

# The Bridge



Produced by Elmore Parish Council  
Issue Number 46, June 2026

## From The Editor

This is another bumper edition of **The Bridge** with more and more people prepared to ‘put pen to paper’ for public consumption. Thanks for that. This is the time of year when the Chair of the Parish Council is obliged to publish a report of the Council’s activities and the state of its finances for the year ending March 31<sup>st</sup>. You may wonder why this report couldn’t come out earlier; the explanation is that ‘the books’ have to be audited first and then ‘passed’ by the Councillors.

**You will also see from the back page that the Parish Council Clerk and the Parish Website now have got ‘.gov’ addresses, a new requirement. The Parish Councillors have also changed their email addresses so if you want to contact the Council please use the new addresses on the back page.**

You may or may not know that our County Councillor is Steve Davies and our District Councillor is Gill Oxley. They get to Parish Council meetings as often as their busy schedules allow but usually supply a report. These are often too long to put into *The Bridge* but are published in the minutes of PC meetings on the parish website. You may be aware that the status quo will eventually change as Gloucestershire becomes a Unitary Authority (or possibly two) but for now they are our representatives in the Shire Hall and in Ebley Mill

THJ

## Parish Council Chairman’s Annual Statement

Over the past year, the Parish Council has continued to focus on practical improvements and support for our village community. Among the work carried out this year, the Highways Agency has flushed out the village culverts, which should help improve drainage and reduce surface water issues when the wetter weather returns. We have also organised free defibrillator training courses for residents and arranged for an additional bin to be installed within the village. Alongside these projects, the

Council has continued its regular activities, including the upkeep and monitoring of the village defibrillators and responding to day-to-day parish matters.

Looking ahead, we are pleased to be developing a new scheme that will allow local groups and residents to apply for one-off funding towards projects or improvements that benefit the village. While the amounts available will be modest, we hope the scheme will provide valuable contributions towards worthwhile local initiatives. Details of how to apply will be made available on the Parish Council website once the scheme is launched. I am also pleased to confirm that the Parish Council were able to continue to offer these services without increasing the precept this year.

Finally, if you are interested in becoming involved in parish matters or supporting the work of the Council, please do get in touch, councillor contact details can be found on the final page of this newsletter.

## **‘Butchers’**

I don’t know whether the choice of play is a joint decision or the work of one person, but once again, like ‘Sinister Synaster’ last year, ‘Butchers’ was a very good choice. My Parents were both members of an Am Dram set up in Gloucester, my father back stage, my mother on stage. My father, as assistant stage manager, would use a pencil to record ‘titters’ and ‘laughs’ in two columns on the wall behind the flats. I wonder if any of the Village Players make a note of audience reaction because there was plenty of it in ‘Butchers’.

The play revolved around a family butchers, appropriately named ‘Clever’. As the action begins the patriarch, John Cleaver has already died, apparently choking on a pork pie although it later turns out that he was murdered. His murder is being investigated by DI Bullock (see a pattern here?), brilliantly played by Freddie Taylor, and PC Downe (Jamie Watts), leading to lots of jokes such as ‘take this down Downe’. In fact DI Bullock is a totally inept Clouseau-like character who trips over the carpet, exits into the cupboard then opens the correct door only to hit himself in the face – all classic slapstick, which looks easy but in fact is far from it.

The family solicitor, Louise Hampton (Sarah Gibson) reads out the will which sets the Cleavers various tasks to complete in order to inherit. Sam

Cleaver (Jake Gibson) and his uncle Harry Cleaver (Paul Gennard) are to make meat pies in an attempt to win at the local produce show; truculent Ava Cleaver (Sophie Gibson) is to write an article to be published in a national newspaper and, finally, Pete Cleaver (Alfie Spinner) is to take his aunt, John's widow, Lizzie Cleaver (Joanne Fisher) for a week's holiday. Later we find out that Lizzie is in fact Pete's mother following an affair with her brother-in-law Harry Cleaver. To add to the fun a wacky neighbour, Mrs Peabody (Ruby Evans) keeps appearing with various red herrings for BI Bullock.

