Proposed path from **Rowsley to Church Road, Darley Dale** in conjunction with Peak Rail
These proposals for a Matlock and Buxton Ring were first put forward during 2009. Since then the Monsal trail (sections 9 and 10) has been opened up through the Headstone, Cressbrook, Litton and Chee tunnels to reach Topley Pike. Planning consent has been given for section 4 at Harpur Hill and planning applications are under consideration for the remainder of the Buxton ‘Horseshoe’. A planning application for the Rowsley Sidings to Harrison Way was made in February 2011 and the remaining sections of the whole Ring are under discussion and negotiation.

The local charity, Peak Cycle Links, was set up in August 2010 to deliver all the sections except the Monsal Trail which has been handled by the Peak District National Park Authority. It is anticipated that the programme outside the National Park will be coordinated by Derbyshire County Council.

The Peak Trails Links Project: A summary

Buxton to the High Peak Trail and the Monsal Trail, and the Monsal Trail to Matlock

The National Park has popular cycling routes along the Tissington and High Peak Railways as well as on the Monsal Trail near to Bakewell. But it has long been frustrated by their not connecting through to Buxton and Matlock Stations.

The links proposed here would overcome this and lay the foundation for the National Park to pursue a much more sustainable transport programme, one in which many visitors arrived by train and then used bicycles to explore the Park.

The map here does no more than show the line of the proposed route and highlight each section which is to be covered by a detailed report for discussion with landowners and authorities.
Introduction

The Peak District National Park Authority, along with the County & District Councils, are working to connect the Monsal, High Peak and Tissington trails through to Buxton and Matlock with their railway stations. It is anticipated that this will then open up the option of visitors to the National Park arriving by train and travelling on to enjoy the Park on foot and by cycle.

A local charity, Peak Cycle Links, has been set up to support the authorities, and in particular to promote, negotiate, construct and maintain those sections of these core routes which lie outside the boundary of the National Park.

These notes set out the details for a route avoiding the A6 from Rowsley to Station Road in Darley Dale, as the basis of a planning application for the Rowsley Sidings section, and for discussion with Peak Rail from Rowsley South Station to Church Road.

Bakewell and the Southern end of the Monsal Trail to Matlock: Elements of a good route for family cyclists

Any popular cycling route has to avoid the A6 over its whole 8.1/2 mile distance.

This can be achieved by linking together a number of existing minor roads and tracks with the exception of this 3km (2 mile) section from Rowsley to Church Road. In the longer term further sections of new path could be built, for example, following the disused railway through the Haddon Hall Estate, which would make for a more direct and less hilly route.

However, these notes discuss what might be described as an attractive interim route.

1) Current Southern end of the Monsal Trail.
2) Coombs Road makes for an attractive route into Bakewell.
3) New ramp required to create a 1:15 gradient down from Monsal Trail to Comber Road.
4) This attractive farm track climbs quite easily up to the summit – 85m in all. The two field gates should be augmented with self closing wicket gates if this bridleway is to be used more intensively.
5) Far flung views over the valley to Stanton-in-the Peak and beyond.
6) The track down to Rowsley is rather steeper and needs some repairs where erosion has gouged out deep ruts.
7) In Rowsley, less experienced cyclists could cross the main road on the existing pelican lights and walk across the main road Derwent Bridge to join the line of the railway.
8) This section to Church Road is described in detail on the following pages. It runs through woodland to Rowsley south and then beside the existing Peak Rail track to Church Road crossing.
9) Follow Church Road and Main Road to Darley Bridge. Main Road is quite wide, except over the Derwent and advisory cycle lanes may be helpful.
10) An attractive gated road to Oker. Again the provision of self closing wicket gates would make it easier for the public and improve livestock security.
11) The road through Snotteston is an attractive route with good views, but it carries quite a lot of traffic at times and climbs 50m.
12) The County Council's planned route from Oker would avoid both the traffic and the hills.
13) Existing cycle path beside main road past supermarket to the station.
1) Existing Pelican crossing.

