

SUSTAINABLE COUNTRYSIDE ACCESS IN DERBYSHIRE – THE WAY FORWARD

Briefing Paper from John Disney, DADLAF Member - March 2010.

Please note that the views expressed herein are personal views and do not represent DADLAF policy or necessarily the views of other DADLAF members.

Introduction

For many years Derbyshire and the Peak District had an enviable reputation for excellent access to the countryside by public transport. Sadly this reputation has slipped in recent years with deteriorating reliability and reduced services. However, there is still a good framework on which to build and we need to move forward to get more out of the existing services and budget, whilst facing up to the reality of reduced future budgets.

What do the public want?

- Easy countryside access without a car
- Services which are reliable and run when & where they want them
- Simple to find out and use

Current barriers

- Unreliability
- Buses don't run at right times or to right place
- Information hard to understand / obtain
- Image problem

How can we do better?

- Improve reliability of DCC Tendered Services (Good opportunity with Wellglade taking over TM Travel)
- Small adjustments
- New initiatives eg Bike and Ride; Ride and Stride

NEW INITIATIVES

1. Bike & Ride

Allow users of bikes hired from Ashbourne, Parsley Hay & Middleton Top Cycle Hire Centres to leave their bikes at another centre and ride back on existing buses (nearly all of which are DCC Tendered services).

Encourage use of Derwent Valley & Hope Valley trains by cyclists

2. Stride & Ride

Promote simple linear walks catching a bus from a car park & walking back.

Examples include:

- Middleton Top/ Stone Centre to Cromford
- Carsington Village/Hopton to Carsington Visitor Centre long or short way round Reservoir
- White Lodge to Bakewell or Ashford via Monsal Dale & Head
- Tissington to Ashbourne
- Bonsall to Matlock
- Hartington to Thorpe or Alsop via Wolfscote Dale / Dovedale

3. Promote what's possible now

- Derbyshire Wayfarer ticket – reintroduce a “promotional week”
- Access to Shipley Park & Elvaston Castle IS much easier than you think
- Calke Abbey, Kedleston Hall, Chatsworth, Lyme Park, Sudbury Hall & Haddon Hall are all easily accessible
- Annotate timetables to show Places Of Interest they serve
- Most Well Dressings are accessible by public transport
- Carsington Water, Ladybower, Linacre, Goyt Valley all easily accessible

4. Service Improvements

- (a) Morning bus needed to Derwent Fairholmes – divert 1025 273 ex Sheffield.
- (b) Stop TransPeak at Lyme Park Gates - National Trust provides shuttle bus to Hall.
- (c) Divert off-peak 42 to serve Hartington
- (d) Poor evening Derby – Ashbourne service could be improved by adding 1930 Derby – Ashbourne & return bus and withdrawing 2240 109 (last ONE could return via Hulland to compensate)
- (e) Withdraw subsidy on Sundays for 20 Ilkeston – Heanor and use it to provide an hourly Derby – Ilkeston – Heanor BC which would serve Shipley Park AND give Ilkeston & Heanor people access to other services from Derby to compensate for loss of direct Erewash/Amber to Peak buses
- (f) Better spacing of buses between Sheffield and Fox Houses
- (g) Trial School Holiday weekday buses from Urban Areas to Countryside – very popular from Bradford to Dales; school bus operators such as Harpurs/ Hawkes/Littles may be encouraged to tender for such work at modest cost
- (h) Improve Derby to Chatsworth connections at Matlock.