



The Buxton Conference 2016

Conference Report

BuxtonTownTeam
All together, better



Conclusions from the conference



Buxton is constrained by its geography. There is very little area left to use as public amenity but the town is growing and, if we don't plan for that growth now, the town will grind to a halt.

All the information gathered during the day, from a range of sources, delivered the same messages:

- Shared space and roundabouts should be explored especially at Fiveways (London Rd /Green Lane/West Rd/ High St/Dale Rd junction)
- All traffic lights and their function should be reviewed – are they needed? Zebra crossings instead?
- A review of all signs should be undertaken; both in the town centre and on the approaches – Are there too many? Are there enough? Do they provide the right information in the right place?
- Visual approaches to Buxton need upgrading
- Fairfield Road should be moderated – no right turn into Lightwood Rd approaching Buxton; Red Route during 'rush hours'?
- A roundabout should be considered at St John's Rd/Manchester Rd junction
- Car parking needs to be addressed: additional parking is needed, long term parking. Use of private drives and schools should be considered, too
- Park and ride is increasingly required at busy times
- Requirements for additional coach parking should be addressed
- Encourage Peak Rail's provision of trains to and from the south and more frequent and faster trains to Manchester
- Improve road systems, investigate one way systems and cycle routes, consider utilising Duke's Drive
- Bear in mind accessibility when changes are being implemented

Conference summary



The Buxton Conference 2016 was convened by the Buxton Town Team, supported by High Peak Borough Council, on Wednesday 9th March at the University of Derby Buxton Campus. The day was organised to give everyone an opportunity to take part in the discussion about our management of our town space, about what we do and how we keep Buxton on the move.

The report is compiled from the information presented and gathered on the day from the various presentations, feedback and discussions.

The sessions, consisting of a mix of talks, videos, slides and views from the floor covering:

- **Introductions, purpose of the conference and feedback from the 2020 Vision:** The Buxton Conference 2015. Roddie MacLean (Director, Buxton Town Team) and Professor Rod Dubrow-Marshall (Deputy Vice Chancellor, University of Derby) welcomed everyone to the conference and the opening address was given by Councillor Tony Kemp (Tourism, Regeneration and Licensing, HPBC and DCC). Dick Silson (Director Buxton Town Team) then presented the findings from the 2020 Vision: The Buxton Conference 2015 which had generated the need for the Buxton on the Move Conference.
- **A people's view of Buxton** including taxi drivers, disabled people, cyclists, emergency services (ambulance), haulage, buses and coaches, walkers and visitors.
- **A strategic view** covering Regeneration and Economic Success, High Peak Growth Strategy, Sustrans (Midlands), Peak Rail, Derbyshire County Council's plans for traffic and transport.
- **Summary of the views so far** and feedback from the questionnaire 'How Was Your Journey?'
- **An alternative view** on Quality Streets from our keynote speaker Martin Cassini.
- The immediate effects on Buxton from projects: DB Schenker, Crescent development, Network Rail's Hogshaw sidings and the A6 Relief Road.
- The day concluded by taking **an holistic view of Buxton:** Daniel Godfrey, Principal Transport Planner AECOM, galvanised discussion with his presentation 'What do we want to achieve?' Syndicate work on a map of Buxton summarised long term and short term objectives/key issues/impacts of options on residents, businesses, visitors, students etc.

Summary of the Presentations

The People's View of Buxton

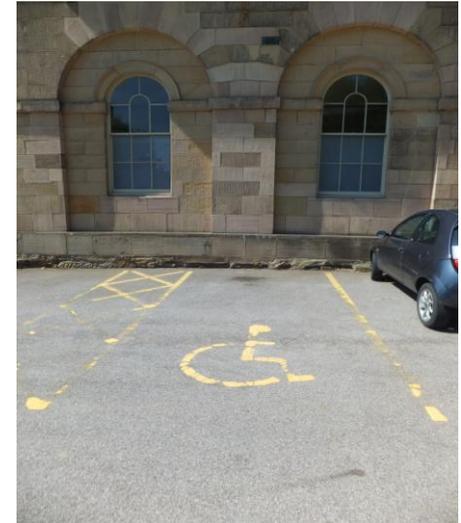


A Taxi Driver's View – Darren Sherwin (video interview)

- A great place to live, fantastic facilities, do people appreciate what they've got?
- Entrances to town, ramshackle building as you come off the Cat & Fiddle, Fairfield Rd is horrendous – rubbish and wheely bins
- Festival and Wells Dressing and the Fringe bring people from all over Europe. Buxton needs to look like a major spa town
- Journey times can be 2 or 3 times longer due to congestion on Fairfield Rd and, increasingly, London Rd. Vans and deliveries contribute.
- School time causes congestion and perhaps children could walk to school.
- Awkward junction St. John's/Manchester Rd - maybe a roundabout?
- Too many traffic lights in a small place. Perhaps a well designed footbridge on Station Rd?

Physical Access Issues Faced by Disabled People – Dave Bennett (High Peak Access)

- Accessible parking provision often poorly marked and no dropped curb.
- Pavements can be obstructed by advertising boards, shop produce and parking of vehicles.
- Poorly identified disabled access routes into buildings.
- Access into older buildings can be difficult, though ramps are provided they can be too steep.



On Your Bike Around Buxton (video – no commentary. 'I want to ride my Bicycle' Queen as backing)

- No cycle lanes anywhere in Buxton.
- Five sets of traffic lights out of seven cycled through were against the riders. This meant stopping and re starting – difficult on a bike. In each instance, cyclists could have kept going if Zebra crossings replaced Pelicans.
- London Rd junction (Fiveways) appeared perilous.
- Road surfaces very poor, especially along the edges where cycles were travelling.



Summary of the Presentations

The People's View of Buxton



East Midland's Ambulance Service – The High Peak Area– Craig Whyles (Acting Deputy General Manager)

- There are 4 ambulances in Buxton during the day and 3 at night.
- 5087 calls between April 15 to January 16 with 8 minute response time.
- Need to consider road width, traffic movement, box junctions, right turn filter lanes, double yellow lines, traffic calming, during road works room for manoeuvre, assistance with traffic and road closed/diversions.



A View of Haulage (video)

- Haulage is very important to Buxton's economy not just direct employment but also from the goods being hauled.
- Food and drink are being hauled by Buxton Water and Bradbury Cheese factors.
- The purest form of limestone is quarried here. Tarmac accounts for 1,000 heavy goods vehicles movements per day and over the last 12 months a total of 270,000 (in and out).
- Hillhead Quarry hosts the world's largest quarrying exhibition every two years. The 2014 exhibition had 450 exhibitors with 17,000 visitors from 87 countries.

High Peak Buses – Thomas Manship (Commercial Administrator)

- Fleet of over 50 vehicles, based in Dove Holes, and carried over 2.4 million customers in 2015.
- Challenges faced by the staff include heavy traffic on the A6, poor and inconsiderate parking causing delays, roadworks and winter weather.
- Challenges faced by customers include lack of shelters and information and rising costs.
- Affect on services of review of tendered bus services by DCC, reduction in concessionary fare reimbursement and review of the B-line scheme.
- Future developments include live time working, mobile website, new ticket machines, mobile ticketing app, 199 Skyline refurbishment and vehicle investment.





Summary of the Presentations

The People's View of Buxton



A Walker's View – Helen Davison (The Peak District Boundary Walk, Friends of the Peak District)

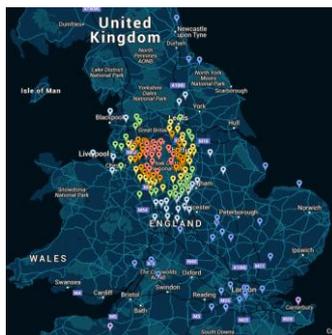
- Circular walk round the 190 mile boundary of the Peak District National Park due to open in Spring 2017.
- Ideally the Friends would like to start and finish the walk in Buxton, but there is a problem - parking. Walkers may need to park for up to 2 weeks but the maximum stay in Buxton is about 4 hours.
- It is hoped that an orientation table situated next to the Town Hall, surrounded by benches, will mark the start and finish of the walk depicting the distances to UK cites and other national parks.

