

LEDBURY TOWN COUNCIL

**MINUTES OF A MEETING OF A TRAFFIC MANAGEMENT WORKING PARTY
HELD ON
29 MARCH 2022**

PRESENT: Councillors Bannister, Howells and Morris

ALSO PRESENT: Angela Price – Town Clerk
Sue Britten
Steve Betts
Steve Glennie-Smith
Angela Vawn

TMWP103 APOLOGIES FOR ABSENCE

None received

TMWP104 DECLARATIONS OF INTEREST

None received.

**TMWP105 TO APPROVE THE MINUTES OF A MEETING OF THE TRAFFIC
MANAGEMENT WORKING PARTY HELD ON 22 FEBRUARY 2022**

RESOLVED:

**That the minutes of the meeting of the Traffic Management Working
Party held on 22 February 2022 be approved and signed.**

TMWP106 ACTION SHEET

The Town Clerk provided an update on Minute No. TMWP107. She advised that she had provided Balfour Beatty with photographs of the preferred location of the traffic calming gates in Parkway and had since received an email response from Traffic Officers at Herefordshire Council advising that they have no issue with gates being placed at the 50mph speed limit, however they had suggested that locating them at the 40mph sign would be likely to have more impact.

Councillor Morris requested that changes were made to letters sent to residents regarding parking permits, these changes were the time the permit is valid for, engine capacity of vehicle and length and a line to put name and contact details. The Clerk advised the policy in Hereford is just per vehicle which Ledbury Town Council has no control on.

RESOLVED:

That the Action sheet be received and noted.

TMWP107 SPEED INDICATOR DEVICES - SID'S

A. Update on Meeting with Hereford Council Highways Officer

Members were provided with a verbal update on a meeting with Hereford Council Highways Officer. The Clerk advised that since the meeting the Highways Officer had confirmed the data provided was correct, noting that the SID had been moved earlier than normal that month due to annual leave.

RESOLVED:

That the update be received and noted.

B. UPDATE ON SID DATA RE SOUTHEND, LEDBURY

Members of were provided with a follow up on the enquiry to Herefordshire Council officers in respect of SID Data for the camera sighted on the Gloucester Road. Councillor Bannister suggested that the Council should consider purchasing their own data camera due to these units being unreliable.

RESOLVED:

That members receive and note the information in the report and attached SID data.

TMWP108 TRAFFIC CALMING GATES

Members were provided with a report with an update on the progress in respect to the installation of traffic calming gates in Parkway for the purpose of reducing the speed of vehicles entering the village.

RESOLVED:

That members of the Traffic Management Working Party receive and note the information provided, noting that once further information has been received from Balfour Beatty in relation to the assessment and design processes this will be submitted to a meeting of the Working Party for recommendation to the Planning Committee.

Angela Vaughan joined the meeting at 7:42PM

TMWP109 TRAFFIC REGULATION ORDERS APPLICATION TOOL KIT

Members were provided with a copy of the Traffic Regulation Orders Application Toolkit provided by Herefordshire Council, which provides information in respect of resident parking.

RESOLVED:

- 1. Members received and noted the information provided**
- 2. That the Clerk contact to Highways at Herefordshire Council to establish how to progress TRO's following the changes to how the TRO's are managed, noting that Herefordshire Council are waiting to appoint an officer to this role.**
- 3. That once the surveys have been returned from residents of Queen's Court, Masefield Avenue and Southend, the Clerk is to submit an analysis of the results for further consideration by the Working Party.**
- 4. That a recommendation be made to the Planning Committee for future funding in respect of TRO's.**

TMWP110 MOVING TRAFFIC ENFORCEMENT BY CAMERA – CONSULTATION

RESOLVED:

- 1. That members provide comments in respect of this consultation to be provided to Councillors Bannister and Howells to draw together a draft response to be sent by the Clerk on behalf of the Council noting that the deadline for responses to the consultation is 14 April 2022.**
- 2. Clerk to look into the cost of a mobile camera unit being used in Ledbury.**

TMWP111 TWENTY'S PLENTY

Members were provided with information in respect of Twenty's Plenty campaigns.

RESOLVED:

- 1. That the Clerk sign up to the regular "Twenty's Plenty" newsletter.**
- 2. That a recommendation be submitted to Full Council that the Clerk writes Herefordshire Council asking them to give consideration to establishing a Twenty's Plenty campaign in**

Ledbury, subject to discussions with Herefordshire Council officers.

3. That a further report on this be provided to a future meeting of the Planning Committee, providing detail of the suggested roads for consideration of 20 mph speed limits.

TMWP112 **IMPACT OF DEVELOPMENT AND PROPOSED DEVELOPMENT OF TRAFFIC MANAGEMENT**

It was noted that there were new updates to consider, however, it was noted that it is anticipated that there will be some to report in the future in relation to new housing developments in Ledbury.

TMWP113 **DATE OF NEXT MEETING**

RESOLVED:

It was noted that the next meeting of the Traffic Management Working Party was scheduled for Monday, 2 May 2022 at 7:00pm

The meeting ended at 8:26pm.

Signed Dated
(Chair)

ACTION SHEET
Traffic Management Working Party
29.03.2022

Minute No.	Action	To be Actioned by	Date Actioned	Comments	Actioned
TMWPP109 (2)	The Clerk to contact Highways at Herefordshire Council to establish how to progress TRO's following the changes to how the TRO's are managed, noting that Herefordshire Council are waiting to appoint an officer to this role	TC			In Progress
TMWPP109 (3)	That once the surveys have been returned from residents of Queen's Court, Masefield Avenue and Southend, the Clerk is to submit an analysis of the results for further consideration by the Working Party.	TC		Excel sheet being drafted	In Progress
TMWPP110 (1)	That members provide comments in respect of this consultation to be provided to Councillors Bannister and Howells to draw together a draft response to be sent by the Clerk on behalf of the Council noting that the deadline for responses to the consultation is 14 April 2022.	TC	12.04.2022	No comments received	deadline expired
TMWPP110 (2)	Clerk to look into the cost of a mobile camera unit being used in Ledbury.	TC			Completed
TMWPP111	That the Clerk sign up to the regular "Twenty's Plenty" newsletter.	TC	27.04.2022		In Progress
TMWPP111 (2)	That a recommendation be submitted to Full Council that the Clerk writes Herefordshire Council asking them to give consideration to establishing a Twenty's Plenty campaign in Ledbury, subject to discussions with Herefordshire Council officers.	TC	2022/23		In Progress
TMWPP111 (3)	That a further report on this be provided to a future meeting of the Planning Committee, providing detail of the suggested roads for consideration of 20 mph speed limits.	TC	Jun-22		In Progress

LTC Clerk

From: ajv0710@gmail.com
Sent: 30 March 2022 09:42
To: LTC Clerk
Subject: RE: Automatic reply: Traffic Management working party
Attachments: 2022-03-28 Residents parking.ods

Dear Angie

Thank you for inviting us to your meeting, it was very informative.

As promised I am attaching my spreadsheet re the resident parking.

I hope we all feel better soon! I also have C after staying clear of it for 2 years!

Kind regards Angela V

From: LTC Clerk <clerk@ledburytowncouncil.gov.uk>
Sent: 29 March 2022 09:41
To: ajv0710@gmail.com
Subject: Automatic reply: Traffic Management working party

i am working from home as I have tested positive for Covid. I will be checking my emails aintervals and will get back to you as soon as possible. However, if your enquiry is urgent please call me on 07734966926.

Southend Permit Parking

40 Parking spaces in the Southend

44 Houses, 8 Flats

<u>Cars</u>	<u>Days</u>	<u>Fee</u>		<u>Amount</u>	<u>Item</u>
40	365	£30		£1,200	Annual Residents Permit
4	261	£6	£12	£3,132	All day
25	261	£2	£60	£15,660	4 X 2 hrs
15	261	£4	£54	£14,094	3 x 3 hrs
25	261	£3	£25	£6,525	5 x Max 3 hrs
120		£10		£1,200	Visitors parking
				<u>£41,811</u>	



20's Plenty for Us

...making your place a better place to be

ADRIAN BERENDT
6SC

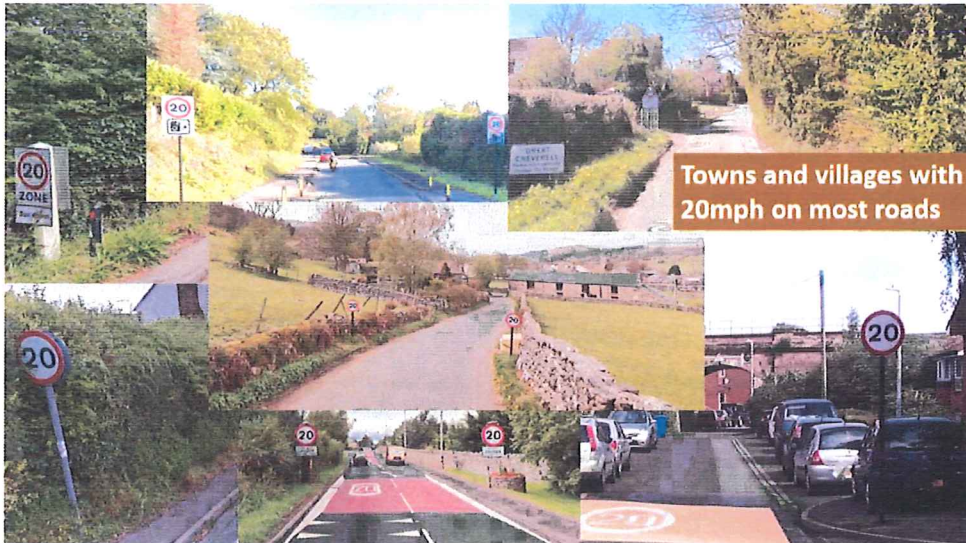
OCT 12, 2021

2 REACTIONS

FOLLOW REACTIONS

HOME > INFORMATION > BRIEFINGS

GETTING YOUR PARISH OR TOWN COUNCIL TO SUPPORT 20MPH



Parish and Town Councils can pass motions supporting 20mph where people live, work and play. As well as helping your place to achieve a 20mph speed limit, this helps other towns and villages by showing Highways Authority the demand for 20mph county-wide, making it both cheaper and easier to implement across the county.

The local Highway Authority sets local speed limits, erects signs and changes road features via a Traffic Regulation Order . Demonstrating widespread local community support is critical to implementing 20mph widely across a county. Counties, such as Lancashire and Sefton in England, have already agreed 20mph for every settlement, as

have counties throughout Wales. Scotland has promised to offer 20mph widely and places like Warrington have 20mph in all their satellite villages.

Anna Semlyen explains in more detail how Parish Councils can go about getting 20mph for their place:



20mphparishes presentation

from Rod King

07:04

Background information on 20mph speed limits

1. **Accepted** as normal by local authorities where 25m people in the UK live, including the whole of Wales and (soon) Scotland. 20mph is global best practice where people mix with motor traffic.
2. **Popular:** Government and other surveys consistently find 70% support in residential streets which rises after 20mph limits are introduced.
3. **Affordable and cost effective**, with multiple societal, environmental, economic, and climate benefits.
4. **Prioritise quality of life:** 20mph helps to create places where human activity, including walking, cycling and social interaction, takes precedence over traffic.
5. **Safer:** The UK's Department for Transport estimates that speed a reduction of 1mph in built-up areas reduces casualties by 6%. 20mph schemes typically lead to up to 20% fewer casualties.
6. **Better for the environment:** 20mph reduces CO2 emissions by 26% and NOx by 28% compared with 30mph and is 50% quieter.
7. **Enforceable**, like any speed limit.
8. **Little impact on journey times:** The 'stop-start' nature of traffic in built up areas is a much more significant factor. Roads can stay at 30mph where the needs of vulnerable road users are met. Bus journeys and timetables times are generally unaffected.

