National Cycleway in association with HS2: Preliminary Feasibility Study

Links to the Peak District National Park: Fieldwork Note Annex B19

Route maps and notes December 2015

Proposed HS2 and HS3 Cycleway
Existing and proposed links to the National Park
White Peak Loop

Royal HaskoningDHV

John Grimshaw & Associates
National Cycleway in association with HS2: Background and Summary of Preliminary Feasibility Study

Introduction

This document is one of 22 Annexes to the main HS2 Cycleway Project Report. It sets out the preferred routes which were identified in workshops, refined in subsequent field surveys and then discussed further with local authorities.

The detailed mapping shows the different traffic free and on road sections, and includes brief notes and photographs describing points of particular interest along the route.

Background to the First Stage

In January 2014, the Department for Transport (DfT) commissioned consultants, Royal HaskoningDHV, to carry out a Feasibility Study into creating a series of world class cycling routes from London to Birmingham, Manchester and Leeds. The project considers a study area that is generally three miles either side of the planned HS2 Rail alignment, and was conceived as an opportunity to deliver excellent local facilities for communities along the whole length of the proposed railway.

It is envisaged that each section of cycle route would serve as an important facility at a local level, connecting where people live to where they want to go to: and by linking the individual sections together, a continuous long distance could be created that would provide an attractive leisure and tourism facility as well.

As far as possible the project was also to enhance pedestrian routes, and in some cases bridleways too, all within the context of creating continuous, safe and attractive routes which would encourage the public to cycle for local trips, for leisure and as tourists.

The report of this first phase of work was completed in December 2014. It included a total of 18 detailed annexes, of which this is one, each of which described a section of the preliminary route options in some detail. The routes themselves were derived from discussions with local authorities and other interested bodies, backed up by cycling the routes as far as this was possible.

In order to avoid too much repetition in the text and explanation of details, a selection of photographs of appropriate arrangements and details from both the UK and the Netherlands is included here to indicate the sort of quality of route the HS2 Cycleway aspires to realise.
Second Stage

The second stage of the study was carried out during 2015. It comprised meeting with the local Highway Authorities and with the principal institutional landowners, such as Network Rail and the Canal & River Trust. Following on from these meetings, and any necessary further fieldwork, the route proposals were revised, and a series of “workbooks” prepared covering the details of how the proposed cycleway would interact with Network Rail, HS2 and others. In addition 4 further Annexes were prepared covering links to the Peak District, and HS3 cycle routes from Manchester to Liverpool, Sheffield and Leeds.

Considerations of a National Cycleway associated with a future new high speed railway between Liverpool, Manchester, Sheffield and Leeds: options for links from these routes to the Peak District

Over 2014-2015, the Department for Transport has been considering the feasibility of creating a National Cycleway from London to Birmingham, Leeds and Manchester. The objective of this work has been to consider how best to provide cycling (and walking) routes of the highest standards common in Europe, through towns and settlements along a general corridor 3 miles either side of the HS2 Railway route. As well as opening up local opportunities for everyday journeys, the linking of these numerous local routes would give the opportunities for longer trips and even an end to end journey from London to remote destinations including the Peak District. The Study Team have also been asked to consider the options for a similar National Cycleway to correspond with a northern west/east high speed railway in order that opportunities for creating such a route are not lost in planning of such a railway.

Our report on this route has been broken down into three separate documents, from Liverpool to Manchester, Manchester to Sheffield and Manchester to Leeds. This document covers the proposals for links from these routes to the Peak District National Park.
Design Standards - Summary

A set of design standards was developed as part of the first stage of the feasibility study. These are available as a separate document. The design standards strongly emphasise the need for continuity and integration of cycle infrastructure, and that facilities should be appealing to the end user and also consider the needs of non-users. The design standards are a working document, and will be reviewed throughout this stage of the feasibility study in order to best take into account differing local contexts.

The design standards are consistent with the project’s overall aim of the National Cycleway being a domestic exemplar of what high-quality integrated modern cycling infrastructure looks like: safe, direct, coherent, comfortable and attractive. The design standards also emphasise that adaptability will be important as the UK grows its cycling mode-share.

A strong focus is on the best practice seen in places with high levels of utility cycling like the Netherlands and Denmark. Attention is also paid to inclusivity, which not only covers all potential types of cyclists – including those with mobility impairment – but accessibility for all types of other users who will interact with the infrastructure. Benefits to the wider community should also be encouraged: even if individuals do not directly use the route for transport or leisure purposes, the design should take the opportunity for place-making along the route to improve the attractiveness of town centres or other areas through which the route passes.

The default position of the design standards is that cyclists should be afforded their own dedicated space with physical separation from other users. This is an effort to move away from infrastructure strategies that default to a shared use path, or on-carriageway facilities with limited protection from motor vehicles on busy roads. The design standards, however, do allow for sharing with motor traffic, pedestrians or equestrians in certain circumstances – normally where volumes are low. Steps may nevertheless be required to engineer these conditions where they are not currently present. It is likely that many extant greenways through open space or in the countryside which are shared with pedestrians and equestrians would already be suitable for use by the National Cycleway with few changes necessary. In more built-up environments, however, the design standards promote the implementation of dedicated infrastructure for cyclists, consistent with the best practice found elsewhere in the world where cycling for everyday journeys is commonplace.

The design standards acknowledge the varied contexts of the areas through which the route is likely to pass. Quality of infrastructure should be highest where potential for the route to be used is greatest, which is in urban areas or between sizeable settlements in rural areas. However, designs should not be put forward that prevent further expansion as usage grows or new journey possibilities are created that stimulate demand for movement.

Single stage toucan crossing of dual carriageway in Aylesbury
**HS2 Cycleway: A visual checklist of proposed standards**

Throughout the section of HS2 Cycleway route described in these notes, it is intended that the overall route is created to the highest standards of design, of surface, of continuity and attractiveness all based on current best practice guidelines, including the Dutch CROW manual. The following examples drawn from England and Holland indicate what is intended, even though the brief descriptive notes attached to the route section maps may not explicitly say so. The photographs are loosely arranged to run from the town to the countryside ending up with the all-important junction and crossings details. These are required at each and every intersection with trafficked roads.

0. The HS2 cycle route will start in the traffic calmed core of the town where cyclists share the road space on equal terms with motor vehicles. (Massluis)

1. Almost without exception cyclists will be permitted 2 way down one way streets in order to maximise their direct networks. (Gouda)

2. Sympathetic treatment of main street in typical small town

3. Closure of main street to traffic. (Rotterdam)

4. Typical English town with “pedestrianised” town centre already paved to delineate cyclists. (Stafford)

5. The Embankment, London, showing the space created for the Cycle Superhighway

6. Where space is limited the removal of the central white line and introduction of advisory cycle provision emphasises the presence of cyclists. (Gouda)

7. One lane of the road made into a two way cycling track (Redcliffe Bridge, Bristol)

8. Reallocation of road space through residential development to create 2 way cycle route. (Breda)
9 Cycle track set well back from main road and separated by avenue trees. (Rotterdam)

10 Wide promenade in urban park. (Tamworth)

11 New cycle track in Warwick University grounds with lighting

12 Typical railway path, 2.5m wide rural areas, 3.0m minimum urban areas. (Derby, Melbourne)

13 Wide towpath on Calder navigation

14 Narrow 2m wide towpath on Erewash Canal; note sealed surface with appropriate coloured gravel

15 Typical National Route in rural areas on lightly trafficked road. (Boxtel to Eindhoven)

16 Typical measures to show traffic on lightly trafficked rural roads on routes advertised for cyclists

17 Quiet lane approaching Lichfield – 20mph

18 Typical minor cul-de-sac in Holland, links to ongoing path for cyclists. No motor vehicles permitted except farm vehicles
19 Similar farm access on the way to Waddesdon

20 National Cycleroute (LF) parallel to main road in rural Holland. (LF13 Alphen)

21 Stone based cycle route through National Forest near Ashby-de-la-Zouch

22 Field boundary path with cattle grid and wicket gate approaching Kenilworth

23 Single stage toucan crossing of dual carriageway in Aylesbury

24 Dual use crossing of side road in Gouda

25 Cycling zebra at Aylesbury

26 Priority crossing of side road at Gouda

27 Path continuing parallel to main road (Gouda). Note the crossing is arranged on the desire line
28 Priority crossing in Rotterdam

29 Continuity of route on London Cycle Superhighway to Canary Wharf

30 Direct priority crossing in Lancaster

31 Direct crossing in York on the desire line

32 Treatment of approaches to splitter island at roundabout in Aylesbury

33 New shared use bridge over railway at Aylesbury Station

34 Tank Top bridleway bridge over M1

35 Major new cycle route attached to railway bridge approaching Nijmegen

36 Wide, on the level, underbridge at Tamworth
The Peak District National Park may be remote from the route of HS2 Rail, but it does own part of the Midland Railway’s earlier endeavour to make a direct route to Manchester – the Peak Line via Matlock and Buxton. The line still operates from Manchester to Buxton and from Derby to Matlock providing two railheads for the National Park, and the Peak Steam Railway extends further from Matlock to near Rowsley.

The rugged and spectacular core of the railway route, from Buxton to Rowsley, is now the popular Monsal Trail.