2) Narrow footway over the Derwent Bridge may be suitable for widening to a standard suitable for shared use.

3) Wide verge on site of former bridge allows for existing path to be widened for shared use as far as the end of the boundary wall where the start of a new path up to Old Station Close can start.

4) Construct new path on even gradient along foot of embankment. This opens up a small woodland glade currently hidden from view. The lower section would require fill which can be cut from the upper part (5).

6) Join the Old Station Close.

7) The former station is already filled up to platform level. Both the path and the railway would have to climb to a higher level if a future route was to bridge over the A6.

8) This area is scheduled for a new station site. The sketch shows how space can be made for a platform and a run around by shifting the road further east into land reserved for this.

9) Peak Rail’s details for their eventual continuation northwards will entail rearrangement of the pedestrian and cyclists’ route here depending upon their plans for Old Station Close.

10) Peak Rail’s 1st Phase will now end at the northern corner of the warehouse (point 11). So for the time being the planned path can follow the existing alignment of the path as shown in the sketch. Peak Rail’s second phase plans will require the path to be relocated next to the warehouse fence and to be reduced in width, but until that time the public can enjoy a 2.5m wide path overlooking the river.

11) At the northern corner of the warehouse, its owner is willing to consider repositioning the fence to a minimum of 1.0m clear from the side of the building. This means that the fence can be moved back a little over 1.0m, thereby giving a crucial piece of extra width. The fence dividing the path from the railway could be placed 1.68m from the inside face of the running rail, At its narrowest point the path should achieve a width of 1.4m between the faces of the two fences as shown in the sketch.

12) The fence tapers out to nearly 4m at the southern end of the warehouse, so at this end the path can be almost wholly on what is currently warehouse ground.

13) Land to be transferred to the warehouse land to compensate for land lost along the side. An extension of the building is planned.

14) At this point the path can move away from the proposed Peak Rail extension.

15) The exact arrangement of the path through this next section will depend upon Peak Rail’s alignment, as far as Peak Rail has to veer to the west on a new alignment. As Peak Rail has to veer towards the east side to accommodate its run round loop. The section shown on page 6 shows the position at the narrowest pinch point together with various options which the Railway might wish to consider. Because the Parish Council has expressed its anxiety about possible tree loss we have shown the path running along the bed of the original railway rather than filling the cutting to create space. This will result in the platform rising up beside the path, but this is only over a short section.
Notes for suggested path from Rowsley to Church Road, Darley Dale in conjunction with Peak Rail

Sketch sections showing the proposed path and railway north of the Warehouse, at the north and south ends of the warehouse, and south of the warehouse.

Point 10. Looking north at north end of garage

Point 11. Looking north at north end of garage

Point 12. Looking north at south end of garage

Temporary alignment of path until future phase of railway

New fence on line of existing at this point

Existing outer face of fence 2.1m from wall

Existing security fence

Temporary security fence

Access road to warehouse

Run-around loop

North

Photos 1, 2, 3

Section A

Access road to warehouse

Existing security fence

Temporary alignment of path until future phase of railway

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Peak Rail through Church Street Consulting
1) Where the railway drainage is broken, Derbyshire Wildlife Trust wish to see the current levels of water maintained for wildlife, so the path will need to run on a low causeway in order that the water level through the new culverts remains the same as at present.

2) A length of path will run along the line of the bed of the original main line railway as shown in the sketches on pages 6 & 7.

3) A part of the path will run along the line of the former sidings as shown on pages 6 & 7.

4) A long length of the existing path runs on an ash siding and little work is needed during the initial phases other than cutting back the verges. During the initial phase, no work of any substance is envisaged between point 2 above and the vicinity of Harrison Way.

5) This is the area of the new recycling centre. The path should be shifted to the east so that there is space for 1-2m of screening to the perimeter fence. This should be GREEN weldmesh, rather than galvanised palisade.

