

7.4.4 Hathersage

The below section outlines the proposed interventions for Hathersage. Figure 7-8 highlights where these are located and Table 7-4 provides more detail on the proposed interventions.

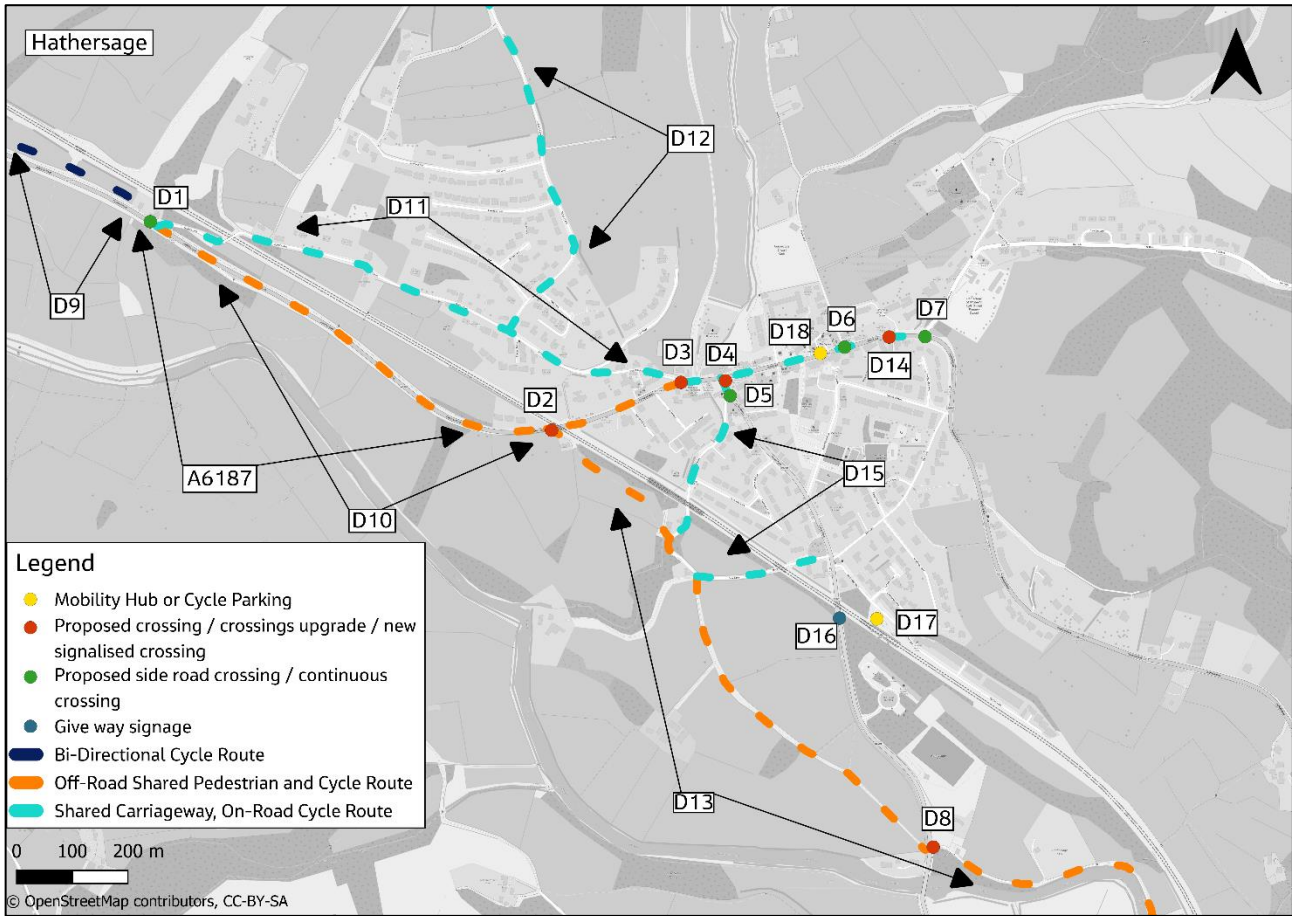


Figure 7-8: Hathersage proposed interventions

Table 7-4: Hathersage proposed interventions

Relevant themes	Intervention
	D1: Provide an improved side road crossing at the junction between Jaggers Lane and Castleton Road to improve continuous movement along Castleton Road which will reduce severance for those travelling between Hathersage and Bamford.
	D2: Provide a new signalised crossing on Castleton Road near to the railway bridge, subject to design and feasibility. This will improve accessibility and safety for walkers, wheelers and cyclists to help reduce severance within Hathersage.
	D3: Provide a new signalised crossing at the junction between Jaggers Lane and Main Road. This would also require a section of new footway and further investigation into the design and feasibility. This will improve accessibility and safety for walkers, wheelers and cyclists to help reduce severance within Hathersage.
	D4: Provide a new toucan crossing between Station Road and Castleton. Further investigation will be required as part of design and feasibility to consider setting this back at a safe distance. This will aim to improve accessibility and safety for walkers, wheelers and cyclists within Hathersage and improve links within the settlement.
	D5: Provide a side road crossing at the junction between Mill Lane and Station Road, this will make active travel movements within Hathersage more continuous and safer.
	D6: Provide a side road crossing at the junction between Main Road and Baulk Lane. This will aim to provide more continuous and safer walking, wheeling and cycling movements within Hathersage.
	D7: Provide a side road crossing at the junction between School Lane and Main Road. This will aim to reduce severance and provide more continuous and safer walking, wheeling and cycling movements within Hathersage.
	D8: Provide a new signalised crossing on the B6001 where the Derwent Valley Trail intersects. Further investigation required as part of design and feasibility such as considering a safe, visible crossing location, and street lighting. This will improve the accessibility and the continuity of the trail through Hathersage and further south to Grindleford.

Relevant themes	Intervention
	D9: Provide a bi-directional cycle route along Castleton Road (A6187). This will reduce severance between Hathersage and Bamford and the rest of the settlements in the north of the Hope Valley.
