

Forest South area

Current bus routes and new proposals

Please click on **service number** for survey results

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23 GLOUCESTER - LYDNEY - COLEFORD

Runs daily. Monday to Saturday journeys are provided WITHOUT subsidy. The service was recently changed to provide regular links between Bream, Sling and Gloucester. Sunday service is subsidised.

Option 1: On Sundays the number of journeys will be reduced and run between 10am and 4pm.

Option 2: On Sundays there will be one return journey arriving in Gloucester mid morning and returning late afternoon.

24/24A COLEFORD - JOYS GREEN - RUARDEAN - MITCHELDEAN - GLOUCESTER

Service runs daily and is subsidised.

Option 1: Late evening services will run on Fridays and Saturdays. The frequency of services on Sunday will be reduced.

Option 2: Evening service to run daily but on Sundays one journey to run to Gloucester in the morning returning from Gloucester after 4pm.

31 GLOUCESTER - CINDERFORD - BRIERLEY - COLEFORD

Service runs daily. Hourly day time on Mondays to Saturdays with 2 subsidised journeys in each direction in the evenings and four return subsidised journeys on Sundays.

Option 1: Late evening services will run on Fridays and Saturdays. The frequency of service on Sundays will be reduced.

Option 2: Evening services will run Mondays to Saturdays. On Sundays one journey to run to Gloucester in mid morning returning from Gloucester late afternoon.

705 ST BRIAVELS COMMON - MONMOUTH

Runs on Wednesdays. Service subsidised.

Option 1: This service could be withdrawn and replaced by a flexible transport service*. Depending on the type of service offered, you may need to book your trip in advance. Departure times and precise pick-up/drop off points will be confirmed when you make your booking.

No other proposal.

707 CLEARWELL - COLEFORD - CHEPSTOW

Runs on Tuesdays, Thursdays and Fridays. Service subsidised.

Option 1: Run once a week.

Option 2: This service could be withdrawn and replaced by a flexible transport service*. Depending on the type of service offered, you may need to book your trip in advance. Departure times and precise pick-up/drop off points will be confirmed when you make your booking.

708 ST BRIAVEL'S - COLEFORD

Runs on Tuesdays and Fridays. Service subsidised.

Option 1: Run once a week.

Option 2: This service could be withdrawn and replaced by a flexible transport service*. Depending on the type of service offered, you may need to book your trip in advance. Departure times and precise pick-up/drop off points will be confirmed when you make your booking.

709 COLEFORD - SYMONDS YAT

Runs on Tuesdays and Fridays. Service subsidised.

Option 1: Run once a week.

Option 2: This service could be withdrawn and replaced by a flexible transport service*. Depending on the type of service offered, you may need to book your trip in advance. This being so, departure times and precise pick-up/drop off points will be confirmed when you make your booking.

710 CINDERFORD - BEECHDEAN CIRCULAR TOWN SERVICE

Runs on Monday to Saturday daytimes. All journeys subsidised.

Option 1: Run Saturday timetable on Mondays to Saturdays with an afternoon journey on Mondays to Fridays.

Option 2: This service could be withdrawn and replaced by a flexible transport service*. Depending on the type of service offered, you may need to book your trip in advance. Departure times and precise pick-up/drop off points will be confirmed when you make your booking.

711 CINDERFORD TOWN SERVICE

Runs on Monday to Saturday daytimes. All journeys subsidised.

Option 1: Run Saturday timetable on Mondays to Saturdays.

Option 2: This service could be withdrawn and replaced by a flexible transport service*. Depending on the type of service offered, you may need to book your trip in advance. Departure times and precise pick-up/drop off points will be confirmed when you make your booking.

713 CINDERFORD TOWN SERVICE

Runs on Monday to Saturday daytimes. All journeys subsidised.

Option 1: This service could be withdrawn and replaced by a flexible transport service*. Depending on the type of service offered, you may need to book your trip in advance. Departure times and precise pick-up/drop off points will be confirmed when you make your booking.

No other proposal.

714 CINDERFORD TOWN SERVICE

Runs on Monday to Friday daytimes. All journeys subsidised.

Option 1: Run a reduced frequency on Mondays to Fridays.

Option 2: This service could be withdrawn and replaced by a flexible transport service*. Depending on the type of service offered, you may need to book your trip in advance. Departure times and precise pick-up/drop off points will be confirmed when you make your booking.

717 CINDERFORD - SOUDLEY - BLAKENEY - LYDNEY

Runs on Monday to Saturday daytimes. All journeys subsidised.

Option 1: Reduce frequency but extend to serve Lydney Station via Cemetery Road. Timetable to meet trains to and from Gloucester and link with Lydney - Chepstow service 755.

Option 2: This service could be withdrawn and replaced by a flexible transport service*. Depending on the type of service offered, you may need to book your trip in advance. Departure times and precise pick-up/drop off points will be confirmed when you make your booking.

727 LYDNEY - YORKLEY - PARKEND - LYDNEY

Runs on Monday to Saturday daytimes. All journeys subsidised.

Option 1: Reduce number of journeys on Mondays to Fridays.

Option 2: This service could be withdrawn and replaced by a flexible transport service*. Depending on the type of service offered, you may need to book your trip in advance. Departure times and precise pick-up/drop off points will be confirmed when you make your booking.

734 CINDERFORD - COLEFORD - LYDNEY

Monday to Friday evening rush hour journey subsidised.

Option 1: This service could be withdrawn. Most journeys can be made by catching services 30/31 from Cinderford and changing at Coleford for Bream and Lydney.

Option 2: This service could be withdrawn and replaced by a flexible transport service*. Depending on the type of service offered, you may need to book your trip in advance. This being so, departure times and precise pick-up/drop off points will be confirmed when you make your booking.

735 LYDNEY - COLEFORD - CINDERFORD - MITCHELDEAN

Monday to Friday early morning journey subsidised.

Option 1: This service could be withdrawn. Most journeys can be made by catching service 23 from Lydney and changing on to service 24 at Coleford for Mitcheldean and at Milkwall to service 31 to Cinderford.**Option 2:** This service could be withdrawn and replaced by a flexible transport service*. Depending on the type of service offered, you may need to book your trip in advance. This being so, departure times and precise pick-up/drop off points will be confirmed when you make your booking.**738 COLEFORD - UPPER LYDBROOK - RUARDEAN CIRCULAR**

Runs on Tuesdays, Thursdays and Fridays. Service subsidised.

Option 1: Run once a week on Fridays.**Option 2:** This service could be withdrawn and replaced by a flexible transport service*. Depending on the type of service offered, you may need to book your trip in advance. Departure times and precise pick-up/drop off points will be confirmed when you make your booking.**746 CINDERFORD - JOYS GREEN - RUARDEAN**

Monday to Friday early morning and late afternoon journeys subsidised.

Option 1: This service could be withdrawn and replaced by a flexible transport service*. Depending on the type of service offered, you may need to book your trip in advance. Departure times and precise pick-up/drop off points will be confirmed when you make your booking.

No other proposal.

747 CINDERFORD - RUARDEAN - LYDBROOK

Monday to Saturday daytimes subsidised.

Option 1: Run one journey in each direction between Lydbrook and Cinderford on Mondays to Saturdays.**Option 2:** This service could be withdrawn and replaced by a flexible transport service*. Depending on the type of service offered, you may need to book your trip in advance. Departure times and precise pick-up/drop off points will be confirmed when you make your booking.**748 LYDNEY - BLAISDON - WESTBURY-ON-SEVERN**

Monday to Friday school days only subsidised.

Option 1: Review with pupil numbers.

No other proposal.

755 CHEPSTOW & LYDNEY LOCAL

Monday to Saturday daytimes subsidised.

Option 1: Revised timetable. Co-ordinate with journeys on service 761 between Tutshill and Chepstow .**Option 2:** This service could be withdrawn and replaced by a flexible transport service*. Depending on the type of service offered, you may need to book your trip in advance. Departure times and precise pick-up/drop off points will be confirmed when you make your booking.**756 LYDNEY - WOOLASTON WOODSIDE**

Runs on Wednesdays. Service subsidised.

Option 1: This service could be withdrawn and replaced by a flexible transport service*. Depending on the type of service offered, you may need to book your trip in advance. Departure times and precise pick-up/drop off points will be confirmed when you make your booking.

No other proposal.

761 BEACHLEY - CHEPSTOW

Monday to Saturday daytimes subsidised

Option 1: On Monday to Saturdays day times the frequency of service will be reduced. Journeys to and from Chepstow for workers and students will continue to run. Journeys will be co-ordinated with service 755 between Tutshill and Chepstow.**Option 2:** This service could be withdrawn and replaced by a flexible transport service*. Depending on the type of service offered, you may need to book your trip in advance. Departure times and precise pick-up/drop off points will be confirmed when you make your booking.

781 BLAKENEY - GLOUCESTER

Runs on Mondays. Service subsidised.

Option 1: The section of route between Cinderford and Blakeney is covered by other buses running on Mondays to Saturdays. Service 781 between Littledean and Gloucester could be withdrawn and replaced by a flexible transport service* serving communities between Flaxley and Oakle Street. Depending on the type of service offered, you may need to book your trip in advance. Departure times and precise pick-up/drop off points will be confirmed when you make your booking.

No other proposal.

782 ROSS-ON-WYE - CINDERFORD

Runs on Thursdays. Service subsidised.

Option 1: This service could be withdrawn and replaced by a flexible transport service* Depending on the type of service offered, you may need to book your trip in advance. Departure times and precise pick-up/drop off points will be confirmed when you make your booking.

No other proposal.

783 ZION HILL - LONGHOPE - ROSS-ON-WYE

Runs on Thursdays. Service subsidised.

Option 1: This service could be withdrawn and replaced by a flexible transport service* Depending on the type of service offered, you may need to book your trip in advance. Departure times and precise pick-up/drop off points will be confirmed when you make your booking.

No other proposal.

784 PURTON - GLOUCESTER

Runs on Wednesdays. Service subsidised.

Option 1: This service could be withdrawn and replaced by a flexible transport service* Depending on the type of service offered, you may need to book your trip in advance. Departure times and precise pick-up/drop off points will be confirmed when you make your booking.

No other proposal.

786 PARKEND - BREAM - LYDNEY - GLOUCESTER

Runs on Thursdays. Service subsidised.

Option 1: Run between Parkend & Lydney where connections to Gloucester can be made.

Option 2: This service could be withdrawn and replaced by a flexible transport service* Depending on the type of service offered, you may need to book your trip in advance. Departure times and precise pick-up/drop off points will be confirmed when you make your booking.

787 PILLOWELL - GLOUCESTER

Runs on Mondays. Service subsidised

Option 1: Run between Pillowell & Blakeney - connect with service 23 for Gloucester.

Option 2: This service could be withdrawn and replaced by a flexible transport service* serving villages between St Briavels and Bream to connect with service 23 for Gloucester. Depending on the type of service offered, you may need to book your trip in advance. Departure times and precise pick-up/drop off points will be confirmed when you make your booking.

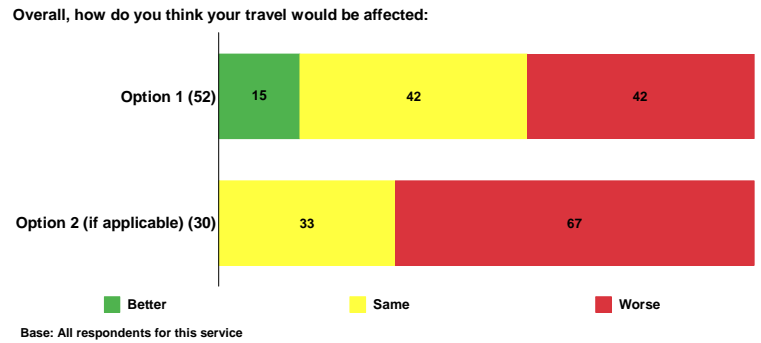
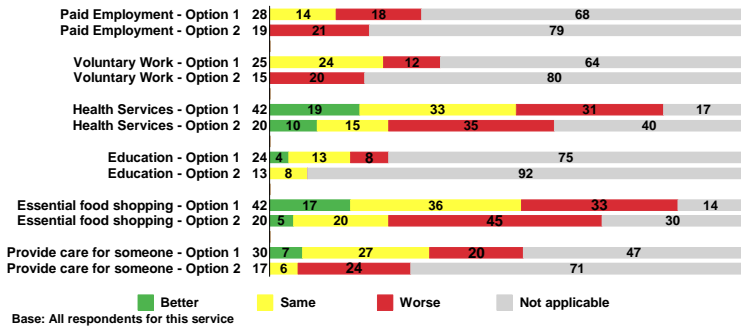
* Concessionary bus passes will be accepted on registered local bus services but may not be accepted on some community transport.



Service Number 23 (Forest of Dean)

There were 65 responses regarding the number 23 (Forest of Dean) bus service. 71% said that the current timetable for this bus service meets their needs.

The following charts shows how respondents felt the changes in option 1 and option 2 would affect their travel and how their travel would be affected overall for each option.



About you

10% were aged under 45, 14% were aged 45-60 and 76% were aged 61 or over

36% of respondents had a disability.

95% responded to the questionnaire as an individual and 5% responded to the questionnaire on behalf of an organisation.

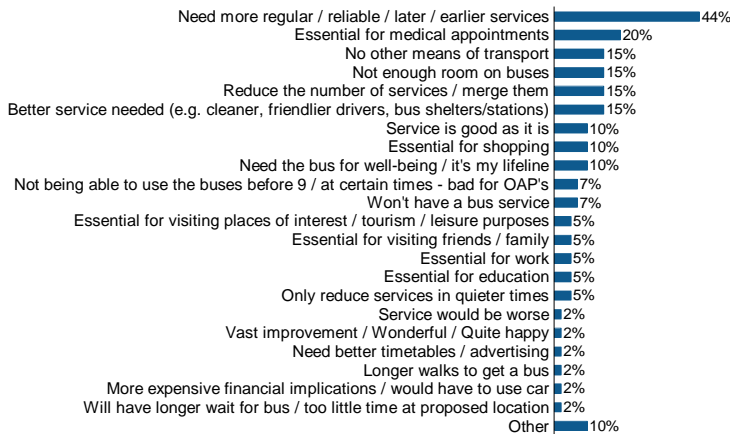
Below is a list of organisations that responded:

- Awre Parish Council

Any other comments

The chart below shows coded responses for any other comments respondents had regarding service number 23 (Forest of Dean).

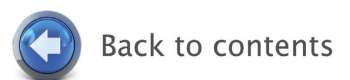
Any other comments



Base: All respondents for this service (41)

The list below shows all responses for service 23 (Forest of Dean).

Along the A48 route please join up the number 30, 31 and 23 buses for a few late night/evening services.	Newnham and Westbury
We are limited with poor health and without a car, could not cope without a regular bus.	Coleford East
The Sunday service is poor.	Awre





<i>Alterations on this route will affect me drastically, as I have no other means whatsoever to get to Gloucester.</i>	Lydney North
<i>Leave Gloucester to Lydney, Lydney to Gloucester, Lydney to Blakeney, Blakeney to Lydney, alone. That is the one I travel on, and Cheltenham.</i>	Awre
<i>The bus does not service the west end of Lydney, which was a very busy bus stop when the number 73 was running. Incorrect tickets were issued, i.e. to Lydney bus station instead of Lydney Cross.</i>	Alvington
<i>There is no stop at Lydney Cross resulting in the drivers issuing the wrong tickets. I can no longer use the bus now that Lydney Cross has been taken off the route.</i>	Alvington
<i>The bus is not covering the west end of Lydney. A single service (23) replaced the number 73 service. Drivers did not issue the correct destination tickets to Lydney Cross, which meant this stop was used very little and we eventually lost this bus stop. Please reinstate the Lydney Cross bus stop.</i>	Alvington
<i>Service is not adequate to cover hospital visits. Current service does not allow pensioners to attend early hospital appointments using their travel cards. Also, inadequate evening services from Gloucester.</i>	Awre
<i>Would especially value a Sunday service to regularly attend church in either Cheltenham or Gloucester. I can no longer drive due to a visual problem.</i>	Newnham and Westbury
<i>The Sunday service is so curtailed so I don't use it.</i>	Newnham and Westbury
<i>We would be trapped in Gloucester on Sundays when visiting hospital patients. With a walking disability this would be difficult. 16.00 return is too early.</i>	Coleford East
<i>Buses are not disable or pram/child friendly. My daughter has twins and cannot use the bus service.</i>	Bream
<i>Very useful for the hospital. Not all people have transport. Good for shopping.</i>	Lydney North
<i>There is no bus shelter in Bream Road and also no service for West Lydney. In bad weather this service would be affected owing to the nature of the road. Please leave the 73 as it was.</i>	Alvington
<i>Buses keep breaking down on the Gloucester to Lydney route.</i>	Lydney East
<i>Buses to be more reliable as they keep breaking down.</i>	Bream
<i>Needed for hospital appointments, Gloucester main shopping.</i>	Bream
<i>We need the bus service.</i>	Coleford East
<i>Current 23 service on weekdays doesn't go to Blakeney or Newnham in time to get my sixth form bus. It's inconvenient for me and friends, also I can't catch the bus to work on Saturdays because it's too late arriving.</i>	Alvington
<i>Leave all the private and Stagecoach services as they are.</i>	
<i>The number 23 picking up at villages and continuing to Gloucester is a very good service. It saves time as we haven't got to go to Coleford.</i>	Newland and St Briavels
<i>Hospital appointments, food shopping, visiting.</i>	Bream
<i>Always breaking down and full when leaving Lydney - no space for passengers at Blakeney onward.</i>	Pillowell
<i>Sunday service 5.30 return from Gloucester essential.</i>	Newnham and Westbury
<i>I start work at 8.30 a.m., the 23 never arrives on time, I am likely to lose my job!</i>	
<i>I rely very much on service 23 for shopping and hospital visits in Gloucester and Lydney. I also take my daughter out who has learning difficulties.</i>	Bream
<i>I live in Newnham and find it helpful to travel direct to Coleford.</i>	Newnham and Westbury
<i>I don't use the bus on a Sunday. The whole network in the forest is unreliable, breaking down or not turning up.</i>	Bream
<i>Not affected by the Sunday cutbacks, no buses from our area run on a Sunday. The new 23 service isn't functioning properly during the week. Worked much better when it went through Chepstow. Last week it was 10 minutes late leaving Lydney and on the return journey was 25 minutes late. Not allowed sufficient time, not the fault of the drivers, it is the timetables.</i>	Tidenham
<i>Without subsidies I will return to using the car for journeys.</i>	Bream
<i>Impossible to access on a Saturday afternoon or Sundays. No Lydney link.</i>	Lydney North
<i>Bus stop at Maypole Bream going towards Coleford move to the the layby opposite the stop to Gloucester.</i>	Bream
<i>Provided the option runs 3 times per week and runs via Longridge Sheepscombe this would be better than the current service. Also if it goes via Painswick surgery it would get greater use than the present service. Running to a hub at Crosshands, Brockworth would be better than at present. Having to change buses with essential shopping is worse than at present with no changes. Routing the Saturday only Canp to Stroud service (and return) via Sheepscombe and longridge would also mitigate against any worsening of service at no increase to costs</i>	



23 runs only on Thursday which is very restrictive

The Sunday bus service for 31, Option 2, would make things more difficult if I need to go into Gloucester, seeing as though this is the only day I can go there due to education and work. If there is only one return journey later on in the day, but I only need to go up for one or two things, the whole day would be wasted due to consequently having to wait until late afternoon to get back.