6) The Derbyshire Wildlife Trust manages a wildlife site on the wet area north of the gas station.
Notes for suggested path from Rowsley to Church Road, Darley Dale in conjunction with Peak Rail

Map 2

Diagram of original railway sidings showing the approximate line of the proposed Peak Rail extension and of the Greenway

See page 6 & 7 for the revised alignment of the railway and consequent realignment of the path together with detailed cross sections showing the path and the proposed railway in relationship with the A6.
Map 2A: Revisions following receipt of Peak Rail's 4.4.11 Plans

Section through narrowest section opposite Peak Rail Platform

Alternative positions of Peak Rail Platform:
A. As shown on 4.4.11 plans
B. If tracks kind to original alignment
C. On riverside if laid to 4.4.11 plans

Copy of plan showing original layout of main line railway to Bakewell

Path constructed on low causetway made of stone with polypropylene fabric below.

Proposed path
Minimum space for path is 8m which would allow it to avoid most of the larger trees.

Proposed line of Peak Rail gradually moves into sidings area

This width varies considerably

Line of old main line

Proposed path turn around loop south of Harrision's. If Peak Rail track follows original alignment (red tracks) then the platform should leave 8m minimum for path. If less, the platform could be located on the river side of rails

Copy of plan showing original layout of main line railway to Bakewell
Sections showing position of existing path, proposed Peak Rail and proposed cycle path in relation to A6

Section AA
- Existing path near riverside
- Peak Rail ran around loop
- Platform
- Path squeezed at bottom of embankment
- Existing path
- Path built up in wet areas
- Path on line of old railway line - avoiding trees wherever possible
- Peak rail and fence

Section BB
- Path built on sidings and routed to avoid trees
- Peak rail alignment

Section CC
- Path on line of old railway line main line - avoiding trees wherever possible
- Peak Rail ran around loop
- Existing path near riverside

Section DD
- Existing path
- Path squeezed at bottom of embankment

Section EE
- Widen existing path
- Line of old main line railway
- Area of Rowsley Sidings

Map 2A: Revisions following receipt of Peak Rail's 4.4.11 Plans

- New alignment of path following Peak Rail’s 4.4.11 plans
- Alignment of Peak Rail 4.4.11
- Run-around loop and platform area
- Approximate location of existing paths
- Path alignment to take in open glades and trees
- Approximate alignment of Peak Rail's earlier arrangement
- Path alignment in planning application February 2011
- Alignment of Peak Rail 4.4.11

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Map 3

1) The junction of the path with Harrison Way will depend upon the arrangement of the entrance to the Recycling plant. Whatever the detail the path should be provided with a clear and defined crossing of the access crossing and the plant should be shielded by a line of trees, as shown in the sketch.

2) This gate is currently locked at night and a self closing wicket gate, or bollards need to be provided for the path to one side.

3) The cyclists and pedestrians continue along the stone access road to the station. Ideally his wide gravel road could be divided up with a 3m wide shared use path down one side, still leaving 8m for the road itself. This would be easier to maintain and would ensure good separation between walkers, cyclists and traffic on busy days.

4) Replace the current temporary bridge on existing abutment walls. This would accommodate 6.8m wide carriageway and 3m wide shared use path on one side. Depending upon levels the new railway bridge could be an extension of the road bridge. The design of this could not be finalised until the Railway was exactly sure of its alignments and programme.

5) The alignment of the railway is proposed to be to the west side of the existing road and fenced off from traffic as shown in the cross section.

6) The existing public footpath crosses the railway and the access road here. The precise arrangement of the crossing will be detailed by Peak Rail. This is probably the best location for the Derwent Heritage Way to cross the railway as being close to the station train speeds will be lower.

7) Derwent Heritage Way currently follows the riverside and could be diverted to follow the shared use route in order to avoided conflict with the future railway. Note that this work should be down in advance of the Railway plans.

8) Heritage Way, through open fields to Darley Bridge.

