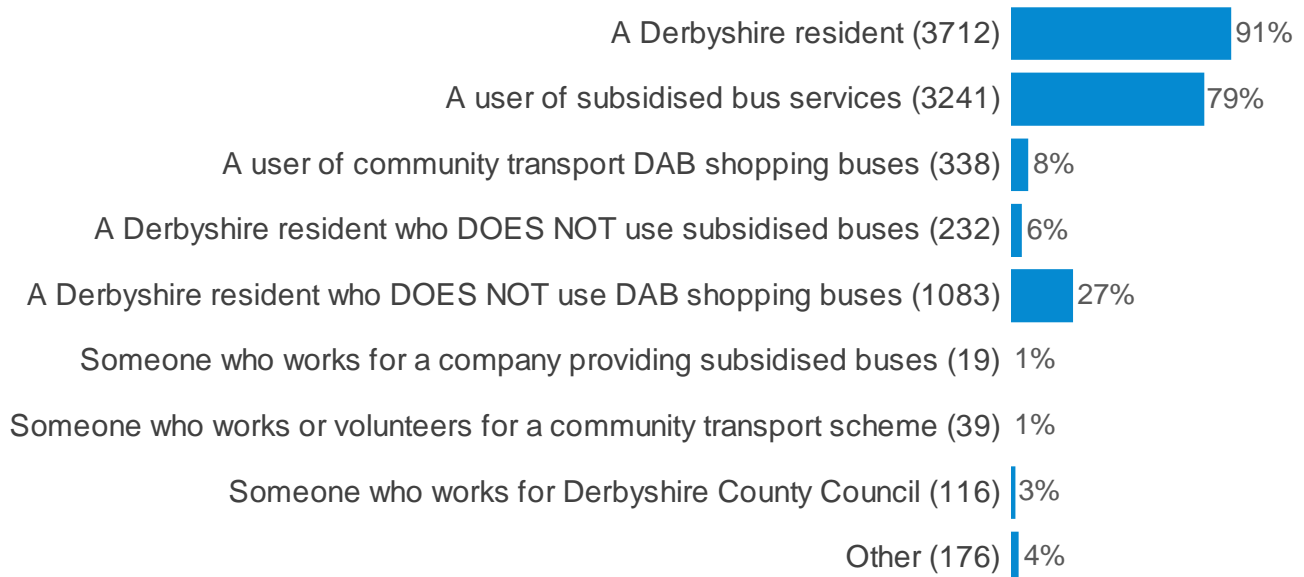


# **Results of 2016 public consultation on proposals for subsidised local bus and community transport services**

Overall 4204 respondents completed this survey.  
 The report has been filtered to show the responses for 'All Respondents'.

The following charts are restricted to the top 12 codes. Lists are restricted to the most recent 100 rows.

### Are you answering this questionnaire as: (Please select all that apply)



### If 'Other', please specify

This would be a shambles and would be letting down the elderly and most vulnerable in our society.  
 Hope my council tax will help these buses.  
 Gold card disabled passenger (partially sighted ) utterly dependent on public transport.  
 A parent whose children use the bus services regularly.  
 I use the number 29 bus service, between Long Eaton and Sandiacre  
 Volunteer for timeout at Bradbury House  
 My child and friends use subsidised bus services  
 An OAP  
 Family members use buses  
 I have a medical condition which means I may need more transport support in future  
 A student  
 My daughter uses a tm travel bus to and from school to dronfield Henry fanshawe  
 Brailsford & Ednaston Parish Council  
 retired  
 Retired Hulland Ward resident  
 A resident of Cheshire East.

**If 'Other', please specify**

A Leicestershire resident who uses the South Derbyshire routes and who has a great love for the Derbyshire countryside and people who in his retirement is hoping to make substantial use of the local bus service.

as a citizen of the UK, wherever that may be and who should be entitled to a service of transport fit for purpose, and of the same standard of that supported in other parts of the country, which the existing service has not been, which is why it is not well supported. Any civilized country requires a decent bus service which in turn decreases the amount of cars on the roads. If busses were more frequent, then people would use them more often, but existing services are bad enough, without making

Parent of school age children who use one of the affected services

An Ocbrook resident using the 9&9a bus service

daughter of an elderly relative who uses community bus service

My elderly mother relies on the bus services to get to Chapel & Buxton.

As a pensioner living in an isolated rural setting am currently still able to drive so have not yet needed to use the subsidised services but have a serious illness and my health will deteriorate over the next few months and I am likely to become fully dependent on the bus service for access to all services, shops, chemist, doctors etc. I am very fearful for the future if the subsidised services are withdrawn.

441 & 442 bus

live in Melbourne unable to drive, work in Derby city centre on shift basis

A volunteer at Crich tramway museum, many of my colleagues and our customers use subsidised bus to get to the museum.

The owner of a Derbyshire-based guided walks business whose customers often use buses to get to and from the walks.

Borough Councillor for West Hallam and Dale Abbey Ward of Erewash Borough Council (which also includes Stanley Common)

A resident of Sheffield who relies on public transport access to Derbyshire

Longford Parish Council

Hayfield Parish Council

A child who uses the services

My son gets the 59 to school

Parent of teenager and daughter of 83 year old mother who use the local bus service in Litton.

frequent holiday visitor

A regular user of all public transport in Derbyshire

I am the parent of a regular user of subsidised bus service

Get the bus to work

As a parent who works full time & relies on the 59 bus to get my children safely to Kirk Hallam school from West Hallam following us losing our school bus after subsidy was cut

Someone who is friends with Derby students

A non Derbyshire resident who travels to Derbyshire

as a parent of a student who needs the bus to get there

Someone who is looking forward to completing their A levels at QEGs in Ashbourne and is relying on the 442 to get from Earl Sterndale to and from the school.

Who visits relatives on a weekly basis

A regular user of public transport in and around Hayfield/New Mills/Glossop.

**If 'Other', please specify**

As a resident of Earl Sterndale we rely on the bus for our teenagers school and leisure transport. It is their only form of independent transport and vital to the village for this reason. It is also how we travel if we have car problems.

I live in Derby but use the buses to plan walks into different areas

A non-Driver following a subarachnoid haemorrhage, though not officially disabled. Early retired at 61

I am a Derbyshire resident but also own a small business in Tideswell.....a business which would be directly affected if bus services were cut.

Parent of users and occasional users ourselves, residents of Kettlesulme, High Peak but just over the Cheshire border.

My children are also regular users.

as a daughter of elderly parents who use DAB and subsidised buses

Student of local high school and sixth form college.

I am 74yrs old am fit and well at present and I drive. However, I suffer from glaucoma. It is well controlled at present but I need a three yearly DOT eye test to maintain my driving licence so am aware that my ability to drive may be stopped one day. Very occasionally, I use the local transport system. However, I am aware that the time will almost certainly come in a few years when I will need to use public transport regularly. So, I am concerned for my future but I am extremely concerned for

A potential commuter (if the bus services were appropriate).

A non-driver, with no means of transport and no-one to give lifts. Taxis too expensive.

Retired, Pensioner

Occasional use of subsidised bus service.

A regular visitor to Derbyshire (at least monthly, more frequently in summer) who uses subsidised buses on most visits to enjoy walking and visiting tourist attractions, cafes and pubs in the area, travelling alone or in a group of up to five, thereby contributing significantly to the local economy of the more rural parts of the county

We are likely to be potential users of DRT and DRT Plus. I am in remission with 12months driving licence. If my condition changes for the worst then I will need the service.

A regular visitor to the Peaks

I use local buses and pay full fare

Someone who undertakes regular voluntary work for wildlife and elderly persons' charities

Bakewell Town Council

Someone who for a 2 year period unable to use bus services due to acute anxiety.

I am a High Peak Borough Councillor

A Cheshire resident living on the boundary with Derbyshire

Visitor to Peak District that relies on local transport

I am a resident of the village of Ockbrook (30 years) as are my family. While I am not currently using the buses under threat, I am very mindful of the fact that my parents are reaching an age where they may need to and I also know of many people in the village who this proposal will impact upon massively. As such I am completing the questionnaire.

Use several different services and due to the age of residents in our household, our requirements could also change in the future

As apparently only Saturday service is subsidised (M3), I would only have very occasional need for subsidised services.

Community Advanced Nurse Practitioner

A Volunteer in a community space where a lot of users use these buses

**If 'Other', please specify**

Stanley & Stanley Common Parish Council

Parent of disabled adults reliant on subsidised bus services

Footpath Secretary of the Amber Valley Group, Ramblers Association. Retired GP.

Parish Clerk completing on behalf of Middleton Parish Council

On behalf of Barlow Parish Council

Someone who volunteers for a charitable tourist attraction based in Derbyshire. (The National Tramway Museum at Crich.)

Live on Notts. /Derbyshire border and buses in the consultation are our primary transport route

As a traveler to Derbyshire who took buses to visit parts of Peak district in Derbyshire

We are in our mid eighties and we need the bus for doctors, hospital, dentist and doing our weekly shopping and going for our pensions.

Only use shopping bus Long Eaton

Ockbrook Borrowash Parish Council

a disabled pamally sighted resident

I suddenly had to stop driving in April 2013, aged 55. I was diagnosed with a benign brain tumour and am now designated partially sighted. I am grateful for a Gold Card and a rail card. I will never be able to drive again. I use buses for work (I am a welfare rights officer for DCC based in Ripley, which is also where I live) and for pleasure, mainly walking in the Dales & Peak. I have learnt that rural people heavily rely on the buses, not just for shopping but to socialise, to get out of

I was born in Sheffield (Dore and Totley) and always keep a static van in Peak District, now widowed. I do not drive so use the train and bus transport all the time. I am in residence at least 6 or 7 times (March-October) for a week or 10 days at a time. Although I am in the Hope Valley using Sheffield to Castleton buses (and trains) I have ticked a number of bus journeys I MEAN to do, especially some places I cannot get to by train.

it is important to us (me and the wife ) (no car) for us to get to chesterfield derby alfreton ripley belper and crich hospitals as well as other healthcare

Approaching retirement and will rely on a subsidised services in the near future

leave no1 Sutton alfreton alone

the wife of 77 year old man who has parkinsons and benign enlarged prostate

THIS IS WHAT I THINK I AM VERY DISABLED TRIPLE BYPASS AND A PIGS VALVE IN MY AORTA. REMEMBER THERE ARE COUNCIL BUNGALOWS ON THE HALLAM WAY ROUTE NO59 BUS 1 AN HOUR NOT LIKE SOME EVERY 5 MINS IN ILKESTON TO KIRK HALLAM AND COTMANHAY

volunteer twice a week for last 11 years at british heart foundation

I use the normal service buses.

lets try and keep our little buses even if we pay half fare surely it would help to keep most of our buses as they are our life line ,as we did work years ago, to enable us to get our free pass gold travel cards as we are all and have been true brits through and through.

Cromford Parish Council

I strongly disagree with the withdrawal of 138 bus, that only runs every 2 hours Monday to Saturday (no Sundays or Bank Holidays) . Its the only bus that gets those living along Brookfield Way, Meadow Gardens, Breech Road, Langley area, to doctors, dentist and pick up another bus for Ilkeston hospital. It doesn't even run both ways, it loops the loop. The only alternative is to divert, on Your bus from Eastwood to Heanor (onto the roads I've named). What other areas, the 138, affect after He

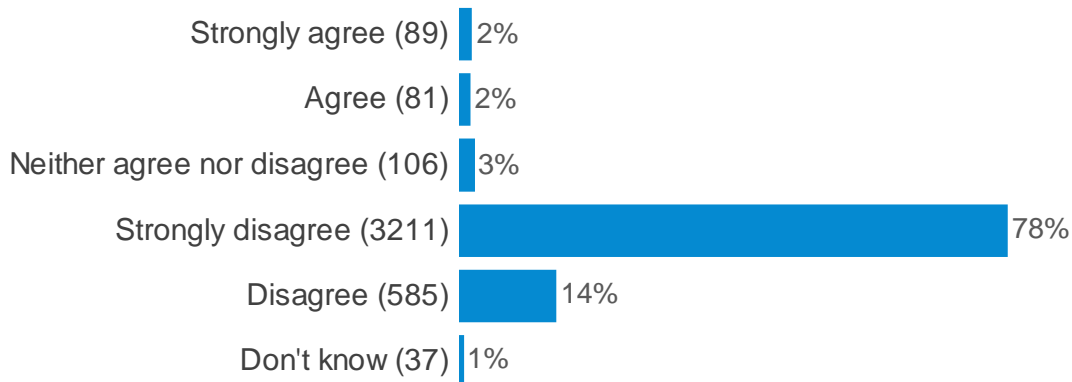
Parent/Carer for disabled person

### If 'Other', please specify

Former resident who would like to move back but would not be able to contemplate it without public transport

Represent many elderly residents and am governor of two schools.

### How strongly do you, or a member of your household, agree or disagree with the proposal to withdraw Council funding for subsidised buses? ()



### If you, or a member of your household, Strongly disagree/Disagree, please say why:

As my only means of transport I would be unable to get out and about especially as the number 59 is within a reasonable walking distance

To base a decision to cut services linked only to finance is morally indefensible.

As a pensioner with mobility problems (I have to walk, with a rollabar) it would take away the pleasure of going to Derby as often as I am able, and the buses are only hourly in any case.

Buses are my lifeline. The only means I have of getting around.

Unable to reach the doctors some 1.5 miles away, unable to get to the dentist, hospitals living in Stanley Common our only bus option would be from West Hallam on down a huge hill that we would be unable to walk up, as a disabled pensioner. I would be a prisoner in my own home/village.

This decision would be morally wrong to base decisions around funding primarily on the basis that you do not legislate for your actions.

Lack of bus services will severely impact the elderly & rural poor. Bamford a mile from 272 bus stop or train. Elderly & those who do not have access to a car cannot - go to the doctor, chemist, bank or do a weekly shop for groceries (local shop from limited). Nor do some have access to a computer. No chance for on-line shopping.

I live in a rural area so the withdrawal of a regular bus service would be of great hardship. Particularly a Saturday service.

Subsidised buses are needed for people, owing to advanced age special medical needs or disability would be unable to drive. Isolation and hardship will prevail for them if they lose this lifeline.

We disagree because Belper is our nearest town and no buses to get there yet Belper is our address

My health means that I will soon have to quit driving any part-time work (which funds the car) so the buses will become even more vital for me.

Our family members use public transport with our disabled son who has autism and associated learning difficulties the use of public transport serves as a life line for him as it is the only way he can travel to other places and socialise, to remove bus services would have a devastating effect on him, particularly as we live in a rural area with limited shops and activities.

**If you, or a member of your household, Strongly disagree/Disagree, please say why:**

You are going to cut off people retired/ retiring in the next few years - Not everyone drives for various reasons ! If need be you could increase the fares. Rural communities need these services.

this is the only public bus service we have that runs at times when it is convenient to use. If these buses stopped running we would have no access to public transport apart from a school bus.

A lot of people who use subsidised buses have no other means of transport or do not drive and depend on it. As we are trying to save the environment and prevent wear and tear on the roads not to mention traffic jams. Encouragement of bus use should be a priority and charging for car use more appropriate.

The withdrawal will affect those who have no alternative transport for work, shopping & social activities. This could mean loss of jobs and / or economic and social isolation

If you remove the subsidy the bus will not come through our village - need I say more

We have a non - driver in the family. Also we are all environmentalists. Have managed to be car free in other counties.

Buses are essential for work, shopping, social activities and indeed are a life- line for the elderly. They support local economics and " green " policies.

There is only one bus service in this village. About half the resident population are pensioners in their 70's 80's and 90's. Many live alone without independent transport public transport is vital for health appointments, shopping, & leisure pursuits, to connect with other services to Buxton, Chesterfield & Matlock.

The 393 is the only bus that comes round Padfield every hour until 6pm, none on Sunday

For non drivers, a huge loss

Pensioner and unable to drive

As a pensioner and living in an area of very limited shops we have to go further afield so rely on bus

I am a pensioner and cannot afford full fare

Use bus pass daily to get out

The 172 is essential for elderly residents, also in the snow our village would be cut off. The thought of using the car on our roads is scary, more traffic on the road would be unhealthy and dangerous too.

Would greatly affect our ability to get out and about

Isolated villagers

When you have no other transport you can't get anywhere

Rely on it to get me to work and shopping and occasional trips out for leisure.

People in Derbyshire should be encouraged to use public transport instead of cars and services should be available for those unable to drive

I am severely disabled and have no friends so going out is only way that keeps me from being isolated in community. Buses that are being taken away from my by you are my lifeline

losing my sight and this is too complicated

Elderly people , non drivers who live in semi rural and rural villages need transport to get to town, no shops in village, also for GP appointments

people depend upon these services to do shopping and get to work. not every one drives

Many elderly people who rely on the buses

This bus is a lifeline to older people. If you had to cut a few out a day or charge a smaller fee, that would be better than none at all. My problem is arthritis, and carrying bags up hill is a no no.

I strongly disagree because I shall be left with no means of doing shopping or business, banking etc. I am disabled & the only way to go shopping we should have a choice. I am not on the list of buses that have a regular timetable. They could be shortened especially on the big roads. We are a village no other means.

**If you, or a member of your household, Strongly disagree/Disagree, please say why:**

Need buses to get to appointments

Those without transport will be further socially excluded. No access to employment or shopping or healthcare. Restrict access to affordable housing, discourage tourists. Loss of jobs, pollution, loss of trade, younger residents may leave area

affects rural communities and poor. buses would be busier if run at more appropriate times

The 148 Yourbus is a lifeline to Condor because it helps people with a disability to get out and about to do things that are important to them.

Husband does not drive and rely on buses

People without cars unable to access public transport to get to appointments, shopping etc. Need to encourage a greener society

Provides me with a means to get to town and hospital etc.

Living in a village for people without cars. A bus is the only way to access towns for shopping/ visiting friends. I was affected personally when unable to drive without the 21 E Sunday service my contact with the outer area would have been lost.

It is very necessary for people in the community. Vital for people with no transport it is used for leisure and medical and is literally a life saver

Transport is needed in rural areas for both families and the elderly

Public transport is diminishing and people in rural areas are suffering as a result

Withdrawal of Council funding for subsidised buses would completely change my lifestyle. The buses would cease to run restricting me from going shopping, visiting close family and getting out and about for my general health and well being.

I am a regular bus user in preference to my car. Buses are a reasonable and reliable for of transport. Withdrawing all funding would decimate the excellent service currently provided, trimming some service would be the wisest solution as some are hardly ever used! If I had to get back in my car again on regular basis, I like many other pensioners would find it very challenging.