- 9. **Speed reductions** occur, even without regular Police enforcement, to the benefit of all road users. Note: all new car models will have in-car speed limiters from 2022.
- 10. **Few signs needed:** 1 or 2 signs on entry and some repeaters to remind drivers and no need for physical calming.
- 11. **Sustainable:** Ties in closely with other policies to address climate change, improve air quality and enable more people to walk and cycle – especially for short journeys.

Signed schemes and public engagement are cost-effective and offer seven times better value for money than heavily-engineered schemes.

[Parish and Town Council briefing PDF](#)

[Parish and Town Council briefing Word doc](#)

 [council](#) [campaigner](#) [community](#)

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EMAIL ACCOUNT ACTIVATION INSTRUCTIONS

If you're not clerk@ledburytowncouncil.gov.uk, [click here](#).

ANONYMOUS FOLLOWED THIS PAGE 5 MONTHS AGO



ADRIAN BERENDT PUBLISHED THIS PAGE IN **BRIEFINGS** 6 MONTHS AGO

Tweets by @20splentyforus

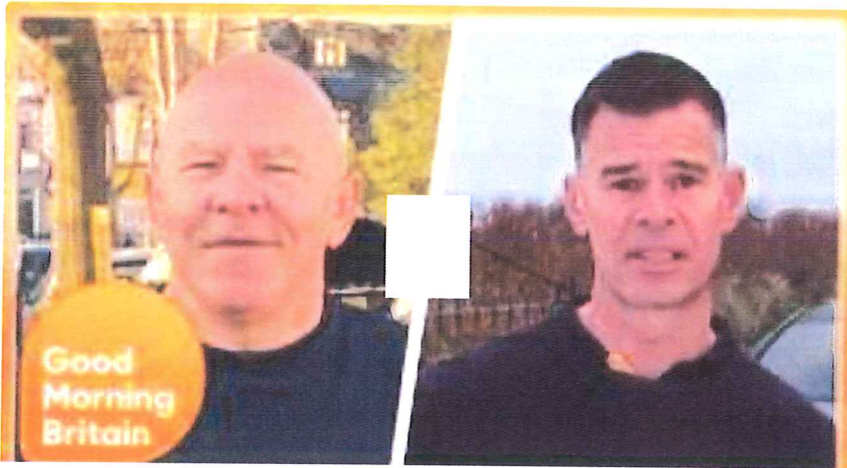


Rod King MBE 30kmh/20mph limit champion

@20splentyforus

When a driver spots someone speeding dangerously and uses their dashcam to report to police they are a good citizen helping to make streets safer, but when a pedestrian uses their smartphone to report to the police they are a snitch. Spot the bias. [youtube.com/watch?v=8tCuf1...](https://www.youtube.com/watch?v=8tCuf1...)

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Ask your Parish or Town Council to vote for 20mph

20's Plenty for Us is asking Parish and Town Councils in [your County] to pass a motion to support the campaign for 20mph where people live, work and play. Each local council that does will help:

- 1) Achieve a 20mph speed limit on roads, with exceptions where 30mph is demonstrably safe, particularly for vulnerable road users.
- 2) Demonstrate to the Highways Authority the demand for 20mph county-wide, making it both cheaper and easier to implement across the county and achieving better driver compliance.

Speed limits are set by [your County], as the Highway Authority, which also makes Traffic Regulation Orders to erect signs or change other road features like paint roundels or remove centre lines.

Demonstrating widespread local community support is critical to securing the County's agreement to implement 20mph widely. Other counties, such as Lancashire and Sefton in England, have agreed 20mph for every settlement, as have counties throughout Wales. Scotland has promised to offer 20mph widely and places like Warrington have 20mph in all their satellite villages.

Motion

[Your Parish or Town council name]:

- Supports the *20's Plenty for [your County]* campaign;
- Calls on [your County Council] to implement 20mph in [your place]; and
- Will write to [your County Council] to request 20mph speed limits on streets throughout [your county] where people live, work, shop, play or learn, with 30mph as the exception on those roads, where full consideration of the needs of vulnerable road users allows a higher limit.



Background information on 20mph speed limits

1. **Accepted** as normal by local authorities where 25m people in the UK live, including the whole of Wales and (soon) Scotland. 20mph is global best practice where people mix with motor traffic.
2. **Popular:** Government and other surveys consistently find 70% support in residential streets which rises after 20mph limits are introduced.
3. **Affordable and cost effective**, with multiple societal, environmental, economic, and climate benefits.
4. **Prioritise quality of life:** 20mph helps to create places where human activity, including walking, cycling and social interaction, takes precedence over traffic.
5. **Safer:** The UK's Department for Transport estimates that speed a reduction of 1mph in built-up areas reduces casualties by 6%. 20mph schemes typically lead to up to 20% fewer casualties.
6. **Better for the environment:** 20mph reduces CO2 emissions by 26% and NOx by 28% compared with 30mph and is 50% quieter.
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11. **Sustainable:** Ties in closely with other policies to address climate change, improve air quality and enable more people to walk and cycle – especially for short journeys.

Signed schemes and public engagement are cost-effective and offer seven times better value for money than heavily-engineered schemes.

More on Benefits of Wide Area 20mph

1. Wide area 20mph is 7x more cost effective

How Wide-Area 20mph plus engagement is 7 x more Cost Effective than Speed Bumps

- Small, isolated 20mph zones with bumps** endorses going 10mph faster elsewhere.
- 20mph with physical calming such as speed bumps cost about **£40-60k per km**.
- 20mph (including community engagement) costs about **£1.1k per km**.
- In May 2022, all new car models will have **Speed Limiters** fitted, so bumps will become increasingly obsolete.
- 20mph sees a **3dB(A) cut in noise** - equivalent to halving sound heard.
- Bumps **INCREASE** Air and Noise Pollution - due to acceleration and braking.
- Bumps are very time-consuming to install.
- WE WOULD PREFER TO GIVE** 12,500 people in a community, signed 20mph plus education and community feedback **RATHER THAN** 250 people a 20mph road with bumps - **for the same cost**.
- NICE* recommends **no bumps** and 'smooth' driving in its air quality advice.
- Making 20mph normal is **7x** better value for money than 20mph with bumps.

For more information visit: www.20splenty.org

Design by Sue Nicholls (20's Plenty for Us)

2. Safer streets for all, particularly children and the elderly

Significantly reduced risk of serious injury, especially for vulnerable road users together with less fear and intimidation from motor vehicles. Children under 14 years old cannot correctly judge traffic speeds and adults have to keep them safe by setting speed limits and driving at speeds that reduce danger. Being hit at 20mph is around 7x less serious than being hit at 30mph. It's like falling from the 1st floor rather than the 3rd floor of a building.

The effect of speed

At	Average for all ages	Over 60 year olds
At 40 mph	• 31% are killed	• 98% are killed
At 30 mph	• 7% are killed	• 50% are killed
At 20 mph	• 1% are killed	• 5% are killed



6th floor fall



3rd floor fall

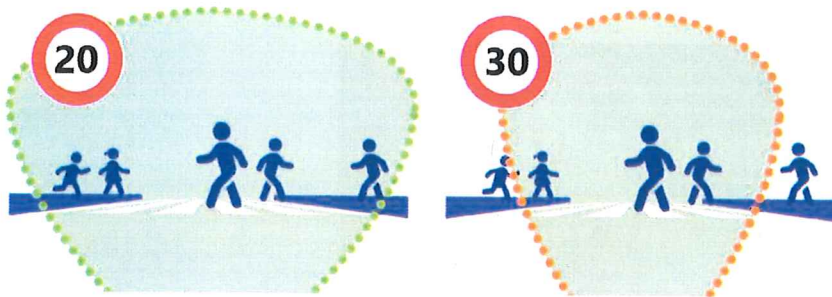


1st floor fall

Data from Road Safety Web Publication No. 16 Relationship between Speed and Risk of Fatal Injury: Pedestrians and Car Occupants - Department for Transport (September 2010)

3. More time to see...

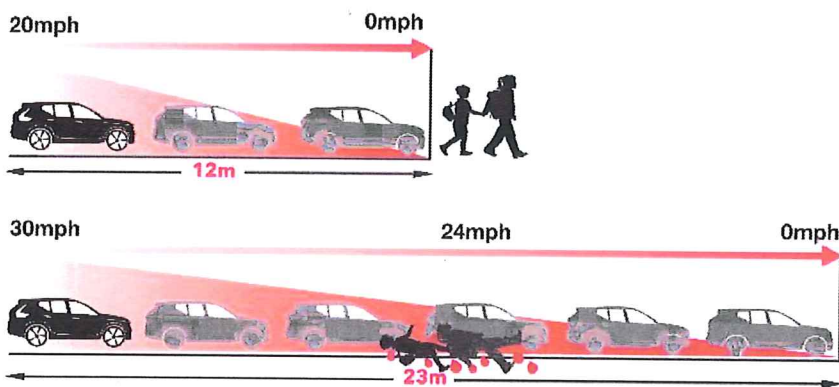
At 20mph your range of vision is greater, enabling you to anticipate danger better.



4. ...and more time to stop

Not only do you see danger earlier, you can stop more quickly. At the point that a car going at 20mph has stopped, a car at 30mph is still travelling at 24mph.

Thinking Distance + Braking Distance = Stopping Distance



5. Promoting healthy lifestyle: better public health, less pollution, better community



Inactivity and pollution are major causes of early death in the UK and 20mph is associated with higher levels of activity. As well as reducing obesity, heart disease and loneliness, increased walking and cycling reduces pollution, improves sleep patterns (vehicles at 20mph emit 50% less noise than at 30mph), makes people less anxious and more sociable.

The elderly and vulnerable retain independent mobility longer, keeping them self-sustaining in daily life which reduces social care costs. Children can play out and learn independent mobility, with less taxi duty for parents and carers. Finally, 20mph enables lifestyle changes, renewed community life and a positive atmosphere. Our towns and villages will be more attractive, liveable and sustainable places.

6. Enforcement

- As with any speed limits, 20mph is enforceable. Individual police forces choose to place different priorities on speed management. Some, such as Avon and Somerset and Metropolitan Police are very active; others less so.
- Even without regular enforcement 20mph limits reduce speeds, collisions and casualties, particularly where there is driver education through community engagement, such as Community Speedwatch.
- Compliance will increase over time, as drivers become used to 20mph. Compliant drivers effectively become pacer vehicles to enforce 20mph on the traffic behind them.
- The introduction of “in car speed limiters” – likely to be mandatory on new models from 2022 and all vehicles from 2024 – will further increase compliance without external enforcement. Although drivers can choose to override the limiter, most will welcome the reassurance that they are not breaking the law inadvertently. Vehicles will also have black boxes fitted, which can record the speed limit in the event of a collision, affecting a driver’s liability.

7. Strengthening the local economy

20mph aids local business as people want to shop, socialise and live in 20mph places. Helps fight the trend to online buying towards the local economy and, in particular, our local high streets and town centres.

8. Lowering the cost of traffic danger

Road casualties are responsible for the loss of over 2% of GDP. Collisions are predictable and preventable. Introducing a safer system by reducing speed brings down casualties, saves money as well as pain and suffering. The trend towards 20mph is well-established in the UK and other countries. With 20mph coming, don’t let where you live be left behind.

Wide area 20mph limit schemes typically cost no more than £5-6 per head. Where several places are made 20mph, together some costs, such as the Traffic Regulation Order, can be shared. Larger areas tend to be cheaper per person, since they required fewer signs.