9) Existing railway complex, platform and visitor centre is fenced off from the car park area and locked off when station is closed. Walkers have access along their route to Darley Dale through a small gate beside the main gate. This gate would need to be rearranged to the east side of the main gate to line up with the proposed path along the edge of the station area.
Notes for suggested path from Rowsley to Church Road, Darley Dale in conjunction with Peak Rail

Map 3

End of planning application

The remainder of the document is shown for information only and is not part of this planning application

Section A

End of planning application

Scale 1:2500 at A3

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Map 4

1) For the first section of the car park area, the path needs to be defined at the western side of the car park but east of the trees because with residential housing adjacent to the boundary it is not appropriate for the path to be hard against their fence. The path could be fenced if Peak Railway wanted to enhance their security.

2) The existing portacabin toilets are hard against the boundary. The optimum arrangement might be to shift the toilets 3m to the west thereby enabling the path to run behind them and security to be maintained.

3) Once opposite the works the path can follow the line of cleared vegetation parallel to the Forge’s fence. Very few additional trees need to be removed, perhaps none if the path width is reduced to two metres at two or three locations. The ground comprises old railway ballast and waste and all this material could be taken north to build through the low lying areas near Harrisons, or to fill the reclaimed land there. The new fence for Peak Rail should be outside the line of trees in order that the walking and cycling public have only one rather stark fence to contend with.

4) Path continues beside Forge Fence. If they agree the route would be enhanced by some tree planting inside the security fence.

5) Cut through here as the railway land narrows to reduce the distance hard against the Forge’s fence.

6) Leave trees to screen factory land

7) Existing gate and difficult stile needs to be replaced with wicket gate or similar.

8) Connect to public footpath crossing railway at this point.
Notes for suggested path from Rowsley to Church Road, Darley Dale in conjunction with Peak Rail

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Map 5

1) The general arrangement for this northern section, where it runs against level fields, is simply to spread out the original ballast and base stone to give a wider path and finish in dust.

2) There are three or four attractive birch trees growing where one might put the path, these should be kept and the path narrowed at these pinch points where the visibility is good.

3) The path project should repair the field boundary fence and be responsible for its upkeep and maintenance.

4) The dividing fence between the existing footpath and the railway is in generally good condition and would continue to be maintained by Peak Rail.

5) Around this point the path goes into a shallow cutting. The ditch should be dug out, a 150mm slotted land drain laid through, covered with stone and used as the base for the widened path.

6) The existing path cuts away from the railway line. It needs widening and its sight lines improved. It may be useful to make an entrance into the public car park.

7) Take down the wall over a 3m length to improve visibility and provide an entrance gateway advertising this route to the National Park, incorporating access controls if these are considered necessary.

8) Cyclists join Church Road to continue towards Matlock whilst walkers can follow the footpaths parallel to the railway through to Darley Park.

Point 1. Section showing path beside Peak Rail between Rowsley South and Church Road

Point 5. Section showing path beside Peak Rail between Rowsley South and Church Road
Notes for suggested path from Rowsley to Church Road, Darley Dale in conjunction with Peak Rail

Map 5

Scale 1:2500 at A3

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Technical Details

Path surface
The main path along the corridor of the Derwent would be built as shown below. Where necessary a geotextile fabric would be laid to strengthen the sub base.

Bitmac wearing course - 60mm thick or 2 courses 40mm & 20mm Note: hand work requires hot-rolled asphalt mix for smooth finish

50mm base course: 38mm Type 1
100mm sub-base: ballast, scalings or planings

25mm central camber or 40mm crossfall

Shoulders made up level with finished surface
Geotextile (polypropylene) poor soils only

Typical cross section showing details of new path required through the Diamond Hill cutting and on other sections of the old railway where no surface exists at present

Access controls and control of motorcycle abuse
Livestock controls are usually dealt with by a combination of self closing wicket gate and narrow cattle grid similar to the example shown on the Radstock and Frome Railway Path.

A good example of a wicket gate and grid either side of an open farm crossing on the Radstock and Frome path. Note no provision is made for works vehicles which have access from either end of the path.

Typical railway path with sealed surface: Dartmoor - Okehampton

Typical "K" barrier access control