This supplementary annex to the HS2 National Cycleway study considers how best to connect the two arms of the HS2 National Cycleway, which lie either side of the Peak District, to the Monsal Trail and its White Peak Loop. This project is being created to encourage a proportion of the Park’s 24 million annual visitors to take up cycling (perhaps for the first time), to enjoy the Park without a car, and even to cycle to the Park from the surrounding towns.

This note will summarise the existing provision, note the works in hand and will detail the remaining opportunities to complete a network of primary linking cycle routes connecting the HS2 Cycleway with the heart of the White Peak.

We will highlight the connection to the HS2 Network Cycleway proposals, east and west of the Park, and hope to show how a programme of Links to the Peak is a natural extension of the National Cycleway and its ambition to encourage many more people to cycle more, for more trips including both everyday utilitarian ones and those for leisure, recreation and tourism.
The White Peak Loop

The National Park Authority has a history of developing popular cycling routes on former railway alignments – the High Peak Trail, the Tissington Trail and more recently the Monsal Trail opened in 2011. These routes have all become an immensely popular way of visiting the countryside, but they are relatively isolated from towns and stations, so access is predominantly by car. The White Peak Loop project aims to link all these routes together and to connect them to the centres of Matlock and Buxton and to their stations.

The County Council’s programme is set out in Appendix 2 where the current work (Cycling Ambition Fund) includes extending the Tissington Trail towards Buxton and constructing a new route from Rowsley to Matlock. The remaining links have been detailed in various studies, with the exception of the segment from Matlock to Cromford (for the High Peak Trail) which is outlined in these notes.

The White Peak Loop Cycling Route

This project sets out to link the popular Tissington, High Peak and Monsal Trails through to Matlock and Buxton, and to each other. This will enable local residents, and visitors, to enjoy cycling through the National Park on largely traffic-free routes and even to visit the area arriving by train.

The White Peak Loop has been divided up into sections for convenience, and to reflect the work of the local Charity, Peak Cycle Links, which prepared detailed proposals for a number of sections; Ladmanlow Country Park, Woo Dale, Haddon Tunnels and Rowsley to Harrison Way and made Planning Applications in 2011. These were subsequently withdrawn as premature.

The County Council is currently working to open the link from the Tissington Trail to Buxton and that from Rowsley to Matlock 2015.

Achieving these routes is a collaborative effort which relies on the support of District, County and National Park Authority and the goodwill of many landowners including HSE (Health and Safety Executive who own a key section of the Cromford and High Peak Railway leading into Buxton), Tarmac who own extensive lands around Buxton and the Haddon Hall Estate which owns the railway route from Bakewell to Rowsley. In addition voluntary groups are playing a valuable supportive role: the Derwent Valley Trust is promoting the route from Matlock to Cromford as part of their ambition to reach Derby; and the charity Peak Cycle Links have assembled lands required for the links to Buxton, along with the Buxton Civic Society which is a significant landowner in the area.
A summary of the principal cycling links to the Peak and the White Peak Loop

There are a fair number of roads leading to the National Park, but they pretty much all suffer from such a combination of long hills and heavily trafficked sections that they are not viable for a person who is new to cycling, a family group or anyone who might wish to give cycling a go for recreation and pleasure. So as with the HS2 National Cycleway, this note considers the opportunities of cycling routes which are created to the best of current standards and are attractive and available to all.

Rather than repetitively referring to the standards required, Appendix 1 has a collection of pictures showing the standards sought for this project.

Starting from Derby in the south the principal links and opportunities are as follows:

1. **Derby to Ashbourne** for the Tissington Trail is the existing Pennine Cycleway NCN route 68. It runs through Derby city centre to join the Mickleover railway path to Etwall, and then follows minor roads to Ashbourne.

2. **Burton-on-Trent to Ashbourne** offers a largely traffic free connection to reach the existing Mickleover railway path at Etwall, and then follows minor roads to Ashbourne.

3. **Stoke-on-Trent to the Tissington trail** (completed route) following the resurfaced Caldon Canal towpath to Leek, via minor roads to join the Manifold Trail (opened as a path in 1932) through to the Tissington Trail.

4. It is not practical to make a route from Macclesfield because, however desirable, the long climb up main roads to the Cat and Fiddle is not for the faint hearted. The next main link is therefore from **Manchester to Buxton** via the Fallowfield Loop Line, linking across to the Peak Forest Canal at Marple, and then following the Chapel-en-le-Frith tramway to Doves Holes and Buxton. This route is of particular interest as it connects with numerous railway stations en route and it could be explored in stages if necessary.

5. **From Sheffield via the Hope Valley** a largely minor road route is being developed via Hope Valley, although to reach this area involves a considerable climb west of Sheffield.

6. **From Chesterfield** the climb from Holymoorside is unexpectedly gradual. The proposed route detailed here takes in Chatsworth and relies entirely on the support of that Estate.

7. **From Derby to Matlock** is the long sought Derwent Valley route which offers the only easily graded approach to the heart of the Peak Park.

Each of these routes is discussed in more detail below.
The Dark Peak

This northern area of the National Park is well served by the long established Trans Pennine Trail which provides an almost completely traffic free route from Hadfield Station to Penistone, and then on to Sheffield. (This route is detailed in Annex B22 as the proposed National Cycleway from Manchester to Sheffield, which sets out how to overcome the 3 crossings of the heavily trafficked A63 road at Woodhead.)

Although the TPT is a wonderful route, taking in some expansive views of the high moors, it does not connect southwards to the White Peak. The Pennine Cycleway NCN 68 takes a hilly, largely minor road, route through New Mills but it is only suitable for experienced and confident cyclists. Even more extreme is the Cut Gate bridleway from Langsett Reservoir (newly connected to the TPT) to Ladybower Reservoir which can only be described as a challenge route, but it does provide a valuable link to the Derwent Valley. It also connects to Sheffield’s current ambition project through Stocksbridge which will provide for an alternative way through from Dunford Bridge to Sheffield.
The linking routes in more detail

1. Derby to Ashbourne 33 kms

1. Rolls Royce National Cycleway to City Centre
2. Urban details
3. Mickleover railway path to Etwall
4. Minor rural roads requiring speed management
5. Ashbourne Town roads
6. Tissington Trail Railway Path
7. White Peak Loop
8. Derwent Valley route proposals described in some detail later in this annex.
A Derby and Ashbourne to the Tissington Trail at Parsley Hay 33kms

This is the existing TPT route 68. The route leaves Derby to join the Mickleover Railway path to Etwall and then minor lanes to Ashbourne where it joins the Tissington Trail’s grand opening at Ashbourne tunnel. A detailed description is given of the initial section to Etwall. Some minor works are required through the Ashbourne approaches to enhance the continuity and standard of the route.

1 The route connects to the HS2 cycle route at the Council House by the riverside and also to the Derwent Valley route to Matlock and Chatsworth.

Friarsgate is only partly dealt with and there is no cycling provision for inbound traffic. As at Burton ambitious thinking is needed to take cyclists through the centre of the city. Perhaps arranging for the traffic to be one way to tree up space for a “superhighway” is the optimum arrangement.

The remaining cast iron railway bridge at Friarsgate. The picture shows the bits and pieces of cycle facility which need to be overhauled on this road

2 Vernon Street is certainly grand. The existing end-on car parking could be rearranged to create space for a promenade here.

Vernon Street

3 The route now follows a long sequence of small residential roads. On the whole these work well, but there is a risk of the traveller losing the way in the turns and junctions. Raised pavements at each junction combined with clear marking on the surface of the road are recommended to address this.

Typical residential streets signed as route to Derby

4 The path needs to be more clearly defined on the south side of Brackensdale Road and a dedicated crossing provided.

A dedicated crossing of Brackensdale Road is needed and the path under the bridge widened to reach the greenway on the far side

5 There are 3 minor slip road crossings, all of which need raised pavements to emphasise the route. All through this Mickleover early generation path, the crossings are poorly defined, or don’t really exist and the kerbs are far from flush. These details need to be attended to in order to persuade the public of the convenience and ease of the route, and raise levels of usage.

Raised priority crossings required

6 Over this section the path runs in open space on the south side of the railway cutting which has been abandoned.

Station Road looking towards the line of the old railway

7 The route runs through open grassland here and passes a BMX track.

9 Join Onslow Road. A raised pavement crossing is needed to emphasise the entrance to the path and tree planting would help the image of the route. Local roads need signing to this key entry point to ensure that the whole community is aware of this very useful route to and from the centre of Derby. Here, and elsewhere, all barriers should be removed so as to enable cyclists to continue their journeys easily.

Onslow Road would benefit from restoring an avenue of trees to create an attractive greenway link connecting the two sections of traffic free path

10 A dedicated crossing of Station Road is needed, and then the widening of the west side footway. Station Road bridge is infilled. The route joins the Mickleover Railway path at ground level.

11 The attractive route has views over the countryside and generally a good stone surface. Over some sections the railway land has an additional width making for a useful wildlife corridor.

12 There are 3 farm road crossings where existing double gates need replacing with cattle grids and wicket gates.

Mickleover Path farm crossings need to be replaced with narrow cattle grids and wicket gates

13 This railway path now takes a direct line to Derby. It has attractive views over the countryside and generally a good stone surface. Over some sections the railway land has an additional width making for a useful wildlife corridor.
A  Derby and Ashbourne to the Tissington Trail at Parsley Hay 33kms

Typical view along the Mickleover Path
2 Burton-on-Trent to Ashbourne 32 kms

The first part of the route goes to Etwall, where it joins the route from Derby along NCN route 68 to Ashbourne for the Tissington Trail. Detailed notes are given on the first section to Etwall.