Coleford East

If the service ran on time, then there would not be a problem! However this service is continuously late which is unacceptable

Alvington

The 23 & 31 services should be co-ordinated on Sundays to provide a regular-interval service between Coleford & Gloucester.

Coleford East

Would like to see more services in early morning and in the evening during the week, similar to the 30/31 route. We pay the same amount for a bus ticket however we have a reduced service. We are being discriminated by being on the A48 and not living in Cinderford.

Awre

Would like to see more services in early morning and in the evening during the week, similar to the 30/31 route. We pay the same amount for a bus ticket however we have a reduced service. We are being discriminated by being on the A48 and not living in Cinderford.

Awre

wife is disabled and often in Gloucester Royal Hospital. I prefer to visit by bus. On a Sunday I would use 2 buses, 1105 from Lydney as this gets me to Gloucester in time to buy a proper lunch and 1730 from Gloucester to return home. The last time I used this bus the 1730 was full. I need to visit my wife every day, we are both pensioners and I do not really cook, hence the need for a proper lunch. The week day service does seem to carry a lot of passengers and I would have thought that Stagecoach have a moral obligation to provide a Sunday service rather than try to cherrypick. When we first had a bus pass we could travel from Lydney to Newport, this was then reduced from Lydney to Chepstow and then that was cancelled with a reduced service being provided by James Bevan. I am happy with the weekday service from Lydney to Gloucester but do need a reasonable Sunday service. I have not used an evening bus so will not make any comments although I do think that an evening bus is needed by those without a car or by responsible drinkers who prefer not to drive.

Lydney East



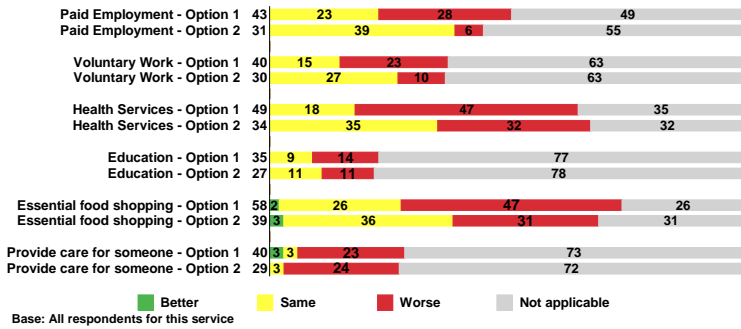
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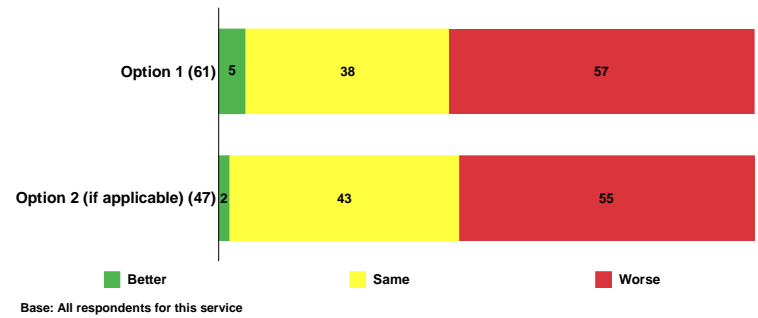
Service Number 24/24A

There were 71 responses regarding the number 24/24A bus service. 80% said that the current timetable for this bus service meets their needs.

The following charts shows how respondents felt the changes in option 1 and option 2 would affect their travel and how their travel would be affected overall for each option.



Overall, how do you think your travel would be affected:



About you

13% were aged under 45, 24% were aged 45-60 and 63% were aged 61 or over

25% of respondents had a disability.

96% responded to the questionnaire as an individual and 4% responded to the questionnaire on behalf of an organisation.

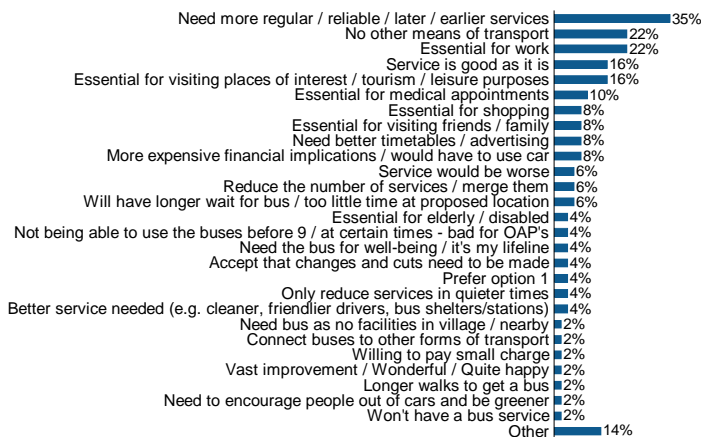
Below is a list of organisations that responded:

- Ruardean Parish Council.
- Forest Gate Camping site, Huntley
- Forest Gate camping Site Huntley

Any other comments

The chart below shows coded responses for any other comments respondents had regarding service number 24/24A.

Any other comments



Base: All respondents for this service (49)

The list below shows all responses for service 24/24A.

I start work at 10.00 until 15.00 therefore, the new times for the bus is totally unacceptable as the bus doesn't arrive in the bus station until 10.00 and leaves at 15.05. The next one is 16.15.

Churcham and Huntley



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<i>Would like to use the bus pass on earlier buses.</i>	<i>Mitcheldean and Drybrook</i>
<i>Any business trying to improve costs would advertise the service more in order to utilise the services available. More customers means more money. A little advertising means more revenue.</i>	<i>Lydbrook and Ruardean</i>
<i>The Council is only subsidising the buses, you cannot stop buses running, even if we have to pay for them. We cannot afford taxis.</i>	<i>Lydbrook and Ruardean</i>
<i>We need this bus.</i>	<i>Cinderford West</i>
<i>I am retired and use both the 24/24A and 33 so these options would not really affect me.</i>	<i>Churcham and Huntley</i>
<i>The timetable as is, is reasonable. It is the only way most of us can get to Gloucester. Don't change it please.</i>	<i>Lydbrook and Ruardean</i>
<i>I have a visual impairment so rely on the 24/24A to connect to the services to Cheltenham. Option 1 would remove any flexibility I have to work late or have a social life and independence. Option 2 would be inconvenient at best.</i>	<i>Lydbrook and Ruardean</i>
<i>I need a regular evening service to return after 18.00.</i>	<i>Mitcheldean and Drybrook</i>
<i>If we were unable to use our car, we would rely on the bus for shopping and visits to the surgery, like last winter.</i>	<i>Lydbrook and Ruardean</i>
<i>Any changes would affect me as it is mine, and a lot of people's, only means of transport as I do not drive.</i>	<i>Lydbrook and Ruardean</i>
<i>Don't drive and the doctor is 3 miles away. I also help look after an elderly relative when needed.</i>	<i>Lydbrook and Ruardean</i>
<i>The number 24 is a vital part of my gaining assistance in my challenge to return to employment.</i>	<i>Lydbrook and Ruardean</i>
<i>Early morning bus travel times unworkable and recent timetable changes have adversely impacted my working hours and also affecting several of my colleagues' working timetables.</i>	
<i>We need to keep the 7 p.m. service because returning after a long journey into Gloucester we have to get home.</i>	<i>Lydbrook and Ruardean</i>
<i>At General Election was told that bus services/transport and bus passes would stay the same.</i>	<i>Lydbrook and Ruardean</i>
<i>Will find it difficult to attend my church in next village if bus only runs once a day.</i>	<i>Mitcheldean and Drybrook</i>
<i>24 service would stay the same for both options.</i>	<i>Mitcheldean and Drybrook</i>
<i>I would prefer option 1.</i>	<i>Mitcheldean and Drybrook</i>
<i>As a Parish Council we would very much regret any less a service that is currently in place. Being an isolated community, the bus service is an essential need for local people for social and employment purposes.</i>	<i>Lydbrook and Ruardean</i>
<i>Need to get to National Express and railway station.</i>	<i>Lydbrook and Ruardean</i>
<i>Why are there not more community buses? They could replace double-deckers which are a waste.</i>	<i>Lydbrook and Ruardean</i>
<i>I won't be able to visit my family on a Sunday if only one bus runs.</i>	<i>Mitcheldean and Drybrook</i>
<i>Return to the previous timetable please.</i>	<i>Mitcheldean and Drybrook</i>
<i>We cannot walk too far and our only way out is with our local buses, to meet people, do the shopping and care for our friends and have a life.</i>	<i>Lydbrook and Ruardean</i>
<i>Would like a service (even if just one a week) to include Mitcheldean to Coleford. Mitcheldean to Cinderford should be four plus times daily by Stagecoach. It also needs to be a straight run. Need to get to the doctor, dentist and to get cheaper food prices at the Co-op. Not all of us have cars.</i>	<i>Mitcheldean and Drybrook</i>
<i>If the 24 breaks down, what do we do in Huntley for more than an hour? If there are hold ups will the bus wait in Huntley for the other? Your buses are renowned for break downs!</i>	<i>Lydbrook and Ruardean</i>
<i>If you lived on Ruardean Hill you would know there is a need for buses for people who are elderly and cannot drive. I cannot carry shopping for half a mile from the nearest bus stop.</i>	<i>Lydbrook and Ruardean</i>
<i>Option 1 - Depends on how the frequency of the Sunday service is to be reduced. This service needs to be retained for hospital visiting.</i>	<i>Mitcheldean and Drybrook</i>
<i>Why don't you run a minibus if there are not enough passengers for a double-decker, or a single decker? Very shocked that you are thinking of withdrawing this service.</i>	<i>Uplands</i>
<i>I am totally reliant on an evening bus service midweek as I work in London 3 days a week.</i>	<i>Mitcheldean and Drybrook</i>
<i>It is essential to maintain a high level service from Gloucester to the Forest of Dean. In the town buses come along every 10 minutes but in the country we have to wait an hour. This service is essential.</i>	<i>Mitcheldean and Drybrook</i>
<i>Keeping services the same up until 19.00 is okay with my needs. I do not need the bus at weekends, or after 19.00, so changes will not affect me.</i>	<i>Mitcheldean and Drybrook</i>



<p><i>I use the 24 service on a daily basis to travel from Mitcheldean to Gloucester for work. Whilst the proposed changes to the service will not have too much of an effect on my personal requirements, I am concerned on the effect to the Forest of cutting and/or reducing late evening and Sunday services. I have a car, so can easily use that if I need to travel "out of hours" - but for those who don't - or who simply want an evening out in town or a trip to the Hospital for example, then the changes could be hard. I appreciate cuts have to be made, but please consider the Forest and its people carefully.</i></p>	<p><i>Mitcheldean and Drybrook</i></p>
<p><i>The proposals isolate non-drivers/non-car owners and will place additional strain on other council services. I.e. Social services will have to provide additional services to meet the social and health care requirements for the elderly, and the employed my find themselves unable to continue in their work because of a lack of mobility.</i></p>	<p><i>Lydbrook and Ruardean</i></p>
<p><i>Whilst I do not use this service regularly for essential use (e.g. work, shopping) I have a linear walk planned with the Ramblers for October 9th from Huntley to Gloucester which involves using this bus from Gloucester bus station to Huntley and walking back via the Gloucestershire Way. I appreciate that the council may have to make cuts but please could you maintain the 9.30 a.m. Sunday departure from Gloucester on this route and have a return journey about 4.00 p.m. to suit the needs of Sunday walkers without their own transport.</i></p>	<p><i>Churchdown St John's</i></p>
<p><i>As i do not drive I rely on the buses for most of my activities. As my parents live on gloucester I spend Thursday evening visiting them and i either catch the 24a or the 31 back home. With your proposals on option one these will stop. But then with you proposals on option 2 you effect people who rely on the buses to get into work on that day and as most shops open 10 or 11 it might be worth considering changing the timetable of the one bus in and out on a Sunday to accommodate this. Also having a few healt problems i need to be able to make essential hospital appointment which can over run considerably</i></p>	<p><i>Cinderford West</i></p>
<p><i>I am retired but use the bus regularly to Gloucester (often changing and continuing on to Cheltenham). I moved here 5 years ago to be on a good bus route as I get older and am very pleased with the frequency and punctuality of the service. The only complaint I can think of is that some of the older buses broke down an unacceptable number of times during the winter (did they pass their MOT???!).Anyway, I am happy with the new proposals, thank you.</i></p>	<p><i>Mitcheldean and Drybrook</i></p>
<p><i>Since the recent changes to this bus service, I am now spending an extra hour out of my home in Drybrook just to get to and from work, catching the 7.40 a.m. to Gloucester and 5.15 p.m. home to Drybrook. Also it means that I cannot get a lift to work from Gloucester as I did before so I am having to catch a bus from Gloucester to Hempstead. Also, as a senior citizen I cannot ride free as it's before 9.30 a.m. so having to catch the earlier bus means that I am having to spend £3.20 to get to work. The other matter I would like to raise is the fact on the 9.20 am bus from Ruardean, the senior citizens have to pay but when it reaches Longhope at 9.31 am the senior citizen there can ride free as it is after 9.30 a.m. Would it not be fairer if all senior citizens could ride free on that bus.</i></p>	<p><i>Mitcheldean and Drybrook</i></p>
<p><i>It is rubbish.</i></p>	<p><i>Cinderford East</i></p>
<p><i>I work shifts from 9 to 5, and 12 to 8pm. Option 1 would be worse for me. As I have no car driving licence, I would not be able to work at Gloucester royal hospital.</i></p>	<p><i>Mitcheldean and Drybrook</i></p>
<p><i>The bus services are used by our camping site customers to access Gloucester and Ross-on-Wye and Mitcheldean, especially those who come in campervans, and for these people provision of the bus services is an attraction of camping in Huntley. We believe that proposal 1 is the best option in both cases (routes 24 and 33).</i></p>	<p><i>Churcham and Huntley</i></p>
<p><i>The bus services are used by some of our visitors to our camping site, especially those who come in campervans and lightweight campers, and the availability of a reasonable bus service is an attaction of camping at Huntley.</i></p>	<p><i>Churcham and Huntley</i></p>
<p><i>I have recently terminated Access to Work support (funded by the taxpayers) due to recent changes in timetable for no. 24. If I have difficulty getting to work in Bristol due to restrictive or non-existant bus service then ATW costs wil be £20,000+ per year. ATW has already cost £10,000 becuase old timetable did not enable me to get early train for Bristol. Options 1 will impact if I am required to work late and therefore ATW will be needed for the odd taxi fare to FOD. As part of this review why is no effort being made to encourage more people to use bus services? You should be looking at all options, including increasing revenue streams by encouraging more people to use the services - cost cutting is only one option.</i></p>	<p><i>Mitcheldean and Drybrook</i></p>
<p><i>This service should be extended to Coleford at regular times throughout the day and evening (not necessarily every bus). In conjunction with service 31, this could therefore give therefore give Coleford an evening service to / from Gloucester daily except Sunday, as well as a useful service to the Mitcheldean area.</i></p>	<p><i>Coleford East</i></p>
<p><i>if you want to save money on fuel you would need to look at the way the bus is driven.hard acceleration towards lights trying to beat the system,hard braking ignoring amber stop signs and overshooting the stop line driving hard gaining time on journey and then parking at stop to avoid being early at next stop.</i></p>	<p><i>Mitcheldean and Drybrook</i></p>



IF YOU ONLY ALTER THE 24 SERVICE THE ABOVE APPLIES BUT COMBINED WITH CHANGES TO THE 33 THESE OPTIONS WILL REPRESENT A SERIOUS REDUCTION IN OUR SERVICE. YOUR FIGURTES WILL BE DISTORTED UNLESS YOU TAKE BOTH 24 AND 33 INTO ACCOUNT.

I use the service for social to Gloucester and Ruardean from Mitcheldean, and also to link into rail travel. I do think that during weekdays the service could be reduced to two hourly, or at least use single deckers. I confirm that it would be better to reduce the evening service apart from on friday and saturday and to leave the sunday service as it is.

Mitcheldean and Drybrook

I would like the bus to be later ie. after 9.30am

Lydbrook and Ruardean



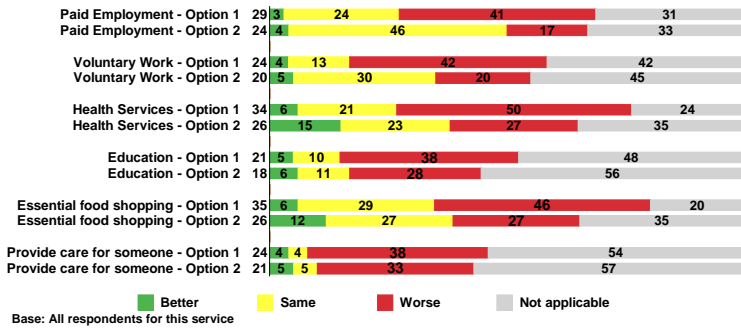
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Service Number 31

There were 55 responses regarding the number 31 bus service. 94% said that the current timetable for this bus service meets their needs.

The following charts shows how respondents felt the changes in option 1 and option 2 would affect their travel and how their travel would be affected overall for each option.



About you

26% were aged under 45, 21% were aged 45-60 and 53% were aged 61 or over

34% of respondents had a disability.

96% responded to the questionnaire as an individual and 4% responded to the questionnaire on behalf of an organisation.

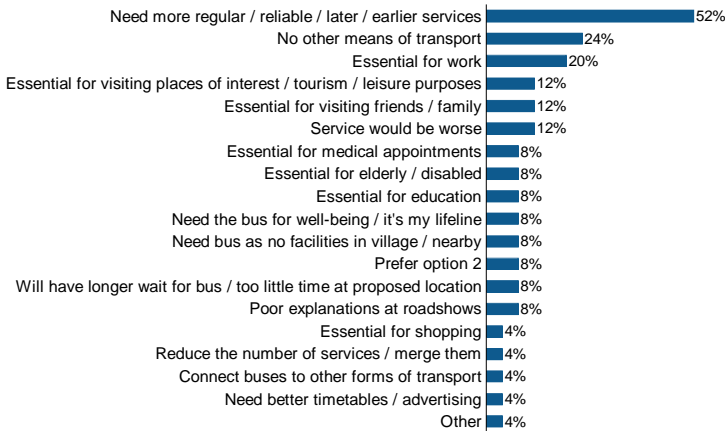
Below is a list of organisations that responded:

- Cinderford WI
- Parish Council

Any other comments

The chart below shows coded responses for any other comments respondents had regarding service number 31.

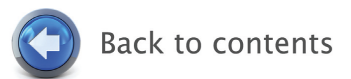
Any other comments



Base: All respondents for this service (25)

The list below shows all responses for service 31.

