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We make no apologies for this month's front cover again featuring one of the new electric buses being introduced by Cardiff Bus. 2022 marks the 120th Anniversary of the Council-owned bus company and to mark the occasion bus 436 (CE71 YXV) is seen sporting a splendid livery based on the old colours. Early 2022 has seen the electric buses introduced to route 27 in addition to the 49/50 and 44/45 that were introduced in December. Photo: Andrew Wiltshire.

Editorial

Welcome to Bulletin 228. As we move into 2022 we are seeing a number of companies looking to withdraw services, whilst Local Authorities scramble to find money to support the network as the Covid Bus Support Grants given to operators diminish. Amidst this trend for operators to “refocus” their networks, Councils are finding it harder to procure replacement services with operators not wishing (or able) to take on extra commitments within the current uncertain environments.

It was therefore particularly interesting to learn that Pembrokeshire Council is looking to purchase a local operator who was seeking to retire, as the most cost-effective solution to ensuring continuation of the services they operated. This is a bold and significant step, not without pitfalls, and one doesn't want to prejudge what the final outcome will be as negotiations continue, but it is indicative of the problems many Local Authorities are finding in getting any operator interested in operating bus routes.

That said, one area where competition seems to be starting up again in these times of reduced loadings, is Pontypridd. The Traffic Commissioner recently granted an operator's licence to Clayton Jones, a character from the bus industry that many will recall from the past. Mr Jones it would seem is looking to introduce a network of 13 routes from 4th February based on the town and using the name “Street Buses”. Is this a case of history repeating itself perhaps?

Forthcoming meetings

15th February 2022 (NOTE NEW DATE) – a “Zoom” meeting starting at **7.30pm**.

Martin Sutton, former MD at Western National and Stagecoach Cheltenham & Gloucester will give an illustrated talk entitled “Martin Goes West - reflections on a bus career”.

If you would like to join this meeting, please contact our Secretary Steve Pottage on sdp1@blueyonder.co.uk and he will provide the Zoom link nearer the time.

12th March 2022 – OS South Wales and West Branch AGM and Guest Talk.

We are planning to run the 2022 OS SWW AGM and talk at the Unitarian Meeting Hall in Brunswick Square, Bristol, BS2 8PE. This is an approximately 8 minute walk from the Bus Station and an easy 5 minute walk from the Bond Street terminus of Megabus and the South West Falcon.

The AGM will start at **11.15am** and will be followed by a break for lunch.

The afternoon session will start at **2pm** with a talk by **Andrew Wickham, MD of Go South Coast**, on the current state of the industry as seen by Go South Coast.

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To request a link to a SW&W “Zoom” meeting, please email Steve Pottage at sdp1@blueyonder.co.uk

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For more details about the Omnibus Society and membership - www.omnibus-society.org

Pembrokeshire Council looks to buy local operator

In early January the story broke that Pembrokeshire Council was submitting a proposal to the Council Cabinet to approve the purchase of a local bus operator to assure the continuation of services and schools contracts at a cost acceptable to the Council.

The background to the recommendation highlighted how the bus industry in Pembrokeshire is very fragile with limited large bus operators. Over the last seven years five bus operators have ceased trading in Pembrokeshire. These are Silcox Coaches, EJ Lewis in Maenclochog, W H Collins in Roch, Summerdale in Letterston, together with Edwards Coaches who had provided a short time fix after the demise of Silcox Coaches.

The report stated that *“The COVID-19 pandemic has worsened the situation with a driver shortage and cost implications due to fuel, vehicle parts and labour costs rising. Feedback from Local Authorities across Wales identifies a shortage of operators to undertake transport contracts and where they do, they are being quoted two or three times the average cost. This is obviously unsustainable for any Local Authority and needs a strategic rethink on how these statutory services are provided in the future.*

Where there is no competition, or, in fact no interest, the Council has been stepping in and running bus services in-house. The Council has a statutory duty to provide home to school transport, and also provide socially necessary public transport.

The Council currently operate 4 large buses for school transport and 2 buses providing public local bus services. These vehicles and drivers are managed by existing staff and are in addition to the 24 smaller buses that are operated for schools, social care and the LHB. There are 36 bus drivers and 10 passenger attendants that are employed. This operation is managed within current roles with no dedicated public transport premises or yard.

One of the Council's main providers of education transport routes and local bus service routes has indicated that they are planning to cease operating. This operator currently provides 23 school routes and 6 public bus routes. Pembrokeshire County Council pay them in the region of £900k per annum for this provision.

A review has been undertaken of the potential cost to the Council if this operator ceases trading and the routes re-tendered. Due to the limited competition within the market along with increased operating costs, it is estimated that the contract costs would be in the region of £300,000 additional revenue expenditure per annum. This is based on historic tender prices with the next best historic tender price. There is, however, insufficient capacity in the network so it is considered high risk that other contractors will be found to fulfil a number of routes. Failure to find contractors will mean bringing more routes in house without adequate facilities.

The Director of the company has indicated that they would be amenable to selling the depot and adjoining land along with the equipment and vehicles. This would enable the Council to operate these routes in house and to make this operational centre, the centre of Pembrokeshire's bus provision.

By bringing these routes in-house it is predicted that there would be minimal additional costs compared to our existing contract with the operator based on estimates, with no private hire included. There is potential in the future for limited private hire which could result in this service costing less than the current contract rates.

The market is fragile, and the proposal is intended to ensure that the operators currently in place remain there and be successful. Cardiff and Newport Councils have municipal bus companies which are able to act more commercially but this proposal does not replicate this route.

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

Whilst section 66 of the Transport Act 1985 prohibits county councils in Wales from running their own bus services for the carriage of passengers by road which require a PSV operator's licence, by virtue of section 18 of the Transport Act 1985 vehicles operated under section 19 and section 22 Transport Act 1985 permits are exempt from the requirements for a PSV operator's licence. The transport services which will be delivered as a result of the acquisition will be operated under section 19 and section 22 permits.

Bringing the existing contracts with Edwards Bros in-house will ensure the long-term provision of suitable education and public bus services. The cost avoidance will enable existing budgets to be maintained and thus existing services can continue to be provided."

Whilst not naming the operator in the introduction to the report, Edwards Bros of Tiers Cross is mentioned in the more detailed text explaining the proposal. The Council Cabinet met on the 10th January and the following draft Decision was recorded:

- (a) That the acquisition of the business assets identified in this report be approved in principle.*
- (b) That the Director of Community Services or any person authorised by him proceed to progress negotiations for acquisition of the business assets be noted.*
- (c) That authority of the final decision to acquire the assets Member for Infrastructure, Licensing & Major Events in consultation with the Director of Community Services, noting that any such decision must be subject to the satisfactory outcome of further due diligence, including by finance, legal and property teams.*
- (d) That Cabinet will need to determine the maximum bid for any potential purchase and how it will be funded, e.g. (a) Prudential borrowing - corporately funded and counting towards the annual capital financing costs cap. (b) Prudential borrowing – service funded, (c) utilisation of the funds held for the purchase of income producing properties be noted.*
- (e) That any capital bid required to fund the acquisition will need to be brought back to Cabinet for approval before it can be added to the Capital Programme.*

Reason for Decisions: *To avoid the significant additional costs of providing the existing routes using other contractors and to ensure the Council is able to fulfil its statutory duties under the Learner Travel Wales Measure to provide Home to School Transport.*

The decision to move forward in this process is a significant step and may be one other councils in similar positions will be tempted to follow. This is only the approval to start negotiations and a lot can happen during that process, not least Council elections on 5th May 2022. The elections will be preceded by a six-week period of purdah, which effectively means little can be decided from mid-March. Time will tell what the eventual outcome will be.

It is recognised that the Transport Act 1985 prohibits county councils in Wales from running their own bus services for the carriage of passengers by road which require a PSV operator's licence. It can however operate under section 19 and section 22 permits which exempt them from the requirements for a PSV operator's licence. The transport services which will be delivered because of the acquisition will have to be operated under section 19 and section 22 permits as the law currently stands.

Who are Edwards Bros of Tiers Cross?

Edwards Bros operate a number of routes around the Haverfordwest area from their depot: The Garage, Broad Haven Road, Tiers Cross. Two directors are listed for the company, Jayne and Robert Edwards, both in their 60s. A potted history on the Company's website outlines how the company developed:

The business was founded in 1946 by the three brothers - Horace, Dick and Frank Edwards. The brothers started from scratch and built their garage in the village of Tiers Cross. In the days after the war, building materials were in such short supply that the concrete blocks had to be made on site before construction could begin.

In the early days the work consisted mainly of repairing agricultural machinery and the cars and lorries in the immediate locality. A large private hire car was operated which undertook daily tasks such as conveying farmers to the markets along with their produce - butter, eggs, vegetables, chickens and rabbits. Another good earner was transporting local greyhound owners and their dogs to local race venues.

In the 50s and early 60s (before the coming of mains electricity) an agency was held for Lister engines and electricity generating plants. Many Pembrokeshire people remember these being installed and the revolution of having electricity in the home and on the farm. Agencies were also held for Pearce agricultural machinery and Simplex milking machines.

The 60s saw the purchase of the first minibus and then the first coach. By the early 70s five minibuses and coaches were operated and this remained constant until 1985. The nearby business of Fred Jones Coaches was acquired upon the retirement of the owner, increasing the fleet to 12 vehicles. From then to the present day the fleet has increased to around 18 vehicles with seating capacities ranging from 16 to 57. Executive vehicles are operated featuring onboard WCs, hot and cold drink facilities, air conditioning, air suspension and double glazing.

The large vehicles outgrew the old garage and in 1993 a new garage complex was constructed to accommodate the entire fleet, with sufficient adjacent land for expansion if ever required.



Seen outside Edwards' depot on 31st August 2021 is VO03 VUY, a Plaxton Prima-bodied Volvo B7R. This coach was new in 2003 to Ferrylink in Galway, Ireland as 03-G-7670, and gained its current registration in 2006 when purchased by KB coaches of Eastington, Gloucs.

Photo: David Milledge

Currently, Edwards Bros operate six bus routes on behalf of the Council:

300	Milford Haven Town Service	311	Haverfordwest – Broad Haven
301	Haverfordwest Town Service	313	Haverfordwest - Wiston
308	Haverfordwest – Burton Ferry	315	Haverfordwest – Marloes

The three photographs below, taken on 31st December 2018, show Edwards buses in action:



Above: Optare Solo YJ17 CPY sits outside the church in Wiston ready to operate the 13:58 journey back to Haverfordwest on route 313. The 313 provides a limited service to the north-east of Haverfordwest serving the villages of Crundale and Clarbeston Road.

Right: Seen loading in Haverfordwest Bus Station is Wright StreetLite WF MX13 BCE for the 13:10 departure to Burton on the 308 operating with a circular loop at the end, via Hook, Llangwm and Rosemarket.



Left: Also captured laying over in Haverfordwest Bus Station is Mercedes Sprinter RE17 FBF before operating the 13:00 journey on the 315 to Marloes, via Tiers Cross, Milford Haven, Herbrandston, St. Ishmaels and Dale.

Since the introduction of restrictions due to Covid the two middle-of-the-day shopper round trips on this service have become "Dial a Ride" with seats bookable by 15:00 the previous day.

Cornwall adopts “Any Ticket Any Bus”



Bus companies in Cornwall have come together and will now accept each other's tickets, a game-changing development for customers across the county who will now be able to jump on and off any bus no matter who it's operated by – it's any ticket, any bus.

Previously passengers who bought a return or a multi-journey ticket in Cornwall would be restricted to using only the bus services from the same company from whom it was purchased, but from the beginning of this January 2022 they can now use that same ticket with any bus operator within Cornwall. Passengers will be able to use their bus ticket on Cornwall by Kernow, Go Cornwall Bus, Stagecoach, Hopleys, OTS and Travel Cornwall.

This includes day rover tickets, the price of which has been standardised at £9 for unlimited travel across the county (£4.50 child). Whilst this facility is already available using the “Ride Cornwall” ticket, that ticket is considerably more expensive as it includes trains and travel to/from Plymouth.

The good news continues too, as all young people under 19 will now benefit from half price fares, seeing local town zone fares drop to just £1.50 a day. The any ticket, any bus initiative, which is led by the Transport for Cornwall partnership, has truly opened up the bus network for residents across the region offering greater convenience and cheaper travel.

Over the next few months, the operators, along with Cornwall Council, will be introducing a variety of schemes including a bus fares pilot backed by the Department for Transport which will see fares reduce further across the county.