Details of Burton-upon-Trent to Etwall 11 kms (for Ashbourne 32 kms)

The challenge for this route is to make a really good quality connection from the centre of Burton-upon-Trent to Rolleston-on-Dove and Hilton. The latter is expanding rapidly but has no practical cycling route to Hilton which is only 5 miles away. The minor road via Dove Bridge is circuitous, whilst the cycle track over the river adjacent to the A38 is a route one would want to travel only once in a lifetime.

1 The optimum solution to passing through Burton–upon Trent and accessing the station will need bold decisions, and there is no obvious route. There are a number of useful cycleways in Burton and there is a potential network if the links and discontinuities could be resolved.

2 The Kingfisher Trail runs on the broad embankment just to the south of the Trent and Mersey canal towpath. There is a clear passage under Dallow Street, Horniglow Princess Way cycletrack with extensive adjacent vegetation

3 The existing cycleway on the west side of Princess Way could be widened.

4 Run a new path through the wide open landscape and provide a toucan crossing approximately on the line of the old railway.

5 Good path with street lighting - no cyclists allowed at present on this Parish Council owned path.

Road and Princess Way bridges.

8 Provide crossing of Dovecliff Road.

9 A good 5m wide passage has been reserved along the west side of these horse paddocks.

10 Ramp back up to this very well maintained railway embankment.

11 New bridge required over the Mill Fleam and the River Dove.

12 Investigate if it might be possible to pass under the Uttoxeter Railway at its Hilton Brook Bridge, otherwise bridge over the line, then run along the boundary for the woodland strip to the Mease.

13 Cross the main road and enhance the cycleway to reach the main spine greenway.

14 Resurface this all through so that it attracts residents onto the route. All road crossings should be raised zebras.

15 Widen current link to railway and provide dedicated crossing of Egginton Road A5132.

View of Spine Greenway through Hilton as it passes the Industrial Estate

Railway path to Rolleston on Dove

Path north of Bridge Street

View of Spine Greenway through Hilton as it passes the Industrial Estate

December 2015
2 Burton-on-Trent to Ashbourne 32 kms

16 Join the railway path all the way through to Mickleover. This is a good continuous route. Its stone surface needs to be sealed and as many links to adjacent communities created as possible.

17 The key existing bridge under the A50.

18 Etwall is well linked to the path for access north and south. There is a purpose built subway under the A516 more or less on the line of the former railway.

19 A short link leads to the Sutton Lane for the existing signed NCN 68 route to Ashbourne, joining the route from Derby.

The A50 tunnel

The A516 underbridge is conveniently positioned
3  Stoke-on-Trent to the Tissington trail 54kms (open route)

B  Stoke-on-Trent to Tissington Trail at Parsley Hay (54 kms)
2  Caldon Canal towpath.
3  Minor rural roads.
4  Manifold Trail Railway paths.
5  Minor roads and Dove link.
6  Tissington Trail Railway Path.
7  High Peak Trail part of White Peak Loop.
8  To Buxton
9  Tissington Trail to Ashbourne.
10  Carsington Water direct route.

This route follows the towpath of the Caldon Canal all the way through to Leek (for Rudyard Reservoir Paths) and Cheddleton. The towpath has been reconstructed to a good standard throughout, (Cycling Ambition monies) and its only drawback is that 18 kms is rather a long way to stay on a towpath; some variety of route may be possible in the future via the centres of villages or other links.

The route then follows minor roads with some excellent views, across to Waterhouses (maybe a new link could be created to bypass the last section of roads serving the Cement Works at Cauldon) where it reaches the start of the Manifold Trail which winds its way to Holme End 15 kms away. The final connection to the Tissington Trail follows small roads to Hartington (with a lovely off road section to cross the Dove). From here the route follows 5 kms of this beautiful trail to reach the White Peak Loop at the junction with the High Peak line. There is also a signed route via Carsington Reservoir.
3  Stoke-on-Trent to the Tissington trail 54kms (open route)
4 Manchester to Buxton 48kms

Map of links to the Peak National Park showing the proposed route from Manchester to Buxton

Detailed description of a Manchester to Buxton route for the Peak District via Marple and Chapel-en-le-Frith 48 kms

Hills dictate a route along much the same corridor which the railways followed. We follow the Manchester and Sheffield Trans Pennine Trail as far as Reddish Vale Country Park, and then cross over into the Goyt Valley for Marple. The first climb of the route is from the valley floor to the towpath of the Peak Forest Canal which runs level all the way to Bugsworth Basin. From here we recommend a route following the line of the Peak Forest Tramway through Chapel-en-le-Frith for the second large climb up to the top of the Chapel incline; then continue on the Tramway to Doveholes. The final stage of the route is largely on minor roads.

There is a choice for routes from Whaley Bridge. The one selected (route A, marked in green) has the least climb and serves the most local people. It climbs to about 365m AOB (from 40m in Manchester) and then drops down to 300m in the centre of Buxton. (Note that a slightly lesser climb can be realised if a new route was to be built parallel to the railway from Buxton to Doveholes. This is not recommended at this stage on account of additional cost).

Notes on the proposed Manchester and Buxton route via the Peak Forest Tramway through Chapel-en-le-Frith

1 The Fallowfield Loop line from Oxford Road to the City Centre.

Route B (orange) via the most attractive Goyt Valley reservoirs has to climb to 475m before dropping steeply into Buxton. Its wild upland countryside has much to recommend it for an experience of the National Park.

Route C (red), the Pennine Cycleway NCN68, is the most direct but has a steep climb out of Buxton to 486m and has to contend with quite a long length of the main Manchester Road.

The High Peak Railway 'D' (pale blue) which loops around the south of Buxton also comes in high at 390m. We have not followed this up because the Burbage tunnel is possibly not available and the steep Bunsal Cop Bank, which is now a road, would need to be bypassed by extensive zigzag paths to ease the gradient.

Map of routes from Whaley Bridge to Buxton

Route through the M60

10 Cross on existing pelican light.
11 Convert wide footway of Osbourne Street to shared use.

Notes on the proposed Manchester and Buxton route via the Peak Forest Tramway through Chapel-en-le-Frith

1 The Fallowfield Loop line from Oxford Road to the City Centre.

Fallowfield Loop Line

2 The proposed route to Sheffield continues along the Mersey Valley.

3 The route to Buxton branches off at Reddish Vale Country Park, where a long ramp climbs up to the railway level.

Reddish Vale

4 This section of railway route is monumental in its grandeur and its position high above the river.

5 The railway path (and TPT route) continues to Stockport and it is now lit.

6 Brinnington Tunnel (160m) is a small highlight of this route.
4 Manchester to Buxton 48kms
4 Manchester to Buxton 48kms

12 The first part of this bridleway is a wide stone access road heavily rutted. It needs rebuilding and asphalting to ensure its integrity.

13 This central station is gated off and runs through a quite beautiful piece of landscape. It is hard to realise that there is a considerable city pressing in over the hilltops in every direction.

14 The bridleway now becomes the farm access road.

15 Existing toucan crossing of Otterspool Road.

16 Vale Road is attractive but needs resurfacing.

17 Connect 2 bridge over the Goyt makes this whole route, avoiding main roads, possible.

18 Attractive riverside route then climbs the escarpment to playing field level with a long zigzag. The Toptrek surface is surviving well but the path will need a sealed surface before long. This section ends up at the Rose Hill School.

19 These residential roads will avoid nearly all the main street traffic.

20 Link to Rose Hill Station and the Middlewood Way Railway Path to Macclesfield.

21 The best route, and the appropriate solution through Marple to reach the Peak Forest Canal remains to be determined.

22 Join the canal at the top of the Marple Flight.

23 The Peak Forest Canal has some good sections of towpath. These are mostly south of New Mills. But apart from sections where the canal bank needs rebuilding (approx. 500m) there is a good width of bank for at least a 2m path. On this canal it is particularly frustrating that the rampant hedging cuts out a big view over the valley below. The hawthorn could be mostly removed and replanted at the bottom of the bank and then kept trimmed to 0.5m above path level. This would give boaters a view too.

24 Particularly poor section of path and bank.

25 Through New Mills itself, where the path is most needed, it is completely derelict - maybe because access is difficult. There is a most important access to the town at this point.

26 For the remainder of the way the canal path is in a good state, although patches need repairing.
4 Manchester to Buxton 48kms

Middlewood Way and route to Manchester Airport
4 Manchester to Buxton 48kms

27 This link to Furness Vale is the most convenient station link along the way.

28 For access to Whaley Bridge use the old subway. The branch canal continues to have good width and there are good sightlines under the main A6 road bridge.

29 Bugsworth Basin is the historic transhipment point for limestone bought down on the tramway to the barges.

30 A generally good section of the Peak Forest Tramway which has been resurfaced.

31 Over this section the way is rudimentary with many of the original stone blocks showing. A way has to be devised for maintaining these historic elements but also to provide a smooth passage for cycling people.

32 This upper section of the tramway is used by Ferodo to test brakes. This may be a very infrequent operation, or it may be it has a limited future? Could the tramway/road be used by the public at all the times when it is not being used for testing? Then on the closed days the public could walk the adjacent field path. The 92m Stodhart Tunnel is of historical note as it was opened in 1796. It is used to test humidity on the brakes, and is blocked at its north end by road works.

