

BUXTON TOWN TEAM - ACCESS, PARKING, TRAFFIC & TRANSPORT GROUP NOTES OF THE MEETING ON 12th SEPTEMBER 2017

Present:

Andrea Lewis, Andy Parker, Charles Jolly, Dave Carlisle, Dick Silson, Heather Wesson, Janet Miller, Jean Todd, John Anfield, Matthew Nuttall, Peter Wiltshire, Richard Lovell, Richard Tuffrey, Sarah Rawlinson, Tim Heap, Tina Heathcote

Apologies:

Carole Rogers, Derek Bodey, Jim Lowe, John Phillips, Roddie MacLean, Sarah Porru, Simon Fussell

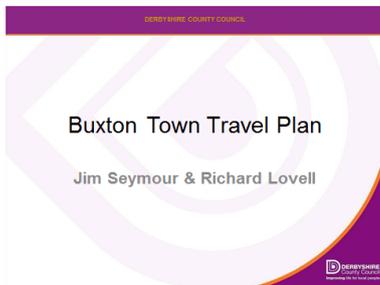
1. INTRODUCTIONS

The meeting started with a round of introductions, and a special welcome to the people who do not normally attend APTT meetings:

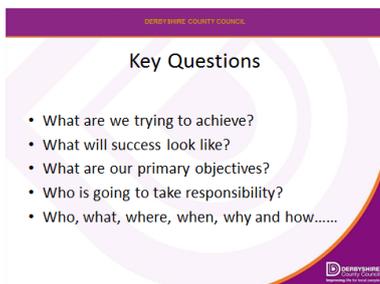
Charles Jolly - Buxton Town Team and Transition Buxton
Dave Carlisle - Buxton Town Team and Friends of Buxton Station
Heather Wesson - DCC Public Health Development Officer
John Anfield - Friends of the Peak District and University Court
Sarah Rawlinson - University of Derby and Vision Buxton

2. BUXTON TRAVEL PLAN

A presentation from Richard Lovell, with much discussion and comment from all present.

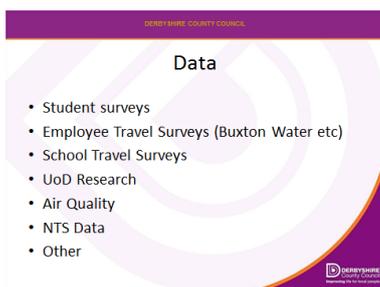


The Buxton Travel Plan is a concept to be developed over time. In its simplest form a Travel Plan would be for a work place, or a new development during the planning process. It's not anti-car, but the aim is to reduce single occupancy vehicles, by offering alternatives and promoting active/sustainable transportation. Leading to improvements in the economy, health & well-being, reduced congestion etc. There are not many travel plans for whole towns and cities, but there is no reason why the concept wouldn't work for them. A number of partners will need to be involved in the development.

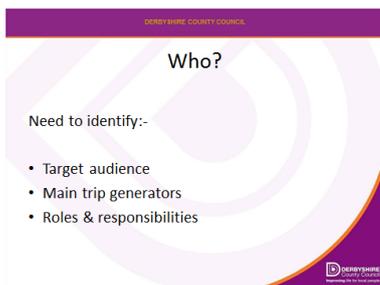


Suggestions of what we want to see:

- Public transport timetabled so students arrive at lectures on time
- Ability to use Fairfield Rd knowing it won't take for ever
- Take the priority away from road traffic, equality for pedestrians and cyclists
- Better signage so people know where to go, and interpretation signs
- Improved parking policy eg pay once and use any car park that day
- Consider all the issues together, not just traffic and parking
- More coach parking



The foundation for any plan! Some work done already by University students, surveys of 4 major employers; schools & colleges; visitors. With all, we need data on how people are travelling now, then can identify how to improve. DCC building good contacts with University, presentation to DCC senior management from Nik Antonopoulos recently, very impressive use of 'big data'. Tap into student curriculum for carrying out surveys etc, benefit both ways. Also lots of national data we can tap into eg air quality, National Travel Survey etc. Visit Peak District have a document based on information from a visitor survey. Suggestion Road Traffic Accident data could also be useful.



Target audience:

employers; schools; residents; students; workers; visitors; through traffic

Main trip generators:

shops & services; leisure (eg Opera House); school run

Roles & Responsibilities (who can help):

DCC Highways; HPBC; public transport providers; developers; businesses

Need to build things in to the development process at the planning stage

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What?

Primary objectives:-

- Designated Blue Zone?
- Enhanced visitor economy
- More attractive place to visit, live, work, study
- Reduced congestion
- Parking & traffic systems
- More people walking and cycling
- Better air quality
- Improved health & well being



Blue Zone: where people enjoy a long and healthy old age eg parts of Japan, Sardinia - Buxton could become the first in the UK! Other things on the list contribute towards achieving this. Lots of studies show that improved environment, and improved well-being, lead to improved behaviour. Recommended book 'Happy Cities' has lots of evidence. So much evidence out there, it's surprising that funding for cycle lanes, public transport, bike/car hire schemes etc is so hard to get! 'England's Leading Spa Town' fits well with well-being/ Blue Zone objective.

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Where?

- Geographical limit.
- Targeted approach.
- Destination vs origin.
- Intra vs through.



Geography - how far should the plan extend beyond the town into the hinterland? How does this tie in with the proposed Neighbourhood Development Plan (NDP)? Could a Travel Plan feed into that giving it some statutory authority once adopted? If so should the boundaries coincide? Holistic approach needed, but need to identify 'hot spots' and hope to design solutions. Where are people coming from/ going to and why? Could through traffic be encouraged to go a different way and avoid us?