If the Cleavers fail in these tasks their inheritance will go to the employee who really runs the company, the sinister looking and appropriately named Keith Shankly (Ashley Rowles). There is one other cast member, Ella Cleaver (Emma Jarrett), Sam Cleaver's wife. She is not given a task but has enough to do trying to keep her husband in order.

All this mayhem eventually sorts itself out, not due to the efforts of DI Bullock who is completely stumped, but due to a confession from the least likely character (of course).

This was a strong and accomplished cast without a weak link, which kept a full house happily entertained throughout (lots of titters and laughs). If I had to pick out outstanding players it would be Freddie Taylor and Sophie Gibson but as we all know a good performance is a team effort both on and off stage. Thank you Village Players. THJ

## **1st Elmore Brownies**

This term we started back working on our Guiding Glow interest badge where we found out more about Girlguiding and got to see our Leaders camp blanket with her collection of badges. We celebrated Earth Day by using egg boxes to grow a cress garden. The Brownies are working on their Skills Builder badge linked to the Express Myself theme, where they are going to make structures with fruit and vegetables, also having a go at building small boats to see if they will sail. We are going on a County Day Out to Cotswold Wildlife Park in May where there will be around 1000 members taking part across Gloucestershire.

## **1st Elmore Guides**

The Guides started back working on their Make Change Skills Builder badge where they have been thinking about actions which can help make

a change and also doing craftivism by making their own badges with a message to inspire change. We had a meeting themed around Earth Day where we worked on Take Action UMAs, thinking about how different animals live and how messages/ facts are spread. We are looking forward to the County trip to Cotswold Wildlife Park this half term, where we will meet lots of other members across the County.

We would like to say a big thank you to everybody who has supported us over the last few months attending our coffee mornings and quiz night. The fundraisers were a great success and everyone enjoyed the events. The money has helped towards the Guide residential to Switzerland in October this year.

*If your daughter is interested in joining Brownies (7-10 years), Guides (10-14 years) or if you would like to volunteer as a Young Leader/ DofE Helper (14-18 years) or Adult Leader (18+) please contact [Istelmor@gmail.com](mailto:Istelmor@gmail.com).*

## **Village Hall News**

Hall activities and all user groups are running well and looking forward to Summer.

We are looking ahead, with some upgrades and improvements to the Hall. More information will follow soon.

Our next fund raiser is Christmas Lunch in December, details we be confirmed in future issue of The Bridge.

Demand for space in our Hall is steady, early bookings (or enquiries) are advisable. I look forward to hearing from you.

Many thanks to all users and supporters of the Hall.

John (Hardisty) , Chair, Elmore Village Hall Committee  
01452 721798. Email [pikelett@hotmail.com](mailto:pikelett@hotmail.com)

## **Village Players**

A big thank you from the cast and crew of Village Players' 2026 production of Butchers. We hope you enjoyed watching it as much as we enjoyed creating it over the last few months. The case was solved! Never trust a lawyer it turns out!

It won't be long until we start preparations for our 2026 pantomime! If you'd like to be involved on or off stage please do

email [villageplayers@outlook.com](mailto:villageplayers@outlook.com). If you'd rather enjoy the show as an audience member, we'd recommend getting the show in your diary now so you don't miss out! The show is 26th-29th Nov and 3rd-5th Dec.

## **Elmore WI**

At the time of going to press we are busy organising our annual Coffee Morning to be held on 23<sup>rd</sup> May in the village hall. In the last few months, we have had a variety of speakers ranging from the work of

Gloucester Young Carers, Maintaining Brain Health and the life of a Northern Irish lady who married an English soldier during the troubles.

In May we have a talk on the charity Heart Heroes

June 9th is members night when the committee get a night off from arranging the evening.

July 14th is Metal detecting and finds by Nic Potter.

August will find us at the Anchor for our annual skittles match.

As with many organisations our numbers are sadly dwindling, and we would welcome any new members or just visitors. Come along to the Village hall on 2<sup>nd</sup> Tuesday of the month at 7.30 where you will be treated to an interesting talk and a good supper.