33 Hayfield Road has a wide verge along its west side sufficient to continue a good traffic free route.

34 The southern section is narrow and lined with parked cars. One way traffic with contraflow cycling may be an appropriate solution.

35 Market Street has a one way orbital system, and a 2 way promenade section might be the best arrangement.

36 The tramway “Chapel” incline to Top O’Th’ Plane climbs some 50m at 1:6 and the adjacent Ashbourne Lane is equally steep. Some years ago the Council had plans for making a path on the tramway route which involved easing the gradient by cutting diagonally across the hillside. It would be best to zigzag up the field edge to run below the boundary wall to join the tramway again at the point the public path crosses the way.

37 The tramway miraculously remains intact cutting around the hillside high above the main road and past the lay-by adjacent to the railway.

38 The tramway continues on a ledge above the roundabout and then passes under Lodeswell Bridge (Paradise Farm road) via a side arch.

39 Then, against expectation, the tramway is intact under the A6 where the bridge has been rebuilt in concrete to create a permanent structure. The tramway then continues in a magnificent cutting away towards the old limestone quarries at Dove Holes. No doubt the bridge was retained to provide for a future siding off the main line.

40 Make a gentle inclined link from the tramway to the playing fields near the Bull Ring Henge which stands rather magnificently at the top of the park. It should be possible to work out a good way through the former quarry workings. This route then links direct to the school.

41 Continues more or less on the line of the existing paths to reach the Buxton Road.

42 Widen the east side footway for shared use to reach Longridge Lane.
4 Manchester to Buxton 48kms
4 Manchester to Buxton 48kms

43 Longridge Lane is an attractive route with good views.

44 Waterswallows Road carries heavy industrial traffic and must be bypassed. One option is to pick up Green Lane on the south side of Waterswallows Quarry and make this up to a good surface. Another would be to construct a new path along near the main road in the edge of the quarry.

45 The Woo Dale proposed route to the Monsal Trail for Bakewell, Matlock and Derby.

46 Although this section of Waterswallows Road no longer carries industrial traffic it still has a fair amount of cars. The road should be treated as a 20mph road, the centre line removed and advisory cycles lanes added.

47 All routes to Buxton are faced with a hill here. The A6 takes the easiest alignment but is much too heavily trafficked for the National Cycleway. Options are discussed in some detail in the Woo Dale studies.

48 The final approach to the station can run level behind the platform to reach the Town Centre.
5 From Sheffield via the Hope Valley

A largely minor road route is being developed via Hope Valley, although to reach this area involves a considerable climb west of Sheffield. Some salient points about this route are shown on the thumbnail map. This route is quite hard work, but has rewarding views and landscapes. Of all the links described here it is probably the one least suitable for a novice cyclist and the one the most difficult to bring up to our target of the best European standards.

C Sheffield and Buxton Link, now largely signed as NCN route – 48kms

1 Existing route from Sheffield City Centre including Whiteley Wood Valley paths.
2 Minor country routes. There are proposals for a route along the main road from Hathersage to Castleton.
3 Abandoned main road – slips.
4 Minor roads. As the approach Buxton there is more quarry traffic.
5 Traffic management and new paths needed.
6 Woo Dale route to complete the White Peak Loop to the Monsal Trail.
7 Monsal Trail to Bakewell.
8 Proposed Peak Forest Tramway route to Chapel-en-le-Frith and Manchester.
6 Chesterfield to Chatsworth and Rowsley

The route being developed by the County Council via the Hipper Valley and Beeley Moor has excellent potential for a way to Matlock. Even better would be for the route to go via Chatsworth lands to join the White Peak Loop at Rowsley. This would take the visitor to one of the chief attractions of the whole area as well as provide a more direct route to the heart of the Peak District, Bakewell and the Monsal Trail for Buxton.

As this route is not yet adopted into the Council’s plans and strategies it is worth describing it here in a little detail:

1. Starting from Chesterfield Station the next phase of the Hipper Valley trail is under construction along the line of a former railway, this work includes the reinstatement of two bridges over the highway.

2. A good path continues through a green strip beside the river.

3. Park Road needs a crossing detail (raised zebra) as traffic backs up from the main road junction and the way across needs to be kept clear.

4. The route runs at the back of the charming Queen’s Park still following the riverside. It has just one entrance link to the Park, and really needs a second link at the south end so as to avoid cyclists using the footway.

5. The route from the Town Centre is very good, starting in the Market Square, then with a toucan crossing of West Bars, and the surprising way through the Post Office buildings and smoothed arched bridge over Markham Road ending in the Park by the central café.

6. Marked out through the car park and with a signalled crossing of Boythorpe Road.

7. The first section of Dock Walk is not very inviting. It feels busy and industrial although this soon gives way to a leafy cul-de-sac. Tree planting might ease the first 100m.

8. The link here is little over 2m wide between brick walls. When development takes place one side or the other needs to be widened out and planted, as well as linked to any development.

9. Consider a 2 way segregated lane past the supermarket along Bobbin Mill Lane.

10. On pavement link to existing toucan crossing of Walton Road.

11. Stone path along the bank of the reservoir makes for a most attractive section which then evolves into a woodland path set on the wide bank of the reservoir leat. All this section is due for reconstruction to good standards.

12. Popular playing field route needs widening out to shared use standard.

13. New bridge and short length of newly built path at the start of the Holymoorside Village link.

14. Field edge link programmed for construction.

15. Village centre.

16. Harewood Road is a perfect route to the summit; it is easily graded, lightly trafficked, has only one reverse gradient, and offers long level views at the summit.
6 Chesterfield to Chatsworth and Rowsley

[Map showing Chesterfield to Chatsworth and Rowsley cycle route with numbers indicating specific locations.]

- Traffic free and access roads
- On road

**HS2 Cycle Route to Nottingham**
6 Chesterfield to Chatsworth and Rowsley

17 Once over the main road crossing, the road is very quiet, but then the road to Beeley is too busy and too fast, and too steep to follow for long. (Note the route to Matlock is shown but only as a standby should it prove not possible to devise a way past Chatsworth which is satisfactory to the Estate.)

18 Turn off the tarmac road to this permissive track past Hell Bank Plantation. To start with it is almost level and easy to cycle, but at the corner it drops steeply and the surface is very rough. If this were to be followed the whole route would need to have a strong sealed surface to the same standard as the lower part of the track serving Beeley Hilltop Farm.

19 It would be much better to follow the Estate Road towards the Emperor Pond, a gravel track which is currently a concessionary path for walkers only. If the Estate were willing to make it concessionary for cyclists too, it would create a route to the visitors’ entrance to Chatsworth House itself.

20 From here there is a route direct to Bakewell, but it involves a severe climb from Edensor and would not be suitable for family groups or visitors wishing to cycle up to visit Chatsworth House from Matlock Station. A level route via Rowsley is required for this.

21 The main drive is on the north bank. However if the footpath route south of the river could be made up to a smooth all weather surface then it would be excellent for shared use, and provide the only practical way of avoiding the busy Chatsworth Road. In practice this would look very similar to the narrow ungated road across the fields to Oker on the way to Matlock.

22 Cross the main road and follow the quiet road to Carlton Lees. This passes the garden centre and is part of the Derwent Heritage Way.

23 A garage blocks the end of the old farm track but the existing narrow path which bypasses it could be widened.

23A Alternatively stay near the river bank and follow the farm track into the field. The farm road would need to be made up and surfaced, and if this alignment were followed it might be best to take a route nearer the riverside along the hedge line.

24 This is another beautiful path which cuts across open fields. If this way were agreed then it might be better to choose an alignment a little to the west at the edge of the level fields and start of the slope as this could be fenced off.

25 A short woodland section through Bank Wood leads to Haddon Hall’s fields.

26 The remainder of the way is a well-defined field edge track, heavily used by livestock. It would have to be rebuilt and asphalted. It might be better to construct a new path along the field edge above the track at least from Bank Plantation, so as to avoid using the most heavily worked section of the track. Ramp up here so as to avoid passing through farm yard, and join the Monsal Trail currently under development (Matlock to Rowsley).

Rowsley to Matlock (8kms)
This section would follow the section of the White Peak Loop currently under development. This is to largely run adjacent to the Peak Railway and is not discussed further in these notes.
6 Chesterfield to Chatsworth and Rowsley

- Cycling in heavy traffic on the Bakewell Road
- Haddon Tunnel

Haddon Tunnel
Cycling in heavy traffic on the Bakewell Road
Matlock to Derby

A Derwent Valley route from Matlock to Derby

The River Derwent’s valley is the principal opportunity for an easily graded route into the Peak District from Derby and the south, either along its flood plain or on nearby roads and tracks. The Derwent Valley Heritage Way has already created a footpath from Ladybower Reservoir to Derby and Derwent Mouth, some 55 miles in length. Now a subgroup within the Derwent Valley Trust is promoting a complementary cycling route, at least over its lower section from Chatsworth House to Derby. These notes build on the Trust’s, which in part follow the route of the Heritage Way, but diverge where the route of the walk is unsuitable for shared use, or for cycling. Over some sections the proposed cycling route will provide an opportunity to enhance the course of the Heritage Way.