Its a lifeline for some people in rural areas who don't drive

As a pensioner this is the only help I get having a bus pass

Without a bus people cannot get out of the village.

It will impact on people especially the elderly and people with young children in isolated communities and/or routes a long way from a main bus route.

Because not everyone has access to or drives a car. It goes against encouraging people to reduce their carbon foot print. Considering that the UK taxpayer is heavily subsidising buses in London it's disgusting. £4. 6m is considerably less than the rapid rehousing anti - terrorist group Cameron has set up using money from cities to the ' Welfare State '.

Community buses help me to be independent which is important for remaining at home.

Many people with a gold card would pay half price rather than lose the service. Also, some routes could be used every 2 hours instead of every hour.

The service in question is my only means to go shopping or go for a drink without having to walk one mile to a bus route and one mile back.

Otherwise I would not be able to go out and shop or meet people, it is my only mode of transport. Taxis would work out too expensive.

These buses are a lifeline for many people including the elderly and the disabled.

As a non-driving O.A.P I rely on these buses to go shopping or meet family and friends, also to get out in the countryside and enjoy the scenery.

Gets people out, spend money in towns Employment for bus companies A way of life



**If you, or a member of your household, Strongly disagree/Disagree, please say why:**

I use this service twice a day, and its very good, a lot of OAP's rely on the 148 as there only means of getting around, without it no contact with the community, please spare the 148.

The service is an essential as it gives the elderly transport for our local towns.

It is the only way as an OAP of getting out of the village.

As an OAP the bus service is my only way out of Netherheage.

The subsidised services join up. Remove and isolate members of the public to the larger villages/towns in Derbyshire.

Need the bus to get to shops and with any shopping too far to walk.

These are the only form of transport for many - including rural school children.

I am a regular user of the 59 route from Derby to Ilkeston.

Need to shop with public transport.

Need to shop with public transport!

Because in some of the areas covered there are no other bus routes and this affects all the residents; especially the elderly or disabled who would have to rely on others with cars if they did not have one.

I cannot walk as I have damaged bones and can only shop by transport to town.

People rely on services especially those in rural villages

There are no shops or post office in Fritchley. Bus is only means of shopping as well as a walk out to meet people. Use bus 3 or 4 times per week

We are both in our eighties. We do not have our own transport. We need to get to town for food and the bank. We can't walk far so getting a main bus is not an option for us.

Husband died and daughters made me get out of house. Use the buses every day for charity work, shopping and visiting, etc.

This is the only way some pensioners can get out if you don't have a car

Do not have a car, so it would be very difficult to get to the dentists, hospital or shopping.

With no transport of our own we rely on buses to get out and about

Not got a car for shopping, dentist and hospital

Member at Crich Tramway, Canal and Peak Rail. Bus is only way I can get to these. Also use buses to get to other villages

A lot of people rely on transport to help them have their independence.

It is a valuable facility both for able and elderly

Many old people benefit from free travel and generate money into the local economy by visiting other towns.

As a pensioner with no other form of transport I frequently use all bus services for hospital, GP and family visits

We live on Woodside at Morley and our only means of going into Derby without parking problems and fees is the Y Bus service 59 which only runs until 18.00 Monday to Saturday with Sunday service.

Only get this one bus service down our road, have half mile walk to nearest bus stop

This is the only bus service we get down our road

Daughter uses 6.3 to get to college and work experience. I use 6.3 to get to work. Need the 148 to connect me to Ripley

The bus is convenient as it's too far for me to walk from the market place with heavy shopping. I have had extensive bilateral foot surgery and bilateral knee replacements and have severe hand deformity.

I need to use the bus as it comes up my road and I am not able to walk far. Bus enables me to do charity work at Ripley. Also enables me to mix and be part of community as I am a pensioner

**If you, or a member of your household, Strongly disagree/Disagree, please say why:**

It provides opportunities for non driver residents in more remote communities to retain independence and a better quality of life

Can't go to shopping, hospital and doctors.

A lot of people use them.

It means that some people in rural areas will be unable to visit shops. Derbyshire is rural, these people deserve a bus service, they pay Council tax.

The elderly, disabled, those too young to drive and those who cannot afford it would become isolated with terrible effects on their wellbeing.

**From the list of subsidised services in Appendix 1, please state which service you, or a member of your household, use. Where there is more than one service with the same number, please also specify the bus company. For example: 1(Arriva Midlands)**

274 273 272 if it comes up to Bamford village

138 Your Bus

11

Mainly services 65 and 66 but we also use other services from time to time.

61, 62, 65 Occasionally 358 to get to train stations and to get to/ from stockport.

173 (Hulleys)

Transpeak, X17, M3, 218, 217, 6.1, (Trent Barton) 39, 43, 63/63A, (Hulleys/ G & J Holmes) 70A, 80, 82, 84, 97A, 110, 140, 170, 172, 217, 218

140, 141, 142.

19

140 150

58 Transpeak 199 358

171 Hulleys

393

68, 272, 273, 274, 276

6.1, 171, 172, Transpeak

252

252, 50A

Hulleys - 172, Transpeak, x17 Arriva - 218/217

6.1 170 171 172 173 Transpeak

6.1 6.3 7.1 114 170 172 173 216 217 Transpeak

393 Glossop Padfield

173. 68, 66 (Hulley) 65 (TM) 66 (Holmes)

199

6.1, 110, 111, TP, X17

6.1, 110, 111, 113, Transpeak, X17, M1, M3, M4, 216 TM

6.1, 110, 111, 113, Transpeak, X17, M1, M3, M4, 216 TM

171, 172, Transpeak, 6.1, 215, 275, 173

6.1 Trent

65/ 68/ 272/ 274/ 275

**From the list of subsidised services in Appendix 1, please state which service you, or a member of your household, use. Where there is more than one service with the same number, please also specify the bus company. For example: 1(Arriva Midlands)**

173 Hulleys

147, 148, 152.

Not on the list. We do not have one service everyday. On this list it appears a lot have a service everyday. We are not that lucky we only have 2 a week to Derby & only when we lift for the service.

65 TM. 66 Holmes/Hulleys. 173 Hulleys

6.1,65,66,66A, 170,215, 275, 276, transpeak

66

148 Yourbus.

141, 142

138

143, 144, 142, Transpeak

147 Your Bus

6.3 Trent, 147, 148 Your Bus

21E Sunday To/From Overseal village to Swadlincote - Burton I also use 19 service which at present is not under threat.

393

199, 190

7.1, 6.3, 6.1 Trent

6.1, 6.3, 9.3, 110, 111, 113, 140 (Littles/TM Travel), 141,143, 147, 150, 172, 173, 215, 216, 441, 442, Swift, Trans Peak, X17

6.1, 6.3, 9.3, 110, 111, 113, 140, 141, 143, 147,150, 172, 173, 215, 216, 442, Swift, Transpeak, X17.

138 Your Bus

91, 138, Amberline

141 and 142

Your Bus and Rainbow 1 - Alfreton to Somercotes

6.1, 216, 110/111, 172,275, 441, 442, X17

Trent Barton

141 Littles & 148 Yourbus.

147 Yourbus.

148

147 & 148.

6.1, 6.3, 7.1, 9.3, 97A, 110, 111, 113, 138, 140, 141, 142, 143, 144, 172, 212, 218, Ninety Rainbow One, Trans Peak, X17

Your Bus 148

The little company service give's scenic routes from Ripley to Matlock and Belper to Alfreton, I use these routes on a regular basis

140, 141, 142 Littles.

140, 141, 142 Littles.

138, 141, 143, 144 Transpeak

147 & 148 Yourbus.

**From the list of subsidised services in Appendix 1, please state which service you, or a member of your household, use. Where there is more than one service with the same number, please also specify the bus company. For example: 1(Arriva Midlands)**

140, 141, 144 Littles.

59

148

148

6.3, 138, 143, 147, 147, Trent Barton Amberline, Transpeak High Peak Buses.

148

141 Littles

141, 143, 142 Littles, McEwens

148 Yourbus.

148b Yourbus.

140, 141, 142 Littles. 143, 144 McEwens

138, 140, 141, 148

140/ 141/ 142/ 143/ 144/ 212 Red Arrow Comet transpeak F.1

138, 140, 141, 148

140/ 141/ 142/ 143/ 144/ 212/ Transpeak Red Arrow Comet

53A,58, 140, 141, 143, 144, 170, 217, 273, 274

138 Your Bus & Rainbow One Trent Barton.

1A, 148

66, 442, 148, 1412, 173

140 & 142.

2 Arriva. 6.1, 6.3, 9.3, Rainbow 1, 20 Trent. 141 Littles. 70, Notts & Derby

142 Littles.

Y Bus 59

1401 Littles.

148 Your Bus

148 Your Bus

140 & 142 Littles.

6.3 Trent 148 Your Bus

Your Bus No 148

140 & 142 Littles.

148

141, Littles

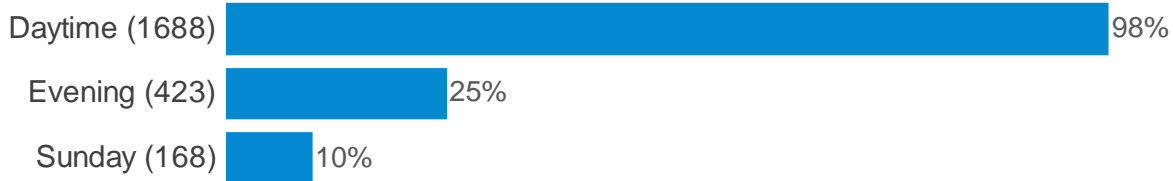
140 Littles.

140 Littles.

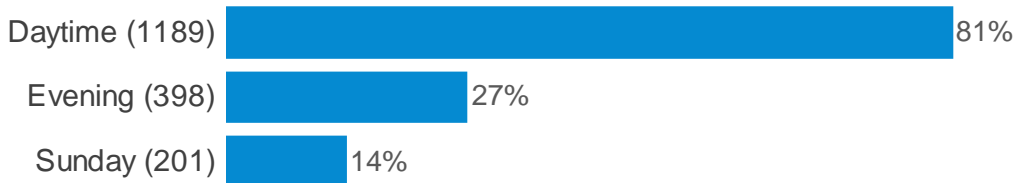
6.1, 63/63A,70, 113, 141, 142, 143, 144

None.

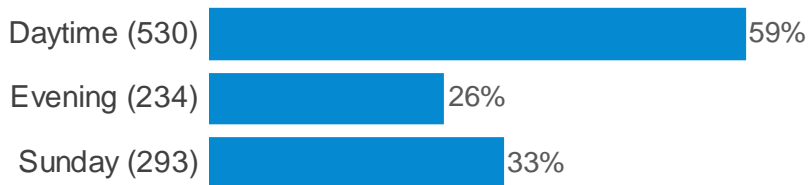
**How often do you, or a member of your household, use local bus services subsidised by the Council? (Please select all that apply) (Almost every day)**



**How often do you, or a member of your household, use local bus services subsidised by the Council? (Please select all that apply) (At least once a week)**



**How often do you, or a member of your household, use local bus services subsidised by the Council? (Please select all that apply) (About once a week)**



**How often do you, or a member of your household, use local bus services subsidised by the Council? (Please select all that apply) (Within the last 6 months)**



**How often do you, or a member of your household, use local bus services subsidised by the Council? (Please select all that apply) (Within the last year)**



**How often do you, or a member of your household, use local bus services subsidised by the Council? (Please select all that apply) (More than a year ago)**



**How often do you, or a member of your household, use local bus services subsidised by the Council? (Please select all that apply) (Never use)**



**What would be the impact on you, or a member of your household, if these services were withdrawn?**

We should have a long walk to get any other bus

Have to walk

I would have to walk or pay for a taxi to the nearest rail station ( 3 miles ) and would not longer be able to volunteer or attend meetings for the two charities I work for at present.

No evening or Sunday service We would be isolated

Unable to visit social activities in Stanley Common Unable to get home in the evenings - cinema etc

Isolation, unable to socialise with family and friends or have them visit. Not able to pick up grandchildren o help out in their care. No amenities. Not being able to get to these places any other way.

As explained on question 3

Time and money spent in towns would be reduced, social contact would be reduced and isolation an issue, particularly in winter.

See question 3

I would not be able to keep in touch with my friends, do my shopping or attend my classes.

Severe! Would not be able to go anywhere, visit friends or relatives on shop on enjoy leisure. We do not have evening or Sunday or Bank Holiday services so we would have nothing left.

Time and money spent in destination towns would be reduced and contact with friends would be negatively affected.

s I have no other mode of transport it would be of major disruption and hardship.

Would cause me inconvenience and extra expense which at times could be considerable.

Cannot get to Belper or to our daughters at Holbrook

I often have hospital appointments and treatment which go on into the evening - 22 with no bus after 7.30 - I would be stuck.

Refer to 123 our autistic son is heavily dependent on public transport - if he wasn't able to visit other places and mix and socialise with others he would become very isolated, withdrawn and depressed.

## What would be the impact on you, or a member of your household, if these services were withdrawn?

We would have to get up earlier than 5/5.30 am to walk to New Mills Newtown to catch trains to Hazel Grove, Stockport, Manchester & Salford and have the same walk back in the dark. I ran if we stayed out later than 7.15pm

We are both approaching 70 years of age. The time when we rely entirely upon public transport is drawing near. If the 173 service is stopped we are virtually cut off completely from essential services eg doctor, shops etc etc

Would be deprived of life line to social interaction. Have no access to shopping facilities. Post Office, Banks etc etc

Either my wife (disabled) or I would be isolated if the other has the use of the car. The only alternative would be the use of taxi services - expensive and too expensive for many

We would not be able to leave the village when we want to - ie dentist - shopping - leisure activities

Would not be able to live in the village I grew up in. Would like daughter to be able to go to secondary school from there, Too

Devastating some 'journeys are not achievable by train ' Also loss of jobs for drivers !

It would be impossible to live here.

Would be isolated and there are no shops in Padfield, so I would starve. As an OAP it is too far to walk into Glossop

Confined to 4 walls unable to visit friends

Difficulty leaving village, dependent on other people with cars

Difficult to get out and do shopping

Not able to get out

Unable to go far

Would not get out and about

Visiting friends in other villages to socialise. Bakewell market, library and Gym. using the post office in two dales.

It would be immeasurable

Isolated

Isolation at home

Walk to Glossop several times a week to do shopping, then get the bus home to padfield with shopping

Wouldn't be able to work or go shopping as I have no other transport

Need to use car or taxi

Still drive car but in future would need to rely on friends

would feel very isolated and I am sure heath would suffer

Important for me to get to healthcare appointments

inability to get to work

It would be dreadful. I do not have a car, I rely on this bus, for shopping, social meetings, supermarket and healthcare.

Unable to get out. Stop at home & not meeting people. Older people should be able to meet with others. Not internet shopping we need the real deal.

Not be able to get to appointments or shops

Increased social isolation no access to services, shopping, other areas of Derbyshire

Would not be able to get to local towns as there are no shops in village

## What would be the impact on you, or a member of your household, if these services were withdrawn?

No other means of transport

Higher costs due to having to use taxi

Affect independence, shopping and banking

Would have to use taxi as only Midland Classic buses serve Overseal where I live.

Would have to use a taxi

Unable to get out socially and also for Medical appointments

As stated in question 3 the impact would be devastatingly life changing and potentially damaging to my personal health and wellbeing as I would be unable to visit my close family and get out and about on my own in order to do shopping and go for country rambles.

My quality of life would deteriorate as I would have to use my car far more often. Buses help me to see and support my grandchildren, help men to get to local/distant shops. I enjoy touring around our great county using the wide range of bus services in the Derbyshire Dales. It has to be safer by bus for pensioners.

It would be a great loss being disabled.

Limit to go shopping and doctors

Have difficulty in walking

Isolation

I WOULD NOT BE ABLE TO GET TO WORK AND HOLD DOWN A JOB - I DO NOT, CANNOT DRIVE, FOR MEDICAL REASONS

Isolation and loneliness

The 148 picks up in the centre of the village where many older people live. The 141 is a day out to Matlock when you do not have a car.

A one mile walk to a bus route and one mile back.

I would be stuck in the house, unable to shop. I would lose my independence.

It would create difficulties as I find walking any distance hard due to health problems.

Devastating

Would struggle to get any where without 148, people rely on it.

I would be unable to go out as I do not drive as would many people like myself.

It would be a bad impact on me as I use the bus only.

Having no transport of my own I would be housebound.

Would not be able to travel

I should struggle to get to the shops in Ripley and take my dogs to the vets.

Would struggle to get to work/school also shopping. Cannot afford taxis or large shopping bills.

Inconvenience of using other services or using my car.

This is the only bus service to Highfields Pensioner's Complex!

This is the only bus service to Highfields Pensioner's Complex!

I am old and disabled and I would be stuck in the house, not able to visit family and see my gorgeous baby great grand daughter and grandchildren without depending on others.

I cannot walk far and rely on buses to take me to shops, especially for food and the doctors.

I use this service to get to Ripley to do voluntary work. I couldn't do this if the service is cut and the charity would suffer.

Stuck at home with no means of going anywhere



## What would be the impact on you, or a member of your household, if these services were withdrawn?

We would be more or less housebound.

I don't drive, without a bus I couldn't get out and use them every day

Would not be able to get out of the village, no transport

not be able to get out of the village

I would have to either ask one of my own children to take me to go to see my mum in Kilburn, or I would have to pay for a taxi. My mum is in a nursing home and she would miss me if I couldn't go so often.

I would be much restricted in my travelling.

I would be housebound. Would not get to any appointments.

Social exclusion, unable to afford visits for medical care, family and friends

Can't go shopping or doctors.

We would need to drive, thus increasing the carbon content in the atmosphere

No shopping days.

No shopping, doctors, opticians, chemist or hospital visiting.

If bus taken off daughter will struggle to get home from college in Derby. I also need it to get home from work. 148 is my connection to 6.3

Difficulty with shopping would be unable to carry as much, much longer walk to the bus stop, would not use the local shops as much.

Can't go to work, shopping, hospital and doctors.