## **Longfield Hospice Fund Raisers**

**'Walk for Longfield' and Longfield Fete are both on 13<sup>th</sup> Jun**

Set in the picturesque Minchinhampton countryside, this family-friendly sponsored walk welcomes participants of all ages to come together in celebration, remembrance, and solidarity. Dogs on leads are also welcome. Supporters can choose from a range of walking routes, making it accessible for everyone - whether walking in honour of loved ones or simply enjoying the outdoors. The event will raise vital funds for Longfield Community Hospice while showcasing its important work within our community. The ticket price includes a Longfield T-shirt, plus a drink and a serving of strawberries and cream to enjoy afterwards.

Tickets for the walk:

£15 Adults, £10 Children (4-16 years), £40 family

To book, visit [longfield.org.uk/event-walk-for-longfield-press](http://longfield.org.uk/event-walk-for-longfield-press)

After your walk, why not come along to the Longfield Summer Fete 13 June 10- 4pm for delicious food, live music and shopping? The fete is

open to everyone - you don't have to join our walk beforehand. No need to book and entry is free.

Both events can be found on the Longfield Community Hospice website at [longfield.org.uk/events](http://longfield.org.uk/events)

### **Rainbow Run in aid of Longfield Community Hospice July 4<sup>th</sup> 2026**

Longfield Community Hospice is delighted to announce the return of its vibrant Run the Rainbow event, from 11am to 3pm at Frampton Court. This colourful 5k challenge invites participants of all ages to run, walk, or skip their way through an unforgettable experience, while raising vital funds to support local patients and families.

The fun begins with music and a lively warm-up. Then participants will journey through a series of exciting colour stations featuring powder paint, foam, and inflatable obstacles, transforming into a human kaleidoscope by the finish line! The registration fee includes entry to the event, sunglasses, a pouch of powdered paint, and a medal upon completion. With refreshments, music, and post-run celebrations, Run the Rainbow promises a joyful day for all.

Tickets: £15 adults, From £10 children, £45 family

To book, visit [www.longfield.org.uk/event-run-the-rainbow](http://www.longfield.org.uk/event-run-the-rainbow)

## **Goodbye Iapetus**

If you stand at Land's End and look out over the Atlantic you might be forgiven for thinking the ocean has always been there but this is far from true - The Atlantic is relatively new ocean and still getting wider. Each year we get a tiny bit further away from America (in light of recent events you might think this is not a bad thing). Volcanic activity at the Mid Atlantic Ridge is filling a gap caused by the tectonic plates, which form the bottom of the Ocean, moving the seabed apart. Iceland, which sits on this ridge, is continually being pulled apart – we've all seen newsreel of long cracks across the island erupting with red hot lava fountains.

So if the Atlantic is relatively new, what was there before? The answer is a supercontinent called 'Pangea' comprising all the present continents lumped together. In the North, called 'Laurasia' were North America, Europe and Asia. In the South, called 'Gondwanaland' were Africa, S America, Antarctica, India and Australia.

Pangea itself was the result of tectonic plate movements which from about 490 million years ago (mya) to 390 mya saw all the continents getting closer together. During this time there was another ocean between North America and Europe called 'Iapetus' and as these two continents got closer and closer together so Iapetus shrank (the opposite of what is happening to the Atlantic today). Eventually they crashed together and Iapetus was no more, but we can still see the results of the crash.

The word 'crash' maybe conjures up the wrong image – perhaps 'crunch' would be better. If you were around at that time you wouldn't have seen much happening – geological events are slow compared to a human life span. Very much the same thing is happening now as Africa crunches into Southern Europe creating the Alps, volcanoes like Vesuvius, Etna and Stromboli and occasional large earthquakes.

So when Iapetus disappeared as North America crunched into Europe what we now call Britain was very much in the firing line. The energy of this collision formed the Welsh and Scottish Mountains and further north the mountains of Norway, initially all much higher but now reduced by eons of erosion. There were many volcanoes, now extinct of course, but their lava and ash can still be seen and studied. Obviously there were no seismologists around to study earthquakes but we can see the resulting faults in the rocks. The biggest of these is the Great Glen Fault (home of Loch Ness) which shifted 60 miles in small increments over many millions of years with countless earthquakes.