The hills of the Peak District are all very well for the fit leisure cyclist following the route once in a while, but for the daily trip, and for the encouragement of ordinary people who cycle, novices, families and tourists, the route should be as easy, attractive and free from conflict with traffic as far as possible. As far as possible the proposed route keeps to level ways on the valley floor so the route can be used for short everyday journeys between settlements.

These notes start from the centre of Matlock and run through to Derby Station. They are based upon observations from walking and cycling along the valley, as far as this is possible but at this stage no systematic attempt has been made to contact the many interested, and vital, landowners along the way.

Matlock to Cromford (5kms)

1 Matlock Town Centre. Matlock Bridge has been modified to accommodate cyclists on a good route to the station and supermarket.

2 Follow the wide promenade along the riverside to reach Knowlestone Place. Hall Leys Park is a most attractive setting for arriving in or leaving Matlock.

3 The start of the riverside path is slightly restricted over some short sections. It may be worth considering some works to widen these. Through to the railway arch the path is wide and already used by cyclists as well as walkers.

4 After the railway, the tarmac path skirts a hidden meadow where there is ample space for widening if required. This is a very pleasant oasis along the route and before reaching the A6.

5 The bridge over the river is narrow, but should be adequate to accommodate the modest numbers anticipated, as this part of the route is remote from concentrations of people.

6 The A6 has a wide carriageway through to Matlock Bath. Ideally this would be narrowed to allow for a much wider pavement and an avenue of trees to enhance the walk along the river side. A new drystone wall could be created to separate the cyclists and walkers from the A6 to provide additional safety.

7 At one or two locations the path can move away from the roadside, making it quieter and more attractive.

8 Cross the river on the bridge to the High Tor Colour Works and follow its access road to Matlock Bath Station. This links to the rail side path leading to the Heights of Abraham Cable Car.

9 Consider making a defined route through Matlock Bath Station to reach the bridge back over the river and the main road through the town. This is a very congested area in high season and the route needs to follow the east side of the river.

10 In order to reach the end of “Lovers Walk” a new bridge needs to be suspended against the rock face to bridge the short gap from the station area to the Walk. This bridge would need to be about 40m long and it could look very similar to the wonderful structure along the River Goyt at New Mills. (Torr’s Millenium Walkway).

11 “Lovers Walk” could be refurbished and widened over much of its length and some of its romantic features refreshed or extended.

12 At its southern end there is a rough track, or vestiges of one, leading around to the park below Willersley Castle. Opposite Mason’s Mill Shopping Centre it would be most desirable to construct a new bridge over the river so that the public could reach this Mill independently of the A6.

13 Negotiate a new path through the Park, perhaps set back a little from the river’s edge, so as to allow for fly fishermen. (The owners may prefer the route to follow the existing road past the front of the Castle). This section might look similar to the unfenced road across the grazed fields to Oker, or for that matter the drive to Chatsworth House.

14 Join Lea Road and turn left for Cromford Station or continue by crossing the road bridge over the river again and then construct a new path into the Sports Ground. Traffic calming and signs at the bridge which is used by vehicles walkers and cyclists would be advisable.

15 Construct a new path along the field edge to avoid Mill Road, and to take advantage of this south facing open space.
Matlock to Cromford

Corridor adjacent to Peak rail for planned Matlock and Rowsley cycling link

White Peak Loop path from Rowsley to Matlock current scheme

Traffic free and access roads on road

---

December 2015
Cromford to Ambergate and Belper Bridge

Cromford Wharf to Whatstandwell (5.0kms)
The Cromford Canal has a good towpath all the way from Cromford to Ambergate. However, at least as far as Leawood Pumphouse, the towpath is already very busy, and much of the canal (which is disused) runs alongside the Derbyshire Wildlife Trust’s Derwentside Nature Reserve.

These proposals offer a separate route from Cromford Wharf to the Lea Wood Pumphouse, then use only relatively short sections of the towpath, and follows an alternative route through Shining Cliff Woods beyond Whatstandwell.

1. From Cromford Wharf follow the playing field road to the southernmost point of the fields.
2. Cross the towpath and the canal with a new bridge. Another option would be to pass under the railway arch, then bridge the river to run along the edge of the field next to, but lower than, Lea Road, and then use the Sewage works bridge to cross back over the river to reach the canal at the base of Cromford Incline. Severn Trent support this route and would provide land adjacent to the connecting path through their works to enable it to be widened.
3. Cut up gradually through scrubby land to either run along the edge of the Works. Although it would be possible instead to use a short section of the (widened) A6 footway, it would be better to avoid the noise and traffic.
4. Construct a new ramped link onto the bottom of the Cromford incline to join the road past the Information Centre.
5. Follow the road to cross the Derwent on the canal aqueduct. This has wide paths on both sides of the waterway and walkers are more numerous on the far side as this provides access to the Pumping Station.
6. Follow the canal path at least as far as the Gregory Tunnel. Over some sections there is scope to widen the path, perhaps with small timber revetments as had been done further south.
7. The Tunnel is a memorable feature of the towpath route, but its narrow passageway, 90m long, would be something of a bottleneck if the popularity of this route were to increase too much. We advocate following the canal in the first instance, but bypass options should be investigated.
8. One such option would be to create a roughly contour route through the adjacent open fields. In order to minimise inconvenience to the farmer this should have a short 20-30m “cut and cover tunnel” to allow livestock and vehicles free access to the otherwise cut off section of field.
9. The alternative option is to drop back to the riverside and work a path along the edge of the field to reach the Derwent Castings industrial back yard. (The owners would like the route to pass their yard, which they wish to redevelop for holiday cottages)
10. If following the canal, construct a new ramp down to the yard. This reduces the length of towpath being used to a minimum, brings the public out onto the A6 adjacent to its river bridge and avoids the steep Stoney Wood Drive.
11. The Family Tree café is strategically situated at the end of this stage of the route, and Whatstandwell Station is nearby.

Whatstandwell to Ambergate (3.7kms)

This section is entirely based around the use of the track winding through Shining Cliff Woods. Whilst this has public access over its whole length, at its northern end the Haytop Country Park camp site is private and an agreement would be needed to use its drive.

1. Cross the Derwent on the A6 bridge. Some thought is required on how best to arrange this river crossing and indeed the crossing of the main road. Central islands may be required on the bridge approach at either end, and then advisory cycling routes between them.
2. Join the former drive to Alderwasley Hall which now leads to the Haytop Country Park campsites. This is another most attractive road which could be resurfaced by agreement with the campsites.
3. The existing track passes 3 or 4 chalets at the bottom of this extensive campsites. Public access would need to be formalised, or perhaps a new link constructed level through the woods just to the north of the camping area.
4. Join Shining Cliff Woods forest track.
5. This track was constructed to link Alderwasley Hall and the mill which was at the point where the campsites meets the forest road. In places it is surfaced with large smooth boulders. The route is generally well graded although there are one or two steeper sections. Overall it is a delight to use.

Ambergate to Belper Bridge (4.4km)

This section of route relies on gaining access to the northern end of the excellent Wyver Lane. The proposed riverside link would make for a real enhancement of the Heritage Way which currently climbs the steep Holly Lane to reach Whitewells Lane. Apart from this hill, Whitewells Lane is an attractive option for a cycling route all the way through to Milford. However it includes crossing of the A517 Ashbourne Road, and also bypasses Belper, and so fails to create a valuable route for everyday journeys south to Derby.

1. The only practical option from Ambergate to link up with Wyver Lane looks to be via the riverside under the railway viaducts and then along field edges to the Lawn Farm accommodation bridge back under the railway for a field edge link to the lane.
Cromford to Ambergate and Belper Bridge

Reaching the riverside past “The Birches” will need to be carefully arranged. It is understood that fishermen are permitted across this way, but for public use it would be another matter requiring hedging, fencing and gates to ensure the privacy and convenience of the residents. It would definitely be preferable to construct a new path a little up the slope through a small coppice to slope down to the corner of their field.

2 It may be best to follow the field edge in a fenced corridor, with double gates or cattle grids to connect the fields. Possible, but less good, would be to negotiate a fenced off strip adjacent to the riverbank.

3 The farm road under the two viaducts affords an interesting view of the heroic achievement of the railway builders.

4 This is a most beautiful meadow lost away between the waves of the wooded hillside and the river. Ideally the path would run fenced against the hillside, with its retaining bank of massive rock – or the whole field could be allowed for public use.

5 Run up the edge of the rough ground and field edge to reach the railway boundary.

6 Follow the boundary to pass under Lawn Farm Bridge.

7 Follow the field edge for a convenient route south bypass the Lawn Cottage complex. Following the railway puts people into the Wyver Lane nature reserve which, by the river, is kept free of people for wildlife reasons. But as the farming landowner is not supportive, it may be possible to agree a fenced off route along the northern edge of the reserve together with suitable interpretive and educational notes about the reserve.

8 Wyver Lane is another perfect section of the Derwent Valley route. It is almost level, it gives wide views over the valley and it has very little traffic. It does though need resurfacing over its whole length.

9 Link to Belper Bridge for the Town Centre and historic mills.
Belper Bridge to Duffield

1-9 Belper Bridge to Milford (3.9 kms)

Here it is proposed to follow the existing footpath route to the south of the sewage works, and then to follow Chevin Road through to Milford. If possible the riverside path would be continued under the railway bridge either to join Chevin Road opposite the redeveloped mills, or even more ambitiously, to bridge the river to the new development’s riverside path and make a new bridge over the weir back to the Milford Mill site which is soon to be redeveloped.