A View of Visitors – Simon Glinn (Chief Executive Buxton Opera House)

Maps of the ticket sales for the Opera House which indicate distance travelled and probable need for accommodation, transport and parking as well as local spend



Lucia di Lammermoor
7.2% of audience from SK17 & SK23



Alan Carr – 3 night residency
30.6% of audience from SK17 & SK23



Christy Moore in concert
18.8% of audience from SK17 & SK23



Pantomime
5 performances, 3 days
31.9% of audience from SK17 & SK10



Big Session Festival
Apr 29 – May 1 2016
8.3% of audience from SK17 & SK23

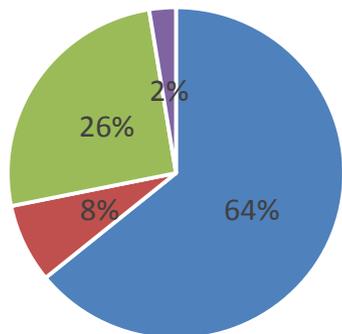
A Mixed View of Buxton – Buxton 1st URC Guides (Video Interview) Six Guides with two Leaders

- The Guides had volunteered to do a survey of people in Buxton towards their Community Action Badge
- Designed a survey asking people what they thought about the town and what was needed
- Furthest distance travelled was from Australia and nearer to home, Somerset but most were local and from from Chapel, Macclesfield, Stockport
- Responses: car parking was in the main good value and easy to find. The town was thought to be clean, tidy and appealing. Visits were from three to four hours up to a week. Mixed reasons for coming in to town: some on holiday, haircuts school shoes. Shops that people would like to see: baking, shoes and fashion brands, bookshops, DVDs but NO MORE SUPERMARKETS.



Summary of the Presentations

The People's View of Buxton



■ CAR ■ PUBLIC
■ WALKED ■ COACH

A Cavernous View – Simon Fussell (Poole’s Cavern, Buxton Civic Association)

- Top rated show cave in the Peak District with 51% of visitors as day trip destination.
- Visitors come from across UK and from overseas, the majority travelling to Poole’s Cavern by car. School trips arrive by coach.
- Better signage and route marking could increase visitor numbers.
- The car park is underused out of season and away from school holidays and weekends. It is also used by people visiting the town centre as people are happy to walk.
- Suggested use of a shuttle bus, during the summer months, taking circular route.

A Perspective on Coach Parking (Slide presentation)

Comparison of numbers of car parking and coach parking spaces for tourist destinations of varying populations

	Matlock Bath	Kirkby Lonsdale	Port Merion	Ambleside	Bowness	Bakewell	Grange-over-Sands	Tavistock	Penzance	Buxton	Stratford on Avon	Kendal	Durham	Harrogate
Population	640	1,943	2,150	2,600	3,914	3,949	4,788	12,280	19,336	22,115	27,830	28,586	47,785	73,576
Car parking spaces	691	123	500	291	842	923	269	585	1,672	1,001	2,503	632	2,055	2,139
Coach parking spaces	8	2	12	17	28	20	24	6	25 (est)	11	69	32	11	9



Views from the Floor

The People's View of Buxton

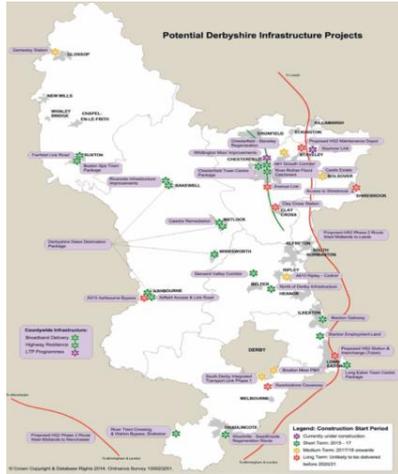


Question	Response/comments
Dave Hopkins: Speaking as a wheelchair pusher it would be easy for some step to have a portable ramp, other places are impossible and will always be inaccessible. There is a need to publicise the issue to shops and test entry out.	Portable ramps can be a solution but often too steep. Need to think ahead if refurbishing buildings. This is going to become more of a problem with an ageing population and that 1 in 5 have some form of disability.
Derek Bodey: Buses keep people off the roads but DCC are looking at withdrawing subsidies. What impact will this have on Buxton bus services?	This is not yet known, but there will be changes as a result. Bus providers will endeavour to provide a service where they can, but if not commercially viable may be in a different form to now.
Follow up: All town services and most others serving the town are subsidised to some extent. On demand transport will not encourage people to use public transport.	The Transpeak and 199 are largely unsubsidised. From the passenger perspective, on demand services are not as easy to access, passengers prefer a scheduled service, but unable to comment until the result of the consultation is known.
Kate Dickson: What is the legal position re parking vehicles half on the pavement?	If the vehicle is causing an obstruction of the pavement or road it is a police matter, who are entitled to act and remove. If parked on double yellow then it's a parking enforcement issue. The key is that if the vehicle is causing an obstruction the police should be called.
Martin Cassini: Buses and Taxis - neither mentioned how many minutes are spent delayed by traffic lights when no-one is using the opposite route.	Taxis: To go up Fairfield Road can take 30 minutes. The traffic lights at Aldi also cause delays as people park there for free and walk over the road, a bridge would be super and reduce travel time.. Then there's another set at the Railway, another under the viaduct, another on Fairfield Rd. You can be queuing on the market to get up Fairfield Rd.
Follow up: What a percentage of journey time is taken up by delays?	Taxis: At least 20% of journey time lost to traffic lights. Buses have had to retime their services between the depot at Dove Holes and Buxton, because of delays in the stretch entering Buxton. All this costs money.



Summary of the Presentations

The Strategic View

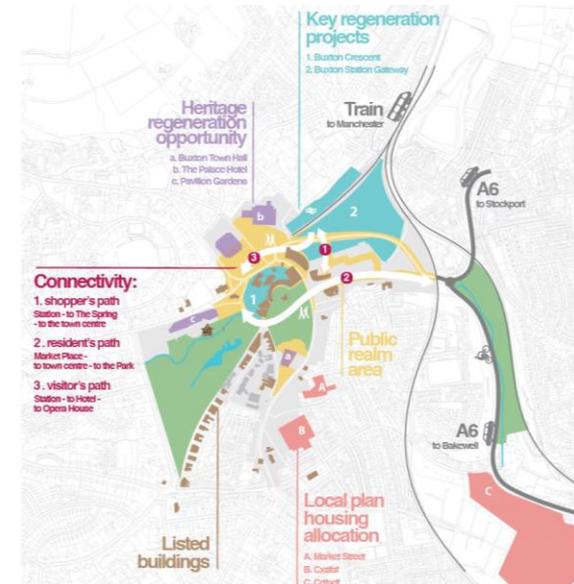


Supporting Regeneration and Economic Success – Jim Seymour for Joe Battye (Derbyshire County Council)

- Derbyshire is the Midlands engine but linked to the Northern Powerhouse and has grown faster than England over past 9 years.
- Funding from various sources: Central Government (D2N2 LEP eg local growth fund); Local Government (High Peak and DCC grants); European funding (LEADER) and Private Sector (eg Buxton Crescent).
- Infrastructure projects: HS2, A6, A628 TransPennine Tunnel, A61; Highways, bridleways, and cycleways; Blue belts; Digital connectivity.
- Major schemes: Buxton Crescent (£50M investment); Peak Resort (£250M); Markham Vale; Coalite.
- Regeneration of Glossop, Matlock and Long Eaton.