It's perhaps wrong to talk about an ocean disappearing because the ocean may go but the water does not – it just moves off somewhere else. Earth's water has been around for a very long time continuously being recycled. Next time you drink some, just think that the water could easily once have been dinosaur pee.

Pangea stuck around for about 150 million years before breaking up, the young Atlantic forming between Europe and North America as the sides parted. The break point was not necessarily in the same place so bits of Britain can be found today in N America and vice versa. We know this because rocks and fossils characteristic of the European side can be found on the other side of the Atlantic while we have some visiting rocks and fossils from across the pond.

THJ

## **Pomodori Italiani – Really?**

Italian tomatoes seem to be the principal tinned variety available in our supermarkets. However, next time you buy what you think are Italian Tomatoes, or Passata, try looking at the label to see where they actually come from – if indeed the label reveals such detail. The wording is of particular interest to note:

- “Packaged in Italy”, does not mean the tomatoes are grown in Italy.
- “Prepared and packed in Italy” is also vague.
- “Includes tomatoes from the EU and non-EU countries” does not mean the tomatoes are 100% Italian.

Recently a report in the newspapers highlighted the fact that many tomatoes are grown in China, shipped to Europe via Romania, ending up in Italy to be packaged and sold on as ‘Italian Tomatoes’ or rather, tomatoes packed in Italy. Currently, Italy imports tomatoes from China, USA, Spain, Portugal and Germany, so the chance of buying real Italian tomatoes is pretty slim.

Interestingly, the same applies to Italian pasta. Very little of the wheat used in Italian pasta is actually grown in Italy. This is surely part of the confusion surrounding the current global economy. The bottom line is: if the product doesn’t actually say it was grown and packaged in a particular country then you can be sure there is a hidden agenda. Would you buy tomatoes if the label stated: “Packaged in Italy with tomatoes imported from China and elsewhere”?

JF

## **Tony Leach’s Memories**

I was fascinated to hear that Jenny Field spent her early years in Kenya pre 1967, a time of the many changes taking place following the Mao-Mao uprising, the consequences of which lead to the loss of one of our colonies. Also Michael Watts’ adventure in Canada at a time when overseas travel was something very few people did. It made me think, everyone has a story to tell and I wonder just how many of you out there have something you would be willing to share.

My childhood was typical of a country boy of the 60’s. Many families would help on the farms at harvest time. It wasn’t quite so mechanised then and more labour intensive. I remember picking up and bagging potatoes in rows that the tractor had lifted onto the top of the ground. There was “bale bumping” which was bouncing the square hay bales on

your knee and onto a flat trailer, where they were stacked interlocked ready to transport. Also shaking the trees in the many local orchards and collecting the fallen apples into wooden boxes ready to go to the fruit market in Gloucester. In the fields we kids would ride along on the trailers, which were wooden and had slatted ends that looked like 5 bar gates.

I'm sure we all, at some point had early childhood ambitions. Many fade as we grow older but a few people, either through luck or hard work manage to fulfil theirs. I had three which stuck with me into adulthood and somehow I managed to fulfil them all, without really trying. Here's one of them.

As children growing up in the country in the 60's, one of our great treats was to go to town on the bus, with either my mother or grandmother. It was always an exciting adventure for me, and also my sister, because we were sheltered country children and town was an adventure. The service was at that time run by Silvey Brothers from a yard directly opposite the Anchor pub in Epney (now a trading Estate). Because it was a local service the drivers were local men. The ones I can recall were Graham Birt (from the house adjacent to the Village Hall), Terry Prosser (a local who originated from the house opposite Pleasure Farm but had by then moved to Quedgeley), and Andy Pocket who was just up the road from the depot, by Epney Cross.