This move marks the start of the operators and Cornwall Council using the £23.5m funding package awarded by the Department of Transport to deliver a reduced bus fares pilot scheme over the next four years, starting in autumn 2021. The planning had been delayed, due to it not being appropriate to launch such a time limited scheme during the pandemic, but the first phase has now gone live with more developments promised by the summer.

First West of England offer new ticket options

First West of England have introduced a fares revision from 23rd January. According to the press release “Among the changes being introduced are new day ticket bundles that better match when people want to travel and avoid customers having to buy a week or month ticket and waste money on days when they don’t travel. For example, changes in commuting and hybrid working are catered for by new 3-day and 5-day options for people who either no longer do the Monday-Friday commute or use their ticket over the weekend. When bought through the First Bus app, these new bundles will allow customers to spread their travel over extended periods, with larger bundles also available to maximise savings.

The majority of customers who buy a Day ticket (between 70-80%, depending on the area of travel) only take a maximum of two buses each day yet pay the same as those taking many more trips. New 2-Trip tickets will be available to enable these customers to save against the cost of a Day ticket when using only 2 buses in a day.

For cash customers who don’t always have the choice of buying through the First Bus app, on-bus and off-bus fares will be made the same, meaning the many customers who pay by contactless onboard will also now benefit from the same price as those paying through the app.

For customers in North Somerset, new local fares are being introduced in Nailsea, Portishead and Clevedon to make the bus a more economical option than before. These new town fares will cost £1.50 for a single instead, compared to the previous single fares of £2.50 or £3.50, encouraging customers to choose the bus over the car for short, local journeys.”

The move, whilst reflecting increased operating costs, does also seek to cater for the far more flexible work patterns that seem to be emerging as “the new normal”. At the same time the costs of the multi-operator Avon Rider tickets are being increased with adult day tickets going from £7.00 to £7.50.

Cardiff 120

2022 will see Cardiff Bus celebrate their 120th anniversary. It all began in 1902, when the Corporation of Cardiff started running electric trams in the city between Newport Road and the city centre. The Corporation had taken over the private Cardiff Tramways Company which had run horse trams and buses since 1870, although other operators had been running horse buses in the area since at least 1845.

To celebrate this milestone several activities are planned, details of which are yet to be announced. Further details will be available on the Cardiff Bus website in due course.



A day out in West Dorset enjoyed by Malcolm Chase



Malcolm's trip started and ended the day on South West Coaches Optare Versa YJ10 MGZ, the bus having been on the X11 Dorchester to Yeovil service that day. Photo: Malcolm Chase.

Among many day trips I have taken this year since I could not travel abroad were three to the Dorset coast. Often I go to Bournemouth and Poole, sometimes ending up on the excellent 20 of Damory from Blandford to Salisbury (originally part of the main Salisbury to Weymouth route of Wilts & Dorset, latterly a Dorset County Council minibus).

Wanting to try again the First route from Yeovil to Bridport, looking at the South West Coaches website too, I realised that the route from Weymouth to Yeovil might be worth pursuing. As the times seemed to fit, I decided to try it. This meant the usual train from Fleet to Basingstoke at 0908, then changing to the familiar Exeter train at 1007. But I had spotted that the Weymouth bus came back via Sherborne, so decided to try to go by bus all the way from Sherborne. The usual 58 of First stops a long way the other side of Sherborne town centre, but surprisingly the X10 actually stops at the station instead.

I set out on 24th August. After a short wait at Sherborne station, the X11 arrived at 1151, an almost empty Optare Versa of South West Coaches, YJ10 MGZ. We bowled along the A30 fast to Yeovil and were almost in sight of the bus station 10 minutes early, but then did a lengthy loop around the town centre, apparently to serve the hospital (no passengers boarded or alighted).

Yeovil bus station conveniently has a cafe, so my first coffee of the day was called for. The First office was manned but not open. However, an inspector kindly gave me A4 prints of all or most First Bus timetables. I told them that there was a new 2021 timetable book at Weymouth, but they said "Oh no, its a different company" or words to that effect. A few First and South West Coaches buses were seen, some parked up. The First buses were in a mixture of standard First Wessex livery and Buses of Somerset green. It is not an easy place to take photos – the parked up buses do not of course display destination or route number, country buses on stands are hidden by route boards and town buses stop in deep shade.

Instead of going through villages like Halstock, my route 6 bus, another Optare YJ14 BVA, set off at 1255 along the A30 to Crewkerne. But after that we diverted into several villages and through a housing estate in Beaminster, including some very narrow stretches and awkward turnings. At one junction in Beaminster we barely squeezed through. The bus was quite well loaded with 11 other passengers getting on and off. I was dropped off in West Street, Bridport, at 1414 and soon walked on to the bus station, where there is no longer a cafe. It had only two parked buses, both of First. This time my plan was to catch the first X52 or X53 to give me more time in Weymouth, which meant not waiting for the open-topper (I had ridden it from Lulworth a few weeks before). The bus was ADL Enviro SN12 AHU in Jurassic Coaster livery on the X53 leaving Bridport at 1430 and arriving at Weymouth at 1536. It is always enjoyable to go via West Bay and then up and over Abbotsbury Hill with its views to Chesil Beach and Portland Bill.

Weymouth has a real mixture of First liveries, with the bright green/dark blue of local buses complemented sometimes by all-over red buses on loan from First Southampton on the Park & Ride route. I saw the open-top Coaster on the 501 route to Portland, which I had missed on an earlier visit. I missed the Damory double-decker to Blandford this time, but saw a More bus in Breezer livery on route 30. But when it came to get the frequent local 10 to Dorchester, there was not just one missing bus but two! No doubt due to staff shortage. So in despair of missing my bus from Dorchester South to Sherborne, I rushed to the station thinking I might have to get a taxi to Dorchester but there were no taxis waiting there! By a fluke (I foolishly had no train timetable with me) I found a Waterloo train scheduled for 1715 which duly came and left on time. (the Yeovil train was running 30 minutes late). So I caught my South West Coaches X11 at Dorchester South at 1735, the same Optare Versa I had ridden in the morning, noting also a Damory double-decker (pictured right) on the 187 and an Enviro on the 6 to Poundbury.



Photo: Malcolm Chase

The X11 goes on an interesting route via Dorchester High Street, Charminster and Cerne Abbas, where I spotted the famous Giant on the hill, and attracted a decent load of 17 other passengers. It arrived at Sherborne level crossing at 1836 just as my train to Basingstoke was leaving so the gates were closing (I had expected to miss it unless it were late), so I had to wait 60 minutes for the next one. This was no hardship, sitting outside in the evening at a nearby pub.

Another route with a “Guest” operator

remembered by David Pike



Sitting beside the Elm Tree in Ramsbury Square on Friday 17th July 1981 is Hants & Dorset 3599 (RRU 599N), A 45-seat ECW-bodied Ford R1014. The Ramsbury tree was a well-known local landmark that stood at the intersection of 4 roads. At the time of this photo the tree was believed to have been over 300 years old, but was only a shadow of what it had been 100 year earlier. It eventually died in 1983. After much debate and a local referendum on whether to keep the stump (339 votes) or to remove the stump and replace it (356 votes), the tree was replaced with an oak sapling taken from Epping Forest. Photo: David Pike.

I was most interested in the explanation given in Bulletin 227 by Mike Wadman concerning the operation of the 481 service from Shaftesbury. I assume that even before the takeover of Trowbridge by Bristol Omnibus the service would have been operated by a Western National (Trowbridge) bus on hire to Southern National when the two were technically separate?

A similar situation occurred between Bristol Omnibus and Hants & Dorset in the late 1970s at Hungerford. When BOC thinned their operations into Hungerford, a Pewsey (H&D) bus on layover from the 216 service operated a short working to/from Ramsbury (just in the Western TA) on Mondays, Wednesdays, Fridays (11:25) & Saturdays (12:32) as shown on the timetables below from 1978. An 'on hire' board was (in theory) displayed on these journeys.

The H&D 469 working continued as a 'F' only operation when the 216 was reduced in the Wiltsway MAP scheme. This operation continued when Thamesdown took over the service as the 48 - I have found a May 1986 Thamesdown timetable that shows this. When the operation was withdrawn it was discovered that Thamesdown had not included the H&D journey on their licence but that Wilts & Dorset (as it had now become again) had never licensed it because it ran previously on the Bristol Omnibus Company authority!

SWINDON · HUNGERFORD via Ramsbury

Including "Alder Valley" Service 106 between Swindon and Baydon.

Showing connections at Ramsbury to or from Marlborough.

Service 469 via:—Regent Circus, Old Town, Coate (for Coate Water), Common Head, Liddington (Foxhill, Baydon or Aldbourne Warren), Preston, Whittonditch, Ramsbury, Knighton, Chilton Foliat.

Mondays to Saturdays*

Service No.	106	481	106	106	481
SWINDON, Bus Station	0630	0710	0835	1215	1310
Liddington Village	0649	0729	0854	1234	1329
Foxhill, Shepherd's Rest	0659	0739	0904	1244	1339
Baydon, Red Lion	0709	0749	0914	1254	1349
Aldbourne, The Pond	0719	0759	0924	1304	1359
MARLBOROUGH, High Street	0729	0809	0934	1314	1409
RAMSBURY, Bell Hotel	0739	0819	0944	1324	1419
Chilton Foliat, Wheatheaf	0749	0829	0954	1334	1429
HUNGERFORD, Railway Station	0759	0839	1004	1344	1439

Service No.	481	106	481	106	481
HUNGERFORD, Railway Station	1003	1125	1232	1418	1418
Chilton Foliat, Wheatheaf	1011	1133	1240	1426	1426
RAMSBURY, Bell Hotel	1020	1143	1250	1436	1436
MARLBOROUGH, High Street	1030	1150	1300	1446	1446
Aldbourne, The Pond	1040	1200	1310	1456	1456
Baydon, Red Lion	1049	1209	1319	1465	1465
Foxhill, Shepherd's Rest	1059	1219	1329	1475	1475
Liddington Village	1109	1229	1339	1485	1485
SWINDON, Bus Station	1119	1239	1349	1495	1495

CODE

- *—Not Bank Holiday Mondays, Good Friday or Boxing Day.
- †—Adjoining or near Railway Station.
- ‡—Connects with train due 1851—will wait up to 10 mins on Mondays to Fridays to cover late arrival of train.
- MWF—Mondays, Wednesdays and Fridays only.
- S—Saturdays only.
- NS—Not Saturdays.

I recall from all my travels in the area that the route, by the late 1970s, the 216 route was hopelessly over bussed - particularly on Saturdays. Pewsey of course is only a destination for those living in the immediate area and even Hungerford was not much of a draw. People would likely go to Swindon, Newbury or even Reading by car. There was some trade from an old people's home in Froxfield I recall but as readers will know the trade for this type of rural service had largely vanished by then. By coincidence the other Bristol service which served Ramsbury (from Marlborough) was also numbered 481, so with the one in Shaftesbury, Bristol operated two service 481s for a while!

