

## **Open questions session - Hope Valley Forum – 6<sup>th</sup> July**

### **Castleton Parish Council**

Q. Satellite Navigation systems are sending articulated lorries through Winnats Pass, which is a totally unsuitable route.

A. This is not something that will fall within the scope of any of the bodies represented at the Hope Valley Forum Meeting. This is something that needs to be addressed by national government. At present the information on satellite navigation systems will not necessarily represent the either road conditions nor Traffic Restraint Orders. There have been numerous examples of vehicles being directed to unsuitable roads, however local government has no influence over how Satellite Navigation systems operate.

Q. Car parks and parking spaces at public houses / hotels are being reduced / removed altogether to provide garden areas for customers which makes an already difficult parking problem even worse. Is planning permission required for this to happen - i.e. change of use?

A. It depends whether the National Park Authority have put a condition upon them or not. If so then yes they would have to apply. If not then there is some doubt, but quite possible as it still means a change of use. Advice is always to put in an application just in case.

### **Castleton Resident**

Q. Question about infrequency of buses to Buxton and Bakewell from Castleton in the mornings. Could other additional services be provided?

A. The Public Transport Unit has asked that they be advised of any latent demand for bus services so that investigations can be undertaken. Times/days/need for travel should be included.

### **Hope Valley Youth Bus**

Project outlined about provision of a bus for young people with information and activities. Looking for support to move the project forward.

### **Open question session**

Q. Mentioned in presentation about restriction in car use. Does this mean toll roads? When originally looking at Fairholmes, knock on effect would be Park and Ride at Marquis of Granby and other sites. Is this going ahead?

A. Scheme hit difficulty with finding a suitable park and ride site. P & R was integral to the scheme and haven't found a site for these. Scheme probably won't go ahead without P & R provision.

Q. Punctuality of buses – buses often early as well as late which is very frustrating. DCC bus service

A. Traffic commissioner has strict standards for timetables. Between 1 minute early or 5 minutes late is considered to be punctual, outside that is unacceptable. DCC - Will take back to the office and then operator. Formally anyone can take to Traffic Commissioner (based in Leeds).

The 272 is operated as a commercial venture by First Group and Hulleys. Any comments need to be addressed with supporting detail to the operator.

Q. Fare structures – seem to be all over the place. E.g. Yorkshire Bridge to Bamford = 55p, Bamford to Yorkshire Bridge = 70p.

A. Can be a slight difference between contracted and private service. Operators are a business and therefore need to make a profit. Contracted service should have a comparable fare to commercial operations and are not allowed to compete with them on price or route. This may also be caused if different operators provided the service. Bus fares have been uncontrolled for 25 years.

Q. Young people don't cycle around the valley. Do the police think it's safe for cyclists to cycle along the valley?

A. Every weekend thousands of cyclists in valley and there are not many accidents. But children and parents need to make the decision themselves. Remember lights, helmets etc. Started to make a cycle track from along Hope Valley but never completed

Q. Students over 18 years of age have to pay the full fare on the buses. Are there any schemes that may offer help?

A. If students in full time education up to their 19<sup>th</sup> birthday, they qualify for b-line card (offering half adult fare), with travel into Sheffield half fare only on a continual journey with no breaks outside the county. Applicable to all buses and trains in Derbyshire and some cross-boundary services to cities such as Sheffield and Manchester.

Q. Tried to get integrated transport as a priority. But trains alter timetables overnight, and buses take 6 months. Do they consult with each other?

A. Bus services registered 8 weeks before a service commences. If CC tendering services takes about 3 months to get through. Rail timetables set on a 6 monthly cycle, but work done up to 18 months in advance. Lack of communication between the 2 is a problem and difficult to solve. Contact Spencer with particular problem and he will take back to the train operator.

