
REPORT TO:	ENVIRONMENTAL & DEVELOPMENT SERVICES COMMITTEE	AGENDA ITEM:
DATE OF MEETING:	23 AUGUST 2007	CATEGORY: DELEGATED
REPORT FROM:	OVERVIEW AND SCRUTINY COMMITTEE	OPEN:
MEMBERS' CONTACT POINT:	CLLR N ATKIN (CHAIR - OVERVIEW AND SCRUTINY COMMITTEE)	DOC:
SUBJECT:	REVIEW OF PUBLIC / COMMUNITY TRANSPORT	REF:
WARD(S) AFFECTED:	ALL	TERMS OF REFERENCE:

1.0 Recommendation

1.1 The Committee is recommended to:

- Receive this report
- Comment of the issues for inclusion in the review of public/community transport

2.0 Purpose of Report

2.1 The seek the views of the Committee on the issues to be addressed in a review of public/community transport in South Derbyshire.

3.0 Detail

Background to the Review

3.1 As members will be aware from an earlier item on this agenda, the Overview and Scrutiny Committee is undertaking a review of public/community transport in the district. The review covers both bus and rail services.

3.2 Contact has been made with Derbyshire County Council (which has an overall responsibility for public transport) and officers have indicated that the County Council is undertaking its own review of bus services in rural areas. It is understood that this is scheduled to commence shortly.

3.3 In the light of this development, the Overview and Scrutiny Committee has decided to prepare a list of local issues for consideration by the County Council for inclusion in its review.

Issues for the District

3.5 The list of issues identified by the Overview and Scrutiny Committee is based on a combination of Members' local knowledge and information contained in a background paper produced for the Committee by Council officers. A copy of the paper is attached at Annexe A.

3.6 The issues are:

- Bus services to facilities (such as hospitals) in neighbouring districts
- Communication and consultation with local residents about changes to bus services
- Bus services to the new Etwall Leisure Centre
- Train services from Willington Station (together with parking facilities)
- Long term funding of the Gold Card Concessionary Fare Scheme
- Concessionary fares for taxis (as well as buses) through the Gold Card Scheme

3.7 The Committee would welcome views on these and any other issues for consideration by the County Council

4.0 Financial Implications

4.1 None arising directly from this report

1.0 Purpose of the Report

- 1.1 The purpose of this report is to provide Members with some background information regarding public transport issues in South Derbyshire
- 1.2 The report is divided into a number of sections, which cover the following.
 - The Area
 - Policy Context
 - Consultation with local residents
 - Public transport services

2.0 The Area

- 2.1 South Derbyshire is a largely rural district, with two main settlements and a host of villages and hamlets surrounded by countryside. It covers an area of approximately 34,000 hectares (340 sq km) and has a population of 87,700 (ONS Mid 2005 Estimate).
- 2.2 South Derbyshire has been the fastest growing district in the County for almost two decades and has one of the fastest growing populations nationally. In recent years significant new development has taken place in both Swadlincote and Hilton.
- 2.3 The area has *'good access to regional road links with the A50 and A38 running through the district. Public transport links to rural areas, however are limited. Many residents rely on cars for getting around and many of them travelling out of the district to work this creates issues connected with transport and its effects on the environment.'*¹

3.0 Policy Context

SDDC Community Strategy 2005 –2010

- 3.1 Priorities relating to public transport issues have been identified within a number of themes. The main themes, which cover public transport issues are the 'sustainable environment' and 'creating opportunities for all'
- 3.2 This is illustrated in Table 1 below:

¹ Community Strategy 2005 –2010

Table 1: Extract from Community Strategy 2005-10 - transport issues

Theme	Challenges	Priorities	What will change by 2010
Creating Opportunities for All	<i>'... the continual decline of essential services such as Post Offices and rural shops is creating access problems.'</i>	<i>Improving social inclusion by providing fair and equal access to all services for everybody</i>	<i>More help with public transport</i>
Sustainable Environment	<i>'Pursuing greater range of transport options. . .' Recognising the importance of the environment to economic and social well-being – in a recent survey . . . residents put road and pavement repairs, clean streets, low levels of traffic congestion [and] public transport. . . in their list of the top ten things needed improving.'</i>	<i>'improving our environment by working together.'</i>	<i>'improvements to cycle and walking routes . . .'</i>

SDDC Corporate Plan 2007/ 10

- 3.3 One of the challenges identified under the 'Rural South Derbyshire,' theme is making sure that the policies and infrastructure that support a rural way of life an identification that despite the impression of an idyllic lifestyle; people living in rural are in place – homes, local facilities, schools, jobs, transport, meeting places etc.. The Corporate Plan includes a specific action for public transport.
- 3.4 Table 2 below is an extract from the Action Plan, where the following actions/ targets and outcomes have been agreed.

