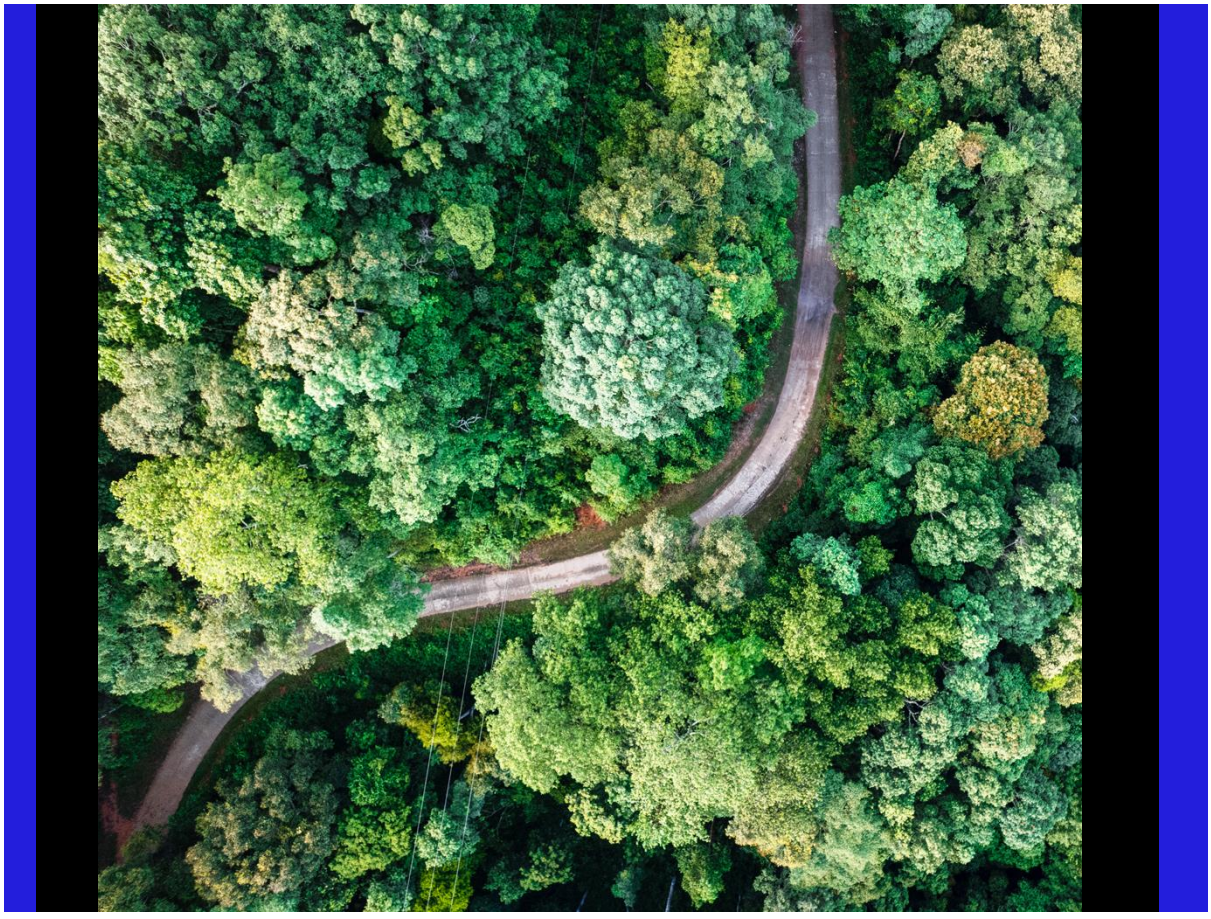
Hope Valley Active Travel Masterplan

Document no: 1
Version: V3

Derbyshire County Council
Hope Valley Active Travel Masterplan



Hope Valley Active Travel Masterplan

Client name:	Derbyshire County Council		
Project name:	Hope Valley Active Travel Masterplan		
Version:	V3	**Project no:**	BDP00029
Date:	19 June 2025	**Project manager:**	Laura Prendeville
File name:	Hope Valley Active Travel Masterplan	**Prepared by:**	OP/OH