PEWSEY · HUNGERFORD

via Burbage and Great Bedwyn Service
216

Mondays to Fridays

Service No.	106	481	106	481	106
PEWSEY (North Street)	0650	0715	0815	1000	1033
Fyfield Turning	0653	0718	0818	1003	1035
Milton Lilbourne	0656	0721	0821	1006	1037
New Mill	0700	0725	0825	1010	1040
Cuckoo's Knob	0703	0728	0828	1013	1043
Wootton Rivers	0706	0731	0831	1016	1046
Easton Royal	0709	0734	0834	1019	1049
Burbage (Seymour Pond)	0712	0737	0837	1022	1052
Great Bedwyn	0715	0740	0840	1025	1055
East Grafton	0718	0743	0843	1028	1058
Wilton	0721	0746	0846	1031	1101
Little Bedwyn	0724	0749	0849	1034	1104
Oakhill Bridge	0727	0752	0852	1037	1107
Froxfield	0730	0755	0855	1040	1110
Barricks	0733	0758	0858	1043	1113
HUNGERFORD (Barclays Bank)	0736	0801	0901	1046	1116

Saturdays

Service No.	106	481	106	481	106
PEWSEY (North Street)	0715	0815	0850	1055	1133
Fyfield Turning	0718	0818	0853	1058	1136
Milton Lilbourne	0721	0821	0856	1101	1139
New Mill	0724	0824	0859	1104	1142
Cuckoo's Knob	0727	0827	0902	1107	1145
Wootton Rivers	0730	0830	0905	1110	1148
Easton Royal	0733	0833	0908	1113	1151
Burbage (Seymour Pond)	0736	0836	0911	1116	1154
Great Bedwyn	0739	0839	0914	1119	1157
East Grafton	0742	0842	0917	1122	1160
Wilton	0745	0845	0920	1125	1163
Little Bedwyn	0748	0848	0923	1128	1166
Oakhill Bridge	0751	0851	0926	1131	1169
Froxfield	0754	0854	0929	1134	1172
Barricks	0757	0857	0932	1137	1175
HUNGERFORD (Barclays Bank)	0800	0900	0935	1140	1178

Service No.	106	481	106	481	106
HUNGERFORD (Barclays Bank)	1225	1225	1440	1440	1440
Barricks	1231	1231	1446	1446	1446
Froxfield	1236	1236	1451	1451	1451
Oakhill Bridge	1241	1241	1456	1456	1456
Little Bedwyn	1246	1246	1461	1461	1461
Great Bedwyn	1251	1251	1466	1466	1466
Wilton	1256	1256	1471	1471	1471
East Grafton	1301	1301	1476	1476	1476
Burbage (Seymour Pond)	1306	1306	1481	1481	1481
Easton Royal	1311	1311	1486	1486	1486
Wootton Rivers	1316	1316	1491	1491	1491
Cuckoo's Knob	1321	1321	1496	1496	1496
New Mill	1326	1326	1501	1501	1501
Milton Lilbourne	1331	1331	1506	1506	1506
Fyfield Turning	1336	1336	1511	1511	1511
PEWSEY (North Street)	1341	1341	1516	1516	1516

SAL 9.3.76

CODE

- MWF—Mons, Weds and Fris.
- TTT—Tues and Thurs.
- ⊖—Schooldays only.
- ⊕—Rail Station nearby—see page 10.
- †—Starts from Pewsey Vale School at 1545.
- ★—Continues to Marlborough as Service 215.
- ‡—Starts from Marlborough as Service 217.
- ⊖—School holidays only.
- †—Starts from Burbage (Steepe Green) at 1658.
- ††—Starts from Wexcombe at 0920 and operates via Nags Head (0923).
- From Oxenwood and Wexcombe as Service 217.
- ★—Starts from Marlborough as Service 215.
- ⊖—Departs from Hants & Dorset Depot (Frog Meadow) not Pewsey (North Street).
- ⊕—Continues to Marlborough (arrive 0747) as Service 209.
- ⊕—Starts from Marlborough as Service 209.

South Wales Route News *provided by Geoff Gould, David Milledge & Tony Moyes*

During October and November, driver shortages continued to be responsible for many service reductions, especially among the major operators. In some cases, contracts transferred to other operators, with Adventure Travel and South Wales Transport taking over services from First Cymru. There were also examples of major operators withdrawing from jointly operated services, with Harris Coaches replacing Stagecoach South Wales and Richards Brothers partially compensating for First Cymru's withdrawal. In November, Newport Bus reduced the Saturday service on almost all routes.

Meanwhile, road works or indiscriminate parking resulted in operators making various routing changes.

Industrial action by Unite affected services run by Stagecoach South Wales' Blackwood, Brynmawr and Cwmbran depots on 17 days between 19th October and 16th November.

Globe Coaches of Aberdare abruptly ceased operation due to revocation of their operator's licence on 22nd October.

In the run-up to Christmas, the cities made extra efforts to entice shoppers away from cars to public transport. From Saturday 20th November, Swansea reintroduced the "Free Ride Swansea"



initiative every weekend and for the whole of the periods 18th to 24th and 27th to 31st December. Rather than making any offers of free parking, Newport City Council provided free travel on local bus journeys from 1st to 24th December, and TfW matched the offer on the fflecsi services within the city. Meanwhile in Cardiff, on weekdays from 3rd to 16th December, all single fares for journeys within the city boundary starting after 09:30 were reduced to £1.

During the Christmas and New Year period, there were many variations in the service levels provided by different operators or local authorities, and these are summarised separately at the end of this report.

Moving into the New Year, staff shortages arising from Covid-related sickness and self-isolation have increased and Cardiff Bus has temporarily reduced its services.

Globe Coaches' slightly battle-scarred Optare Solo YJ05 XNX is seen on Cardiff Street in Aberdare whilst operating service 91 to Abercwmboi on 7th March 2020.

Photo: Tim Jennings



ADVENTURE TRAVEL (NAT Group t/a)

Cardiff & Valleys areas

10th October 2021 until 19th December 2021

- I (Merthyr - Rhymney - Deri - Bargoed)Su: As for Stagecoach service I M-S (q.v.), rerouted direct between Pontlottyn and Bargoed in both directions until 16:00 on Sunday 10th and then each Sunday starting Sunday 24th October due to drainage work closing the road between Groes-faen Terrace and Bargoed, Factory Road. Caerphilly Council contracted Keepings Coaches (q.v.) to provide a connecting service between Groes-faen Terrace and Pontlottyn via Deri. The road reopened on 23rd December.

31st October 2021

- XI (Pontprennau - Cardiff City Centre - Culverhouse Cross)D: Relunched as “CrossCity CI” offering increased ticket options and USB charging points on vehicles.

Seen proudly carrying the new “crosscity” branding in Wood Street in Cardiff on 18th December 2021 was Adventure Travel’s Optare Metrocity YJ15 AOO.

Photo: Richard Kemble



Swansea and Powys areas

17th October 2021 only

Due to road closures for the Swansea Half Marathon 2021, the 09:05 **T6** Swansea-Brecon started at Neath, and the 11:05 Swansea-Brecon started from St Mary's Square, not the Bus Station. **14** (Swansea-Pennard) was also affected, with the 09:30 outbound starting at Uplands (Belgrave Court). The 10:10 Pennard-Swansea was diverted between Northway and Swansea via Vennaway Lane, A4418, Gower Road, Sketty Road and Uplands Road to terminate at Christina Street. The 11:30 Swansea-Pennard was able to depart from the Bus Station but followed the same diversion in reverse order.

24th October 2021

- 14 (Swansea - Pennard) ESu>D: Daytime service taken over from First Cymru on unchanged route and timetable; Adventure Travel already operated tendered ESu jnys.
- 24 (Swansea - Morriston Hospital - Parc Gwernfodog) >M-S: Taken over from First Cymru on unchanged route and timetable.

9th January 2022

- 35 (Swansea - Llangyfelach)M-S: re-routed through St Clear's Place, Swansea and slightly re-timed. Frequency remains at 70' – yes, 70'.

CARDIFF BUS

12th October 2021

- 15 (City Centre - Ely - [M-F Heath Hospital])M-S: 07:46 M-F journey from Heath Hospital rerouted to omit Penally Road, Caerau, to avoid congestion around schools. Two afternoon journeys already omit the Penally Road loop.

16th October 2021

- 30 (Cardiff - Castleton - Newport *joint with Newport Bus*)D: Saturday departures from Cardiff rerouted from Customhouse Street via Bute Terrace and Station Terrace to Newport Road instead of via Greyfriars Road and Dumfries Place “until the end of December to help keep buses running to schedule.”

1st November 2021

- 13 (Drope-City Centre)D: Additional jny added M-F at 08:30 from City Centre, plugging an 80' gap.
- 52 (City Centre - Cyncoed - [M-F Pontpennau])D: Additional jny added M-F at 08:23 from City Centre to Cyncoed CMet in term time, in effect starting the supplementary 30' frequency when CMet is in session half an hour earlier. The 08:37 M-F Cyncoed Village - City Centre jny is curtailed and retimed to start from CMet at 08:50 and the 08:58 term time jny from CMet to City Centre is extended to commence from Cyncoed Village at 08:54. Afternoon M-F times are also adjusted, presumably to suit CMet's needs, with the 90' gap in departures from City Centre beyond CMet (14:40 - 16:10) unchanged.
- 95 ([Heath Hospital M-F] - Cardiff - Llandough - Barry Island)D: 07:45 Saturday jny from Barry, Civic Offices to Cardiff extended to start from Barry Island at 07:40, operating via ASDA, to provide an earlier first bus from Barry Island.
- M1 (Cyncoed CMet - Llandaff CMet)Coll: Later last jny added at 20:15 from Cyncoed CMet.

Cardiff Bus Wright-bodied Scania 767 (CN58 FFT) was found operating the lesser photo-ed route M1 on 3rd November 2021.

Prior to the pandemic, there were three “M” numbered routes to Cardiff's Metropolitan University but only one is currently required.



- H59 (East Park & Ride, Pentwyn - Heath Hospital)M-F: Revised to 20' frequency all day starting 06:30 from East P&R but with an earlier last bus at 21:00 from Heath Hospital. Previously the last bus had departed Heath Hospital at 23:00 and the daytime frequency had been every 10' until 19:00.

- H95 (Cardiff Bay Park & Ride - Llandough Hospital)> M-F: Pre-Covid 20' service reinstated, having been suspended since 25/03/2020. The Cardiff Bay terminus is now at Cardiff Council's Wilcox House office car park, Dunleavy Way. The previous terminus at the nearby disused ToysRUs store is now a mass vaccination centre. Both H59 and H95 operate on contract to Cardiff and Vale University Health Board with no fares charged.

10th January 2022

As a result of the impact of the Omicron strain of Covid-19 causing staff self-isolation and rising sickness levels, Cardiff Bus temporarily introduced Saturday timetables on Monday to Friday "to ensure the stability and reliability of our network".

Exceptions included the following services, which normally only operate on M-F, and which continued to run to normal M-F schedules:

- 98 (Barry town service: Highlight Park)
 - H59 (East Park & Ride, Pentwyn - Heath Hospital)
 - H95 (Cardiff Bay Park & Ride - Llandough Hospital)
 - M1 (Cyncoed CMet - Llandaff CMet)
- All school services.

The following services operated special timetables on M-F:

- 15 (City Centre - Ely - Heath Hospital): The Saturday schedule was operated plus two early morning jnys from City Centre to Heath Hospital. The normal Saturday timetable does not cover the Ely - Heath Hospital section.
- 27 (City Centre - Thornhill): The Saturday schedule was operated plus additional jnys at 05:30 from Thornhill and 05:55 from City Centre.

Some of the new batch of Yutong E12 electric buses being delivered to Cardiff Bus have been allocated to route 27 and carry a green and red livery, as demonstrated by fleet number 402 (CE71 YCF), seen here on 14th January 2022 on Park Street in Cardiff City Centre awaiting its next trip to Thornhill.



- 51 (City Centre - Pentwyn - Cyncoed - City Centre): The Saturday schedule was operated plus an 07:15 journey from Pentwyn, Queenswood to City Centre.
- 65/65A (St Mellons/Llanrumney - Heath Hospital): Only the 07:41 Rumney, Carpenter's Arms to St Mellons and Eastern High School jny was operated mornings and the 14:20 from Heath Hospital to St Mellons returning at 15:17 were operated afternoons. No other jnys to or from Heath Hospital were operated.
- 93 (Cardiff - Penarth - Dinas Powys - Barry): A special timetable was introduced at 90' frequency between Cardiff and Dinas Powys, Murch Estate only. The normal M-F timetable provides an hourly service through to Barry.
- 94 (Cardiff - Penarth - Sully - Barry): The Saturday schedule was operated plus an 06:38 journey from Barry to Cardiff.
- 97A (Barry town service: Colcot): The Saturday schedule was operated plus an 07:35 jny from Winston Square and an 07:53 from King Square.

No service was provided on the following routes which normally operate M-F only:

- 12 (Drope - Leckwith)
- 92B (Cardiff - Bessemer Road - Penarth).

In addition to the above, the following sections of route temporarily lost a M-F service as a consequence of operating Saturday schedules:

- 1/2 (City Circle): Ocean Way Business Park deviation.
- 52 (City Centre - Cyncoed - Pontprennau): Cyncoed Village - Hampton Crescent and extensions to Pontprennau sections.
- 64 (City Centre - Pentreban - Heath Hospital): Pentreban - Heath Hospital section.
- 95 (Barry Island - Llandough - Cardiff - Heath Hospital): City Centre - Heath Hospital section.
- X45 (Sports Village - City Centre - St Mellons): City Centre - St Mellons section.
- X59 (City Centre - East Park & Ride - St Edeyrns - Cardiff Gate Business Park): St Edeyrns – Cardiff Gate Business Park section.