Table 2: Extract from the Corporate Plan 2007-10 - Action Plan – Improving public transport

Action:	Target for 2007/08:	Outcome by 2010:
Work with partners to ensure rural areas have good quality, affordable public transport	Partnership arrangements established	Improved access to public transport in rural areas

SDDC - Economic Development Strategy 2007-2012

- 3.5 The Economic Development Strategy identifies a number of transport issues. These have been summarised within Table 3, and considered in terms of strengths and weaknesses

Table 3: Extract from the Council's Economic Development Strategy- Key economic development themes, relating to transport issues

Strengths	Weaknesses
Theme: Ensuring sustainability	
<p>District has outstanding communication links and accessibility to the national road network (A38, A42, A50, M1, M6 and M42); and rail network (NE/SW main line)</p> <p>Proximity to Birmingham International Airport and East Midlands Airport (a key European express freight hub)</p> <p>Disused or freight rail lines with the potential to be upgraded for freight or passenger use, such as The National Forest line.</p>	<p>Poor road links to and within Swadlincote itself; Congestion hotspots and parking issues in both urban and rural areas</p> <p>Constraints on business operation imposed by weight restrictions on HGVs in the District and neighbouring areas; Limited river crossings; Lack of secure HGV parking; Loading/delivery problems caused by poor parking</p> <p>No rail links between Swadlincote and other centres, including East Midlands Airport</p> <p>Poor bus and rail links to employment sites, especially north-south links Limited public transport services vital to access services and opportunities, especially in rural areas and to employment growth centres; Residents of Swadlincote have not greatly benefited from employment developments along the A50</p> <p>Limited usage of non-road based forms of freight movement, including both rail and waterway</p>
Theme: Achieving equality	
<p>High levels of population growth</p> <p>Low levels of deprivation: South Derbyshire is ranked 142 out of 354 local authority districts – better than most neighbouring districts; 32 of the District's 54 Super Output Areas (SOAs) are in the 50% least deprived; However, 8 are in the third most deprived.</p>	<p>High levels of commuting, revealing a dependence on employment in neighbouring areas (Census, 2001)</p> <p>Dependence on the private car due to limitations in public transport services; Barriers to non-car owners</p>

Derbyshire County Council - Transport Policy

- 3.6 Transport Policy in South Derbyshire is lead by Derbyshire County Council the Highway Authority for the area.
- 3.7 South Derbyshire falls within the areas of two Local Transport Plans (LTPs), the Derbyshire Local Transport Plan, and the Derby Joint Local Transport Plan.
- 3.8 The LTPs set out the broad strategy for the maintenance and improvement of transport in their respective areas over the period from 2006 to 2011. They were made available in draft form for consultation prior to adoption and were the subject of a report to the Council's Finance and Management Committee on 13 October 2005 (Minute FM/54 refers).
- 3.9 The Burton and Swadlincote Joint Transport Strategy is contained within the Derbyshire LTP. The aim of the Strategy is to identify the local transport issues that are of common concern to the neighbouring local authorities and agencies. It presents a vision for the future sustainable enhancement of the local transport network and corresponding scheme proposals. Among these is the enhancement of bus services in the Strategy area, which is being pursued under the auspices of the Burton and Swadlincote Bus Quality Partnership.
- 3.10 The LTPs also incorporate Accessibility Strategies, which address access to healthcare, employment opportunities, education, healthy food shopping and leisure/culture facilities by means other than a private car.
- 3.11 The County Council is considering the establishment of Local Accessibility Partnerships (LAPs) which would be responsible for preparing and implementing Local Accessibility Strategies. The LAPs may comprise representatives of local authorities, other public service providers, Local Strategic Partnerships, transport operators, the voluntary sector and businesses. It is anticipated that South Derbyshire may fall within the area of an LAP covering the South East of the County and also comprising the areas covered by Amber Valley, Erewash and that section of the Derby–Matlock railway falling within Derbyshire Dales.
- 3.12 A report on LAPs will be considered by the Economic & Development Committee in the near future.
- 3.13 The Partnerships may also carry forward work previously undertaken by the Rural Transport Partnerships (RTPs) who assessed rural transport need and provided locally tailored solutions. In March 2006, Funding for the Southern Derbyshire RTP, covering South Derbyshire and Erewash, ceased in March 2006.