20mph is not expensive and the investment cost brings benefits for years; typically it pays back within months. A calculator on the 20’s Plenty website – see example below – can show the cost benefit for your Highway Authority: https://www.20splenty.org/cost_benefit_calculator.

Whole country calculator	Country		England	
	Cost per person	£5.00	Note 3	
	Streets converted	80%	Note 4	
	Casualty savings	20%	Note 5	
Cost:benefit of implementing 20mph		All roads	30mph roads	Note
DfT reported road casualties in England in 2019		139,695	78,998	57%
Of which, casualties on 30mph roads in LAs not yet committed to 20mph			50,607	36%
Of which: Killed			333	
Seriously injured			8,044	
Slightly injured			42,230	
Cost of reported casualties		£10,260m	£3,252m	32%
Casualty cost per person per year			£83	2
Cost per person to implement 20mph			£5	
One-off implementation cost @ £5 per person living in LAs not committed to 20mph			£197m	
Expected casualty reduction of 20%			8,097 (all severities)	
Expected annual benefit			£520m	Based on 20% casualty savings
Payback (months): first year IRR: 5 year benefit			4.5	264% £2,403m

* Implementing 20mph on 80% of 30mph roads in England for a one-off cost of £197m could save 8,097 casualties and £520m each year. The investment pays back in 4.5 months with a first year IRR of 264%, saving £2,403m over five years.

* Costs for 20mph would be significantly less when implemented as a national default.

* DfT statistics, based on police records (note 1) show 139,695 casualties in England in 2019, of which 50,607 or 36% were on 30mph roads in Local Authorities not yet committed to 20mph, at a cost (note 2) of £3,252m. That's the equivalent of £83 per person per year.



9. Signed only limits reduce road speeds

Road safety is improved even without 100% compliance with a 20mph limit. Studies, such as those below show that reductions in average speeds are achieved without physical traffic calming or enforcement and such reductions are greatest on faster roads. Even relatively small changes in average speed result in significant casualty savings.

Over time, as 20mph limits become more established and in-car speed limiters become more widespread, compliance levels will increase and average speeds reduce further.

CASE STUDY - Bristol

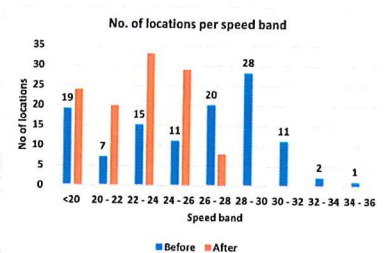
Much of Bristol is now 20 mph. Studies have found that speeds on 94% of surveyed roads had fallen, with an overall 2.7mph reduction in average speeds offering estimated casualty reductions per year of 4.53 fatalities, 11.3 serious injuries and 159.3 slight injuries.

These total an estimated cost saving of over £15 million per year - annual savings over 5 times greater than the one-off roll-out cost of £2.77m mostly funded by Government. Over a ten-year period, 20mph in Bristol will have saved 45 lives, 113 serious injuries, 1,593 minor injuries, and save over £147m net - a fantastic return on a public health investment! It also saves drivers on average £50 per vehicle per year on fuel.

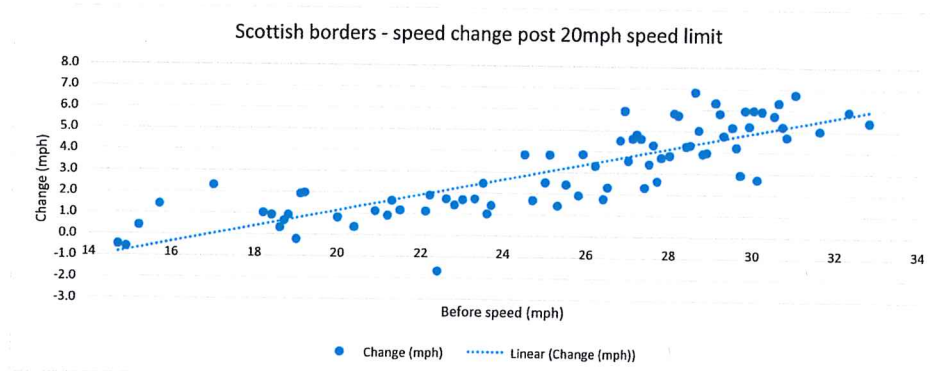
CASE STUDY - Scottish Borders

In a trial involving over 100 communities in the Scottish Borders, speeds were shown to reduce by an average of 3mph, with greater reductions in places with higher pre-speeds.

Scottish borders		
20mph data	Reduction	
Pre-speed	mph	%age
Up to 24mph	1.0	4.8%
24 - 27mph	3.3	12.5%
28+	5.3	17.5%



As well as lowering speeds overall, the number of places with higher speeds also reduced. Before the scheme, locations experiencing average speeds above 28mph fell from over 40 to **NONE** after implementation.



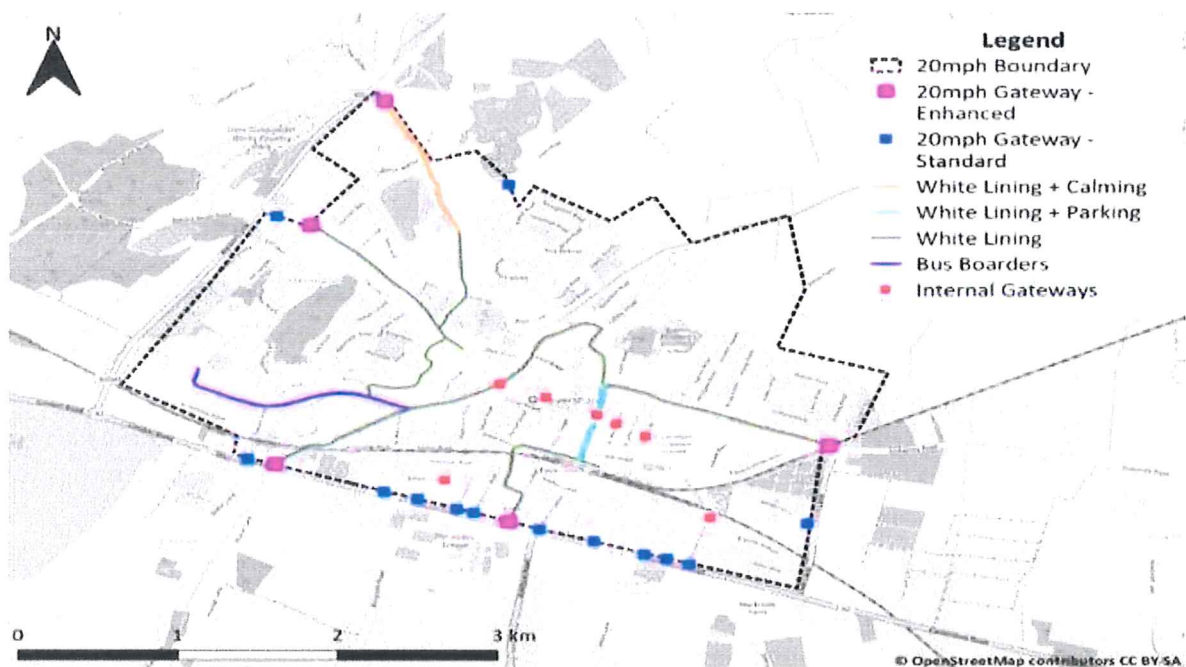


CASE STUDY - Faversham

In this historic market town of 20,000 people in Kent, 20's Plenty for Faversham successfully campaigned for a town-wide 20mph limit, which went live in September 2020. As well as being popular, speeds reduced by 4 – 5 mph on the faster roads.

Initially opposed by Kent County Council, strength of local support and the technical design showed that it would be more cost-effective to implement a town-wide 20mph speed limit.

Low-cost techniques to reduce traffic speeds were accepted by the highway authority: attractive gateways to the settlement announcing the speed limit change and resident-led 'Community Corners', - as planters at key locations.



Rail & Bus for Herefordshire Spring 2022 Newsletter



*Colas Rail delivering timber to Pontrilas siding for
Pontrilas Sawmills (see article inside) (photo courtesy Colas Rail)*

© RBfH March 2022

www.rbfh.org.uk

Words from Our Chairman

What difficult times we live in. On the very day that statutory Covid restrictions are finally lifted in England, Russia invades Ukraine. We are acutely aware of the scale of human suffering. Although our government is being careful not to engage directly, the conflict's impact on fuel costs and the cost of living generally is already significant here in the UK. The fight against climate change is being overshadowed by another crisis.

But thankfully there are positives to report locally. We are about to enter into a Community Stations Partnership for Ledbury and Colwall. The full Business Case for the Electric Zipper has been prepared. Free weekend bus travel will continue for some months yet, and the recent extension of Covid support measures for buses is good news.

Your Rail and Bus committee is very active at present. But we all have other interests and commitments and none of us can take on any more at present. We'd dearly like others to come forward to organise members' meetings and improve the website. You would not necessarily need to be on the committee to carry out these roles. Please consider whether you could do a bit more to help promote public transport. I would be pleased to discuss how any role could be tailored to suit your skills and availability at the forthcoming AGM on 26 April.

With best wishes to all readers

Will Frecknall

Chair

Rail and Bus for Herefordshire

Rail & Bus for Herefordshire

Notice of Annual General Meeting

This year's annual general meeting will take place as follows

Tuesday 26th April 2022

Quaker Meeting Room, King Street, Hereford

2:00 pm

Committee nominations to the Secretary Andrew Pearson by 12th April

Contact email: pearsondore@yahoo.com

4, Northam Field, Clehonger, Herefordshire HR2 9SR

We are pleased to announce that Councillor John Harrington, Cabinet Member for Transport & Infrastructure, will speak after the formalities.

In This Edition

The editor makes no apology for concentrating on buses at the beginning of this newsletter. The reason is that buses are moving towards a period of great crisis as I hope you will see from the articles. Railways in comparison are relatively stable, for the time being, although there news to report. The articles I hope you will find of interest and stimulating.

Words From Our Chairman

Notification of Annual General Meeting

Bus Back Better - Bus Back Worse

Is Herefordshire Core Bus Network in Danger of Collapse?

Bus Service Changes

West Midlands Railway Update

Transport for Wales Marches Timetable

Timber by Train

The Minister for Transport Makes an Announcement

Community Station Partnership for Ledbury/Colwall

Future Bus Service Provision

Clun Castle at Hereford & From the Archives

Bus Back Better - Bus Back Worse

(The editor has been following the emerging and alarming news about the future of bus services, especially those in rural areas.)

The alarming news came with the headlines: *Councils have warned that nearly a third of bus services will be axed unless emergency funding is extended beyond the end of March.*

Late in the day the government announced that an extra £150 million had been granted until the end of October so that operator/council partnerships can be put in place. A respite you might think for our bus services which are struggling as passenger revenue has not returned fully to pre-pandemic levels. Not surprising that bus operators are taking action in anticipation of a continuing shortfall in revenue after October when government support finishes.

In between now and October local transport authorities are charged with reaching agreement with operators on future bus networks. With little money in the local authority budgets and operators gearing up for considerable withdrawals it is no wonder the professional journal Transport Network states:

But looking further ahead, its hard to get beyond the Department for Transport's vision, not of new and increased services, but of a network that is financially sustainable in the context of significantly less revenue.

The Herefordshire core bus network, which forms part of the Council's Local Transport Plan, is nowhere financially sustainable and highly unlikely to be without additional support.

The recent withdrawal at the end of February by Stagecoach West of the daily 132 Ledbury-Newent-Gloucester and 32 Ross-on-Wye-Newent-Gloucester services is a demonstration of the future. In this instance the operator acted commercially and ruthlessly. Unless local authorities made up what was spuriously quoted as the financial loss the services were doomed. The local authorities did not have the money or even the willpower to support their retention or even consider a solution. There was no talk of a partnership to reach a solution. It was a hard case of us or them with the poor passenger caught in between.