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When?

- Commute
- Leisure
- Utility
- Logistics
- Project timeframe (start and lifetime)



Daily commute is less defined now - does more flexible working improve things (by reducing the peak) or compound the problem (by extending busy periods)? Leisure - tends to peak in the evening and weekends. Utility = shops - what days, times? Logistics - a lot of quarry traffic is very early, before peak time, some do a second run late morning, but also eg supermarket supplies to consider. Need also to consider seasonal effects and the weather! Travel Plans are normally 5 years, we may want longer; also key developments eg Crescent, Peak Rail, Nestle site redevelopment will all affect the plan.

If we have a Travel Plan in place then will developers eg Nestle have to take account of it? At the very least it means more rigorous assessment needed. If adopted as part of NDP, is part of Local Plan and have to abide by it. Noted DCC are now working closely with developers to produce meaningful travel plans, not just generic, also insist it is monitored for five years, or can monitor for them (for a fee).

Does the Crescent have a travel plan? Even if it does it will have been done in 2006 so possibly no longer relevant. General consensus that the through road in front of the Crescent should never re-open, allow access from Old Hall end only - but official DCC plan is to re-open and allow parking in front of Pump House again.

Advised Arriva looking at reducing the number of trains serving Buxton. Need to be able to demonstrate, if they improved the service instead, effect on passenger numbers and therefore income.

Concern expressed that we could spend years gathering all the data, meanwhile developments have been and gone. Agreed we need a preliminary plan using the data we have already, then build on it as more data comes in. No need for a referendum (as required for NDP) but significant changes eg, road layout, parking, need to go through proper consultation. A lot is about changing behaviour. Even without incorporating into the NDP, we need endorsement from those with the power ie DCC and HPBC. If we want to stop something then it does need to be incorporated into NDP hence Local Plan, to give planners the power to do so. Links with the NDP team will allow elements of the Travel Plan to be included in their consultation process in due course.

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Why?

- Increase
- Improve
- Reduce
- Enhance



Increase - activity levels
 Improve - quality of life
 Reduce - noise, pollution, congestion, isolation
 Enhance - physical and mental well-being, economy
 All of which feeds into the Blue Zone concept.

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How

- Modal shift/behavioural change
- Hard vs soft (easy win) interventions/long term vs short term
- Technology/innovation
<https://vimeo.com/227702417/9c068e845f>
- Project Team
- Funding/sponsorship



Behavioural change is very difficult, people are resistant, so need intervention. Soft interventions are easier to achieve than hard ones.

Eg can need to travel be reduced, working from home or local work hubs? Better walking and cycling facilities; bike hire schemes eg Manchester Mobike. Car share - there's a scheme for Derbyshire, would it work for Buxton? for the University? for the Town Team?

Idea - scheme for reduced taxi rates for local residents.

Technology - app with all information need: timetables; car & bike hire; ticket price and purchase; maps etc. Information is vital - Mobility As A Service.

Car share would be a big help for students to access apprenticeships, work experience etc.
 Town Car Club might persuade more people to not have their own vehicle, only use one when they really need to.
 Directing visitors, route planning between attractions, influencing timing - Stratford did this 25 years ago!
 Electric bikes could be the next big thing. DCC about to launch Electric Vehicle Action Plan. Vehicle manufacturers planning to phase out diesel/petrol cars. Need infrastructure eg charging points (bikes and cars).
 Working on plan to have electric bikes on hire at local caravan sites.
 Hop on hop off buses perfect for visitors, no-one has to drive, can enjoy trip. Need information and connectivity between different services, good examples in the South West and the New Forest.
 Improve streetscape and have pedestrian zones; active travel champions in workplaces; travel concierges (young people handing out info).
 Lots of things we can do!
 Funding is available for many of these, DCC can apply to central government, and the EU in short term. We need project plans drawn up ready to apply for funding when available. Also option for business sponsorship, to provide eg a cycleway.



Agreed we need a small project team, a sub-group of APTT, to pull together an initial document for discussion.

The final document needs to be bright, interesting, informative and accessible - Derbyshire Cycle Plan a good model - though it will have lots of detailed information to back it up.

We need an integrated vision with buy-in from local organisations, travel companies, tourism planners etc as well as individuals.

3. CONCLUSIONS

- The priority is to pull together the data we have so far, and start drawing up a plan as soon as possible.
- We are short of data for residents - DCC have a template survey, agreed we will use this on BTT members, also disseminate around other local organisations.
- While we need to identify gaps and follow up on them, we don't want to spend years just gathering data.
- We need events to generate discussion eg an E-bike Demonstration Day.
- A Travel Plan Sub-group to be set up as soon as possible, anyone who is interested in joining this should contact Tina.

4. OTHER ISSUES

4.1 DCC Public Transport Subsidy

Plan before the May elections was that all subsidies ceased on 1st October, but change of council control and all policies being reviewed. A major consultation is ongoing, 'The Council Plan', covering all matters, not just transport. *(Note since the meeting we found the consultation closed 1st September)*

4.2 England's Leading Spa Town

This is not formally incorporated into the Local Plan. It is embodied through the Development and Place Making Strategy for Buxton, which included it as a strapline.

Suggested a unifying concept is to get people to think of Buxton as a high quality and healthy place - not the new Lourdes!

5. Next Meeting

To be arranged.

JCMM
 14Sept17