Document history and status

Version	Date	Description	Author	Checked	Reviewed	Approved
V0	03.09.24	Draft for comment sections 1-6	OP	LP	JA	LP
V1	31.10.24	Draft for comment sections 1-9	OH	OP	JA	LP
V2	13.05.25	For consultation	OH	OP	LP&JA	LP
V3	19.06.25	For consultation	OH	LP	JA	LP

Distribution of copies

Version	Issue approved	Date issued	Issued to	Comments
V0	03.09.24	03.09.24	DCC	Draft of sections 1-6
V1	31.10.24	31.10.24	DCC	Draft of sections 1-9
V2	13.05.25	13.05.25	DCC	For consultation
V3	19.06.25	19.06.25	DCC	For consultation

Jacobs U.K. Limited

5 First Street
Manchester M15 4GU
United Kingdom

T +44 (0)161 235 6000
F +44 (0)161 235 6001
www.jacobs.com

Contents

Appendices

Tables

Figures

1. Introduction

The UK government's second Cycling and Walking Investment Strategy aims to ensure that by 2030, 50% of all urban journeys are made on foot or by bike. Supporting this, the Gear Change Plan outlines key measures to achieve this goal, including improved street design, policy prioritisation, and enhanced cycle safety. In alignment with these national objectives, Derbyshire County Council (DCC) has developed an ambitious walking and cycling plan for 2016-2030, with the vision of making Derbyshire the most connected and integrated county for cycling in England. As part of this, the Draft Local Cycling and Walking Infrastructure Plan (LCWIP) outlines a strategic cycling network spanning Derbyshire, Derby, Nottingham, and Nottinghamshire (D2N2). Building upon these efforts, DCC is now advancing local Active Travel Masterplans to further refine and implement cycling and walking initiatives at a community level.

Hope Valley, located in the Peak District National Park, attracts several million car visitors annually and has a local population of approximately 9,000 residents[1]. The opportunity to develop a Masterplan for Hope Valley is supported by an evidence base which outlines the challenges and opportunities. This draft document has been prepared alongside engagement during the technical work with an existing network of stakeholders and builds on local initiatives and the progress made by the Travelling Light project[2].

This Masterplan sets out a strategy to integrate cycling, walking, and wheeling into the daily journeys of residents and increase uptake. An enhanced active travel offer is anticipated to yield several benefits, including the reduction of traffic congestion and emissions, which in turn is expected to improve air quality. Additionally, it is projected to contribute to the physical and mental well-being of the community and provide advantages to local businesses in line with LCWIP plans.

It is noted that many rural walking, wheeling and cycling routes are also shared with equestrians and that horse riding is a popular leisure activity within Derbyshire. As mentioned above, the focus of this masterplan is integrating cycling, walking, and wheeling into the daily journeys of residents and increasing uptake. Whilst this masterplan considers connections to wider leisure networks, usage by equestrians within the study area itself is not within the scope of this work. This approach has been confirmed by the project funder, Active Travel England.

The total funding[3] pot for masterplan work across the DCC region has been secured through a grant of £285,069 from the Active Travel Capability Fund to cover the period from 2022-2025. An additional grant of £142,535 from the Active Travel England (ATE) Capacity Fund was also secured to expand the Masterplan programme. This additional funding will deliver the Hope Valley Active Travel Masterplan (ATM) development and stakeholder engagement. The core objective of the funding is to enhance capacity through network design and scheme planning through the development of an ATM for market towns and collections of smaller settlements across Derbyshire. ATE is responsible for making walking, wheeling, and cycling the preferred modes for transportation for everyone. Their goal is to have 50% of all trips in England to be made by active travel by 2030.

Designed in parallel to the ATM is a multi-user trail that will run along the A6187 and connect Castleton, Hope, and Bamford.