FIRST CYMRU

17th October 2021 only

Because of the Swansea Half Marathon, many services were disrupted. Swansea Bus Station was closed until 11:00. Swansea-Mumbles services 2A and 3A were suspended until 11:00, when affected roads were due to be reopened. Services 6, 16, 25, 28, 31, 110, 111 and X13 operated via High Street and St Mary's Square in both directions, with services terminating and beginning at the latter. Services 12, 20, and 21A terminated at Christina Street. Student service 10 operated as normal but service 8 operated like Service 10 between City Centre and Singleton University. Services 6 and 31 were diverted via New Cut road in both directions until roads reopened circa 11:00. Swansea Valley service X6 terminated at Swansea Odeon bus stop on The Kingsway and waited time to begin outbound journeys from there. Services from the east terminated at stop SA1 on Fabian Way until the roads were re-opened.

24th October 2021

Swansea area

- 2 (Swansea - Newton)M-S: Frequency reduces from 30' to 60'. With re-timed 2B (Limeslade) & 2C (Caswell Bay) a 20' service between Swansea and Oystermouth is maintained.
- 12,13 (Swansea - Townhill / Mayhill)D: Combined frequency reduces to 20', with one service 13 and two service 12s p/h. With service 11, this still provides a 10' frequency between Penygraig Shops and Swansea City Centre.
- 14 (Swansea - Pennard)M-S: Withdrawn. Transferred to Adventure Travel (qv) on same timetable.
- 20 (Swansea - Derlwyn)D: Frequency reduces from 30' to 60'. With retimed 20A & 21A (Prior's Way) a 20' service between Swansea and Killay is maintained.
- 24 (Swansea - Gwernfadog)M-S: Withdrawn. Contract transferred to Adventure Travel (qv) with same timetable.
- 25 (Swansea - Blaen-y-Maes)D: On M-S, frequency reduces from 15' to 20'.
- 29,39 (Swansea - Tychoch)M-S: Timetable changes as a result of interworking services.
- 33 (Swansea - Morriston Cross)M-S: Frequency reduces from 30' to 60'. With retimed 31 (Morriston Cross) and 32 (Birchgrove), a 20' service between Swansea and Bonymaen / Trallwn is maintained.
- 36 (Swansea - Morriston) D: On M-F, frequency reduces from 15' to 20'.

Llanelli area

- L1 (Llanelli - Morfa)M-S: Frequency cut to 120', i.e. 240' in each direction.
- L2 (Llanelli - Swiss Valley)M-S: Frequency cut to 120'.
- L3 (Llanelli - Pontarddulais)M-S: Frequency cut to 90'.

22nd November 2021

Services 73 and 74 "have extra evening journeys to support the travel needs of evening/hospital shift workers". In practice these are:

- 73 (Bridgend - Blaengarw)D: the last inward jny from Blaengarw at 21:05 M-S, previously publicly timed as far as Llangeinor (Sing Ping), is extended to Bridgend (Bus Station) arriving 21:53.
- 74 (Bridgend - Nantymoel)D: the last inward jny from Nantymoel at 21:19 M-S, previously publicly timed as far as Bryncoch. is extended to Bridgend (Bus Station) arriving 22:00.
- 460 (Carmarthen - Cardigan)M-S: Withdraws its one-vehicle contribution, namely the journeys from Carmarthen at 07:15, 10:18, 13:33 & 17:05, and 08:55, 12:10, 15:25 & 18:50 from Cardigan. Joint operator Richards Bros have added some additional timings (q.v.) but there are now gaps in the main daytime service approximately every 3 hours (previously the service ran approximately hourly).

The bus normally allocated to the 460 by First was Enviro 200 44552 (YX13 AEV) which is seen here waiting for passengers in Finch Square in Cardigan on 19th November 2021.



20th December 2021

Additional services to the Swansea Bay Field Hospital vaccination centre ran as follows:

- 9A (Swansea Bus Station - Swansea Bay Field Hospital)M-F 20-24th plus W-F 29th-31st December, then M-S from 3rd January 2022: 20' frequency from 07:25 to 19:45.
- 51 (Swansea Bus Station - Swansea Bay Field Hospital non-stop) 27th, 28th December, 2nd and 3rd January: ~20' frequency 08:20 to 22:05.

4th January 2022

Further timetable amendments took place to cope with reduced driver availability:

- 8 (Hendrefoilan Student Village - High Street Station - Swansea Bay Campus)D: On M-F drops from 20' to 30'; remains 30' on Sats and 60' Su.
- 9 (Hendrefoilan Student Village - Swansea Bay Campus)M-F: 30' previously 20'.
- 10 (Singleton Campus - Swansea Bay Campus)D: On M-F drops from 20' to 30'; remains 30' on Sats and 60' Su.
- 63 (Bridgend - Porthcawl)D: On M-F increases from 30' to 20'; remains 30' on Sats and 60' Su.
- 87 (Neath - Margam)D: Changes to 20' on M-F, 30' from 20' on Sats and 60' Su.

NEWPORT BUS

6th September 2021 *red text corrects this entry in BB225/26:*

29 (Newport - Caerleon - Cwmbran)**D: On M-S, 19:37 jny retimed to 19:50 to cater for Grange University Hospital staff.**

16th October 2021 to 18th December 2021

30 (Newport - Cardiff *joint with Cardiff Bus*)**D: As for Cardiff Bus (qv), on Saturdays only, to avoid traffic congestion, departure from Cardiff, Custom House St is via Bute Terrace and Station Terrace to join Newport Road, so Greyfriars Road and Dumfries Place stops are not served.**

1st November 2021

29 (Newport - Caerleon - Cwmbran)**D: On M-S, the 19:05 jny from Cwmbran is retimed to 19:16. On S, short workings between Cwmbran and the Grange University Hospital are withdrawn, the frequency between these points reducing from 30' to 60' as for the rest of the route.**

74A,74C (Newport - Underwood)**M-S: On M-F, the 09:00 74A from Newport and corresponding return introduced on 6th September are withdrawn. On Sats, the 3 jnys from Newport at 07:30 (74A), 09:00 (74C) and 09:55 (74A) are replaced by 2 at 07:55 (74C) and 10:00 (74A).**

6th November 2021

2A/2C (Newport - Gaer)**M-S: On Sats, combined frequency reduces from 60' to 120'.**

6,7 (Newport - Alway - Ringland)**M-S: On Sats, the 6 jny at 07:05 is withdrawn.**

Still operating for Newport Bus is this 19-year old Dennis Trident with Transbus ALX400 bodywork 437 (KN52 NEO), seen here pulling on to the service 6 stand in Newport Bus Station on 2nd July 2021.

It was new to Armchair Passenger Transport in London in 2003.

Photo: Richard Kemble



8A/8C (Newport - Ringland)**M-S: On Sats, combined frequency reduces from 30' to 40' after 15:30.**

15,16 (Newport - Bettws)**M-S: On Sats, combined frequency reduces from 30' to 40' after 17:30.**

19E (Newport - Malpas Court)**M-S: On Sats, the 06:00 jny (which on return extended to Royal Gwent Hospital) is withdrawn, the 07:00 and 07:30 jnys are replaced by one at 07:15, and after 10:30, frequency reduces from 30' to 40'.**

20A/20C (Newport - Spytt Retail Park)**M-S: On Sats, reduced from 6 jnys to 4.**

26A/26C: (Newport - St Julians)**M-S: On Sats, the 07:45 26A and 17:15 26C are retarded, and the final 18:05 26A is withdrawn.**

27,28 (Newport - Caerleon)**M-S: On Sats, combined frequency reduces from 30' to 40' from 09:15 to 16:45, and to ~60' before and after.**

- 35,36 (Newport - Duffryn)M-S: On Sats, combined frequency reduces from 30' to 40' from 10:00 to 15:20, and to 60' before and after.
- 37 (Newport - Rhiwderin)M-S: On Sats, reduces from 5 jnys to 3, at 11:00, 12:45 and 17:05.
- 40,41 (Newport – Pillgwenlly)M-S > M-F: Saturday service of 4 jnys is withdrawn.
- 42,43 (Newport - Newport Retail Park)M-S: On Sats, combined frequency reduces from 30' to 40' from 09:03 to 17:33, and to 60' before and after.
- 60 (Newport - Monmouth)M-S: On Sats, reduces from 6 jnys to 4, departing Newport at 08:15 (non-stop via A449), 09:30, 13:30 and 16:30, and Monmouth at 09:05, 10:35, 14:35 and 17:35.
- 73 (Newport - Langstone - Chepstow)M-S: On Sats, reduces from 8 jnys to 5, departing Newport at 08:05, 11:05, 13:05, 14:05 & 16:05, and Chepstow at 10:05, 12:05, 14:05, 15:05 & 18:05.
- C1,C2,C3 (Chepstow local)M-S: On Sats, reduces from 3 cycles to 2, starting with C1 departures at 09:00 and 16:55.
- X30 (Newport-Cardiff express)M-S: On Sats, the 06:50 ex Newport & 07:35 ex Cardiff are withdrawn.
- X74 (Newport – Caldicot - Chepstow)M-S: On Sats, the 06:10 ex Newport and return 07:25 ex Chepstow are withdrawn. The 16:20 and 17:30 ex Newport are replaced by a 16:40. The 17:35, 18:45, 19:30 and 20:30 ex Chepstow are replaced by 18:00 and 19:20. The final 19:05 ex Newport is advanced to 18:50, with no corresponding return from Chepstow.

4th January 2022 (subject to confirmation – possibly earlier during December 2021)

- T7 (Magor, Chepstow - Cribbs Causeway - Bristol)D: The Bristol terminal point reverted to the Stokes Croft stop on Marlborough Street. (Due to building works, a stop on Bond Street had been used since 1st February 2021 (see BB220/19).)

STAGECOACH SOUTH WALES (Red & White Services t/a)

9th October 2021 until 23rd December 2021

- I (Merthyr - Rhymney - Deri - Bargoed)M-S: Rerouted direct between Pontlottyn & Bargoed in both directions on Saturday 9th and then every day starting Monday 18th October due to drainage work closing the road between Groes-faen Terrace and Bargoed, Factory Rd. Caerphilly Council contracted Keepings Coaches (q.v.) and Connect2 (q.v.) to provide a free connecting service between Groes-faen Terrace & Pontlottyn via Deri. The road reopened on the afternoon of 23rd December, the first bus to resume the normal route being the 16:50 from Bargoed.

15th October 2021

- 38 (Merthyr - Twynirodyn circular)M-S: Earlier first jny added at 08:00 on schooldays.

19th October 2021

- X75 (Merthyr - Glynneath - Swansea)M-S >: Suspended until **31st March 2022**. Stagecoach announced that this service would be suspended from 26th October but, due to driver availability issues, the company had posted daily tweets starting 19th October stating the service would not operate each day from then.

25th to 29th October 2021

- 60 / 61 (Aberdare - Mountain Ash - Pontypridd)M-S: Diverted in both directions via Perthcelyn between Mountain Ash and Pentwyn Bridge, omitting Penrhiwceiber, from 09:00 until 16:30 due to road works. Rhondda Cynon Taf Council provided a shuttle bus to link Mountain Ash with the stops not served. *(No information was identified online of who provided this shuttle bus nor how it operated. Will any Member who knows please advise the Editor?)*
- 95 (Aberdare - Mountain Ash - Perthcelyn)M-S: Curtailed at Mountain Ash between 09:00 and 16:30 whilst Perthcelyn was served by diverted services 60/61.

7th November 2021

Blaenau Gwent, Torfaen, Newport and Monmouthshire areas

- 3 (Brynawr - Abergavenny)M-S: } In Abergavenny, all are rerouted inbound via King Street
46 (Abergavenny - Knoll Estate)M-S: } and Lion Street to serve Morrison's supermarket.
47 (Abergavenny - Llanellen)M-S: }
- X4 (Abergavenny - Merthyr Tydfil - Cardiff)M-S: The 07:40 jny from Brynawr to Merthyr departs 5 mins later to connect with service 56 in Tredegar.
- X24 (Blaenavon - Cwmbran - Newport)D: On M-S, evening jnys starting with the 18:16 ex Blaenavon and 18:50 ex Newport are rerouted between Llanfrechfa and Newport via Newport Road, Llantarnam Greenhouse and Malpas Road instead of using the A4042, resulting in minor retimings on adjacent sections but no increase in overall journey time. This gives the Malpas area of Newport a scheduled evening service as an alternative to the *fflecsi* service offered by Newport Bus.

