



# Buxton on the Move

Sharing space, place and ideas — a consultation document initiated by Buxton Town Team



Let us know what you think...



Buxton whole-town Travel Plan is being developed by the Buxton Town Team volunteers in conjunction with other voluntary groups, Derbyshire County Council, High Peak Borough Council and the University of Derby



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# Buxton on the Move

## SHARING SPACE, PLACE AND IDEAS

### a consultation document initiated by Buxton Town Team

#### INTRODUCTION

This document has been produced by and for the people of Buxton to provide a whole town sustainable travel plan. A plan not just for those who live and work in the town but also for those who visit and contribute to the local economy. A plan which values and strives to safeguard Buxton as a special place for future generations.

#### PURPOSE:

- To provide an overview of movement through the whole town to ensure safe and easy travel which is sustainable and inclusive and more accessible for all.
- Where cause and effect are carefully considered so that change, or adjustment, made in one place does not adversely impact on other areas of the town.
- Where the impact of climate change is at the heart of every decision and every action that is undertaken.
- To recognise the constraints of an historic town originally laid out for pedestrians and horses and carriages - not motorised vehicles. To work with those constraints through innovation and positive compromise.

#### BACKGROUND

Buxton Town Team was established in 2012 to explore ways in which the prosperity of the town and the wellbeing of its community can be improved. The Town Team's 2020 Vision Conference in 2015 brought together many stakeholders to share their vision for the town. This led to the Buxton on the Move Conference a year later where a working party was established to consider the emerging issues of access, parking, travel, and transport which were examined in greater depth. The working party brought together representatives from local voluntary organizations, Derbyshire County Council, High Peak Borough Council, University of Derby, as well as representatives from local hauliers, taxi companies, walkers, and cyclists etc. Its purpose: to shape a coherent vision of future travel in the town.



#### METHODOLOGY

Each member of the working group contributed information and data from their organisation to assist with the plan development.

As well as views contributed during a series of meetings of the working group, a wider data gathering exercise was undertaken to gauge opinions from residents, visitors, train passengers, local businesses, workplaces and schools. The constructive responses from the people of Buxton, both to our surveys on the streets and our questionnaires, have strongly driven the content of this plan.

Taking account of the strategies of national government through their *Decarbonising transport: setting the challenge* document, Derbyshire County Council's existing sustainable travel strategies and the Local Neighbourhood Plan currently under development, the working group used this mass of information to formulate a sustainable travel plan for the whole town.



## SUMMARY

The principles behind this plan encompass accessibility, sustainability, active travel (walking and cycling) and mixed mode transport through Onward Travel Hubs (Mobility Hubs). The arrival of the Covid19 epidemic during the latter stages of plan development changed our modes of working, and travel. It also focused attention on the necessity of implementing changes to more active travel and the benefits of being flexible in our approach.

The data gathered through observation has confirmed what all Buxtonians know; that the town is tight on developable space for wider roads so the ideal of cycle lanes and separate footpaths is hardly possible. Quarts will not fit into pint pots, but solutions can be found in some areas by sharing place and space in a measured and harmonious way. However, the standard promoted by *Gear Change, A Bold Vision for Cycling and Walking*, of separate walking and cycling provision, should be the guiding principle.



Some of the proposals here are ambitious and aspirational but, with your help and that of key partners, the aims and ambitions for Buxton can be achieved. Now we want to hear what you think. To comment on the details, please visit [buxtontownteam.org](https://buxtontownteam.org) or click the links in this document – and if you have other ideas of your own, just let us know! We want to gather as many views as possible both on paper and online. Look out for opportunities to respond in the local press and media. Paper responses can be returned to Buxton Town Team, c/o Buxton Town Hall SK17 6DZ.

It is intended to publish the final document in Autumn 2021.

*The plan complements, enhances and supports a number of different plans and strategies operating at local, county, regional and national level. For more details of these, see page 19.*

## This is YOUR plan

We have gathered data where we can and made suggestions. Now it is up to you to decide what we should do.

We would very much like you to tell us how important you think each proposal is. You may have additional thoughts that you wish to add or clarify. Being such an extensive document, we thought it better for you to respond to the proposals in sections.

After each few chapters you will find a link to an online questionnaire. We are interested in the views of Buxton residents first and foremost, but if you are a regular visitor for business or pleasure, please feel free to give us your views also.

Responses to the survey will be analysed and if strong patterns emerge, appropriate changes will be made to the document to reflect these. The final Sustainable Travel Plan will be published in autumn 2021.

If you are not able to respond via the online survey, please send your views to:

[travel@buxtontownteam.org](mailto:travel@buxtontownteam.org)

or by post to:

BSTP Response  
Buxton Town Team  
c/o 4 The Quadrant  
Buxton SK17 6AW

## SOME HELPFUL DEFINITIONS BEFORE YOU READ ON

**Active travel** is walking or cycling, rather than using motorised transport, for making everyday journeys.

**Bikeability** is a cycle training programme that teaches children practical skills and gives them the understanding and expertise they need to ride their bikes on the road. It replaces the old-fashioned Cycling Proficiency courses.

**Braided routes** offer alternative routes between key points on a trail for different user needs: Level, Family Friendly or More Challenging.

**Buxton Boulevard** The proposed active travel route which would run from the eastern end of Spring Gardens at Sylvan Park past The Crescent to the western end of Broad Walk.

**Buxton Walk & Ride Network** The active travel routes across the town which provide links between where people live, learn, work, visit and play.

**Car club** A group of people, who may only need to use a car occasionally, who have a financial arrangement for using a car, or cars. The car is booked in advance for a specific period of time: an hour, a day etc. The car is picked up, and returned to, a central point using a smart card. Use is logged and the fee is taken from the club member's account.

**Car share** A legal agreement whereby a car owner agrees to share the cost of regular travel, to work for instance, with a passenger(s) in the driver's own vehicle as long as no profit is made.

**Modeshift STARS** is the Centre of Excellence for the delivery of Effective Travel Plans in Education, Business and Community settings. The scheme recognises schools, businesses and other organisations that have shown excellence in supporting cycling, walking and other forms of sustainable and active travel.