For those who are left without a bus the prospect is bleak. It means a considerable readjustment to life, a reliance on other people for transport, a loss of independence, even the loss of a job, a loss of social interaction, difficulty in getting to the shops and medical appointments. Above all there is that feeling of being forgotten, cast aside into a world of rural isolation.

Recent public meetings about the 132/32 withdrawals demonstrated this. It also raised the fact that central and local government and bus operators can no longer be trusted or relied on to support public transport, especially in rural

areas. The message for the future comes over loud and clear. Communities will have to look after themselves when it comes to a range of services, including the local bus.



The 132 service for Newent and Gloucester loading at Ledbury Market House during the summer of 2021.

Stagecoach West claim the service was not used and was operating at an unacceptably high loss. The passenger numbers and cost of operation quoted are suspect. There is a close social tie between Ledbury, Dymock and Newent and people used the bus to shop and visit family in Ledbury. Dymock, a Gloucestershire village of 1,200 inhabitants with recent new housing is now isolated.

At the same time as the 132/32 services were withdrawn, the stagecoach depot at Ross-on-Wye was closed and most work transferred to Gloucester. This is symptomatic of the fact that Stagecoach have already started making economies and downscaling their networks to those services that make an acceptable company profit margin. Undoubtedly this is in line with the Department of Transport's vision of financially sustainable networks in the context of significantly less revenue.

Is Herefordshire Core Bus Network in Danger of Collapse

From the Editor: Living in Ledbury and being part of Rail & Bus for Herefordshire, I have been approached many times by people asking 'When are the bus services going to return to normal'. This is especially the case with the 476 Ledbury-Hereford service, the major Ledbury route. I have not been able to give any answer. The result I feel is a growing despair amongst the travelling public and a feeling that buses are now a waste of time and nobody cares much about their future. I detect a very sad case of despondency and a sense of being let down.

Herefordshire has a core bus network that links the market towns with the county capital of Hereford. Support for this core network is a fundamental part of the council's Local Transport Plan 2016-2031. Pre pandemic, the services from Hereford to Leominster, Ross-on-Wye, Ledbury and Bromyard were commercially operated by local and national bus companies. The service to Kington was fully subsidised by Herefordshire Council.

The pandemic and associated lockdowns changed all that. The services to Leominster, Ledbury and Bromyard were significantly reduced in frequency from hourly to two hourly. That to Ross-on-Wye remained relatively intact whilst Herefordshire Council continued to support the Kington service throughout.

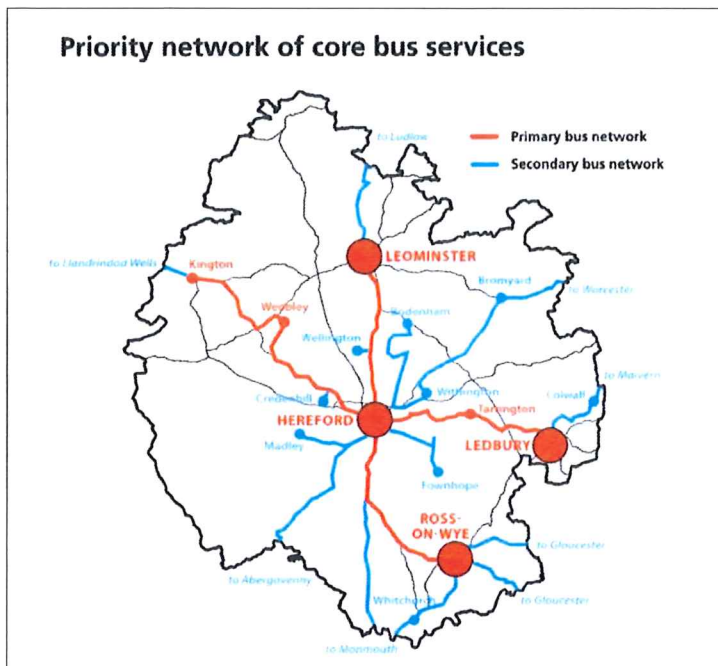
Post pandemic it was assumed that the services would return to their former frequencies. However this has not been the case. Commercially, the operators on the Leominster, Ledbury and Bromyard routes have stated it is unviable to return to hourly frequencies. Herefordshire Council appear to be unwilling to support a return to hourly frequencies which leaves an anomalous situation whereby Kington, the smallest of the market towns has a financially supported hourly service but those with larger populations have to make do with an inadequate two hourly service.

The impact of reduced frequencies on the Leominster, Ledbury and Bromyard services has been significant. In Ledbury and Leominster, people interviewed were expecting a return to the hourly frequency. When it did not happen they abandoned the service in favour of the car, car sharing and the train to get to and from Hereford. At the same time Herefordshire Council elected to transfer student travel to the train service on both corridors. It can thus be seen why operators are abandoning services with the feeling that the local authority is not interested.

At the same time the future viability of these bus services is now in serious doubt, especially when government support ceases in October 2022. Herefordshire Council has some serious thinking to do if it is to maintain a good core bus service as part of its county plan. A principal decision will be in respect of future budgets for bus service support, bearing in mind the amount available has been significantly reduced over the past decade and a half. But the

Council will also have to address the situation of inequality within the budget whereby one service gets a disproportion of the total pot. This of course will depend on negotiations with operators to reach that balance of public/private money that will be needed to keep the network intact. But has the council got the officers with an understanding of the industry to achieve this?

Failure to provide a sensible county bus strategy may well lead to Herefordshire becoming an oft quoted 'public transport desert'.



The Priority Network of Core Bus Services as it appears in the County's Local Transport Plan 2016-2031.

Can the network survive?

Bus Service Changes Since January 2022 - Secretary Andrew Person reports

Stagecoach West closed their Ross outstation on 27 February and most work transferred to Milkwall in Forest of Dean outstation and this entailed a number of changes as follows:

- 32 Ross – Newent- Gloucester. Ross to Newent reduced from 7/8 journeys per day to 2 school journeys each way. See separate article for more background.
- 33 Hereford – Ross – Gloucester now mainly operated by Gloucester so first Ross to Gloucester bus cancelled and first Ross to Hereford and last Hereford to Ross now extended to Gloucester. Hereford – Ross section the number of journeys unaltered but timing changes.
- 35 Ross – Ruardean – Monmouth first journey now starts from Ruardean not Ross.
- 132 Ledbury – Newent – Gloucester cancelled without replacement from Ledbury – Newent. See separate article for background.
- 746 Ross – Cinderford circular timetable changes and last journey curtailed at Ruardean instead of Ross.

Sargeants Bros expanded their Hereford City operations from 7th March as follows:

- Service A Hereford City Bus Stn – Tupsley – Hampton Park frequency reduced to hourly following introduction of Service C
- Service B Hereford City Bus Stn – Holmer – Bobblestock frequency reduced to hourly following introduction of Service D
- Service C Hereford Shire Hall – Hampton Park new hourly service largely running in opposite direction to Service A but including Sudbury Avenue

Service D Hereford City Bus Stn – Bobblestock new hourly service largely running in opposite direction to Service B but covering Yazor Road which had been unserved since Yeomans withdrawal of 72.

Service.E Hereford City Bus Stn – Westfaling St – Moor Farm new hourly service covering Cemetery and Green Lanes area which had been unserved since Yeomans withdrawal of 71A.

For further details of these timetables see Stagecoachbus.com/about/west or sargeantsbros.com

West Midlands Railway Train Service Performance

2021 was a bad year for West Midlands Railway (WMR). We, at the Herefordshire end of the line, have suffered an unprecedented volume of train cancellations on the Birmingham service. To be fair, WMR have been up front with passengers as to the causes of such cancellations. Deputy Managing Director, Lawrence Bowman is being straight when he comments:

The key issue which has caused performance to be lower than we'd like is the impact of the pandemic on our driver training programme. Social distancing constraints have caused significant delays in training our new recruits and for our existing teams to learn to drive our brand-new trains.

Over 120 new drivers across the company are now being trained and a considerable number of these will be joining depots in the West Midlands including Worcester, which covers most of the Hereford services.

Committee member and rail monitor Michael Sullivan has been to Hereford station and does report that the WMR service situation is improving with comments *that more drivers are coming on stream and Birmingham trains appeared to be running ok.*

New Trains

As a plus to the services returning to regular running, WMR announced that:

Final preparations are getting under way for the introduction of West Midlands Railway's new fleet of diesel trains - the Class 196. A total of 80 new carriages have been ordered in a mixture of two and four-carriage formations. The fleet will primarily serve the Birmingham-Shrewsbury and Birmingham-Hereford routes.

Among the benefits of the new fleet are:

- More seats and tables
- At least one accessible toilet on every train
- New digital information screens
- Plug and USB sockets at every seat
- Intelligent air conditioning system
- Free WiFi to stay connected on the go.



West Midlands Railway new Class 196 on trial at Henwick, near Worcester.

Transport for Wales Marches Timetable

The 2022 Winter timetable changes for the Marches Line seem to be causing a bit of a stir. The recasting of the timetable to provide better long distance services between South Wales, North Wales and Manchester it is claimed will disadvantage certain local stations in England. In this respect, user groups at Church Stretton and Craven Arms are most vociferous. The Church Stretton Rail Users Association claims:

The service provided at Marches stations by the draft timetables is inferior to that provided by the current timetable. The loco-hauled trains accelerate more slowly than the class 175 units and as a result stop at fewer stations in order to maintain the current paths. Both drafts provide an even less regular service pattern than current timetables.

The proposed level of service at Church Stretton and Craven Arms can only be described as sparse, with many instances of intervals well in excess of 60 minutes. Some of the stops removed are key services used by students travelling to and from Ludlow and Hereford. The service cuts at these stations are excessive and the draft timetables fail to provide the number of services to comply with the agency agreement between the Secretary of State for Transport and Welsh Ministers

The current service at Leominster is provided by Cardiff-Manchester trains supplemented by other services at peak periods. The proposed removal of stops in Cardiff-Manchester services does not meet user requirements and creates an even more irregular service pattern. At Craven Arms there has been no attempt to provide good connections between Heart of Wales services and the South. There are no passenger facilities at Craven Arms other than an open shelter and to expect users changing trains to wait over an hour is unreasonable and illustrates a lack of planning.

The Group also claim the timetable is an infringement of the Agency Agreement between the Department for Transport and the Welsh government for operating the train service in England. It is claimed the Agreement with the UK Government that the train service could not be reduced to fewer services than that which operated prior to December 2019 has been broken in the proposed timetable.

However, that agreement is open to interpretation in that the level of service relates to the total number of trains throughout the day and not to individual stations. Correspondence in 2020 from the then Minister of State at the Department of Transport to Daniel Kawczynski MP, in response to a query from Chris Clarke (chairman MRUA), states: *The Secretary of State's consent is needed to change train service factors such as frequency of services and geographical scope.* Again, this does not clarify the situation.

It is now left to the likes of the Church Stretton people and the Marches Rail Users Association to seek that clarification and ask the pertinent question as to whether the Department for Transport and local members of parliament approve of the Transport for Wales timetable.

Transport for Wales New Trains

Jim Scott, Secretary of the Leominster Rail User Group and member of the Marches Rail Users Alliance visited Transport for Wales in December 2021 to view a mock up of their new Class 197 trains. The trains, by Spanish maker CAF are currently being assembled at a new factory near Newport. The TfW order is for fifty one 2-car units and twenty six 3-car units. Jim reported that the appearance of the new trains is acceptable enough, but there are certain features which make them somewhat less attractive.

Of particular concern as commented by Jim were:

It was considered the seats on the new trains will be less comfortable than those on existing trains.