High Peak Growth Strategy- Dai Lerner (Executive Director Place, High Peak Borough Council)

- At the heart of new investment – High Speed Rail and TransPennine investments.
- Critical to improve the quality and speed of the Buxton rail service.
- Benefit from High Speed rail link at Manchester, expansion of Manchester airport and Transport for the North investment Plan.
- Key development sites:
 - Regeneration of the Crescent, Station Gateway and Town centre enhancement.
 - Heritage regeneration opportunities – Town Hall, Palace Hotel, Pavilion Gardens.
 - Housing sites – Market Street, Hardwick Square, Duke’s Drive.
 - Connectivity – Shoppers’ Path (Station to Springs); Residents’ Path (Market Place to town centre) and Visitors’ Path (Station to hotel and Opera House)





Summary of the Presentations

The Strategic View



Sustrans (Midlands) presentation slides only as presenters were unavoidable detained

- “Sustrans calls on UK governments to invest in doubling the number of journeys under five miles made by foot, bike and public transport to four out of five by 2020”.
- Within the Derbyshire County Council area Peak Pedals are a critical friend.
- Sustrans Smarter Choices Team (funding ends March 2016) have supported, for example, Derby Bike It Job Seekers; Derby Personalised Travel Advice and Derby Pocket Places for People Normanton Road.
- Sustrans have groups (220 volunteers) covering the areas across Derbyshire, Leicestershire, Nottinghamshire, including High Peak and White Peak.
- They organise work days to maintain the network, Doctor Bike, lead rides and empower others.



Peak Rail - Paul Tomlinson (Director Peak Rail)

- Serious proposal to reopen the Buxton to Matlock rail line to operate 2 steam services during holiday/weekend and a diesel commuter service, using North York Moors Rail as a template.
- Recognised at all levels of Government that heritage rail adds to the employment and economic prosperity, hoping to carry 600 people per hour compared with the Monsal Trail at 600 per day.
- Develop a through ticketing system from East Midlands Rail and Peak Rail.
- There is a £1 million fund and Peak Rail will be bidding for funding.



Traffic and Transport - Jim Seymour (Transport Strategy Manager Derbyshire County Council)

- Relatively light volumes at edge of town with the HGV proportions similar on main routes.
- By the measurement technique used (Bluetooth) no there were no great seasonal variations.
- From A6 Fairfield Road equal proportions (38%) travel to London Road and Macclesfield Road and 14% appear on Bakewell Road.
- From A515 London Road more than half (56%) appear on Fairfield Road.
- From A6 Bakewell Road equal proportions (38%) appear on Fairfield Road and Macclesfield Road.
- From main car parks, mostly to/from the ‘same side’ of town
- The issues are the busiest parts of the town: Fairfield Road and 5-ways.



Views from the Floor

The Strategic View



Question	Response/comments
Dave Carlisle: At the station they are trying to send people to Poole's Cavern, is there a map?	Yes, there is one in the Pavilion Gardens, but it needs more work and there is a project for this season. They also want to include other interesting things to see on the way.
Ian Howarth: What are the parking restrictions by the Opera House?	Trying to map parking provision for their visitors and understand the issues.
Follow up: Queens Hotel has a lot of visitors, if no overnight parking what's the answer?	A solution needs to be found for benefit of whole of Buxton.
Viv Marriott: Is it possible to go underground for additional parking space, eg on Spring Gardens car park, and not go above level of existing buildings?	Need either a major car park out of town, as a lot of ski resorts have, or meet and greet parking, which has the advantage of a formal welcome, meet people as they arrive, accommodate the cars outside the town (Academy of Urbanism).
Adrian Brown: Spends part of the winter in Fowey, where they have a long stay car park on the outskirts, it's expensive but easy to use, is this a way for Buxton for long stay visitors and not have them cluttering up the streets?	Guessing most walkers will be here over the summer, the obvious place for parking would be to use the schools, which needs a bit of joined-up thinking. Also many Buxton houses have large driveways with extra parking, suggest scheme where can park on someone's drive for a fee. Parking is a perennial issue but does not want to see more parking in the town centre if there's another solution (Keith Savage).
	Andy Parker said he had come across lots of websites where can make private arrangements to park on someone's drive - there isn't one yet for Buxton.



The View So Far

Presented by Tim Heap

(Head of Tourism, Hospitality and Leisure Management, University of Derby)



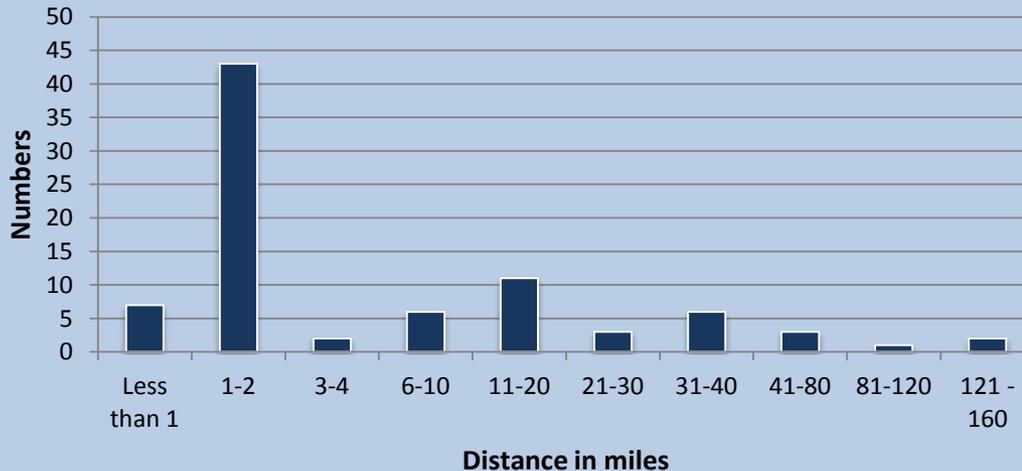
What have we heard so far:

- Derbyshire does not have a tourist database .
- Parking is an issue. Community car parking could be a solution where the parking is run by the community and the money returns to the community eg maybe schools could be used as spare capacity.
- Traffic flows are the same all year round.
- Organisations are driven by design not strategy.

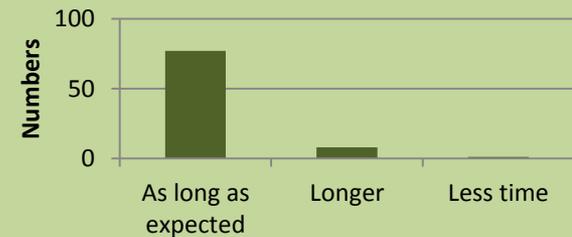
How Was Your Journey?

Responses to questionnaire for delegates at the beginning of the conference:

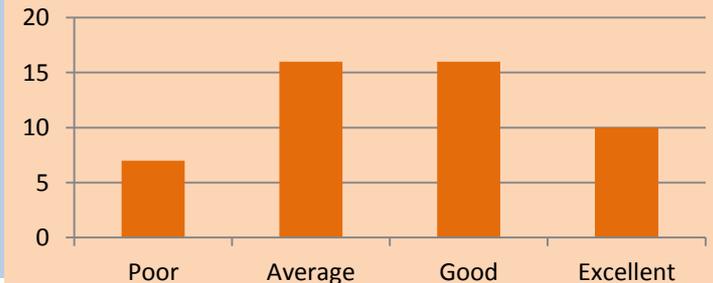
How far have you travelled to get here today?



Did your journey take?



If you travelled by vehicle, was your parking experience?