As an aside from the main story, a memory has just come to mind involving Graham Birt. He was quite a fast driver around the lanes when in a car, together with Bertie Greenway who lived at No12, you knew it was one or the other when they passed by the house. Well, one day we heard Graham heading down towards the church when there was a tremendous bang that made us all run out of the house to see what it was. We went to the bottom of the lane and could see that a car had crashed into the stone building by the church. We ran down the road and could see it was Graham Birt's 1100 car literally wrapped around the telegraph post there. You didn't have to wear seat belts back then and luckily he had been thrown into the back seats as it span off the road, which was just as well as the impact carried right through the driver's door where the seat was now squashed and mangled. Although cut and bruised, he survived. Incidentally, a similar thing happened to another village resident, Margaret Mc Phearson, who spun off the road in her 1100 and

ended up in the ditch where the Elmore Fruit farm is now. 1100 cars had rack and pinion steering and if the rack and bearing got too worn it could suddenly disengage and the steering dramatically fail. My first car was a Morris 1100, all I could afford at the time, and those incidents were always in the back of my mind while I owned it.

Anyway, back into the main story -

I suppose because not many wives drove or had access to a car during the day the service was well used. It ran, as it does today, from Arlingham to Gloucester via the villages and included Elmore along the way. At that time you boarded the bus, not opposite the driver as in a modern bus, but from behind the first front seats, up three steep steps. The door wasn't automatic and there would be a long leather strap from the door handle, tied to somewhere by the driver. When he stopped to pick up he would yank on

the strap and the door would be pulled open. The shutting seemed to happen on its own by momentum as he accelerated away again. I always wanted to sit on those front seats because it felt like you were driving the bus and I would watch the driver as he worked all the controls thinking to myself "I want to do that". There were no official bus stops through the village, everyone would be picked up and dropped off outside their houses so, as you can imagine, the bus would just start off then it had to stop again. Nobody cared, we accepted it. We weren't all in a rush back then.

The journey ended right in the heart of town, firstly in Kings Square and later at the purpose built bus station next to the multi-storey. If we had come for shopping then we would head for the main stores Woolies, Bon Marche, maybe Post Office, until bags were full and lists were ticked off. Sometimes we would be in town for the Pictures. That was the best time, joining the queue for the Odeon in Eastgate Street which, during school holidays or if it was a classic like Chitty Chitty Bang Bang, we could be queued right round past the cake shop on the corner and almost into the car park behind. The bus service through Elmore had, I think 4 runs in and 4 out during the day (correct me if I'm wrong) so you sometimes had to wait a while to get home but that didn't matter, there was always someone you knew in the queue that you could have a natter with.

By the end of the 60's, Silveys had been sold to a company called Ladbroke's Coaches. Same yard, same drivers, just different paint scheme

and some newer coaches. It was Ladbroke's when I started Crypt in 1971, the first time I had caught the bus on my own. I even had to change mid route at Tuffley Avenue to catch a green service bus on to school using my new bus pass, very daunting as I well remember. From now on I would be travelling on those buses every school day until I left in '76 so I got to know the drivers very well.

Fast forward to 1981, a relative was a manager at Swanbrook Coaches and offered me the chance to get a PSV license if I was prepared to learn at weekends. So I did, and as soon as I passed the test they offered me a job. I had just spent four gruelling years qualifying as an instrumentation craftsman and was eager to try something different so I took them up on their offer. And that's where fate brought me full circle because Swanbrooks were now running the local service through the villages so I ended up driving the very service I had travelled on for all those years, only this time in the driver's seat.

For me they were wonderful times, getting to know many of the passengers personally and with very little traffic throughout the lanes it was a joy to travel them. When not doing service runs there were excursions, maybe to the seaside or Alton Towers or, the ones I found most interesting, school history trips where I would listen in as a teacher lectured and so discover the history of the places we were visiting.

However, fun seldom brings money and the wage was minimal for the hours worked. With a baby on the way and all the responsibility that comes with it, I knew I would have to use my qualifications to earn more, albeit in a more serious and less carefree profession but those memories have stayed with me of those simpler times.

Before writing this piece, I wondered who, if any, it would resonate with and it made me wonder how many of the passengers I carried would still be around today as I was in my very early 20's and the majority of them would have been in their 40 to 60's.... so, is there anyone left out there who remembers me, those early coaches or any of the drivers I mentioned. Please write in and let me know.