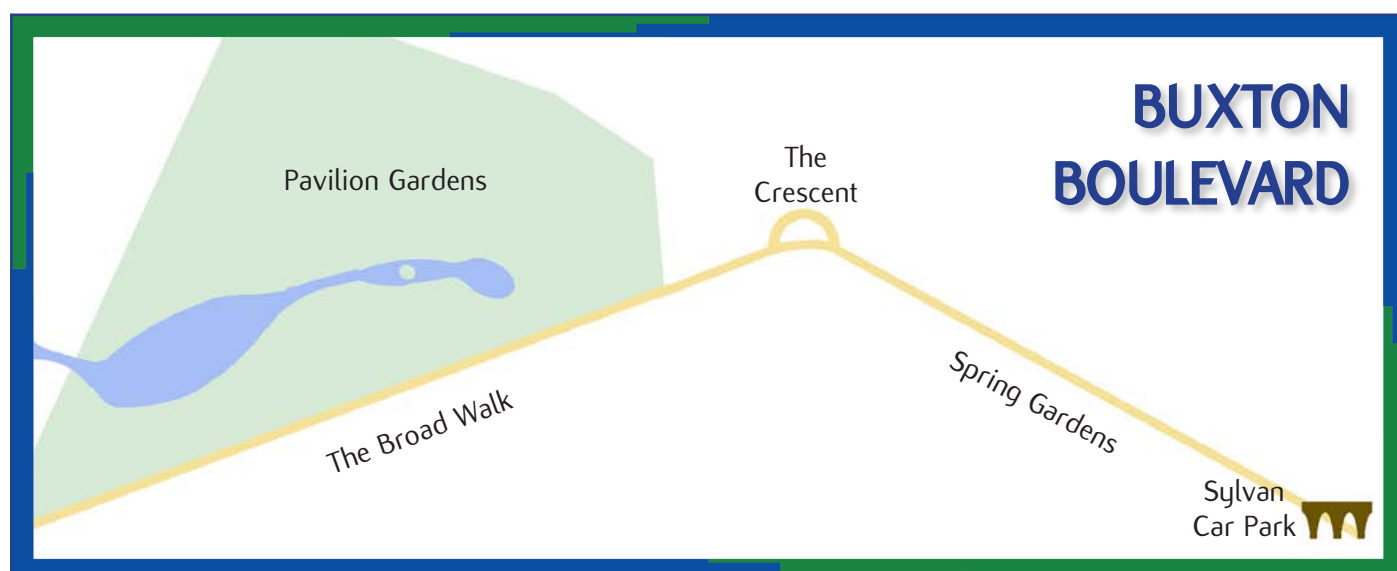
**Neighbourhood plan** A neighbourhood plan establishes community-led guidelines on issues such as housing quality, employment, shops and the future of the town centre, transport, environment and open space. Once it is officially adopted, the borough council will have to take those guidelines into consideration when ruling on planning applications. Under the 2011 Localism Act, plans are usually drawn up by parish or town councils but as Buxton has neither, Buxton Neighbourhood Forum Community Interest Company has been created to lead the work.

**Onward travel hubs or mobility hubs** Central points where travellers are easily able to move from one form of transport to another. Different types of transport are available: trains, buses, taxis, cycle hire, car hire etc.

**Park and stride** Children are dropped off at a designated place and walk the rest of the way to school thus reducing congestion and emissions at the school gates, travel time for parents, and providing health benefits for their children.

**Shared space** The Department for Transport defines shared space as a design approach that seeks to change the way that streets operate by reducing the dominance of motor vehicles, primarily through lower speeds and encouraging drivers to behave more accommodatingly towards pedestrians. A relatively local example of this is at Poynton where in 2012 traffic lights at a major junction were removed, mini roundabouts installed and different surfaces indicated crossing points for pedestrians. Provision must be made for those with sight impairment and cyclists, too. Since Poynton introduced shared space there have been no reported traffic incidents attributable to the road layout.

**Share with Care** is a code issued by public bodies establishing equal rights on off-road routes, for both walkers and cyclists, where space, or the environment, prevents separate provision. The general principle is that users keep to the left. Cyclists alert walkers as they approach from behind and slow down, aware that some walkers may have impaired sight or hearing. Walkers are aware of the possibility of cyclists approaching and move to one side. Both have equal rights to use the route.





# KEEP BUXTON MOVING ACTION PLAN STRATEGIES

## 1. ACCESSIBILITY AND INCLUSION



### WHERE WE ARE:

Buxton has not yet positioned itself as a town that goes the extra mile for residents with additional needs, nor for visitors, as evidenced by the Buxton Visitors' Survey 2019.

Some of the visitor attractions in Buxton do have clear information about accessibility which can also be found at the Accessible Buxton and Visit Buxton websites.

Accessible Derbyshire and High Peak Access also provide a wealth of information about accessibility in Buxton and the wider area.

- 95% of disabled people will look for information on accessibility before they visit a place
- 53% of disabled people assume a place is inaccessible if they cannot find accessibility information
- 72% of disabled people are more likely to visit somewhere welcoming and which appears to care about accessibility

*Figures from Euan's Guide*

### IS THIS WHERE WE WANT TO BE?

A town with a national reputation for excellent services and facilities that can be enjoyed by all. A town with a strategic approach to these matters, leading to benefits for residents, visitors and businesses.

Buxton known as a town for providing a warm welcome and great customer service for all, taking a systematic approach to collecting information and promoting what we have, and continually reviewing facilities and services. A town that understands that accessibility and inclusion serve a wide range of people including those with hearing impairment, vision impairment, learning difficulties, differing mobility challenges, autism, dementia etc.