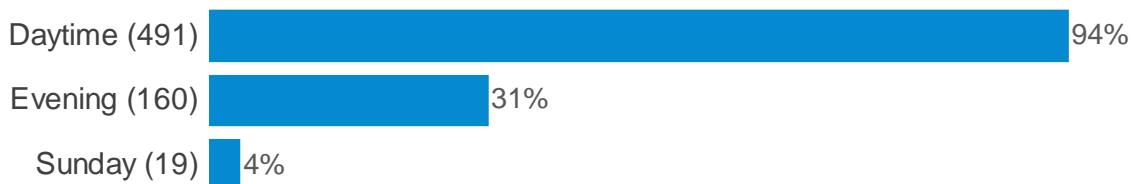
Would find it hard to get to my volunteering. Would end up stuck at home unable to mix with people and do my bit for the community. GP and dentist would be a problem too

Would not be able to go shopping.

Difficulty getting to places I wish to visit for various reasons - 6.1 and 141 in particular.

It would be awful for the people of Derbyshire. A morally unjust decision.

## Please tell us why you, or a member of your household, are making these journeys and when you use these services. (Please select all that apply) (Education/training)



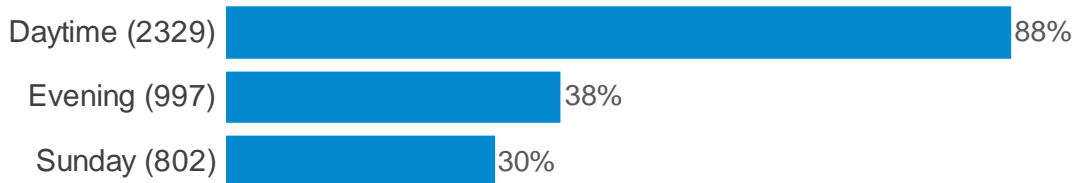
## Please tell us why you, or a member of your household, are making these journeys and when you use these services. (Please select all that apply) (Employment)



**Please tell us why you, or a member of your household, are making these journeys and when you use these services. (Please select all that apply) (Healthcare)**



**Please tell us why you, or a member of your household, are making these journeys and when you use these services. (Please select all that apply) (Leisure/social)**



**Please tell us why you, or a member of your household, are making these journeys and when you use these services. (Please select all that apply) (Supermarket/food shopping)**



**Please tell us why you, or a member of your household, are making these journeys and when you use these services. (Please select all that apply) (Town/local centre)**



**If 'Other', please specify**

Worksop hospital for eye treatment. Also the doctors at Clowne.

To organisations meetings/church/funerals/weddings

Socialising with friends

Stroke Club every other Friday

Collect library books as no mobile library service

Visiting and helping my daughter in Belper who has a long term illness.

Connecting with bus services to Derby and for travel with grandchildren - walks

**If 'Other', please specify**

Ilkeston Community Hospital Physiotherapy

Visits to care home to see wife

Can only use daytime services as none are available in the evenings or on Sunday. We had a viable bus service until a councillor insisted that the route passed the council houses in the village. Hardly anyone ever used these stops and the longer route meant it was hard to complete in one hour.

Attending church yard graves

Hospital, chemist, bank, pet shop, etc. I had my car stolen from Calow hospital when my mum was dying. I had a car when I moved here o Winster as I was made homeless. I'm in a Dales Housing Bungalow, which is great. The village shop, post office and doctors are a good lifeline, but I still have

Link with other services to Nottingham and Derby

visiting our family and shopping

VISIT ELDERLY RELATIVES EVENINGS AND SUNDAYS

business and banking

we have to use a taxi to visit Chesterfield on a Sunday

Travel from station to home

I live in curbar.community transport is wonderful door to door.always used chesterfield run .people passed on .I still think this one is a great deal.

N/A

visiting friends and family

Voluntary organisation meetings/ charity etc.

hospital healthcare banks

to buy clothes ,eye test ect

U3A

No evening or Sunday buses!

Visiting family

Day out

volunteer work

Bank

Visit friends/ relatives

Access to other long distance transport ie; Transpeak - Rainbow

also hospital appointments

hospitals for diabetes

There are no evening buses on Sunday.

Slimming World

Access Peak District

To visit family - my only living sister - 84 yrs. I am 78 how much longer will we have !!

see q6

dentist hospital bank doctors

doctors hospitals dentists banks family

hospital

caring for mother in law with alzheimers

ivolunteer at charity shop twice a week and when i need to visit family and friends

**If 'Other', please specify**

I have only ticked daytime if the 150 ran evenings and sundays many people would use them banking and cannot get vegaterian food in the village

Bank, solicitor, post office & library

to meet friends and keep active

to get to and from chesterfield at weekends

visiting relatives

q6

library

the shopping bus to Tesco on Thursdays are wonderful.from here to on hallam way bus ect and hallam way people we would still pay more.

q6 to go shopping attend hospital and doctors appointments plus extreme difficulty getting to church and any social activities or leisure activities in any of the neighbouring areas also the local schools use the services now as the school transport has been taken off them.thankyou

Train service

To pay for papers at newsagent

As a " Walker" I take a bus and am then able to walk home

To Manchester Airport, to connect to other buses/trains etc...

a place of worship

Swimming Bus to another village and walk back - exercise

Volunteering at charity shop

visiting hospital on 20 friends and family in long eaton

library

No evening or Sunday buses are available. To visit friends and relatives as you see only in daytime as no service at other times.

To be able to get out - see people and any appointments, also shopping

As a link to other transport such as Transpeak, Rainbow and 6.1.

Visit different places Living in a rural village is an ideal life for me but if you take the 140, 141 out of service I will not be able to get anywhere as there is nowhere I can get to without these services.

Consultation with professional services

As above, meeting friends

Clothes/ Furniture etc, shopping

To visit my elderly sister for lunch.

Hospital and solicitors

Voluntary work as stated above.

No evening or Sunday service The service is also used to access buses to Nottingham to Derby There used to be a service from Ilkeston to Nottingham via Stanton by Dale which was a would be well used. there is a service less than 2 miles away ie Sandiacre estate which could be diverted with a

Language circle.

For clothes shopping

Connection to other buses to allow further onward travel

U3A

Banks & financial services - no banks in our village

### If 'Other', please specify

Less frequent social visits to friends. Book trading - my self published book whereby I make deliveries, collect remittances or unsold books I sometimes have make journeys to more far rural locations

Visiting ill family members often in hospital.

Library

Dentist, Banks, Post Office, ETC Life line.

To other public transport services - rail or ' bus

visiting relatives

Derby (Most important & central)

Visiting relatives/close family I have assumed "Evening" to be after 6pm as this is not defined.

Relatives and family.

Long distance To go away on holiday Multi - bus journeys eg. To Sheffield hospitals

To hand this form in to a library

Doctors, vets & hospital.

I also volunteer and could not do that without 3 buses.

Voluntary work for the Red Cross.

Voluntary work, school helper

To visit my mother in a nursing home.

Post Office.

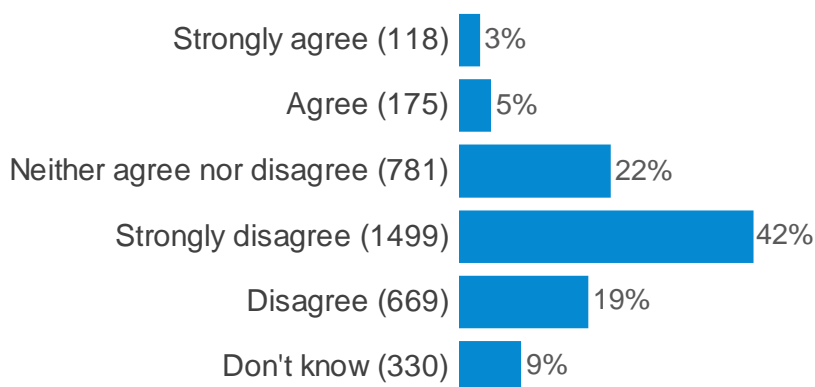
Post Office, chemist, optician.

Post Office.

Post office.

6.1 - no other way of visiting elderly friends to deliver shopping.

### How strongly do you, or a member of your household, agree or disagree with the proposal to withdraw Council funding for DAB shopping buses?



**If you, or a member of your household, Strongly disagree/Disagree, please say why:**

stuck at home without it

these buses are social outings as well as shoppers.i meet people for a chat and a laugh.

I depend on them for shopping

expensive ,but useful for those who use them

The impact on older people.

People in rural areas receive a lot less in terms of provision from local taxation than towns, urban areas. People without cars need support.

Some people don't feel safe on public bus they fear falling down, find it hard to keep balance as bus stops and starts

Will even more isolate the people who need this service

Life would be difficult for neighbours who use this service

Although not available in my area I know the scheme has been helpful & essential to elderly people who have no transport. Community transport will need to step up to make up for bus losses.

These are a necessity not everyone drives

this would hit most vulnerable sections of population. Counter productive more people would need adult care

It is a service we may need in the near future as our mobility deteriorates.

DAB is an essential service necessary to prevent isolation and improve wellbeing and quality of life for people with mobility difficulties

Discriminating against disabled and elderly people in very rural areas with no other means of getting out and no one to get their shopping etc

It would take a much needed service from the most needy and vulnerable

For many people, only means of transport on a regular basis & to various destinations, providing social contact etc... as well as essential shopping.

dab services provide lifeline for old and infirm.no problem with booking places but the fact that they would have to wait and not get help with shopping is disgraceful .

the fares might rise my income is low in would be impossible

without my own car, I would not be able to shop there

Personally, I do not use these yet but people in my village rely on them for shopping

I have to be at work at 9 am- no later. I cannot wait around for a time to suit someone else. I also don't want to be phoning every day in advance for a bus, it would be inconvenient when at work

If subsidised are, removed DAB would be essential but over subscribed as more people would require this service, my family do not live near.

N/A

I know lots of people who need DAB buses. I do not but many need them in the future, I think they are a good thing.

tax bankers and tax avoiders instead of taking away from the vulnerable

unfair on people who rely on these services.

as I have already stated it will be terrible,not being able to go shopping or visiting friends and meeting more people and having a good chat.

Answers same as Question 6 and Question 7.

Community ability to socialise.

Isolation for the elderly

If services are left alone this is adequate for shopping, town centres, dentist etc

**If you, or a member of your household, Strongly disagree/Disagree, please say why:**

This means of transport is the only way some people can get out of their homes.

Consider an increase in fares Reduce services to shopping only No excursions to places of interest unless cost neutral

N/A

My husband uses the Community Transport occasionally and would miss it if it was taken off.

Only means of transport so very essential. Community bus keeps running - not able to use public transport for health reasons.

People with mobility difficulties would be unable to get to town Centre's.

Because, although I don't use the service now, friends have to and I feel safe that if I need it in the future it will be there for me to use. It's a question of not being fearful - safe

It is necessary to get out of the house for health reasons.

It is going against everything the council stands for giving equal opportunities to all regardless of health/age/disability. Likewise rural isolation.

If you had a reliable bus service there would be no for DAB shopping buses

Not a user of this service yet but possibly in the not too distant future. This is the only vital lifeline for many people.

DAB buses are ? for the most vulnerable ? this community. To withdraw this service would in my view detrimentally impact on people's health and wellbeing.

It's the only means people with a disability can get around. You would be condemning to staying in the house.

for the most vulnerable in our society its a disgrace.

This is a service provided for the most vulnerable in the communities. To withdraw funding in this regard would in my opinion significantly impact on individual's health and well being.

Looking at your proposed DRT sites there is not one in our area. Neither will there be any choice of destination nor what time etc you will have there. Besides how can people get from Bamford to Hope for a doctors appointment !!

Disruption of a day would be of major concern and limit considerably getting food etc.

People with mobility problems have enough disadvantages without having to struggle to find some alternative to do their shopping.

These services are vital to keep people mobile meeting other people getting where they need to. Some can not drive and or do not have anyone to shop etc for them.

It seems to us that this is an essential service! Why remove it?

These services are a life line for many residents who pay their community charge and at a time in their life when they need support they should get it. Even if a contribution is required to keep the service going

Withdrawal of these services would target some of the most disadvantaged people possibly leading to social isolation.

These buses provide a vital service for the elderly who no longer drive & cannot manage service buses

What if passengers are ill on their allotted day and have no family or helpful neighbour ? Would they have no food for a week ?

It is a life line for the elderly and / or infirm with no alternative means of transport to maintain their independence and obtain the essentials of life ie food.

Need a big trolley to carry shopping, cannot walk far and need help getting on and off bus, DAB provides all this

Limited options with proposal

**If you, or a member of your household, Strongly disagree/Disagree, please say why:**

To get out and about

we are about to use this service to be with neighbours socially. we are becoming elderly

People can't manage without them if they are infirm or cannot drive

Many elderly depend on these

These buses enable people to visit town centres and supermarkets and are a very valuable service

Have you walked in all weathers to a bus stop with a fortnights supply of food. Are you all car owners?

People will become isolated

Vital for elderly

We older people like to be as independent as we can and a normal bus service allows this, we know what time they are coming to and fro.

Our specific place to meet for a bus is where we live. Especially when we use shopmobility. It is no good except for Derby the centre where we do our business. Hairdressing 1hr that only 2hrs to do the shopping you expect us to do for a week. Ashbourne no good for shopmobility & narrow streets and special shops.

Unable to carry shopping will have no social life

Absolute lifeline for the elderly in rural communities

Because it would be very unfair on the users of these services.

I think many of the passengers on these buses do not need Door/Door. Only the disabled/ wheel chair users/carers (Not all passengers are disabled) need it.

Unable to afford taxi to shop

Community Transport (DAB) is a valuable lifeline to many elderly/disabled people. It provides them with independence and social interaction to expect them to wait at a designated location is placing vulnerable people in very vulnerable situations.

As a council tax payer paying almost £200 a year I have no objection for funds used for this needy group of our society. Anyone may become vulnerable as stated and they should be supported.

As yet, I don't rely on this service but I can see the withdrawal for some people, will make life very difficult, uncomfortable and isolating for those in rural areas. There are people who have to shop elsewhere as they can't afford prices in their area. This will hit the elderly, disabled, less able yet again.

These buses are a lifeline

I am sure most people would pay a small payment for this service rather than lose it.

This will lead to isolation.

I have friends who rely on these buses and I may need them in future myself.

I do not use them myself but withdrawing them would deny a service to those who do.

No other means of transport.

Have no transport of my own.

Many users of DAB are 70-80 years of age and living quite inaccessible streets. At DRT service would be much less accessible for the users.

Some people really need these buses.

Again because of limited income and disabilities these services are much needed.

Because as before elderly and disabled people would be unable to get out and about.

I can only shop for food etc as I can't carry heavy shopping and have a problem with my legs.

People with mobility problems rely on it, it should be there for them



**If you, or a member of your household, Strongly disagree/Disagree, please say why:**

They are a lifeline for any disabled people

It helps get my shopping done and is a very good service

There are people who need this to have some of their independence to get out etc.

Many old people would be confined to their own homes.

My friends use it every week for shopping.

These buses would have been a great help to me in the future as I get older

Have no car and house bound.

People with mobility difficulties would be housebound

No car.

Unfair to users.

**Which DAB shopping buses, paid for by the Council, do you or a member of your household use? Please list all. For example: Ashbourne Community Transport, Monday, weekly, Hartington to Ashbourne.**

dab3 ,Tuesday ,weekly amber valley community transport, to morrisons belper

do not use

Don't use

Clay Cross CT 11

none now but may need it in future

I don't use DAB but I am concerned about the proposal.

None.

none

None

I do not use DAB shopping buses, but I can clearly see their importance to those in need

don't have one?

Chesterfield CT for social activities and shopping on various days

alfreton

None.

Ashbourne/ Doveridge on Friday

Ashbourne Community Transport Weekly.

None A) I moved to have easier access to Matlock. B) I would not have known, because I had no information pack how to book the bus. This reduction of services would further isolate the elderly.

None at present, but potentially would need to access service.

CH 11 on monday

CH9 Friday

Fridays Dronfield Woohouse to chesterfield

CC4TC

Chesterfield and Morrisons service

Dronfield

None

C13, C14

**Which DAB shopping buses, paid for by the Council, do you or a member of your household use? Please list all. For example: Ashbourne Community Transport, Monday, weekly, Hartington to Ashbourne.**

Thursday shopper to Dronfield Civic Centre

Ashbourne - Derby Ashbourne - Uttoxeter Weekly A.C.T

Friday Wingerworth to Morrisons

CT Thursday weekly

I have never used dab bus ,would be nice to know it was available if needed

Dronfield

Ashbourne Community Transport Weekly, Yeaveley to Ashbourne Fortnightly Yeaveley to Uttoxeter not yet

Asbourne Community Transport. Yeaveley. Alkmonoton, Hollington, Longford, Sutton- On- The -Hill and Dalbury Lees

Bakewell & eyam Community Transport Buxton, Bakewell

442 ashbourne community transport

None. Not many available to me locally to get to where I need to go to.

None

Chesterfield twice weekly

bakewell eyam community transport

none

a hallam way person and others age 80years

N/A

N/A

trent barton yourbus littles

I would need these buses if no others were available. Calver to Bakewell  
Calver to Sheffield

N/A

None

answers for q4 on page 2 . 204 Glossop gamesly charlesworth hyde stotts of Oldham/stagecoach Manchester daily. 341glossop gamesly charlsworth hyde stotts of Oldham mon to sat 394 Glossop stepping hill hospital.high peak buses sat.

q11 every other day each week

Depending on where we are going is which DAB used

None.

Bakewell and Eyam Amber Valley

N/A

Amber Valley Community Transport. Thursday. Victoria Court Matlock, to Sainsbury's, Matlock

We travel o the Your Bus 114 travelling through Hulland Ward into Derby Bus Station.

Castleton to Buxton Tuesdays

None.

None

None at the moment but may have to in the future - I live in Tideswell.

None available locally that I know of.

**Which DAB shopping buses, paid for by the Council, do you or a member of your household use? Please list all. For example: Ashbourne Community Transport, Monday, weekly, Hartington to Ashbourne.**

None

None

None

None up to now.

N/A

N/A

Don't use them at present.

Not using any at the moment able to use subsidised buses. But the time may come when I/we may need it.

NONE

Derby Shopping

Use none at the moment

None at present

Bakewell Community Transport Tuesdays to Buxton, Fridays to Chapel

Bakewell &amp; Eyam Community Transport

Ashbourne Community Transport

Bakewell &amp; Eyam Community Transport

Bakewell &amp; Eyam Community Transport

None.

NONE

None

Never used any of the DAB.

None as yet.

Community Transport - Trent Barton

Do not use.

None at the moment

140, 141, 142 Littles.

140, 141, 142 Littles.

We don't use the service but knowledge of the people who do is the reason for the above comment

None.

Alfreton, Ripley.

Derby east and Morrison's at Belper on a Tuesday from Crich (DAB 3)

My friends have told me that they go to Ashbourne.