The ratio of seats per toilet falls below that required by the Rail Delivery Group Standard. • If a toilet fails on a 2-car train, it means the train effectively has no working toilet at all.

The new trains will have bodyside doors placed at roughly one-third and two-thirds of the body length, rather than at the ends of the cars, and there is no door between the entrance vestibules and the saloon areas. This arrangement of doors is, in my opinion, a retrograde step.

TfW stated yet again that it is their intention to run trains of at least two 2-car units coupled together on the Marches Line, which augurs well for alleviating the overcrowding being experienced, especially at peak times. However, due to the platform length at Leominster, especially in the northbound direction, it might be difficult to accommodate a train composed of a 2-car and a 3-car unit coupled together, and allow passengers to board and alight safely. It was also confirmed, on this visit, that the trains formed of the new units would run in addition to the new fast Cardiff to Manchester trains of loco-hauled Mk IV carriages. However, the 3-car units with first-class accommodation are also

to be used on this service, and the timetable proposals for December 2022 seem to suggest that rather than provide additional trains for the Marches Line stations Leominster, along with the other stations, look likely to lose trains rather than benefit from any new ones. Current passenger accommodation is only standard-class, so if trains with first-class accommodation are to stop at Marches Line stations, TfW will need to make provision for the purchase of first-class fares from those stations.

Many thanks to Jim Scott for attending the meeting. The full notes and pictures I am sure are available from Jim Scott at pelerin.creuse@gmail.com

Timber by Train

At last a piece of positive good news. Major Herefordshire firm Pontrilas Sawmills has been engaged in a trial with Euroforset Ltd, a timber harvesting company, and Colas Rail to transport 400tonnes of timber from Devon to Pontrilas by rail. If the trial is considered successful then it could well be extended to other timber sources and significantly reduce the number of heavy commercial timber lorries that use the roads through Herefordshire.

Colas Rail UK Freight Director commented: *This is a great opportunity to provide a sustainable alternative in operating on rail, especially as we lead the field in the transportation of timber by rail. We are acting to contribute to net zero targets, in line with the objectives of our group in promoting rail freight and in reducing the number of HGVs on the road, especially during the shortage of drivers. Working with the client and Network Rail, I'm convinced that we can move forward and build on the success of the trial.*

Euroforest's Director of Operations for England & Wales also commented: *Moving roundwood timber by rail is a great solution to this problem. Rail transport provides an efficient and environmentally friendly method of moving bulk loads to our customers.*

The siding at Pontrilas, part of the old station goods yard, was last used in 2004 when Pontrilas Sawmills last used rail. Since then it has greatly increased its heavy commercial vehicle fleet but transport costs are now significantly changing. Driver shortage and substantial increases in fuel costs are beginning to tip the balance in favour of rail for long haul of heavy bulk commodities such as timber. Timber trains already run through Hereford on their way to the wood proceeding plant of Kronospan at Chirk.

See photo on front cover.

The Minister for Transport Makes an Announcement



The Secretary of State for Transport has called for a bonfire of banalities to bring down the number of announcements passengers are forced to sit through and make their journey that little bit more peaceful.

The Department for Transport (DfT more commonly known as Daft) said the move was part of the Williams-Shapps plan to improve the rail industry for passengers. The review chairman also found that railways were bedevilled by government micromanagement.

At the same time as present announcements are being culled, it is thought some new announcements will be introduced as a result of the rail economies the Treasury is insisting on and which the Daft have to implement.

Choo Choo. I'm a Train may well be one

A Community Station Partnership for Ledbury/Colwall

RBfH is presently instrumental in setting up a Community Station Partnership for Ledbury Colwall in partnership with West Midlands Trains. **The objectives of Community Station Partnerships are:**

- ◇ To encourage people to connect with the railways and adopt local railway stations
- ◇ To work with neighbours, friends, local businesses and the Train Operating Company to develop their stations as community assets
- ◇ To help develop 'reasons to travel' and increase train usage with local promotions and publicity
- ◇ To bring people together to enhance their neighbourhoods and make new friends
- ◇ To enhance the passenger experience by making the station more welcoming with a sense of localism and community

A start has already been made in strengthening the links between station and community with the installation of a heritage art display cabinet at the station which gives information on the heritage buildings of the town, a map of the town and their location and tracing the history of the coming of the railways.

This new CSP will include Colwall Station where we are looking for volunteers to join our steering group.

A number of future community station projects are already in the planning stage. These include:

A Colwall Station Adopters Group and a display cabinet at Colwall Station with information about the village and the Hills together with a map of walks from Colwall station. This will be accompanied by a walks brochure available in the village, at Ledbury and up and down the line to Worcester and Birmingham

The possibilities of using the vacant ticket office cabin at Ledbury Station for a community gallery.

Liaison with the Big Apple Association to provide links from the station to their Autumn Harvest Cider Festival based around Putley, a short distance from Ledbury.

Provision for cycle hire from both Ledbury and Colwall stations.

A local bus and rail timetable booklet for Ledbury.

An art festival involving local schools and community groups to celebrate the coming of the railway and the history of Ledbury and Colwall stations.

Links with Ledbury in Bloom are already well established for tending the existing plant displays at the station. An extension of these displays is now a real possibility under the CSP.

The CSP is also instrumental in forging links with local businesses and retailers in the town and already has close contact with the Town Council and Civic Society.

We are sure many other community station based projects will emerge with time.

Gareth Calan Davies, RBfH lead for the CSP, says: *During these years of what appears to be continuous doom and gloom it is refreshing to be able to bring some positiveness into this lovely part of rural Herefordshire that involves local communities, our railways and a growing degree of localism. West Midlands Railway's active commitment to community rail both in the rural and urban environment is refreshing and welcome. It is definitely the way forward to increasing the use our railways as part of our economy, social fabric and the important need to move to sustainable transport. RBfH is pleased to be an integral part of this movement.*

Future Bus Service Provision

The Editor reports on an interesting development across the Border.

The news from West Wales is that Pembrokeshire County Council is considering a proposal to approve the purchase of a local bus operator to assure the continuation of services and schools contracts at a cost acceptable to the Council.

Like other local authorities Pembrokeshire is experiencing a demise in the number of operators available or who are prepared to bid for contracts. The 1985 Transport Act deregulated bus services, privatised the National Bus company and forced local authority bus undertakings to be hived off to separate companies. In effect this has been instrumental in the decline of operators over the last forty years as the large bus companies gained control of the majority of the bus companies and services through take overs and at times ruthless competition to drive the municipal companies and small private operators out of business.

Recently the pandemic has added to the woes of the small operator and there is taking place an accelerating decline in numbers. Pembrokeshire Council states:

The current market suggests that there are insufficient contractors and resources to fulfil delivery of the statutory obligations of the Authority. It is clear that the current market is not fit for purpose and that intervention is required to ensure the effective use of the Council's funding and to ensure there is an ability to deliver statutory obligations. Without intervention the potential increases in contract costs will be in the region of £300k per annum, providing alternative contractors can be found.

Section 66 of the 1985 Act prohibits county councils from running their own bus services which would require an operators licence which the government would not grant. However, Section 19 and 22 permits of the Act are exempt from the requirements of an O Licence. The government guidance states:

Section 22 permits are issued to bodies concerned for the social and welfare needs of one or more communities. They operate vehicles without a view to profit and use those vehicles to provide a community bus service. Unlike section 19 permit vehicles, community bus services are 'local bus services' and can carry the general public. Local bus services are defined as services using public service vehicles for the carriage of passengers by road at separate fares on which passengers may travel for less than 15 miles.

Vehicles adapted to carry 9 or more passengers (excluding the driver) may be used under a community bus permit. This includes large buses adapted to carry 17 or more passengers. The use of a large bus won't be authorised unless the traffic commissioner is satisfied that there are adequate facilities or arrangements in place to maintain the vehicle in a roadworthy condition.

It is the need to guarantee the future of services and the ability to use large buses that has prompted Pembrokeshire Council to consider a bus company purchase. This would meet the requirement to satisfy the Traffic Commissioner that adequate facilities are in place to maintain vehicles in a roadworthy condition.

Many rural local authorities are in a similar position to Pembrokeshire in respect of the future of local bus services and contracts. They would do well to take notice of this development. In Herefordshire it is noticeable that the Council has no experienced officer dedicated to examining the potential of using section 22 or of advising local communities of the possibilities for their own community transport. With the large bus companies such as Stagecoach showing signs of continued withdrawal from rural areas, then community and localism, in terms of arranging public transport, are set to take on a big importance.



Silcox Coaches of Pembroke Dock ceased trading on Monday (6 June 2016) after no buyer could be found for the business by administrators. It operated 65 vehicles. The company had been in operation for one hundred and thirty four years.

A Silcox Bedford bus is seen in Fishguard on the then town service in the 1970s

Clun Castle

Steam locomotives continue to arouse interest and nostalgia. Committee member Michael Sullivan was at Hereford station to see an impeccably turned out 7029 Clun Castle.

Although a GWR design by Charles Collett, the locomotive was built by British Railways in 1950 at Swindon Works. It was withdrawn in 1965 and sold for scrap. It was then bought for preservation and underwent a major overhaul in 1985. Its owners Vintage Trains gave it an other major overhaul at a cost of £750,000 and it returned to service in 2019.



Preserved Castle class locomotives are not new to the Marches Line. Photographed in the late 1977 before it went to Australia, 4079 Pendennis Castle is seen climbing Llanvihangell bank out of Abergavenny towards Hereford. It was one of the first batch of Castles built at Swindon in 1924.



From the Archives



Perhaps all good buses hanker after a sedate retirement. Observed at Bishops Cleeve on service 000 from nowhere to nowhere.

Will bus services in Herefordshire end up like this?



No Sunshine for the future of bus services in Hereford at the present time!

Spread the Word

Join Rail & Bus for Herefordshire and help retain and develop a good public transport network for Herefordshire.

With motor fuel prices set to rise again (despite the fuel tax reduction), the urgent need to reduce emissions from transport and reduce dependence on the car, we need buses and trains more than ever.

Rail and Bus for Herefordshire

Application for Membership

Name

Address

.....

Phone

Email

Date

Membership is £10 pa for those receiving the newsletter electronically and £15 pa for those receiving the newsletter by post. Memberships run from 1 February each year. However first subscriptions paid after 1 October will cover up to sixteen months' membership to the following February.

This form may be printed off completed and posted to Andrew Pearson our Membership Secretary at 4 Northam Field Clehonger HR2 9SR. Alternatively it can be scanned and emailed to the Membership Secretary at pearsondore@yahoo.com. Applications for membership cannot currently be made through our website.

We encourage all members to pay subscriptions either electronically or by Standing Order. Our account details are: sort code 30-94-14 a/c no 2929075. Cheques may be posted to the Membership Secretary.

