

Buxton Safer Walk and Cycle Routes Action Plan				Owner	Issue	Proposed interventions	HPBC Consideration
Route 1 - Pump Rooms, Buxton to Waterswallows; spur to Dove Holes	Lightwood Road to A6 Fairfield Common		Includes use of Glenmoor Road and sections of footpaths HP4/3, HP4/6, HP4/1, and HP4/77	Various	Issues on route include narrow sections of footpath, steep gradients etc. Buxton 1 – crosses Network Rail structure. Too narrow at western end. Buxton 3 – significant flight of steps at eastern end. These issues are difficult to address. Main issue is 1:10 gradient.	None at present. A route should be catered for in longer term through the possible housing development and provision of Pegasus crossing/ new A6 roundabout.	Issues for consideration but not imminent – will need further input from Planning and Regeneration.
Route 1 - Pump Rooms, Buxton to Waterswallows; spur to Dove Holes	A6 Fairfield Common to Waterswallows Road	PROPOSED KCN – WPL Section 17a	Via Byway Open to All Traffic (BOAT) 10 (HP4/10)	HPBC	Surfaced track would benefit from possible downgrading to restricted byway and surface and drainage improvements. A6 roundabout scheme requires changes to existing BOAT and will include new bridleway alignment extending along the northern boundary of the east and west arms of the roundabout and a Pegasus crossing taking the bridleway over the A6 on the northern arm	On hold until new controlled crossing/ A6 roundabout installed. This will facilitate crossing of A6 for pedestrians, cyclists, and horse riders from BOAT across golf course. JS to take discussion to HPBC – for link road to be amended with addition of refuge. Substantial construction needed	Issues for consideration but not imminent – will need further input from Planning and Regeneration.

					<p>of the roundabout. A new combined cycleway/footway would also follow this same alignment as the bridleway.</p> <p>Could make it harder to 'stop up' for traffic if resurfaced.</p>	<p>to improve BOAT - minimum 4.5m – 5m wide, or possibly lesser width with passing places. Landscaping could be used as deterrent for motor vehicles either end. Design required GM to raise with Design.</p> <p>BTT to explore possible funding / in-kind contributions from Nestle 50% £ / Lomas transport and Tarmac materials once engineers' costings known.</p>	
<p>Route 2 - Pump Rooms, Buxton to Fairfield via Morrison's</p>	<p>Pavement from opposite Ashwood Park entrance (Fairfield Road end) to Spring Gardens</p>			<p>HPBC DCC Highways</p>	<p>Spring Gardens is currently one-way with access restrictions so traffic regulation orders (TRO) would need to be amended to allow two-way cycling from end to end. Consideration needed as to how space can be allocated to minimise conflict with pedestrians/ shoppers.</p> <p>Access through HPBC</p>	<p>Opportunity to include cycling as part of Future High Streets project. DCC / HPBC solution?</p> <p>Agree solution with</p>	<p>Assets concern over</p>

					<p>public car park/ lorry park off end of Spring Gardens. Need to secure a route through there. HPBC assets section has concerns about access through this car/coach park and most appropriate route through – this area would be included in the report needed to seek collective permission to use HPBC land.</p> <p>Splitter island not designed for use by pedestrians or cyclists. (Busy junction with traffic backing up along Bakewell Road from roundabout). Evidence of HGVs mounting pavement when turning left into Bakewell Road from Fairfield Road.</p> <p>Parking spaces obscure park entrance on Bakewell Road making it difficult to cross directly into park.</p>	<p>HPBC through Spring Gardens and car park.</p> <p>Cross where tactile paving is provided away from roundabout.</p> <p>New TRO and public consultation to amend parking/ remove a space. P-V surveys needed and feasibility how best</p>	<p>cycling through car parks. Review route option to pavement around Sylvan car park as part of DCC DfT tranche 3 bid</p>
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<p>Route 2 - Pump Rooms, Buxton to Fairfield via Morrison's</p>	<p>Paths through Ashwood Park and Ashwood Park to Granby Road</p>			<p>HPBC</p>	<p>Surfaced paths through Ashwood Park a bit narrow, generally ok. Maintenance issues and conflict with pedestrians to be managed.</p> <p>Ashwood Park steps from Fairfield.</p>	<p>to cross.</p> <p>HPBC report to Economy & Growth on 16/9</p> <p>Stretches where tarmac ramps could be achieved, other sections where large trees next to the handrail and insufficient room. Improve the surface of informal path(s) bypassing lower steps.</p>	<p>In general, although not built to accommodate cycling, most of the routes through the park are acceptable if cycling is agreed in principle.</p> <p>Signage would be needed, especially at pinch points where paths cross or where visibility isn't great.</p> <p>Main issue here is the steps to Fairfield estate. It would not be feasible to remove them and replace with fully DDA compliant ramp, so there needs to be an alternative to allow bikes to be pushed/wheeled at the side of the steps. BTT suggest a simple 'trough' solution but consideration should also be given to creating more of a 'ramp' at the side of the steps which would accommodate pushchairs too, if we</p>
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							are going to make some form of alteration.
Route 2 - Pump Rooms, Buxton to Fairfield via Morrison's	Spring Gardens (currently one way in two halves) cycle in both directions throughout length	'The Buxton Boulevard'		DCC Highways	Currently one-way and vehicle access restrictions so Traffic Regulation Orders would need to be amended to allow cyclists through from end to end.	DCC and HPBC (Lisa Hooley) to consider how space could be allocated to minimise conflict with pedestrians/ shoppers. Would require DCC to do TRO.	Public realm improvements as part of FHSF?
Route 2 - Pump Rooms, Buxton to Fairfield via Morrison's	Permission to cycle The Crescent both ways	PROPOSED KCN – WPL Section 17a 'The Buxton Boulevard'		DCC Highways	Temporary TRO provides one way from The Square/ Hall Bank end. Road has been narrowed and pavement widened around Pump House. Current design makes no provision for cyclists. The developer is unresponsive so DCC will discuss internally how to deal with this issue.	Make better provision for cyclists through The Crescent. Requires a TRO to permit two-way cycling through a contraflow arrangement – consultation would be needed.	
Route 3 - Pump Rooms, Buxton to Harpur Hill; spur to Poole's Cavern	Footpath Buxton 83 – Broad Walk (Hartington Road to Burlington Road)	PROPOSED KCN – WPL Section 22 'The Buxton Boulevard'		Unclear. Shown as adopted highway on D-maps	Broad Walk - stopping up order in 1970s no right of way except on foot. Crossing of Burlington Road – improvements needed for pedestrian and cyclist priority / safety. Landownership unclear – so permissions	Pre consultation underway regarding a Section 3 Cycle Track Order (1984) to permit cycles to use the Broad Walk. There is a consultation procedure to follow.	Broad Walk is not owned by HPBC, so permissions might be an issue here. Carol at DCC is going to pursue further with legal at DCC. This route is probably the most physically