<i>The number 31 is essential to our travel.</i>	<i>Cinderford East</i>
<i>As we are without a car we would be stranded without public transport.</i>	<i>Coleford East</i>
<i>If the buses are cut then it would make it worse to get to college in Gloucester.</i>	





<i>You mention connections with buses but not trains, e.g. Ledbury. Social visits are also important. Any reduction in any service reduces the use because of inconvenience, memory failure, etc., and getting connections.</i>	<i>Newent Central</i>
<i>We do need transport to Gloucester Royal Hospital on a Sunday to visit in the afternoon. Cannot stay all day but a 16.00 return is too early for visiting hours.</i>	<i>Coleford East</i>
<i>The problem I am getting is that the buses keep breaking down.</i>	<i>Coleford East</i>
<i>Option 2 is preferable.</i>	<i>Coleford Central</i>
<i>We need the bus service.</i>	<i>Coleford East</i>
<i>What about the poor souls that have to work on Sunday?</i>	<i>Lydbrook and Ruardean</i>
<i>Used for visiting family and when unable to drive the car (in plaster or after sedation) keeping contact.</i>	<i>Coleford East</i>
<i>It is essential to provide a reasonable bus service, especially to the elderly without cars and in the rural areas. Found the layout of this questionnaire confusing, especially for the elderly!</i>	<i>Newnham and Westbury</i>
<i>Concerned about not being able to use the facilities in Gloucester on a Sunday.</i>	
<i>Need the bus to run later, after 20.00, on weekdays for work.</i>	<i>Newnham and Westbury</i>
<i>Retired - not clear, but looks worse.</i>	
<i>Do not drive. Depends on how late on a Sunday afternoon. No clothes shops in Cinderford.</i>	<i>Cinderford West</i>
<i>As i do not drive I rely on the buses for most of my activities. As my parents live on gloucester I spend Thursday evening visiting them and i either catch the 24a or the 31 back home. With your proposals on option one these will stop. But then with you proposals on option 2 you effect people who rely on the buses to get into work on that day and as most shops open 10 or 11 it might be worth considering changing the timetable of the one bus in and out on a Sunday to accommodate this.</i>	<i>Cinderford West</i>
<i>IT IS RUBBISH</i>	<i>Cinderford East</i>
<i>The Sunday bus service for 31, Option 2, would make things more difficult if I need to go into Gloucester, seeing as though this is the only day I can go there due to education and work. If there is only one return journey later on in the day, but I only need to go up for one or two things, the whole day would be wasted due to consequently having to wait until late afternoon to get back.</i>	<i>Coleford East</i>
<i>I prefer option 2 as i live on the main bus route and it would make Sunday much quieter and save the council a lot of money.</i>	
<i>When returning from work I occassionally use the 31 service to Cinderford when the 24 service is not available.</i>	<i>Mitcheldean and Drybrook</i>
<i>A single bus on Sunday doesn't allow any flexibility of activity. Proposal 2 would exclude a Sunday-shopping trip, giving too much time in Gloucester. I don't really see the point of a single bus on Sunday - it's hardly a 'service'. Service 31 should be co-ordinated with service 23 on Sundays to offer a more regular-interval service between Gloucester & Coleford. Evening social activities take place more at the weekend (Friday / Saturday), hence proposal 1 seems better.</i>	<i>Coleford East</i>
<i>I am referring to Sunday timetable. The present timetable is ok as 1 use the first 2 bus's into town .one to be in for work and the 2nd for recreation (kingsholm) We then have to return so use both the4.00 and 6.00 returns.</i>	
<i>There is always a lot of people on the last bus (10:15) from Gloucester, they have either been to the pub or are coming home from work.</i>	<i>Cinderford East</i>
<i>The frequency of services on Sundays will be reduced but no indication given as to how.</i>	
<i>WE HAVE KNOW OTHER WAY OF TRANSPORT. JJ Meek</i>	





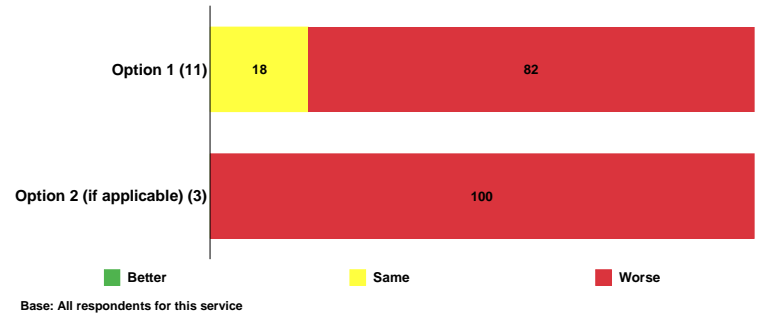
Service Number 705

There were 13 responses regarding the number 705 bus service. 100% said that the current timetable for this bus service meets their needs.

The following charts shows how respondents felt the changes in option 1 and option 2 would affect their travel and how their travel would be affected overall for each option.



Overall, how do you think your travel would be affected:



About you

9% were aged under 45, 0% were aged 45-60 and 91% were aged 61 or over

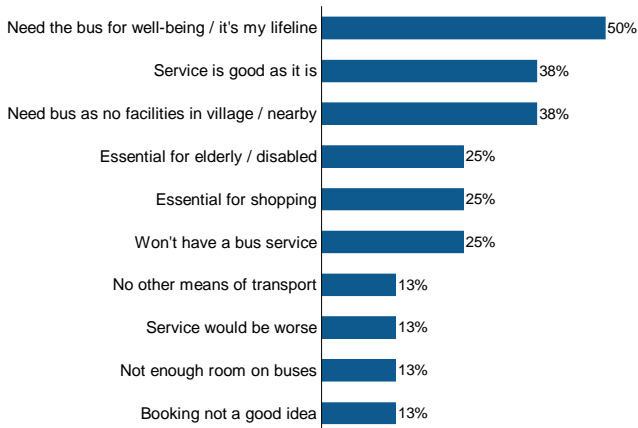
58% of respondents had a disability.

100% responded to the questionnaire as an individual and 0% responded to the questionnaire on behalf of an organisation.

Any other comments

The chart below shows coded responses for any other comments respondents had regarding service number 705.

Any other comments



Base: All respondents for this service (8)

The list below shows all responses for service 705.

<i>I would prefer the service left as it is. At least we have a definite time without the bother of having to book beforehand.</i>	Coleford East
<i>If the bus is taken off I will not be able to get anywhere for food, or anything.</i>	Newland and St Briavels
<i>This service provides companionship every Wednesday. It isn't just a bus it's like a club because we are all friends. Please don't take it off us. I am begging you not to do this.</i>	Coleford East



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<i>We would be completely housebound without the bus. As it is, we can never go out for pleasure because there is no public transport and without the bus to go shopping we would be hungry. There is nobody to do the shopping for us and we haven't got a car. Any change would make a big difference. A bus is needed as we have no shop or Post Office in the village.</i>	<i>Newland and St Briavels</i>
<i>I am an invalid walking with sticks. Please don't take the buses off.</i>	<i>Coleford East</i>
<i>I need these buses, they are essential to my needs.</i>	<i>Coleford East</i>
<i>This is our only bus to Monmouth and Chepstow from St Briavels. With no shops in the village we have no means of travel.</i>	<i>Newland and St Briavels</i>
<i>This is a very popular service used by a lot of elderly people. To withdraw it would mean that they have less chance to access essential services as the nearest town is 7 miles away.</i>	<i>Newland and St Briavels</i>



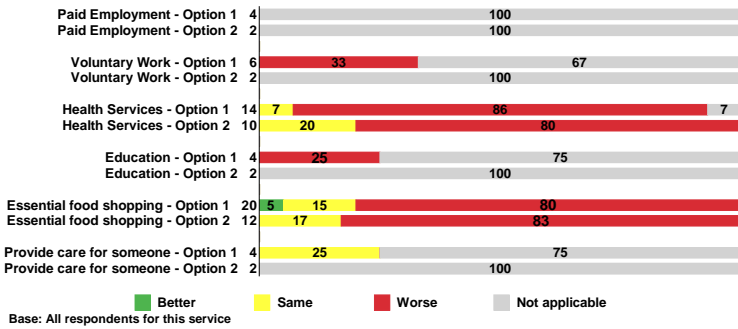
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Service Number 707

There were 23 responses regarding the number 707 bus service. 91% said that the current timetable for this bus service meets their needs.

The following charts shows how respondents felt the changes in option 1 and option 2 would affect their travel and how their travel would be affected overall for each option.



About you

0% were aged under 45, 5% were aged 45-60 and 95% were aged 61 or over

43% of respondents had a disability.

96% responded to the questionnaire as an individual and 4% responded to the questionnaire on behalf of an organisation.

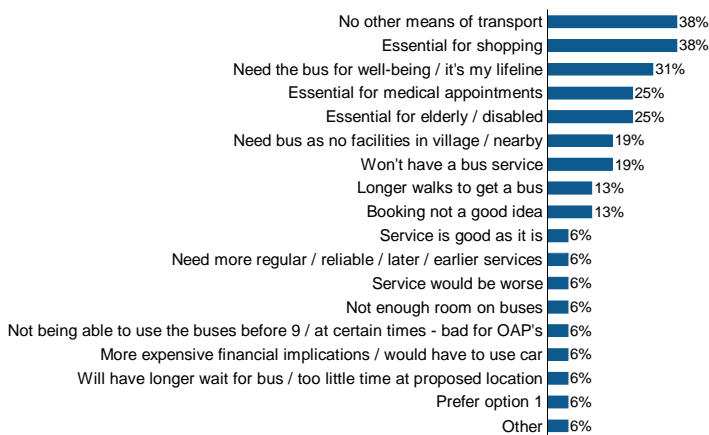
Below is a list of organisations that responded:

- Newland Parish Council

Any other comments

The chart below shows coded responses for any other comments respondents had regarding service number 707.

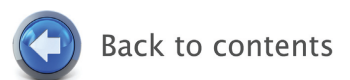
Any other comments



Base: All respondents for this service (16)

The list below shows all responses for service 707.

<i>The 707 is the only bus service through the village of Woodcroft. As an elderly widow and a non car driver, I need the bus for shopping, optician, doctor, banking, etc.</i>	Tidenham
<i>Need it 3 times a week for shopping, dentist, opticians and banking.</i>	Tidenham





<i>If the bus is taken off I will not be able to get anywhere for food, or anything. I also have to use a 4 wheel trolley and cannot walk far.</i>	<i>Newland and St Briavels</i>
<i>I rely on the bus as I cannot drive and am on a low income. I also need the bus as I am disabled.</i>	<i>Hewelsfield and Woolaston</i>
<i>This bus is well used. Any reduction in the service would cause a lot of hardship to many people.</i>	<i>Tidenham</i>
<i>We would be completely housebound without the bus. As it is, we can never go out for pleasure because there is no public transport and without the bus to go shopping we would be hungry. There is nobody to do the shopping for us and we haven't got a car. Any change would make a big difference. A bus is needed as we have no shop or Post Office in the village.</i>	<i>Newland and St Briavels</i>
<i>The existent times are of paramount importance, my only means of getting to town (Gloucester), the hospital or dentist. Due to the infrequency of transport in this area many taxis have to be used, causing great expense. A flexible service would be most inconvenient in many ways.</i>	<i>Tidenham</i>
<i>Newland Parish Council urges the County Council not to reduce the subsidy but to explore other ways of making savings by sharing the subsidy with Monmouthshire County Council. The rationale behind the resolution is that residents from Clearwell have absolutely no other means of public transport to travel to Coleford or Chepstow. Businesses in Chepstow benefit by the bus service so the subsidy should be maintained. **</i>	<i>Newland and St Briavels</i>
<i>My neighbour has recently given her car up, at the age of 87 and has found it extremely difficult to adapt to the bus service. Having to spend three and a half hours in Coleford is not ideal. Having to walk from Lambs Quay is not ideal, especially during the winter months.</i>	<i>Newland and St Briavels</i>
<i>Use the bus on Tuesdays. Do not drive or have access to a car.</i>	<i>Coleford Central</i>
<i>I am an invalid walking with sticks. Please don't take the buses off.</i>	<i>Coleford East</i>
<i>I need these buses, they are essential to my needs.</i>	<i>Coleford East</i>
<i>This is our only bus to Monmouth and Chepstow from St Briavels. With no shops in the village we have no means of travel.</i>	<i>Newland and St Briavels</i>
<i>Option 1 - Better than nothing. Option 2 - Pointless, nobody will bother, or use the service.</i>	<i>Coleford Central</i>
<i>Being a 75 year old carer for my 80 year of disabled husband, I rely totally on the 707 Chepstow bus, on Tuesdays and Thursdays, without fail.</i>	<i>Newland and St Briavels</i>
<i>The local bus service is needed from the village of Woodcroft to get to Coleford and Chepstow for shopping and health services.</i>	<i>Tidenham</i>



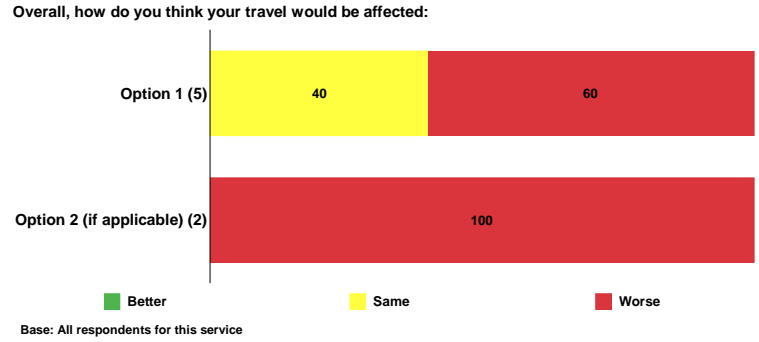
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Service Number 708

There were 5 responses regarding the number 708 bus service. 100% said that the current timetable for this bus service meets their needs.

The following charts shows how respondents felt the changes in option 1 and option 2 would affect their travel and how their travel would be affected overall for each option.



About you

25% were aged under 45, 0% were aged 45-60 and 75% were aged 61 or over

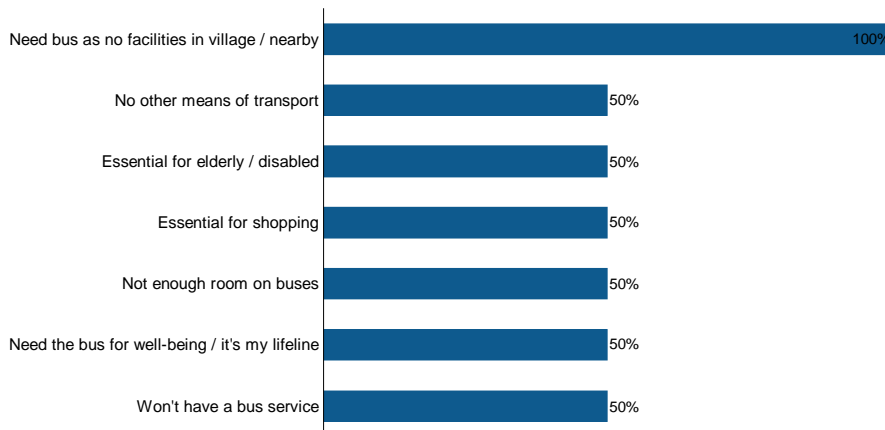
40% of respondents had a disability.

100% responded to the questionnaire as an individual and 0% responded to the questionnaire on behalf of an organisation.

Any other comments

The chart below shows coded responses for any other comments respondents had regarding service number 708.

Any other comments



Base: All respondents for this service (2)

The list below shows all responses for service 708.

We would be completely housebound without the bus. As it is, we can never go out for pleasure because there is no public transport and without the bus to go shopping we would be hungry. There is nobody to do the shopping for us and we haven't got a car. Any change would make a big difference. A bus is needed as we have no shop or Post Office in the village.

Newland and St Briavels

This is a very popular service used by a lot of elderly people. To withdraw it would mean that they have less chance to access essential services as the nearest town is 7 miles away.

Newland and St Briavels

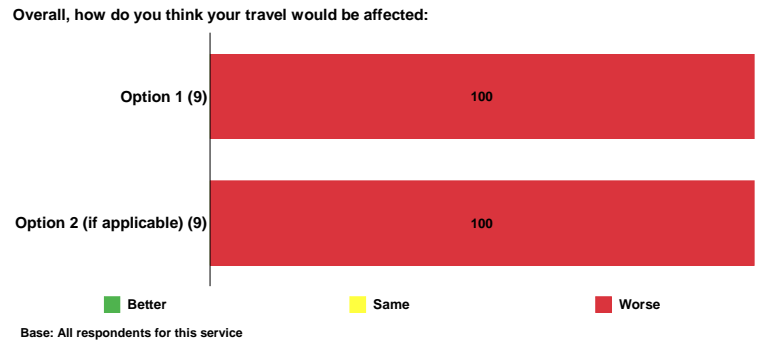




Service Number 709

There were 9 responses regarding the number 709 bus service. 100% said that the current timetable for this bus service meets their needs.

The following charts shows how respondents felt the changes in option 1 and option 2 would affect their travel and how their travel would be affected overall for each option.



About you

0% were aged under 45, 0% were aged 45-60 and 100% were aged 61 or over

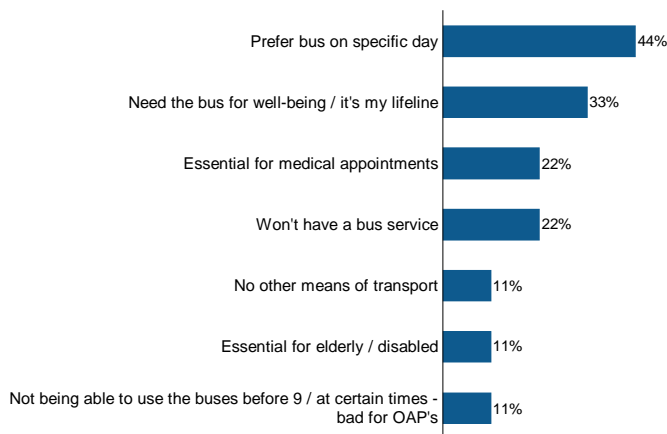
17% of respondents had a disability.

100% responded to the questionnaire as an individual and 0% responded to the questionnaire on behalf of an organisation.

Any other comments

The chart below shows coded responses for any other comments respondents had regarding service number 709.

Any other comments



Base: All respondents for this service (9)

The list below shows all responses for service 709.