JWHF 30 December 2021

Your RBfH Committee

Chairman: Will Frecknall will@clarach.wyenet.co.uk

Secretary: Andrew Pearson pearsondore@yahoo.com

Treasurer: John Eden johnaeden1@gmail.com

Newsletter: Gareth Calan Davies ghal@btinternet.com

Rail Monitor: Michael Sullivan michaelsullivan42@hotmail.co.uk

Members

Professor Les Lumsdon

John Thorne

Philip Bauer

Honorary President: Professor John Whitelegg

rbfh.org.uk



Ledbury Bus & Train Times



Bus times: 25th April to 5th September 2022
Train times: 30th May to 10th December 2022

Timetables		Page
405	Ledbury - Cradley - Hereford	4
417	Ledbury - Cradley - Worcester	5/6
455	Fownhope-Ledbury	7
459	Ledbury-Ross-on-Wye	7
476	Ledbury - Tarrington - Hereford	8/9/10
479	Much Marcle-Ledbury	11
482	Ledbury - Bromyard - Leominster	12
600	Ledbury - New Mills - Ledbury	13
671	Ledbury-Bromyard	14
672	Ledbury-Bromyard	14
673	Ledbury-Bromyard	15
674	Bromyard-Ledbury	15
	Bromyard Summary Timetable	15
675/6	Ledbury-Malvern	16/17/18
679	Newent-Ledbury	19
455NX	Hereford - Ledbury - London National Express	19
	Train departures from Ledbury Station	20/21/22

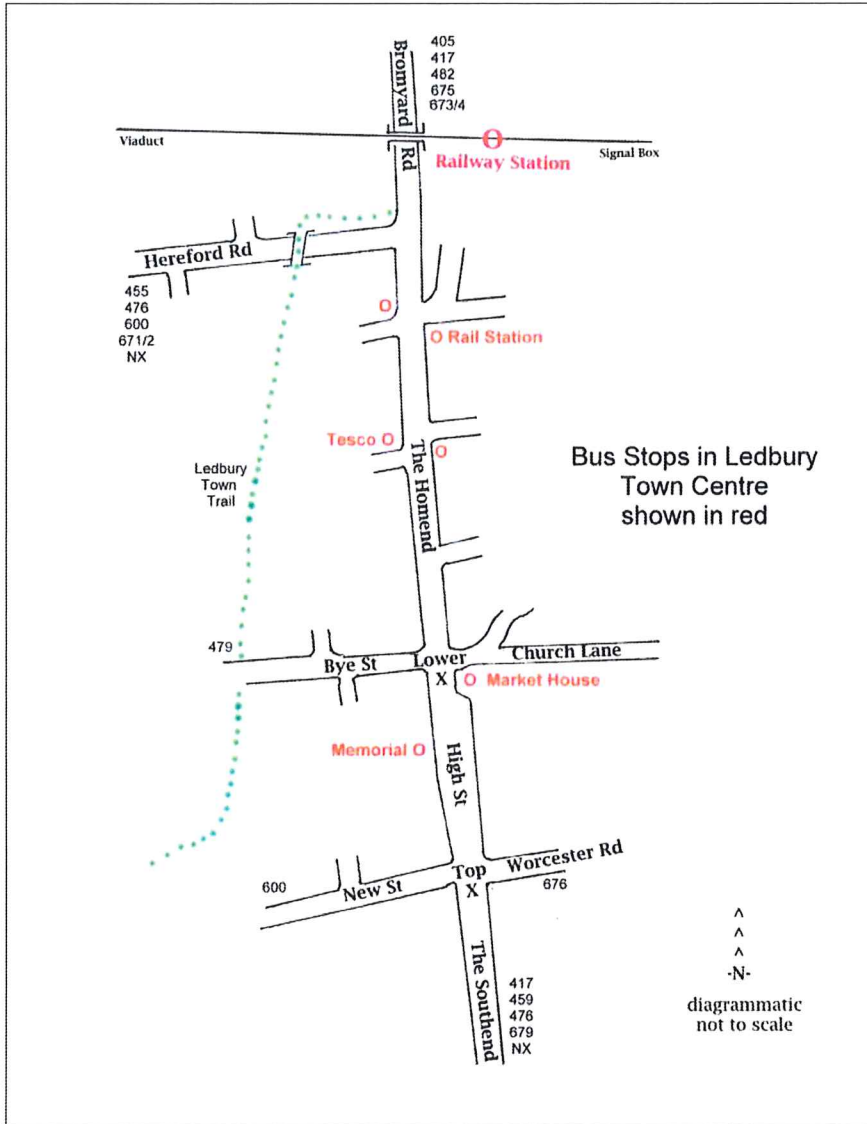
Bus Operators

DRMBus 01885 483219 drm@drmbus.com drmbus.com
 First Worcester 03456 020 121 www.firstgroup.com/worcester
 Newent Community Link 01531 633483 www.sheppardhouse.co.uk
 Nick Maddy Coaches nickmaddy@aol.com
 National Express - www.nationalexpress.com

Compiled by RBfH - Rail & Bus for Herefordshire

Timetables supplied by bus operators and National Rail. Rail & Bus for Herefordshire does not accept responsibility for any inaccuracies in this timetable booklet.

Contact Rail & Bus for Herefordshire at ghal@btinternet.com or pearsondore@yahoo.com



**Bus Stops in Ledbury Town Centre
& Railway Station location**

405 Ledbury - Bromyard - Hereford Operator: First Worcester

Wednesdays only

Ledbury Memorial	0900C	Hereford Shire Hall (stand 3)	1320
Ledbury Station	0902	Hereford Merton Hotel	1324
Staplow Oak Inn	0907	Aylestone Hill Venns Lane	1327
Bosbury Bell Inn	0911	Whitestone	1335
Cradley Finchers Corner	0919	Westhide Church	1340
Cradley Buryfields	0922	Ocle Pychard Turn	1347
Fromes Hill	0930	Burley Gate Rbt	1349
Bishops Frome Chase Inn	0935	Ullingswick	1352
Munderfield Stocks	0939	Little Cowarne	1359
Bromyard Pump St	0948	Pencombe	1404
Bromyard Loden Ave	0953	Crowels Ash	1408
Crowels Ash	1002	Bromyard Loden Ave	1416
Pencombe	1009	Bromyard Pump St	1421
Little Cowarne	1014	Munderfield Stocks	1429
Ullingswick	1022	Bishops Frome Chase Inn	1433
Burley Gate Rbt	1028	Fromes Hill	1438
Ocle Pychard Turn	1030	Cradley Buryfields	1446
Westhide Church	1037	Cradley Fnchers Corner	1449
Whitestone	1042	Bosbuty Bell Inn	1457
Aylestone Hill Venns Lane	1050	Staplow Oak Inn	1501
Hereford Hop Pole	1053	Ledbury Station	1505
Hereford Shire Hall (stand 1)	1055	Ledbury Market house	1508

Notes C = concessionary passes accepted on this journey

Make your own impact.

Use the bus and train

Reduce your carbon footprint, help reduce traffic congestion and enjoy seeing the beautiful Herefordshire countryside.

417 Ledbury - Cradley - Worcester Operator First Worcester

Monday - Friday *financially supported by Herefordshire Council*

TFSch

Ledbury Deer Park	0950	1200	1510	1800	
Ledbury Memorial	0955	1205	1405	1515	1805
Ledbury Station	0957	1207	1407	1517	1807
Staplow Oak Inn	1001	1211	1411	1521	1811
Bosbury Bell Inn	1005	1215	1415	1525	1815
Cradley Finchers Corner	1014	1224	1424	1534	1823
Cradley Buryfields	1017	1227	1427	1537	1826
Storrige Church	1021	1231	1541	1829	
Leigh Sinton	1025	1235	1545	1832	
Bransford Powick Turn	1030	1240	1550	1836	
Rushwick Grange Lane	1033	1243	1553	1839	
Worcester Bus Station	1045	1255	1605	1848	

Notes: TFSch = Tuesdays & Fridays on schooldays NO SUNDAY SERVICE

Saturdays

financially supported by Herefordshire Council

Ledbury Deer Park	0920	1200	1500	1700
Ledbury Memorial	0925	1205	1505	1705
Ledbury Station	0927	1207	1507	1707
Staplow Oak Inn	0931	1211	1511	1711
Bosbury Bell Inn	0935	1215	1515	1715
Cradley Finchers Corner	0944	1224	1524	1723
Cradley Buryfields	0947	1227	1527	1726
Storrige Church	0951	1231	1531	1730
Leigh Sinton	0955	1235	1535	1732
Bransford Powick Turn	1000	1240	1540	1736
Rushwick Grange Lane	1003	1243	1543	1739
Worcester Bus Station	1015	1255	1555	1748

417 Worcester - Cradley - Ledbury Operator First Worcester

Monday - Friday *financially supported by Herefordshire Coun-*

	Sch	Nch			
Worcester Bus Stn (stand M)	0855C	1105	1420	1705	
Rushwick Grange Lane	0904	1114	1429	1717	
Bransford Powick Turn	0907	1117	1432	1720	
Leigh Sinton	0912	1122	1437	1725	
Storrige Church	0916	1126	1441	1729	
Cradley Buryfields	0919C	0919	1129	1444	1732
Cradley Finchers Corner	0922	0922	1132	1447	1735
Bosbury Bell Inn	0930	0930	1140	1455	1743
Staplow Oak Inn	0933	0933	1143	1458	1746
Ledbury station	0938	0938	1148	1503	1751
Ledbury Market House	0941	0941	1151	1506	1754
Ledbury Deer Park	0945	0945	1155	1510	1757

Notes: Sch = schooldays Nsch = non schooldays NO SUNDAY SERVICE
 C = concessionary passes accepted before 0930

Saturdays *financially supported by Herefordshire Council*

Worcester Bus Stn (stand M)	0825	1105	1405	1605
Rushwick Grange Lane	0834	1114	1414	1614
Bransford Powick Turn	0837	1117	1417	1617
Leigh Sinton	0842	1122	1422	1622
Storrige church	0846	1126	1426	1626
Cradley Buryfields	0849	1129	1429	1629
Cradley Finchers Corner	0852	1132	1432	1632
Bosbury Bell Inn	0900	1140	1440	1640
Staplow Oak Inn	0903	1143	1443	1643
Ledbury Station	0908	1148	1448	1648
Ledbury Markey House	0911	1151	1451	1651
Ledbury Deer Park	0915	1155	1455	1655

455 Fownhope - Ledbury

Operator: Nick Maddy Coaches

Fourth Friday of Month May-August*financially supported by Fownhope & Dormington with Mordiford Parishes*

Fownhope Church	0932	Ledbury Memorial	1235
Mordiford School	0942	Ledbury Railway Station	1239
Dormington Maltings	0946	Tarrington Arms	1249
Tarrington Arms	0949	Dormington Maltings	1252
Ledbury Station	0959	Mordiford School	1256
Ledbury Market House	1003	Fownhope Church	1306

459 Ledbury - Ross-on-Wye

Operator: Nick Maddy Coaches

Thursdays only*financially supported by Herefordshire Council*

Ledbury Market House	0940	Ross Cantilupe Rd stand 4	1240
Ledbury Deer Park	0945	Greytree Verschoyle Gdns	1243
Preston Cross	0950	Brampton Abbots	1247
Much Marcle Glebe Orchard	0955	Old Gore War Memorial	1254
Much Marcle Walwyn Arms	0957	Yatton Church	1257
Lyne Down Park View	1000	Lyne Down Park View	1302
Yatton Church	1005	Much Marcle Walwyn Arms	1305
Old Gore War Memorial	1008	Much Marcle Glebe Orchard	1307
Brampton Abbots	1015	Preston Cross	1312
Greytree Verschoyle Gdns	1019	Ledbury Deer Park	1317
Ross Cantilupe Rd stand 4	1022	Ledbury Memorial	1322

476 Ledbury - Bartestree - Hereford

Operator DRMBus

Monday - Friday

	Sch							
Ledbury Deer Park	0645	0735	-	0925	1100	1300	1500	1700
Ledbury Memorial	0650	0745	0820	0935	1110	1310	1505	1710
Ledbury Station	0651	0746	0821	0936	1111	1311	1506	1711
Trumpet	0658	0753	0828	0948	1118	1318	1513	1718
Tarrington Arms	0704	0800	0834	0954	1124	1324	1519	1724
Dormington	0707	0803	0837	0957	1127	1327	1522	1727
Bartestree X Rds	0710	0810	0840	1000	1130	1330	1525	1730
Lugwardine Church	0711	0812	0841	1002	1132	1332	1527	1731
Rose & Crown	-	0822	-	1007	1137	1337	1532	-
Hereford Colleges	0715	-	0845	-	-	-	-	1735
Hfd Model Shop	-	0824		1013	1143	1343	1538	
Hereford Bus Stn (stand 9)	0720	0830	0900	1015	1145	1345	1540	1740