The first section of the existing path is a well-defined track.

1 This then becomes a field edge route as far as the cross roads farm access road.

2 Over this strip field the footpath is ill-defined and it might be best to construct something along the riverside. The landowner would welcome this.

3 Well defined field edge path as far as the sewage works.

4 Past the sewage works the path runs at a low level in a woodland strip. It might be better to run to the west of the works although this would leave the problem of accessing the outfall works bridge for its invaluable connection to Belper. Severn Trent are supportive of the access next to the river and are prepared to investigate improvements to the bridge to make it safer for pedestrians and cyclists - even if only with a traffic light control.

5 The use of this bridge is vital if local people are going to be able to access the cycle route to avoid using the A6 main road. A way around the boundary of the sewage works would be best for a good connection to the inland option for the route and Chevin Road.

6 Use the sewage works access route to reach Chevin Road. If Severn Trent prefer the access road not to be used, a new track could be created alongside. Chevin Road now runs a gently undulating course to Milford.

7 If possible the route should continue along the riverside to provide an attractive riverside route for the Belper population and to extend the quality of the main Derwent Cycleway. This passes under the mainline railway.

8 Ramp up to join Chevin Road just before the first house. There is room on the west bank of the river to connect from the open field to the sluice if the self-seeded sycamores are felled.

9 In the long term it may be necessary to negotiate a riverside route so as to pass close to, and overlooking, the particularly spectacular weir at Milford. In addition the new housing complex on the east bank needs to bridge over the river so this quite large development gains access to the riverside route north to Belper and Matlock. Follow the road through to the Derby Road and arrange a straight over crossing to the open space and former garden centre between the road and the river. (The owner of Milford Mills supports a route through their site and across the sluice on the mill leat.)

1-7 Milford Bridge to Duffield Station (2.3kms)

The best option would be to remain on the west bank of the river if this can be negotiated, for a route which leads directly into the Eyes Meadow playing fields and station. Alternatively cross to the east bank and then construct a new bridge back to the playing fields.

1 Work out a route through the former Riverside Garden Centre to reach the riverside.

2 Note that this bridge across to the Mill Complex is currently closed, but should be reopened to give access to the path.

3 Continue downstream along the boundary of the recreation ground and take care that the overall route is integrated into access to this area.

4 Negotiate along the edge of the Moscow Farm fields to pick up the railway lands. Alternatively cut inland by Moscow Farm to run along the field edge of the Derby Road, and then the wide margin of land adjacent to the railway.

5 Along the riverside section it may be necessary to collaborate with Network Rail on further flood and erosion defence works.

6 Build to Recreation Ground and pick up the existing access road, Donald Hawley Way. The speed humps need to be modified for cyclists.

7 Whilst there is no direct access to Duffield main line station, there is a convenient underbridge which leads to Stiles Walk which could be developed to access both the mainline and the Wirksworth Line platforms. Note that the Wirksworth line trains do carry bikes and the terminus is near to the High Peak Trail thereby providing a convenient round trip.
Overall route map from the Derwent Valley Project

Belper Bridge to Duffield

- Traffic free and access roads
- On road
Duffield Station to Derby Station - 9.0kms

The final run into Derby follows the railway route closely until it reaches the A38 Abbey Hill. Then it picks up Derby City’s current plans for a path across the river meadows to connect in with the existing paths at Darley Park.

1. The existing rail side road, Donald Hawley Way, to Church Drive is an interesting road because it utilises “spare” railway land. This same idea could be used for most of the way to Abbey Hill, and in so doing would provide Network Rail with a very useful lineside route which could be utilised by its own staff and contractors.

2. The route could follow either side of the railway, as there is spare space on both sides of the mainline under Makeney Road. The preferred route stays on the east side to access the church, and the existing track to the open fields.

3. Run along the field edge for 1.4kms to reach the riverside where one can pass under the railway. It would be slightly better to cross under the railway at Bullpit Lane, because then one would have more sun on the path (and less frost).

4. Provide a new river bridge if the space on the Network Rail Bridge cannot be made available on one side or the other. Note that using the east side might be best as this side does not appear to be used by their works traffic. If so cross back under the railway once over the river. This could then be the start of a good link to Little Eaton.

5. Follow the field boundary and reconstruct the existing track.

6. At the pumping station it will be necessary to utilise some of the railway’s wide “spare” land. Only 1m will be required as Severn Trent would release 1m of their land on the west side, and a triangle of land at their south east corner to allow the route to flow better.

7. Follow the Severn Trent access road south to Ford Lane.

8. Follow the existing track under Abbey Hill. Make a good, ramped connection to join the cycle tracks beside the main road for access to Little Eaton.

9. From the end of the track the City Council are planning a new path through to Haslams Lane.

10. Follow existing cycling routes, with necessary improvements, to cross the river on the former Northern Railway’s Handyside Bridge, and continue south to pass under St. Mary’s Bridge and St. Alkmunds Way Bridge. This work could be tied in with planned flood defence works.

11. Past the Silk Mill Museum and other buildings. Close care will be needed to achieve a path of sufficient width.

12. Provide a new ramp up to Derwent Street and a crossing of this main road to reach the riverside frontage of the Council House. This links to the Park Bikeworks, providing cycle parking and maintenance.

13. The riverside path continues around Bass’s Recreation Ground and links through to pass under Pride Parkway and the mainline railway.

14. The existing crossing to Calvert Street makes for a quiet route to the station entrance, if not quite as direct as that along Station Approach. There is also direct cycle access to the station from the other side of the tracks past Derby College.
Duffield Station to Derby Station - 9.0kms

- Traffic free and access roads
- On road

1. NCN 68 to Ashbourne
2. Velodrome and Medlock Loop
Appendix 2: Schedule of current Derbyshire County Council programme
<table>
<thead>
<tr>
<th>#</th>
<th>Name</th>
<th>Headline Action</th>
<th>Detailed Action</th>
<th>Start date</th>
<th>Due date</th>
<th>Milestone</th>
<th>Funding</th>
<th>Lead Partner</th>
<th>Sr Target</th>
<th>Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1</td>
<td>Creating new routes, connecting cities</td>
<td>Developed routes linking Chatsworth to the Peak District</td>
<td>Started to seek funding</td>
<td>31st October 2017</td>
<td>Secure funding</td>
<td>Derbys LTP (Hopper Valley 0)</td>
<td>Erewash CC</td>
<td></td>
<td></td>
<td>A new short section from Somersall Park across Somersall Lane has been completed. Additional funding is in place through Derbyshire’s LTP programme for 2015/16 to deliver the section through to Holmayside.</td>
</tr>
<tr>
<td>1.2</td>
<td>Creating new routes, connecting cities</td>
<td>Deliver the Staffordshire Moorlands Link</td>
<td>Started</td>
<td>31st March 2015</td>
<td>Link delivered</td>
<td>Staffordshire CC</td>
<td></td>
<td></td>
<td></td>
<td>Work due to commence, as far as is known, early 2015. As of Feb 2015 nothing further to report.</td>
</tr>
<tr>
<td>1.3</td>
<td>Creating new routes, connecting cities</td>
<td>Deliver the Little Ginn Link</td>
<td>Started</td>
<td>31st March 2015</td>
<td>Link delivered</td>
<td>Barnsley MBIC</td>
<td></td>
<td></td>
<td></td>
<td>On track, the contractor’s bedding after the first 100 metres, so progress is slower than anticipated.</td>
</tr>
<tr>
<td>1.4</td>
<td>Creating the Hope Valley Link</td>
<td>Started</td>
<td>31st March 2015</td>
<td>Link delivered</td>
<td>Derbys CC</td>
<td></td>
<td></td>
<td></td>
<td>Phase 1 - Hallegrave to Bamford completed in 2015/16. Sustrans have produced a report into Phase II and other improvements along the valley which is being considered by the County Council.</td>
<td></td>
</tr>
<tr>
<td>1.5</td>
<td>Creating the Peak Forest Canal route from New Mills – Marple – Ashton under Lyne - National Cycle Centre</td>
<td>Developed the Peak Forest Canal route from New Mills to Marple, then to Ashton under Lyne and National Cycle Centre</td>
<td>Started to seek funding</td>
<td>31st October 2017</td>
<td>Secure funding</td>
<td>Funding being sought</td>
<td>Canal &amp; River Trust</td>
<td>Tameside MBC, Derbys CC</td>
<td></td>
<td>Canal &amp; River Trust - CCAG2 Ashton Canal towpath improvement works complete. Tameside Council - Works underway to upgrade the Peak Forest Canal towpath between Stockport / Tameside boundary and Portland Basin (Ashton)</td>
</tr>
<tr>
<td>1.6</td>
<td>Creating the Dovestone Link: Greenfield station – Dovestonne Reservoir</td>
<td>Developed the Dovestone Link: Greenfield station – Dovestonne Reservoir</td>
<td>Started</td>
<td>31st October 2017</td>
<td>Secure funding</td>
<td>Funding being sought</td>
<td>Oldham MBIC</td>
<td></td>
<td></td>
<td>No change.</td>
</tr>
</tbody>
</table>