<i>Don't know how I will manage.</i>	<i>Christchurch and English Bicknor</i>
<i>My husband is disabled, I am his carer. No other means of getting to shops. Elderly people in the road have no transport - bus has been our lifeline, our bus passes will be useless!</i>	<i>Christchurch and English Bicknor</i>
<i>Doctor and optician are in Coleford and there is no other bus to Symonds Yat.</i>	<i>Christchurch and English Bicknor</i>
<i>Doctor and optician is in Coleford. No other bus to Symonds Yat.</i>	<i>Christchurch and English Bicknor</i>
<i>If only one bus service, Friday would be more useful.</i>	



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<i>Don't know how I shall manage.</i>	<i>Christchurch and English Bicknor</i>
<i>If this goes to once a week please run the bus on a Friday.</i>	<i>Christchurch and English Bicknor</i>
<i>If this goes to once a week please run the bus on Friday.</i>	<i>Christchurch and English Bicknor</i>
<i>If this goes to once a week, run the bus on Friday.</i>	<i>Christchurch and English Bicknor</i>



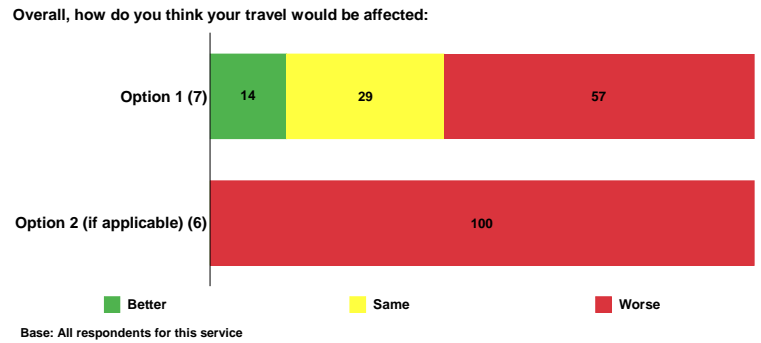
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Service Number 710

There were 8 responses regarding the number 710 bus service. 100% said that the current timetable for this bus service meets their needs.

The following charts shows how respondents felt the changes in option 1 and option 2 would affect their travel and how their travel would be affected overall for each option.



About you

0% were aged under 45, 0% were aged 45-60 and 100% were aged 61 or over

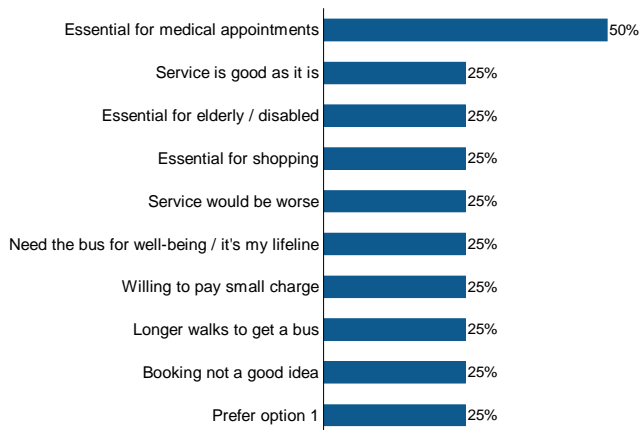
60% of respondents had a disability.

100% responded to the questionnaire as an individual and 0% responded to the questionnaire on behalf of an organisation.

Any other comments

The chart below shows coded responses for any other comments respondents had regarding service number 710.

Any other comments



Base: All respondents for this service (4)

The list below shows all responses for service 710.

<i>Why not revert to half fare if this would save our services. I travel on this bus which goes onto Drybook to my doctor. I don't know when I am going to need a doctor.</i>	Cinderford West
<i>This bus is essential for people living at the bottom of Victoria Street. Option 1 is the best timetable.</i>	Cinderford West
<i>It is wrong to cut down the transport facilities and can only lead to discontentment/resentment. Leave it alone.</i>	Cinderford West
<i>Cinderford is mostly all hills and valleys. Most people's old age bungalows are situated at the bottom of the hills, so many can't walk up to do shopping and attend the GP clinic. Booking trips in advance is out of the question, I for one don't like using the phone anyway.</i>	Cinderford West



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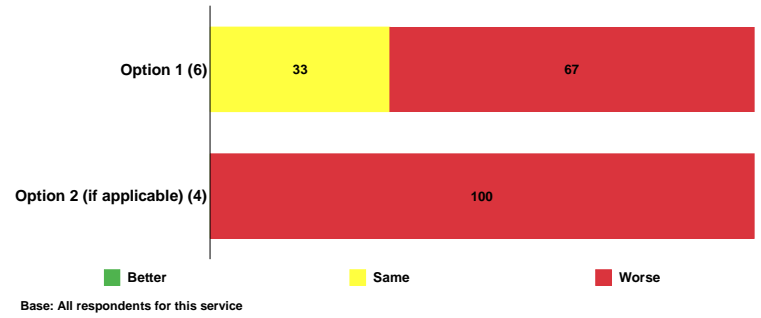
Service Number 711

There were 9 responses regarding the number 711 bus service. 71% said that the current timetable for this bus service meets their needs.

The following charts shows how respondents felt the changes in option 1 and option 2 would affect their travel and how their travel would be affected overall for each option.



Overall, how do you think your travel would be affected:



About you

17% were aged under 45, 0% were aged 45-60 and 83% were aged 61 or over

33% of respondents had a disability.

88% responded to the questionnaire as an individual and 13% responded to the questionnaire on behalf of an organisation.

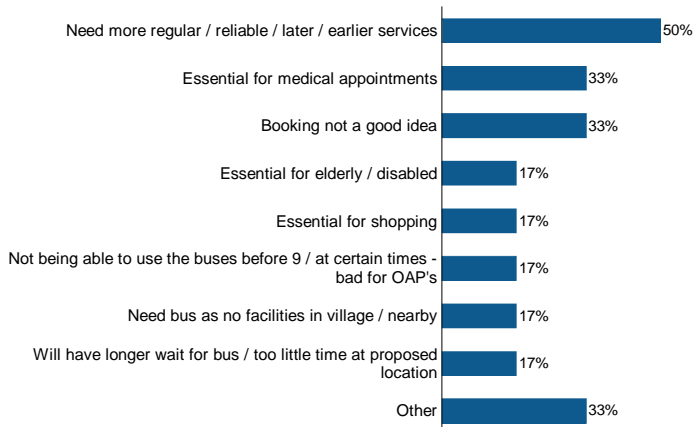
Below is a list of organisations that responded:

- Parish Council

Any other comments

The chart below shows coded responses for any other comments respondents had regarding service number 711.

Any other comments



Base: All respondents for this service (6)

The list below shows all responses for service 711.

*Was appalled to hear of your proposed changes to our bus services and feel I must advise you how inadequate the timetable is. I am unable to walk any distance and need the bus for appointments with my GP, bank, hairdresser, etc. Also, for catching the bus to the hospital and shopping. These are all important reasons - no entertainment included! There are only 2 buses a day, which leaves me only 1 hour 40 to do all I need to. ***

Littledean and Ruspidge



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<i>Could the 11.45 bus leave later, say 12.30? Could you stop at The Triangle as the bus passes it anyway.</i>	<i>Cinderford West</i>
<i>Stop on the Triangle.</i>	<i>Cinderford East</i>
<i>Currently needed to supplement the 31 service.</i>	
<i>Post Office has closed so we have to use the one in Cinderford. Local council offices have also closed, nearest one now in Coleford. Flexible transport no use as will be unable to take appointments earlier than 11.00. What happens if we have an appointment and then try and book transport but unable to get a bus to get us there on time?***</i>	<i>Littledean and Ruspidge</i>
<i>Saturday timetable may not be feasible for some users. Flexible Transport Service - users' may not be able to use their concessionary passes.</i>	



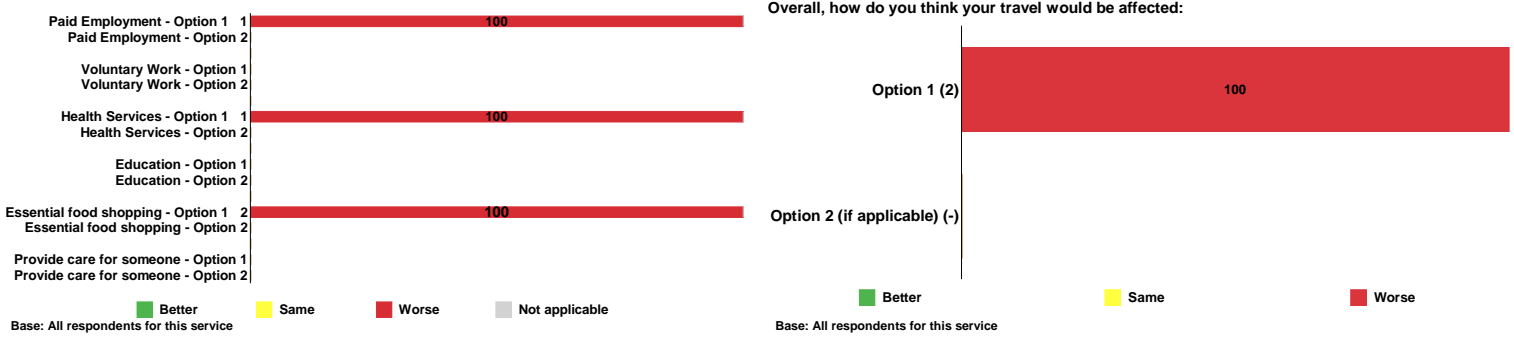
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Service Number 713

There were 2 responses regarding the number 713 bus service. 100% said that the current timetable for this bus service meets their needs.

The following charts shows how respondents felt the changes in option 1 and option 2 would affect their travel and how their travel would be affected overall for each option.



About you

0% were aged under 45, 0% were aged 45-60 and 100% were aged 61 or over

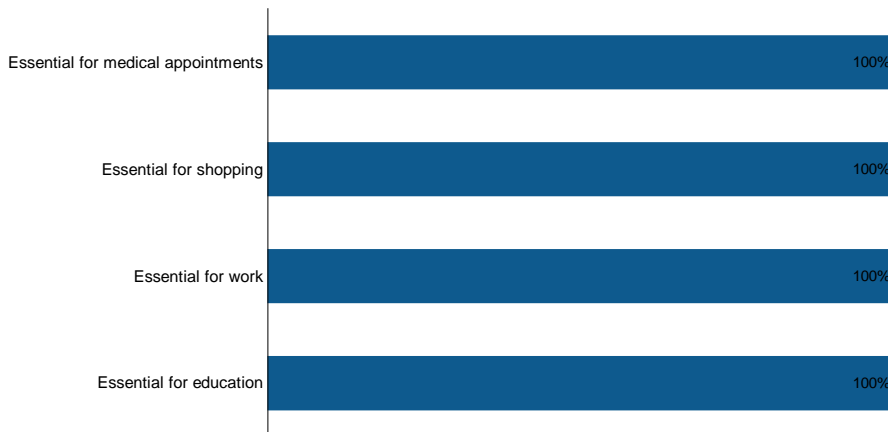
100% of respondents had a disability.

100% responded to the questionnaire as an individual and 0% responded to the questionnaire on behalf of an organisation.

Any other comments

The chart below shows coded responses for any other comments respondents had regarding service number 713.

Any other comments



Base: All respondents for this service (1)

The list below shows all responses for service 713.

This service is the only one for the health centre at Cinderford and is a regular service, which is needed for shopping and also work and secondary school.

Mitcheldean and Drybrook



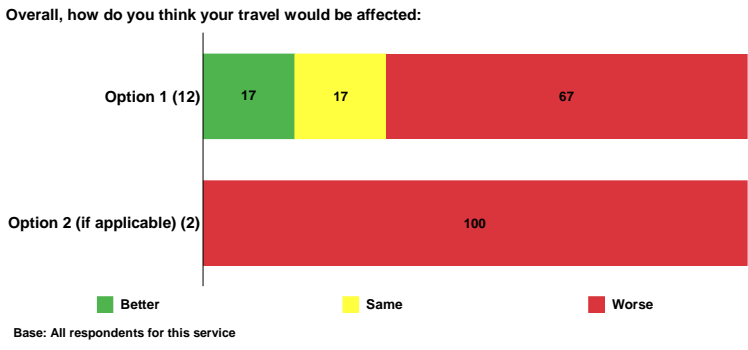
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Service Number 714

There were 13 responses regarding the number 714 bus service. 91% said that the current timetable for this bus service meets their needs.

The following charts shows how respondents felt the changes in option 1 and option 2 would affect their travel and how their travel would be affected overall for each option.



About you

15% were aged under 45, 23% were aged 45-60 and 62% were aged 61 or over

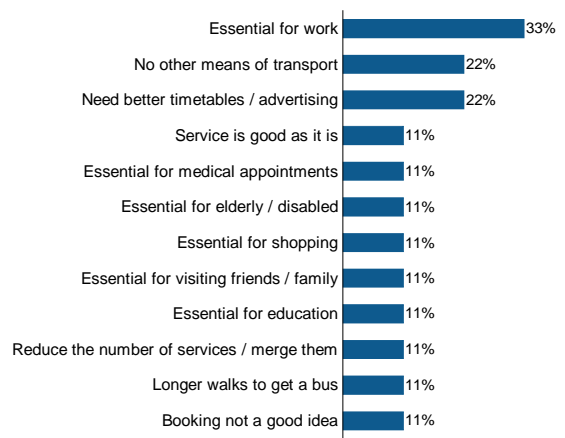
50% of respondents had a disability.

100% responded to the questionnaire as an individual and 0% responded to the questionnaire on behalf of an organisation.

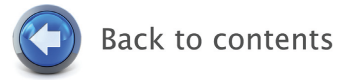
Any other comments

The chart below shows coded responses for any other comments respondents had regarding service number 714.

Any other comments



Base: All respondents for this service (9)



The list below shows all responses for service 714.

<i>I care for my disabled mother, needing to be in Mitcheldean by 8 a.m., so catch bus at 7.45 a.m. daily. I return either on 11.15 a.m. or 2.15 p.m. I do not drive so this route is essential to me.</i>	<i>Cinderford West</i>
<i>Options would make it difficult to attend essential medical appointments.</i>	<i>Mitcheldean and Drybrook</i>
<i>This service is the only one for the health centre at Cinderford and is a regular service, which is needed for shopping and also work and secondary school.</i>	<i>Mitcheldean and Drybrook</i>
<i>Would you be able to use a bus if prior booking had not been arranged?</i>	<i>Mitcheldean and Drybrook</i>
<i>Bus times 10.30 and 12.30, not 09.45 and 11.45.</i>	<i>Cinderford East</i>



<i>Bus times are now at 10.30 and 12.30 and not at 09.45 and 11.45.</i>	<i>Cinderford East</i>
<i>This is the service that ties up with the 710, which I use to go to Drybrook Surgery. We are in sheltered housing at the bottom of a steep hill going into town. The 710 picks up at 4 sheltered housing complexes, all OAPs.</i>	<i>Cinderford West</i>
<i>Due to the previous bus that I used to catch to work being cancelled by Stagecoach, it was a great relief to find out about the number 714 bus and I began to use this service at the beginning of May. I sincerely hope that this bus isn't now cancelled as well as obviously my problems will begin all over again. This is a very punctual and useful bus and it is my only means of getting to work as I do not drive.</i>	<i>Mitcheldean and Drybrook</i>
<i>if the service is reduced it depends on which runs are removed as to whether i will be effected.I use the 7.15am service from cinderford county store to get to work for 7.30 and the 2.15 from vantage point mitcheldean to return home.If these services are removed i cannot get to work.</i>	<i>Cinderford East</i>



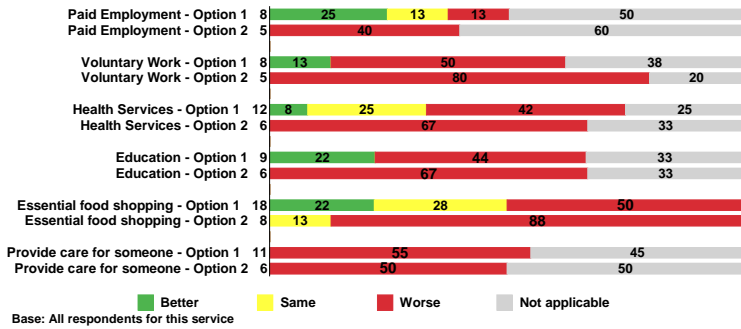
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Service Number 717

There were 24 responses regarding the number 717 bus service. 85% said that the current timetable for this bus service meets their needs.

The following charts shows how respondents felt the changes in option 1 and option 2 would affect their travel and how their travel would be affected overall for each option.



Overall, how do you think your travel would be affected:



About you

11% were aged under 45, 26% were aged 45-60 and 63% were aged 61 or over

53% of respondents had a disability.

95% responded to the questionnaire as an individual and 5% responded to the questionnaire on behalf of an organisation.

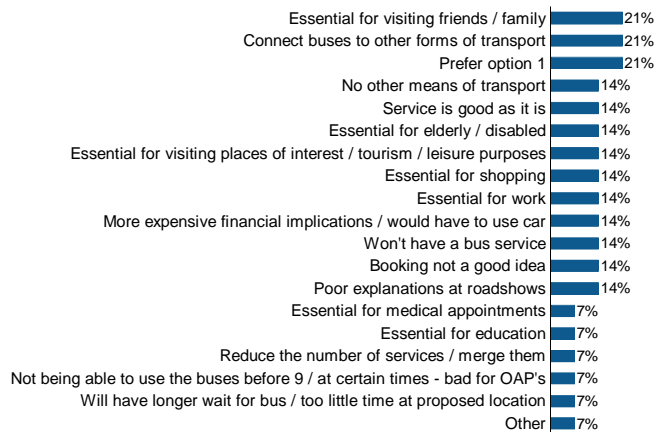
Below is a list of organisations that responded:

- Parish Council

Any other comments

The chart below shows coded responses for any other comments respondents had regarding service number 717.

Any other comments



Base: All respondents for this service (14)

The list below shows all responses for service 717.

<i>It is essential to have a bus down to Lydney Station, Dial A Ride, Bevans or Stagecoach.</i>	<i>Newnham and Westbury</i>
<i>Leave as it is.</i>	<i>Littledean and Ruspidge</i>
<i>I am 86 years old and this is the only bus that I can catch to visit my old friends in Cinderford, and to take part in activities in Ruspidge Memorial Hall. I am disabled and have no other means of transport!</i>	<i>Lydney East</i>



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<i>To visit doctor, pension, bank.</i>	<i>Littledean and Ruspidge</i>
<i>Option 1 is the best of the two not particularly good options. Option 2 is a total non-starter. Good to see train services.</i>	
<i>Many people, myself included, travel to Cinderford weekly to sign on as unemployed. Option 1 would mean lengthy waits in Cinderford. Option 2 would be too expensive.</i>	<i>Lydney East</i>
<i>Please use Option 1 to the railway station.</i>	<i>Bream</i>
<i>Affect depends on the exact changes.</i>	
<i>Numerous pensioners go from Lydney to Cinderford to attend the Golden Oldies Club, then back to Lydney again. I shop in Lydney and visit an 86 year old person, who I take shopping and cook a meal for 2/3 days per week. If the bus is altered too much I wouldn't be able to do this. I am 70 and live in Cinderford, have no other form of transport. I won't phone to book transport.</i>	<i>Cinderford West</i>
<i>This should not be altered, should connect with the 747 service. Must NOT be replaced by FTS. It is the only bus to pass by the museum.</i>	<i>Lydbrook and Ruardean</i>
<i>We are both pensioners and my wife is disabled. I need to travel from Lydney to Cinderford from time to time and therefore this service is essential. Clearly option one would be preferable to option two.</i>	<i>Lydney East</i>
<i>I'm filling this out on behalf of my son, who needs a flexible public transport facility to allow him to get to his father in Lydney, several times a week. Flexibility is needed to allow him to fulfil any school commitments. No option is better than the other. Cuts in public transport are short sighted if not stupid, because it encourages private journeys twice the length of the bus journey. A strong public transport is essential for a strong, safe and responsible community.</i>	<i>Cinderford West</i>
<i>All people with GL15 postcode are directed to Cinderford Job centre. The job centre in Lydney was closed some years ago.</i>	<i>Lydney North</i>
<i>No indication as to reduced frequency therefore impact on users' impossible to gauge. Flexible Transport Service - users' may not be able to use their concessionary passes.</i>	



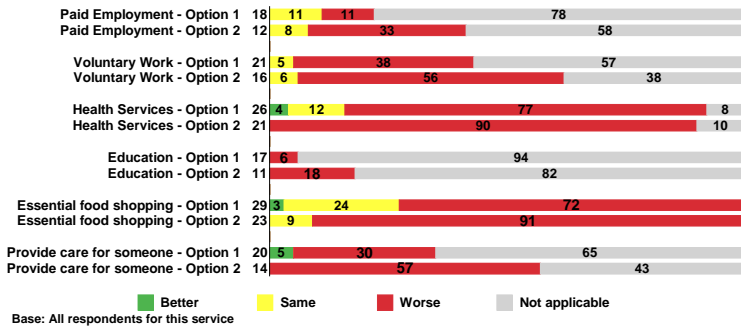
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Service Number 727

There were 34 responses regarding the number 727 bus service. 93% said that the current timetable for this bus service meets their needs.