### PROPOSED ACTIONS:

- Working with accessibility groups, all proposed actions in this plan will be evaluated regarding people's ability to reach goods, services, and activities, and include mobility, connectivity, quality, and affordability of transport options
- Determine main pedestrian routes through the town and their accessibility
- Work with partners to investigate opportunities for businesses to develop joint promotional activities and signage to replace inappropriate/hazardous street furniture, including 'A' boards
- Ensure that accessibility information is easily available to residents and visitors both when planning and carrying out their journeys
- Monitor the provision of the 'Changing Places' toilets in the Future High Streets Project
- Encourage the inclusion of 'Changing Places' toilets in other development projects
- Promote the Welcome All training programme, or similar, provided by Visit England to shops and businesses
- Seek to promote provision through external awards including Shopmobility, Autism Friendly, Dementia Friends, Euan's Guide and TripAdvisor, etc.



## 2. MOVEMENT THROUGH THE TOWN



### WHERE WE ARE:

Buxton is a town at the junction of five primary road routes. Although the traffic flow is generally acceptable, there are bottlenecks at peak times that bring large parts of the town to a standstill. This is a regular occurrence southbound on Fairfield Road and increasingly on the other main routes. The large number of HGVs that travel through and round the town, as well as delivery vehicles accessing the town centre, also contribute to the congestion.

Although by-passes have been considered in the past, the topography renders these almost impossible.

During the tourist and festival season traffic volumes increase enormously. There is increasing concern that businesses may suffer as a result of long delays and difficulties for people in accessing the town and its parking.

Although there are only two junctions controlled by traffic lights, there are twenty Pelican crossings, eleven of them in less than a mile through the town centre.

It is acknowledged that the large number of HGVs travelling through and round the town, are serving the quarrying industry and other businesses vital to the local and national economy.

### IS THIS WHERE WE WANT TO BE?

Freeing up the movement of people, goods and services through and around the town without undue delays, respecting the needs of others, whether on foot, cycle or motor vehicle. Declining numbers of vehicles travelling through Buxton with a consequential improvement in air quality and safer ease of movement for pedestrians and cyclists.



### PROPOSED ACTIONS:

- Encourage local businesses to increase their use of rail for freight transportation
- Encourage all haulage companies to:
  - reduce HGV movement through the town centre at peak times
  - upgrade existing diesel vehicles to Euro Cat 6 minimum
- Work with Local Authorities to investigate and trial possible solutions to congestion at road junctions before implementing the redesign:

**Fiveways...** Suggested areas of investigation and trial:

- potential mini-roundabout (road markings only, no raised centre)
- review existing traffic light system: remove or upgrade?
- insertion of additional road markings to facilitate right-turning traffic especially from West Road
- Consider shared space similar to Poynton model

**Fairfield Road...** Enhance traffic flow at the right turn into Lightwood Road, coming down the A6 from the north, by clearer road markings for right-turn traffic and extending the bus pull-in northwards for traffic continuing down Fairfield Road

- Investigate the possibility of introducing one-way traffic flow in areas of the town to improve transit times and to allow for dedicated and contraflow cycle lanes
- Evaluate the efficacy of replacing some of the Pelican crossings with shared space or traditional Zebra crossings to improve journey times for both pedestrians and vehicles
- Raise awareness of the alternatives to car ownership and the economic and environmental benefits, as outlined in the 'CARS' section of this plan

***Click here to give us your views on sections 1 & 2***



### 3. ACTIVE TRAVEL – WALKING AND CYCLING



As development of the town continues, there will be opportunities to create separate provision for walkers and cyclists, however, due to the topography, there will always be areas where sharing the same space will be necessary.

Walking and cycling are dealt with separately below, but factors which clearly affect both are considered first.

#### WHERE WE ARE:

There are increasing impediments to movement for both walkers and cyclists. These include greater congestion, illegally parked vehicles and inappropriate use of pavements to display goods. Badly positioned 'A' boards create difficulties for both walking and cycling. Traffic access rules are unclear and often ignored. Pedestrian light-controlled crossings often impede traffic flow causing increased air pollution and delay to drivers as well as pedestrians.

Effective waymarking for both pedestrians and cyclists is lacking and roads are not considered safe for cycling by many residents. There are many ginnels and passages which link the town but not all are mapped or signposted.

Although located at the heart of the Peak District National Park, the town is topographically cut off from accessing the many trails surrounding the town. This particularly impacts on younger people's opportunities to gain experience and explore the wider countryside.

#### WALKING

Buxton is a pleasant place for leisure walking with extensive public parks following the river Wye, and The Slopes which link Higher and Lower Buxton. In addition:

- Buxton Civic Association has established many walks through the 200 acres of woodland acquired for the town over many years including its ten-mile circular route of Buxton, The Ring of Trees

- The 185-mile Peak District Boundary Walk, developed by Friends of the Peak District, starts and finishes in Buxton

There is the potential for further development of these and other walking routes including the White Peak Loop

For pedestrians going about their daily business however, many streets in Buxton, including the pedestrianised shopping street in Lower Buxton, are cluttered, creating hazards for those with poor sight as well as wheelchair and pushchair users.

For both leisure walkers and pedestrians, many routes pass alongside roads dominated by traffic and with narrow footpaths. Signage is insufficient and needs updating and most maps of Buxton do not clearly indicate footpaths and ginnels.



#### CYCLING

A survey of Buxton residents found that there are a significant number of bike owners who never use them. Roads are not considered safe for cycling by many residents due to their relatively narrow width, heavy usage at times and poor road markings and surfaces. They cite the perceived danger from traffic, coupled with a hilly terrain and no dedicated cycle lanes in Buxton which contribute to their lack of use. Another barrier to cycling in the town is the lack of cycle racks.

At the time of writing, there is no offer of cycle hire in the town although there are two cycle shops in Buxton.

Connections with the off-road cycle trails in the nearby countryside are poor. A route was established from the station to the High Peak Trail, but it is primarily on road and is not family friendly. Young people are frequently seen around the town using bikes as a leisure activity but there are few opportunities for them to enjoy legitimate off-road biking nearby, despite there being ample suitable terrain.