**1.1 Creating the network of connected routes (Continued)**

<table>
<thead>
<tr>
<th>#</th>
<th>Name</th>
<th>Headline Action</th>
<th>Detailed Action</th>
<th>Start date</th>
<th>Due date</th>
<th>Milestone</th>
<th>Funding</th>
<th>Lead Partner</th>
<th>Sr Target</th>
<th>Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1</td>
<td>Developing the Coton Valley Link: Radcliffe – Manchester</td>
<td>Developed the Coton Valley Link: Radcliffe – Manchester</td>
<td>Started feasibility study</td>
<td>31st March 2015</td>
<td>Deliver feasibility study into the route</td>
<td>Funding for feasibility study secured</td>
<td>Canal &amp; River Trust</td>
<td></td>
<td></td>
<td>Feasibility study underway. CCAG2 funding commitment secured. Scope, funding level and programme to be agreed.</td>
</tr>
<tr>
<td>1.2</td>
<td>Developing the extension of the Merthyr Greenway</td>
<td>Developed the extension of the Merthyr Greenway</td>
<td>Started to seek funding</td>
<td>To be reviewed by 31st October 2017</td>
<td>Secure funding where possible</td>
<td>Funding being sought</td>
<td>Rhondda C</td>
<td></td>
<td></td>
<td>No funding opportunities at present.</td>
</tr>
<tr>
<td>1.3</td>
<td>Developing the Denbigh Valley Cycle Link</td>
<td>Developed the Denbigh Valley Cycle Link</td>
<td>Started</td>
<td>31st October 2017</td>
<td>Funding secured</td>
<td>Funding being sought</td>
<td>Denbys CC, Derbys CC, Caern, Sustrans</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.4</td>
<td>Developing HS2 Cycleway links to the Peak District</td>
<td>Developed HS2 Cycleway links to the Peak District</td>
<td>Started</td>
<td>30th June onwards</td>
<td>Agree local scope of the project</td>
<td>Nationally funded</td>
<td>Erewash CC</td>
<td></td>
<td></td>
<td>Makes use of the Trans Pennine Trail.</td>
</tr>
<tr>
<td>1.5</td>
<td>Delivering Dercy Sport Cycle Plan to explore taking forward developing a link to the Derby Velodrome</td>
<td>Delivering Dercy Sport Cycle Plan to explore taking forward developing a link to the Derby Velodrome</td>
<td>1st Oct 2014</td>
<td>31st October 2015</td>
<td>Agree scope of project</td>
<td>Officer time allocated</td>
<td>Derbys CC</td>
<td></td>
<td></td>
<td>Potential funding stream identified. Next steps to identify suitable sites - partners identified to progress these conversations locally. Re-convening early of January 2015 to progress.</td>
</tr>
</tbody>
</table>

**2.2 Plugging local gaps**

<table>
<thead>
<tr>
<th>#</th>
<th>Name</th>
<th>Headline Action</th>
<th>Detailed Action</th>
<th>Start date</th>
<th>Due date</th>
<th>Milestone</th>
<th>Funding</th>
<th>Lead Partner</th>
<th>Sr Target</th>
<th>Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1</td>
<td>Improve signage to and from locations that link bridleways, trails and quiet lanes</td>
<td>Improve signage to and from locations that link bridleways, trails and quiet lanes</td>
<td>Started</td>
<td>8th April 2015</td>
<td>2014-15 improvements delivered</td>
<td>汀田的ROWPs</td>
<td>Highway Authorities, ROWPA</td>
<td>Stockport MBIC</td>
<td></td>
<td>Leeds CC - outputs will be summarised in annual RodMP progress report 2014/15.</td>
</tr>
<tr>
<td>2.2</td>
<td>Deliver improvements to rights of way network per LTP program</td>
<td>Deliver improvements to rights of way network per LTP program</td>
<td>Started</td>
<td>8th April 2015</td>
<td>2014-15 improvements delivered</td>
<td>汀田的ROWPs</td>
<td>Highway Authorities, Sustrans</td>
<td>Derbyshire CC</td>
<td></td>
<td>Derbyshire CC – outputs will be summarised in annual RodMP progress report 2014/15.</td>
</tr>
<tr>
<td>2.3</td>
<td>Plugging cycle friendly communities through developing cycle infrastructure</td>
<td>Plugging cycle friendly communities through developing cycle infrastructure</td>
<td>Started</td>
<td>1st October 2014</td>
<td>Measures agreed</td>
<td>Officer time allocated</td>
<td>Derrbyshire Sport, Sustrans</td>
<td>Stockport MBIC</td>
<td></td>
<td>Leeds CC - delivering active family role until Summer 2016.</td>
</tr>
<tr>
<td>2.4</td>
<td>Delivering the Chatsworth Loop – link the Mural trail at Rowsley and Bakewell Station via Chatsworth Park</td>
<td>Delivering the Chatsworth Loop – link the Mural trail at Rowsley and Bakewell Station via Chatsworth Park</td>
<td>Started to seek funding</td>
<td>31st October 2017</td>
<td>Funding secured</td>
<td>Funding being sought</td>
<td>Derbyshire CC</td>
<td></td>
<td></td>
<td>Project not started.</td>
</tr>
<tr>
<td>Theme</td>
<td>Deadline Action</td>
<td>Detailed Action</td>
<td>Start date</td>
<td>Due date</td>
<td>Milestone</td>
<td>Funding</td>
<td>Lead Partner</td>
<td>In Target</td>
<td>Update</td>
<td></td>
</tr>
<tr>
<td>-----------------------------------</td>
<td>----------------</td>
<td>----------------------------------------------------------------------------------</td>
<td>------------</td>
<td>----------</td>
<td>---------------------</td>
<td>---------</td>
<td>----------------------</td>
<td>-----------</td>
<td>--------</td>
<td></td>
</tr>
<tr>
<td>1. Increase the network of converted routes (Continued)</td>
<td>1.4 Enhance the peak District mountain biking experience</td>
<td>Aims: Convey a group to improve the sustainable mountain biking offer in the Peak District</td>
<td>Started</td>
<td>30th April 2015</td>
<td>Agree actions</td>
<td>Officer time allocated</td>
<td>Derbyshire Sport</td>
<td>Yes</td>
<td>The mountain biking development group has met three times with a range of partners and stakeholders, and gained engagement from CBLEs, groups and experts. A set of priorities has been agreed, under themes of advocacy, expertise, infrastructure (bridging gaps in opportunities), insight and communications.</td>
<td></td>
</tr>
<tr>
<td>1.4 Enhance peak District mountain biking experience</td>
<td>1.1 Enhance the peak District mountain biking experience</td>
<td>Aims: Convey a group to improve the sustainable mountain biking offer in the Peak District</td>
<td>Started</td>
<td>30th April 2015</td>
<td>Agree actions</td>
<td>Officer time allocated</td>
<td>Derbyshire Sport</td>
<td>Yes</td>
<td>The mountain biking development group has met three times with a range of partners and stakeholders, and gained engagement from CBLEs, groups and experts. A set of priorities has been agreed, under themes of advocacy, expertise, infrastructure (bridging gaps in opportunities), insight and communications.</td>
<td></td>
</tr>
<tr>
<td>1.5 Enhancing diverse experiences</td>
<td>1.5 Enhancing diverse experiences</td>
<td>Aims: Convey a group to improve the sustainable mountain biking offer in the Peak District</td>
<td>Started</td>
<td>30th April 2015</td>
<td>Agree actions</td>
<td>Officer time allocated</td>
<td>Derbyshire Sport</td>
<td>Yes</td>
<td>The mountain biking development group has met three times with a range of partners and stakeholders, and gained engagement from CBLEs, groups and experts. A set of priorities has been agreed, under themes of advocacy, expertise, infrastructure (bridging gaps in opportunities), insight and communications.</td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>Headline Action</td>
<td>Detailed Action</td>
<td>Start date</td>
<td>Due date</td>
<td>Milestone</td>
<td>Funding</td>
<td>Lead Partner</td>
<td>On Target</td>
<td>Update</td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>-----------------</td>
<td>-----------------</td>
<td>------------</td>
<td>----------</td>
<td>-----------</td>
<td>---------</td>
<td>--------------</td>
<td>-----------</td>
<td>--------</td>
<td></td>
</tr>
<tr>
<td>2.4</td>
<td>Creating and enhancing green infrastructure along cycle routes</td>
<td>1) Deliver enhanced interpretation along the Trails</td>
<td>Started</td>
<td>1st March 2015</td>
<td>Milestone - Pedal Peak 1 interpretation delivered</td>
<td>N/A</td>
<td>Peak District NPA - development plans for the trails include further interpretation.</td>
<td>Yes</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>2.5</td>
<td>Support cyclist infrastructure to provide a welcome and stimulate the cycling economy</td>
<td>1) Developing a cycle-friendly places</td>
<td>1st September 2015</td>
<td>31st March 2016</td>
<td>Information delivered</td>
<td>Funding being sought</td>
<td>Peak District NPA - a digital map is being developed. 60,000 guides to the Summer of Cycling 2015 have been produced, incorporating the Derbyshire cycle map.</td>
<td>Yes</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>2.6</td>
<td>Promote the Peak District cycling experience at railway stations</td>
<td>1) Pedal Peak II Cycle Friendly Grant Fund</td>
<td>Started</td>
<td>1st March 2015</td>
<td>Fund all utilised</td>
<td>Confirmed - Pedal Peak II</td>
<td>Peak District NPA - has produced a cycle map.</td>
<td>No</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>2.7</td>
<td>Developing sustainable cycling attractions and events</td>
<td>1) Facilitate the growth of i.Ericoa Britania</td>
<td>Started</td>
<td>5th June 2015</td>
<td>i.Ericoa grown</td>
<td>Derbyshire CC, PDRPA, Derbyshire Dales DC, Visit PD, CTO</td>
<td>Derbyshire County Council - provided one of main feeding stations at High Peak Junction and supported two others at Hartington and Littondale.</td>
<td>No</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>2.8</td>
<td>Stimulating cycle-friendly businesses</td>
<td>1) Explore a model for cycle-friendly businesses through a cycle welcome scheme</td>
<td>1st October 2015</td>
<td>31st October 2017</td>
<td>Model explored</td>
<td>PDRPA Visit PD District/Borough Councils Businesses</td>
<td>Peak District NPA - forms part of a European Regional Development Fund bid with the Tourism Partnership.</td>
<td>Yes</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>2.9</td>
<td>Helping communities to get the most from cycling</td>
<td>1) Help communities to grow i.Ericoa Britania</td>
<td>Started</td>
<td>16th June 2015</td>
<td>i.Ericoa grown</td>
<td>Derbyshire CC, PDRPA, Derbyshire Dales DC, Visit PD, CTO</td>
<td>Derbyshire Britania supported in second year with Officer time, site use of the ABC in Bakewell, free waste collection at festival and workshops, increased public toilet opening hours etc. Support currently being given in proposed route and roadside changes for 2016 and audit for potential signage on long route.</td>
<td>Yes</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>