Caerphilly and Merthyr areas

- 12 (Blackwood - New Tredegar)M-S: 06:58 from New Tredegar rerouted from Bloomfield Road into Blackwood Bus Station via Pentwyn Road and High Street instead of the normal route via Attlee Road, Albany Road and Gordon Road.
- 138 (Porth - Trehafod)M-S: Stagecoach announced that this "service will route around Trehafod due to indiscriminate parking". Previously buses operated a clockwise circuit within Trehafod climbing the full length of Pleasant View to Woodfield Terrace returning via Heol-y-Parc, thus serving terraces of older houses high above the main valley road. Stagecoach issued a new timetable dated 7th November but with no change to the times of the 5 jnys M-S and retaining the intermediate timing point at Woodfield Terrace. However, the Stagecoach bus tracker showed that from 8th November service 138 buses were either operating a circuit via the main road through the village (Coedcae Rd and Trehafod Rd) and Trehafod Bypass or turning within the village, in either case merely duplicating the service provided by frequent route 132 (Cardiff - Maerdy) and no longer serving any of the hillside terraces. *(This seems to defeat the purpose of service 138 which is a Rhondda Cynon Taf Council contract. One assumes that discussions between Stagecoach and RCT had failed to resolve parking issues but, if efforts are continuing to find a solution, this current situation might prove temporary. GG)*

On a misty 29th September 2018, Stagecoach Optare Solo 47073, KN04 XKG, was photographed climbing towards Woodfield Terrace in Trehafod on service 138.

Photo: Geoff Gould



- 150 (Porth - Gilfach Goch)M-S: All jnys in both directions deviate into Mountain View estate, off the A4093/B4278 roundabout just west of Bryngolau, Tonyrefail.

15th November 2021

- 25 (Merthyr - Trefechan)M-S: Further to the report in BB225/31, the timetable was amended to reflect a revised temporary rerouting in Cefn-coed-y-cymmer. Departures from Merthyr are unchanged but the round-trip running time has been increased from 33' to 39'. Towards Trefechan buses still leave High Street via Lower Vaynor Road and turn west on the A465, then at the A470 roundabout they head north into the countryside towards Brecon before doubling-back along the old road (now numbered A4054) past Cefn Cemetery to Upper High Street and the turning for Trefechan. Buses returning from Trefechan follow this route in reverse. This change was necessary once the short slip road (Grawen Lane) linking Upper High Street with the A465 was closed at about 07:40 on the 15th due to the roadworks, with only a few earlier service 25 buses able to use it that morning.

22nd November 2021

- 1 (Aberdare - Abernant)M-S: Departures from Aberdare retimed from xx:09 to xx:30.
- 2 (Aberdare - Ty Fry)M-S: Departures from Aberdare retimed from xx:36 to xx:46. *(These retimings appear to be aimed at achieving more efficient scheduling, with buses now performing a 3-hour cycle working services 1, 2, 11, 113 and 6 in sequence. GG)*
- 11A / 11C (Aberdare - Cwmdare circular)M-S: Reduced from 30' to 60' frequency, renumbered service 11 and the alternate c/w and a/c/w circular pattern (forward via Glan Road and The Ridings, return via Trecynon Cemetery or vice versa) was withdrawn. All jnys from Aberdare now operate via Glan Road, Beechwood Avenue, Alder Drive, Cherry Drive, Broncynon Terrace, Maesgwyn estate, Cwmdare Road to the turning circle at Bwlfa Road. The return route from Cwmdare is Cwmdare Road, Heol Brynnau, The Ridings and Laburnum Drive to Cherry Drive then the reverse of the forward route. All buses double-run to Tesco, Depot Road on both forward and return jnys. Previously Tesco was served by forward jnys on 11C and return jnys on 11A.
- 60 / 61 (Aberdare - Mountain Ash - Pontypridd)M-S: Reduced M-S daytime from a combined 15' to 20' frequency, with 1-bph service 60 and 2-bph service 61.
- 95 (Aberdare - Mountain Ash - Perthcelyn)M-S: Rerouted in Mountain Ash outbound from Aberdare. Buses now continue along New Road (A4059) beyond the rear of the Town Hall and use the new Cross Valley Link Road (opened October 2020), turning right onto Miskin Road to access the usual town centre stops on the west side of Oxford Street. Previously buses went around the Town Hall, crossed the Town Bridge and turned left into Oxford Street to do a clockwise circuit via the railway station and Henry Street to access those town centre stops. From Oxford Street buses still proceed in an a/c/w circuit via Commercial Street, Duffryn Street, Graig Street, High Street and Llanwonno Road to Perthcelyn returning via Hawthorn Terrace, Glamorgan Street and Penrhiwceiber. *(Presumably this route change was to save time, the round-trip running time reducing from 56' to 53'.)*
- 113 (Aberdare - Cwmbach)M-S: Reduced from 30' to 60' frequency.
- 172 (Aberdare - Tonypandy - Bridgend - Porthcawl)D: All M-S jnys are curtailed at Bridgend except the 18:15 from Aberdare returning at 20:20 from Porthcawl. Su service of 5 return jnys Aberdare - Porthcawl is unchanged.

29th November 2021

- 12 (Blackwood - New Tredegar)M-S: All jnys withdrawn except 18:30 and 19:30 departures from Blackwood, returning from New Tredegar 30' later. Joint operator Harris Coaches (q.v.) replaced all daytime jnys to maintain 30' frequency.
- 14 (Blackwood - Bargoed)M-S >: Withdrawn. Joint operator Harris Coaches (q.v.) replaced all jnys, except 18:15 from Blackwood and 18:49 from Bargoed, to maintain 30' daytime frequency.

- 26 (Markham - Blackwood - Caerphilly - Nantgarw - Cardiff)D: Frequency reduced M-S over Blackwood - Cardiff section from generally 30' to 60'. The first jny into Cardiff, arriving 08:22 M-F / 08:11 Sats, is now the 06:30 M-F / 06:50 Sats from Markham. No other jnys serve Markham; previously there was a second departure for Cardiff at 06:55 M-F / 07:20 Sats and the 17:00 Sats / 17:10 M-F from Cardiff extended beyond Blackwood to Markham. These jnys to/from Cardiff do not feature in the revised timetable as neither does the earlier first bus from Blackwood arriving Cardiff before 08:00.

4th January 2022

- 11 (Aberdare - Cwmdare)M-S: The last journey of the day, 18:05 from Aberdare & return, is retimed to 18:27.
- X4 (Abergavenny - Merthyr Tydfil - Cardiff)M-S: Due to the closure of Steel Works Road, Ebbw Vale, under the Big Arch Bridge, diverted via Ebbw Vale town centre and Libanus Road, and consequently not serving Libanus Corner.

16th January 2022

- X3 (Hereford - Pontypool - Cwmbran - Cardiff)M-S: Withdrawn between Pontypool, Cwmbran and Cardiff (this had operated hourly). The Hereford - Pontypool timetable is unchanged.

Loading in Cardiff for a journey on service X3 to Pontypool and Abergavenny on 23rd July 2021 was Stagecoach 15754 (OU61 AVJ), a Scania / ADL Enviro 400.



- X24 (Blaenavon - Cwmbran - Newport)D: On M-S the main daytime frequency reduces from 12' to 15'.

24th January 2022

- X3 (Hereford - Pontypool - Cwmbran - Cardiff)M-S: On the Pontypool-Cardiff section, 4 of the previous 11 journeys e/w are reinstated, but with very few running to / from Hereford.

SMALL OPERATORS - MID & WEST WALES

P&S TRAVEL, Plwmp

4th January 2022

- 552 (Cardigan - Llangrannog)Th and 552 (Cardigan - Quay West "Cardi Bach")FS: taken over from Richards Bros (qv). For the latter, the dedicated County Council-owned Volkswagen Crafter SN61 CHX (pictured in 227/11) is in use; whether it also serves on the Thursday operation is not known at present. This marks the entry of this coach operator into local service work. The postal address is Plwmp but the operating centre is at Pentregat.

RICHARDS BROS, Cardigan

22nd November 2021

460 (Carmarthen - Cardigan)M-S: Consequent on First Cymru withdrawing from this service, Richards Bros added journeys at 06:20 M-S from Cardigan direct to Rhos, and 06:55 return via the normal route including Henllan and Drefach. The 17:40 Cardigan-Newcastle Emlyn was extended to Carmarthen, returning at 19:09. On schooldays the 07:55 Cardigan-Carmarthen runs 10 minutes later, serves Ysgol Emlyn at Newcastle Emlyn then runs direct to Saron, omitting Drefach and Henllan (SSH is unchanged). Also on schooldays the 14:33 Carmarthen-Cardigan serves Ysgol Emlyn at Newcastle Emlyn then runs forward 5 minutes later, but is unchanged on SSH. There is also a 15:05 (Sch) Cardigan School-Newcastle Emlyn hitherto not publicly advertised.

On 2nd September 2021, Richards Bros' Optare Versa YJ59 GFU in TrawsCymru Connect livery leaves Carmarthen Bus Station whilst working the 11:30 journey on service 460 to Cardigan – a journey that survives in the current temporary timetable.

*Photo:
David Milledge*



2nd December 2021 until 21st December 2021

460 (Carmarthen - Cardigan)M-S: Because of a road closure north of Glangwili Hospital, was diverted between Cynwyl Elfed and Carmarthen via Bwlchnewydd and Trevaughan, resuming the normal route by 21st December. Passengers accessing Glangwili Hospital were advised to travel into Carmarthen and then use service PR1 which runs half-hourly M-F only.

4th January 2022

In N&P 2331 dated 18th November the company gave notice of its intention to withdraw with effect from this date services **T5** between Aberystwyth and Cardigan, **408** (M-F) Cardigan town service, **551** (CDO) between Cardigan, Llandysul and Aberaeron, **552** (ThFS) between Cardigan and Quay West (including the Cardi Bach service), and **554** between Cardigan and Beulah (M-S). No compensatory replacement registrations had been made at the time of writing but a new T5 timetable has been published on the TrawsCymru site. This undercuts much of the purpose of 554 which appears to have ceased. 408 appears to have survived and though Traveline has a new tt dated as above it is unchanged from its predecessor. 551 has been deleted from Traveline though the associated CDO workings between Aberaeron and Cardigan that were labelled X50 are still displayed. The Cardi Bach coastal minibus service, which Richards worked with vehicles provided by Ceredigion CC transfers to P & S Travel, Plwmp (q.v.).

- T5 (Haverfordwest - Aberystwyth)M-S: timetable considerably revised north of Cardigan. All but the 05:45 northbound and 21:00 southbound journeys now travel via Aberporth leaving the Blaenporth-Gogerddan Arms section virtually unserved, and these journeys also, uniquely, avoid New Quay. All journeys extend in Aberystwyth to/from the University's Penglais campus, within the existing 20' layover time; hitherto only the first northbound journey of the day did so. Still generally hourly M-F at xx:02 from Cardigan, xx:00 from Penglais apart from the still-missing 10:02 and 12:02 from Cardigan, 12:00 and 14:00 from Penglais. On Saturdays the remaining even hours timings from both ends are withdrawn, resulting in a 2-hourly frequency on Saturdays, so the Saturday frequencies on the Aberystwyth-Aberaeron section are further disrupted.

SARGEANT BROS, Kington

8th March 2021

- 461 (Llandrindod Wells - Kington - Hereford)M-S: Fully restored to 1st September 2020 timetable.

5th September 2021

- 461 (Llandrindod Wells - Kington - Hereford)M-S > ((Llandrindod Wells - Kington)M-S - Hereford)D: Su service introduced on the Herefordshire section, on the 09:50, 12:50 and 15:50 from Kington to Hereford. returning at 11:00. 14:00 and 17:00 from Hereford.

At Hereford Rail Station on 3rd November 2021, passengers join Sargeants' midday 461 service to Kington, where passengers for Llandrindod Wells would have been transferred to a smaller vehicle. Sargeants' T600 NTS is a Volvo B7TL with Wright Eclipse Gemini bodywork that was new to Lothian Buses as SN56 AFF.

Photo: David Milledge.



TAF VALLEY, Whitland

8th November 2021

- 352 (Tenby - Kilgetty - Ryelands Lane)M-S: Due to driver shortage, reduced to only the final 2 jny's departing Tenby at 18:15 & 19:15.

6th December 2021

- 322 (Haverfordwest - Carmarthen)M-F > M-S: All 3 jny's restored on S.
 352 (Tenby - Kilgetty - Ryelands Lane)M-S: Full timetable restored: ~60' frequency.
 X22 (Pembroke Dock - Haverfordwest)M-S: The 07:45 from Pembroke Dock and 17:45 from Haverfordwest now run on Saturdays as well as M-F.