## IS THIS WHERE WE WANT TO BE?

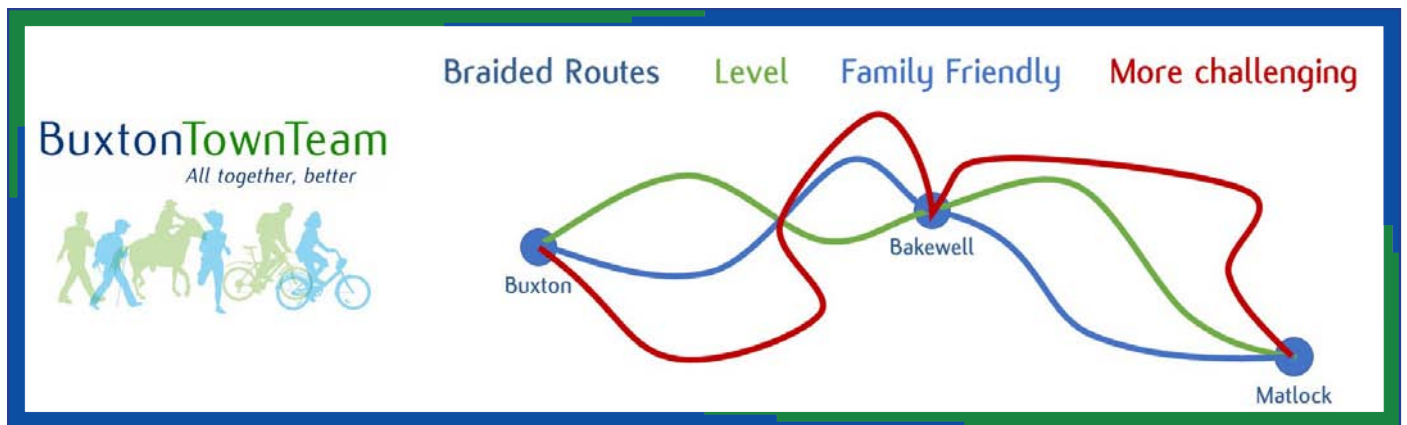
A town which is firmly placed as the central Onward Travel Hub for the Peak District National Park and beyond.

A place where shared space is clearly understood and practised, recognising that everyone has an equal right to move around the town by their preferred mode of travel, both on roads and designated paths and tracks. The layout and geography of the town puts constraints on the ideal of separate provision, especially for walkers and cyclists, and so this compromise is sometimes necessary.

A provider of a Walk & Ride Network for active travel which takes people around the town to school, to work, to shop and to access open countryside, avoiding roads as far as possible. This would include 'The Buxton Boulevard' which would run from the eastern end of Spring Gardens at Sylvan Park past The Crescent to the western end of Broad Walk.

A town where walking, or cycling, is seen as the natural choice for short journeys, where shared space is clearly understood and practised, with easier access for active travel to the Peak District National Park.

A town with easy access to trails into the Peak District National Park, cycle routes and trails are clearly marked and onward travel with a bike is easily manageable.



### PROPOSED ACTIONS:

- Support Government ambitions to make public transport and active travel natural first choices for our daily activities.
- Continue to work with Derbyshire County Council and High Peak Borough Council and other relevant bodies to develop the agreed actions of this plan
- Establish the concept of 'The Buxton Boulevard' for walkers and cyclists which would run from the eastern end of Spring Gardens at Sylvan Park past The Crescent to the western end of Broad Walk
- Research examples and best practice from other towns and countries for the movement of pedestrians and cyclists
- Continue to develop walking and cycling active travel routes through the town, shared where necessary, linking homes, businesses and schools based upon the proposed Walk & Ride Network
- Provide information on all major local pedestrian and cycling routes, including cycle storage, to all main online mapping sites e.g. OpenStreetMap and Google maps
- Review the efficacy of Pedestrian Light-controlled (Pelican) Crossings and consider alternative crossing methodologies, for instance, shared space, zebra crossings, etc.
- Liaise with Derbyshire County Council regarding cycle priority zones at traffic lights
- Work with partners to investigate opportunities for businesses to develop joint promotional activities and signage to replace inappropriate/hazardous street furniture

- Explore the provision of a variety of new cycle storage, appropriate to the cyclists needs in that location. Consideration should be given to security, public visibility, and covered if possible
  - Sites to be considered include: public spaces, workplaces, rail station, Onward Travel Hubs, supermarkets, visitor accommodation, schools and the college.
- Encourage workplaces and visitor-based businesses to ensure the needs of cyclists and walkers are catered for
- Promote 'Walkers Welcome' and 'Cyclists Welcome' training programmes, offered by Visit England, to shops and businesses
- Work with schools to encourage walking to school as part of the Modeshift Stars Scheme
- Explore the feasibilities of Park and Stride for children attending schools
- Work with employers to promote "cycle to work" schemes for the purchase of bikes and equipment
- Work with public transport operators to make sufficient provision for bikes on buses and trains
- Promote bike train concept in partnership with rail operator
- Explore the possibilities of providing cycle hire, including e-bikes, in Buxton by working with prospective providers prioritising the Onward Travel Hub at the railway station as a hire point
- Increase awareness amongst cyclists of the field of vision available to HGV and PSV drivers when driving
- Open up opportunities for young people to develop skills to explore the Peak District both on foot and on bikes and not be constrained by lack of access
- Ensure walkers' and cyclists' needs are incorporated in the Neighbourhood Plan, Future High Streets project, the Heritage Action Zone and any other town plans
- Assess the demand for and explore the possibility of creating a multi-purpose outdoor facility to include the development of cycling skills, especially for young people
- Determine and develop routes that link with the Peak District National Park and beyond including the White Peak Loop and the Monsal and High Peak Trails and the wider Derbyshire Key Cycle Network
- Work positively to provide additional routes to Matlock in addition to the Monsal Trail and as a safeguard should the rail link be reopened. Using braided routes, the new trails to offer a wider range of experiences and accessibility whilst protecting sensitive environments, linking communities and thus providing environmental and economic benefits



[\*Click here to give us your views on section 3\*](#)



## 4. TRAVEL TO SCHOOL



### WHERE WE ARE:

Many Buxton pupils travel to school by car causing significant congestion issues at schools and the “school run” adds noticeably to emissions and traffic congestion in the town during term time. There are no designated safe active travel routes to schools and there are no regular school based “walking buses”. Some cycle storage provision is made at schools.