## **“You've never had it so good...”**

*In the last issue of this magazine an article by John Field covered rationing during WW2. This article takes a brief look at life in Britain in the post war years.*

Eating out was not an everyday event in the pre-war years as it was considered expensive and certainly not during wartime, when rationing was in force, except for the privileged few who could afford to indulge in trips to restaurants. Even in post-war Britain the big social event was a trip to the pub where there were only 2 flavours of crisps available: plain and salted. Smiths' crisps had a small sachet of salt in each packet wrapped in blue waxed paper, which could be sprinkled on the crisps. A pickled egg to go with a pint and perhaps a pasty or some cockles, winkles and whelks from the seafood man on a Friday, Saturday or Sunday evening seemed to be the extent of fancy foods.

The 1950s were the age of spam fritters (now apparently making a comeback), salmon sandwiches and tinned fruit with evaporated milk, fish on Fridays and ham salad for high tea every Sunday. The only way to add flavour to this bland plain cooking was with the stand-by of tomato ketchup or brown sauce.

Other forms of rationing have been introduced since WW2. For example, in 1956, following the Suez Crisis, the British access to fuel and oil became limited. Petrol rationing was therefore introduced in Britain for five months between December 1956 and May 1957 and ration books were once again issued to motorists. In 1957 in his speech to the Conservative party faithful, the Prime Minister, Harold Macmillan stated ... "Let us be frank about it, most of our people have never had it so good."

In 1966 the Labour Government of the then Prime Minister, Harold Wilson, restricted the amount of currency that British holidaymakers could take out of the country. The limit was £50 in foreign currency (approximately £1,200 today) plus £15 in sterling cash (roughly £350 today). However, these controls were widely flouted despite having to have the amount of foreign currency recorded in the back of one's passport. The Conservative Government of Prime Minister, Margaret Thatcher only abolished these exchange controls in October 1979.

In the early 1970s a pub meal at a Berni Inn became popular with a pretty limited choice of food on the menu: a nostalgic reminder for some readers... the starters would be melon balls or prawn cocktail, the main course would inevitably be steak and chips or fish and chips while the desert was limited to peach melba or black forest gâteau – and of course accompanied by a bottle of either Blue Nun Riesling or Mateus Rosé.

There is no doubt about it, the lives we live today and the availability of food in our shops appears light years better than those who lived through WW2 and the post war years. Although nowadays the plethora of fast food outlets on our high streets and the amount of processed food on the supermarket shelves does little for our health and obesity is therefore on the rise.

It is difficult to get a handle on where we stand today as regards tonnages of food imports to the UK as most of the statistics are now stated in GBP rather than tons. However, in 2024 the UK imported £40 billion worth of food, animal feeds and drink while only exporting less than half that amount of the commodities produced locally, thus creating a large trade imbalance in these products. Therefore, if another Global crisis were to arise, then we would be back where we were in 1939 and rationing could easily be reintroduced.

John Field

## **Rural Road Safety**

*Jenni Hobbs send in this article based on government advice on rural road safety. Sadly few if any of the 'speed merchants' on our roads read **The Bridge** But there is some good advice so here goes anyway. Ed*

Living and working in the countryside, you'll undoubtedly be aware of how dangerous rural roads can be. And, as a motorist, you'll share the road with vulnerable road users, including pedestrians, cyclists, motorcyclists and horse riders – plus farm traffic and livestock too.

Understanding the different road conditions and hazards you may encounter is key, as is respecting the other road users you share your journey with. So, whether you're a native of the countryside or an occasional visitor, these tips for rural driving should help everyone stay safe.

Remember that those who can cause the greatest harm, have the greatest responsibility to reduce the risk they may pose to others on the roads.

Here is some advice from THINK! (the Government's designated road safety campaign) on sharing the road with vulnerable road users:

**Look out for cyclists, pedestrians, motorcyclists and horse riders** - make eye contact with other road users where possible to show you have seen them. Use your indicators to signal your intentions and look out for their signals. People may cycle in the centre of their lane in certain

situations, allowing others to overtake when safe to do so. People cycling can also ride two abreast, as it may be safer for them to do so.