**Note:**
- **Derbyshire Dales DC:** Upper event planned for 19th-23rd June. DDC coordinating community involvement with feedstops etc.
- **Peak District NPA:** Discussions underway to identify appropriate areas for support.
- **Peak District NPA:** Forms part of a European Regional Development Fund bid with the Tourism Partnership.
- **Derbyshire County Council:** provided one of main feeding stations at High Peak Junction and supported two others at Hartington and Littondale.
<table>
<thead>
<tr>
<th>Theme</th>
<th>Deadline</th>
<th>Action</th>
<th>Start date</th>
<th>Due date</th>
<th>Milestone</th>
<th>Funding</th>
<th>Lead Partner</th>
<th>On Target</th>
<th>Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1</td>
<td></td>
<td>Promote the Peak District Cycle Experience</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1</td>
<td></td>
<td>Help new or occasional cyclists to cycle more often</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1</td>
<td></td>
<td>Help new or occasional cyclists to cycle more often</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1</td>
<td></td>
<td>Improve cycle routes through local programs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1</td>
<td></td>
<td>Work with schools, communities and returning cyclists</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1</td>
<td></td>
<td>Develop funding package for annual Peak District Cycling Festival</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1</td>
<td></td>
<td>Help engage cyclists with wider cycling communities and clubs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1</td>
<td></td>
<td>Cycle promotion for inactive people through local programs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.2</td>
<td></td>
<td>Promoting the Peak District as one of the premier places to cycle</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.2</td>
<td></td>
<td>Legacy of Tour de France Grand Depart program</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.2</td>
<td></td>
<td>Promote the wider Peak District as a cycle destination</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.2</td>
<td></td>
<td>Promotion of Pedal Peak 2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.2</td>
<td></td>
<td>Explore a one stop cycle website, including online mapping of routes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.2</td>
<td></td>
<td>Deliver relevant routes from Sheffield Green Routes project</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Theme 1.1: Promote the Peak District Cycle Experience**

- **1.1.1:** Extend and improve cycle routes through local programs
  - Started: 1st October 2017
  - Funding secured: Sustrans
  - **Update:** Work is ongoing under local control

- **1.1.2:** Work with schools, communities and returning cyclists
  - Started: 1st October 2017
  - Groups worked with: Sustrans
  - **Update:** Meeting targets of schools focused role

- **1.1.3:** Develop funding package for annual Peak District Cycling Festival / Summer of Cycling
  - Started: 26th June 2015
  - Festival launched: Sustrans is being sought
  - **Update:** Peak District NPA - Co-ordinated and developed elements of the partnership programme. Marketing underway.

- **1.1.4:** Help engage cyclists with wider cycling communities and clubs
  - Started: 1st October 2014
  - Engagement with groups: Sustrans
  - **Update:** Derbyshire Dales DC - Cycle Participation Officer, Ruth Tailby appointed

- **1.1.5:** Cycle promotion for inactive people through local programs
  - Started: 1st October 2014
  - Promotion delivered: Sustrans
  - **Update:** Derbyshire Sport

**Theme 1.2: Promoting the Peak District as one of the premier places to cycle**

- **1.2.1:** Legacy of Tour de France Grand Depart program
  - Started: 1st October 2017
  - Legacy programs delivered: Sheffield CC
  - **Update:** Derwent cycling

- **1.2.2:** Promote the wider Peak District as a cycle destination
  - Started: 30th September 2015
  - Promotion delivered: Sustrans
  - **Update:** Derbyshire Dales CC & Sheffield CC

- **1.2.3:** Promotion of Pedal Peak 2
  - Started: 1st March 2017
  - Promotion delivered: Sustrans
  - **Update:** Derbyshire Dales CC & Sheffield CC

- **1.2.4:** Explore a one stop cycle website, including online mapping of routes
  - Started: 1st April 2016
  - Exploration complete: Sustrans
  - **Update:** Online mapping of routes commenced. Partner in possible European funding bids for developing cycling marketing.

- **1.2.5:** Deliver relevant routes from Sheffield Green Routes project
  - Started: 1st March 2015
  - Routes delivered: Sustrans
  - **Update:** Work on the Green routes network is progressing and the overall network has been consulted on. Links to and from the proposed HS2 have been established for inclusion.
<table>
<thead>
<tr>
<th>Name</th>
<th>Headline Action</th>
<th>Detailed Action</th>
<th>Start date</th>
<th>Due date</th>
<th>Milestone</th>
<th>Funding</th>
<th>Lead Partner</th>
<th>On Target</th>
<th>Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Packaging of routes</td>
<td>1) Promotion of short breaks based on routes</td>
<td>1st September 2015</td>
<td>31st March 2016</td>
<td>Promotion delivered</td>
<td>Time allocated</td>
<td>Visit Fd, FETHPA</td>
<td>Yes</td>
<td>Derbyshire NCC - done in partnership with the Trans Pennine Trail Office</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Building loyalty and respect</td>
<td>1) Raise awareness of cycling with drivers</td>
<td>Started</td>
<td>31st March 2015</td>
<td>Campaigns and promotions delivered</td>
<td>Funding secured</td>
<td>South Yorkshire Safer Roads Partnership</td>
<td>Yes</td>
<td>2015 cycle safety campaign in development for delivery throughout the summer months. This will be disseminated via the 150 cycle hubs across South Yorkshire [details to be confirmed] and at various town and city centre cycle races eg. Tour de Yorkshire in Barnsley, Sheffield Grand Prix, Conisbrough town centre races. Plans in place to utilise Rotherham Show in September to promote cycle safety and continue to use the &quot;let's share the road safely and responsibly&quot; message.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Encourage good cycling behaviour and etiquette through education and promotion</td>
<td>Started</td>
<td>31st October 2016</td>
<td>Mechanisms delivered</td>
<td>Funding secured</td>
<td>FETHPA</td>
<td>Yes</td>
<td>As part of FETHPA behavioural campaign has been developed with a marketing campaign - also falls under [a]</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Develop sustainable transport initiatives</td>
<td>1)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>1) Explore need for transport services for leisure</td>
<td>1st April 2016</td>
<td>31st March 2017</td>
<td>Report developed</td>
<td>Officer time allocated</td>
<td>FETHPA</td>
<td>Yes</td>
<td>Transpacer have been commissioned to investigate the provision of sustainable visitor travel. The Draft Final Report has been produced.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2) Explore Ride the Peaks and Dales</td>
<td>Started to seek funding</td>
<td>31st October 2016</td>
<td>Initiative explored</td>
<td>Funding being sought</td>
<td>MLCT, FETHPA</td>
<td>Yes</td>
<td>Peak Cycle Shuttle funded from additional Linking Communities Grant (£108,000) to MLCT. Service commenced in July 2015. Bid submitted to Car Share KAPC fund in August 2015.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Encouraging more bicycle and cycleway facilities</td>
<td>1) Promote and encourage sustainable transport</td>
<td>Started</td>
<td>31st October 2016</td>
<td>Promotion delivered</td>
<td>Funding being sought</td>
<td>FETHPA / Local Authority TICs Sustrans CTC Local Authorities TRUM</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>2) Influence transport providers and Government for better cycling carriage and facilities</td>
<td>Started</td>
<td>31st October 2016</td>
<td>Opportunities should be taken to influence providers</td>
<td>Officer time allocated</td>
<td>FETHPA / Local Authorities TRUM</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Providing integrated sustainable transport information</td>
<td>1) Explore a sustainable transport information system</td>
<td>1st April 2016</td>
<td>31st March 2017</td>
<td>Initiative explored</td>
<td>Officer time allocated</td>
<td>FETHPA / Local Authorities TRUM</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Involving people to use sustainable transport</td>
<td>1) Offer sustainable transport packages for system</td>
<td>1st September 2015</td>
<td>31st March 2016</td>
<td>Packages delivered</td>
<td>Funding required</td>
<td>FETHPA / Local Authorities TRUM, Visit Fd</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

December 2015