SMALL OPERATORS - SOUTH EAST WALES

CONNECT2, Caerphilly

9th October 2021 until 23rd December 2021

- 1A (Groes-faen Terrace - Deri - Pontlottyn)M-S: Single jny at 06:29 from Groes-faen Terrace, operated on Saturday 9th and then M-S starting Monday 18th October, to replace Stagecoach service 1 (q.v.) and supplement the temporary free service provided by Keepings Coaches (q.v.). The road reopened on the afternoon of 23rd December.

EDWARDS COACHES, Llantrisant

1st December 2021

- 90 (Gwaunmiskin - Upper Church Village - Pontypridd)M-S: Increased to 5 return jnys, 2-hourly from Gwaunmiskin 08:00 - 16:00 returning from Pontypridd 45' later.
- 100 (Royal Glamorgan Hospital - Pontypridd)D: M-S evening service extended by 1 hour with later jny added at 22:40 Talbot Green to Pontypridd returning 23:15. Su unchanged.
- 400 (Gwaunmiskin - Cardiff)D: M-S evening service increased. From Gwaunmiskin 30' frequency continues until 18:30 then departures at 19:30, 20:20, 21:00 and 22:30, returning from Cardiff 19:30, 20:15, 21:00, 21:45 and 23:15. Previously there had only been 3 return jnys from Gwaunmiskin after 17:30 with the last bus from there at 21:00 returning from Cardiff 21:45. Su unchanged.

GLOBE COACHES, Aberdare

22nd October 2021

- 3 (Penrhiwceiber - Cefnpennar)M-S >: }
- 91 (Abercwmboi - Penywaun)M-S >: } Withdrawn. It was reported that the owner had intended to retire and surrender the operator's licence at the beginning of November, offering no defence at a Public Inquiry into the condition of Globe's vehicles. However, the Traffic Commissioner revoked the operator's licence with effect from the end of operation on Friday 22nd October, the last schoolday before the half-term holiday. Keepings Coaches (q.v.) took over both public bus service routes the following morning.

HARRIS COACHES, Fleur de Lys

29th November 2021

- 12 (Blackwood - New Tredegar)M-S: Added all daytime jnys withdrawn by former joint operator Stagecoach (q.v.) subject to a few minor retimings. The number of Harris Coaches departures from Blackwood on this route increased from 10 to 22 per day.
- 14 (Blackwood - Bargoed)M-S: Now the sole operator on this route, adding all journeys withdrawn by former joint operator Stagecoach (q.v.) except for the 18:15 Blackwood - Bargoed and return which no longer operate.

HENLEY'S BUS SERVICES, Abertillery

10th January 2022

- 1 (Abertillery circular)M-S: New service that combines the previous services identified as 1 (Abertillery - Cwmtillery - Brynithel - Abertillery) and 3 (Abertillery - Arael View - Abertillery), with hourly jnys serving Abertillery - Arael View - Abertillery - Cwmtillery - Abertillery - Brynithel - Abertillery. The timings are unchanged, except on schooldays the first jnys to Arael

View & Cwmtillery are advanced by ~20' and the 14:50 jny to Cwmtillery is omitted.

On 14th June 2021 Henley's Optare Solo MXS7 CDY, with a non-functioning destination display, descends from Mount Pleasant Estate, Brynithel on a return journey to Abertillery.

Photo: Geoff Gould



KEEPINGS COACHES, Mountain Ash

9th October 2021 until 23rd December 2021

1A (Pontlottyn - Deri - Groes-faen Terrace)D:

Temporary free service on contract

to Caerphilly Council, operated on Saturday 9th and until 16:00

on Sunday 10th then daily starting Monday 18th October,

to provide connections at Pontlottyn with the diverted Merthyr - Bargoed service 1

operated by Stagecoach M-S (q.v.) and Adventure Travel Su (q.v.).

A generally hourly timetable D met both north and southbound service 1 buses at Pontlottyn, where on M-S

they are often conveniently scheduled to pass each other within a few minutes. Journey

time for passengers from Bargoed to Deri changing at Pontlottyn became around 60' instead of the usual 12' on service 1.

As the early morning 1A schedule required a second bus, Connect2 operated the 06:29 jny from Groes-faen Terrace M-S. The road reopened on the afternoon of 23rd December, the last service 1A journey required being the 16:32 from Pontlottyn.



Keepings Coaches' UVM bodied Mercedes Sprinter CN09 CCF is seen operating Service 1A at Pontlottyn. Photo: Barrie Gilbert,

23rd October 2021

3 (Penrhiwceiber - Cefnpennar)> M-S: }

91 (Abercwmboi - Penywaun)> M-S: } These hourly daytime Rhondda Cynon Taf Council contracts were taken over from Globe Coaches (q.v.) with no change to the timetables.

MONMOUTHSHIRE CC

20th September 2021

W5 (Monmouth - Rockfield Estate)M-S: The jnys operated by MCC (4 on M-F, 3 on S) are extended to travel along Wonastow Road and Ternada Road to serve the new Kingswood Gate estate. The routing of the 3 jnys operated M-S by Phil Anslow remains unchanged.

Christmas & New Year Services: 24th December 2021 – 3rd January 2022

This summary has been compiled from operators' websites and Traveline Cymru.

Wednesday 22nd & Thursday 23rd December: All operators ran normal school holiday weekday services except that **Mid Wales Travel** 301 and 304 were reduced in frequency from 60' to 120', and 512 was reduced from 11 jnys to 8.

Friday 24th December: Until late afternoon, normal school holiday weekday services operated, except as follows. **Cardiff Bus** operated a Saturday service. **DANSA** did not operate X5/168 and 116. **Easyway** did not operate Bridgend services 16, 49 and 81. **Edwards Coaches** operated a Saturday service. **Mid Wales Travel** 301, 304 and 512 were reduced as on 22nd and 23rd.

Where operators normally run services into the evening, services were curtailed or cancelled at various times from mid-afternoon onwards, with all operation ceasing by approximately the following times: 17:00 for South Wales Transport; 17:30 for Bwcabus, Mid Wales Travel, and Ridgways Coaches; 18:30 for Celtic Travel; 19:15 for Cardiff Bus; 20:00 for Newport Bus; 20:30 for First Cymru, Richards Bros and Stagecoach South Wales; 21:00 for Edwards Coaches; and 21:30 for Adventure Travel (ending with the 21:13 Rhose Station to Cardiff Airport).

Saturday 25th December (Christmas Day): No services.

Sunday 26th December (Boxing Day): No services, except that **Edwards Coaches** ran a normal Sunday service, the only operator to do so.

Monday 27th December (Bank Holiday): **Adventure Travel, Cardiff Bus, Edwards Coaches, First Cymru, Newport Bus** and **Stagecoach South Wales** operated Sunday services, except for no service on Adventure Travel 89, 130 and 600 or Stagecoach 124, 131 and 404 (which depend on Rhondda Cynon Taf Council support). **Yeomans Travel** ran 39A ("Hay Ho!"), supported by the Hay Tourism Group). There were no services by any other operators.

Tuesday 28th December (Bank Holiday): **Adventure Travel, Edwards Coaches, First Cymru, and Newport Bus** operated Sunday services, except for no service on Adventure Travel 89, 130 and 600. **Cardiff Bus** operated Sunday services supplemented by increased frequencies and special timetables on 17/18, 21/23, 24/25, 61, 63 and 92/94. **Stagecoach South Wales** ran a Sunday service on T4 and X43/43; no service on 40 and T14; and a Saturday service on other routes, but finishing by around 20:00. **Yeomans Travel** ran 39A ("Hay Ho!").

Wednesday 29th – Thursday 30th December: All operators ran normal school holiday weekday services except as follows: **Cardiff Bus** ran a Saturday service, except that 98, H59 & H95 operated to M-F timetables. **Edwards Coaches** and **First Cymru** ran a Saturday service. **Stagecoach South Wales** also ran to Saturday timetables except that M-F timetables applied on T4 and X43/43. **Mid Wales Travel** 301, 304 and 512 were reduced as on 22nd and 23rd. **Easyway** did not operate Bridgend services 16, 49 and 81.

Friday 31st December (New Year's Eve): Operators ran the same services as 29th-30th December, but subject to the same early finishing arrangements as on Christmas Eve.

Saturday 1st January (New Year's Day): No services.

Sunday 2nd January: **Adventure Travel, Cardiff Bus, Edwards Coaches, First Cymru, Newport Bus, and Stagecoach South Wales** operated normal Sunday services. **Stagecoach West** 36 and **Nick Maddy** 34, which serve Monmouth, also operated, being supported by Herefordshire. **Yeomans Travel** ran 39A ("Hay Ho!").

Monday 3rd January (Bank Holiday): As on 27th December, **Adventure Travel, Cardiff Bus, Edwards Coaches, First Cymru, Newport Bus** and **Stagecoach South Wales** operated Sunday services, except for no service on Adventure Travel 89, 130 & 600 or Stagecoach 124, 131 & 404. **Yeomans Travel** ran 39A ("Hay Ho!"). There were no services by any other operators.

Normal services resumed from Tuesday 4th January.

BOURNEMOUTH TRANSPORT (t/a Yellow Buses)

5th September 2021

- 3X (Square-Station Interchange-Wessex Way-RBH-Castlepoint)D. New fast service running direct to the Hospital and Castlepoint via the A338 Wessex Way. Basically every 30' M-F, hourly SSu. A couple of journeys early a.m. & mid-evening start back from Branksome and Westbourne.
- 4a (Town Centre loop-Charminster-Winton-Moordown-[M-F]Kinson & Bear Cross)NSu. This experimental service is substantially curtailed. Withdrawn on Saturdays, and also withdrawn from the town centre loop, from Charminster and from Bear Cross. Now runs from The Triangle to Kinson via Bourne Avenue, Top of Richmond Hill, Cemetery Junction, Winton & Moordown, hourly M-F peaks, a.m. & lunchtimes.
- 6 (Square-University-Bearwood-Wimborne)D. The M-F extension from Wimborne Square to Canford Bottom and Queen Elizabeth's School is withdrawn, apart from Schoolday journeys to QES.
- 6h (RBH-Castlepoint-Ferndown-Wimborne)M-F. Diverted on the outskirts of Wimborne via Canford Bottom and Hayes Lane.
- 11 (Bournemouth Pier-Boscombe Pier-Hengistbury Head-Christchurch-Mudford)Summer D. Due to the good weather and large number of holidaymakers, this service, which was due to finish this weekend, was extended until last day on 31st October.
- 12 (Alum Chine-Westbourne-Square-Boscombe Pier)M-S + Summer Su. Reduced from 30' to hourly, enabling the extension to Hengistbury Head to be reintroduced as operated during April & May. From 1st November reduced for the winter to two-hourly M-S only, but continuing to run through to Hengistbury Head, unlike last winter.

28th November 2021

At Bournemouth Square, some of the stops in Gervis Place which were taken out of use in June 2020 to assist with social distancing were opened again, and services 4 & 6 moved back to their traditional departure points. Services 2 & 737 continue to use Westover Road.

- 1b (Square-Boscombe-Cranleigh Road-Christchurch-[SSu]Mudford)D. Frequency unchanged (30' M-F, hourly SSu) but now runs as part of the 10' Bournemouth-Christchurch frequency (with service 1) rather than in addition to it. Extended therefore to start from The Triangle, and the weekend extension to Mudford is withdrawn. What this means is that service 1 loses 2 bph M-F and 1 bph SSu on its freehold section through Southbourne.
- 21 (Christchurch-Somerford-Burton-Bransgore)M-F. Withdrawn, apart from the Schoolday journey starting from Highcliffe School. Replaced as far as Burton by **Go South Coast 23**, but the Company's brave attempt to provide some daytime buses to Bransgore has failed.

CHELTENHAM & GLOUCESTER

1st November 2021

- 51 (Weston.s.Mare-Haywood Village-Locking Parklands-Winscombe-Langford)M-F. Acquired by **First WoE**, increased to M-S, and extended to Wroughton.

