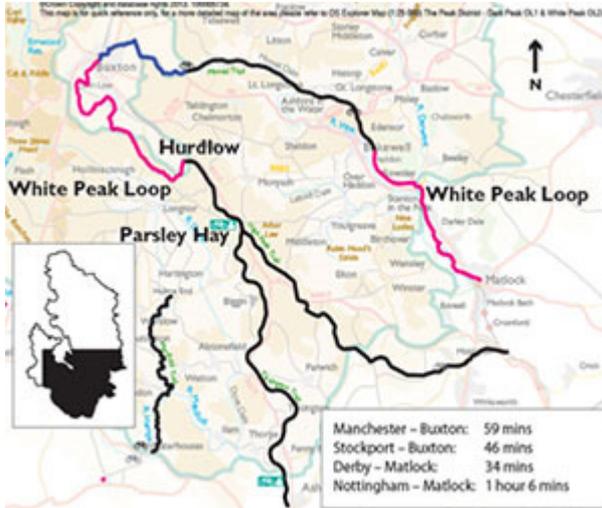


## White Peak Loop Progress Report September 2016



### White Peak Loop West - Buxton

#### Extending the northern end of High Peak Trail into Buxton

The proposal in the bid was to connect the top of the High Peak Trail into Buxton by using minor roads through Earl Sterndale and a new off-road section around Staker Hill to Harpur Hill.

The 3km off road section linking Dale Head Road, over Staker Hill, around the line of the former railway and down to the Parks Inn pub in the centre of Harpur Hill is largely complete on the ground apart from the fact that we have had to temporarily stop the trail 100m short of the pub at the top of Fiddle Street while we carry out some final negotiations and design work. As a result the route is only available to pedestrians at the moment and will not be available to cyclists until there is a completed link to join the highway.

A signing scheme on minor roads through Earl Sterndale promoting the 6km White Peak Loop link connection between this new section and the top of the High Peak Trail is now in place. Follow the blue 'WPL' cycle signs. At the other end at Harpur Hill the route will temporarily connect to the existing on road section of the Sustrans promoted Pennine Cycleway to provide the onward connection into Buxton.

### White Peak Loop East - Matlock

#### Connecting the eastern end of the Monsal Trail at Bakewell into Matlock

The 8km route between Matlock and Rowsley has been split into four phases and our own work teams (AllRoads) are now on site building the route. The section between Rowsley and Churchtown has now been completed on the ground and is available for cyclists and walkers to use. Work is still underway

for the section linking Whitworth Park down to Station Road in Darley Dale and this section should be available towards the end of October. Whilst the works are well advanced for the final section between Old Road, Darley Dale and Matlock town centre, negotiations are still ongoing with the Rail Regulator over what is required for a rail crossing at the Matlock end and in the meantime this section will not be available as a through route for cyclists, only pedestrians.

The whole route will not be formally opened or promoted until all the works are complete. It has attracted considerable local support and has already proven to be extremely popular. One comment received said *"I personally think what has been achieved (between Matlock and Rowsley) is fantastic, a game changer for cycling in the valley"*

The remaining 4km section of the route from Rowsley into Bakewell through the Haddon Estate is still at the landowner negotiation and design stage. DCC has allocated some design money through the Local Transport Plan programme to allow this section to be fully designed but additional funds will be needed to construct it so it will not be available on the ground for some time.

There is a way of using existing public rights of way to get from Rowsley to Bakewell without going on the A6 via a public bridleway and a non-classified highway which involves a steep climb and a variable surface. We are currently looking at the feasibility of these being used as a temporary off road alternative until the main onward route along the former railway is completed.

### **General**

Information is regularly updated on the County Council's website: [www.derbyshire.gov.uk/pedalpeak](http://www.derbyshire.gov.uk/pedalpeak) and the circulation for the newsletter that is sent out quarterly is currently standing at over 1500.

Claire O'Reilly  
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