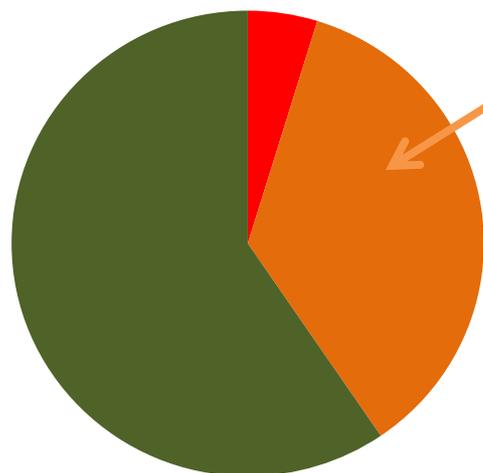




How Was Your Journey?

Written response to questions:

'Please evaluate your travel experience' & 'Note the reasons for your score'



■ Difficult

■ Not bad could have been better

■ Easy

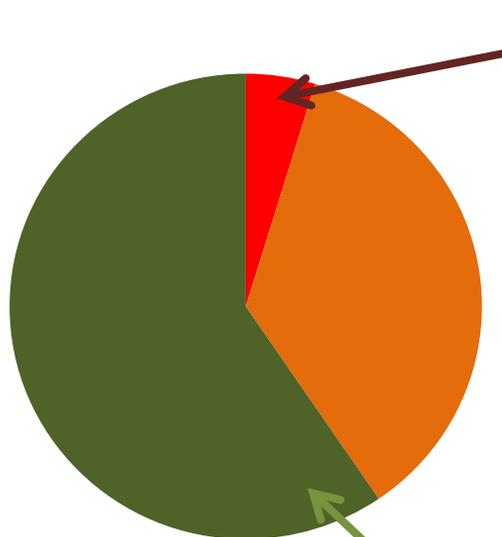
NOT BAD COULD HAVE BEEN BETTER

- Just volumes of vehicles, with adjacent parking limited and unable to cover event
- Frustration at finding myself on the wrong side of the road near Dominos pizza and having to walk halfway to the station to cross and return to the University
- Parking!
- Traffic congestion on A6 – Fairfield Rd
- Early start, not too much traffic, tractors, slurry wagons
- Buxton traffic and parking is not difficult at most times. At Festival time it is difficult.
- Route was fine, slight congestion due to lorry traffic. Parking was fine, as in UoD pool car and have reserved parking. (This was a last minute change of staff and if I had been given more notice, I would have travelled by train)
- Parking an issue – especially if in town all day – drove around the Dome area looking for a space until found one on Corbar Rd
- Poor pedestrian facilities (road crossings) near to University
- Queue into Buxton on A6 from north
- I had to drive around numerous streets to find parking
- Today's traffic slower than usual due to poor weather and heavy lorries
- Trains only being once an hour meant that I have to come early and go for coffee
- I have parking at work but can see the limitations of the town considering how busy it is
- Parking facilities in the town are quite restrictive
- Roundabout crossing is horrendous!
- Rush hour traffic coming in to Buxton (from Glossop). Difficulty parking
- Driving through Buxton was fine – no holdups. Parking was difficult – had to park some distance away in a residential street
- Parking for £3.50 all day is excellent value and does nothing to deter private car use. Traffic on the A6 from Dove Holes was slow due to poor sequencing
- Crossing busy road on foot was difficult at times
- Got wet from the walk from where I parked the car!
- Drove from Burbage and have parking at No6 Tearooms. Walked to the Dome
- Lovely route to Buxton driving through Via Gellia (I parked at the Ambulance Station)
- It would be lovely if I was the only driver on the road
- On foot today but can be congestion and parking problems when travelling by car
- Some congestion. Traffic flow is disrupted
- Bad weather – but because of time of travel not too congested. (In the summer I might have cycled here – but then the routes in to Buxton are not good)
- Not as much traffic as I thought, but there was few slow vehicles
- Used on street parking on quiet side road
- Too many 'A' roads



How Was Your Journey?

Written response to questions:
'Please evaluate your travel experience' & 'Note the reasons for your score'



- Difficult
- Not bad could have been better
- Easy

DIFFICULT

- As always, parking in key strategic locations is difficult
- Took my life in my hands trying to cross junction: Water St / St. John's Rd / | Manchester Rd. Had to stand in cross hatched area for 7 min waiting for gap in traffic
- Congestion is appalling in the morning on Compton Rd and then outside the Community School which slow my journey down. I then struggle to park and walk, having to use residential areas with not much space
- Behind lorry travelling uphill at 14 mph – I was two cars behind. Lots of drivers will not overtake so very difficult

EASY

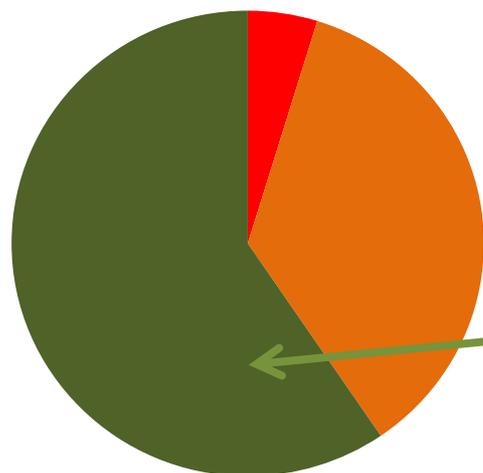
- Got a seat on both trains & both ran to time
- Little traffic, no road works, easy parking at the University
- Live just around the corner
- No traffic
- An easy route through quiet rural roads
- Because it was OK!
- No delays and plenty of parking spaces
- Very close proximity – no problems
- In comparison to previous jobs my commute is much easier (quicker and pleasurable) The time of 9.00 to hit Buxton was low traffic volumes
- Very short distance to travel to venue
- By being able to walk I didn't have the hassle of finding a parking place, possible having to pay for all day
- Most places in Buxton are accessible on foot (weather allowing of course)
- Parked at Pavilion Gardens car park – plenty of parking
- Only one road to cross, and no traffic to speak of
- Its the standard bus journey
- Today it was easy because I only had a short journey to make. If it was before 9 am, it would have taken at least 30 mins
- Easy access to the town and adequate parking



How Was Your Journey?

Written response to questions:

'Please evaluate your travel experience' & 'Note the reasons for your score'



- Difficult
- Not bad could have been better
- Easy

EASY

- I live in the town and know my way around and where the appropriate options are located
- This morning was very good. However, I live in Chapel-en-le-Frith, so do experience some issues at a weekend with congestion on the A6, usually at the golf course
- The journey was excellent – cycling through Buxton! I had no trouble parking and I didn't pay – the facilities to lock up my bike are very poor! Uni of Derby note!!
- Local knowledge helps with finding parking spaces
- It was easy to walk here – if pedestrian crossing was in the right place, I would have used it. Crossing the A6 wasn't good
- Roads were clear (except for short delay at Fairfield, as usual). Car park was clear.
- Living on the town it is so much easier to walk. Parking in the town can at times be too much trouble
- Little congestion on roads after exiting the M1, pleasant views just a shame about the weather! Although I did have to take a longer route to avoid heavy traffic in neighbouring cities
- Good pedestrian access but crossing to Devonshire Rd needs care.
- Walked today, usually drive. Parking usually poor however
- Walking along St John's Rd not always pleasant because of overhanging branches, very fast lorries exceeding speed limit & cars parked on pavement
- Local knowledge to avoid congestion points and knowing where to park with easy walking access to Dome
- Travelling during off peak times when traffic flow is light
- Walking distance – some roads to cross and hills to climb and descend
- I walked
- Walked no problems. Walked as cost of parking and only a mile away
- Pavements wide – few pedestrians
- I have a residents parking permit for work – if those spaces are full I find it difficult to park
- A little chilly!



An Alternative View

Martin Cassini

Equality Streets



Martin Cassini is a documentary maker and campaigner for traffic system reform. Founder of equality Streets he firmly believes in the equal rights of ALL road users to co-exist in peace on the roads free of vexatious traffic control.