4.0 Consultation with local residents

- 4.1 Several surveys highlight the views of residents on transportation issues.

Best Value User Satisfaction (General) Survey 2006

- 4.2 In September 2006, as part of the Best Value User Satisfaction Survey, residents were also asked for their views on a number of 'quality of life' indicators. For

instance, “things” that are important in making somewhere a ‘good’ place to live, and what “things” needed ‘improving in their local area.

4.3 From a list of 20 “things” residents were asked to identify their top 5 within each category. ‘Public transport’ appeared in the top 10 of both categories live.

4.4 Headline details for the district can be found in Table 4 below.

Table 4: The top 10 “things” that are most important in making somewhere a ‘good’ place to live, and ‘need improving’ in the local area.

Rank	‘Things’ that are <i>important</i> in making somewhere a ‘good’ place to live	Rank	‘Things’ that <i>need improving</i> in the local area
1	Level of crime	1	Activities for teenagers
2	Health provision	2	Level of crime
3	Clean streets	3	Road and pavement repairs
4	Affordable ‘decent’ housing	4	Level of traffic congestion
5	Education provision	5	Clean streets
6	Parks & Open spaces	6	Public transport
7	Public transport	7	Health services
8	Shopping facilities	8	Affordable ‘decent’ housing
9	Level of traffic congestion	9	Shopping facilities
10	Activities for teenagers	10	Facilities for young children

Citizens Panel

4.5 In September, each year, the County Council asks questions on highways and transportation issues via the Citizens Panel, in order to inform the Local Transport Plan.

4.6 An extract of headline data collected from the latest survey undertaken in September 2005 is provided in Tables 5 –9 below.

Table 5: Number of cars /vans owned by household

Number of cars /vans owned by household				
0	1	2	3	4+
4.2%	34.1%	45.4%	10.6%	5.7%

Table 6: Frequency of respondents using the bus service

Frequency of using bus service							
Daily	Between 2 and 6 times per week	Weekly	Monthly	Between 2 and 10 times per year	Annually	Less than yearly	Never
1.0%	6.3%	4.9%	7.9%	16.2%	14.8%	8%	41%

Table 7: Distance from the nearest bus stop

Distance from nearest bus stop				
Less than 1/2 mile	1/2 to 1 mile	1 - 2 miles	2 - 5 miles	more than 5 miles
80.4%	13.9%	3.2%	2.3%	0.3%

Table 8: Frequency of respondents using rail services

Frequency of using rail services						
Between 2 and 6 times per week	Weekly	Monthly	Between 2 and 10 times per year	Annually	Less than yearly	Never
60.0%	1.1%	4.2%	29.5%	24.8%	11.2%	29%

- 4.5 This headline data for the district can also be provided at a local/ Ward level, if this is of interest to Members

5.0 Public Transport Services

Derbyshire County Council

- 5.1 Derbyshire County Council is committed to supporting public transport. It promotes the use of buses and trains in a variety of ways

- Providing socially-necessary local bus services
- Providing home to school transport
- Part-funding the "Traveline" telephone enquiry service
- Publishing comprehensive timetable books and route maps
- Maintaining the online Journey Planner and Timetable Finder database
- Funding and administering concessionary fares for disabled and elderly people, children and students
- Supporting community transport
- Supporting the development of train services
- Promoting the "Derbyshire Wayfarer" day rover ticket
- Developing Local Transport Plans and policies

Bus Services

- 5.2 An overview of the local bus services operating in the district are summarised at Annexe 1
- 5.3 More detailed information can be obtained from Derbyshire County Council's *South Derbyshire Area Travel Guide*, which will be circulated at the meeting

Community Transport

5.3 Community Transport is a registered charity and managed by a voluntary management committee. It operates in many parts of the district to provide transport for people who are unable to use ordinary public transport and for voluntary organisations.

5.4 The services provided include:

- **Dial-a-Bus-** A 'door to town' transport service, for individuals who experience difficulties with conventional public transport. Operates in the Aston, Weston, Overseal, Coton areas.
- **Dial-a-Ride** -A flexible door-to-door service catering for individual needs, such as transport to hospitals. This service is available for people with mobility problems or when there is no other transport available.
- **Group Travel** - Available for Community Groups of all ages and abilities throughout South Derbyshire on a regular or occasional basis.