FIRST SOUTH WEST [Buses of Somerset]

5th September 2021 (additional to SWW226/21)

- 25 (Taunton-Wiveliscombe-Bampton-Dulverton)NSu. Diverted in Taunton to restore operation via the Station. Between Bridge Street and Bindon Road reverts to its previous routing via Station Road and Greenway Road, apart from one peak journey which continues to use Staplegrove Road as it is double-deck operated. *[Historians should note that the map in the timetable book is incorrect !]*

31st October 2021

- “Exmoor Coaster” (Doniford-Minehead-Porlock-Lynmouth)Summer D. Following the success of the summer operation, the Company has decided to keep this service in the public eye by running a limited timetable throughout the winter. So, from this date reduced to three round trips over the Minehead-Lynmouth section only.

FIRST SOUTH WEST [First Kernow]

31st October 2021

- “Falmouth Coaster” (Moor-Pendennis Point-Gyllyngvase Beach-Moor)Summer D. Following a successful summer, this service is to continue throughout the winter to maintain public awareness.

The regular performer on the Falmouth Coaster service is Volvo B7TL / Plaxton President 32179 (OIG 1788), seen here pausing at Swanpool Beach on 9th October 2021.

Photo: Christopher Carter



- 27 (Truro College-Truro-St.Austell-Bugle-Bodmin)NSu. Withdrawn completely between Carclaze and Bodmin, apart from one journey in each peak through to Bodmin and positioning runs as far as A30 Cornwall Services. The whole of the daytime service now terminates at Carclaze (Enterprise Park) on the northern edge of St.Austell, with the Truro College-Carclaze frequency increased to every 30 mins. The decision to abandon the Bodmin end comes as a result of **Plymouth Citybus** introducing their new 26/26A services.
- 270 / 271 / 272 / 273 (Victoria / Callington / East Looe / Fowey-St.Austell-Truro College)Coll. All rerouted in Truro between Trafalgar Roundabout and Highertown via St.Clement Street and the railway station, instead of round the by-pass.
- 274 (Mevagissey-St.Austell-Truro College)Coll. Extended back to start from Gorran Churchtown, and also rerouted in Truro as above.
- 500 (St.Mawes-Portscatho-Tregony-Probus-Truro College)Coll. Following the increased frequency on 27, this route is diverted via the Probus by-pass instead of through the village.
- 900 (Wadebridge-Padstow-St.Merryn-St.Columb Major-Truro College)Coll. Rerouted between St. Columb Major & Truro via Fraddon, Ladock & Tresillian, instead of A30, Carland Cross & A39.
- 950 (Boscastle-Wadebridge-St.Columb Major-Truro College)Coll. Rerouted between Carland Cross and Truro College via Zelah instead of the A39.

FIRST WEST OF ENGLAND

31st October 2021

In the Bath area, temporary frequency reductions are introduced on D2 and X39, plus city services 1, 5 & U5, due to local driver shortages. Also affected are D1 and city 3/4, these changes being rather more substantial as follows:-

D1 (Bath-Bradford-on-Avon-Trowbridge-Warminster-[M-S]Salisbury)D. All M-F off-peak and Saturday DIX journeys (those direct between Bath and Bradford-on-Avon) are suspended.

Service D1x was introduced during 2020 to enable double-deckers to be used to provide additional capacity between Bath and Trowbridge.

However off-peak loadings have always been light, as shown by 37642 (SV08 FYA) - a Volvo B9TL/Wright Eclipse Gemini seen at Bradford on Avon on 19th August 2021.



- 3 (Bathford-City Centre)D. }
- 3A (Elmhurst-City Centre)NSu. } 3A is withdrawn on Saturdays, with buses on 3 diverting additionally via Elmhurst on this day.
- 4 (Weston-RUH-City Centre-Odd Down)D. }
- 4A (Weston-[M-S]Upper Weston-RUH-City Centre-Foxhill)D. } The M-F frequency is now every half-hour on each route, with all buses, both 4 and 4A, now double running to Upper Weston – this is presumably for ease of scheduling, as Upper Weston has not had a bus as frequently as every 15 mins since the days of Badgerline Minilinks! [The new timetable also shows a single journey early on Sunday evenings as running via Upper Weston, which must surely be a misprint as the running time is impossible !?]

1st November 2021

51 (Weston.s.Mare-Haywood Village-Locking Parklands-Winscombe-Langford-Wrington)NSu. Acquired from **CGOC** to basically the same timetable, but with the 25' layover at Langford now used to extend the service to Wrington (why this could not have been done back in April defies logic – Bulletin 221/27 refers). Saturday operation is also added.

GO SOUTH COAST Ltd.

SERVICES OPERATED BY WILTS & DORSET (“More” and “Salisbury Reds”)

Omitted from previous reports is the withdrawal of service X8A (Blandford local, anticlockwise) after operation on 31st December 2020.

The Company has announced that “morebus” night services N1 and N2, which have been suspended since March 2020, will not be restored until further notice, the long operating periods on the daytime m1/m2 being sufficient for current needs.

17th October 2021

R11/PR11 (Salisbury city centre-Beehive P&R-Old Sarum)D. M-S daytime frequency reduced from 15' to 20', as the Beehive P&R site is still out of commission for use as a Coronavirus testing station. This means that the route can no longer interwork with PR3 and PR7 and now has to stand alone, terminating in the city centre via Blue Boar Row, Endless Street and Chipper Lane with the Castle Street departure point moving one stop further north.

PR9 (Salisbury city centre – Britford P&R)NSu. }

PR15 (Salisbury city centre – Petersfinger P&R)NSu. } Both these Park & Ride services are reduced from 15' to 20'.

Services PR9 and PR15 are normally the home of the three Salisbury Reds BYD ADL Enviro200EV electric buses.

Fleet number 903 (HF69 CHO) is seen at the Petersfinger Park & Ride site on 5th June 2021.

Photo: James May



15th November 2021

RouteONE (Poole local service)NSu. In Poole Old Town, the sections of High Street and The Quay which had been closed since June 2020 reopened to normal traffic, and buses returned to their previous routeing and stops.

28th November 2021

23 (Burton-Martin's Hill Lane-Christchurch-Hunt Road Estate-Somerford, Sainsbury's)D. New service operating hourly, 0700-1900 M-S and 0900-1700 Suns.

24 (St.Catherine's Hill-Fairmile-Christchurch-Burton)M-F. Withdrawn between Christchurch and Burton and diverted instead direct via Purewell Cross to Somerford Sainsbury's.

22nd December 2021

333 (Salisbury-Stonehenge) Reinstated during the early hours of this day for those wishing to observe the winter solstice at Stonehenge.

PLYMOUTH CITYBUS

4th January 2021 (Transport for Cornwall) (correcting SWV220/33)

In the very north of the county, withdrawal of the 216 and its replacement by 217 (Morwenstow-Bude-Holsworthy) did not after all involve withdrawal of buses from Woodford, Shop and Gooseham. Indeed, these communities now get a bus every day Mon-Sat – closer comparison of consecutive timetables reveals that the timing points at these locations were simply omitted !

5th September 2021 (Transport for Cornwall) (additional to SWW226/28)

Having now seen the revised timetables for Cornwall in detail, we are now able to complete the list of significant changes which took place on this date. The diversion of services 11, 71 & 72 in Saltash has been done to avoid eastbound journeys having to turn right off the A38 at the western end of the by-pass, as waiting for a suitable gap in westbound traffic can be both hazardous and time-consuming!

- M6 (Penzance Schools-Newlyn-Mousehole)Sch. Following First Kernow's decision to cease using the M6 number, these journeys are once again shown as numbered 9.
- 11 / 11A (Plymouth-Saltash-Liskeard-Bodmin-Wadebridge-Padstow)D. Journeys towards Plymouth are diverted in Saltash via the A38 and Callington Road, instead of direct along Liskeard Road through Burraton.
- 12A (Plymouth-Saltash-St.Dominick-Callington-Downgate)NSu. Rerouted in Callington to enter the town via Hazelwood Road & Beech Road, then divert via all the northern estates on the way out to Downgate. This replaces all the "local estates" diversions on 79, q.v. A positioning journey at beginning and end of the day now extends in service from Downgate through to Launceston.
- 18 (Pendeen-St.Just-Madron-Penzance)M-S eves. Correcting SWW226, the operating period should be shown as "M-S early a.m. & eves".
- 27 (Truro-Grampound-St.Austell-Bugle-Bodmin, Asda)ESu, + odd M-S early jnys. Further to SWW226, the odd early a.m. journeys are also diverted via Upland Crescent in Truro.
- 27S (Truro, Penair School-Tresillian-Probuss)Sch. New service, replacing **Summercourt Travel** 451.
- 54 (Bodmin town service)NSu. Journeys operating the loop on the west side of town in a clockwise direction (i.e. serving Midway Road on the way in to town) are renumbered 54A [although this route is so complicated that I can't see that being of much help – DMP].

Operating service
54 in Bodmin on
2nd August 2021
was former
First Kernow
ADL Enviro200
WK18 BVF which
is now fleet
number 2000 in
the Citybus
Cornwall fleet

Photo: James May



- 71 (Liskeard-Menheniot-St.Germans-Saltash-Derriford Hospital)NSu. Rerouted between Saltash and Whiteleigh via Ernesettle (Ernesettle Lane, Northolt Avenue, Uxbridge Drive & Biggin Hill). Also, journeys towards Derriford are diverted in Saltash via the A38, Callington Road & Burraton Road to join Liskeard Road at Burraton, instead of using the western end of Liskeard Road itself.

- 72 (Plymouth-Saltash-Looe-Polperro)D. Rerouted in Saltash in both directions via Callington Road and the A38, instead of using Liskeard Road through Burraton. The additional journeys starting from Seaton and Liskeard (72A), detailed in SWW221/33, are withdrawn for the winter.
- 79 / 79A (Callington-Calstock-Gunnislake-Tavistock)NSu. Both routes now leave Callington direct along Tavistock Road, all the diversions via the local housing estates to the north and east of the town being deleted and transferred to 12A. The time saved is used to give better penetration of Tavistock, where buses now run both ways via Callington Road & Plymouth Road to the bus station, then extend to Bedford Square and loop via Duke Street, Brook Street, Vigo Bridge Road & Dolvin Road.
- 93 (Truro - Indian Queens - St.Columb Major - Newquay)D. Extended in Truro to start from the railway station.
- 95 (Truro-Wadebridge-Camelford-Tintagel-Bude)D. Sunday service withdrawn, presumably just for the winter.
- 95B (Bude-Bude Meadows)M-F. New service of two clockwise circular journeys via A39, Box's Shop, Bude Meadows & Widemouth Bay.
- 171 (West Looe-Polperro-Pelynt-Lostwithiel-Bodmin, Callywith College)Coll. Extended from West Looe to East Looe (Barbican), replacing 172 here.
- 172 (Trerulefoot-Seaton-East Looe-Pelynt-Callywith College)Coll. Extended back to start from Torpoint via Craffthole & Downderry to Seaton, then as before. In East Looe no longer double runs to Barbican.
- 186 (St.Stephen-Foxhole-St.Dennis-Roche-Callywith College)Coll. Extended back to start from St.Eval via St.Columb Major & Fraddon to St.Stephen and as before.
- 188 (Lanjeth-St.Austell-Penwithick-Bugle-Callywith College)Coll. Now calls into St.Austell bus station, rather than merely serving the nearby stops on Carlyon Road.
- 189 (Biscovey-St.Blazey-Bethel-Bugle-Callywith College)Coll. Rerouted after St.Blazey to run via Trenowah Road before Bethel, then via Phernyssick Road through Boscoppa, giving more of St.Austell's north-eastern suburbs a direct bus to the College.
- 190 (Mevagissey-St.Austell-Mount Charles-St.Blazey-Pelyn Cross-Callywith College)Coll. New service.

31st October 2021

- 25 (St.Mewan-St.Austell-Charlestown-Par-Fowey)NSu. Withdrawn between St.Mewan and St.Austell South Street and revised to start in St.Austell town centre (West Hill Co-op and Trinity Street), although the exact routeing cannot be ascertained from the timetable (*can anyone help ?*).
- 25A (St.Austell-Bethel-Trethurgy-Luxulyan)NSu. Extended from St.Austell Station via South Street, the by-pass & Asda Store to the Hospital.
- 26A (St.Austell, Asda – Bodmin, Asda)NSu. New hourly service via South Street, St.Austell Station, Tregonissey Road, Roche, Victoria, Cornwall Services & Lanivet. Combines with the 26 introduced in September to give a half-hourly daytime service between St.Austell and Bodmin, replacing **First Kernow** 27, q.v.
- 29 (Newquay-Summercourt-St.Stephen-St.Austell)NSu. Four journeys are extended from St.Austell Station via Alexandra Road, Woodland Road & Asda Store to the Hospital.
- 30 (St.Austell Asda / Hospital - Boscoppa circular)NSu. The M-F peak and schooltime journeys diverting out to Bugle and Stenalees are withdrawn.