### IS THIS WHERE WE WANT TO BE?

A town where walking/cycling to school is seen as the usual thing to do for all ages, where emissions are low to zero, where non-school traffic moves freely and parents and children recognise the health benefits of active travel. All schools actively engaged in and achieving with the Modeshift STARS scheme.



### PROPOSED ACTIONS:

- Work with schools and local government partners to identify potential risk points for students walking or cycling to their places of education and propose methods of reducing those risks. Risk reduction methods could include:
  - Identifying which parts of the town Walk & Ride Network benefit each school and raise awareness amongst parents and students
  - Planning and encouraging students to join walking or cycling “buses”
  - Raising awareness of road safety by teaching the ‘Buxton Walking Bus Song’
  - Promoting Park and Stride. Children are dropped off at a designated place and walk the rest of the way to school, thus reducing congestion and emissions at the school gates, travel time for parents, and providing health benefits for their children
  - Raising awareness of the dangers to the health of children and passers-by caused by not switching off vehicle engines whilst waiting outside school
  - Traffic restrictions near schools at peak times
- Encourage and support schools in developing their own Travel Plan and achieving Gold Accreditation for sustainable travel in the Modeshift STARS Scheme or equivalent
- Ensure that Bikeability Training is encouraged by schools and that it includes reference to the Town’s Walk & Ride Network
- Support schools and the college in providing adequate and appropriate cycle and scooter storage



## 5. CARS



### WHERE WE ARE:

Buxton has some very narrow streets which were not designed for cars and there is little opportunity to reconfigure. Consequently, cars are parked on the roadside, not always legally, which creates obstruction.

Climate change is encouraging us to consider our consumption and especially our means of travel. 81% of people have access to a car but there are increasingly alternative ways of travelling.

Alternatives to car ownership include combinations of:

- Bike ownership
- Cycle hire
- Public transport – buses, trains
- Taxis
- Car share – often arranged informally between colleagues and friends or alternatively via online platforms where users can log a journey and either offer a lift or request one
- Car Club – A group of people, who may only need to use a car occasionally, who have a financial arrangement for using a car, or cars.

The average annual cost of owning a car in the UK is approximately £4000.

### IS THIS WHERE WE WANT TO BE?

A town where car ownership is not automatically seen as the desired goal for travel. A place where car sharing or hire, or public transport, are seen as obvious choices for longer journeys, both within the town and beyond.

Where the frequency of car use and cost, both environmental and economic, are evaluated against the use of car share, lift share, car clubs and other forms of transport, in lieu of car ownership.

- 80% of the time the average car is parked at home.
- 16% of the time it is parked elsewhere.
- 4% of the time it is actually travelling

*Source: Spaced Out – Perspectives on Parking Policy*



### PROPOSED ACTIONS:

- Review the results of travel surveys of employees at smaller, town centre workplaces to establish travel patterns
- Encourage workplaces to explore schemes to promote car share amongst their employees
- Encourage the use of Car Club schemes including the potential for an EV Car Club
- Raise the profile of the existing provision of community transport in Buxton and beyond for shopping, hospital appointments etc. e.g. Ashbourne Community Transport and Connex, Buxton





## 6. CAR PARKING



### WHERE WE ARE:

Car parking is the responsibility of both HPBC (off-street) and DCC (on-street). The opening of the Crescent Hotel has had some impact on the publicly available parking spaces in the town. The Future High Streets Fund may also have an effect.

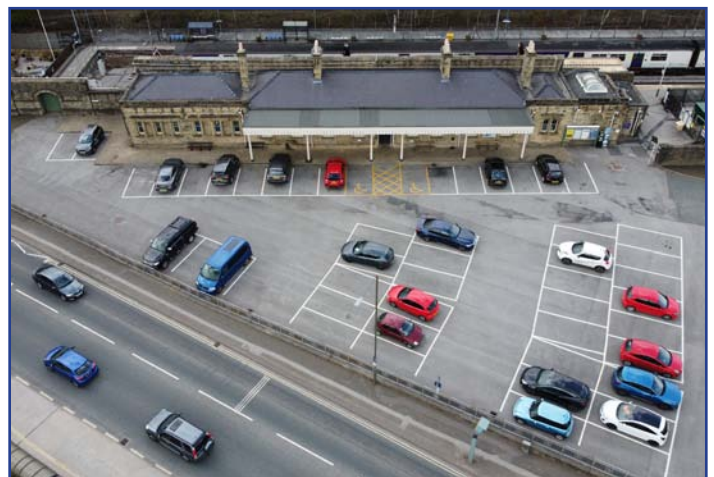
Residents have good free access to off-street car parking and a generous concessionary free parking scheme for the town centre at certain times. There is some “residents only” on-street parking.

Payment for car parking is by cash only and involves a cumbersome Vehicle Registration Number entry. Car parks are not always sufficiently signed and there is a lack of long-term parking. There is no car park availability information presented either on the approaches to Buxton or online.

Whilst the vision for this plan is to develop more sustainable modes of travel, it must be recognised that access to Buxton by public transport is currently limited and car travel is the primary option, especially for tourists. Therefore, the requirement for well-placed, easy-to-access parking remains imperative in the short term in order to sustain the tourist economy.

### IS THIS WHERE WE WANT TO BE?

A town where parking is planned strategically to allow easy transfer to and from Onward Travel Hubs and there is easily located and adequate parking. Where modern technology is used to indicate the availability of parking, through real-time signage, and allows choices of method of payment.



### PROPOSED ACTIONS:

- Support the local authorities in reviewing an overall car parking plan for Buxton, providing the required balance of long and short stay parking, including provision of parking for disabled users and consideration of the needs of camper van drivers
- Encourage HPBC to replace existing parking charge machines to enable real-time parking data collection and contactless and online payment.
- Investigate ways of disseminating real-time parking availability to the public through apps and physical signage.
- Identify options for replacing and increasing long-stay station parking to facilitate an Onward Travel Hub allowing easy connections (buses, trains, taxis, cycle hire and car club or hire).
- Promote the establishment of occasional Park & Ride schemes, including the use of low-impact car park surfaces:
  - from Fairfield using the regular existing bus services.
  - Examine the potential for weekend use of out-of-town parking and relevant sites

[Click here to give us your views on sections 4, 5 & 6](#)

## 7. PUBLIC TRANSPORT



### WHERE WE ARE:

Buxton has reasonably good public transport links to Manchester with two trains each way per hour (hourly on Sunday). At peak times there is additional passenger capacity (guaranteed 4 carriages). The evening service has been improved with better timings. The last train enables evening activities to be accessed in Manchester and Buxton.