Behaviour

Road users are human beings and the array of regulations stops instinct. The green light leads to.... 'I can ignore everyone else'. At present watching the lights not other road users. The Driving test needs to be reformed to change behaviour and allow first come first served.

Equality Streets

Where equality and kindness rule
Making the space safe for children makes it safe for all
Reduces clutter on the streets and the costs!
Integration not segregation – all road users together.

Pollution

Fumes from traffic leads to medical problems.
30,000 deaths per year are linked to pollution.
Reduce the fumes and pollution by 30% if no junction control.
Pollution is x29 times worse when junction control is used.

Safety

Reduces accidents as it is 'low speed environment'
Safe for children safe for all.

Economic effects

Traffic lights can cut the economy.
Eg Poynton Fountain Place converted to shared space and it regenerated the area. Footfall increased in all shops and there used to be 22 empty shops and now there is a waiting list!
Also reduces road building costs and the maintenance of the traffic lights.
Estimated that £100 billion could be saved across the UK.

.....not anti-car but pro choice and making everyone human

For more information see [Equality Streets.com](http://EqualityStreets.com)

Views from the Floor

An Alternative View



Question	Response/comments
<p>Philip Barton: Great fan of the Poynton scheme, has identified 3-4 places in Buxton where we could do the same. What do we need to do to make it happen?</p>	<p>County is the key. Local MP was right behind the scheme at Broughton but Highways blocked it. The traffic Authority can't be sued if they bag over the lights, but chances are there will be fewer accidents. Latest audit - 44% of accidents happened at traffic lights, the idea of safety is delusional. Of the other 56% how many due to the anti-social rule of priority - vehicle v foot, main road v side road, right v left? It's the law of spontaneous order, human behaviour, we don't just go crashing into each other.</p>
<p>Derek Latham: Music to my ears! One other advantage is that of pedestrians wasting time. People park as close as possible to where they want to be because of the time taken to walk to final destination - recent study (Cheltenham?) found a walk of 25 minutes was only 7 minutes without the traffic light crossings, they distort your view of distance. If the walk can be speeded up people will park further out and enjoy the walking.</p>	<p>Absolutely right. There are no dis-benefits, except loss of employment in traffic authorities. Like the idea of meeting and greeting and helping someone find somewhere to park, rather than traffic wardens hiding in the bushes to catch you out.</p>
<p>Joan Rutherford: Raises question of disabled people. How much consultation was there? All the images are in daylight what's it like for pedestrians, especially disabled ones, in the rain or the dark? They went to Poynton as a group of disabled people and it was horrendous, felt taking their life on their hands. Understood HGVs were supposed to be going onto a by-pass but it was never built.</p>	<p>Streetscape change isn't enough on its own, you also need culture changes as well. Some proponents of shared space are now calling it low speed environment. Equality is the key, if it's safe for children it's safe for all.</p> <p>At night - vehicles have headlights, and there is street lighting which make people visible.</p> <p>The scheme went ahead in the knowledge there would be no by-pass, lorries go slowly and stop.</p> <p>(Then showed a video of him crossing Poynton junction without looking - everything stopped for him.)</p>
<p>John McCall: His village (Hayfield) does have a by-pass and traffic goes fast, it cuts the community in half - how do you deal with that?</p>	<p>Cutting a community in two is not unlike Poynton. Shared space has reunited the town, can walk freely from one part to the other. Does not mind traffic calming if it engages, and generates fraternity with other road users but does not like pelicans or fast by-passes. Need to make everyone equal on the road. The current road system puts emphasis on road safety on the child, which is a disgusting attitude to safety. The cancer of priority grants dominance to vehicles. One of great things about Poynton was reduced carriageway, doubled pedestrian space and created lots of free parking as well.</p>
<p>Jim Seymour: Wondering about autonomous vehicles?</p>	<p>Don't really know.</p>
<p>Follow up: Also, intrigued by compelling case at Broughton, why did Highways decline to go ahead with the trial?</p>	<p>Some really nice people in the council, others were arrogant and bottled out. They could have been the first traffic light free town in the UK. Traffic lights take the responsibility away from the individual. Humans are naturally co-operative.</p>
<p>Follow up: Looking at Poynton, how much did it cost?</p>	<p>£4million, but that included 100 yards in four directions, and also a huge amount of collapsed drainage that hadn't been foreseen.</p>



Summary of the Presentations

The Immediate View

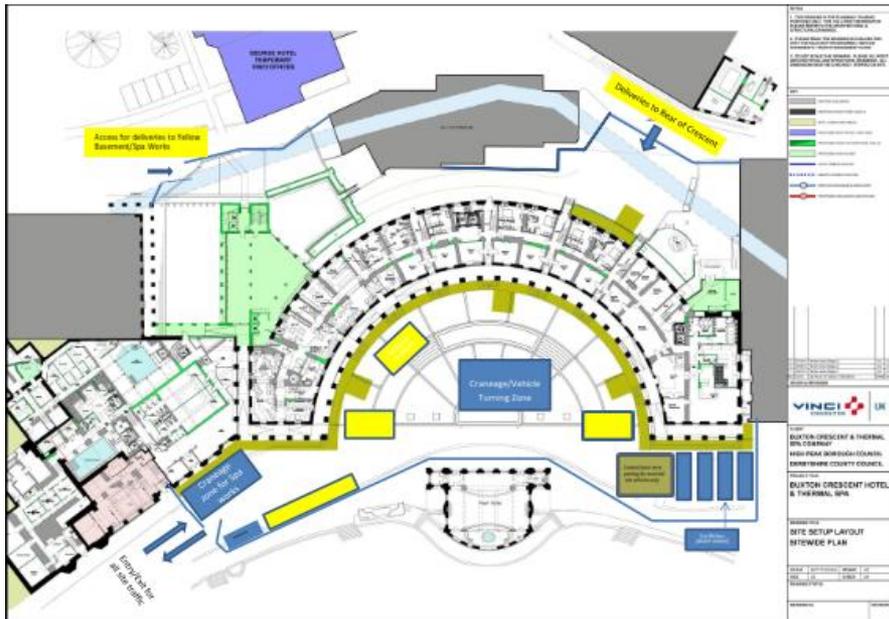


Statement from DB Schenker about the former TMD Site

DBS remain committed to achieving a sustainable and beneficial use for the former TMD facility at Buxton. The opportunity to work with other key stakeholders in delivering a comprehensive redevelopment of the "station area" including the former Nestle site would be welcomed. Likewise an opportunity to redevelop the site as a standalone development would be given serious consideration by DBS. DBS firmly believe that the site has the potential to provide new development which will help facilitate the aspirations for improving the station and town centre areas. DBS has worked closely with Friends of Buxton Station in order that the fanlight can be lit up at night, enhancing the appearance of this significant landmark within the town. Sadly vandalism of the fanlight remains an unsightly and costly problem. Demolition of the former TMD building is scheduled to start on 1st March. We are also hopeful of removing the track if we can reach a resolution with NR during the period of demolition which will be approx 3/4 weeks."

The Crescent Effect – Liz Mackenzie (Community and Volunteering Officer, Buxton Crescent and Spa Heritage Experience)

- The start of the Crescent development is incredibly close and work on the Pump Room has commenced. The road closure is imminent and from the middle of April the hoardings will be in place and it will be closed for up to 2 years. Consultation on the implications and discussions about what should go on the outside of the hoardings are taking place.
- Parking for contractors will be an issue, there will be between 75 and 250 on site at any time. On the whole the impact will be beneficial but parking will be required.
- Parking for hotel residents, once it opens, will be in the Pavilion Gardens car park. There is also a campaign to encourage more coach and group travel, they are talking to Chatsworth to see what lessons they can learn from them.
- More information can be found on www.buxtoncrescent.com. There is a Crescent Consultation Group that meets every 2 months and will put out regular press releases. This will be another renaissance for Buxton and the popularity will go through the roof.