Q. Road widening scheme in Tideswell has caused a pavement to collapsed to reveal grave (Cllr Critchlow)

A. A hole under the footway surfacing occurred due to the failure of a slab across a grave, which had not been re-sited when the road was widened some 50+ years ago. The remains have been reburied and the hole backfilled. Some local concern was raised that there could be more graves present, although DCC have no evidence of this and it was understood that they would all be re-interred at the time of the widening. However, DCC have been asked by the Church and Parish Council to prevent vehicles over-running the footway and in view of the circumstances DCC will install bollards at the front of the footway to protect the area from any damage.

Q. A gritter came off the road near Abney several years ago, and caused damage. When will the road be repaired, and the gritters come back?

A. There was no wall where the gritter went off the road and overturned. Like many minor roads there are many areas lower than the road and the road edge has no support at all. An incident like this highlights the problem of missing support and so stakes were placed along the verge to indicate the drop off.

After queries and local concern re the accident and the likelihood of an incident like this happening again to road users, an Inspector was asked to look at the location and assess the length / cost of a wall along this section of the road.

The length of wall required just in this location was around 50.00 linear metres, when height and thickness, with concrete backing, infill and verge works were concerned it was a very expensive repair for the road usage and beyond any maintenance section funding. Capital funding was applied for but was unsuccessful and nothing is presently proposed work wise for this site.

This road alone would need two or three sizable schemes on the couple of hundred metre length of this road from the location of the gritter incident just down to the road end which are no better or worse than this single location highlighted by the Parish Council.

Q. Can we ease the congestion in Hope. Not safe to cross the road around the church to shops. Issue is congestion, lots of parking and lorries coming through the village and lack of crossing. Problems need to be resolved or will be a fatal accident

A. Local transport plan tries to address these issues. Strict formula for crossings in the past, but DCC has greater flexibility now, although limited funds. Initial investigations had taken place. Further detailed investigations are ongoing into the possibility of the siting of a crossing

Planning permission granted last month for new rail sidings at LaFarge cement works, which will be completed by 2008 and will facilitate much greater percentage of cement transport by rail therefore reducing road traffic.

Q. Air quality – who monitors it in the Hope Valley?

A. Responsibility of district or borough council. Don't have comparable data with the rest of the county available tonight. Air quality is also monitored by the Environment Agency checking the LaFarge emissions.

Q. Volume of traffic in the Hope Valley, what plans are there to control traffic growth and create sustainable transport?

A. Traffic volume is consequence of greater car ownership and more affluence. All orgs are trying to encourage alternatives but effect is limited. Transport Innovation Fund bid turned down by government, as didn't have the support of all transport authorities. Local Transport Plan states that it won't be resubmitted.

NPA are still looking at options relating to charging. Balancing visitors with residents / local businesses. Would need to have many caveats and would be complex.

Q. What is the policy on speed bumps? Road through village that is a minor road, but heavily used as a cut through by commuters and lorries. Could a petition be raised to install speed bumps – would it work? CPRE quiet lanes project?

A. Managing speed is an important element of cutting down accidents. Speed bumps are unpopular now, and other techniques to slow traffic are being pursued, but any measures put in place need to be agreed with lots of people including police.

Advice is to write in to authority to let them know depth of feeling.

Q. Cycle tracks. DCC doesn't maintain the cycle tracks that exist – verge creep and rubbish. Dangerous to cycle as now very narrow near the Marquis of Granby. Could the cycle tracks be widened or keep them clean / maintained. Also those within verges, verges don't get mowed, so not wide enough to cycle on. If tracks put in, they must be maintained.

A. Air movement from passing vehicles tends to keep edge of roads clean but is less effective when there is a cycle path on the carriageway and vehicles are further from the kerb. Off carriageway cycle ways need increased sweeping.

The Highway Inspector has now been on site – there is no overhanging grass. The verges on this road are flail mowed twice per year by the District Council. The District Council is also responsible for the sweeping of the roads and tracks and set their own schedules for undertaking this work.