The only direct rail passenger connection from Buxton is to Manchester and the North, despite there being tracks and track beds in existence to the East and South of the town. For destinations to Southern England and Wales, the fastest travel time is via car to Macclesfield Station and then by train. If that entire journey were undertaken by train going North via Stockport, it would add an hour to the travel time. For example, travelling from Buxton to Birmingham solely by train at least doubles the travel time.

Although Buxton is well connected by bus to other Derbyshire towns, the timetabling is not always convenient for potential passengers. The exception to this is the 199 to Manchester Airport via Hazel Grove which provides a regular service for eighteen hours a day. All bus services, except the 199, finish early in the evening and there are limited opportunities for evening leisure journeys and for shift workers to travel by bus.

Although Buxton does not currently have a Park and Ride scheme a survey of visitors to Buxton indicated that 60% would use one if it were available.

### IS THIS WHERE WE WANT TO BE?

A town where many residents see public transport as a preferred option to car ownership, with good connections in all directions and between modes, and where transport providers are working towards providing zero carbon vehicles. A town where onward travel is easily accessed through a series of Onward Travel Hubs which provide links to buses, car clubs, car hire, cycle hire and trains.



### PROPOSED ACTIONS:

- Support and encourage greater use of public transport for local and longer distance travel
- Support the establishment of Onward Travel Hubs, allowing easy connection to a variety of modes of travel, to create links within the town and beyond
  - Potential sites: Buxton Railway Station, Fairfield and the Market Place
- Support Derbyshire County Council and Government to encourage greater use of public transport and active travel so that they are natural first choices for daily activities
- Identify options for reviewing and increasing long stay parking at the railway station
- Lobby for the provision of extended public transport services to enable evening activities
- Lobby for the provision of smart ticketing through contactless and online payments to include inter-mode ticketing
- Raise awareness of online information for journey planning, and all existing public transport services
- Promote journey planning apps
- Encourage the provision of London underground-style mapping for rail and bus services, to show connections and associated facilities such as cycle hire, taxi ranks
- Support transport providers in their efforts to reduce the carbon footprint of their vehicles



## 7a. BUSES

### PROPOSED ACTIONS:

- Support and encourage greater use of buses for local and longer distance travel
- Support the Government's move to replace older vehicle stock with zero-emission models
- Encourage all service providers to utilise real time vehicle tracking to provide current information for passengers
- Explore the viability of a distinctively liveried 'hop on hop off' bus service around Buxton
- Negotiate with bus companies to improve access between Lower and Higher Buxton by providing specific timetables between the Terrace Road and Market Place stops
- Explore the possibilities of linking buses with Park and Ride schemes e.g. from Fairfield Common, Harpur Hill etc.
- Work with the relevant bodies to improve bus usage through improved services e.g.
  - Restoration of evening Trans Peak bus service
  - Improve Leek – Buxton, Macclesfield - Buxton – Chatsworth services
  - Explore feasibility of a bus link to Morrison's using the existing town service or Community Transport
- Work to improve bus connectivity including links to and from Buxton and the Peak District National Park
- Liaise with bus companies and community transport operators to identify potential gaps for new or revised commercial services to access visitor destinations in the Peak District National Park and beyond



## 7b. TRAINS

### PROPOSED ACTIONS:

- Support and encourage greater use of trains for local and longer distance travel
- Work with the relevant bodies to raise the profile of train usage by:
  - Enhancing awareness of services, including concessionary tickets and discounts (such as Manchester Wayfarer)
  - Exploring the potential for Buxton to be promoted as a destination, combining offers of discounts at shops and attractions with a rail ticket
- Work with the operator to improve cycle storage on trains and promote the bike train concept
- Ensure that the Onward Travel Hub at the train station integrates with the local cycle network and includes bike storage and other appropriate facilities
- Explore the possibilities of providing cycle hire in Buxton by working with prospective providers, prioritising the Onward Travel Hub at the railway station as a hire point
- Ensure provision of information on the Walk & Ride network is readily available on trains and at the station
- Work with partners to explore the feasibility of restoration of disused passenger rail routes to encourage more train travel to Buxton e.g.
  - the Buxton to Matlock line
  - a passenger service through to the Hope Valley line
- Work positively to provide new walking and cycling routes to Matlock in addition to the Monsal Trail and as a safeguard should the rail link be reopened



## 7c. TAXIS

### WHERE WE ARE:

Buxton is well provided with licensed taxi services.

### IS THIS WHERE WE WANT TO BE?

Working towards being a town where passengers can choose to use lower emission taxis and people can easily access taxis from their arrival point in town.

Where the frequency of car use and cost, both environmental and economic, is evaluated against the use of taxis, and other forms of sustainable transport in lieu of car ownership.



### PROPOSED ACTIONS:

- Work with the appropriate authorities and taxi drivers to review the location of taxi ranks within the town to ensure they meet the requirements of passengers, taxi drivers and integrate with other transport systems
- Encourage taxi drivers to switch to electric vehicles,
  - Request that HPBC consider implementing the successful Nottingham 'try before you buy' electric taxi project
- Monitor the impact of changes to travel modes on the use and provision of taxis
- Influence the appropriate authorities to explore the provision of funding to encourage the transfer towards lower emissions for taxi operators

## 7d. COACHES

### WHERE WE ARE:

Although Buxton receives some coach visits, there are opportunities to increase visits by coach rather than car by raising the profile of the town as a "coach friendly" destination.

Research conducted by the Buxton Town Team in 2017 identified a number of areas for development outlined in an interim report.

There is coach parking at Sylvan Park and Burlington Road, but as yet no designated drop-off points through the town.