442, Ashbourne - Buxton 141 Ripley - Matlock 148 Codnor - Alfreton 173 Castleton - Bakewell

A.V.C.T.

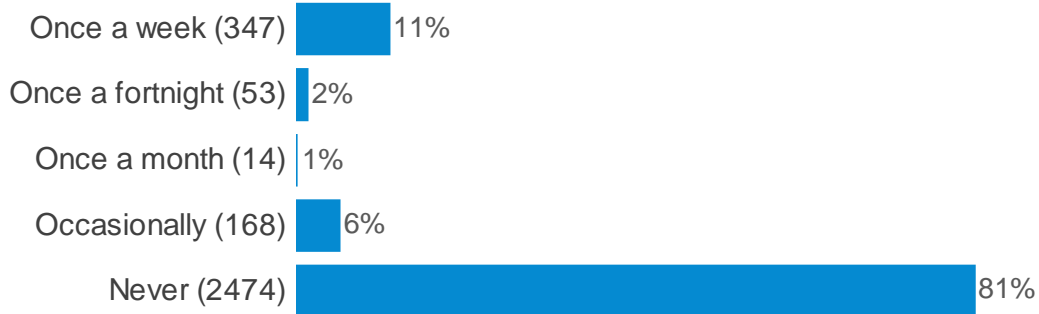
Amber Valley C.T.

Amber Valley Community Transport.

AVCT

None

## How often do you, or a member of your household, use the DAB shopping buses paid for by the Council?



## What would be the impact on you, or a member of your household, if these services were removed?

I used to use it weekly when gc travs ran fromwhaley bridge chapel en le frith to glossop

None - I do not qualify at present

again I would not be able to get out

Nuisance

Would mean non abled people cannot use a shopping facility

None

None

none

none

Disastrous - I don't drive

No DAB buses in my area

See question 8

none

As with subsidised bus routes - a feeling of isolation

None

seriously as I don't have internet to do the shopping .not only that ,I like to see what iam buying .also difficult for me to carry shopping with walking stick.

Although I do not currently use the service, I may need to as I get older and my mobility and circumstances change.

DO NOT USE THIS SERVICE

None, unless it was the only alternative.

Will not be able to go shopping and take my independence away

Whilst ever I can drive none, but without transport in the future, impossible.

N/A

At the moment removal would have no impact, but I am aged 83 & could easily use such a service in the future.

Disaterous

None.

would make shopping difficult

## What would be the impact on you, or a member of your household, if these services were removed?

A nuisance
See Q10
N/A at present
Unable to use normal bus service
Unable to leave the village.
Have to rely on other persons to do shopping
Drastic
Cause considerable problems
Would need to use taxis or depend on others to do their shopping
None
3 times a week. would be confined to our house and rely on family to take us shopping etc
Massive impact
I would not be able to get to Derby or Uttoxeter on the swift bus. Need the help with my shopping we have such helpful drivers on A.C.T
Don't know how I would manage as I cannot go to chesterfield every day to get supplies
Someone else would have to do my shopping and banking
would not be able to go shopping or keep doctors appointments
I would be unable to maintain my independence. This would negate all the work/support built up by community transport over a number of years
none
I couldn't go shopping. I wouldn't be able to go out for the day. I would have no communication with anybody.
without the bus it would be like not being able to have any life . I would be a prisoner in the village.
None at present
would be devastated and lonely
none
negligable
none
N/A
Nil
Although we don't use them now we are getting to an age when they could become a lifeline.
These are services which will be vital to us in the future, especially if any of the service routes are withdrawn and there is only a door to door for disabled etc.. people.
At the moment - none - except I might have to help a neighbour get some where.
None as yet
Any service is better than none and all services would be over subscribed if one is removed.
N/A
will be on my own and being a widow I already get very upset if I cant get out on the little buses as I go to Glossop buxton and Macclesfield every week.
Not able to get out for appointments or any other activity.
None at present

## What would be the impact on you, or a member of your household, if these services were removed?

Unable to access services Isolation

It's the only time in the week I can get out to do my Shopping. Not having the bus would not only impact my shopping, but leave me socially isolated.

We would feel cut off and isolated if these services were to be removed.

Would be stuck at home alone. Would be very depressed if could not get out.

No personal impact, but what a position in which to put people (council-tax payers and voters) if this life line is removed.

NONE

None at the moment, as I am still able to get myself to doctors and shopping, plus I couldn't afford it.

I would feel very fearful of the future. I may need it as I get more frail.

Minimal

We are scared of the possible future of abandonment

None

NONE

Concern that they would not be available if ever I really needed them.

NONE - Yet !

Would imagine devastating for the people who now use it.

None

If you remove this service we should rely more on the subsidised 19 bus service - You can't take both off !! The 19 must stay

I imagine it would be very demoralising to people who already have a difficult life.

I would be unable to live here. At present I can drive if necessary

Catastrophic

we would rely on this as part of avoiding isolation as we age.

devastated if I was a regular user

Does not bare thinking about we would have no way of shopping, it has been a life saver and excellent service to us

No opportunity to do our shopping. Not able to do our banking & hairdressing. No need to meet friends. When people get older, we should be able to have a good life not sit in doing nothing

Not able to get heavy goods and food home

Unable to meet my shopping requirements

None.

Currently no impact but as a pensioner I see that one day I may need these services.

That it wouldn't be there in the future as I deteriorate

I use these buses more than once a week.

I use these buses at least four times a week.

I've never know where ? from or to!

Would be difficult to live as a family in the rural areas, similar for ? as ? income.

Can't go shopping or doctors.

Concerned for those that need it

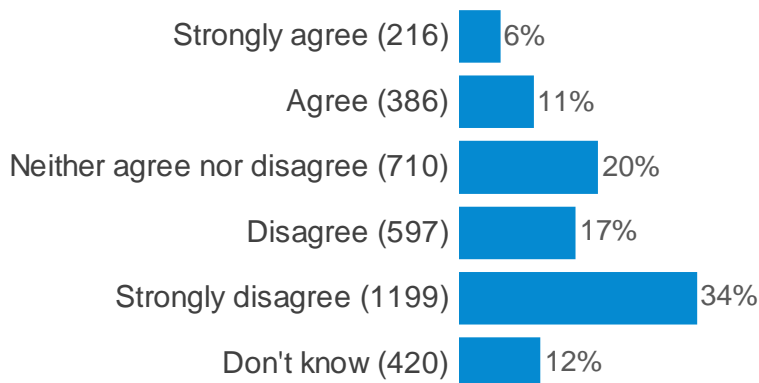
Can't socialize with friends.

## What would be the impact on you, or a member of your household, if these services were removed?

No impact.

None

## How strongly do you, or a member of your household, agree or disagree with the proposal to put on a DRT service in place of subsidised bus services and DAB shopping buses?



## If you, or a member of your household, Strongly disagree/Disagree, please say why: ( )

don't think this will work on busy subsidised routes

drt servicewould be better than nothing but not regular enough to to me to and from work outside my village

Proposals too vague 'some opportunity for limited travel' what does this mean?

Because we are going to lose our independence. A taxi from Hulland Ward to Derby is £25 making a total of £50 round trip. People are going to put off doing essential tasks like going to hospital appointments and doctors because of the lack of transport.

Need buses at set times

If you travel on one of these buses and get out for evening how do you get home again?

Too many conditions imposed on DRT service to make it accessible. Might not always be possible to time journeys

Complicated and too much admin also need phone to sort this out

Would be too limited

Should not be necessary if original service is retained. DRT a poor substitute

The proposed service is highly unlikely to provide a service as convenient as the one it replaces.

Not clear how this would work for vulnerable people

Disagree with replacement but DRT better than nothing

Difficult to use/not enough routes to be much use. See reasons given on p8

this might be the only mode of transport

I need a regular shopping bus to Matlock or Bakewell not one you ring up for.

I need to know & work from a regular timetable every day for work. To be given a named location on a specific day & given a time - would not work for me.

Limited is the key word and would not be able to cope with demand

**If you, or a member of your household, Strongly disagree/Disagree, please say why: ()**

N/A

This type of bus service would not work for me, a more flexible timetable is needed

same reasons as previously stated

I will be confined to the house.drt is useless or confined to the eastern Derbyshire Nottinghamshire border.no visits to the peak district national park.

wouldnt it be a lot better if we paid so much towards our journeys than have limited times .of the week,i am sure there must be other people who will be like me.

This would leave people wanting as there would not be places for everyone.

The route would be of no use to West Hallam residents - old people cannot walk long distances and fixed stops.

Community service.

Not frequent enough for Drs, dentist appointments

How do I know when I need these buses to do any travelling eg what food I need, if the weather is okay, how I feel, I cannot plan when I want a bus.

Lesser of all evils

N/A

We cannot imagine living in a community if our transport was taken off us.

Not as convenient as DAB

10 buses - county-wide? Why book? Why not run a timetable - oh, a bus service! The bookings system will, no doubt, need to be set up and manned - the money involved in this could be used to consolidate the current 'proper' bus services.

Need to pre - book ( Don't always feel well enough to go shopping )

To continue getting to work

A DRT service isn't any good, for doctors, dentist or hospital appointments where I would still need to get another bus direct.

It sounds not bad but what if more people want to use it than there's room. It's better than nothing but I would be fearful there wouldn't be enough buses or they'd run at the night time.

Anything is better than nothing.

I can't see how 10 buses can cover an area like the one you are suggesting. (Why not cut out spending on the flag poles and the like)

Too little to be of value, absolutely no spontaneity. Too much planning required of users - elderly people need looser arrangements. The few places will be wasted & the length of journeys will be enormous & too traumatic.

I personally have a taxi

Limited places on buses would make it difficult if not impossible to use the service and takes away the sense of independence we all like to feel.

All this village needs is a reliable bus service

It would seriously limit people's choices to go out eg the weather on their daily fluctuating health circumstances.

These are vital services in difficult times for many people.

Bureaucratic booking process, waiting times and no opportunity for impulsive journeys.

People would have to run their lives by appointment - no spontaneity.

It won't work! Can't see a commercial bus company agreeing to do this. Again this proposal is a disgraceful way to treat the vulnerable in our society.



**If you, or a member of your household, Strongly disagree/Disagree, please say why: ()**

The booking process and waiting times would deter many individuals, especially those socially/physical/economically vulnerable.

The way the buses are allocated - there won't be one in our area.

The convenience of a bus service would not be available on any specific day.

No use to me if it ends at 7pm.

This proposal should only be considered as an absolute last resort ie if there was no other option available. However for the reasons mentioned previously it is vital for us and our son that public transport is provided on a regular basis - ie public transport that does not rely on pre-booking.

If you are withdrawing the DAB then DRT services would be reduced as per previous reasons.

The service is already very limited. This would make it far worse.

If you need to use DAB service at this time this service would be a very poor replacement. Put yourself 'in their shoes' maybe you would understand why!

DRT services are likely to be under resourced or to meet many demands e.g. travel to work, shopping or travel beyond the area zones (Green/Orange/Yellow)

The subsidised bus service has to be the answer. DRT buses will not be going to the dentist or doctors when I can get an appointment

Can't tell what happens between these response centres.

It would be a vital service in the absence of an alternative

Operator would not necessarily be geared to helping elderly passengers even with low floors. May not be a lift or space at rear for trolleys etc.

Limited options with proposal

Too confusing and would cost more and you would need to put more services on.

Can't have a reasonable change of getting places to love to see and walk in every day. People will be stuck at home.

Concerned at flexibility of such a service as I would want to travel more than once a week

Needs organisation to use and no weekend service

Have learning difficulties and find this would not be simple enough for me to be comfortable with. Life is hard enough as it is and I feel this is a step too far

Losing sight and with other disabilities this will be too complicated you often get things wrong

If DRT buses ran to a regular timetable and route, would be acceptable. A small charge to pensioners would be an idea

A disaster how can 10 buses run a good service, what about shopping, is this not allowed! You state, however, that there will be room for push chairs

No service provided at the weekend

This is not what we need.

When disabled you cannot just be dropped here or there. You'd wait & when Can't get to the drop off, because disabled. Buses need to be picked up at home or if someone was returned to the destination you dropped them off you want to know you will have a bus waiting in experience this does not work as you can't guarantee it's there.

Mobility and hearing problems

Would not be used, 10 buses across county means nobody would get anywhere when they wanted. Complete waste of money

I strongly disagree because the bus services for me are running alright as they are at the moment. And that also goes for many other people in Derbyshire as well.

Inconvenient compared to current bus service

**If you, or a member of your household, Strongly disagree/Disagree, please say why: ( )**

This service could be used for able passengers who would otherwise use DAB. But there will only be a limited space for wheel chairs/ Buggies so could be difficult to administrate. Should be operated on different days to DAB.

10 buses is totally inadequate for the size of Derbyshire. You state 1200 people currently use DAB regularly. How frequently would people do their shopping and how would they get it back home again in from designated points.

The proposed TOKEN service would be an appalling mess and would be a customer nightmare. Stick with what works!

Every day can change with circumstances

How do you book your place ? There will b a lot of elderly people who will not use email or other similar news. Specific days and given times are fine for shopping but not ( I need to get there and the bus is at...) drop of the hat stuff. This service will work for tourists !

I like reliability - consistency

Can't agree to something until I see what it would mean for me. I need see to the routes.

It is the least worst option.

Not very suitable

How can I be sure this bus would get me to appointments?

This service would be no good for doctors or hospital appointments.

The DRT service would be physically not viable for many users. Who will carry their shopping from the 'named location'?

Because it would affect lots of people who rely on them for their independence instead of having to ask someone with a car.

I have a problem with walking. I am 79 years old.

I want to go out for a bus without having to phone

I disagree because the DAB picks you up from your home and drops you off at home which helps with your shopping

Spontaneous travelling would be much restricted.

How will a person know when they need future trips for same day GP visits

Have no car.

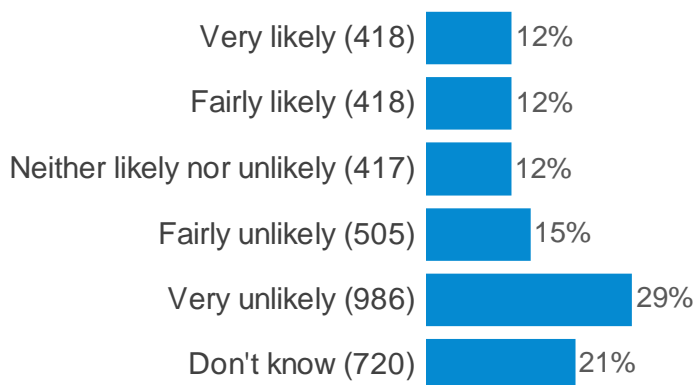
Don't see why you should ring up for a place on a bus.

No places left and you shouldn't have to ring for a place.

Have to accept that cuts need to be made and this seems a reasonable alternative.

10 buses to run countywide from 7am-7pm would be greatly inadequate. The service allows potential users no spontaneity in the lives.

## How likely or unlikely would you, or a member of your household, be to use a DRT service?



## If you, or a member of your household, are Very unlikely or unlikely to use a DRT service, please say why:

Wouldn't be bothered to book- easier to look at a time table

One never knows

Unscheduled, would not fit in with current lifestyle

depend on cost per person

We are fairly fit and active at the moment

would be limited and not so convenient or useful as the one we have, why change

would try to use other services as still fit enough to do so

I require the ability to choose my own travel times - not to have to pre-book

we want to keep our current bus service

sometimes you do not KNOW IN ADVANCE - when you would require a service

the freedom to choose when and where to travel will be gone

same as q3

When travelling on a bus you like to get back home as soon as possible not go round all the hills and dales

It would depend on whether a DRT service would operate in villages and be reliable

I would have no alternative transport.

We would have no choice.

Although don't like phoning I would if I had to use the bus

Not practical in our area at the times required.

living in ripley ,do not need such services at present

Occasionally

Have limited walking and use a walker

Q14 Reply

would not be reliable enough

I can with difficulty get down to the bus stop .your drt service would deprive me of exercise,to give up walking we give up living

Because I would not be able to get to a pick up point. It would have to be at my door and drop me off also.

**If you, or a member of your household, are Very unlikely or unlikely to use a DRT service, please say why:**

Use other services

I prefer a direct journey to know exactly when I will arrive as my time is precious

Unlikely to be available when wanted. Impossible to plan appointments & connections to other services, presumably not available on a daily basis 10 vehicles for the whole county !!!

difficulty using telephone due to hearing problems - no internet

not practical

due to our situation we desperately need SOME sort of transportation - so would be willing to use service if it DID work

too complicated - -if things changed I would be unhappy to have to let someone down

would be difficult to give advanced notice of when travel arrangements are required

need to know more route details

difficult to organize

would not want to waste public money

We do not need to use this service at present

Not enough info

I can't see how this service will accommodate people who have urgent appointments. It will probably serve people who just want shopping. How can 10 mini buses replace all these services ?.

I find it difficult to see how this would work or that it would be viable financially.

Cannot see it working efficiently and reliable with only 10 buses countywide and possible route diversions. Booking in advance is not always possible, scheme not fully defined too many unknowns

I don't live in an area provided for.

may be the only way to keep the jobs

I can't see me ringing up. I'd rather ask around for a lift. I much prefer a service bus. DRT seems too much like charity.

I need the certainty of a timetable I can rely on for work

If subsidised buses are removed I would need to use this service but reluctantly

I am still able to use ordinary bus services at the moment so long as they are still available !

I am not disabled and feel this type of service is for those who are, or live in very remote, rural areas. I see there may be a need but it appears they would not be very convenient.

I'm happy with the buses we have, and I'm able to manage although we only have a few, if we have less, we will be cut off from life.

inconvenience of booking

It would be the only way to get about.

See answer to question 14.

Not convenient

Very unlikely.

I didn't know we could if you lived at Tansley

Don't know - detailed DRT routes have yet to be drawn up - does the council actually KNOW how this proposal might work?

I would have to use DRT if no other services.

I would have to try it for shopping but someone slower at getting around the shops and again where the pickups so, I would not like ringing as I am hard of hearing.

**If you, or a member of your household, are Very unlikely or unlikely to use a DRT service, please say why:**

Likely if there was nothing else

This depends on the time table

How will you allocate places ? Some people will wish to book regularly - leaving few places open to casual use

Have a taxi

Its funds that could be used for a reliable bus service

See question 17

I would not like to run my life on such guidelines.

In the future as getting old and decrepit by the minute.

There won't be one in our area.