The following charts shows how respondents felt the changes in option 1 and option 2 would affect their travel and how their travel would be affected overall for each option.



About you

11% were aged under 45, 14% were aged 45-60 and 75% were aged 61 or over

37% of respondents had a disability.

97% responded to the questionnaire as an individual and 3% responded to the questionnaire on behalf of an organisation.

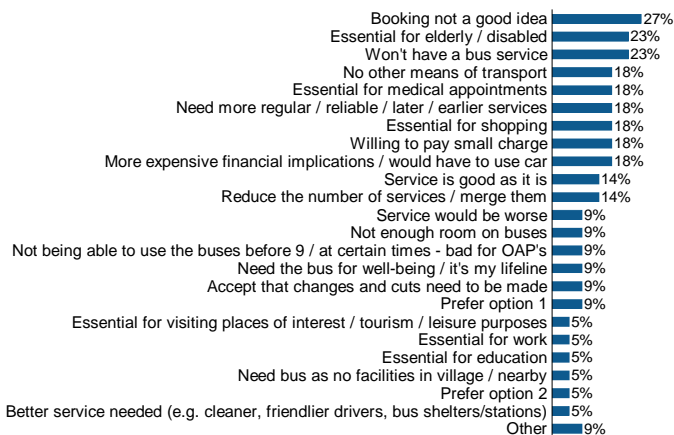
Below is a list of organisations that responded:

- Silver Lining Club

Any other comments

The chart below shows coded responses for any other comments respondents had regarding service number 727.

Any other comments



Base: All respondents for this service (22)

The list below shows all responses for service 727.

Reduce the service and have a small fee for bus pass holders maybe.

Better to reduce than lose. Again, pay small fee even with travel passes. Keep a good connection with all the small villages and town of Lydney. It also takes in Primrose Hill which is a boon if no car available.

Lydney North

Pillowell



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<i>Am entirely dependent on public transport. I live alone and travelling on the country bus services I meet the regulars, which thanks to the bus pass is a wonderful way of keeping in touch.</i>	Lydney East
<i>For elderly people, non drivers, booking in advance because of day-to-day uncertainties regarding health, weather, etc.</i>	Pillowell
<i>I would find it very difficult to go shopping or visit the doctors. Our local Dial A Ride is too expensive.</i>	Pillowell
<i>I would prefer Option 1, although I already feel that the local public transport is limited.</i>	Pillowell
<i>As I am registered blind it is difficult enough to shop independently. It would extremely hard to catch a connecting bus, especially as service 23 is often full by the time it reaches Blakeney, perhaps cutting one of these services would be better.</i>	Pillowell
<i>I am a catering supervisor at a local school, it would make a big difference to me.</i>	Pillowell
<i>A lot of elderly folk depend on the Monday Gloucester bus from Willetts for shopping and an hour out.</i>	Pillowell
<i>Comments on option 1 - reduce number of journeys. The first bus of the day - 9.16 a.m. from Pillowell is needed to get passengers into Lydney in time for morning appointments, e.g. dentist, optician, Lydney Hospital Outpatient Clinic, etc., also for essential food shopping. The 10.29 bus through Pillowell to Yorkley is the only daily bus that goes through this village up to Yorkley Health Centre during surgery hours, so critical it's maintained *</i>	Pillowell
<i>The bus service from Whitecroft is pretty poor now, what is it going to be like with more cuts, leaves us stranded really.</i>	Pillowell
<i>Change back to half fares with bus pass.</i>	Pillowell
<i>This sounds as if we won't have any buses in this village. How can you keep booking up and what happens if you want to go somewhere urgently?</i>	Pillowell
<i>When moving here 2 years ago hoped to be able to go to Monmouth and Ross, but 2 months after getting here couldn't even get to Chepstow as Stagecoach withdrew. Feel totally trapped and have spoken to Mark Harper but nothing doing. Have thought of leaving the Forest.</i>	Pillowell
<i>The service has been chipped away at over 3 years. It doesn't get people to Lydney for the start of a working day, or bring them home at the end of that day. Abandoned the most direct route. Justifiable in terms of funding but results in reduced usage. I use a car due to the inadequacy. No, to community transport. After fiasco of the Forest Link have no faith in the Council's ability. If you must introduce any change do Option 1.**</i>	
<i>Using a service we have to book for shall not meet our needs. We shall have to fit in with them, not the other way around. What happens if we have a doctor's appointment? If things are running late will the said vehicle wait for us?</i>	Pillowell
<i>There are not enough buses running as it is to cut down further would be sacrilege. I am of the understanding that Dial A Ride shall be used to fulfil the need of getting from A to B. They have problems now organising times, etc., doubt this will get better.</i>	Pillowell
<i>Option one Removing the 10am service from Lydney bus station. Would have minimal impact on passengers, if the service was removed. Option two if the pick up points for this booking service will the same as the current bus stops, and run a by local bus company who knows the area. I think this could be an adequate replacement.</i>	Pillowell
<i>This service is scanty enough anyway. Cutting it any further will seriously damage the freedom of local people - particularly those on low incomes who cannot afford to own a car. As is always the case, the poor and disadvantaged will come out worse.</i>	Pillowell
<i>We are both pensioners and my wife is disabled. I need to use this service from time to time. I assume that it is the only connection between some of the Forest villages and Lydney for those who do not have a car. Clearly option one would be preferable to option two, but I would like to see the present service maintained.</i>	Lydney East
<i>I agree the present service is not used to capacity. Why not suggest the operator runs the service with a smaller vehicle and one that is cheaper to run</i>	Pillowell
<i>tailored essential food shopping around current timetable; at present able to attend health appointments. Option 2: unable to attend GP appointments. Disabled therefore would have to pay for taxis. If changes are too severe this will affect by ability to use the 23 service.</i>	Pillowell

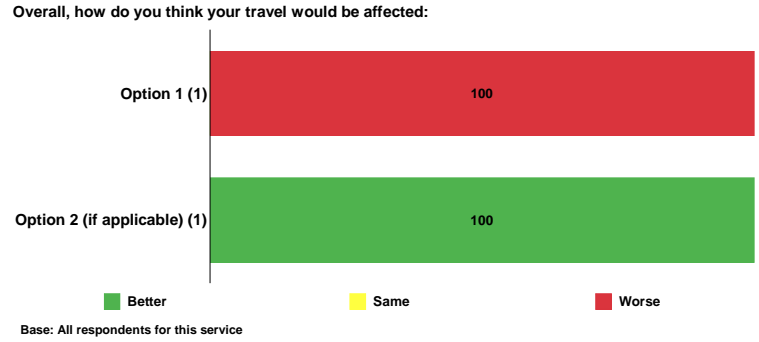




Service Number 735

There were 2 responses regarding the number 735 bus service. 50% said that the current timetable for this bus service meets their needs.

The following charts shows how respondents felt the changes in option 1 and option 2 would affect their travel and how their travel would be affected overall for each option.



About you

0% were aged under 45, 0% were aged 45-60 and 100% were aged 61 or over

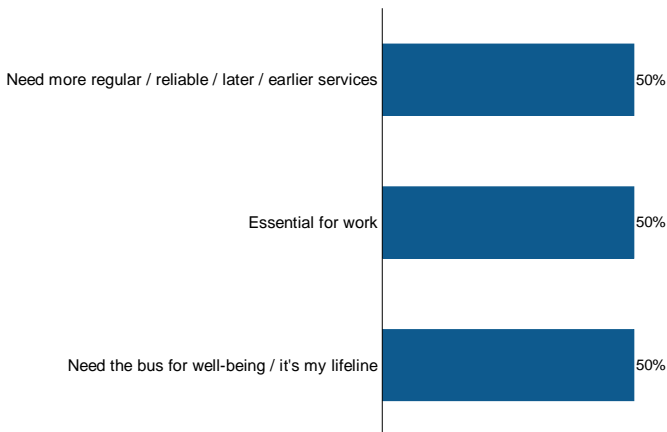
0% of respondents had a disability.

100% responded to the questionnaire as an individual and 0% responded to the questionnaire on behalf of an organisation.

Any other comments

The chart below shows coded responses for any other comments respondents had regarding service number 735.

Any other comments



Base: All respondents for this service (2)

The list below shows all responses for service 735.

We need the bus service.

Need to get to work in Cinderford for 08.45 from Mitcheldean and return at 13.30. There should be buses running from Mitcheldean to Ross on Wye.

Coleford East

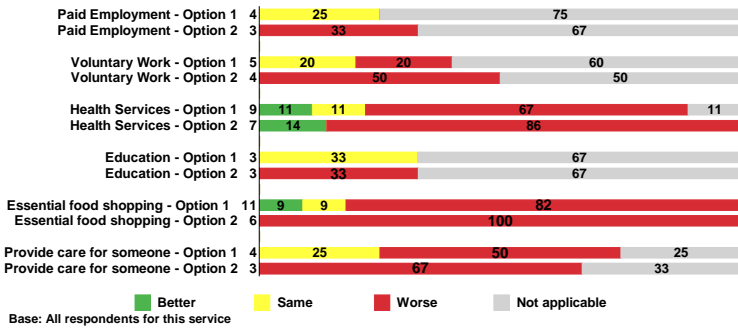




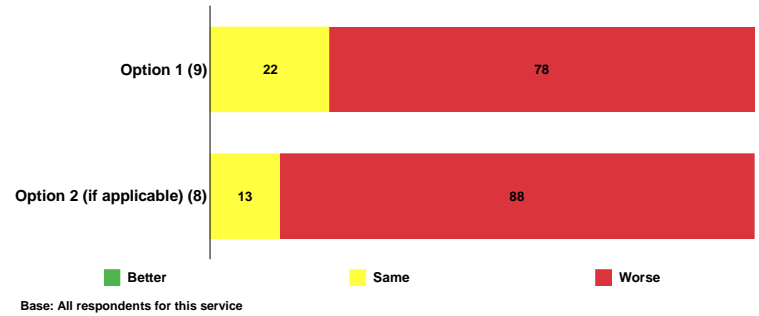
Service Number 738

There were 11 responses regarding the number 738 bus service. 90% said that the current timetable for this bus service meets their needs.

The following charts shows how respondents felt the changes in option 1 and option 2 would affect their travel and how their travel would be affected overall for each option.



Overall, how do you think your travel would be affected:



About you

0% were aged under 45, 0% were aged 45-60 and 100% were aged 61 or over

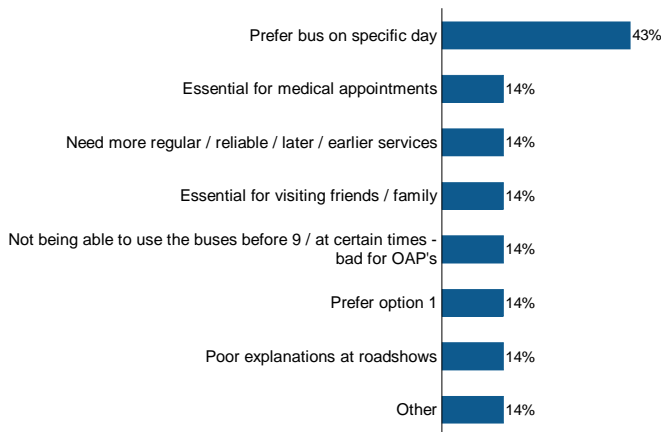
50% of respondents had a disability.

100% responded to the questionnaire as an individual and 0% responded to the questionnaire on behalf of an organisation.

Any other comments

The chart below shows coded responses for any other comments respondents had regarding service number 738.

Any other comments



Base: All respondents for this service (7)



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The list below shows all responses for service 738.

<i>Option 2 is very vague and not workable. Option 1 - I propose a service for the 738 to be run on Thursday.</i>	<i>Lydbrook and Ruardean</i>
<i>Thursday health clinic at Coleford that people attend from Lydbrook and Worrall Hill. No good on a Friday, not used very well, Thursday better day.</i>	<i>Lydbrook and Ruardean</i>
<i>Thursday is our best option.</i>	<i>Lydbrook and Ruardean</i>
<i>My best day is Thursday.</i>	<i>Lydbrook and Ruardean</i>
<i>Son coming over to bring shopping and make sure I am alright.</i>	<i>Lydbrook and Ruardean</i>



The best day to have it on is a Thursday.

Lydbrook and Ruardean

Option 1 for Friday. Bus used more on Thursday and Tuesday now, not Friday. Used for weekly medical on Thursday.



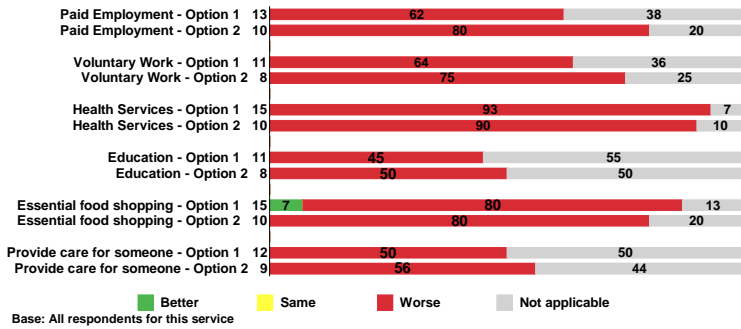
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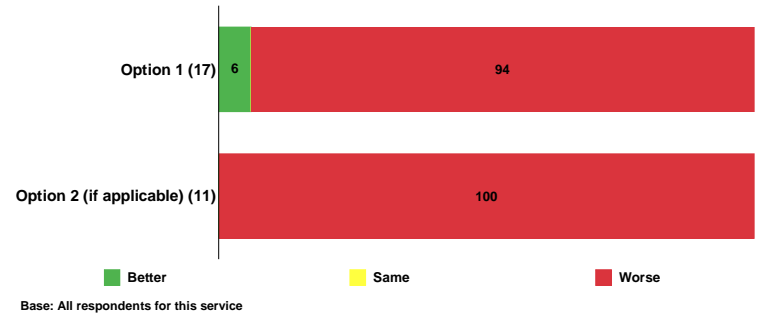
Service Number 746

There were 21 responses regarding the number 746 bus service. 69% said that the current timetable for this bus service meets their needs.

The following charts shows how respondents felt the changes in option 1 and option 2 would affect their travel and how their travel would be affected overall for each option.



Overall, how do you think your travel would be affected:



About you

28% were aged under 45, 17% were aged 45-60 and 56% were aged 61 or over

50% of respondents had a disability.

95% responded to the questionnaire as an individual and 5% responded to the questionnaire on behalf of an organisation.

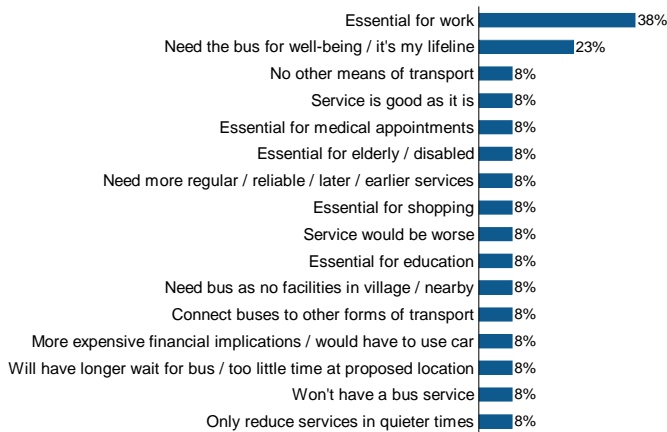
Below is a list of organisations that responded:

- Ruardean Parish Council.

Any other comments

The chart below shows coded responses for any other comments respondents had regarding service number 746.

Any other comments



Base: All respondents for this service (13)

The list below shows all responses for service 746.

What about the elderly who cannot get about, or those that have to get to work?

Lydbrook and Ruardean



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<i>People in the Ruarden Hill area will be effectively marooned. Insufficient journey options. More expensive for people and a lot more expensive for the provider, or rarely available call out/request transport. I believe there's a legal obligation to provide transport options for work, education and medical requirements. Neither options will provide sufficient time/journeys for these purposes or for shopping or connection to onward journeys.</i>	<i>Lydbrook and Ruardean</i>
<i>Disgusting.</i>	<i>Lydbrook and Ruardean</i>
<i>I just cannot work anymore.</i>	<i>Lydbrook and Ruardean</i>
<i>I am very satisfied with the present service, especially the driver David.</i>	<i>Lydbrook and Ruardean</i>
<i>As I don't drive I have to rely on this and other services in my area.</i>	<i>Lydbrook and Ruardean</i>
<i>1 bus into Cinderford with a stay of one and a half hours. Not long enough, two hours minimum needed.</i>	
<i>Both routes 746 and 747 go through Steam Mills, working from Cinderford.</i>	<i>Cinderford West</i>
<i>This bus is relied on greatly within the community.</i>	<i>Lydbrook and Ruardean</i>
<i>Our community is already inadequately served by a bus service to local market town (Cinderford). Any reduction in this local service will have a major impact on the community. The service from Cinderford makes it virtually impossible to seek employment at this local market town which is currently under regeneration.</i>	<i>Lydbrook and Ruardean</i>
<i>We need the 09.35 back to 10.50 from Ruardean Woodside but we also need a service to and from Cinderford in the afternoon.</i>	<i>Lydbrook and Ruardean</i>
<i>if i have early appointments i can get out at 7,30. also if treatment overruns i can get home on the 16.50</i>	
<i>i use this service ocassionally to get to hospitaal. how do we get to hospitaal without buses</i>	<i>Lydbrook and Ruardean</i>



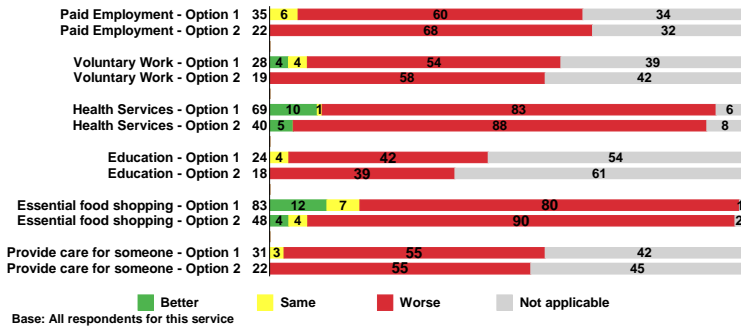
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Service Number 747

There were 91 responses regarding the number 747 bus service. 92% said that the current timetable for this bus service meets their needs.

