

Linking Communities – Pedal Peak Phase II Summary

The Peak District National Park Authority, in partnership with Derbyshire County Council, Staffordshire County Council, Sheffield City Council and Barnsley Metropolitan Borough Council has submitted a bid to the Department for Transport's Linking Communities grant to support cycling in National Parks. Pedal Peak Phase II will connect the already first class network of traffic-free trails in the national park with important gateway stations for visitors from Greater Manchester, Derby and Nottingham. They will also provide new feeder cycle ways directly into the national park from Sheffield and Stoke-on-Trent. Our £7.5 million infrastructure package will enable 3.5 million people in the surrounding urban areas of Greater Manchester, Sheffield, Derby, Nottingham and Stoke-on-Trent to enjoy a day out cycling in the national park, either directly by bike into the national park in less than an hour or by a short train ride of 30 – 70 minutes.

We believe that the Peak District is the only upland national park with the potential for so many people to do end-to-end cycle journeys into the national park from home. In its favour the Peak District already has a good cycling tradition and an intrinsically good cycling offer. Its 65 miles of off road trails, quiet lanes, and strenuous Tour de France standard on road rides, cater for all levels of cyclist; but further development of this significant offer would bring much more and wider benefits, on a regional and national scale.

Pedal Peak Phase II consists of five key individual, yet complimentary elements, which together will make the Peak District one of the most cycle-friendly National Parks in the world. The bid will enhance opportunities to travel sustainably, contribute to healthy lifestyles and generate more spending and jobs in the local economy.

The White Peak Loop

This will enable residents of Derby and Nottingham to gain direct rail access to the spectacular Monsal Trail via Matlock, and residents of Greater Manchester to access some of the best trails in the national park via Buxton. This is sponsored and led by Derbyshire County Council.

Effectively split into two sections, the eastern section will run 12km from Matlock, alongside a heritage railway towards Rowsley, over a newly constructed bridge at Rowsley; then onwards along a disused railway through the beautiful Haddon Estate including a tunnel section to connect to Bakewell and the Monsal Trail. The western section will run 6km from Buxton via new off-road sections and minor roads to connect with the High Peak Trail at Hurdlow and 27km of continuous family friendly trail to Cromford in the South.

Completion of the northern part of the project requires an onward connection from the end of the current Monsal Trail towards Wyedale car park, along the river Wye to Woo Dale, then onwards into the North East of Buxton. It is intended to pursue this onward link, but separately and consecutively to the delivery of the other bid elements.

The Little Don link

This 19 km route runs from Beeley Wood in **Sheffield** to Winscarr Reservoir near Penistone will enable residents of north **Sheffield** to access the northern part of the national park and the Trans Pennine Trail and will itself become a further link within the Trans Pennine Trail. The route crosses and runs parallel to part of the 2014 route of the Tour de France and will help to provide a permanent legacy from the event. The new cycling route will be created using a disused railway line that skirts Langsett and Underbank reservoirs and existing public rights of way. This is sponsored and led by Barnsley Metropolitan Borough Council and Sheffield City Council.

Staffordshire Moorlands Link

This 23km connection from **Stoke-on-Trent** will enable Stoke and Staffordshire Moorlands residents to access the national park by the Manifold Trail and the Roaches via a segregated cycle route between Stockton Brook and Cheddleton combined with an on-road route from Cheddleton to the Manifold Trail. The section between Stockton Brook and Cheddleton is on the Caldron Canal towpath. Towpath improvements will also extend along the Caldron Canal to the southern edge of Leek, where an on-road route will provide a link northwards to the Roaches. This is sponsored and led by Staffordshire County Council.

Little John Route

This route makes a strategic connection between **Sheffield** and **Manchester** enabling residents of both conurbations to access the national park. It will be signed by Sustrans as an extension to NCN Route 6

during 2013. The route is comprised of a mixture of off and on road elements. This bid includes the complementary element of a segregated cycle route between Hathersage and Castleton referred to within the bid as the Hope Valley Link. This will provide an off-road section of the route between Castleton and Bamford, leading eastwards along the valley floor to Hathersage. Part of the Little John route runs along the Thornhill Trail, and the National Park Authority has made a commitment to resurface parts of this trail over the period 2013-15. The Hope Valley Link will connect the Little John Route with the railway stations along the Hope Valley which connects Sheffield and Manchester. This is sponsored and led by Derbyshire County Council.

National Park Cycle Fund

This complementary element will enable the development of cycling hubs in key gateway towns and villages. The fund will be open to town and community organisations as well as businesses, to improve provision for and encourage recreational cycling trips to, from, in and around the national park. The fund will be focused in a few locations to achieve maximum impact. The outcomes would be as follows.

- Excellent facilities to enhance the main infrastructure investment and support more people in cycling.
- Improved town centre permeability and links between the new cycle ways.

The fund will be administered by the Authority using our tried and tested grants scheme.

‘On your bike’ – Pedal Peak District Phase II promotional work

In the last 3 years, we have developed a social marketing campaign to increase cycling. This will be used to promote cycling in the Peak District to amongst others, people in our catchment area cities, through targeted marketing, an annual cycling festival, recruitment of local cycling enthusiasts as volunteer ‘ambassadors’, and developing links to other national and international schemes and events.

Proposal Map