No use if it ends at 7pm

Because our son has autism and associated learning difficulties, if the service relies on passengers having to book their place beforehand he is not going to be in a position to do so, ie he wouldn't understand how to pre-book and would struggle with the whole concept of it.

If when we retire we are unable to get to places easily we would need to use this service. Neither of us drive anyway !

I cannot see how this would work logistically in a village as remote as Cressbrook

At the moment able to use the subsidised bus services provided.

Can you guarantee to put a bus on when I want to go for a specific appointment - I think not.

Would have to for work, husband especially. Also daughter for school.

Would have to see what kind of bus will be used, very likely if same as now used by DAB

Having to go at a set time

Would use car instead

Do not want to be shipped all over the place just to do out shopping

May not be one available when needed. Difficult to prebook

We like to have a proper timetable to go by.

Only be able to use bus if it picks up at home as disabled - I regularly go with Ashbourne - Derby Twice a week

Difficulty in carrying shopping whilst using a stick

Unable to plan ahead or make impromptu journeys. Difficulty with heavy shopping because of GP and hospital appointments

Local bus service is enough for me unless the local bus service is withdrawn.

The current provision works extremely well, so why change it.

No need at the moment but who knows if I can't get to my relatives etc in the Peak District.

Not suitable for life style

I would have to see a time table to decide if there would be a service I could use , even adapt to.

Not everyone knows how to use/book/telephone and order transport

It is alright to book your place but what if you are ill and cannot make it. That bus would run at a loss.

It may not to be convenient for doctors appointment etc.

So that I can shop more easily.

No need at the moment, unless no other buses running

**If you, or a member of your household, are Very unlikely or unlikely to use a DRT service, please say why:**

No good for appointments.

I need to shop 3/4 times a week.

Does not seem a very good service if you need to go to appointments

Will have to walk far to catch bus.

Might be too far to walk to catch a bus.

I can manage without at present

**If 'Other', please specify**

if this was the only option then I would have no other choice

At present I am able bodied so would not use it, but as I age I would not like to be totally isolated

If I keep my job then I could be allocated the work.

Depends on whether there was a service which would mean I could travel to and from work conveniently and quickly.

I would be forced to use this service if there was no other option

This would depend to a great extent on the details of such a service in my area.

There are a high proportion of elderly and disabled people in Blackwell.

If I cannot drive then DRT becomes likely .

It would depend on whether it is included in my travel pass as well as the area and route where it operates. I have never used such a service before so don't know how easy to book or reliable it would be. I know similar services in Manchester are not always reliable. It also means you have to know in advance where you want to travel and would not allow for a change in plans / catching a bus ad hoc.

i would be unsure until i have tried it

As previously stated I don't need to use the services but know people who do and they need a regular bus service that they can rely on not a poor substitute which would be hit and miss.

I don't know which of the bus services I currently use are commercially viable. They are particularly used by Gold Card holders. I personally would not have a problem paying a contribution to my bus fare. I am in the position that I could afford to do so. In general I think Gold card holders paying some contribution to fares would be a possible way of reducing cuts to DAB & subsidized services.

At the moment I have use of a car

Other? please define!

I do not understand whether I could use it as a regular commuter bus (e.g. book at for 7am or 8am every day, depend on the journey to take a fairly consistent amount of time, be able to book a corresponding journey home for the end of the day).

Would depend on how the service is structured and time tabled - would they act as school buses for those that need them?

Until we see what the plans are how can we say one way or the other.

But using the bus in Derbyshire a lot less regularly, Using Notts businesses as routine as easier to reach, or rely on partner and going by car a lot more

With only 10 vehicles county-wide, I would doubt the travelling times would be suitable to meet any social need. The concept is utterly flawed.

Don't think it would be in my area

Don't think we will qualify for the service yet

**If 'Other', please specify**

as an elderly person I may need such a service if buses were no longer running

It very much depends on where the buses go.

Have no need at present.

At present I would not personally require a DRT service, but if my health deteriorates as I get older then I would undoubtedly be using the service.

we do not have mobility issues at the moment but may in the future.

At the moment I am fortunate enough to get lifts when convenient, but...

There is no 'Other', but before I could say whether I'd use them I would need to know the routes and times of the buses

If only option - there would not be any choice but to use it

Would all depend on whether the service was available where I live

I would have no choice but to use the DRT if available in my area if all the other buses are stopped!

Its one thing to get a bus to somewhere but need to know how to return, More info is required

It depends on the service level

The problem is what will happen to us if we can no longer drive

This would depend on whether or not the new service could get me to and from work on time.

I would not be inclined to use this service as it appears to be more difficult and frustrating to use, but were it the only option in a dire situation whereby my commute was essential, I would consider using it.

until it happens we dont no

I suspect there would not be a suitable service anyway! How does Derbyshire County Council know where or when I want to go? I should also feel very under-privileged having to rely on "some opportunities for limited travel".

If that were all there was I would have to use it

I need to get to work, so if a DRT service of some sort gets me there - then I shall attempt to use it.

As age increases and the possibility of good health diminishes, the area feels less secure and supportive

timetabled / regular services are preferred by younger members of our household

At the moment would return to using a car but if in the future we are unable to drive then this service would be essential or we would have to move out of the area

i would be very likely to use the service. If cuts have to be made the service needs to be there at peak times to get people to work, school and college and start again at say 4pm for a few hours to get people home again. This is an essential bus service for employment and education purposes with no alternative available to non drivers.(Buxton to Macclesfield)

Once again there is no 'other' box to tick. I do not know what will happen to my health in the future and I may need this service.

Within a few years I shall be unable to drive safely (for myself and other road users).

Who knows what life would be like without a proper bus service. If this is all that is available there may be no choice but to use it. It seems likely that our future residence in Eyam is under threat.

This question does not make sense! Where does "other" come into this!

I have not heard of another County doing this - is Derbyshire the only one? Your heading 'Derbyshire County Council IMPROVING life for local people' is rather misleading in this case.

As we don't know the details of the designated pick up points then cannot say..... and having no experience of an existing service like this.

### If 'Other', please specify

I think the DRT service will very likely be used by residents if that is all that is available however not everyone who used the DAB service will be able to use the DRT service and therefore it is inevitable that the numbers will be lower and some residents will be left isolated by the new system.

If there would be a chance to book places on DRT services for my children, to go to school and back home, that would be an alternative option.

Difficult to guess as my condition may deteriorate

"

If there was nothing else - we'd have to use it!

I would use the service if it was available in the evenings

We would use them if we did not have transport but would they come to our village? As we age we will be dependent on such services to get about for dentists, opticians and chiropodists.

It would have to be a late running bus to help me home from Chesterfield, and Klrk Ireton is a bit off everyone's route because most people have got a car!

Other was not a choice. But I was neither, as until the price, the place and the ease of getting back after you have ordered a bus is know, then this is impossible to support or not support. Not enough information. If I had the capital and the business mind I would set up transport based on community transport size of busses that do divert off routes, are more frequent and are available when you need them.

At the moment we do not need it but who knows. What might happen in the future.

What choice would I have?????

As a regular tourist to the area and a regular bus user when here the availability would have to be well publicised which would cost a great deal

If you want to save money on transport costs why not use smaller buses on the 6.1 route in the quieter times of the day?

Without knowing details of the DRT services it is impossible to predict usage.

Depends if its reliable.. booking timescale.. frequency of diversions as you mention for other drops.. pick up locations. Not enough information to make a comment

There wouldn't be any option but to use it if the current services are axed. How DRT services would run in each sector are still at best vague and so its impossible at this at this point to know how feasible this service will be in practice. EG: Can i get to work? Can i return home from work? Could i attend medical appointments during the week? How convenient will weekend services be? How would people be able to travel across sectors? How would people travel if their local place of employment is

If this was our only means of transport, we would have to use these services. However, this also would be dependent upon a number of conditions that I have no means of analysing with the information currently available. These conditions include, but are not limited to: reliability of service, ease of booking, and the time period which is required beforehand to book. These particularly apply to the elderly, who may easily remember a bus timetable, but not that they must book a bus, and they may n

I live in marple and am unsure if it would apply to me.

At present, I or my husband would not need to use these services, however, should we have a change in circumstances, we have no idea how this would work for us given that where we live, a low, larger bus (as opposed to a community mini bus) would not be able to get up our road to pick us up.

I DON'T KNOW HOW THESE SERVICES OPERATE BUT IT WILL NOT BE POSSIBLE TO LINE UP THE TIMETABLES WITH APPOINTMENTS AT DOCTORS / DENTISTS /PHYSIOTHERAPISTS / SOLICITORS / HOSPITALS. IT WILL VERY COMPLICATED AND WILL CERTAINLY BRING STRESS TO ELDERLY PEOPLE WHO TEND TO WORRY ABOUT THEIR HEALTH

What " other"?



**If 'Other', please specify**

Without the details, it is difficult to know if a DRT will cover the daily school trips our daughter has to make. If it doesn't cover the trips, or our area does not get a DRT, then obviously we won't be using it.

N/A

Need a regular bus service for our village

Who can say? Not enough info about places served or times.

we don't know how it would work or how it would meet our needs, anyone who doesn't drive is stuck

Hard at understanding this

One of the DRT buses could be used if the time is more convenient than a normal bus service.

WHY DRT? why do residents have to be burden with non-existent services? Why? DCC should be fight the cuts and challenging a central governemnt with minuscule support. Why is this council doing the dirty work of central government and then shrugging its shoulders stating it has no alternative but to cut? WHY???

At the present time we are fortunate enough to still be able to use regular bus services. As we grow older there is always the unforeseen situation that would mean the use of such a service could become important. I appreciate that you cannot plan for the what if situation, but it is nevertheless the cas that as siruations change it may well become more vitally important.

I have a suspicion that our village, of Ockbrook, would miss out on such a service (We seem to fall between the suburban and rural slats), and fail to see why one of the many existing bus routes, with which our neighbouring villages are blessed, could not be expanded to include us. Less than two miles across the fields from us, are residents of Spondon, who have a bus every ten minutes. We currently have one an hour, and none in the evenings.

It would depend on where they covered & the frequency/cost.

Depends on frequency and need. I will not be making appointments to suit the Council, I will be making them to suit me

How can an individual make an informed response to this question, when to say the least, there is a distinct lack of clarity regarding the operating details of the proposed DRT service?

Would need to know the proposed routes and time variants within the proposed system, to find if these are suitable for my voluntary duties.

What 'Other'?

This is not a practical alternative to existing services.

If this was my only option of getting to school I would be forced to use it, however, I don't know if it would be possible as the route, price and timings of my current bus may be very different to those proposed for the DRT service.

If the DRT service replaced the 103 bus that takes children to and from Kirk Ireton to QEGs school in Ashbourne then my children would be definitely use the service. However, Appendix 2 seems to suggest that a DRT service would not follow this route.

Because I am hopefull that this is not going to happen.

I can't answer that until we see the details. Would need to see which areas they serve and when and how responsive they are. But in theory I would use it.

Without knowing where the routes are planned to start and stop it's very difficult to say

I'm 60-odd and can't know what the future may bring. Obviously I may become disabled and/or unable to drive, so likelihood of needing to use DRT will increase. My wife has the beginnings of a progressively disabling condition and she may need DRT services soon.

Insufficient information about proposed system to decide whether we would use it.

I doubt that it would fulfill my transport need (to reach my volunteering position by the starting time, whilst also connecting out of the train)

### If 'Other', please specify

Given that this would be the only service available, it would have to be used. If I was to take an evening trip to Derby, I would have to get a return to a local town and then a long walk or an expensive taxi trip from there to home, not the best way to end a relaxing evening.

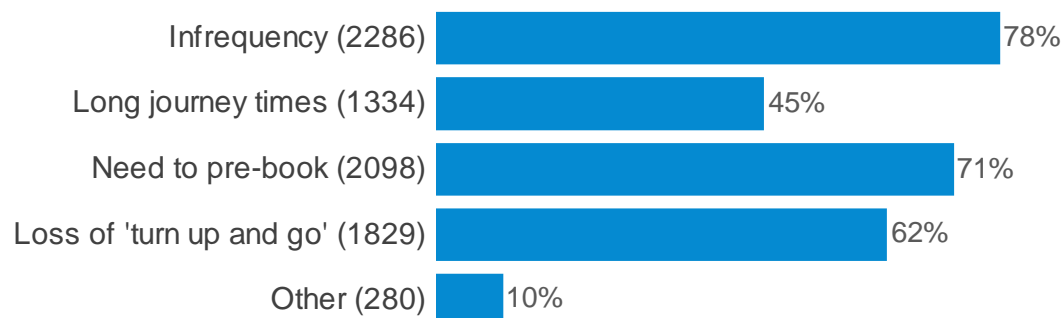
Some sort of regular feeder service with return journeys so that appointments can be made with some certainty

Infrequent

If no service yes we would

Does not sound very convenient.

### If a DRT service was introduced, which features of the service, if any, would cause you, or a member of your household, concern? (Please select all that apply)



### If 'Other', please specify:

Autistic people need a proper timetable!

n/a

Inability to plan connecting journeys

Other services provided in this way are unreliable in my experience.

would result in people standing at appointed place in the cold/rain waiting for late bus

Reduced quality of life in future if my MS progresses further and I have need of a service.

often do not know when need to go to GP or hospital.

Loss of flexibility as the number of buses will be reduced.

Lack of certainty, which makes important/essential journeys impossible to plan

Unsuitable journey times

OTHER - Any lack of reliability, especially if to be used in connection with onward rail travel.

My family member uses CallConnect in Lincolnshire and waxes lyrical about how good they are. I think it would be a good step to introduce them in Derbyshire.

As I live in Wirksworth it wont be of help

availability

Unreliability

Cannot believe that a bus service would travel miles out of its way to pick up a passenger

Getting to pick up point would be difficult

A relative takes me shopping

Husband has to visit hospital on regular basis he is 80 and cant walk up the hill to get the 9.1 or 9.2 service

**If 'Other', please specify:**

Simple straightforward service

Simple straightforward Servicew

Map does not show Hayfield

If an appointment - time of journey - don't always know in advance

Would suitable return services be provided

Not being able to access it.

inability to get to and from pick up point

If I pre-booked this bus for a medical appointment at a specified time, how sure could I be of timing if the flexible service could pick up other passengers on a divergence from route.

The whole proposal is of no use to me.

No weekend service

Limited service may not be suitable for healthcare appointments

It would depend on the distance to the pick-up place.

the DRT is a waste of time and money

Walking to the allotted bus stop

Please see Q16

Don't know whether I could trust the DRT service, I like to shop on a Thursday.

Not always possible to know in advance that you need to make a journey, in life unexpected thing happen

Distance from home to pick up point is 3/4 mile up steep road hazardous surface in inclement weather also very lonely for vulnerable woman on her own in remote area.

Loss of freedom to go where and when I want to

Aged 91, disabled.

No flexibility in timing.

Loss of spontaneity of outings and social life

ok from home - potential problem to connect for return as do not have a mobile phone

having to ring up to book a seat which might not be available

if a doctors appointment is urgent or to visit hospital . delays or just not turning up in winter.

No weekend service

No Saturday service, very restricted service

N/A

Appointment keeping

Not knowing if the bus will turn up ! Trusting to a system/administration that might be unable to provide the DRT service as advertised !

Not knowing if the bus will be local to where we live or the distance it will cover

I live on a hill it is not very good if I have to walk far to the pick up point

please see answers to q16

Concern that a reduced service will become so infrequent/difficult that it may as well not be there at all and ends up not being used and abandoned.

Would DRT have wheelchair lifts like the DAB buses do?

unsure whether you would be able to provide accurate times in case of appointments

maybe unreliable until established, could miss a bus connection

**If 'Other', please specify:**

Not able to use computers

don't use prebook services

tied to times

If I catch the 81 I know not only when it will come but what time I will get to my destination. With DRT I would not be sure of what time I would get there and could be late for work.

we already have an excellent service connecting somercotes birchwood lane swanwick ripley south Normanton which has proven itself.

if you have an appointment there is no guarantee you will get their on time.

No home pick up

Q14 Reply

Need a guaranteed safe and reliable service at least once a week

Difficulty getting to pick up point

No home pick up

May not go where I need to get to.

we live on a very rural country lane with no bus stops - no paths - no shelters and no easy pick up points. Winter travel could therefore be extremely difficult

People will forget to book & become more isolated.

People need to know when and where the service will be to feel secure to use it. Not everyone has a computer to pre book or like to use a phone

Infrequency not suitable where no covered bus shelter in an area. Timetable?

How can you plan an appointment with doctors surgery in Ashbourne as you have to phone after 8 ' o'clock in morning for appointment that day. How can you book transport in advance ? Impossible !

Will there always be wait to talk to someone?

Unknown unforeseen aspects

cannot book to go to the peak district west of bakewell Sheffield from heanor

I don't use computers.

This service is not suitable for my way of life and will affect the quality of my life.

Need to walk to designated stop

Derbyshire needs a 'proper' bus service, the council needs to address the needs of it's tax payers.

I would just require it to turn up in a time that enables me to get to work.

I won't pay for a DRT service, or phone calls to pre-book as I don't see that as a service, for any elderly who can still manage to look after themselves, it would be a strain and worry.

Not enough buses for demand

I think the few places available would make the service useless for regular appointments - or any appointments because time taken for journey would be very variable. The only value would be for non life essential trips out.

No opportunity to travel if the opportunity presents itself on the day of travel.

Perhaps having to walk too far to a pick up point, then having to wait too long

There won't be one in our area

No Saturday service

Can't predict how long I wait at hospital or doctors.

.

No comment N/A

**If 'Other', please specify:**

Can imagine a lot of anxiety hoping your reservation was ok ie.. not double booked etc

Not a consistent service

Social aspect

Need to get to given pick up point

Would one be able to plan to get to an appointment or event for a specific time

Uncertainty of waiting at a designated place for a lift and then the uncertainty of being picked up again to get back home with only 10 buses across the County.

" Other " To me it's about error ( everyday errors) with pre booking and a service not turning up when " pre booked ". Stagecoach were notorious for not stopping for passengers when late running !

Not enough help for disabled and elderly with wheelchairs and shopping bags.

No places left on bus if only small.

**If you, or a member of your household, have any other comments or suggestions for an alternative type of service to the proposed DRT service, please provide them below. For example, 'feeder services' (buses that could connect up with commercial services), or other types of services that community transport or voluntary organisations could provide:**

a feeder service could be useful to people in new mills to enable access to other services along the A 6.

Divert the 54 round Broomfield Estate

There needs to be more thought and care into all aspects of cutting back especially for elderly and the lonely and disabled. How much more cutting back have we to keep putting up with. Disgraceful. Terrible Government!