The following charts shows how respondents felt the changes in option 1 and option 2 would affect their travel and how their travel would be affected overall for each option.



About you

9% were aged under 45, 12% were aged 45-60 and 79% were aged 61 or over

43% of respondents had a disability.

99% responded to the questionnaire as an individual and 1% responded to the questionnaire on behalf of an organisation.

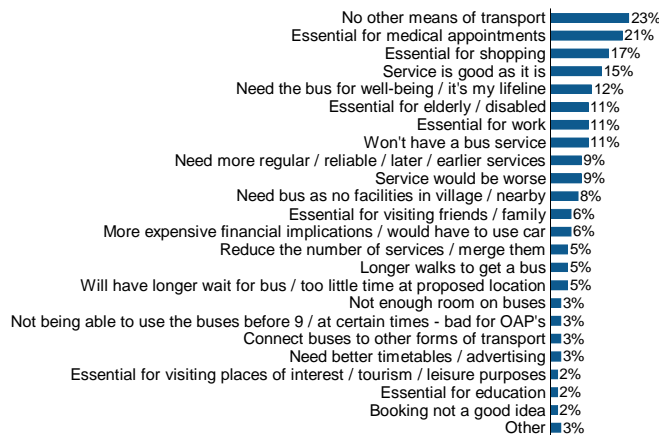
Below is a list of organisations that responded:

- Ruardean Parish Council.
- We have to go to our surgery in Cinderford impossible to get back

Any other comments

The chart below shows coded responses for any other comments respondents had regarding service number 747.

Any other comments

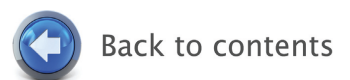


Base: All respondents for this service (66)

The list below shows all responses for service 747.

Have to walk down the hill to get the bus.

Lydbrook and Ruardean





<i>People in the Ruarden Hill area will be effectively marooned. Insufficient journey options. More expensive for people and a lot more expensive for the provider, or rarely available call out/request transport. I believe there's a legal obligation to provide transport options for work, education and medical requirements. Neither options will provide sufficient time/journeys for these purposes or for shopping or connection to onward journeys.</i>	Lydbrook and Ruardean
<i>Disgusting.</i>	Lydbrook and Ruardean
<i>I use the Post Office and also would have to travel 9 more miles for a bank.</i>	Lydbrook and Ruardean
<i>The present service is adequate but that could be better with one or two more journeys. Shopping is a rushed experience. Vet trips, etc., can be awkward to fit around the time available as now.</i>	Lydbrook and Ruardean
<i>I am disabled and must have transport to the surgery and the hospital. Also, must have a bus to get to the shops and dentist.</i>	Lydbrook and Ruardean
<i>There is no way of getting to work.</i>	Lydbrook and Ruardean
<i>One bus there and one back but not enough going on in Cinderford. What can you do there all day?</i>	Lydbrook and Ruardean
<i>I am very satisfied with the present service, especially the driver David.</i>	Lydbrook and Ruardean
<i>As I don't drive I have to rely on this and other services in my area.</i>	Lydbrook and Ruardean
<i>I need the bus for shopping and seeing the doctor.</i>	Cinderford West
<i>Ruardean is a secluded village with no suitable shopping facilities, so the 747 as is, must stay. I use it everyday.</i>	Lydbrook and Ruardean
<i>We do not want our present service replaced by a minibus. There is no room for parcels or shopping.</i>	Lydbrook and Ruardean
<i>I use this service to Morse Road twice a week to visit my daughter and without this service I would not see her. She is housebound and relies on my visit.</i>	Cinderford West
<i>If you cut off the buses people who don't have a car would not be able to go anywhere.</i>	Lydbrook and Ruardean
<i>Wouldn't be able to go anywhere.</i>	
<i>Because my husband has the car I would not be able to get to the dentist if the buses were cut off.</i>	
<i>We have many medical appointments and the proposed bus services will be of no use whatsoever.</i>	Lydbrook and Ruardean
<i>Have to use a bus as no other transport.</i>	Lydbrook and Ruardean
<i>As an 84 year old pensioner with no other form of transport this would really affect me, as I will then be housebound and have no way of getting food, tablets, etc.</i>	Lydbrook and Ruardean
<i>OAPs depend on buses often.</i>	Lydbrook and Ruardean
<i>Would be unable to get to work. For the elderly, this is their only form of transport/independence. They would be virtually housebound without this service. What's the point in having a bus pass if there is no bus service.</i>	Lydbrook and Ruardean
<i>There are not enough buses as it is, without cutting back.</i>	Cinderford East
<i>How can we get back up Ruardean Hill? We will be cut off, with no access to Gloucester or beyond.</i>	
<i>We need this bus service as we live in the country and not in town.</i>	Lydbrook and Ruardean
<i>Put more buses on.</i>	Lydbrook and Ruardean
<i>If we were unable to use our car, we would rely on the bus for shopping and visits to the surgery, like last winter.</i>	Lydbrook and Ruardean
<i>Any changes would affect me as it is mine, and a lot of people's, only means of transport as I do not drive.</i>	Lydbrook and Ruardean
<i>Don't drive and the doctor is 3 miles away. I also help look after an elderly relative when needed.</i>	Lydbrook and Ruardean
<i>It would be inconvenient and as we are getting older we would be cut off from anywhere. Please don't change.</i>	Lydbrook and Ruardean
<i>Please do not take our lifeline, it would be like living in a prison.</i>	Cinderford West
<i>My main bus 5 days per week is the number 24. To stop this lifeline for me to gain access to employment could be blatant ignorance by the Council AGAIN.</i>	Lydbrook and Ruardean
<i>We need the 747 bus because it is the only one that goes to Cinderford Farm, Joys Green and Lydbrook.</i>	Lydbrook and Ruardean
<i>Two badly thought out options. No concern for pensioners' needs. Not every has access to a car.</i>	Lydbrook and Ruardean
<i>Needed for the health centre.</i>	Lydbrook and Ruardean
<i>Without the buses we have nothing in the countryside to ride on and get out.</i>	Lydbrook and Ruardean
<i>Leave times as they are.</i>	Lydbrook and Ruardean
<i>I use the 747 also to catch connection (31 or 30) to Gloucester.</i>	Lydbrook and Ruardean
<i>Proposal 1 - 1 bus into Cinderford with a stay of one and a half hours. Not long enough, two hours minimum needed.</i>	



<i>I do not own a car and am now disabled and rely on transport all of the time. There is no other way of getting about. The James Bevan bus needs to run on Saturday afternoons, a few times to Cinderford/Drybrook/Mitcheldean.</i>	
<i>Both routes 746 and 747 go through Steam Mills, working from Cinderford.</i>	<i>Cinderford West</i>
<i>Don't take our bus please.</i>	<i>Lydbrook and Ruardean</i>
<i>Neither options are suitable. In fact, very much worse, we are going backwards, there are other ways. Problems unable to get to another town for shopping. Health - don't know how long tests will take, so unable to book any transport, possibly full up and there could be another problem with finance.</i>	<i>Lydbrook and Ruardean</i>
<i>Our bus is very important.</i>	<i>Lydbrook and Ruardean</i>
<i>This bus is a fundamental rock in this community.</i>	<i>Lydbrook and Ruardean</i>
<i>Our community is already inadequately served by a bus service to local market town (Cinderford). Any reduction in this local service will have a major impact on the community. The service from Cinderford makes it virtually impossible to seek employment at this local market town which is currently under regeneration.</i>	<i>Lydbrook and Ruardean</i>
<i>Old, rural area, need to access Health Centre and dentist.</i>	<i>Lydbrook and Ruardean</i>
<i>Bus needed for dentist, doctor, banking and food.</i>	<i>Lydbrook and Ruardean</i>
<i>From Lower Lydbrook we cannot get anywhere except via Cinderford. Any new timetables will not even meet this criteria for catching connections. Why does the Ivy Green bus not link to bus 24/24A?</i>	<i>Lydbrook and Ruardean</i>
<i>I can visit my sister, if no bus then I cannot do this.</i>	<i>Cinderford West</i>
<i>I do not drive myself and all my family members are at work, so I would be unable to do my shopping. I pay for my bus fare.</i>	<i>Lydbrook and Ruardean</i>
<i>Used for eye appointments in Ruardean, so no possibility of driving. No family members available to drive me there.</i>	<i>Cinderford East</i>
<i>Unable to visit my daughter and her family.</i>	<i>Cinderford West</i>
<i>If you take our bus I would not be able to get home from Gloucester, or anywhere else. We go around the Forest.</i>	<i>Lydbrook and Ruardean</i>
<i>We on Ruardean Hill need the bus times to stay as they are - three times daily is not over the top! We cannot carry shopping half a mile from home 2/3 times per week.</i>	<i>Lydbrook and Ruardean</i>
<i>We need the 09.35 back to 10.50 from Ruardean Woodside but we also need a service to and from Cinderford in the afternoon.</i>	<i>Lydbrook and Ruardean</i>
<i>It's bad enough now as it is!</i>	<i>Lydbrook and Ruardean</i>
<i>Make the new timetable to connect with the 24 Ruardean to Gloucester.</i>	<i>Lydbrook and Ruardean</i>
<i>Only having one bus will not be able to get to Gloucester for the hospital and shopping and back again.</i>	<i>Lydbrook and Ruardean</i>
<i>Use of bus pass from 09.00 instead of 09.30.</i>	<i>Lydbrook and Ruardean</i>
<i>Less buses means no transport anywhere.</i>	<i>Lydbrook and Ruardean</i>
<i>Just leave this excellent service alone. It will ruin our lives if withdrawn.</i>	<i>Lydbrook and Ruardean</i>
<i>how will i get back to ruardean hill after my regular hospital trips.getting to gloucester is easy now i travel on the 747 service 9.36, connect with the 30/31 then return to cinderford and either catch the 747 12.55 or the 14.26. will you pay for a taxi back up the hill?</i>	
<i>you should be increasing the frequency of buses not cutting them.i have just decided to get rid of the car,i will have to change that decision now</i>	<i>Lydbrook and Ruardean</i>
<i>Bus at 9:30 is essential to enable me and my husband to attend cardiac rehabilitation, travelling from The Pludds to Drybrook.</i>	<i>Lydbrook and Ruardean</i>

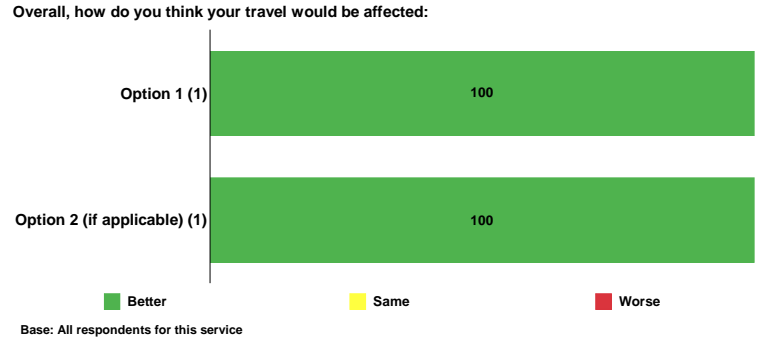




Service Number 748

There were 1 responses regarding the number 748 bus service. 100% said that the current timetable for this bus service meets their needs.

The following charts shows how respondents felt the changes in option 1 and option 2 would affect their travel and how their travel would be affected overall for each option.



About you

0% were aged under 45, 0% were aged 45-60 and 100% were aged 61 or over

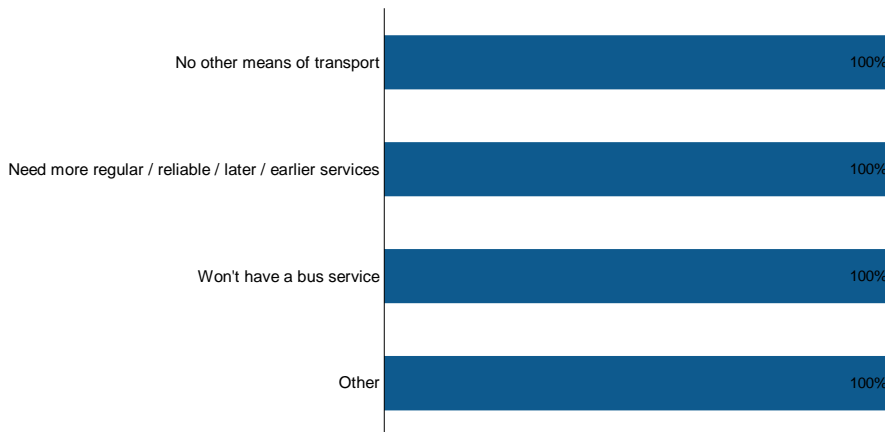
100% of respondents had a disability.

100% responded to the questionnaire as an individual and 0% responded to the questionnaire on behalf of an organisation.

Any other comments

The chart below shows coded responses for any other comments respondents had regarding service number 748.

Any other comments



Base: All respondents for this service (1)

The list below shows all responses for service 748.

We, who do not drive, rely on this one bus weekly. Please could we have an afternoon one at least every other week. I see you have this service as a Monday and we are Wednesday.

Newnham and Westbury



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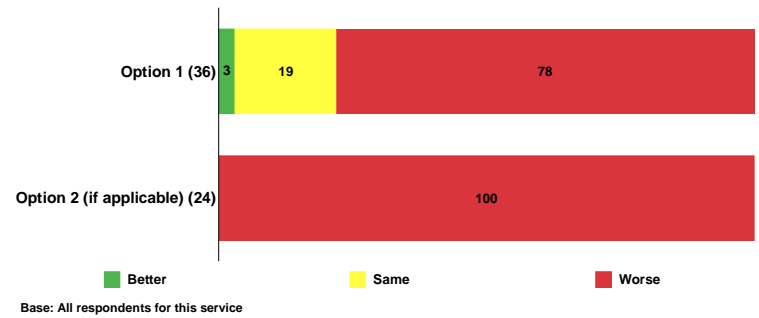
Service Number 755

There were 41 responses regarding the number 755 bus service. 74% said that the current timetable for this bus service meets their needs.

The following charts shows how respondents felt the changes in option 1 and option 2 would affect their travel and how their travel would be affected overall for each option.



Overall, how do you think your travel would be affected:



About you

11% were aged under 45, 22% were aged 45-60 and 67% were aged 61 or over

33% of respondents had a disability.

100% responded to the questionnaire as an individual and 0% responded to the questionnaire on behalf of an organisation.

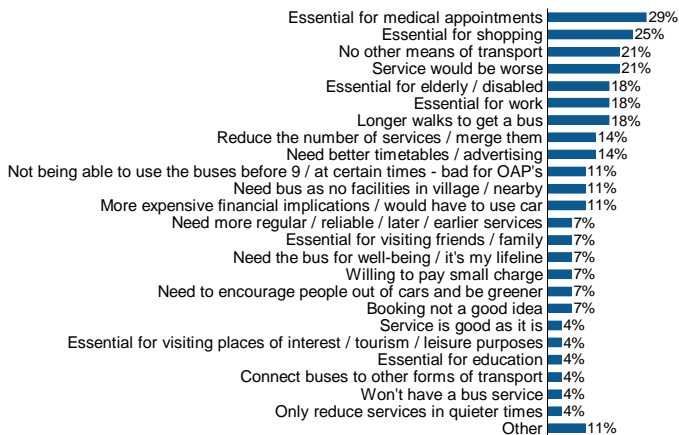
Below is a list of organisations that responded:

- susan olley
- susan olley

Any other comments

The chart below shows coded responses for any other comments respondents had regarding service number 755.

Any other comments



Base: All respondents for this service (28)

The list below shows all responses for service 755.

This service is vital to me for dental and Health Centre visits as I am a non driver.



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Lydney North



<i>Option 1 - I am long retired and rely utterly on this service for essential food shopping and health care, using it at least three days a week. Any reduction to the present poor service threatens me further. Option 2 - unacceptable should fare concessions be withdrawn (as questionnaire implies).</i>	Tidenham
<i>Potential for Lydney and Chepstow, which are both under utilised. Many people think the train is the only alternative.</i>	Newnham and Westbury
<i>The only connection is to catch the number 23 to Gloucester to shop, visit my sister and friend. I have to catch the early bus back to make sure I catch the 755 back to Tutshill.</i>	Tidenham
<i>Need public transport to enable me to meet up with friends and family living over the border. I cannot work this by appointment. This local bus saves me an uphill walk from the shops and health centre.</i>	Lydney East
<i>Co-ordination between the 755 and 23 or other services, connecting at Lydney in both directions, to get transport to and from Gloucester.</i>	Tidenham
<i>I use both these buses getting to and from Hartbury Cottage, it would be very difficult for me to get to Yorkley and home.</i>	
<i>The bus service from Whitecroft is pretty poor now, what is it going to be like with more cuts, leaves us stranded really.</i>	Pillowell
<i>Option 2 is not an option as it is not a service. We only increase cars on the road. Does anyone care?</i>	Alvington
<i>Service 755 departs 14.30 and then service 23 arrives from Gloucester at 14.32. Can the 755 leave later? There are quite a few passengers struggling up the hill to get home!</i>	
<i>Should co-ordinate with the Lydney to Gloucester bus and have an earlier and later service for commuting.</i>	Tidenham
<i>Any reduction in service will be disastrous for those of us who want to retain our independence.</i>	Alvington
<i>We rely on the bus to get to the towns of Lydney and Chepstow for shopping/health needs. Any change to the service would be a great inconvenience. This present service passes through Tutshill, Alvington, etc., and is of great benefit to these villages. Surely there should be a proper bus service between the towns or Lydney and Chepstow.</i>	Tidenham
<i>No provision has been made for properties on the current Primrose Hill and Harrison Way. Impossible to access Lydney, or anywhere, without it. Primrose Hill is impossible to climb for the elderly and disabled or those carrying shopping. It is virtually impossible to get a taxi. With a bus timetable at least we can plan appointments/lives, impossible to do so with Dial A Ride.</i>	Lydney North
<i>The 755 bus is essential for our area. Being unable to drive at 82 years old I will feel completely cut off.</i>	Lydney East
<i>A better co-ordinated service would enable commuters to use the service and for people to access Gloucester for shopping and the hospital.</i>	Tidenham
<i>Both options may simply deter any use at all and bus passes may not be accepted on some community transport. OAPs face the prospect of standing about at an unsheltered spot for an uncertain connection. The 755 service will be entirely dependent upon the continuance of the 761. Option 1 is designed to fail through lack of patronage and then politicians can blame someone else for people not using public transport. Rely on the bus for shopping.*</i>	Tidenham
<i>Return operation of service to Stagecoach (who wanted to run the 755 but wern't asked to!!) with a service every two hours during the day to / from Chepstow, to connect with current service 23, thus allowing adults who cannot get concessionary passes to travel with a Stagecoach Explorer from Gloucester to Chepstow, rather than catch much more expensive train! New earlier bus to Chepstow in morning. OR, request current operator to accept Stagecoach Explorer tickets.</i>	
<i>This service is currently barely adequet. Its loss would isolate villagers in Woolaston who do not have cars making access to doctors and shops imposible. The loss a year or so ago onf the round village service at short notice has cased hardship as it is half a mile to the A48</i>	Hewelsfield and Woolaston
<i>i go on the lydney to chepstow bus every day to work if it is cut off how am i going to get there</i>	Alvington
<i>I use the bus from lydney to chepstow every day to go and come back home frm work so if the bus was put off i would not be able to get there.</i>	
<i>I rely on this service to get to my bank (Barclays) and to my dentist as well as some occasional shopping. I also use it to connect to the X10/11/14 service to Bristol although the already reduced service makes this journey rather difficult. Any reduction in the existing limited 755 service would make it very difficult for me to continue with these journies which are very important to me.</i>	Alvington



mainly use the Lydney runabout on a regular basis. I live on a hill, it is easy for me to walk into town but rather steep to get home. We are both pensioners and my wife is disabled. Many people using this service look elderly and not really fit to climb the hill. I am aware that many do not have a car and all of the shops and the Doctors are down in the town, many look as though they are carrying heavy shopping. I have to go into town every day and I often see the same faces so assume that also applies to others. I also need to travel to Chepstow on a regular basis and would point out that there is no Barclays Bank in any of the Forest towns. We used to have an hourly bus from Lydney to Chepstow but this was greatly reduced when Stagecoach reduced their coverage. I think James Bevan does his best but he did have many other commitments when he agreed to change the 755 service to include Lydney to Chepstow. The current 755 route provides an essential service to many and should not be reduced.