	D10: Provide off-road shared provision along the A6187 through Hathersage, this will help to remove localised barriers associated with travelling through Hathersage on the A6187 whilst working within the widths available.
	D11: Improved wayfinding and signage along Jaggers Lane provides an alternative, less busy route away from the A6187 for walkers, wheelers and cyclists looking to access Hathersage, Bamford or further afield in the Hope Valley. This may encourage students and teachers to cycle to Hathersage St Michael's CofE Primary School.
	D12: Improved wayfinding and signage along Coggers Lane provides a route along the Derwent Valley Heritage Way north towards the Hope Valley boundary and Stanage Edge. This may attract more tourists to use the trail and visit Hathersage.
	D13: Improve the off-road walking route and provide multi user trail along the Derwent Valley Heritage Way. This will reduce severance between Hathersage and Grindleford and the rest of the settlements in the south of the Hope Valley area.
	D14: Provide a signalised crossing just west of Mayfield Terrace. This will provide a safer crossing for children accessing the school as well as other pedestrians and cyclists in the Hathersage area. This may encourage students and teachers to cycle to Hathersage St Michael's CofE Primary School.
	D15: Improved wayfinding and signage along Mill Lane and Dore Lane will provide improved accessibility for walkers, wheelers and cyclists from the centre of Hathersage to the off-road route along the Derwent Valley Heritage Way.
	D16: Install give way signage that gives priority to northbound traffic and build out the shared path at the underpass of the railway in order to provide a footpath for walkers and wheelers. To improve visibility and safety for pedestrians, reposition the speed limit signs just south of Arch Bridge. This will aim to reduce the severance associated with travelling through the underpass and make it more accessible for walkers and wheelers.
	D17: Work with Northern Rail to provide a mobility hub including a cycle parking and repair station in the Hathersage rail station car park. This will aim to encourage more people to cycle to the rail station, increasing the share of more active multi-modal trips. It may also encourage more people to use the rail station for cycle parking and for maintenance when infrastructure is provided.

Relevant themes	Intervention
	D18: Provide a mobility hub including a cycle parking and repair station nearby to the Alpkite car park (may require liaison with nearby shop/landowner). This will reduce barriers to cycling and encourage more people to cycle within the Hathersage area as they will be able to securely lock and maintain their bikes on their journey.