

Transport within Crich Village

CRICH NEIGHBOURHOOD PLAN

APPENDIX 5

TRANSPORT WITHIN CRICH PARISH – CURRENT SITUATION

Trains

- 1) Whatstandwell, on the western boundary of the parish, is the only rail station within the parish. Ambergate is just outside the parish. One station or the other is within walking distance from the three main settlements, although this will be a long walk for many people and gradients will be a limiting factor for all but the fit. Both these stations are on the Matlock to Derby branch: alternative rail services are available at Alfreton.
- 2) Services on Matlock branch are hourly on Mondays to Saturdays, with 7 journeys on Sundays. The last departure from Derby is at 22:15 (20:26 from London) on Mondays to Saturdays and 21:55 on Sundays (19:40 from London). We should seek a later journey. Current infrastructure could allow a train every 45 minutes; a better frequency would require installation of a passing loop which would be very costly.
- 3) Almost all trains run through to Nottingham, and Monday to Friday trains continue to Newark Castle (which is some distance from Newark Northgate for connections to the East Coast Main Line).
- 4) Trains are diesel units, normally two cars but trains are often lengthened for events such as football at Derby or illuminations at Matlock Bath.
- 5) The Midland Main Line is being re-signalled. We should seek removal of the token box, an outdated technology which slows trains down and is prone to failure.
- 6) We should also seek a faster turnout from the main line, which would help main line pathing as well as improving journey times for Matlock trains.
- 7) Electrification of Midland Main Line is planned. We need to seek electrification of the Matlock branch or at least electric trains which use battery power on the branch.
- 8) The Friends of the Derwent Valley Line (FDVL) is a voluntary organisation which works with the rail operator to encourage greater use of the railway. We should work with them.

Buses

- 1) Crich and Fritchley are currently served by bus routes 140, 141, 142 and 144, offering links to Matlock, Alfreton, Belper and Ripley. The service to Matlock and Alfreton runs hourly (two-hourly on Sundays), and services to Belper and Ripley run every two hours (no Sunday service). Evening services were withdrawn in the last round of cutbacks (two years ago?). Whatstandwell has a limited service on route 144 and a more frequent service along the A6 on the Transpeak route to Derby, Belper, Matlock, Bakewell, Buxton and Manchester.
- 2) In addition, there is route 212 once a fortnight through to Derby, and there are school special services.
- 3) Apart from the Transpeak which is operated commercially, all these services are sponsored by Derbyshire County Council and are at serious risk of major cut-backs or even complete withdrawal because of continuing reductions in the funding available to councils. We should encourage residents to make greater use of these buses and campaign for their retention.
- 4) It will be a major task to keep the services we currently have but we should look for creative ways to offer service improvements, including an evening journey.
- 5) We should seek to establish whether Matlock to Alfreton is the right corridor for current demand.

Roads

- 1) Local roads were mostly built long before the development of motor vehicles and are not well suited to modern traffic volumes or speeds. Within the villages, there is very little scope for road widening, and we should not presume consensus that this would be desirable.
- 2) Only the most recent housing has space for parking, so most residential parking is on streets which are already narrow, causing obstruction to through traffic and poor sightlines. Parking in the Market Place can be chaotic but there is no scope for more parking provision. Parking on Bowns Hill at school times creates a traffic danger.
- 3) Speeds, particularly on Cromford Road and The Common are often inappropriate.

Walking and Cycling

- 1) Pavements are mostly narrow, and not all roads have any pavement at all. The parish has a good network of public footpaths but these can become difficult to use when the ground is wet. The Environment Working Group is taking a wider interest in footpaths.
- 2) The parish is hilly, and gradients can be a major obstacle to walking or cycling for even short distances.