Summary of the Presentations

The Immediate View



The Hogshaw Effect – Richard Iggulden (Senior Development Manager, Network Rail)

- To provide additional rail capacity for the local quarries to move and increase their product output, with the potential for modal shift from road to rail, with approximately 50 lorries taken off the road. Enables Network Rail to make a more efficient use of rail capacity on the Manchester - Sheffield line, by having longer freight trains, rather than more of them.
- Stakeholder and Public Consultation was started in January 2016; submission of Transport & Works Act Order, (TWAO) application in the Summer 2016; Potential Public Inquiry Spring 2017; Secretary of State decision on the TWAO application in Winter 2017.
- Subject to planning consent the construction will start in Spring 2018 . All construction materials for the sidings will be brought by rail if at all possible. There will also be temporary traffic lights on the A6 during the work and a bridge will be constructed across the sidings.
- It is hoped that trains will be running on the new infrastructure by early 2019.

The A6 Relief Road Effect – Gary Rowland (Project Manager, Atkins)

- Currently no direct east-west transport link through south east Greater Manchester and Cheshire East. Lack of connection is contributing to congestion on major and minor routes, constraining the local economy, affecting air local quality and reducing access to key destinations.
- A6 to Manchester Airport Relief Road is an integral components of SEMMMS to meet national objectives for economic growth, employment and connectivity. Construction commenced in March 2015 and scheduled to be open to traffic by autumn 2017.
- A6 corridor performs an important role carrying traffic from the Peak District and key towns in north Derbyshire including Buxton, Matlock and Chapel-en-le-Frith and is a major access route for the Peak District National Park.
- A6 Corridor Strategy Study highlighted potential short term measures (considered capable of delivery within the next 5 years) include an improved pedestrian/ cycle access to rail stations including online and offline cycle facilities; improved bus services to Manchester Airport ; increased parking provision at Buxton rail station; increased rail service frequency between Manchester and Buxton rail stations.
- Potential Medium Term Measures (considered capable of delivery within 5 to 10 years) include increased peak hour train capacity and platform length for all stations between Buxton and Stockport; cross boundary rail fare re-structuring; increased parking at New Mills Newtown, Chinley and Chapel-en-le-Frith rail stations; new rail station at High Lane.
- Potential Longer Term Measures (considered unlikely to be deliverable within 10 years) include increased line speed between Buxton and Hazel Grove and Electrification of Buxton Line; new rail station at Chapel-en-le-Frith on 'Great Rocks' line; High Lane-Disley Bypass.



Views from the Floor

The Immediate View



Question	Response/comments
<p>John Anfield: Strategic studies being done, but in Buxton what about the Fairfield Rd junction, are there any plans to do anything about that?</p>	<p>Not in our remit, not looking at in the town (A6 Relief Road)</p>
<p>Keith Savage: Nothing significant on rail in the next ten years, most disappointing, it really does need investment. Facing prospect with HS2 of it taking as long to get from Buxton to Manchester as from Manchester to London.</p>	<p>No response.</p>
<p>Dick Silson: What proportion of the budget for upgrading was for rail improvements to Buxton?</p>	<p>None. SEMMS didn't extend as far as Buxton. It was funded by Stockport, Greater Manchester and Cheshire East. Further development would have to be progressed by the relevant local authorities.</p>



The Holistic View

Daniel Godfrey
(Principal Transport Planner, AECOM)

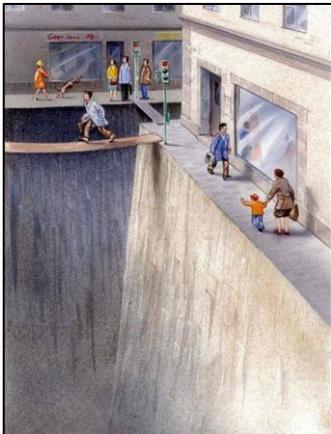


What are we seeking to achieve?

Traditionally organised into travel modes:
Car Lobby; Rail Lobby; Cycle Groups;
Walking Groups; Tram Lobby;
Disabled Groups; Taxi / Private Hire

BUT, are we actually talking about:

Congestion-related delay / unreliability;
Community Severance;
Visual intrusion;
Amenity;
Climate Change;
Road Safety;
Economic Growth;
Local Air Pollution;
Noise;
Poor Accessibility



What are the key barriers?

Need recognition that not everything is in the hands of local authority.

Transport an interrelation of:

- Highway Network – local authority / Highways England;
- Public Transport Infrastructure – local authority / Network Rail / train operators;
- Public Transport operators;
- On and Off-Street Car Parking;

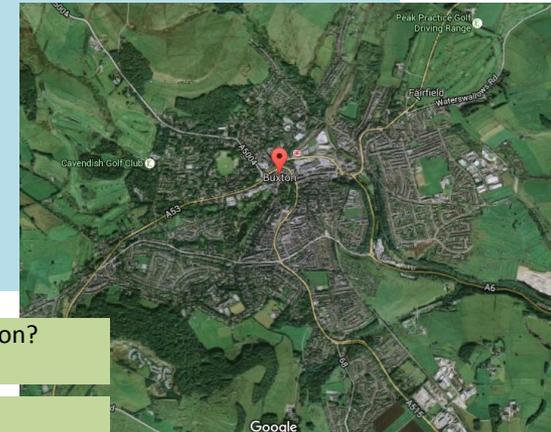
Plus:

Legal barriers.

Financial / funding barriers.

Technological barriers (smart ticketing).

Key issue though is lack of space!



What are the objectives for Buxton?

What are the key problems?

What policies / tools are available to us?

What are the options?

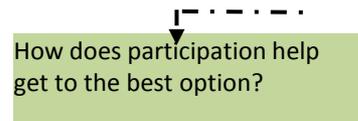
What are the likely impacts of each option?
(..on residents, visitors, students, businesses etc.)

Who decides which option will be implemented?

What is the best way this can be implemented?

Is there scope for innovation?

How does participation help get to the best option?





The Holistic View

Three Ideas from each Table



- Passenger trains to Matlock and on
- Parking improvements, P&R sites and schools
- Testing of different traffic management – lights off/removal of pedestrian crossings

- Transferable parking tickets 'multimode ticket'
- £2 taxis (or better £1) electric cars 'green taxis'
- Local rat runs addressed – Duke's Drive, Darwin Ave

- Equality Streets from 5 ways down through town.
- Public transport improvement – bus/rail/coach ie car park DB Schenker
- Park and Ride Waterswallows and Staden.

- 5 Ways junction remove traffic lights
- Improve pedestrian access from/to Nestle site (underpass? Bridge?)
- Out of town parking (Fairfield) Park and Ride.

- Better signage – for pedestrian routes/ accessible/ car park and train to places
- Peak District Welcome Centre and Park and Ride (A515 Staden) walkers, cyclists, visitors
- Better junctions – 5 Ways, /Waterswallows, /Fairfield Road, /St John's Church roundabout/shared/no lights.