Monday bus to Bakewell market and other morning buses to connect with other longer journeys are the most used in Birchover. Recent changes have seen journey time double and gold card users have to pay as it leaves at 9:15 am, further along the route gold card users travel free as it reaches them at 9:30 this seems unfair.

This is not just a question of free transport. Many, if not all of these services would disappear, never to be seen again, if Gold Cards, for example, were withdrawn. Similarly with withdrawing the services themselves. Many people depend on these services, not just for leisure trips.

As a disabled person How would you like to be totally housebound?

Run smaller buses in our area if economical to do this. Ask for volunteers to drive the bus

I feel that this could involve the elderly and vulnerable standing out in the cold and rain waiting for buses. It could also increase journey times considerably.

I have had quite a lot of dealing with Community Transport in Derbyshire - Eym & District Transport. I am given to understand they have a fleet of 14 or more buses to cover the area and impossible to understand why one bus cannot be based in Matlock. The would save time and money and mileage. Every endeavour has been made to do this, but alas it has been turned down. Given that Wirksworth residents have a bus based in Wirksworth but they come under Chesterfield Community Transport, I think there needs to be a complete reorganisation of Community Transport.

Feeder service connecting Ashover to kelstedge and clay cross would be of great value

many people have their own transport .some I know of use community transport these need weeding out to save money.consider swapping gold card student card ect and everyone old and young fit and disabeled pay one pound for journey.this could save you a lot and pay for genuine nessesery services. the island of jersey uses this and it seems to work. finally you should tighten up disability badges as they are being blatently abused.

**If you, or a member of your household, have any other comments or suggestions for an alternative type of service to the proposed DRT service, please provide them below. For example, 'feeder services' (buses that could connect up with commercial services), or other types of services that community transport or voluntary organisations could provide:**

why not introduce nominal fee per journey for all passengers using subsidised travel ,suggest 1 pound per trip

Go back to half fares at least or what ever, so long as there is a bus at the end of it.

One bus an hour is not too much to expect for anyone over 80 and who has paid all their taxes for over 68 years.

more limited subsidised service .passengers paying for services ,half fare for old and disabled

Feeder services could assist in this situation. Obviously the free bus passes have added great pressure on the councils throughout country areas; Charges will be needed and the majority of users would be happy to revert to half fare is necessary

Reduce the service 2 hour instead of 1 would be better than nothing. Everyone contributes to the cost those who go free pay half fare

keep existing local 152 service please.

If 16, 16A were to discontinue the need for a feeder service would be required. Would it be possible to redirect some 39 buses to take in Storforth Lane and Broomfield Avenue.

Feeder services may be better than DRT Why do some buses run every 10 mins in other areas and 48 hardly runs at all and is being axed? why cant financial management be better, eg 10min services changed to 15 mins so that our bus can remain. How do I book a bus for a same day appointment I may be given by GP?

50% cut in rural services i.e 3 day rather than 6 day .the need to prebook will mean having to employ to do booking and paperwork and time for the driver checking off names not time or cost effective .keep the timetable but reduce it.

Designated service is a good idea for when it's needed, rather than services running ' just in case' someone might want to journey.

Feeder services / combining existing services where possible

scrap the gold card ,introduce pass for the over 80s .most pensioners are joy riding at the councils expense,something is mightily wrong somewhere?

The 81 is near enough a feeder service as it gets people to Bolsover or Staveley where they can connect with other services.

Dial and response transport is a very difficult name to remember

please keep the service we have running

if you have only got a limited amount of funding this is not the answer! we should be paying at least 1/2 fare, school children pay for bus fare. Just a skeleton service would be enough.

Have smaller buses working on circular routes non - stop during the day- connecting villages with commercial services in Matlock, Bakewell Alfreton, Ashbourne etc...

K.I.S.S

Protect us from rural isolation

I would be prepared to pay half fare or discounted fare as a pensioner to keep the services as they are.

Can we have a feeder service from Melbourne to Chellaston there we can get a greater number of buses to Derby. Small bus with regular trips to link with the Chellaston buses

Retain current community bus service

**If you, or a member of your household, have any other comments or suggestions for an alternative type of service to the proposed DRT service, please provide them below. For example, 'feeder services' (buses that could connect up with commercial services), or other types of services that community transport or voluntary organisations could provide:**

I would hope that the proposed DRT service be introduced only if all other options cannot be met. ie; Last resort

cut down on service by running routes every 2 hours .this would save money and still provide a service.

charge half fare for oaps

charge oaps half fare

smaller buses to save fuel

Feeder services are no good, too much, waiting about and too much messing about.

If service the 173 service was scrapped a feeder service to Great Longstone, Little Longstone & Cressbrook to Ashford or Bakewell, with priority to local people living on that route.

Perhaps reduce the daytime service to 1 hour in low peak period but keep a service all week & evenings.

maybe a feeder service to Hasland to enable other connections

might be some limited scope such as evenings from matlock to surrounding areas

feeder services would help me provided they are frequent and regular.a daily service of some kind is what I would like.

Need buses that connect to matlock for chesterfield, ripley, alfreton

Cannot think that in my situation this would be available. Would involve too much admin to be workable

If buses not full would it be better to have less on the same route as elderly cannot walk far. Could make bus every 2 hours

Feeder buses to train stations and unsubsidised services. Perhaps some routes being extended to cover more areas.

Feeder services to connect up to commercial services, providing feeder bus makes good connections

Continue as at present but ask gold card users for small contribution for each journey made

Feeder services or similar sound a good idea as a possible replacement if this has to happen

Hope some alternative proposals can be found, loss of majority of public transport in Peak District would be devastating. Large communities like Tideswell, Ashbourne, would be left with little or no buses. Co- operation of bus companies could lead to connecting or shuttle services, which could also work in conjunction with a sensible ( more than 10 buses) DRT service. Some bus operators (eg Hulleys) might be able to combine services already existing to operate commercially in the main - eg Circular routes with good connections to other routes/ DRT etc.... Hulleys seem to react positively to this idea, but it needs some careful & detailed planning.

I understand the situation but is it not possible to give the areas under threat of no service at least one bus daily or weekly ? People like myself could arrange activities around what's available rather than never being able to get to parts of the region again. \* Areas not covered by proposed DRT service

feeder services that connect with commercial services would be best.feeders should pick people up from home and provide wheelchair access.

a feeder service is a good idea

**If you, or a member of your household, have any other comments or suggestions for an alternative type of service to the proposed DRT service, please provide them below. For example, 'feeder services' (buses that could connect up with commercial services), or other types of services that community transport or voluntary organisations could provide:**

From Winsters (Birchover, Elton & Wensley) we need a daily 10am ish bus to Matlock & return between 12-1. Concentrated into twice a daily at sensible shopping times they would be used, probably with low subsidies can we (pensioners) top them up with small bus fares? (or some children's Concessions?) Talking to other passengers they are frightened. They think they might have to move. It's one way of deliberately de-populating the villages of their poorest & most vulnerable, to make room for yet more wealthy.

Feeder services could be used to connect to Calver, use smaller buses and without the need to pre-book at sensible times. Half used at present for shopping services. Half of DRT services.

I have to get to my dentist in Matlock from Calver. So I have to change buses in Bakewell which I can do now, but if this changes, then how will I get to a dentist. People should not have to worry like this, we should be able to go about our daily lives, also my doctor is two miles away. I need a bus for that, I cannot walk it there and back, it's not frivolous things, it's a need. Also need to get to my bank and shops and chemist also not to be cut off from family, friends, it's lonely here as it is.

Leave it as it is do nothing to get more money for services. Put two fingers up to the government, demand more money if none comes take the government to court. Get rid of the Muslim terrorists and spongers in Great Britain. Leave the EU I am voting for that the EU is useless.

This Government is taking away all the little pleasures of people who cannot afford to go places without the subsidised services so any service that will get you to the place you need to be without having to pay a fortune.

I use our buses 7 days a week. I am a non-driver in my 70s who has to walk with a stick. Our elevated village (Holloway) is about 2 miles from the main road (A6) and our buses are a lifeline to me and other older people. Buses are so important to rural communities. They employ drivers, cleaners, maintenance staff etc. They get children to school, get cars off the road, take us to hospitals, doctors, dentist etc. We, and visitors alike, spend money in all our local towns. In the summer months we have more people using the buses - walkers and visitors to our beautiful area. Would you consider a winter/summer service? Every 2 hours (as now on Sundays and Bank Holidays) in the winter months? Or smaller sized buses? PLEASE DON'T TAKE OUR BUSES AWAY.

Retain Dial a Bus but charge cost effective fares - best solution

I do think the DAB Bus Service would be a good idea. I am not disabled but may need the service in the future. Also the DRT Service would cause me concern if it wasn't frequent enough.

The whole proposal seems to replace an, agreed highly subsidised, system with something which is unnecessarily complicated and almost discriminates against those who wish to use a bus service when it is convenient to them rather than having to make plans days/weeks in advance. Wouldn't a subsidised taxi service be more economical/efficient than all these restricted and restrictive bus 'service' proposals?

A more limited subsidised service Gold card users and disabled users paying 50% of fare.

Your Bus drives through Heanor, Langley Mill and Eastwood where plenty of buses go. How about diverting a Your Bus from past Asdas that can go into Milnhay Road, up Meadow Gardens up the hill to Breach Road onto Ilkeston Road, (where the doctors, dentist and library are) and easily pick up a change of bus to Ilkeston hospital from Ilkeston Road, bus can then arrive at Heanor for me to get to Derby station. I have to get 138 into Heanor then a 1H to Derby, then another bus to the station, that's 3 buses to get a train with a suitcase.

I would prefer to keep the services as they are but maybe, instead of bus passes used, a half price fee charged to help pay costs.



**If you, or a member of your household, have any other comments or suggestions for an alternative type of service to the proposed DRT service, please provide them below. For example, 'feeder services' (buses that could connect up with commercial services), or other types of services that community transport or voluntary organisations could provide:**

I am appalled at the prospect of no buses .As a pensioner I can see the need for ambulance trips or GP home visits or expensive taxi's hovering into view on the horizon. I would rather pay bus fares instead of using gold card - wonderful though the gold card has been. Pleasant shopping trips to Matlock or Alfreton will be out. The shops are going to miss this trade & our world will shrink pathetically.

People with disabilities get attendance allowance

In the absence of a reliable bus service a feeder service may be an alternative, however why spend money on all these extra services when all we need is a bus service (either subsidised or not subsidised)

Postal mini bus transport for rural areas at certain times of day.

I feel feeder buses would be too much hassle. Please keep our (hourly) 59!

Feeder Service

How long do you think the frail, elderly can take the confusion of all these proposed " Feeder Services " getting back is also a big concern. What previously took a couple of hours could mean all day - or at the other end no time to shop. Totally unworkable. The biggest question is if you do not have access to a car and need to get to the doctors for an appointment how do you do that if you can't afford the taxi fee ( living on the basic old age pension) What's the point of the gold card if there are no buses.

A 'feeder' service would benefit.

Feeder services to connect with commercial services would be very welcome as there is no real integrated transport. Services system of some places to reach can involve as many as three connections on the particular journey. Also on evening services just Thursdays, Fridays and Saturday nights with return times to co-incide with theatre, cinema or concert performances finishing times. At present, the situation is unsatisfactory as bus times are either too early or too late. I'm willing to pay for this service if it could be made available.

Council needs to get its priorities right. Has wasted money on resurfacing pavements in Stanley and a useless path/steps on Cat and Fiddle lane.

A local organisation needs to be set up to provide transport to the stations, town centre Marple, Stockport and Glossop. Where possible connecting with 199 so that those who go to Whaley by bus can continue to get there or shop/ also Buxton ie feeder type but with a list of regular passengers with phone numbers in case of break down unavailability of staff to run transport at the moment if that above happens no one has a clue.

Feeder services might work in Cressbrook. Otherwise I can't see anything working well enough other than a proper bus service.

No comment N/A

Feeder services may better supply and demand - For Crich connection to other public transport at Whatstandwell ( Bus and Train), Cromford ( Bus and Train), Belper (under usage of public transport options)

Just keep the subsidised bus service running.

Sorry not being a resident yet ( will be by May 16) don't really know enough about where commercial services are likely to be.

Feeder buses would alleviate the problem to some extent but on the 171 route I fear it would be more expensive than the subsidy. The distance in question from Middleton to Yougholgreave is barely more than one mile.

**If you, or a member of your household, have any other comments or suggestions for an alternative type of service to the proposed DRT service, please provide them below. For example, 'feeder services' (buses that could connect up with commercial services), or other types of services that community transport or voluntary organisations could provide:**

use smaller buses and more regularly. Mondays - Fridays are always well served on the 172 - forget volunteers are Hully drivers are a community welfare asset. Professional, polite and reliable. Do not lose jobs and expertise on our appalling roads. Connecting with feeder services would be useful. Get the computer geeks doing something useful.

Most of gold card users would be willing to pay towards the cost of buses rather than lose them.

Would mainly want a one way trip from Glossop to Padfield. Would there be sufficient flexibility in such a service to allow this more than once a week. Prospect of bus not being available due to high demand would also be a concern were the proposed service be too limited

Feeder services seem like a good idea. A small charge could be introduced to enable a more frequent service

Do not agree with feeder buses, had enough of that for holidays. Sainburys is 20 mins up the road not all over Derbyshire. Very sad it has come to this for us old people without cars. It is a big worry the local shops do not carry stock of supermarket. It is a service we depend on

Most of these buses on the list appear to have a regular weekly services & some more than one a day. Some of these buses could be cut especially if running nearly empty. We have no such luck we appreciate being able to ring to go to Derby, so why do we have to be the ones cutting the services. We pay for transport which we do not mind but looking at these papers it said using the other kind of transport we would pay nothing on a gold card. Start making those who go on service free to get them to pay like us. More money in the funds not giving it away. We have to pay why shouldn't they. Our bus is usually pretty busy not empty. IF YOU DID NOT HAVE A CAR YOU TO WOULD NO OUR NEEDS. Men should think about this at all.

Dcc priority is very wrong. bus services could be commercially viable if run properly at decent times and affordably. Even if require subsidy this should be a key priority over departments such as community safety

Feeder buses would be good but connection could be tricky unless the bus it's feeding can await arrival - (May be delays to feeders due to volume of traffic/accidents etc Again the Community Transport would only have limited space for wheel chairs/buggies so some passengers on feeder (if wheel chair/buggies) may not get on bus.

I feel it is totally unreasonable to expect vulnerable people to wait a designated time and place for a limited assisted bus service to go shopping, visit the library and attend medical appointments. It is difficult enough sometimes for able bodied people to cope with the uncertainties of public transport especially on hourly service routes and the bus breaks down or there is a major traffic hold up 'en-route'.

The proposal appears so thin it is ludicrous to think that such a skeleton service would meet the needs of the county. I will not be safe for vulnerable people. It is far better to support what works well and trim a little. The county should be proud of providing a county wide service and we should all be paying our bit ONLY via our council taxes.

( I've also used Q23) Reduction on two regular services to get people to adapt, more passengers ! Two many buses for two little regular use ? The encouragement of commercial services to carry bicycle's, particularly bagged folding cycles. For medical reasons I cannot drive but do cycle and I am often refused when trying to take a bagged folding cycle on board. I am able to do significantly long journeys by cycle/ bus/train, it is usually a driver - Transpeak service driver with five on board - " lockers are full mate". Incidentally, where is the luggage space on modern bus designs ? What is being saved in money for the state if these cuts mean unemployment for drivers and mechanics and jobs related to these services ?

Feeder service could be useful.

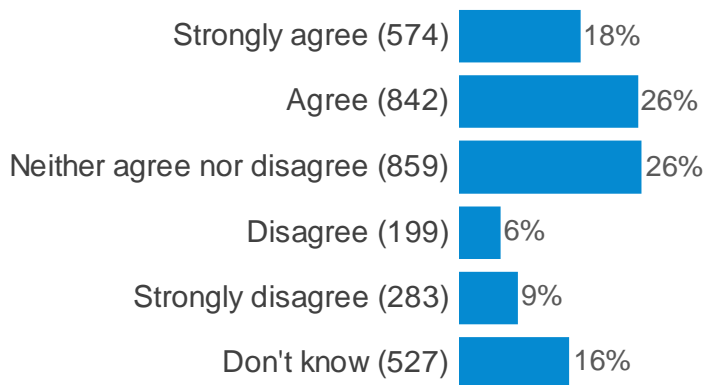
**If you, or a member of your household, have any other comments or suggestions for an alternative type of service to the proposed DRT service, please provide them below. For example, 'feeder services' (buses that could connect up with commercial services), or other types of services that community transport or voluntary organisations could provide:**

That to me sounds a better idea.

Feeder service I think would at least help.

Feeder services are a much better alternative to DRT on its own

**How strongly do you, or a member of your household, agree or disagree with the proposal to put on a Door-to-Door Plus service for people who would be unable to use the proposed DRT service?**



**If you, or a member of your household, Strongly disagree/Disagree please say why:**

Expense

Old people cannot say from day to day if they are capable of going out on the day in question.

I do not agree as the cost would increase.

Wife uses a wheelchair

I use a wheelchair

N/A

But suppose it will be better than no bus at all.

GENUINE disabled people would be disadvantaged

Your proposal describes the current DAB service would any other operator drivers be MIDAS trained?

Genuine disabled people would require this service

Cannot see how this service would work people will want this service at different times

While we still have access to a car it is still the easiest and most convenient option

A lot of disabled and elderly could not get around or out and about without the bus service

Unable to do shopping.

How much would we have to pay?

Why should these people have to pay when gold card holders do not pay??

I need to use my wheelchair

That would double up on journeys making it more costly.

**If you, or a member of your household, Strongly disagree/Disagree please say why:**

Cost to users, many travel free, people on a limited income and use bus frequently would have to cut back on travel

Subsidised taxi service with gold card

Do not use door to door plus.

This should be Community Transport scheme owned. 6th richest country in the world - ha!

Aged individuals must be adequately catered for at nominal costs.

If we ever needed to use the service such as the DRT it would cause us a great deal of anxiety waiting and also the cost (being older).

GOOD IDEA IF NO BUS SERVICE

Subsidy per passenger too high, could be used for wheelchair taxi

Too expensive for one person

It would take away my independence and a lot of my social life

N/A

N/A

Volunteer centres provide transport in these cases

The car would reappear, as I don't want to use DRT services

Anything that offers hope must be considered. I can't see a future for people suffering !

This service would hopefully be a way helping those unable to use the DRT.

