,025	£4.57	49.0	89
SLA9	A2B12	Insch A2B: Area based service	Mon-Fri (interpeak)	£17,113	£11.30	46.8	90
NL16	68	Mintlaw - Strichen - Fraserburgh	Mon-Fri (am peak)	£8,382	£11.01	44.6	91
SLA4	A2B InVR	Inverurie Rural A2B: Area based service	Mon-Fri (interpeak)	£20,069	£10.07	43.8	92
SL19(B)	105	Banchory - Rickarton - Stonehaven	Mon & Thur (interpeak)	£23,345	£11.94	43.7	93
NL62 (C)	777	Oldmeldrum - Inverurie - Kingswells - Kirkhill Industrial Estate	Mon-Fri (am & pm peak)	£31,200	£10.34	43.3	94
NL45	403	Kingseat - Kinnuck - Inverurie	Tuesday shoppers service	£6,136	£9.72	43.3	95
SL24(B)	210	Tarland - Aboyne	Mon & Wed (interpeak)	£5,352	£6.58	42.6	96
SL26	8	Laurencekirk - Montrose Railway Station	Saturday (return journey interpeak)	£1,472	£9.03	41.0	97
NL52	417	Lumsden - Rhyntie - Ciatt - Auchleven - Insch	Mon-Fri (am & pm peak)	£41,600	£17.02	40.7	98
NL44	402	Kingseat - Hatton of Fintray - Inverurie	Thursday shoppers service	£6,136	£10.28	39.7	99
NL57	292	Tarves - Ellon	Mon-Fri (peak am & peak pm journey)	£36,977	£22.13	38.1	101
DRT1	A2B1	Strathdon A2B: fixed route Bellabeg - Alford	Thur (am peak/interpeak)	£11,982	£31.53	33.6	102
DRT1	A2B3	Alford A2B: Area-based service	Wed & Fri (am peak/interpeak)	£21,912	£15.57	32.9	103
SL23	103	Cookney - Aberdeen	Mon-Fri (am & pm peak)	£19,500	£20.93	32.3	104