### IS THIS WHERE WE WANT TO BE?

A town where parties of visitors are encouraged to come by public transport, including private coach hire, in line with Government ambitions to make public transport and active travel first choices. Buxton is a place seen as a welcoming and easy to access destination and where the economic and environmental benefit of coach visitors to the town is maximised.

In 2012 almost 2.4 million overnight trips were taken by domestic residents as part of an organised coach tour in Great Britain, accounting for 8.6 million overnight stays, contributing £617 million to the domestic tourism economy. When overnight trips using regular coach and bus services are included, this figure rises to £1.4 billion

*VisitEngland/Great Britain Tourism Survey*

### PROPOSED ACTIONS:

- Request that the Confederation of Passenger Transport carry out a survey of Buxton and suggest enhancements
- Conduct informal surveys of coach drivers and passengers to guide development of provision including toilets
- Support Vision Buxton in promoting coach visits to the town and ensuring proper provision for drivers
- Working with Derbyshire County Council Highways Department,
  - increase the availability of coach drop-off points e.g. bottom of Terrace Road and St John's Road



- to monitor the usage of coach parking to ensure adequate supply
- with the University of Derby, explore the possibility of coach parking on Devonshire Road out of term time
- Review the provision of on-line information for coach drivers to ensure that Buxton is properly represented
- With HPBC, work towards the installation of town map boards including QR code links to online information and all-weather leaflet dispensers for Vision Buxton's Town Guide, etc. at drop-off points and coach parks
- Explore with the Visitor Centre an enhanced provision of a 'meet and greet' service for coach trips, including volunteer greeters

[\*Click here to give us your views on section 7\*](#)

## 8. GOODS DELIVERIES



### WHERE WE ARE:

The growth of online shopping (one fifth of all transactions before the outbreak of Covid19,) has increased exponentially. These deliveries lead to increasing numbers of vehicles on the streets making many drops across the town, with homes and most businesses receiving multiple deliveries per day. Major delivery companies include Royal Mail, DPD, TNT, DHL, Hermes, Amazon and Palletline who either deliver directly or do parcel drops for onward local delivery by private vehicle. This is in addition to increased local delivery services from supermarkets and takeaway food outlets.

'Click and collect' is another choice where customers purchase online and collect their goods from a central point. This can be effective from an emissions perspective as it is likely that customers make other purchases when collecting goods. There are several click and collect centres in Buxton, including:

- Argos for eBay
- High Street News for Hermes
- Morrisons and Premier Inn for Amazon
- Ryman's for Boux Avenue
- McColls, Market Place for Collect+
- Royal Mail Delivery Office, Palace Road, for undelivered parcels

Wholesale supplies to the town come via road from other centres of distribution, most of which are at least 20 miles distant. This is a rapidly evolving situation as national and international delivery firms review their procedures and carbon footprint.

### IS THIS WHERE WE WANT TO BE?

Freeing up the movement of people, goods and services through and around the town by encouraging goods ordered online to be delivered to, and distributed locally from, well-positioned locations in town or, possibly Burbage, Fairfield, Harpur Hill or Staden. Last mile deliveries then to be by sustainable transport.

### PROPOSED ACTIONS:

- Research suitable sustainable transports for 'last mile' delivery: e-cargo bikes, electric vehicles, etc
- Encourage partnerships with local businesses to develop local low-carbon delivery services
- Explore the possibilities of 'piggy backing' on existing local delivery services e.g. supermarket online order deliveries, local milk delivery services, etc
- Harness willingness of the town to participate in any 'last mile' delivery pilot schemes resulting from Department for Transport's Decarbonising Transport - Setting the Challenge initiative
- Work cooperatively with major delivery companies to plan optimum locations of central distribution points for onward local despatch via sustainable transport



## 9. ELECTRIC VEHICLES



### WHERE WE ARE:

There are an increasing number of public rapid charging points in Buxton, for example Morrison's Supermarket, Sylvan Car Park and the Cavendish Hospital. A number of publicly available overnight charging points have also been installed at Victoria Park Road. Electric car ownership in the town is increasing and there is evidence of a rise in the number of residential charging points.

### IS THIS WHERE WE WANT TO BE?

A town where end-of-life vehicles are naturally replaced by low-to-zero emission vehicles. Electric charging is easily available and visitors to the town can be confident that their electric vehicles can easily be recharged during their visit.



### PROPOSED ACTIONS:

- Support providers in the continuing expansion of publicly available charging points
- Encourage major employers and accommodation providers to install charging points and provision for e-bikes
- Raise awareness of funding opportunities for householders for the provision of charge points and advantageous tariffs offered by some power companies
- Explore potential to encourage taxi drivers to switch to electric vehicles
- Request that HPBC consider implementing the successful Nottingham 'try before you buy' electric taxi project
- Encourage HPBC to consider the inclusion of green electricity generation and storage technology for the purpose of EV charging as a necessary condition for planning consent of both residential and commercial developments
- Encourage HPBC to adopt three-phase domestic power supply as standard requirement for planning consent for new-build properties to enable faster charging of electric vehicles

## 10. ONGOING AWARENESS RAISING



### PROPOSED ACTIONS:

- Ensure all new residents of Buxton are aware of all available transport options by disseminating travel information via Estate Agents
- Continue to encourage businesses to develop and share sustainable travel practices through Workplace Forums and participating in the Modeshift STARS initiative for business
- Consider the possibility of developing a MaaS (Mobility as a service)-type "Buxton Travel App" to enable informed choice about modes of travel in and around Buxton
- Promote the launch of the Travel Plan by means of a Sustainable Travel Day, providing the opportunity to try different types of sustainable travel, in conjunction with partner organisations
- Keep abreast of developments in sustainable travel initiatives locally, nationally and internationally
- Advocate the inclusion of the Buxton Sustainable Travel Plan as a subset of the Buxton Neighbourhood Plan
- Ensure that the whole town is aware of, and engaged with, the Travel Plan and its evolution

[\*Click here to give us your views on sections 8, 9 & 10\*](#)



## APPENDIX - WIDER LOCAL, REGIONAL & NATIONAL STRATEGIES

This plan was informed by, and integrates with the policies and initiatives outlined below:

**Buxton Future High Streets Bid** Buxton has been successful in being awarded funding to undertake a study to realise the Future High Streets vision. The vision will include access for all, with the facilitation and encouragement of sustainable travel as an integral part of this process.