If they are expected to contribute to cost is it becoming a subsidised taxi? Isn't mobility allowance flexible enough to cover taxi fares

Not guarantee a seat on the transport

It depends on the amount to be provided to give a reasonable service.

Not good for village members this is not a service

Apart from the operator other than community transport which is a nonsense when DCC supposedly supports CT. I would be abusing the service by using it to the detriment of more needy passengers

I would not use it myself

It is the least wanted option if DAB is terminated.

seems fair to provide service so people can get out .given the need to cut costs it is reasonable to ask people to pay towards trip.

Any service still has to be funded

I don't understand the need to further subsidise the travel requirements of people who are, or should be, in receipt of disability living allowance.

iam very happy with dab3 shopper

prefer existing local 152 service your bus

At this point I don't need this service but who knows what the future holds.

Make it more difficult to get out of the village especially when I get older, looking into the future they may as well take a taxi

N/A

door to door dial a bus are not as efficient practical or convenient as the service we have now would be prepared to try it

These services are ESSENTIAL TO ALLOF US

Would prefer a bus its easier to plan but would give it a go

**If you, or a member of your household, Strongly disagree/Disagree please say why:**

No alternative.
We wouldn't get a door to door service up Church Street although it would be good.
Would not provide a complete or useful service.
Would provide a useful service for people of limited mobility
Very limited for walking to local bus stop
Depends if I am deemed legitimate to use service have Parkinson's but don't have a wheelchair
Because I am living on a pension. I haven't a lot of money coming in.
the same answer as on page 5
people with disabilities should not be denied the help they need to go places
Any service is better than none. If one service goes, all the rest are put under pressure
N/A
waste of time useless for disabled people
These people cannot help being disabled so need this service.
Not as good as what it proposes to replace.
For people who need it.
If the funding to the Community Transport is lost, it will have a devastating effect on senior citizens.
But we don't want a DRT service, we want a proper bus service with special service for folk who aren't fully mobile.
I cannot afford to pay, the drivers manner, for paid transport, would not be in the same way as a voluntary driver.
If there's no other choice
This could prove more expensive in the long run, especially in areas where there is a high degree of disability eg near homes/sheltered accommodation for elderly/disabled people.
Question 18
What is the point if a wheelchair user cannot gain access to this service - surely the disabled need access to!
This scheme is bureaucratic, too limited and ?
Again you would be making people live within a set of guidelines.
Its better than nothing.
There are many people in this community with disabilities and vulnerabilities other than physical. This scheme is too limited in provision, is bureaucratic and incurs a cost to the individual.
Anything is welcome more than the current proposals on offer.
For the reasons mentioned previously, there is no substitute for the existing public transport service (bus services) currently provided
This is essential if there are to be so many cut backs.
Can't comment N/A
It is difficult to comment on a service that is so ( two words ineligible) The only comment that I can make is that it is better than nothing.
Why put on a special service when we already have the service we need.
Better than nothing but prefer DAB
This is needed for disabled and elderly users
Feel strongly for council putting us in this position.

### If you, or a member of your household, Strongly disagree/Disagree please say why:

Because it would take hours to go anywhere and back again.

Useless inconvenient

If this service operates it should be regulated by certain hours/days. Maybe other days to DRT

Will enable disabled users to access social events, shopping etc. much easier

I feel the current DAB service should continue with the addition of a limited free door to door plus service so that people can have choices. I could not even contemplate the idea of a Limited Demand Responsive Transport Service with only 10 buses.

The current service appears fine, the council should not cut any of the transport services. Increases in council taxes if necessary or make cuts elsewhere.

It will hurt the most vulnerable and isolated.

We are not all programmed to eat/work/shop at the same time.

Same as Dial a bus.

why have it, seems the same as DAB service under a new Door to Door name.

Seems same service as DAB just in another name.

### Do you, or a member of your household, consider themselves to be someone who would be unable to use the DRT service because of a need for extra help?

Yes (268) 9%

No (2183) 72%

Don't know (587) 19%

### If 'Yes', please say why:

Not currently but age and progressive condition suggest that the time could come.

my mother is easily confused due to her age, although she does not have a registered disability.

Willing to pay a fare. Hate the community buses to be cut as it affects vulnerable people. If a choice has to be made these community buses should have priority. They are very important to our disabled people

Difficulty climbing the stairs on buses drivers not permitted to assist

Three wheeler walker to walk short distances vulnerable with mobility and falling need a lot of support would not use it

Classed as disabled cannot walk far

Waiting for double knee op and don't know how will affect my mobility

Worry about extra costs how much money would passengers have to pay

Can't manage my shopping on and off buses without help.

Problems with both legs if somehow missed my return bus how would I stand on getting home

85 and wheelchair user

Limited mobility

I am a wheelchair user.

unable to walk more than a few steps, can get to end of drive only

**If 'Yes', please say why:**

I am disabled and have a blue badge. Eye sight extremely poor.

Need assistance in getting off the bus. Help with shopping carrying to the door.

Because my husband can't walk too far.

Limited walking capability and COPD

Difficulty in walking very far

I can't explain why

Not able to climb on or off the bus.

Because of poor mobility.

I need door to door. I'm disabled and need help carrying my shopping.

Cannot walk unaided

I am a wheelchair user so cannot use any other transport. I cannot get out of my wheelchair so I cannot use a normal car or bus.

Because I am housebound through lack of mobility

See Q16

Use wheelchair

Due to health reasons i.e. arthritic knees and a heart condition as well as advanced ages.

I am unable to do a weeks shopping due to having to carry heavy bags even to my door.

Could not carry shopping

N/A

At 94 years old I have limited capability to climb stairs or steps and carry shopping. I also have dementia.

Not able to get on or off normal bus.

Walking with difficulty.

Not able to walk without a wheelchair or help.

Help with getting on/off bus. Help with carrying shopping.

Wheelchair user

I registered blind and one unable to walk far

Need help with shopping

Walking is not good

Many would have to use expensive taxis

Don't use it.

Disabled cant walk far

As we get older we have no idea what will happen but hope that we will be able to catch a bus and keep our independence.

you never know

Stop wasting money on so many other ridiculous projects - 50+ forum - excessive promotions - misuse of council lands

possible in future due to my age.

You would not get help with heavy bags

N/A

N/A

existing mobility problems and walking aids prohibit carrying

**If 'Yes', please say why:**

if services are to be reduced so be it. a service should still be in place ie morning and mid afternoon for people to travel to derby ashbourne ect running at times which are not loss making services. would be willing a part fare to have a service provided.

My mother has a severe leg ulcer and can't walk far. These cuts will remove a lifeline for her too.

Have health problems which stop me from undertaking long journeys

I have a severe ulcerated leg which makes it difficult to stand around waiting for a bus when not knowing what time it will arrive.

have to use a walking stick .find steps a problem need help with shopping

Not at the moment but potentially in the future.

Husband not well

instead of using recourses to pay council workers to do services, use offenders to perform services such as refuse collection, road sweeping, litter picking as part of their community pay back programme Collect non-paid council taxes more vigorously

Back problem

Hip and knee replacements and joint pain

Cannot lift goods on or off

Limited mobility, respiratory problems

Only able to walk with assistance unless use my walker which is not suitable for taxis

Unable to carry heavy bags very unsteady on my feet so some assistance is very valuable

Mobility issues, hard of hearing, would need this service to account for longer pick up times to allow elderly/ disabled people to access the service.

Because I am 85 years old and disabled. I cannot walk very far

one moment you are advising people to use the bus to cut down congestion on the roads .then you are taking it away from us. i cannot afford a car so I rely on buses. in summer I look forward to catching bus to carsington water for walks and cycling If you take buses away I will not be able to enjoy myself

impossible to predict future need for help

Gold card holders should pay 1/2 fare - many would be willing to do so especially as free travel is no good if there are no buses to travel on! we are being encouraged to leave our cars at home - but where are the buses?

make gold card users pay some or 1/2 fare to subsidise other at risk bus services

1. make some prams pay - - some are as big as Minis 2. people using the bus for 1 stop should still be made to pay! 3. if the council subsidise 139 buses, would stopping the funding result in the loss of 139 jobs? ask those bus drivers if they would rather take a drop in wages to save the service?

mobility problems

Not at present

my disability might get worse

If we make use of the school buses we need a skeleton service in holidays

Due to my age late seventy's, who knows what I will need in the future?

N/A

I cannot walk very well I use a walking stick. struggle after 1 or 2 hours from the house

Disabled.

Single person, wheelchair user and disable person

I often need help entering and leaving the bus. I need assistance carrying my shopping on/off the bus



**If 'Yes', please say why:**

We may need extra help soon. We are both in our 70s.

Need lift at rear to get on & off bus

May need to in the future

I am 90 years old and getting out on a daily basis helps with my mobility which is very limited now and would become worse if I can't get out so knowing a time within a bus is going to arrive is essential to give me time to get to the bus stop.

Possibly in the future

For the reasons mentioned previously - ie our autistic son would find it extremely difficult to pre-book this service and would struggle with the whole concept of using it.

Can't comment N/A

Need help getting on and off and unloading trolley

Not yet but maybe in the future

Cannot walk to bus stop in all weathers, need help to carry shopping.

Disabled & needs a scooter for shopping & business

Difficulty walking, hearing and seeing

Help with shopping, steep hill

Unable to walk any distance use a trolley to enable walking

Sometimes different day to day.

I have back and walking problems, especially trying to carry items for distance.

**Do you have any other comments to make or alternative suggestions for how the Council can make savings?**

I am certain that people with bus passes would willingly pay towards keeping the subsidised buses running. A percentage or half the bus fare would help. I would definitely pay.

Many of your bus passengers are pensioners with free bus passes. Most of them would be happy to pay for their journey rather than lose the service. Surely, even a 1 £1 flat rate per journey would raise some money?

I could tell you but you wouldn't like the comments.

Yes - Suggest that all passengers pay a fare - perhaps a 'flat rate' scheme for those who currently travel free. Having talked this over with friends and others we all agree that we would be prepared to pay to retain these important services in our communities. For the less able - a vital lifeline for socialisation & independence, otherwise an even greater strain potentially on the NHS & social services.

YES. Why not re-instate a charge instead of the free bus pass? Surely it's better to have to pay even half fare than lose our buses? ALSO on some of the village runs, would it not be more economical to use smaller buses when there are not many travellers?

I don't use buses very often myself as I work in Bakewell and the last bus back is 5.15 pm which is a bit too early for a lot of people who work. I do however, think rural bus services are important for teenagers. They're encouraged to do extra things after school eg rugby practice ,orchestra etc, but it makes things difficult if there isn't a bus home other than the school bus. These activities are important to put on university applications, as well as doing them just for fun. Also if they want to have part time jobs in matlock or Bakewell during school holidays, it's very difficult if they can't get there. The buses are also important for elderly people who no longer drive.

The bus and local train timetables should be integrated so that the buses feed the trains. A proper integrated transport system like in Switzerland

## Do you have any other comments to make or alternative suggestions for how the Council can make savings?

Retain the once a week community service OR Subsidise a 1/4 of a mile detour of one of the many regular commercial services into our villages a couple of times a day. Including stopping this would increase journey times by less than 3 minutes in total and transform the lives of elderly village residents. The cost of this in terms of value to local people would be negligible.

Cut out diversity/ equality training surely if a person is deemed suitable for employment by the Council then they ought to be mature with the ability to use common sense in their dealings with others. Environmental issues should be dealt with by National Government Agencies. Withdrawal of bus services will inevitably lead to redundancies in the bus industry more useful people out of work and having to claim financial support. Good thinking !!

see q18

Make less journeys on the DAB to fill bus more. Sometimes the bus has only a few people on bus users would be willing to pay half fare to keep subsidised buses running. or pay flat rate 1 pound per journey

Yes. Put less in your pension, get rid of big wages to managers. cut the overheads down.

the 151/153 could be made into one bus or use a minibus

some services go into Staffordshire, surely you should restrict them to Derbyshire . 442 service should be less frequent say every 3 hours

When the railway closed and passengers were no longer able to use the station at Great Longstone, they were assured that the village would be provided with a good bus service to compensate, over the years the service to Bakewell has been eroded and the service to Chesterfield on a Saturday lost. I believe that many elderly people and myself would be prepared to pay half fare as we did in the past to keep the service running both for ourselves and younger people who need to get to work and youngsters who like to visit friends at holiday times. ( Not all parents can ferry their children around). I believe Peak Park want less cars so good public transport is essential.

buxton to ashbourne 442 instead of stopping them all if they ran a 2 hour shopping time in buxton or ashbourne or just 2 or 3 times a week

It is difficult to suggest where DCC can make savings given the scale of government cuts

See Page 6

Re examine your bureaucracy. Eliminate non jobs such as we see advertised in The Guardian. Keep pay increases in line with the average wage. Eliminate so called ' fact finding' jaunts etc etc etc. Many older folk would be happy to pay £1.19 per journey to keep the bus. DCC withdraw bus subsidy; DDDC maintain parking subsidy ! This is nonsense ! Whatever happened to the promise made to residents when the railway closed - a bus service now to be withdrawn. Politicians profess to care about rural communities & the environment, but take away all their services & enact policies which encourage car use !! Councillors should try living as an elderly person with mobility problems, trying to survive on a state pension, living in a village with no shop, no pub, no doctor, no transport !

return from longstone to tideswell is £3.60 I wouldn't mind paying more if the 68 still runs to connect with the 173 cut tideswell to get people to work then doesn't come back from buxton at 2.50pm anyone waiting castleton catches the 2pm from buxton and connects with the 173 castleton bus in tideswell at 2.30pm .

would it help if us pensioners some fare or even half

see enclosed letter

23 could route up heanor rd and down charlotte st as it used to from 7pm when it ceases to go round duke st estate. this would give a lift up heanor rd for Shipley view residents. the 59 is essential for older residents on Shipley view surely 1 bus per hour is not an unreasonable ask when cotmanhay have FOURTEEN AN HOUR MOST RUNNING VIRTUALLY EMPTY.

charge on red arrow out of derby as it is used as a luxury coach by affluent oaps. on other services charge 50p per journey for oaps still be good value

## Do you have any other comments to make or alternative suggestions for how the Council can make savings?

The council has made savings this year because there has been no snow. This could be put towards transport. The council should charge for green waste collection - which is optional to most people. Or why not charge for a second green bin ?. Derbyshire is good & caring County Council. We do not in the least mind paying local taxes. However we do expect the poor, vulnerable & lonely to be catered for in a responsible manner.

Scrap the newsletter - Not essential. Withdraw gold card and increase bus fares ( Cheaper than using taxis)

myself and many feel it was a big mistake to introduce free bus passes, we paid half price on reaching pension age and would be happy to go back to this. Could a nominal fare be introduced? What is the point of having free pass and no buses. At one time one could buy surplus plants after council had finished their planting, has this stopped? Do you sell compost made from green bin collection? do you chase people who don't pay their council tax?

Fewer buses at regular times

Council tax has just been raised by 4% perhaps this could contribute. Reduce number of buses on route and offer similar frequent service

I am extremely worried by the possibility of losing the 59 bus. There is no other service that I can use and as I don't drive I am totally reliant upon it for all travel The bus is well supported on most times, by disabled and elderly people who will be really stuck if it finishes. It is notable that the H1 and Y1 services run almost together along the main Derby/ Heanor road, often very few passengers on them other than at work times. If we are to lose the 59 may I suggest that some of the H1/Y1 services are diverted by Morley & Brearball ( from the Rose & Crown ) We do need a regular reliable service around this area (Which we do have now)

Services should be improved not cut. More services are cut the less they are used as not convenient. Would have to use cars more often meaning more pollution, traffic and road repairs. People working shifts would be affected. Only groups to gain would be garages, car manufactures, taxi firms. Could cut some library opening hours.

Cuts in service mean increased use of cars, congested roads, more pollution

use the bus for click and collect

Providing some services eg... Leisure centres, not much use if no transport to get there ! Keeping older people in isolation could result in more expense in social services, as resulting depression, illness etc.. will need more managing. Keeping the buses running in a workable fashion could in the long run save money. The council must have some idea of where cuts - eg.. administration etc.. - could be made. Some bus subsidies could be cut - those that will result in the least hardship - eg. Evening/Sunday buses in urban areas

I would pay a small fare to keep the bus running. I cannot carry heavy shopping bags after shopping and always use the bus to help because the bus stops at the bottom of Park Road, and walk up the rest of Park road to the top where I live New Park Court. I've suffered a stroke a few years ago and don't wish to have another one, from stress of not being able to catch a bus. I use the 389 bus. ( sorry I don't use door to door.)

I am concerned how this may affect the smaller bus operators ( such as Hulleys ) who provide an excellent service, who are approachable ( you can actually speak to a human being who can tell you what is happening if there is a problem!) Is there anyway that they can be given more of the main services if cuts are made. How do people get to work without a car ?

Charge a flat £1.00 per journey for bus pass journeys

change the frequency of subsidised buses ie 2 hourly instead of hourly.profit making companies should be asked to contribute so that the subsidised amount from council would be similarly reduced.then unlike the government the council would not be making savings to the detriment of the most needy in society.

## Do you have any other comments to make or alternative suggestions for how the Council can make savings?

I would need to understand how the council are spending their money to know how to make savings. The 218 TM buses should divert to calver to prevent isolation here. Think of residents along with tourism as this seems to favour the tourists. Feeder services to include Calver with realistic times. Use the smaller buses to link up. Charge half price to pensioners on a fixed fee.

I realise this would cost more money, but why is there no bus service between Eckington & Dronfield Monday- Saturday ??

I sympathise with the councils financial predicament but transport is not an area that should face such stringent measures. It is a basic necessity for all, especially the old and the young college students. If Eckington lost it's bus service the impact on the whole village would be catastrophic. Currently our buses run half hourly perhaps they could be funded to run every hour. This would halve the finance required for the 252 route. Perhaps also Morrisons and the crystal Peaks shopping centre could be persuaded to help with finance as the cessation of this bus would surely impact on their sales.

Unfortunately not, but I'd like to give a few strong words to this government

scrutinise all council and councillors expenses .monies paid to translators and non English speaking immigrants. benefits to non European people.

see 18

Get rid of some of the fat cats in high places there are still to many of them. Money would be saved by not having to pay such high wages.

Reduce number of Councillors, sell off under used facilities, offer sponsorship of buses, libraries and other services subject to cuts to large local/national companies. Stop playing the political game and put Derbyshire people before personal and party aims.

Maybe have a bus that runs all round Buxton on regular intervals eg Harpur Hill - Fairfield, Brown Edge via all small road, including Burgage a town circular.