**Leave sufficient space to pass** - when travelling at up to 30mph, leave at least 1.5 metres when overtaking people cycling and give more space at higher speeds. Pass horse riders and horse-drawn vehicles at speeds under 10mph and allow at least 2 metres of space. Don't accelerate rapidly, sound your horn or rev your engine when passing horses and watch out for sudden movements as horses can be easily spooked. Allow at least 2 metres of space and keep to a low speed when passing people walking on the road. Only overtake when it is safe to do so – on straight stretches of road with good visibility.

**Be patient with horses** – horses are prey animals, so this means that their usual response to danger is flight. However well-trained and calm a horse normally is, they can still be unpredictable and frightened by something they perceive as a threat. That's why the safest place for a rider's hands to be is on the reins – meaning that they may only be able to nod in thanks to you – but be assured that they will be very grateful for your patience.

**Always check for other road users** when opening your car door, pulling out at a junction, or completing a manoeuvre. If they're able to, vehicle users should open their door with the hand furthest from the door, so that they can see people walking or cycling behind them.

**Speed limits, not targets** – designated speed limits are provided as a maximum legal guide, however, hazards such as sharps bends, animals on the road and changing conditions often mean that drivers should determine their speed by the circumstances, rather than the speed limit.

**Winding roads** – when driving on twisting roads, slow your car ahead of the bend to a speed which will allow you to stop should a hazard emerge around the corner. Braking as you enter a bend will likely mean that you are going too fast and are not in full control of your vehicle.

**Mud on the road** – the prevalence of farm vehicles on rural roads inevitably means that there will sometimes be mud from the fields left on the road. Mud, along with wet leaves, can be incredibly slippery in wet conditions; you should exercise caution and reduce your speed.

**Limited vision** – Uncut verges, hedges and overgrown trees can make it difficult to see clearly the road ahead. This difficulty is increased in fairer weather, when there may be more ramblers, runners, horse riders and

cyclists using the roads. Assess your speed according to your surroundings.

**Reacting to wildlife** – look out for signs that indicate you may encounter wildlife. If you do, your natural instinct might be to swerve to avoid a rabbit or pheasant, but this is dangerous and could cause a serious collision due to losing control of your vehicle. Larger animals present a bigger problem. If there's no oncoming traffic then sounding your horn may startle the animal to move safely out of the way, whilst braking could reduce the severity of an impact, but always be mindful of vehicles behind you.

**Livestock delays** – farmers often need to use the roads to move livestock such as cattle, horses and sheep to and from their fields, usually at dawn and at the end of the day. If the road is blocked by livestock the best thing to do is stop the car, turn off your engine and wait patiently.

**Farm traffic** – tractors and farm machinery on the road can be frustrating for drivers caught up in a queue. However, usually a tractor will not be travelling too far up the road, so it won't be long before the road is clear again. If you do decide to overtake, make absolutely sure the road ahead is clear and consider any junctions ahead that motorists may pull out from. Due to their size, tractors might swing out to the right before turning left, be aware of this before making the decision to overtake.

**Ice on or under bridges** – the road surface on bridges will be the first to freeze when the temperature drops, whilst roads that run underneath them will often be the last to thaw. Consider your speed and stopping distance in icy conditions.

## **SEVERNSIDE SINGERS**

### **Summer Concert**

**Saturday 11<sup>th</sup> July 2026 7.00 pm**

**St Peter's Church**

**Framilode**

**Wine**

**Nibbles**

**Raffle**

**Tickets £10 on the door or from Choir members**

## Elmore Parish Council Contacts

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<b>Parish Council Website</b> <a href="http://elmoreparish.gov.uk">elmoreparish.gov.uk</a>		

### Parish Council Meeting Dates 2026

All held in the Village Hall, 7pm. All Welcome

Monday 14 September 2026

Monday 7 December 2026

### Copy Dates for The Bridge 2026

Friday July 31<sup>st</sup>,

Friday 9<sup>th</sup> October

Please send copy to the Editor on or before the above dates. Regular contributors will be warned of each of these dates 2 to 3 weeks in advance. Handwritten copy should be sent to Rose Cottage, Elmore, GL2 3NS and electronic copy to [rosecottage1818@gmail.com](mailto:rosecottage1818@gmail.com)