					<p>might be an issue.</p> <p>SC looking into the bylaws for Pavilion Gardens given the ownership issues to see if HPBC could allow cycling through the Gardens itself on a specific route – waiting to hear back from Legal.</p> <p>Direct cyclists approaching from the Crescent slightly uphill across NW end of Hall Bank to cross into Broad Walk away from 4-way road junction.</p> <p>Public Footpath (HP4/83) need landowner's permission for use by cyclists. PRoW – ok and in use today.</p> <p>Signage to help reduce conflict.</p>	<p>If objections are received, the matter will have to be determined at public inquiry.</p>	<p>accessible to accommodate walking and cycling due to its width. However, would need signage to help reduce conflict between pedestrians/cyclists.</p>
<p>Route 3 - Pump Rooms, Buxton to Harpur Hill; spur to Poole's</p>	<p>Footpath Buxton 58 (Green Lane to junction with Buxton 56)</p>	<p>KCN</p>	<p>Part of route has no official status. PRoW team has</p>		<p>Onward route to junction with Footpath 56 not all recorded as official PRoW but is used by</p>	<p>Remove fence to create more width and resurface. Check that Children's</p>	<p>N/A – although is the link across Temple Fields.</p>

Cavern			recently surfaced part of FP 58 from Green Lane past entrance into Buxton Junior school grounds.		pedestrians and occasional cyclist, as well as horse riders. Possibly intended as an alternative to public footpaths across the school playing fields but never formally diverted. DCC Children's Services okay with route improvements and would encourage it if PRoW can take on future maintenance. PRoW 56, 57 & 58 – crosses green fields. Could use old order.	Services are okay with this and let school know when work is planned – path will need to be closed while work takes place. Resolve FP status first. Jenny Webster DCC Education to see what school say and reconvene further meeting. GM will get better map done.	
Route 3 - Pump Rooms, Buxton to Harpur Hill; spur to Poole's Cavern	Footpaths Buxton 56 and 57 to junction with Buxton 55 (Fern Road)	KCN	Onward route across Temple Fields muddy – would create good link if surfacing can be continued in direction of Harpur Hill.	HPBC	As above. HPBC Planning have confirmed that approval would not be required for enhancements to the existing routes across Temple Fields as it would be covered under Part 12 of the GPDO as it would comprise "maintenance or improvement" of works on land belonging to the Council. Intention is to surface 2.5m width for cyclists	Surface one of the routes across Temple Fields that is an existing public right of way rather than create yet another one. Preference would be for the most southerly footpath across Temple Fields i.e. a short section of HP4/56 where it leaves DCC land and the whole of HP4/57	If cycling across HPBC land is agreed, then I think we would welcome improvements to this route across Temple Fields, to make it generally more accessible and to provide that link to the schools from Harpur Hill. Carol has obtained some approximate costs from Groundwork which are in the region