Community Car Schemes

5.5 This service is provided by the South Derbyshire Council for Voluntary Service (CVS) Volunteers use their own vehicles to provide one-off essential journeys and are paid a mileage allowance. This service is only available to people who are unable to use public transport or who do not have access to a service. South Derbyshire CVS state that the scheme mainly operates within the urban core. The cost of the scheme prohibits rural take-up, and in most cases it is cheaper to use a taxi.

Rail Services

5.5 A map showing the rail routes serving Derbyshire can be found at Annexe 2

Local bus services in the South Derbyshire area

<i>Operator</i>	<i>Service</i>	<i>Route</i>	<i>Note (see below)</i>	<i>Comments</i>
Arriva Midlands	1	Uttoxeter- Foston (Dove Valley Park) Hatton Tutbury Burton (Rail)	1	Bus route hourly or better
	3/3A	Swadlincote –Newhall – Burton (Rail)– Beam Hill (Stretton)	2	Bus route hourly or better
	4	Church Gresley- Swadlincote –Church Gresley - Linton - Burton		Infrequent service
	8	Burton – Swadlincote- Overseal- Measham - Ashby		Bus route hourly or better
	9	Swadlincote- Goseley- Midway- Brizlincote- Burton		Bus route hourly or better
	20	Swadlincote-Morrisons Midway - Burton	3	Bus routes 4- 5 journeys or better
	22	Swadlincote – Coton Park- Coton in the Elms- Rosliston -Forestry Centre- Walton on Trent - Burton	3	Bus routes 4- 5 journeys or better
	68	Derby – Chellaston – Stanton by Bridge – Kings Newton - Melbourne		Bus route hourly or better
	69	(Linton) Castle Gresley Church Gresley– Swadlincote Woodville- Goseley Estate – Hartshorne -Ticknall – Melbourne- East Midlands Airport	3	Infrequent service
	218	Swadlincote- Ashby – Coalville - Leicester		Infrequent service
X2	Burton – Swadlincote- Woodville – Ashby - Leicester	4		
X38	Burton – Derby (Direct)		Bus route hourly or better	
Cresswells Coaches	154	Castle Donington – Melbourne – Ashby	5	Infrequent service
	156	Castle Donington – Melbourne – Coalville	5	Infrequent service
Glovers Coaches	423	Roston – Church Broughton -Derby	3	Infrequent service
	424	Clifton – Yeaveley- Church Broughton – Roston – Uttoxeter -	3	Infrequent service
	427	Foston – Church Broughton – Hollington - Ashbourne		Infrequent service

Kinchbus	AL	'Airline' Derby – Shardlow - EMA- - Loughborough		Bus route hourly or better
Macpherson Coaches	23	Swadlincote - Moira- Ashby	5	Bus route hourly or better
Midland Classic	21	Swadlincote – Church Gresley –Castle Gresley- Linton- Castle Gresley – Burton		Bus route hourly or better
Notts & Derby	70	Derby – Chellaston – Barrow on Trent	3	Infrequent service
	73	Derby – Aston on Trent - Weston on Trent	6	Bus route hourly or better
Trent Barton	V1	'Villager' Derby – Etwall- Hilton –Eggington- Hatton - Tutbury - Burton	7	Bus route hourly or better
	V2	Villager' Derby – Etwall- Hilton –Eggington- Hatton - Burton	7	Bus route hourly or better
	V3	Villager' Derby – Findern - Willington –Repton –Newton Solney - Burton	7	Bus route hourly or better
	VN	Villager Nightflyer' Derby – Findern - Etwall- Hilton – Tutbury - Burton	7	Infrequent service
	X38	Burton – Derby (direct)		Bus route hourly or better

1 Notes -

- 1 The Sunday service and some journeys are operated under contract to Staffordshire and Derbyshire County Councils
- 2 Some journeys are operated under contract to Staffordshire and Derbyshire County Councils
- 3 Service is operated under contract to Derbyshire County Council
- 4 Some journeys operated under contract to Derbyshire County Council
- 5 Service is operated under contract to Leicestershire County Council
- 6 Some journeys and Saturday service are operated under contract to Derbyshire County Councils
- 7 Sunday service are operated under contract to Derbyshire County Council

Source: Derbyshire County Council: *Bus Times; South Derbyshire Area Travel Guide 4th Edition* (April 2007)