Lydney East

On Primrose Hill the Post Office was forced to close. As a result of this the shop had to close too. If the bus service is removed too it will make it very difficult to return from Lydney

Lydney North

The Chepstow - Lydney service does not cover the times required for travel to or from employment at the start and end of a working day, as it is at present. It is not surprising that it is not self funding if the peak times that people need to travel are not covered. For someone like me, living in Alvington, and who cannot drive, employment opportunities are restricted already, by the present timetable. To allow Alvington residents proper and useful access to transport to Lydney, changing the timetable so that there is a bus travelling to arrive in Lydney by 8.30 am and one leaving Lydney after 5.20 pm, would be likely to improve the service and also increase the number of passengers.

Alvington

My route, Harrison Way, has already lost a number of buses(3)when the Chepstow route was covered with local buses rather than Stage Coach Gloster bus. Passengers on my route have been discussing this recently and are all agreed that rather than loose the bus, holders of free bus passes would rather pay a nominal sum such as 50p per journey.

As a holder of a free bus pass I would prefer to pay a small nominal fee say 50p than loose this service which was reduced by 3 when the Chepstow service changed.

Lydney East

bus used to travel between Chepstow and Lydney for leisure purposes to attend Civil Service Club



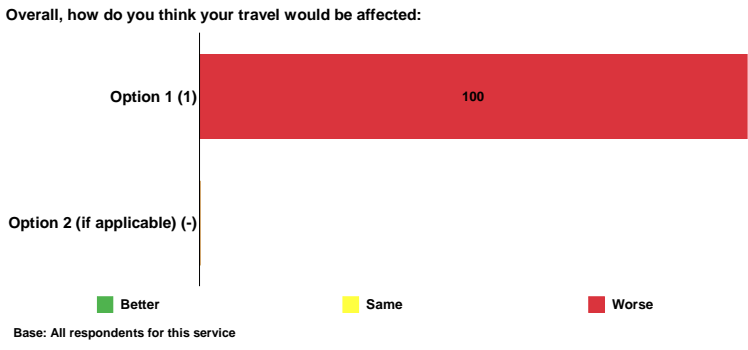
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Service Number 756

There were 1 responses regarding the number 756 bus service. 0% said that the current timetable for this bus service meets their needs.

The following charts shows how respondents felt the changes in option 1 and option 2 would affect their travel and how their travel would be affected overall for each option.



About you

0% were aged under 45, 0% were aged 45-60 and 100% were aged 61 or over

0% of respondents had a disability.

100% responded to the questionnaire as an individual and 0% responded to the questionnaire on behalf of an organisation.

Any other comments

The chart below shows coded responses for any other comments respondents had regarding service number 756.

Any other comments

Not Enough Data

Base: All respondents for this service (-)

The list below shows all responses for service 756.

|



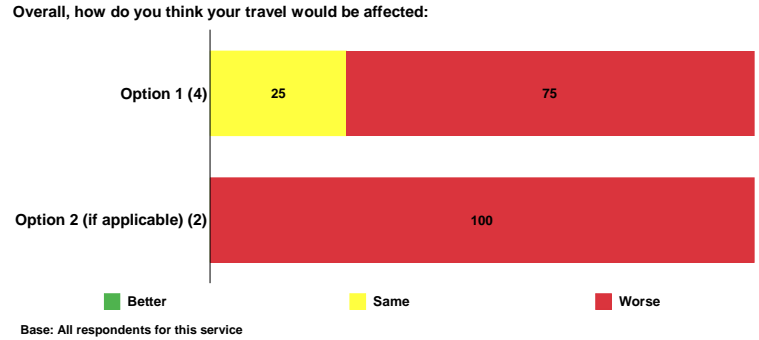
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Service Number 761

There were 5 responses regarding the number 761 bus service. 100% said that the current timetable for this bus service meets their needs.

The following charts shows how respondents felt the changes in option 1 and option 2 would affect their travel and how their travel would be affected overall for each option.



About you

0% were aged under 45, 25% were aged 45-60 and 75% were aged 61 or over

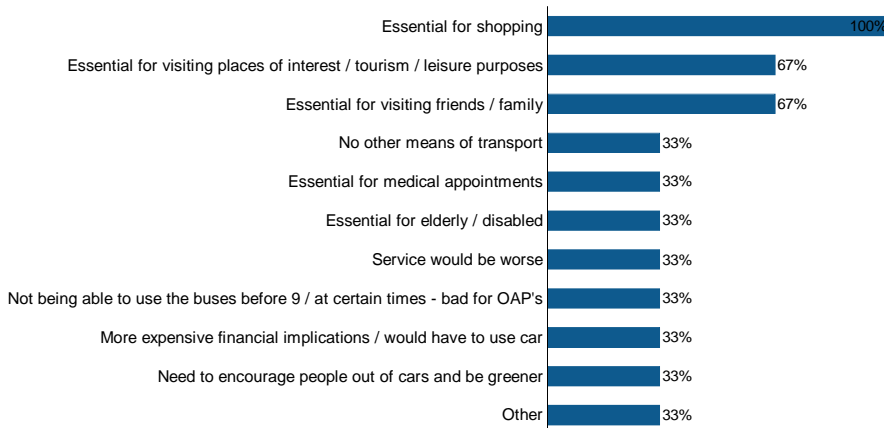
0% of respondents had a disability.

100% responded to the questionnaire as an individual and 0% responded to the questionnaire on behalf of an organisation.

Any other comments

The chart below shows coded responses for any other comments respondents had regarding service number 761.

Any other comments



Base: All respondents for this service (3)

The list below shows all responses for service 761.

<i>Reducing or withdrawing this service would adversely affect people who don't drive from attending activities, shopping and visiting friends.</i>	Tidenham
<i>Any reduction in this service would affect those who depend on the bus for shopping, socialising and visiting the doctor.</i>	Tidenham
<i>Both options may simply deter any use at all and bus passes may not be accepted on some community transport. OAPs face the prospect of standing about at an unsheltered spot for an uncertain connection. The 755 service will be entirely dependent upon the continuance of the 761. Option 1 is designed to fail through lack of patronage and then politicians can blame someone else for people not using public transport. Rely on the bus for shopping.*</i>	Tidenham



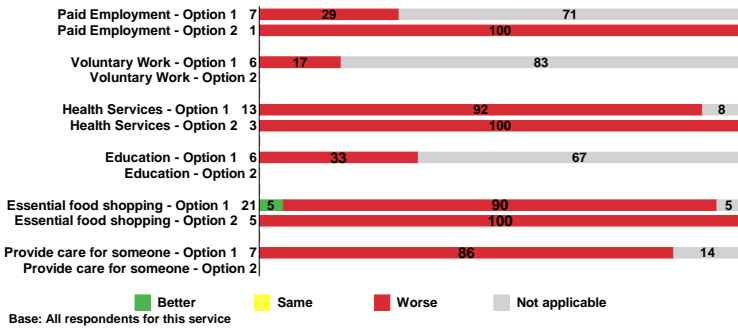
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Service Number 781

There were 26 responses regarding the number 781 bus service. 95% said that the current timetable for this bus service meets their needs.

The following charts shows how respondents felt the changes in option 1 and option 2 would affect their travel and how their travel would be affected overall for each option.



Overall, how do you think your travel would be affected:



About you

0% were aged under 45, 15% were aged 45-60 and 85% were aged 61 or over

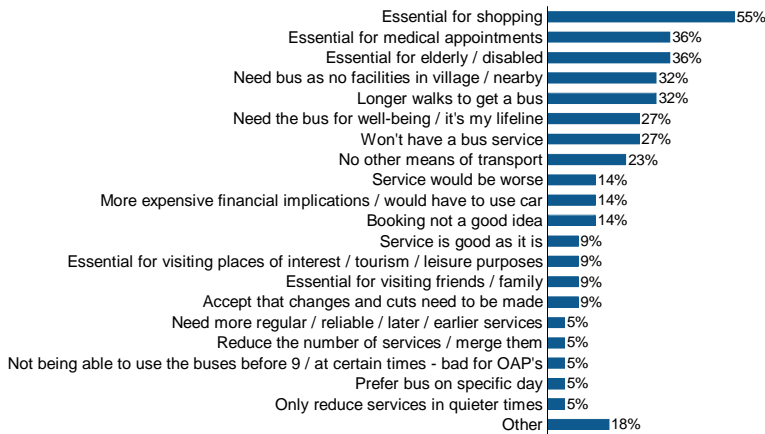
10% of respondents had a disability.

100% responded to the questionnaire as an individual and 0% responded to the questionnaire on behalf of an organisation.

Any other comments

The chart below shows coded responses for any other comments respondents had regarding service number 781.

Any other comments



Base: All respondents for this service (22)

The list below shows all responses for service 781.

<i>Walking to the main road is difficult, would have to keep stopping. I do not drive a car and need to get to dental and optician appointments, as well as the bank.</i>	<i>Churcham and Huntley</i>
<i>Without the bus service, and if we lose the ability to use our own car, we could be stranded in the countryside and forced to move to an urban area.</i>	<i>Newnham and Westbury</i>



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<i>When the railway closed at Grange Court, the bus services were provided. In this day and age one bus service per week is most essential for the welfare of the residents of villages and their only means of accessing towns, as many are without transport. There is no chance of getting even to the main roads. Must be able to use the bus pass at all times and other option is too expensive.</i>	Newnham and Westbury
<i>With only one bus per week, appointments can be made to fit within the service. The main road is a distance of 2 miles away and so unable to carry heavy shopping.</i>	Newnham and Westbury
<i>This bus service is most essential and is only once a week, when often places have a service every half an hour, or at least daily. This option does not seem feasible.</i>	Newnham and Westbury
<i>Travel would be worse as it is not always possible to plan in advance. Knowing there is a bus running every Wednesday is most important. We have recently moved to Grange Court and one of the things which influenced our decision was the weekly bus service to Gloucester, given our age.</i>	Newnham and Westbury
<i>This bus is needed for people living in villages to get to the bank, optician, hospital, solicitors and to meet up with friends. The main road is 2 miles away, too far to walk with, or without, shopping bags.</i>	Newnham and Westbury
<i>781 runs straight through to Glos from Soudley. Other bus service does not always connect.</i>	Littledean and Ruspidge
<i>If you come on the bus you would see it is a social event once a week to see friends and have a laugh which is few and far between these days.</i>	Cinderford West
<i>Although I don't consider myself disabled, I do have one total hip replacement and the other one is pinned. So I rely on this bus as walking distances can cause discomfort and with shopping it is quite difficult.</i>	Cinderford East
<i>This bus operates on Wednesday mornings only as it is and is a lifeline.</i>	Newnham and Westbury
<i>781 is the only service from Northwood Green to Gloucester. We use it for shopping, banking and Post Office, optician and dentist and now that the library mobile service has stopped, 781 is essential for the elderly in Northwood Green for basic social needs.</i>	Newnham and Westbury
<i>There are elderly people with this, the only chance for a weekly shop, which everybody looks forward to. We all don't live on the side of the road and we all look after one another, which I think is good.</i>	
<i>Service is a necessity. Realise that savings need to be made. One bus per week is not much to expect. We get no transport to the doctors, hospital and have to rely on friends. Cost of Dial A Ride would be out of the questions. Not everyone has a car. People will have a long walk.**</i>	Newnham and Westbury
<i>We have just purchased a house in the village of Grange Court and expected the limited bus service for essential shopping, opticians, banking, etc.</i>	Newnham and Westbury
<i>This service is desperately needed for elderly people to do their shopping and be independent.</i>	Newnham and Westbury
<i>This bus is an absolute lifeline to me and to all others that travel on the bus. We don't all live on a bus stop and I have a long walk before I get on the bus. We live in rural area and this is going to isolate us even more. This is the one and only bus we get. Why not take one of the half hourly buses off of the main route, which are running empty.</i>	Littledean and Ruspidge
<i>Not all users of bus travel is listed negating comments at source. Many needs are met with the interaction between travellers who act as eyes and act when appropriate. Bigger society? Many users have lived in isolated villages for most of their lives and the country bus community is gold dust. Without the county bus contact, independence will be denied.**</i>	Blaisdon and Longhope
<i>Appointments to the dentist, optician, bank, etc., are made for Wednesdays.</i>	Newnham and Westbury
<i>I am unable to walk to the main road for a bus, it is uphill. I have a bus pass but will not be able to use it. I will miss the 781.</i>	Newnham and Westbury
<i>Only have a bus once a week, which if removed would have a devastating loss to the village. Our village is 2 miles from the main service, too far on foot for elderly residents, particularly with heavy shopping. The Dial A Ride is impractical. Realise cutback have to be made but we will have NO bus service.**</i>	Newnham and Westbury
<i>This is an essential service for those living in the area of Blaisdon/Northwood Green, especially the elderly who don't drive, who use the service for banking and shopping. This bus service was originally provided when Grange Court station closed in the 1960s, providing one inbound and one outbound service six days a week, plus the extra "shopping" bus on Wednesdays.</i>	Newnham and Westbury

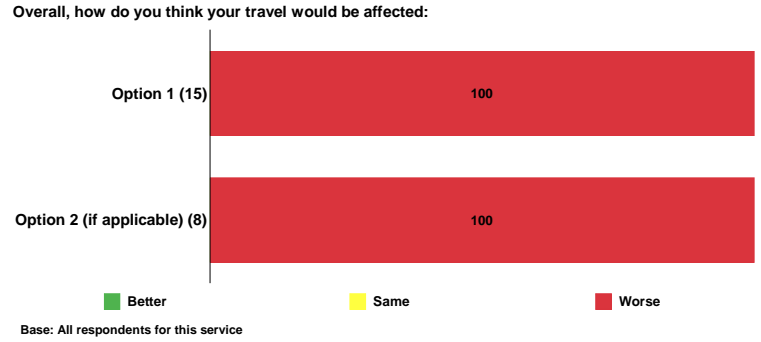




Service Number 782

There were 18 responses regarding the number 782 bus service. 100% said that the current timetable for this bus service meets their needs.

The following charts shows how respondents felt the changes in option 1 and option 2 would affect their travel and how their travel would be affected overall for each option.



About you

0% were aged under 45, 27% were aged 45-60 and 73% were aged 61 or over

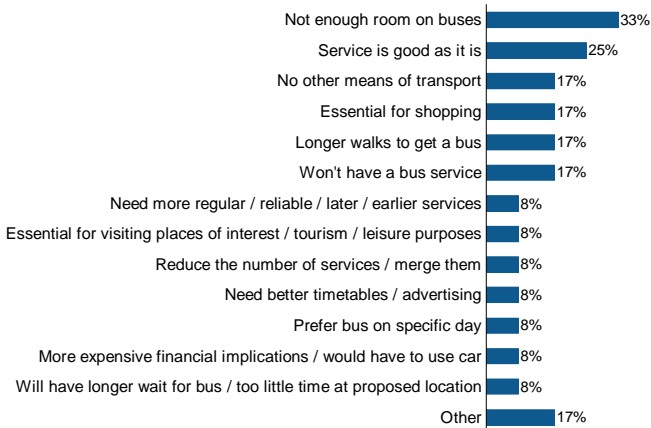
23% of respondents had a disability.

100% responded to the questionnaire as an individual and 0% responded to the questionnaire on behalf of an organisation.

Any other comments

The chart below shows coded responses for any other comments respondents had regarding service number 782.

Any other comments



Base: All respondents for this service (12)



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The list below shows all responses for service 782.

<i>I have no other way of getting about than to use the buses and I need this service to be able to get about.</i>	<i>Cinderford West</i>
<i>We need this bus.</i>	<i>Cinderford West</i>
<i>Why stop the service? Full bus.</i>	<i>Lydbrook and Ruardean</i>
<i>What would be the point of changing a successful service? Might I suggest that, before cutting country buses drastically, you take a look at the city bus timetable, particularly between Gloucester and Cheltenham. They run all of the time. Think of the saving you could make there. I don't quite understand how someone in a Bristol office can make a fair decision about country buses. Are you familiar with our area? **</i>	<i>Lydbrook and Ruardean</i>



<i>If bus service did not continue would lose choice of where to shop and save money.</i>	<i>Cinderford East</i>
<i>The Thursday bus from Cinderford to Ross is well used and would be sorely missed.</i>	<i>Cinderford East</i>
<i>If you take our bus I would not be able to get home from Gloucester, or anywhere else. We go around the Forest.</i>	<i>Lydbrook and Ruardean</i>
<i>If the 24 breaks down, what do we do in Huntley for more than an hour? If there are hold ups will the bus wait in Huntley for the other? Your buses are renowned for break downs!</i>	<i>Lydbrook and Ruardean</i>
<i>Unlike Cinderford, Ross On Wye is a pleasant experience. This bus is always very well used. It would be a crime to stop it. This is only once day a week, why consider this?</i>	<i>Lydbrook and Ruardean</i>
<i>This is the only bus to Ross and is nearly always full and is very popular.</i>	<i>Cinderford East</i>
<i>This bus offers Woodside people a chance to go shopping without having to carry full bags up a very steep hill.</i>	<i>Lydbrook and Ruardean</i>
<i>Without the 782 and a more frequent 35 service it would be unfeasible to get to Ross from the top of the Forest. It would mean a trip to Gloucester and then a trip to Newent and then Ross. This would take about 85mins -not including waits for connections.</i>	<i>Lydbrook and Ruardean</i>



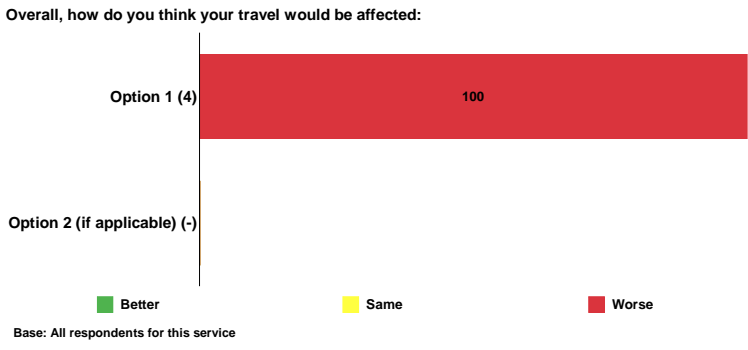
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Service Number 783

There were 4 responses regarding the number 783 bus service. 100% said that the current timetable for this bus service meets their needs.