SMALL OPERATORS - Avon

Weston & District Community Transport Ltd. :

- 991 (Langford-Wrington)M-F. }
992 (Langford-Blagdon)M-F. } The registrations for these two services were cancelled after operation on 10.9.21. If this was indeed the last day (and we have no proof one way or the other) then Wrington had no bus service at all for two weeks until **First WoE** took over the 51 from 1st November, q.v.

As an illustration of how difficult it is to obtain information in North Somerset, the registration for 56 (Clevedon-Walton Bay-Portishead) was also cancelled, but that service still runs !!

SMALL OPERATORS - Cornwall

Summercourt Travel Ltd. (t/a Travel Cornwall):

- 451 (Probus-Tresillian-Truro, Penair School)Sch. Acquired by **Plymouth Citybus** as 27S from 6.9.21. *[The Summercourt Travel registration was not actually cancelled until the end of October, so it is possible that both buses ran during the first half-term.]*
- 491 (Truro-Tresillian-St.Michael Penkivel)W. Withdrawn at an unknown date. The registration was cancelled from 1.2.21, implying last day 27th January, but the service continued to be shown on *Traveline* for a good while after that, probably in error.
- 497/498 (Truro-Tresillian-Ladock-Summercourt)NSu. The single 498 journey (evening peak out of Truro, via Grampound Road instead of Ladock) becomes a normal 497 again from 6.9.21.
- 499 (Summercourt-Ladock-Tregony)M-S positioning jnys. The Schoolday journeys extending to Trethewell were not reintroduced with the new term on 6.9.21.

SMALL OPERATORS - Devon

Dartline (Dealtop Ltd. t/a) :

- 118 (Tavistock-Mary Tavy-Lydford-Okehampton)NSu. From 20.11.21 alternate (two-hourly) journeys were diverted in Okehampton to run to the Station instead of the Hospital, connecting with the reintroduced Okehampton-Exeter train service. Then from 12.12.21 a Sunday service of three journeys was introduced, one of which extends from Tavistock to Gunnislake for train connections to/from Plymouth.

*Seen heading away from
Tavistock Bus Station
towards Okehampton on
28th July 2020 is Dartline
Optare SoloSR YJ18 DLN.*

Photo: James May



EV2 (Oakford-South Molton) 2nd-5th Th. }
EV3 (Oakford-Barnstaple) 1st Th. } These services, which have been suspended
since March 2020, have now been formally cancelled.

5 (Ringwood-Poulner-Cadnam-Totton-Southampton)M-F. New service of 4 journeys from
25.10.21. However, it was then announced as temporarily suspended after 31.12.21.

V4 (Oddington-Todenham-Moreton.in.Marsh-Longborough-Stow-Oddington-Chipping Norton)W. From 27.10.21 rerouted on the Oddington-Moreton.in.Marsh section to run direct between Kitebrook and Moreton, no longer serving Great Wolford or Todenham.

196 (Glastonbury Tor Shuttle)D, April-Sept. Having failed to run in 2020, this service was reinstated from 1.6.21.

3 (Holt-Atworth-Corsham-Chippenham)F. This service, which last ran on 20.3.20, has now
been formally cancelled.

CHRISTMAS BUS SERVICES IN THE SOUTH WEST

Information in this report has been compiled by David Chalkley, mainly from various websites.

OPERATORS IN THE MAIN GROUPS :

The following pattern generally applied:

- ❖ Monday 20th to Thursday 23rd December :
Usual Monday-Friday school holiday services.
- ❖ Friday 24th December (Christmas Eve) :
Usual Monday-Friday school holiday services with an earlier finish (typically last buses at 2000).
- ❖ Saturday 25th December (Christmas Day) : No service.
- ❖ Sunday 26th December (Boxing Day) : No service.
- ❖ Monday 27th and Tuesday 28th December (Bank Holidays) : Sunday services.
- ❖ Wednesday 29th, Thursday 30th December and Friday 31st December (New Year's Eve) : Just over half of the operators ran services based on their usual Monday-Friday school holiday service; the remainder (detailed below) ran Saturday-type services. On New Year's Eve there was generally an earlier finish (typically last buses at 2000).
- ❖ Saturday 1st January (New Year's Day) : No service.
- ❖ Sunday 2nd and Monday 3rd January (3rd Bank Holiday) : Sunday services.
- ❖ Tuesday 4th January - usual Monday-Friday schoolday or non-schoolday services as appropriate.



EXCEPTIONS to the above are shown below.

To save space, **F-** indicates First; **G-** indicates Go-Ahead; **S-** indicates Stagecoach.

F-Buses of Somerset : 28 December and 3 January - Special service on 22 Taunton-Tiverton, three round trips.

F-West of England - 20-24 December : Saturday service (with extra early morning journeys on many routes) except M-F service on Bath 42, Radstock 82, Bristol 35, U2, A1, X8, Y3.

26 December - Sunday service on A1. No service on other routes.

27 and 28 December - M-F service on A1.

29-31 December - as 20-24 December.

1 January - Saturday service on A1. No service on other routes.

3 January - M-F service on A1.

Note: During this period, special arrangements applied to the University services in Bath and Bristol: Bath 22, U1, U5 ran to special timetables 19-24 & 27-31 December, no service 25 and 26 December or 1 January; Bristol U1 no service between December 18 and January 9; Bristol U2 no service between December 24 and January 3; Bristol M3 no evening/overnight short journeys City Centre-UWE 19 December to 3 January. Other University services operate term-time only so would not have been operating during this period.

F-Wessex : 29-31 December - Saturday service on all routes except M-F service on 6, X54.

- G-Morebus** : 24 December - Saturday service (with an extra early morning journey on routes 5, 8, 9, 13, 14, 16,19) on all routes except M-F service on X1, X2, X3, X6, X8, 23, 24, 38, 119, 125, 191, 193, Ringo, Congo.
- 25 December - Special service on M1, M2 with M1 extended from Castlepoint to Royal Bournemouth Hospital and M2 extended from Southbourne to Christchurch, not serving Hamblin Way, each hourly departing Poole 0800-2000.
- 26 December - Sunday service on routes 4, 5, 6, 8, 9, 13, 14, 16, 17, 40, X3, X8; special service on M1, M2 (20 mins on each route in the middle of the day), 50 (2 hourly departing Swanage 0825-1825). No service on other routes.
- 29-31 December - As 24 December.
- 1 January - As 26 December.

G-Plymouth Citybus : 28 December and 3 January - M-F service on 20A, 48.

G-Salisbury Reds :

- 24 December - Saturday service on Active8.
- 26 December - Special service on R1 (hourly District Hospital-Bemerton Heath, hourly New Canal-Bemerton Heath 0800-2100), R2 (hourly 1015-1730), X4 (Salisbury-Larkhill 5 journeys); Sunday service on Active 8 (Salisbury Reds journeys only), no services on other routes.
- 27 and 28 December - Bank Holiday timetable on PR3, PR7, PR9, PR11, PR15; no service on R3, R7, R11, otherwise Sunday services.
- 29-31 December - as 24 December.
- 1 January - Special service on R1, R2, X4 (all as 26 December); Stonehenge Tour; No services on other routes.

G-Swindon's Bus Company :

- 24 December - Saturday services (with extra morning trips on routes 1, 2, 5, 11, 12, 13, 14, 16, 17 & 19) except M-F service on Marlborough 20/22, X22, 217 & X76.
- 26 December - Sunday services on all routes except no service on 80.
- 29-31 December - as 24 December.

- S-South West** : 26 December - Special service on Falcon (6 round trips). No service otherwise.
- 27 December - Early journeys on 4 not operating.
- 28 December - Saturday service except early journeys on 4 not operating; M-F service on North Devon 14,16.
- 29-31 December - Saturday services except M-F service on Plymouth City 19, 31 and North Devon 14/16 (30th); 372 (31st) 641 (29th),
- 1 January - as 26 December.
- 2 January - as 27 December.
- 3 January - Saturday service.

S-West : 20-21 December : Cirencester College buses ran,

- 24 December - Special services on 94/94X (no 94X midday), 97/98 (each hourly midday), Gloucester 1 (every 15 mins midday), 8 (half hourly midday), Cheltenham 41 (half hourly midday), Swindon 7 (every 15 mins midday), 9 (half hourly midday), 10 (every 20 mins midday), 55 (no Swindon-Royal Wootton Bassett/Calne shorts), S6 (half hourly midday)
- 26 December - Special services on 10 (half hourly 0800-1930), 94 (every 20 mins 0830-1830); Sunday services in Bristol and Swindon (early finish in Swindon), 51. No service on other routes.

S-West (continued): 27 and 28 December - No service on 36.
29 and 30 December - as 24 December.
31 December - N94 ran until 0300 on 1 January.
2 and 3 January - No service on 36.

SMALLER OPERATORS details have been more difficult to establish but generally the following pattern is believed to have applied: Until 24th December : usual services; 25th-28th December : no service; 29th-31st December : Monday-Friday services; 1st-3rd January : no service; From 4th January usual services. Exceptions we have identified are listed below. If any reader has any further information please advise the Editor.

Bath Bus Company: Usual service on all days except no service on Christmas Day.

Berrys Superfast : Sunday service on 28 and 29 December and 2 and 3 January.

Bristol Community Transport : A Sunday service operated on M1 from 20-24 December, 27-31 December and 2/3 January.

Citystar : 128 did not operate 30 December.

Coachstyle : 29-31 December - Saturday service on 30, 31/31A, 41, 92, 93/93A

Countrybus : Special services ran on 28 December and 3 January on services 75, 80, 81, 125, 165, 176, 177, 179, 182, 359, 360, based on Saturday services but generally operating only from 0900-1600.. No services on routes 15, 16, 149, 898.

Dorset Community Transport : Bridport Town Service 7 ran on 24 December in lieu of Christmas Day.

Faresaver : 20-23 December - Saturday service on X31.
24 December - Saturday service on X31, X34, 33/X33.
27-28 December - Sunday service on X31, 270, 273. No service on other routes.
29-31 December - as 24 December..
2-3 January - as 27-28 December

Filers Coaches : 28 December and 3 January special service on 301 and 310 only (three trips on each route). No service on 303 and 309

FromeBus : M-F services except Saturday services on 14, 15, 50/50A, 53, 98, X69 (with extra earlier and later journeys on 53).

Hatch Green : 28 December - special service on 382, Saturday service on 391, 392, 393.
29-31 December - Saturday service except M-F service on 19, 23, 23B, 97, 98.
3 January - as 28 December.

Lydney Dial-a-Ride & Community Transport : No services after 24 December until 4 January.

Pulhams : 29-31 December - M-F services except Saturday service on 802, 855, 882, X9; no service on X8.

South West Coaches - 27 and 28 December - no services.
29-31 December - Saturday services except M-F service on X2, X3, X4, X11.
2-3 January - no services.

Tally Ho! : Sunday service on 27 and 28 December and 2 January; Saturday service 29-31 December and 3 January.

Looking back at... the X40 - 15 years ago



Above: YJ55 BKN, a 41-seat Traws Cambria-branded Optare Tempo, new to Arriva in October 2005, is setting the then new standard for the service leaving Carmarthen Bus station on 8th July 2006. The X40 service had been launched on 13th February 2005 and was fully reviewed in SWW Bulletin 125 (which can be viewed on-line on the Omnibus Society website).

Right: Prior to the arrival of the new Optare Tempo buses, the offering was more dated. Plaxton-bodied Dennis Dart P826 RWU is seen setting off north on the 13th August 2005, the run being in stark contrast to what the vehicle did when new. Delivered new to Arriva South London it was originally used on the 319 from Sloane Square to Streatham Hill.



Left: Also seen on 13th August is NEY 819, a 1995 DAF SB3000 / Van Hool C49Ft coach, on a through journey from Aberystwyth to Cardiff. The coach was originally registered M944 LYR, being new to Cowie (Grey Green) for use on Eurolines services between London & Amsterdam.

The service from February 2005 was jointly operated by Arriva Buses Wales and First Cymru, an arrangement that continued until December 2009 when Arriva took over the whole service.

Currently the Carmarthen-Aberystwyth element of the X40, now numbered T1, is operated by First Cymru, but with one round trip per day between Cardiff and Aberystwyth numbered T1C and provided by Adventure Travel.



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