- Intercepting car traffic – park ride/walk/cycle
- Freight on to rail

- Hop-on, hop-off shuttle bus linked to park and ride
- New roundabouts
- Twice a year 'Town Forum' to share information
- Bridge over roads

- Create destination management organisation
- Park and ride using derelict quarries and existing buses
- Using schools and private drives as potential

- Nestle – mixed use including car/coach parking
- Fairfield Road improvements
- Harpur Hill College site Park and Ride

- Develop station area as a transport hub for cycles and buses as well as trains.
Meet and greet, park and cycle – relocate library and hospital into this development so facilities accessible.
Park and Ride and coach park on Waterswallows Road.
- Fairfield Road – Street Improvement Area
- Increase pedestrian area with shared space, equal streets at Spring Gardens/Terrace Road

- Roundabout Fairfield Road
- Dukes Drive one way
- Take away traffic lights 5 ways
Roundabout for St John's Road A5004/A53

- Enlarge car parking capacity within three years – include long stay
- Develop distinctive character of Buxton Spa Town in terms of heritage, culture ie festivals and retail/leisure provision
- Resolve local traffic issues to free up town

- Fairfield Road – roundabout up to Waterswallows – red route no stopping 06:00 -20:00. No right turn into Lightwood Road
- Improvement (electrification) Buxton to Manchester Railway line
- More long stay parking further out. Market Street/ Cattle Market CP (at least 150 spaces)



Short term suggestions

Relating to access, parking, travel and transport from individual feedback forms



TRAFFIC MANAGEMENT – GENERAL ISSUES	Number of responses
Experiment with Poynton model at Fiveways/develop shared space/Equality streets throughout	11
Increase pedestrian areas at end of Spring Gardens with shared spaces	1
Remove most of traffic lights	2
Turn traffic lights off	2
Trial switch off traffic lights	1
Replace lights with roundabout	1
Improve traffic flow	2
Address some of the immediate traffic problems/road congestion/free up town	3
Shorten waiting time at pedestrian lights	1
Remove Pelican crossing and have zebra crossings	1

PARK AND RIDE	Number of responses
Park and ride schemes with shuttle bus	10
Park and ride (in summer)	1
Park and ride using existing infrastructure	1
Park and Ride from Nunsfield area	1
Park and Ride from A6/A515/Macc Road	1
Identify park and ride sites	1
Harpur Hill College as park and ride	1

TRAFFIC MANAGEMENT – FAIRFIELD ROAD	Number of Responses
No Right turn into Lightwood Road from Fairfield Road	6
No stopping waiting on Fairfield Road	3
Fairfield Road roundabout	1
Reduce traffic on Fairfield Road	1
Fairfield Road remove Pelicans and put in zebras	1
Fairfield Road	1
ST JOHN'S ROAD	
Roundabout St John's Road	5
FIVEWAYS	
Remove traffic lights from Fiveways	5
Round about at Fiveways	1
Improve Fiveways	1
DUKE'S DRIVE	
Duke's Drive one way to take traffic onto A515	2



Short term suggestions

Relating to access, parking, travel and transport from individual feedback forms



PARKING	Number of responses
Use underdeveloped and underused sites for parking eg DB Schenker, Nestle, schools, quarries, drives, publically owned land (Cattle Market)	13
Increase parking	11
Longer term parking	4
Coach parking eg Nestle, DB Schenker site, Burlington Road	4
Increase parking for coaches	2
Coach parking on Rugby Club	1
Parking solutions for residents and enforcement especially at night	2
Manage existing parking	1
Multi storey car parks on all existing car parks with living/work units above	1
Reduce parking fees	1
Transferrable parking tickets	1

CYCLING AND WALKING	Number of responses
Improve cycle routes	2
Cycle ways with short cuts and links to schools.	
Bike trails and more hire points.	1
Increase pedestrian areas	1
Walking routes to schools	1
Encourage facilitate movement around whole town on foot	1
Improve cycle ways/ safety for cyclists	1
Encourage walking and cycling	1

RAIL SERVICES	Number of responses
More, faster trains to north/Manchester	3
Push for better rail connectivity	1
Better rail route to Manchester	1
Remove quarry lorries by implementing rail improvements ASAP	1
Improve rail	1
CONNECTED TRAVEL SERVICES	
Train/bus shuttle from Dove Holes	1
Connected travel	1
Increased interconnectivity with other transport options	1

BUS SERVICES	Number of responses
Free/minimal charge shuttle bus service	3
Improve buses from Harpur Hill/Fairfield to Town centre	1
Local bus	1
Free green bus service (run by volunteers?)	1

TAXI SERVICES	Number of responses
Campaign for a taxi rank again	1



Short term suggestions

Relating to access, parking, travel and transport from individual feedback forms



ACCESS AROUND TOWN	Number of responses
Bridge station to Spring Gardens	1
Bridge/underpass at station/Nestle site	1
Better access from station to town	1
Improved access between Higher and Lower Buxton	1
Increase visitors by making the town more accessible	1
Accessible pedestrian routes	1
Access	1
Better and level access to schools	1
SIGNAGE	
Improve signage for pedestrians and to car parks	1
Better signage	2
Better local pedestrian signage	1

TOURISM AND CULTURE	Number of responses
Additional Festival	1
Co-ordination of events /destination	1
Promotion (spa town etc)	1
Improve tourism access	1
Joint ticketing for Buxton attractions	1
HERITAGE AND BUILDINGS	
Fairfield Road - traffic and appearance	3
Start on Crescent	1
Develop Buxton Spa Town 's distinctive character, Heritage, Culture/Festivals, Retail/Leisure	1

HAPPINESS AND WELL-BEING	Number of responses
Smiling - everyone's happier	1
Buxton Market	1
Green Transport	1

OTHER COMMENTS	Number of responses
Publicise longer term plan	1
See Local Plan!	1
Relevant use of Nestle/ DBS site	1
To review access and audit report and see what else I can do	1
Feedback to my group (Friends of Buxton Station)	1
Travel and transport	1
More days like today	1



Long term suggestions

Relating to access, parking, travel and transport
from individual feedback forms



TRAFFIC MANAGEMENT - GENERAL ISSUES	Number of responses
One way system around town	3
By-pass	3
Lorry routes	1
Better improved road system	1
Improve traffic	1
Increasing congestion	1
Redesign road system so you can get in and stay if you want or get thru/past if thats what you want.	1
TRAFFIC MANAGEMENT - FAIRFIELD ROAD	
New access road to Fairfield Industrial Estate	1
Equality street Fiveways to Fairfield	1
Relief Road for Fairfield Road	1
Improve access Fairfield residential / business area	1
Fairfield Road traffic management scheme	1
A6/A515/DUKE'S DRIVE	
A6 alternative route	1
How to address A515 and A6 routes	1
Widen Duke's Drive as Bypass from Bakewell Road to A515	1
ST JOHN'S ROAD	
Roundabout near St John's Church	1
FIVEWAYS	
Mini-roundabout at Fiveways	1

PARK AND RIDE	Number of responses
Park and ride out of town	4
Park and Ride at Waterswallows and Staden Lane	3
Park and Ride on Hogshaw Sidings site after Network Rail work at an end	1

PARKING	Number of responses
Medium and long term car parking	4
Multi-storey car parking DB Schneckner, Nestle, Springs site	2
Re-programme parking meters to 24 hour stay	1
Increase car park capacity	1
Remove barriers caused by parking and access to town and ensure the long term growth of the town	1
Improve parking	1
Manage existing parking	1
Improved parking (secure)	1
Out of town parking in quarries	1
More coach parking	1
Coach parking out of town	1
Car and coachpark Nestle	1



Long term suggestions

Relating to access, parking, travel and transport from individual feedback forms



GENERAL TRANSPORT	Number of responses
Improve public transport infrastructure	2
Transport hub at railway station	1
Improve transport	1

RAIL SERVICES	Number of responses
Trains to Matlock / Peak Rail	10
Electrification of the railway line	6
Improve railway	3
Improved rail frequency	3
Push for better rail connectivity	3
Quicker Manchester service/line speed	2
Improve train to Manchester	2
Improved rail access	2
Longer rail carriages	1
Improve train experience	1
Rail improvements	1

ACCESS AROUND TOWN	Number of responses
Improve disabled access	1
Make town more pedestrian/cyclist/ wheelchair friendly	1

CYCLING AND WALKING	Number of responses
Encourage more walking in town	1
Improved pedestrian access	1
Improve cycle lanes	1
Encourage walking and cycling	1
Cycling route from the station to Peak District National Park	1