The following charts shows how respondents felt the changes in option 1 and option 2 would affect their travel and how their travel would be affected overall for each option.



About you

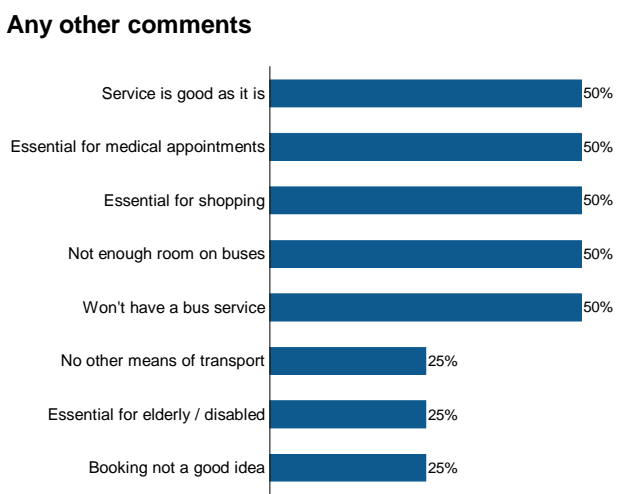
0% were aged under 45, 50% were aged 45-60 and 50% were aged 61 or over

33% of respondents had a disability.

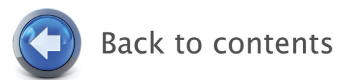
100% responded to the questionnaire as an individual and 0% responded to the questionnaire on behalf of an organisation.

Any other comments

The chart below shows coded responses for any other comments respondents had regarding service number 783.



Base: All respondents for this service (4)



The list below shows all responses for service 783.

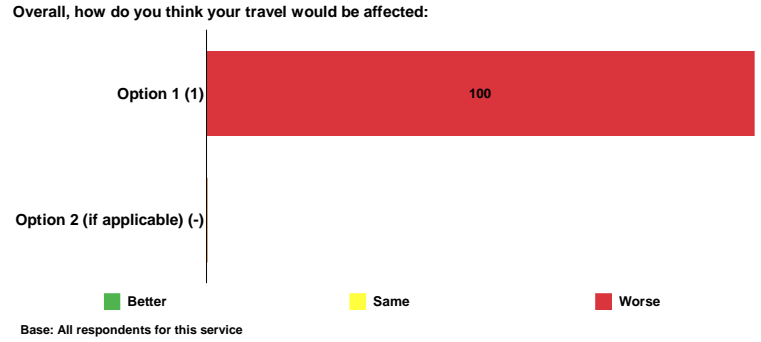
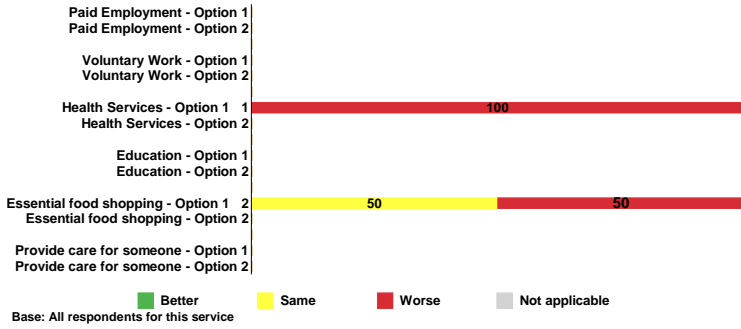
<i>This is the only bus to Ross On Wye running on a Thursday only and is needed for shopping. Also, needed for using Lloyds Bank and dental services and the library. I do not drive, so this service is essential to me and others. Please don't cut this service, it is a very popular route and well used.</i>	Mitcheldean and Drybrook
<i>Booking in advance is very inconvenient.</i>	Mitcheldean and Drybrook
<i>This is the ONLY bus service to Ross, so I rely on it entirely for my dentist appointments and shopping.</i>	Mitcheldean and Drybrook
<i>The little bus is well used, not only is it essential but lots of elderly people use it and enjoy the personal care given by the drivers and the happy and friendly atmosphere on the bus.</i>	Mitcheldean and Drybrook



Service Number 784

There were 3 responses regarding the number 784 bus service. 100% said that the current timetable for this bus service meets their needs.

The following charts shows how respondents felt the changes in option 1 and option 2 would affect their travel and how their travel would be affected overall for each option.



About you

0% were aged under 45, 0% were aged 45-60 and 100% were aged 61 or over

33% of respondents had a disability.

100% responded to the questionnaire as an individual and 0% responded to the questionnaire on behalf of an organisation.

Any other comments

The chart below shows coded responses for any other comments respondents had regarding service number 784.

Any other comments



Base: All respondents for this service (2)

The list below shows all responses for service 784.

I don't know if the bus 784 is on your list. It runs on Wednesday mornings starting at Gatcombe Avenue, Newnham. I rely on this bus for shopping and appointments in Gloucester. This bus also picks me up in the village otherwise I would have to go 2 miles to the main road to catch a bus. I am partly disabled and this has given me some independence.

Awre

A very good service on this route.

Newnham and Westbury



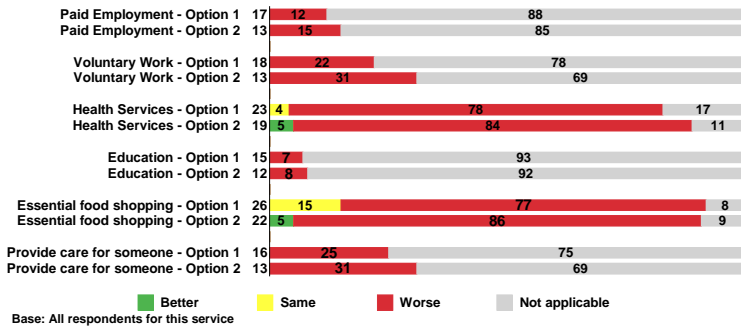
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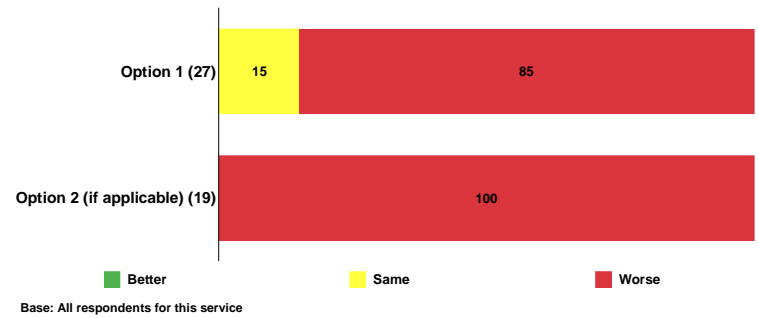
Service Number 786

There were 30 responses regarding the number 786 bus service. 100% said that the current timetable for this bus service meets their needs.

The following charts shows how respondents felt the changes in option 1 and option 2 would affect their travel and how their travel would be affected overall for each option.



Overall, how do you think your travel would be affected:



About you

13% were aged under 45, 17% were aged 45-60 and 71% were aged 61 or over

37% of respondents had a disability.

97% responded to the questionnaire as an individual and 3% responded to the questionnaire on behalf of an organisation.

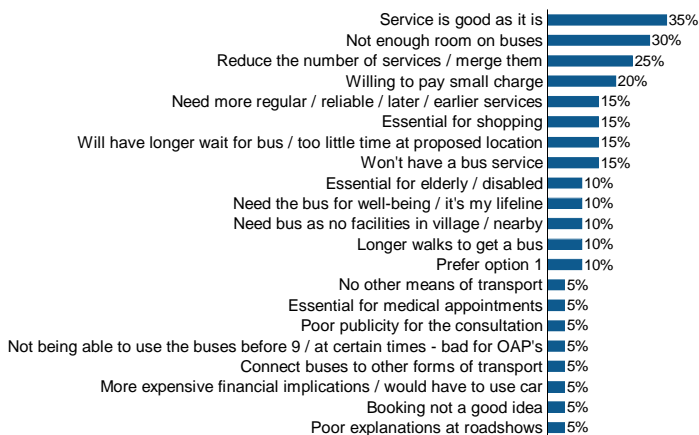
Below is a list of organisations that responded:

- Silver Lining Club

Any other comments

The chart below shows coded responses for any other comments respondents had regarding service number 786.

Any other comments



Base: All respondents for this service (20)

The list below shows all responses for service 786.

The Thursday bus is ideal as it picks up in Primrose Hill for food shopping, etc., is much better as heavy items are then more convenient to transport home. Shopping baskets are put in the boot by the driver, who is always very helpful. It is better to keep this service and pay a small fee.

Lydney North



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<i>Take off Monday bus (787), keep 786 - more villages covered, convenient pick ups and drop offs, works well with heavy shopping. The bus boot used for items is good, bus driver helpful. No waiting in bad weather at Blakeney for re-connection. Pay small fee even with travel passes.</i>	<i>Pillowell</i>
<i>As buses do not connect, older people will have long walks up hills with shopping.</i>	<i>Lydney North</i>
<i>I feel that there is no need to cut both services, would prefer to keep the 786.</i>	<i>Pillowell</i>
<i>As I am blind, without this service I would not be able to travel independently and would therefore, be isolated if this service has to be changed. Option 1 is preferable.</i>	<i>Pillowell</i>
<i>I do not drive, so this service is essential.</i>	<i>Bream</i>
<i>Pick up from Park End appears to be eliminated in both options.</i>	<i>Pillowell</i>
<i>Lifeline.</i>	<i>Pillowell</i>
<i>Needs to run all the way to Gloucester.</i>	<i>Pillowell</i>
<i>Concerned that if the 786/787 connects in Blakeney with the 23 service there will not be enough seats on the bus and passengers will be left behind.</i>	
<i>If you are putting a bus load onto the 23, what happens if it is already full? People will be waiting for an hour or more for the next and when coming back from Gloucester the 23 is going to be full and some will be left behind and miss their connection.</i>	<i>Pillowell</i>
<i>The 23 bus is normally full by the time it gets to Lydney. What happens if we are dropped off in Blakeney to catch this bus and we cannot get on it? How are we going to get back home with our walking sticks, zimmer frames, etc.?</i>	<i>Pillowell</i>
<i>To have to book a vehicle so that I can catch a bus to Gloucester, is unbelievable. What do I do if this coach is full? I would have no lift back, stranded. These buses are fine as they are. Not very well advertised.</i>	<i>Pillowell</i>
<i>I feel that neither option, improves on the current service, when I used the current service there is around 40 passengers on it. As the current stagecoach service 23, has a similar number of passengers. Combining the two route would lead to overcrowding on the 23, as well as long the journey times, and if the route 23 breaks down this leave passengers stranded in Lydney on the return journey. This is the only direct weekly service, covering villages which are not currently served with direct links to Gloucester.</i>	<i>Pillowell</i>
<i>Option 1 could, possibly, provide a better service than nowadays, if links to 23 bus are more frequent than once in each direction per day.</i>	<i>Pillowell</i>
<i>This is a popular bus that is often full and is a cheaper and more environmentally friendly way of traveling if it is canceled we would all have to take cars resulting in more traffic on the road and over filled car parks. This is one of the only ways elderly people can travel from the forest, what is the point in issuing bus passes if their busses are canceled?</i>	<i>Bream</i>
<i>This is the only bus that runs through Bream that you don't have to keep getting on and off, when you get older you don't want to have to keep jumping on and off of busses.</i>	<i>Bream</i>
<i>The suggestion of running a bus between Pillowell & Blakney to connect with the service 23 presents problems. The service 23 bus which this would connect with is quite often three quarter full and would not have enough room for all the passengers on the 786/787. What happens to the passengers left at Blakney? Suggest this service is reduced to one a week</i>	<i>Pillowell</i>
<i>Why not continue with this service with a once a week bus</i>	<i>Pillowell</i>
<i>need to make buses link with trains at Lydney stations and buses need to interlink with each other better. Services already reduced through Pillowell since 2000 - please dont cut any further.</i>	<i>Pillowell</i>

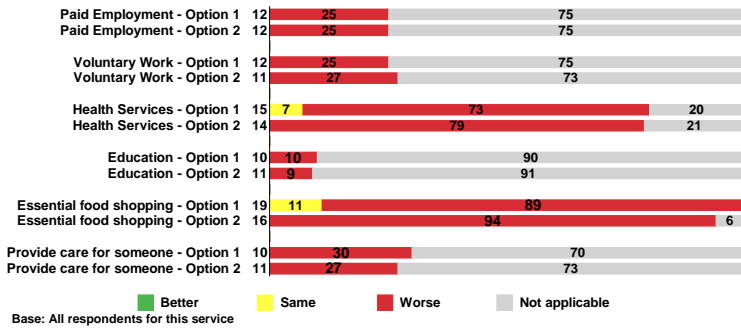




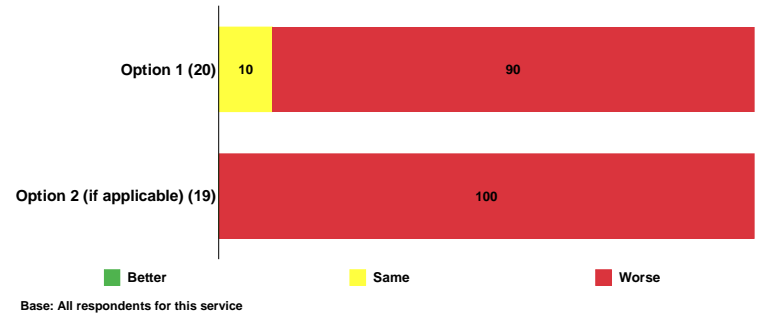
Service Number 787

There were 26 responses regarding the number 787 bus service. 100% said that the current timetable for this bus service meets their needs.

The following charts shows how respondents felt the changes in option 1 and option 2 would affect their travel and how their travel would be affected overall for each option.



Overall, how do you think your travel would be affected:



About you

14% were aged under 45, 14% were aged 45-60 and 73% were aged 61 or over

35% of respondents had a disability.

96% responded to the questionnaire as an individual and 4% responded to the questionnaire on behalf of an organisation.

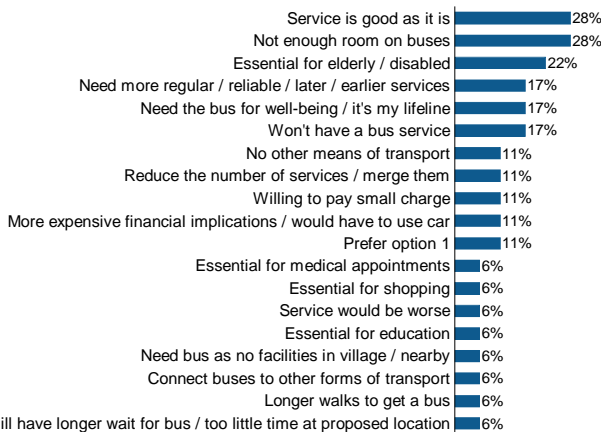
Below is a list of organisations that responded:

- Silver Lining Club

Any other comments

The chart below shows coded responses for any other comments respondents had regarding service number 787.

Any other comments



Base: All respondents for this service (18)

The list below shows all responses for service 787.

<i>I am 76 years old, a semi invalid, taking this bus off will devastate me and a good many more elderly people. Please think again.</i>	Coleford East
<i>Many people, especially older non drivers, would be more than willing to contribute a percentage of the fare, in order to keep the service alive.</i>	Pillowell



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<i>It would be difficult to keep hospital appointments in Gloucester. I am on a limited income and would find hospital cars too expensive.</i>	<i>Pillowell</i>
<i>I feel that there is no need to cut both services, would prefer to keep the 786.</i>	<i>Pillowell</i>
<i>As I am blind, without this service I would not be able to travel independently and would therefore, be isolated if this service has to be changed. Option 1 is preferable.</i>	<i>Pillowell</i>
<i>I walk with sticks, this is my lifeline. It picks me up at home and then brings me back, marvellous.</i>	<i>Coleford East</i>
<i>I need this bus, it is almost door to door for me.</i>	<i>Coleford East</i>
<i>I am a catering supervisor at a local school, it would make a big difference to me.</i>	<i>Pillowell</i>
<i>This is our only bus from St Briavels to Gloucester, without it we have no means of travel.</i>	<i>Newland and St Briavels</i>
<i>Needs to run all the way to Gloucester.</i>	<i>Pillowell</i>
<i>Concerned that if the 786/787 connects in Blakeney with the 23 service there will not be enough seats on the bus and passengers will be left behind.</i>	
<i>If you are putting a bus load onto the 23, what happens if it is already full? People will be waiting for an hour or more for the next and when coming back from Gloucester the 23 is going to be full and some will be left behind and miss their connection.</i>	<i>Pillowell</i>
<i>The 23 bus is normally full by the time it gets to Lydney. What happens if we are dropped off in Blakeney to catch this bus and we cannot get on it? How are we going to get back home with our walking sticks, zimmer frames, etc.?</i>	<i>Pillowell</i>
<i>I feel that neither option, improves on the current service, when I used the current service there is around 40 passengers on it. As the current stagecoach service 23, has a similar number of passengers. Combining the two route would lead to overcrowding on the 23, as well as long the journey times, and if the route 23 breaks down this leave passengers stranded in Lydney on the return journey. This is the only direct weekly service, covering villages which are not currently served with direct links to Gloucester.</i>	<i>Pillowell</i>
<i>Option 1 could, possibly, provide a better service than nowadays, if links to 23 bus are more frequent than once in each direction per day.</i>	<i>Pillowell</i>
<i>The suggestion of running a bus between Pillowell & Blakeney to connect with the service 23 presents problems. The service 23 bus which this would connect with is quite often three quarter full and would not have enough room for all the passangers on the 786/787. What happens to the passangers left at Blakeney? Suggest this service is reduced to one a week</i>	<i>Pillowell</i>
<i>Why not continue with this service with a once a week bus</i>	<i>Pillowell</i>
<i>need to make buses link with trains at Lydney stations and buses need to interlink with eachother better. Services already reduced through Pillowell since 2000 - please dont cut any further.</i>	<i>Pillowell</i>



There were no responses received for this bus service.



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