**Culture Heritage and Tourism Plan (CHAT)** Buxton is a popular destination for cultural and heritage visitors both from the UK and abroad. The Buxton International Festival is a world-renowned annual event which attracts performers, writers and speakers from across the globe, and will be complemented by the newly opened Buxton Crescent Spa Hotel from 2020 onwards. The Action Plan will help to ensure the current and future vitality of Buxton as a destination, with benefits for both residents and visitors.

**Department for Transport - Decarbonising Transport - Setting the Challenge** - Published 26 March 2020 - Last updated 7 December 2020. The Government is developing an ambitious plan to accelerate the decarbonisation of transport. The Transport Decarbonisation Plan (TDP) will set out in detail what government, business and society will need to do to deliver the significant emissions reduction needed across all modes of transport, putting us on a pathway to achieving carbon budgets and net zero emissions across every single mode of transport by 2050.

See: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/932122/decarbonising-transport-setting-the-challenge.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/932122/decarbonising-transport-setting-the-challenge.pdf)

**Department for Transport - Gear Change - A bold vision for cycling and walking** - Published 27 July 2020

This plan describes the vision to make England a great walking and cycling nation. It sets out the actions required at all levels of government to make this a reality, grouped under four themes:

- better streets for cycling and people
- cycling and walking at the heart of decision-making
- empowering and encouraging local authorities
- enabling people to cycle and protecting them when they do

See: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf)

**The Derbyshire Climate and Carbon Reduction Manifesto** pledges, including:

- Work with Derbyshire businesses and local government partners .... to reduce carbon emissions in business and tourism activities.
- Support and promote the development of low carbon travel and low emission vehicles, introduce electric vehicles into our fleet and explore opportunities for low carbon fuels for HGVs.

See: <https://www.derbyshire.gov.uk/site-elements/documents/pdf/environment/climate-change/climate-manifesto-pledge.pdf>

**Derbyshire County & Derby City Air Quality Strategy.** The facilitation of travel behaviour change and the reduction of sources of air pollution (including from road traffic) have been identified as strategic priorities, with policy partners committing to increase the numbers of people using sustainable travel options, and reducing the sources of air pollution locally.

**Derbyshire County Council Local Transport Plan (LTP)** The Derbyshire LTP sets out a transport vision, goals, challenges to be tackled and a strategy covering the period to 2026. The LTP puts emphasis on supporting a resilient local economy, contributing to better safety, security and health, and improving quality of life and promoting a healthy natural environment, all of which are integral to the Buxton Sustainable Travel Plan.

**The Derbyshire Cycling Plan** has been developed by a range of partners across all of Derbyshire.

This high-level plan, brings us together, committed at the highest level, to getting more people on bikes, by 2030.

Targets include:

- to double the number of people cycling regularly throughout the County, and
- (ii) to double the percentage of commuters travelling by bicycle as their main transport mode, by 2030.

See: <https://www.activederbyshire.org.uk/derbyshire-cycling-plan>

**Derbyshire's Health and Wellbeing strategy** 2018 to 2035 The Buxton Sustainable Travel Plan supports the first two priorities of the Derbyshire Health and Wellbeing strategy, specifically (i) enable people in Derbyshire to live healthy lives, and (ii) work to lower levels of air pollution.

**Derbyshire Key Cycle Network** The Derbyshire Key Cycle Network (KCN) is a County wide strategic network of cycle routes. Routes in Buxton represent a major component of the network in the High Peak. The sustainable travel Plan will enhance links to the KCN, utilising the local cycle network, and enhance its accessibility for all.

**Derbyshire Transport Carbon Dioxide Reduction Strategy** One of the main principles of the carbon reduction strategy is “To allow plans to be made to decarbonise the current transport network and provide a range of viable sustainable transport options”.

**Local Cycling and Walking Infrastructure Plan (LCWIP)** The Derbyshire LCWIP currently in development by Derbyshire County Council. LCWIPs are a new, strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks, ideally over a 10 year period, and form a vital part of the Government’s strategy to increase the number of trips made on foot or by cycle. The local network being developed in Buxton feeds into this process.

**Peak District National Park Management Plan.** Buxton is a hub for visitors to the Peak District, itself one of the most visited national parks in the world. The sustainable travel plan supports the overcoming of physical and perceived barriers to access the Park, as part of a National Park for everyone, and by doing so continues to ensure that the vital Park benefits continue to flow beyond the landscape boundary. See: [https://www.peakdistrict.gov.uk/\\_\\_data/assets/pdf\\_file/0025/84670/National-Park-Management-Plan-2018-2023-print-version.pdf](https://www.peakdistrict.gov.uk/__data/assets/pdf_file/0025/84670/National-Park-Management-Plan-2018-2023-print-version.pdf)

**Travel Plans and known developments in Buxton** These include housing developments in the Harpur Hill Area, the redevelopment of the Buxton Hotel and Spa, and the One Public Estate (Health) Development in the town centre on the former Buxton Waters factory site. All of these potentially impact the nature and quantity of journeys undertaken to, from within and across Buxton, and all have travel plans which seek to encourage sustainable travel.

**The University of Derby** The University is a key partner in the process with its presence in Buxton at the Dome, and has a prominent and important part to play in Buxton’s culture. Its students bring a vitality and vibrancy to Buxton, all of whom have travel needs which are addressed by the University’s established Travel Plan.

**Vision Buxton** Vision Buxton is a membership organisation which brings together local businesses, community groups and individuals who are all passionate about making Buxton an even better place to live, work and play. The Buxton Town Team and Vision Buxton have a number of shared visions and goals, one significant part of which is the Sustainable Travel Plan.

Work already undertaken by the Town Team and its Walk & Ride consultation has been recognised by other organisations and forums as being a ‘step in the right direction’.