BUS SERVICES	Number of responses
More Transpeak and 199 buses	1
Round route shuttle bus	1
Shuttle bus service to town centre and Peak Walk	1

SIGNAGE	Number of responses
Improved signage and routing	1



Long term suggestions

Relating to access, parking, travel and transport
from individual feedback forms



REDEVELOPMENT AND REGENERATION	Number of responses
Develop Station Road area	2
Improved entry to Buxton via A6/Fairfield Road	3
Develop local economy and increase jobs	2
Use vacant sites - Nestle/Cattle market/Harpur Hill	1
Nestle site development	1
Otter old site development	1
Move Library into town centre	1
Movement of services into town centre	1
Waitrose brings people into town - can we have more!	1
Increase retail activity	1

HERITAGE AND BUILDINGS	Number of responses
George Mansions development	1

OTHER COMMENTS	Number of responses
See Growth Plan ! (HPBC)	1
Suspect that the short term issues may need determined campaigning and may become long term	1
Continue data mining	1
Destination management organisation	1

TOURISM AND CULTURE	Number of responses
Buxton as a leading Spa Town	3
Visitor centre with loads of parking 'Gateway to the Peak District'	1
Develop event outdoors in spring/autumn	1
All year festivals	1
More coaches	1

HAPPINESS AND WELL-BEING	Number of responses
Quality of life and space	1
Health, wealth and community	1
Transformation of road safety	1
Market - good luck	1
Behavior change	1
More decent public toilets	1



Feedback about the Day

My comments about the day are.....



Very worth while. However most problems have been discussed for years and no proposals actually acted on

Excellent organisation, tables etc.
Lovely food and hospitality

Very useful experts to bounce ideas off
eg transport /economics, planners

Loved video interviews with Guides and taxi driver

Good spread of commentators

Enjoyable, good facilities, good food

Getting all the different parties together
regularly will get things moving quicker

A wonderful and interesting day with people who clearly
love this town, full marks to the Buxton Town Team.

Fantastic, thank-you Town Team for
positive, inspiring, passionate day x

Professional and extremely
well organised

Would be good to target plans into
action from today and long term

Very useful and great to have the
opportunity to talk to so many people

Clearly defining the issues which need to be dealt with would have been
better. Activity at the end of the day wasn't clearly set out, no clear
direction from event leaders. Event has run well and kept to time.

Scale of changes in prospect and nature of measures needed to
address them imply/require a change in thinking and working on
part of councils, Network Rail, Nestle, OH etc

Well done Town Team - you need to collate - get conclusions
into Buxton Advertiser' and take up with HPBC/DCC

Very well paced - lots of ideas.
Table feedback insightful

Quick feedback would be useful and
how will ideas be progressed?

Well organised with a good
cross section of delegates

Well organised, good food,
fascinating contributions

Excellent day for ideas
and thinking

The students need to be advised to pitt the olives
(comment from Stockport Council)

More opportunity for FE/6th form students to
take part as well as support - 1or 2 per table or
interview participants

Good to see such a wide
range of organisations and
business represented

Very informative, wish it had been two
days to enable more networking and
encouraging ideas and finding solutions



Feedback about the Day



Well done Town Team

Good mix

What next?

Thank you for inviting me

Excellent day, thanks

Good company

FAB!

Interesting and very helpful

Well organised and informative

Well done

Very well organised

Excellent well organised

Annual conference please

Please use and develop findings

Well organised, well attended

Hope these suggestions to address traffic can be seriously acted upon

An excellent start to a difficult but vital process

Looks like an annual event

A good event, but not really sure what it will accomplish in the long or short term

Fantastic keep up the good work

Well organised and very welcome

Fantastic hospitality and a thought provoking day



A pause for thought



Buxton is on the edge of great change; exciting, major projects are taking off and further creative plans are being developed.

The impetus behind the conference was to bring together organisations that have influence, and an interest in, Buxton and its well being and prosperity. This was an opportunity to gather together many interested parties to secure the greatest benefits through sharing information, developing synergies and coordinating effort.

Our starting point was to acknowledge that, over the next few years, Buxton will change considerably. There are several sites available for development, sizeable buildings which will come into full use - along with over seven hundred new homes in the pipe line. We also have ambitious businesses and organisations, already operating, who are planning for growth and new opportunities are sure to emerge.

All this will mean more people, residents, employees and visitors, using the town's facilities and services.
We can either just let it all happen – or, we can take this opportunity to start to plan holistically to ensure that Buxton is a thriving, welcoming town.

Like many towns, Buxton is short of space and the 2020 Vision Conference in 2015 identified that the movement of people and things in and around Buxton needed specific attention and focus by both users and policy makers. So, the 2016 Conference was organised to give everyone an opportunity to take part in the discussion about our management of our town space, about what we do and how we keep Buxton on the move.

Everyone's opinion has counted in this process and the authors of this report have endeavoured to reflect as many of the spoken and written views expressed during the day as possible.

This conference was a way marking opportunity to map Buxton for the future. Buxton Town Team's Traffic Forum for Buxton will continue to discuss with the policy makers and funders the importance of managing the limited space in our town to focus on keeping Buxton on the Move. Watch this space.



Conference Delegates



Academy of Urbanism
Academy of Urbanism
Academy of Urbanism
AECOM
Allied Taxis
Atkins
Buxton Advertiser
Buxton and District Lions
Buxton Civic Association
Buxton Festival Fringe
Buxton Opera House
Buxton Soroptimists
Buxton Wells Dressing Festival
Chippy's Plaice
Churches Together
CPRE
Creative Heritage
Crescent Hotel and Thermal Spa Co
Crescent Hotel and Thermal Spa Co
DCC & HPBC Councillor
Derbyshire County Council
Derbyshire Economic Partnership
Discover Buxton
East Midlands Ambulance
East Midlands Ambulance
Equality Streets
Everything's Rosy Interiors
FotPD Boundary Walk
FotPD Boundary Walk
Friends of Buxton Station
Herself

James Jackson
Derek Latham
John McCall
Daniel Godfrey
Darren Sherwin
Gary Rowland
Lucy Grosvenor
Mike Badman
Mike Monaghan
Keith Savage
Simon Glinn
Elaine McDonald
Richard Lower
Sam Copley
Charles Jolly
John Anfield
Kate Dickson
Liz Mackenzie
Trevor Osborne
Tony Kemp
Jim Seymour
Amanda Brown
Netta Christie
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Samantha Westwell
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Conference Delegates



High Peak & Hope Valley Community Rail Partnership
High Peak Access
High Peak Access
High Peak Buses
Higher Buxton Post Office
HPBC
HPBC
HPBC
HPBC
HPBC Buxton Councillor
HPBC Buxton Councillor
HPBC Buxton Councillor
Marks and Spencer
Mercury Marketing Group
Network Rail
Network Rail
No6 Tearooms
Old Hall Hotel
Palace Hotel
Peak Cycle Links
Peak Rail
PK Heathcote Ltd
Potters
Public Transport Consultant
Pure Buxton
Railway Inn, The
Rotary Club of Buxton
Rotary Club of Buxton
St Thomas More School
Stockport Council
Tarmac
The Buxton Group
The Queens Head

Andrew Walker
Dave Bennett
Joan Rutherford
Thomas Manship
John Woods
Dai Larner
Pranali Parikh
Richard Tuffrey
Sarah Porru
David Kerr
Emily Thrane
Samantha Flower
Clair Holland
Sam McManus
Richard Iggulden
Nigel Hollingworth
Louise Potter
Sally Potter
Lee Griffiths
Gill Kent
Paul Tomlinson
Phil Heathcote
Matthew Nuttall
Mike Rose
Steve Caddy
Antony Humphries
Dave Hopkins
Andrew Mathews
Sue Waldron
Emily Brough
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