

## Council's Response to ED49: Sustainable Travel Options/ Bus Linkages to train stations to Dronfield and Hasland

| ED49 Dr L Gadsden for Dronfield Green Belt Residents' Group 18.11.18  | Council's Response  |
|---|---|
| <p>The Sustainability Appraisal 2018 states that all three Green Belt sites “are within 2km target distance of Dronfield railway station and prospective residents are able to reach the station quite conveniently via bus” (43, 44, 15 services mentioned).</p> <p>i. Gaps in bus connectivity to the railway station has been a ‘long standing problem’.</p> | <p>As summarised in the Sustainability Appraisal Reg 19 Report (Examination Library <b>ED SubD3a</b>), the allocation sites DR1, DR2, DR3 are all within the 2km target distance of Dronfield train station. The sites are served by bus stops (all within 400m walking distance from the sites) and bus services which take prospective residents to Dronfield Train Station /or within a 10 minute walk of the train station.</p> <p>Tables 1, 2 &amp; 3 of ED49 illustrate a degree of connectivity with train and bus services serving DR1, DR2 and DR3. Whilst waiting times between bus and train vary depending upon the service there is a number of options to combine services in the peak hours. Overall, it is not considered that the waiting times between buses and trains are generally so excessive as to make it impractical for people to use these forms of public transport together.</p> <p>In addition, it is considered that overall journey times including the 11 minute train journey from Dronfield to Sheffield are such that they do provide a realistic opportunity for people to travel using alternatives to the private car. The issue of connectivity could however, be further improved at the planning application stage through the provision of new / relocated bus stop and/or more frequent services as negotiated with bus operators subject to commercial viability.</p> |

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| ii. Complex timetabling presents a barrier to passengers finding and using bus services. They are difficult to interpret, no simple patterns.   | The bus connectivity and timetabling is a matter for the bus service providers (Stagecoach and TM Travel).  |
| iii. There are issues in relation to the frequency and convenience of bus services from DR1, 2 and 3  | See comments below re: DR1, DR2 & DR3.  |
| <p><b>DR1</b><br/>           Bus service (43) doesn't run directly to the train station and walking distance from nearest bus stop means it is unlikely to be well used. Cycling takes 8 minutes and walking 19 mins.</p> <p>Bus connections for commuter trains create long wait times .</p> <p>No footpath along the B6057 from the site to bus stop, grass verges.</p> | <p>A frequent bus service (43) runs to a bus stop at the Dronfield Fire Station (Cemetery Road), which is 600m (9 min walk) from the train station. Bus service no 44 runs directly to the station.</p> <p><b>DR1</b> is 1.9km from Dronfield Train Station, which is in the centre of town and has a bus stop within the 400m target distance from the site.</p> <p>Mitigation measures such as extending the footpath on the B6057 could improve accessibility and further encourage public transport use; this could be negotiated through the planning application process.</p> <p><b>Summary</b></p> <hr/> <p><b>43/44 (Stagecoach)</b><br/> <b>Bus stops</b> adjacent to site; all parts of site within 400m of bus stops:</p> <ul style="list-style-type: none"> <li>i Unstone Hill</li> <li>ii. Hallowes Cemetery Road</li> </ul> |

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|  | <p><b>Frequency: Every 20 minutes</b> via Dronfield Station 0620 until 2300 and hourly on Sunday. Train station is 600m (9 min walk) from Fire station bus stop (Bus service 43).</p> <p><b>44 (Stagecoach):</b> Chesterfield to Sheffield bus, via Dronfield train station</p> <p><b>Route:</b> Unstone Hill to Dronfield train station is three stops (3 minutes) - Mon-Saturday after 0620 until 2300</p> <p><b>Trains</b> to Nottingham, Leeds, Castleford, Sheffield, Meadowhall (see also comments above re: bus and train connectivity)</p>   |
| <p><b>DR2</b><br/>No bus services run directly from DR2 to the train station and walking distance from Dronfield Fire station bus stop (closest bus stop) means it is unlikely to be well used. Cycling takes 8 minutes and walking 19 mins.</p> <p>Bus connections for commuter trains create long wait times for trains. 18-26 minutes</p> | <p>As set out in the Sustainability Appraisal (<b>ED SubD3a</b>), <b>DR2</b> is within 2km from the railway station and the bus stops are adjacent to the site.</p> <p>There is a bus stop on both sides of Eckington Road adjacent to DR2 site (400m from all points of the site apart from the top right corner, where it is 450m, however this part of the site is unlikely to be built out). In addition, there is a bus stop on both sides of the top of Ferndale Road opposite the DR2 site.</p> <p>Buses take 3-10 minutes to arrive at the train station or at bus stops within easy walking distance of the station from the site. Service 14/15 and 44 operate from these stops, the developer for DR2 could look at negotiating additional bus stops and/or a</p> |

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|   | <p>more frequent bus service, as part of any planning application / travel plan.</p> <p><b>Summary</b></p> <p><b>Bus stops: on B6056/ Firthwood Road</b>, and Ferndale Road, Coal Aston which provides access to Dronfield, Chesterfield and train station.</p> <p><b>14/15 (TM Travel):</b> Takes 7 minutes on the bus (7 stops) and stops adjacent to the rail station.</p> <p><b>Frequency:</b> 6 buses a day from 07.53 to 18.13 hours</p> <p><b>44 (Stagecoach):</b> Takes 10 minutes on the bus to arrive at Chesterfield Road/Green Lane which is 2 minutes walk from the railway station.</p> <p><b>Frequency:</b> Hourly during the day, 2-hourly in the evening</p> <p><b>Trains:</b> to Nottingham, Leeds, Castleford, Sheffield, Meadowhall. (see also comments above re: bus and train connectivity)</p> |
| <p><b>DR3</b><br/>No bus services run directly from the site to the train station and the walking distance from the Fire Station bus stop (closest stop) means it is unlikely to be well used. Cycling to site takes 8 minutes and walking to site takes 19 mins.</p> | <p>DR3 has two bus stops located adjacent to the site at Stubley Place (within 400m) providing access to Dronfield centre and the train station.</p> <p><b>Summary</b></p>  |

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| <p>Bus connections for commuter trains create long wait times for trains. 18-26 minutes</p> | <p><b>43 (Stagecoach):</b> runs from Stubley Place to Wreakes Lane bus stop (2 stops). Then it is a 500m/8 minutes walk (flat) to train station.</p> <p><b>Frequency: Every 20 minutes</b> via Dronfield Station 0620 until 2300 and hourly on Sunday.</p> <p>Timetable/ connectivity issues are a matter for the transport providers.</p> <p><b>Trains:</b> to Nottingham, Leeds, Castleford, Sheffield, Meadowhall. (see also comments above re: bus and train connectivity)</p>  |
| <p><b>DR1, DR2, DR3.</b></p>  | <p>As part of any planning submission, the developer will be required to submit a Transport Assessment to consider travel patterns, public transport use and a Travel Plan with a range of mitigation measures to encourage use of public transport.</p> <p>Mitigation measures could include new bus stops and proposals to redirect/increase the frequency of bus services following negotiation with the bus providers. Provision of cycle racks at the station, new footpaths to improve the accessibility to bus stops and town centre for pedestrians/cyclists.</p> |