Notes: Sch = schooldays only**476 Ledbury - Bartestree - Hereford**

Operator DRMBus

Saturdays

Ledbury Deer Park	0735	0925	1100	1300	1500	1700	
Ledbury Memorial	0745	0935	1110	1310	1505	1710	
Ledbury Station	0746	0936	1111	1311	1506	1711	
Trumpet	0753	0948	1118	1318	1513	1718	
Tarrington Arms	0800	0954	1124	1324	1519	1724	
Dormington	0803	0957	1127	1327	1522	1727	
Bartestree X Rds	0810	1000	1130	1330	1525	1730	
Lugwardine Church	0812	1002	1132	1332	1527	1731	
Rose & Crown	0822	1007	1137	1337	1532	-	
Hereford Colleges	-	-	-	-		1735	
Hereford Model Shop	0824	1013	1143	1343	1538	-	
Hereford Bus Stn Stand 9	0830	1015	1145	1345	1540	1740	

476 Ledbury - Bartestree - Hereford

Operator DRMBus

Sundays*financially supported by Herefordshire Council*

Ledbury Deer Park	0925	1100	1300	1500
Ledbury Memorial	0935	1110	1310	1510
Ledbury Station	0936	1111	1311	1511
Trumpet	0948	1118	1318	1518
Tarrington Arms	0954	1124	1324	1524
Dormington	0957	1127	1327	1527
Bartestree X Rds	1000	1130	1330	1530
Lugwardine Church	1002	1132	1332	1532
Rose & Crown	1007	1137	1337	1537
Hereford colleges	-	-	-	-
Hfd Model Shop	1013	1143	1343	1543
Hereford Bus Stn Stand 9	1015	1145	1345	1545

476 Hereford - Bartestree - Ledbury

Operator: DRMBus

Monday - Friday

	SchA						
Hereford Bus Stn (stand 9)	0720	0830	1015	1215	1415	1615	1750
Hereford Shire Hall (stand 3)	0722	0832	1017	1217	1417	1617	1752
Rose & Crown	0727	0840	1022	1222	1422	1622	1757
Lugwardine Church	0730	0846	1030	1230	1430	1630	1801
Bartestree X Rds	-	0849	1034	1234	1434	1634	1804
Dormington	-	0841	1036	1236	1436	1636	1806
Tarrington Inn	-	0855	1040	1240	1440	1640	1810
Trumpet Inn	-	0900	1045	1245	1445	1645	1815
Ledbury Station	-	0908	1051	1251	1451	1651	1821
Ledbury Market House	-	0910	1053	1253	1453	1653	1823
Ledbury Deer Park	-	0915	1058	1258	1458	1658	1828
John Masefield school	0810	-	-	-	-	-	-

Notes: SchA = This service leaves A438 at Bartestree X Rds and then via Newtown X Rds 0743 Ashperton 0755 Trumpet X Rds 0758 and Preston X to John Masefield School, Ledbury

476 Hereford - Bartestree - Ledbury

Operator: DRMBus

Saturdays

Hereford Bus Stn stand 9	0830	1015	1215	1415	1615	1750
Hereford Shire Hall stand 3	0832	1017	1217	1417	1617	1752
Rose & Crown	0840	1022	1222	1422	1622	1757
Lugwardine Church	0846	1030	1230	1430	1630	1801
Bartestree X Rds	0849	1034	1234	1434	1634	1804
Dormington	0851	1036	1236	1436	1636	1806
Tarrington Inn	0855	1040	1240	1440	1640	1810
Trumpet Inn	0900	1045	1245	1445	1645	1815
Ledbury Station	0908	1051	1251	1451	1651	1821
Ledbury Market House	0910	1053	1253	1453	1653	1823
Ledbury Deer Park	0915	1058	1258	1458	1658	1828

476 Hereford - Bartestree - Ledbury

Operator: DRMBus

Sundays*financially supported by Herefordshire Council*

Hereford Bus Stn stand 9	1015	1215	1415	1615
Hereford Shire Hall stand 3	1017	1217	1417	1617
Rose & Crown	1022	1222	1422	1622
Lugwardine Church	1026	1226	1426	1626
Bartestree X Rds	1034	1234	1434	1634
Dormington	1036	1236	1436	1636
Tarrington Inn	1040	1240	1440	1640
Trumpet Inn	1045	1245	1445	1645
Ledbury Station	1050	1250	1450	1650
Ledbury Market House	1053	1253	1453	1653
Ledbury Deer Park	1058	1258	1458	1658

479 Much Marcle - Ledbury

Operator Nick Maddy Coaches

Tuesdays only

Much Marcle Glebe Orchard	1000	Ledbury Memorial	1300
Much Marcle Walwyn Arms	1002	Little Marcle	1308
Old Pike Bounds Turn	1005	Aylton Putley Green turn	1311
Rushall	1008	Trumpet Inn	1313
Kynaston Hill End turn	1013	Poolend Farm	1315
Putley Village Hall	1018	Putley Common	1318
Putley Common	1023	Putley Village Hall	1322
Poolend Farm	1026	Kynaston Hill End turn	1327
Trumpet Inn	1028	Rushall	1332
Aylton Putley Green Turn	1030	Old Pike Bounds turn	1335
Little Marcle	1033	Much Marcle Walwyn Arms	1338
Ledbury Market House	1014	Much Marcle Glebe Orchard	1340

Rail and Bus for Herefordshire

makes the case for better public transport throughout the county

Our active committee enjoys a good relationship with local councils, bus and train operators and allied groups

We believe that improved public transport has a key role to play in addressing the Climate Emergency

Members receive four newsletters each year and are free to attend our transport-themed meetings and outings.

rbfh.org.uk

Membership application form on back page

482 Ledbury - Bromyard - Leominster Operator First Worcester

Fridays only

financially supported by Herefordshire Council

Ledbury Memorial	0900C	Leominster Morrisons	1120
Ledbury Rail Station	0902	Leominster Bus Stn arr	1125
Staplow Oak Inn	0907	Leominster Bus Stn dep	1230
Bosbury Bell	0911	Leominster Rail Station	1232
Cradley Finchers Corner	0919	Drum X Rds	1237
Fromes Hill	0927	Steens Bridge	1240
Bishops Frome Chase Inn	0932	Docklow Kngs Head	1242
Munderfield Stocks	0936	Grendon Bishop	1247
Bromyard Pump St	0945	Bredenbury Barneby Arms	1249
Flaggoners Green	0947	Flaggoners Green	1256
Bredenbury Barneby Arms	0955	Bromyard Pump St	1300
Grendon Bishop	0957	Bromyard Coop	1303
Docklow Kings Head	1000	Bromyard Loden Ave	1305
Steens Bridge	1005	Flaggoners Green	1307
Drum X Rds	1007	Munderfield Stocks	1315
Leominster Rail Station	1012	Bishops Frome Chase Inn	1319
Leominster Bus Stn	1015	Fromes Hill	1324
Leominster Morrisons	1020	Cradley Fncchers Corner	1332
		Bosbury Bell Inn	1340
		Staplow Oak Inn	1344
		Ledbury Rail Station	1348
		Ledbury Market house	1351

Notes C = concessionary passes accepted on this journey

Look over the hedgerows
See the Herefordshire
countryside by Bus

600 Ledbury - New Mills - Ledbury Operator First Worcester

Monday - Friday *financially supported by Herefordshire Council*

			TTh		TTh	
Ledbury Memorial	0845	1050	1150	1250	1350	1450
Ledbury Rail station	0847	1052	1152	1252	1352	1452
New Mills Aldi	0850	1055	1155	1255	1355	1455
Little Marcle Road	0854	1059	1159	1259	1359	1459
Ledbury Memorial	0856	1101	1201	1301	1401	1501

Saturdays *financially supported by Herefordshire Council*

Ledbury Memorial	0845	1050	1250	1450
Ledbury Rail station	0847	1052	1252	1452
New Mills Aldi	0850	1055	1255	1455
Little Marcle Road	0854	1059	1259	1459
Ledbury Memorial	0856	1101	1301	1501

Sundays *financially supported by Herefordshire Council*

Ledbury Memorial	1005	1155	1555
Ledbury Rail station	1007	1157	1557
New Mills Aldi	1010	1200	1600
Little Marcle Road	1013	1203	1603
Ledbury Memorial	1015	1205	1605

Service 600 also forms services 671 and 672 and through fares are available from New Mills Aldi

671 Bromyard - Ledbury

Operator First Worcester

Tuesdays only*financially supported by Herefordshire Council*

Bromyard Pump St	0935	Ledbury Aldi	1155
Bromyard Loden Ave	0940	Ledbury Memorial	1205
Munderfield Stocks	0945	Ledbury Rail Station	1207
Bishops Frome Chase Inn	0950	Trumpet X Rds	1214
Canon Frome	0957	Ashperton	1217
Ashperton	1005	Canon Frome	1224
Trumpet X Rds	1008	Bishops Frome Chase Inn	1232
Ledbury Rail Station	1015	Munderfield Stocks	1237
Ledbury Market House	1018	Bromyard Pump St	1245
Ledbury Aldi	1025	Bromyard Loden Ave	1252

672 Bromyard - Ledbury

Operator First Worcester

Thursdays only*financially supported by Herefordshire Council*

Bromyard Pump St	0935	Ledbury Aldi	1155
Bromyard Loden Ave	0940	Ledbury Memorial	1205
Munderfield Stocks	0945	Ledbury Rail Station	1207
Bishops Frome Chase Inn	0950	Trumpet X Rds	1214
Lower Egleton	0955	Ashperton	1217
Newtown X Rds	0959	Stretton Grandison	1220
Stretton Grandison	1002	Newtown X Rds	1223
Ashperton	1005	Lower Egleton	1226
Trumpet X Rds	1008	Bishops Frome Chase Inn	1232
Ledbury Rail Station	1015	Munderfield Stocks	1237
Ledbury Market House	1018	Bromyard Pump St	1245
Ledbury Aldi	1025	Bromyard Loden Ave	1252

673 Ledbury - Bromyard

Operator First Worcester

Tuesdays & Thursdays*financially supported by Herefordshire Council*

Ledbury Memorial	0900C	Bromyard Pump St	1247
Ledbury Rail Station	0902	Bromyard Loden Ave	1252
Staplow Oak Inn	0907	Munderfield Stocks	1257
Canon Frome Church turn	0914	Bishops Frome Chase Inn	1302
Bishops Frome Chase Inn	0919	Castle Frome church turn	1307
Munderfield Stocks	0924	Staplow Oak Inn	1314
Bromyard Pump St	0932	Ledbury Rail Station	1319
Bromyard Loden Ave	0940	Ledbury Market House	1322

Notes C = concessionary passes accepted on this journey**674 Bromyard - Ledbury**

Operator First Worcester

School days only*financially supported by Herefordshire Council*

Bromyard Pump St	0735	Ledbury Memorial	1525
Munderfield Stocks	0743	Ledbury Rail Station	1527
Bishops Frome Chase Inn	0748	Staplow Oak Inn	1532
Fromes Hill	0755	Bosbury Bell Inn	1536
Cradley Finchers Corner	0800	Cradley Finchers Corner	1544
Bosbury Bell Inn	0810	Fromes Hill	1552
Staplow Oak Inn	0812	Bishops Frome Chase Inn	1557
Ledbury Rail Station	0817	Munderfield Stocks	1602
Ledbury Market House	0820	Bromyard Pump St	1607