We do not think that this is a question that should be tacked on to the end of this particular consultation. It needs asking - please think of arranging a separate consultation on the subject to find out what people do think about savings in general.

Please try to keep our bus service - I am willing to pay half and full if I have to. I really don't want to be cut off from getting into town. Thank you

I travel into Derby tow or three times a week. The people I travel with on the bus all feel the same as I do. Most of these people rely on these buses as most of them DO NOT DRIVE and so they would all be isolated. The bus I travel on is the 114 Yourbus. The service we get at the moment is brilliant The bus drivers are very thoughtful and I for one cannot praise them enough.

Although I have a free bus pass, I would be willing to pay ( Maybe half fare for pensioners) if it meant the buses remained. I think that others would be willing to do this also.

In respect of bus services - charge a flat fare of 50p for all 'Gold Card' holder journeys. The money gathered at minimal inconvenience to the bus operatives then helps to fund subsidised services and this is boosted by the 'fares' collected in the unsubsidised routes. Small savings: - Don't floodlight County Offices or cover the High Peak in meaningless banners. - Abandon minority projects such as 'Cycleways' - I understand from the Matlock Mercury ((7/4/16) that the County Council is involved in plans to rehouse refugees from the Middle East in Derbyshire. If there is money available for projects of this sort then why are our bus services at risk? The County Councils first responsibility is surely to the citizens of Derbyshire?

Gold card users and disabled users paying 50% of fare

Charge OAP's half fares instead of gold card use.

## Do you have any other comments to make or alternative suggestions for how the Council can make savings?

Yes on page 6, I suggested a turn off of Your Bus from Eastwood/Heanor to Milmanhay Road, Meadow Gardens, Breech Road, Ilkeston Road, that bus I believes, also runs into Derby, what a saving, only one bus fare, not two, as I and others at Langley have to get 2 buses into Derby. Brookfield Way, Meadow Gardens and Breach Road are well away some 20 minutes walk to another bus service and uphill. The elderly am told to try to keep moving, but if your not well and struggling, to get a bus somewhere before a doctors or hospital appointment is just adding more stress and some would need a door pick up which in the long run would mean the Council would be paying in the end.

I think bus pass people should pay a half price fare to help with costs.

Having spoken to several other bus users of the possibility of losing our service, we all whole heartedly agree that we would be willing to pay our bus fares rather than lose the service all together. Please, in your conclusions, think how disruptive the service would be, especially to pensioners such as myself, with no other means of transport and being unable to afford taxi fares. Please look elsewhere to make savings in these difficult times.

On Hayes Wood Road, the other day I counted 7 E M Homes vans working on Council property, surely savings could be made on cutting the amount of vehicles used in this way, it seems that the order of the day is 1 man 1 van (is this really necessary), years ago crew buses where used to get the workers to the jobs, it might be worth looking at this to save funds.

The only thing that I can see is that you could cut the gold card subsidy out for everyone. Those who are lucky enough to have plentiful buses must pay for those who don't. The bus fares will have to increase so that the profitable runs will have to pay for the non profitable ones & this will have to be a mandatory condition of obtaining a licence for the bus companies. The bus companies seem to be doing very well & very profitably just now judging by the number of new & flash buses swarming out of Darley bus station.

If the bus company made a charge of £1 per journey all through the day that would make a big saving. When you think about it to be able to ride about all over the Country for nothing after 00.30 is asking a bit too much.

Cut some bus services but make sure every village or town area more than 1 mile from town centre receives at least 1 bus per day.

Cotmanhay Services F1 Two 23 Y3 Why cannot one of these services be diverted to cover Shipley view

As a lifelong user of public transport having never been a driver, I have never agreed with free travel for pensioners. As a pensioner myself now I would be happy to pay fares in full or reduced as this would be much better than loosing the independence which bus travel gives us.

Many years ago a two hourly service ran through the village of Scarcliffe, maybe this could be again considered. A survey on numbers using the service regularly could ascertain which would be the most appropriate timetable. The bus service is crucial to many people, some may even consider relocating. I myself do not use the service as I am still car mobile, but obviously the time may com when I do need it. I do hope you will be able to come to a satisfactory conclusion for all involved.

I feel sure if you asked most people who use subsidised services or not they will be happy to pay a nominal faire of say 20p - 30p per journey to keep these services. This includes the commercially viable routes paying too. Yes the free fares card for over 60s is amazing, but given the choice I am sure they will prefer to pay a nominal fare each to journey to wherever and keep these services. After all, Derbyshire is a beautiful place and should be accessible by all, even the remote villages need transport to keep them alive. Tourists are vital as are local communities. We do not have our own transport or would prefer to leave the car at home.

- Ran from 10am to 12am - Would be better if it was just for Buxton which could serve Fairfield, Heath Grove, Harpur, Burbage, Brown Edge. - People don't use the buses as often in Winter.

## Do you have any other comments to make or alternative suggestions for how the Council can make savings?

1) Cut out Councillor's expenses, perks and perks. Divert for example a bus running through West Hallam into Stanley Common, for example as for us the working men's club, when then allows another bus connection from Ilkeston ie a round robin (its not rocket science) 2) We do not need the expense of a Police Commissioner. 3) Why build a railway station in Ilkeston if no one can get to it. 4) How are people going to get to work or school? Not everyone has car. 5) Mobility Scooter shelters. At joining points for buses

I don't know if an offer of paying towards the 'gold card' would be considered as a viable suggestion.

I would rather pay half fare in the same way as students do then lose useful, convenient bus services. It would be better to charge Gold Card (pensioners people with special needs) with a cheaper rate of bus fares if free services are unaffordable due to government cuts. Better to pay a reduced fare rather than discontinue services that would be difficult to substitute or find alternative solutions, should they be withdrawn.

We understand the situation, but could there be a bus that covers a bigger area eg Heanor to Belper then round to Ripley say twice or three times a day.

Cut down the number of paid councillors/ have volunteers

I strongly believe there have been enough "cut-backs" in essential services. I don't see how further savings are possible or desirable. Enough is enough!!

I do understand and appreciate that Derbyshire County Council has to make savings / cuts and that making such decisions must be difficult. However the withdrawal of all Council funding for subsidised bus services in a rural area such as Derbyshire is misplaced. Not only would it result in creating a loss of footfall in our Towns and villages it would also result in loss of income for the traders there. If there is no means of transport on a regular basis many elderly residents / and others who shop daily would be house bound. Apart from the residents of Derbyshire who pay a high community charge and have a right to expect a bus service there are many tourists who also use buses while they are here. Our bus service should be the future and saved as without them survival of our villages and towns looks rather bleak. As does the health and well being of many residents.

1 There is no suggestion of resourcing the subsidised bus routes to increase patronage whilst funding a service to more users & reducing or eliminating the subsidy 2 The use of full size buses is expensive and smaller buses would be cheaper to run 3 There appears to be no mechanism where by gold card users could pay for a service. I would rather pay than face the withdrawal of a service 4 Although this would not reduce council savings. It is likely that (one word ineligible) service providers will cease to provide (TM Travel, Hulleys, Your Bus, Littles) The expense of which will be felt elsewhere - job loss, bankruptcy. etc

No. As I say we won't be resident in Derbyshire until next month

Would not object to increased fare £3 is very low.

Instead of 2 buses to Sheffield and 2 to Crystal peaks every hour, cut down to 1 each way every hour, it would gain more custom

Has anyone in DCC ever seen bus services operate in other places. Examples of small regular used by tourists are common in some places (Malta/Spain). Our roads are so crowded and the villages are chock a block. Tourists are invited to the peak district but have no where to park and block the 172 bus off. Try a park and ride scheme. I would be willing to pay a bit towards my fair.

Charge gold card users 50p a journey

Depend on 393. Well aware of the reasons why council needs to make savings I would be happy to pay for my bus journeys and whilst it would be sad to lose daily service a reduced service might help to make savings also

I own a free bus pass but I wouldn't mind paying an annual fee or even paying half fare. If the 68 still runs to connect with the 173 at Tidewell to get people to work then doesn't get back from Buxton at 2.50 might get stuck.

## Do you have any other comments to make or alternative suggestions for how the Council can make savings?

Small charge for those on not on benefits or small income Makes such a difference to lives of wheelchair users, mental health sufferers, people with mobility problems if they can leave their homes safely for a few hours a week

These papers have been sent out regularly. It is nearly the same as last time. How much does this cost & wouldn't the money be better used on transport.

Reduce departments such as community safety, press departments and HR

Netherseal - 19 - Could be accessed but on a reduced number. ( Certain days or certain times of day) It's only a small village but residents that do not have own cars need to get out of village sometimes - shopping/visiting friends. Also 21E could be run on Sundays but less buses. No-one likes to feel isolated even on a Sunday. A family in Overseal have their daughters ashes in Netherseal church yard. They do not have their own transport so would rely on a bus.

The Council should consider trimming the services, not completely wiping them out. The Council should look at the peaks and troughs in the services and consider using smaller buses in quieter hours. People should be being encouraged to use public transport and not dissuaded by diminishing provision. The subsidised services are used by young people and school children visiting their friends, mothers with babies and toddlers, people getting to and from work that do not drive, active elderly people who like their independence. I currently pay £2,000 a year in Council Tax and a subsidised bus service is one of the very few benefits I enjoy as a Gold Card holder, do not take this away.

I understand that you have funding for 2015/16 and 2016/17. The budget allocations from the government have yet to be determined beyond this point. You should lobby strongly for funding up to 2020 and beyond and what I hope is some form trimming to save money and not a wholesale butchery of rural bus services which I and everyone else should be encouraged to use for the benefit of all in society. I am voicing a strong opinion for those who are our future eg young etc and those unable to understand and communicate in this very complex survey! Subsidised bus services I consider to be a prime benefit I enjoy and are essential to my lifestyle.

One point stop spraying weed killer all round grass verges etc.

By reducing the number of bus journeys done eg: 216 Bonsall service is hourly " with exceptions " and few passengers. Reduce the service ( Possibly incorporating it with another) And people will adapt to times. The Matlock - Derby/ Wirksworth regularly runs with few passengers. Perhaps an income - related means test so that those whose transport cost need to be subsidised get it and those who can afford it pay for it ! that would save money ! Gold - Card for votes ? How about an integrated transport system that " tubs" Mc Louchlin, the S. of S. for transport, evades ? Derbyshires own ? Reduction of speed limits in residential areas ( all ) to 20 mph or below. Opening the railway Matlock - Buxton. Non - transport savings : CUT BACK ON IT ! costs a bomb with electricity. Switch off the lights at County offices ! Council tax reductions for not using / not owning a car and instead by public transport and bicycle. Having it's own fleet of peddle cycles for long term rental to Council

1. Quite a few bus operators use similar services - like Trent and Yourbus - Derby to Ripley - come in the same time - could be paid a small subsidiary to run one of the routes in danger. 2. House building firms to pay a subsidy to provide transport in rural areas. They want you to live in the countryside but if there was no bus transport the roads would become grid-locked with young couples driving cars. No good buying a retirement house in a rural area when you are too old to drive and there is no public transport. \*The government needs to build new houses but cuts the subsidy to councils which provide transport.\*

Use smaller buses on rural routes where there are few passengers. If subsidised buses stop, does this mean there will be no buses at all from Fritchley (or anywhere else) or just that Gold Card holders will have to pay full fare? As a non-driver I would be absolutely housebound without buses.

As a Gold Card holder I would be prepared to pay £10/£20 each year to renew the card and help to keep things as they are

Please withdraw the publication of the Derbyshire County Council Newspaper. This isn't read by the majority of residents and is a total waste of resources.

## Do you have any other comments to make or alternative suggestions for how the Council can make savings?

Imagine how you would feel hen you get to your 70s+.

Use smaller buses.

Cancel the County Council newspaper

The 148 could be a much smaller bus even a mini bus. The service could run less frequently- eg 2 hourly. The last hours of 10 to 5 from Alfreton could be taken off - in my experience of using the bus, this is one of the least used.

I know quite a few very old people who catch the 148 who would be housebound without it.

- Charge gold card holders a flat rate per journey eg. 50p to £1 - Reduce the frequency of some routes but not completely remove them eg. 20% reduction

## Are you:

Male (1440)  37%

Female (2427)  63%

## What was your age at your last birthday?

Count	Sum	Mean	Sample Standard Deviation	Minimum	Maximum	Range
3843	13108320	3410.96	195751.9	0	12111979	12111979

## What is the town/village where you live?

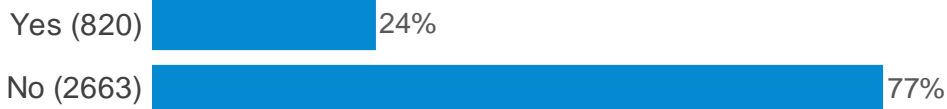
Matlock / Hackney	Wirksworth	Ripley
Crich	Wirksworth	Marehay
Netherseal	Wirksworth	Overseal
Will be South Wingfield	Youlgrave	Padfield
Wilmslow	Darley Dale	Peak Dale
Middleton by Youlgreave	Bamford	Ripley
Padfield	Great Longstone	Ripley
Castleton	Marehay	Holbrook
Youlgrave	Alkmonton	Kilburn
Eckington	Tideswell	Nether Heage
Eckington	Cubar	Riddings
Eckington	Foolow	Bonsall
Marsh Lane	Eyam	Kilburn
Birchover	Codnor	Swanwick
Youlgrave	Belper	Denby
Derby	Kilburn	Ripley
Padfield	Ambergate	Ripley
Tideswell	Ridgeway	Fritchley
Whaley Bridge	Ripley	Holloway



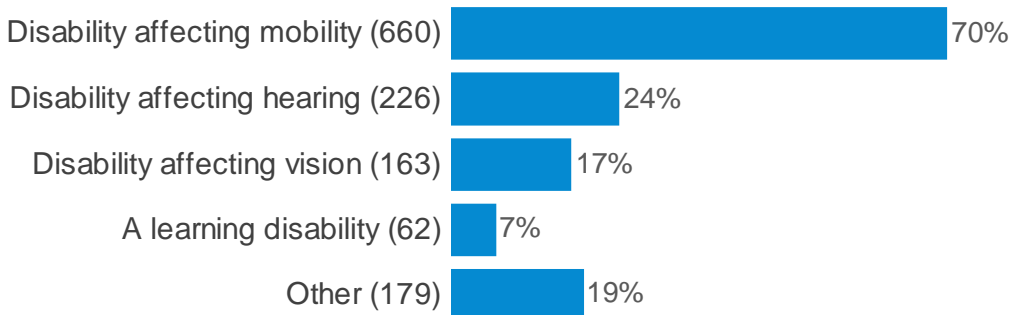
**What is the town/village where you live?**

Codnor	Heage
Ambergate	South Wingfield
Nether Heage	
Nether Heage	
Heanor	
Codnor	
Fritchley	
Morley	
Codnor	
Codnor	
Heage	
Alfreton	
Codnor	
Crich	
Fritchley	
Codnor	
Codnor	
Ambergate	
Codnor	
Crich	
Codnor	
Crich	
Eastwood	
Ripley	
Ripley	
Ripley	
Alfreton	
Ripley	
South Wingfield	
Morley	
South Wingfield	
Ripley	
Ripley	
South Wingfield	
Codnor	
Ripley	
South Wingfield	
Codnor	
Crich	
South Wingfield	
South Wingfield	

**A disabled person is someone who has a physical or mental impairment which has a substantial and long term adverse effect on their ability to carry out normal day-to-day activities. Do you consider yourself disabled?**



**If you do consider yourself disabled, what type of disability do you have? (Please select all that apply)**



**If 'Other', please specify**

Poor memory

Back problems but a still able to manage for the time being, difficulty in carrying heavy loads, walking distances difficult

Brain Injury

Brain injury

Traumatic brain injury

Although not technically disabled, I have significant amblyopic vision, which means that I have no sense of distance, and cannot respond quickly to visual input. I voluntarily took myself off the road, as I considered myself a dangerous driver.

mental health dissabilities

my mother is

Total lack of balance

Loss of balance

Arthritis

concentration and behaviour as a result of subarachnoid

Son on autistic spectrum

Not yet - but arthritis is increasing. My brother has MS.

Mental Health - fear of places on my own

Brain tumor malignant in remission at present but would affect my speech memory issues.

I have SLE Lupus

NOTE. I've completed this questionnaire on behalf of myself and my wife. My wife has mobility problems.

**If 'Other', please specify**

Not applicable
Epileptic
My husband, 86 has had a heart attack and has COPD which affects his mobility.
M.E.
Epilepsy; M.E/CFS.
Balance impairment due to Meniere's disease.
cognitive, balance etc etc
I have one son with aspergers abd one with autism, anxiety and hypermobility.
Increangly poor sense of balance
COPD and Spondilitis mean I cannot walk or carry for more than a short distance.
My son is disabled and dependent on the buses
n/a
Old Age
DEPRESSION, AGOROPHOBIA
Depression
Alzheimer's
Dementia
Mental health impairment
Heart trouble
epileptic, athsma
Difficult walking
Limited mobility
short sighted double vision
Poor circulation in my feet.
I use a walking stick
partially
Athritis
Heart Condition
I am able to take care of myself at home.
Short arms 2 fingers each hand.
Diabetic
Elderly.
I have to have transport to the hospital, I have breast cancer, widespread lumbar spondylitis, arthritis and panic attacks.
N/A
No applicable to me.
N/A
Colonospy
By lack of public transport.
arthritis, athsma
HEART ATTACK DISABILITIES

**If 'Other', please specify**

Arthritis

heart defect require beta blockers

Breathing problems

N/A

asthmatic epileptic

Mental Health Problems

Mental Health problems

Regular hospital and GP appointments for prostate cancer

Multiple Schlerosis

Not at the moment but will be in future (early Parkinson's)

COPD

Encroaching arthritis in joints

ostesarthritis

colitis and diabetes

stent fitted, don't like hills

Dementia

Poor hearing

Dementia and parkinsons

fluid around heart knees that give way sometimes kindey problems

Suffer from Arthritis

potential increased disability with age

Heart problems + other medical issues

Breathing problems

breathing

N/A

Epilepsy

Slow Walking

Mental Health

not quite see28

Difficulty walking up hills

I do wear two hearing aids, but get by very well

None

Dementia

Diabetic

Use a walking stick regularly

Epilepsy but at present able to work

Mental health

Mental health

Disability breathing C.O.P.D

Sciatica and mental health issues.

Severe rheumatoid arthritis

If 'Other', please specify

Back problem

What is your ethnic group?