					<p>and horse riders to be able to use the footpath on a concessionary bridleway basis with a view to possibly dedicating it as a public bridleway. PRow 56, 57 & 58 – crosses green fields (pasture). HPBC preference for sandstone/gravel path (there is possible support from Tarmac for materials).</p>	<p>to its junction with Fern Road (HP4/55). Although not the most direct route for anyone heading across Temple Fields between the A515 and Green Lane, it makes more sense in terms of the longer-term ambition to provide a route into Harpur Hill. Also, this seemed to be the one which was becoming muddier.</p> <p>A) Deal with site as whole B) Proceed with direct route</p> <p>GM to investigate PRow background. Engineers design and costing needed. LTP pot for engineer time?</p>	<p>of £53,000 for a sandstone path. If the path was improved, long term maintenance would need to be agreed and this is something Carol is looking at with PRow.</p> <p>Consideration for the TT to apply to for external funds – DET/ Tarmac/ Suez. Could funds be available from Public Health in terms of promoting walking/PA? I have asked the question of DCC Education Services about the Healthy Pupil Fund.</p>
<p>Route 3 - Pump Rooms, Buxton to Harpur Hill; spur to Poole's Cavern</p>	<p>Footpath Buxton 55 (from junction with Buxton 57 to entrance to Buxton Civic</p>	<p>KCN</p>	<p>Where does it go from here – through Sherwood Plantation and land to</p>	<p>DCC, HPBC and BCA</p>	<p>BCA/DCC not keen to grant permission for cyclists through wood. Alternative would be to re-route around wood though this would be</p>	<p>Explore funding for feasibility work on route options to Grindlow Road, Harpur Hill to connect with WPL</p>	<p>Part of this route includes Ferneydale LNR. We would need to be kept involved with the route of this can be agreed by all parties.</p>

	Association (BCA) Sherbrook wood just over the cattle grid) near Fern Lodge		west of Ferneydale Avenue towards Harpur Hill Road ???		longer-term. Propose a walk / accessible path through Sherbrook to Harpur Hill. The open space in the ownership of HPBC off Ferneydale Avenue is designated Local Nature Reserve and is managed by Derbyshire Wildlife Trust. Would need to engage with DWT regarding any proposed routes (SC). Need options from engineer's perspective first.	spur at Parks Inn. UoD to look at for BTT September 2021. Tina to approach riding school to see if interested in working together.	Not sure as to what physical improvements, if any, would be needed.
Route 4 - Pump Rooms, Buxton to Burbage; spur to Gadley Lane	Footpath Buxton 73	From Route 2 (Broad Walk) through Pavilion Gardens to Burlington Rd		HPBC	Uses Route 3 to access FP73. Need HPBC permission for use by cyclists. PRoW – in use today. Surfaced path - through Pavilion Gardens. Crossing of Burlington Road - See above Route 3 for comments.	Liaise with Highways to improve Burlington Road crossing.	Same comments as per Route 3 above - Broad Walk is not owned by HPBC, so permissions might be an issue here. Carol at DCC is going to pursue further with legal at DCC. This route is probably the most physically accessible to accommodate walking and cycling due to its width. However, would need signage to help

							<p>reduce conflict between pedestrians/cyclists.</p> <p>The route along Jordan's Walk towards Burlington Road is narrower than the Broad Walk, but would be ok for dual use without any physical improvements. Signage would be needed especially at the pinch point where there is a footpath crossing from the toddler play area to the lake and kiosk.</p>
<p>Route 4 - Pump Rooms, Buxton to Burbage; spur to Gadley Lane</p>	<p>Path through Serpentine</p>	<p>Burlington Road to St John's Road</p>		<p>HPBC</p>	<p>Need HPBC permission. Consideration of maintenance issues and safe shared use. Crossing of St John's Road to allow access onto Buxton Footpath 66 and onwards to Long Hill. Improvements to Gadley Lane needed.</p>	<p>Repairs to surfacing and appropriate signage needed - HPBC. DCC will put in two drop kerbs to facilitate access (both sides of St John's Road).</p>	<p>This site is similar to Ashwood Park in terms of it's layout with the paths. There is little physical improvement on site if cycling is approved in principle. Signage will be needed at entrances, and at pinch points where paths cross/join and visibility is limited.</p> <p>There is a section of footpath at the western</p>

							<p>end of the site which leads onto St. John's road on part of this route, which would benefit from re-surfacing as it gets very muddy.</p> <p>There is also a short set of steps leading onto St. John's Road and consideration would be needed as to how this is addressed – same solution as to Ashwood Park?</p>
Route 4 - Pump Rooms, Buxton to Burbage; spur to Gadley Lane	Pavement along St John's Road (North side [Golf course side] from entrance to Serpentine to Old Macclesfield Road)			DCC Highways	Not feasible due to width restrictions to widen footway. Would have to use road as it is.	None at present.	N/A
Route 4 - Pump Rooms, Buxton to Burbage; spur to Gadley Lane	Footpath Buxton 66 – part of onward route to Cavendish Golf Club and residential area around The Park	Gadley Lane to St John's Road		HPBC	Would need HPBC permission to use Footpath 66 to access Gadley Lane. This is adopted highway but has narrow footbridge over stream.	Would be a spur at present but should monies for the safety work on Manchester Road/Long Hill materialise then it would link with the proposed off-road cycle way.	