Ledbury - Bromyard Composite Timetable

Operator: First Worcester

	T&Th	F	W	T	Th	Sch
Service	673	482	405	671	672	674
Ledbury Memorial	0900	0900	0900	1155	1155	1525
Bromyard Pump St	0932	0945	0948	1252	1252	1627
	Sch	Th	T	TTh	F	W
Service	674	672	671	673	482	405
Bromyard Pump St	0735	0935	0935	1247	1300	1421
Ledbury Market House	0820	1018	1025	1322	1351	1508

675/6 Ledbury - Great Malvern

Operator: First Worcester

Monday - Friday

financially supported by Herefordshire Council

					Sch	NSch	Sch	
Ledbury Memorial	0725	0910	1110	1310	-	1540	1555	1715
Ledbury Market House	-	-	-	-	1520	-	-	-
Ledbury Rail Station	0727	0912	1112	1312	-	1542	1557	1717
Wellington Heath Oak Tree	0731	0916	1116	1316	-	1546	1601	1721
Wellington Heath Farmers	-	-	-	1318	-	-	-	-
Colwall Green Yew Tree	0742	0927	1127	1330	1535	1557	1612	1732
Colwall Stone	0745	0930	1130	1333	1538	1600	1615	1735
Wyche Cutting	0750	0935	1136	1338	1543	1605	1620	1740
West Malvern Quarry	0754	0939	1139	1342	1547	1609	-	-
Gt Malvern Belle Vue Tce	0804	0949	1149	1352	1557	1619	-	-
Gt Malvern Rosebank Gdns	-	-	-	-	-	-	-	1745

Notes: Sch = schooldays only NSch = not on schooldays**675/6 Ledbury - Great Malvern**

Operator: First Worcester

Saturdays

financially supported by Herefordshire Council

Ledbury Memorial	0910	1110	1310	1540	1715
Ledbury Rail Station	0912	1112	1312	1542	1717
Wellington Heath Oak Tree	0916	1116	1316	1546	1721
Wellington Heath Farmers	-	-	1318	-	-
Colwall Green Yew Tree	0927	1127	1330	1557	1732
Colwall Stone	0930	1130	1333	1600	1735
Wyche Cutting	0935	1136	1338	1605	1740
West Malvern Quarry	0939	1139	1342	1609	-
Gt Malvern Belle Vue Tce	0949	1149	1352	1619	-
Gt Malvern Rosebank Gdns	-	-	-	-	1745

675/6 Ledbury - Great Malvern

Operator: First Worcester

Sundays

financially supported by Herefordshire Council

Ledbury Memorial	1020	1210	1420	1610
Ledbury Rail Station	1022	1212	1422	1612
Wellington Heath Oak Tree	1026	1216	1426	1616
Colwall Green Yew Tree	1037	1227	1437	1627
Colwall Stone	1040	1230	1440	1630
Wyche Cutting	1045	1235	1445	1635
West Malvern Quarry	1049	1239	1449	1639
Gt Malvern Belle Vue Tce	1059	1249	1459	1649

675/6 Great Malvern - Ledbury

Operator: First Worcester

Monday - Friday

financially supported by Herefordshire Council

	Sch	Sch	NSch					
Gt Malvern Rosebank Gdns	-	-	-	1000	1200	1400	1625	1750
Gt Malvern Belle Vue Tce	-	0805	0805	-	-	-	-	-
West Malvern Quarry	-	-	-	1010	1210	1410	1635	1800
Wyche Cutting	0800	0810	0810	1014	1214	1414	1639	1804
Colwall Stone	0805	0815	0815	1019	1219	1419	1644	1809
Colwall Green Yew Tree	0808	0818	0818	1022	1222	1422	1647	1812
Wellington Heath Farmers	-	-	-	1034	-	-	-	-
Wellington Heath Oak	-	0829	0829	1036	1233	1433	1658	-
Ledbury Rail Station	-	0833	0833	1040	1237	1437	1702	-
Ledbury Market House	-	0835	0835	1042	1239	1439	1704	-
Ledbury Memorial	0823	-	-	-	-	-	-	1820
John Masefield School	-	0838	-	-	-	-	-	-

Notes: Sch = schooldays only NSch = not on schooldays

675/6 Great Malvern - Ledbury

Operator: First Worcester

Saturday

financially supported by Herefordshire Council

Gt Malvern Rosebank Gdns	-	1000	1200	1400	1625	1750
Gt Malvern Belle Vue Tce	0805	-	-	-	-	-
West Malvern Quarry	-	1010	1210	1410	1635	1800
Wyche Cutting	0810	1014	1214	1414	1639	1804
Colwall Stone	0815	1019	1219	1419	1644	1809
Colwall Green Yew Tree	0818	1022	1222	1422	1647	1812
Wellington Heath Farmers	-	1034	-	-	-	-
Wellington Heath Oak	0829	1036	1233	1433	1658	-
Ledbury Rail Station	0833	1040	1237	1437	1702	-
Ledbury Market House	0835	1042	1239	1439	1704	-
Ledbury Memorial	-	-	-	-	-	1820

675/6 Great Malvern - Ledbury

Operator: First Worcester

Sundays

financially supported by Herefordshire Council

Gt Malvern Rosebank Gdns	0920	1110	1300	1510
West Malvern Quarry	0930	1120	1310	1520
Wyche Cutting	0934	1124	1314	1524
Colwall Stone	0939	1129	1319	1529
Colwall Green Yew Tree	0942	1132	1322	1532
Wellington Heath Oak	0953	1143	1333	1543
Ledbury Rail Station	0957	1147	1337	1547
Ledbury Market House	0959	1149	1339	1549

679 Newent - Ledbury

Operator: Newent Community Link

Tuesday & Friday only

financially supported by Herefordshire Council

Newent Coop	0957	Ledbury Tesco	1304
Upleadon Cross	1003	Ledbury Market House	1307
Brand Green Village Hall	1008	Donnington Church turn	1315
Poolhill Little Place	1012	Greenway Stone House	1317
Redmarly War Memorial	1023	Brooms Green Memeorial Hall	1319
Playley Green Old Post Office	1026	Bromsberrow Heath Post Office	1322
Lowbands Mill Lane	1029	Bromsberrow Lette House	1326
Bromsberrow Nurseries	1037	Bromsberrow Nurseries	1330
Bromsberrow Letter House	1041	Lowbands Mill Lane	1338
Bromsberrow Heath Post Office	1045	Playley Green Old Post Office	1341
Brooms Green Memorial Hall	1048	Redmarley War Memorial	1344
Greenway Stone House	1050	Poolhill Little Place	1355
Donnington Church turn	1053	Brand Green Village Hall	1359
Ledbury Memorial	1100	Upleadon Cross	1404
Ledbury Tesco	1103	Newent Coop	1410

445 Hereford - Ledbury - London

Operator: National Express

Daily

			Mon- Fri	Sat & Sun
Hereford Country Bus Stn	1150	London Victoria Coach Stn	1500	1500
Ledbury Market House	1215	Cheltenham royal Well Bus Stn	1805	1745
Gloucester Transport Hub	1250	Gloucester Transport Hub	1830	1810
Cheltenham royal Well Bus Stn	1320	Ledbury Memorial	1855	1835
London Victoria Coach Stn	1620	Hereford Country Bus Stn	1920	1900

Summary Tables of Train Departures from Ledbury

Notes

Trains to London & Birmingham

GWR - Great Western Railway through services to London Paddington calling at Colwall, Great Malvern, Malvern Link, Worcester Foregate St, Worcester Shrub Hill, Worcestershire Parkway and principal Cotswold Line stations to Oxford and London Paddington.

WMR - West Midlands Railway services to Birmingham New Street calling at Colwall, Great Malvern, Malvern Link, Worcester Foregate St, Droitwich Spa, Bromsgrove, University and Birmingham New Street. (WMR is a constituent company of West Midlands Trains)

Change at Worcester Foregate St for connections to London via the Cotswold Line and the Birmingham Snow Hill service via Kidderminster and Stourbridge Jcn.

Trains to Hereford

GWR and WMR - All trains terminate at Hereford. Connections for Transport for Wales services south to Abergavenny, Cwmbran Newport, Cardiff and West Wales: north to Leominster, Ludlow, Craven Arms, Church Stretton, Shrewsbury, Crewe & Manchester; also Wrexham, Chester & North Wales.

Contacts

West Midlands Railway 0333 311 0039
www.westmidlandsrailway.com

Great Western Railway 0345 700 0125 www.gwr.com

www.nationalrail.co.uk

Trains to London & Birmingham

Monday-Friday	Saturdays	Sundays
0506 GWR	0635 GWR	1022 WMR
0540 GWR	0659 WMR	1218 WMR
0700 GWR	0730 GWR	1246 GWR
0729 WMR	0759 WMR	1344 GWR
0750 WMR	0858 WMR	1419 WMR
0855 WMR	0958 WMR	1548 GWR
0958 WMR	1058 WMR	1619 WMR
1058 WMR	1158 WMR	1719 WMR
1158 WMR	1258 WMR	1748 GWR
1258 WMR	1335 GWR	1819 WMR
1335 GWR	1358 WMR	2017 WMR
1400 WMR	1458 WMR	2117 WMR
1458 WMR	1530 GWR	2258 WMR*
1535 GWR	1558 WMR	
1558 WMR	1658 WMR	
1658 WMR	1758 WMR	
1759 WMR	1901 WMR	
1904 WMR	1959 WMR	
2007 WMR	2038 GWR	
2114 WMR	2101 WMR	
2145 WMR	2155 WMR	
2217 GWR	2306 WMR*	
2315 WMR*		

Note: * = terminates at Worcester

Trains to Hereford

Monday-Friday	Saturdays	Sundays
0624 WMR	0659 WMR	0926 WMR
0659 WMR	0759 WMR	1113 WMR
0813 WMR	0859 WMR	1243 GWR
0917 WMR	0959 WMR	1315 WMR
0959 WMR	1059 WMR	1443 GWR
1059 WMR	1159 WMR	1506 WMR
1158 WMR	1227 GWR	1619 WMR
1227 GWR	1259 WMR	1642 GWR
1259 WMR	1359 WMR	1716 WMR
1359 WMR	1426 GWR	1843 GWR
1424 GWR	1459 WMR	1915 WMR
1459 WMR	1559 WMR	2015 WMR
1559 WMR	1659 WMR	2139 GWR
1659 WMR	1759 WMR	2210 WMR
1801 WMR	1901 WMR	
1831 WMR	1929 GWR	
1927 WMR	1959 WMR	
2008 GWR	2101 WMR	
2045 WMR	2149 GWR	
2147 GWR	2228 WMR	
2219 WMR		
2242 GWR		

Blank for your Notes

This timetable book has been compiled by Rail & Bus for Herefordshire following requests from the public concerning lack of printed information on public transport services and times. Its production is funded jointly by the new Beyond the Hills Community Station Partnership and Rail & Bus for Herefordshire with support from Ledbury Town Council.

Rail and Bus for Herefordshire

Application for Membership

Name

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Address

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Phone

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Email

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Date

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Membership is £10 pa for those receiving the newsletter electronically and £15 pa for those receiving the newsletter by post. Memberships run from 1 February each year. However first subscriptions paid after 1 October will cover up to sixteen months' membership to the following February.

This form may be printed off completed and posted to Andrew Pearson our Membership Secretary at 4 Northam Field Clehonger HR2 9SR. Alternatively it can be scanned and emailed to the Membership Secretary at pearsondore@yahoo.com. Applications for membership cannot currently be made through our website.

We encourage all members to pay subscriptions either electronically or by Standing Order. Our account details are: sort code 30-94-14 a/c no 2929075. Cheques may be posted to the Membership Secretary.