[1] Hope Valley Climate Action – Travelling Light Strategy 2023-2030

[2] https://hopevalleyclimateaction.org.uk/travel/travelling-light/

[3] https://democracy.derbyshire.gov.uk/documents/s24007/Active%20Travel%20England%20Finances%20and%20Proposed%20Spend%20Programme.pdf

1.1 Existing Community Initiatives

The communities within the Hope Valley are actively promoting active travel and reducing carbon emissions through the efforts of organisations like Hope Valley Climate Action (HVCA) and Derbyshire Dales Climate HUB[4]. These initiatives are set out in Figure 1-1.

Figure 1-1. Existing and planned community initiatives

Key initiatives include:

- HVCA's Travelling Light Strategy: Aims to double public transport journeys and ensure 30% of journeys are made by bike or foot by 2030. This involves funding applications for an active travel corridor, e-bike hire schemes, and campaigns to encourage active travel.
- Mobility Hub at Hope Railway Station: Plans to create efficient, affordable, and accessible public transport, integrating systems to improve access to essential services, reduce car dependency, and enhance connectivity.
- Survey Findings: Strong interest in sustainable travel among locals and visitors, with many open to walking, cycling, using electric vehicles, and public transport, provided conditions like safe roads and quality public transport are met. There's also a growing preference for working from home to reduce travel needs.
- Derbyshire Dales Climate HUB Survey: Conducted in early 2020 with around 140 local residents, revealing that 72% prioritise improving sustainable transport, 67% suggest moving investments away from fossil fuels, and 82% are or would like to use more sustainable travel.

Key actions planned:

- Campaigning for dedicated cycling and walking routes, more road space for cyclists and walkers, and lower speed limits.
- Advocating for high-quality, integrated, regular, and affordable rail and bus services.
- Promoting the switch to electric vehicles.
- Improving visitor journey management with Park and Ride options, better public transport, and control of speeding and parking.

1.2 Report Structure

The remainder of the report is structured as follows:

- Section 2 – Study Area: Defines the study area.
- Section 3 – Methodology: describes the methodology followed for the ATM.
- Section 4 – Existing Conditions: Provides a summary of the broader context, detailing both the opportunities and barriers surrounding active travel from a strategic outlook.
- Section 5 – Vision and Objectives: Defines the vision and objectives established for Hope Valley masterplan.
- Section 6 – Masterplan Themes: identifies themes to address problems and challenges within Hope Valley.
- Section 7 – Masterplan Proposals: Identifies the active travel network across the masterplan area.

[4] Derbyshire Dales Climate Hub https://derbyshiredalesclimatehub.wordpress.com/questionnaire/

- Section 8 – Behaviour Change Strategy: sets out a high-level strategy to maximise any investment in the active travel network.
- Section 9 – Evaluation Framework: sets out a plan to action the masterplan.
- Section 10 – Action Plan.

2. Study Area

Hope Valley is situated in the Peak District National Park (PDNP) and is located in the north of Derbyshire. It runs loosely northwest to southeast, with the River Derwent cutting through its valleys. Hope Valley is home to key summits including Mam Tor, Kinder Scout, Froggatt Edge, Curbar Edge and Baslow Edge. The landscape is predominantly rural and agricultural with vast areas of grazing land and protects natural reserves. However, there are pockets of industry and business, including quarrying, tourism and small-scale manufacturing. Hope Valley contains several small settlements including Castleton, Eyam, Baslow, Hope, Hathersage, Bamford and Bradwell. Settlements like Edale, Hope and Castleton have become popular hubs for outdoor enthusiasts such as hikers, climbers and cyclists. The local economy has adapted to this influx with many traditional buildings repurposed to service the visitor economy Figure 2-1 illustrates the study area of the Hope Valley masterplan. Please note that when the Hope Valley is referred to in this report, this refers to the masterplan boundary for the Hope Valley study area, not the Hope Valley boundary.

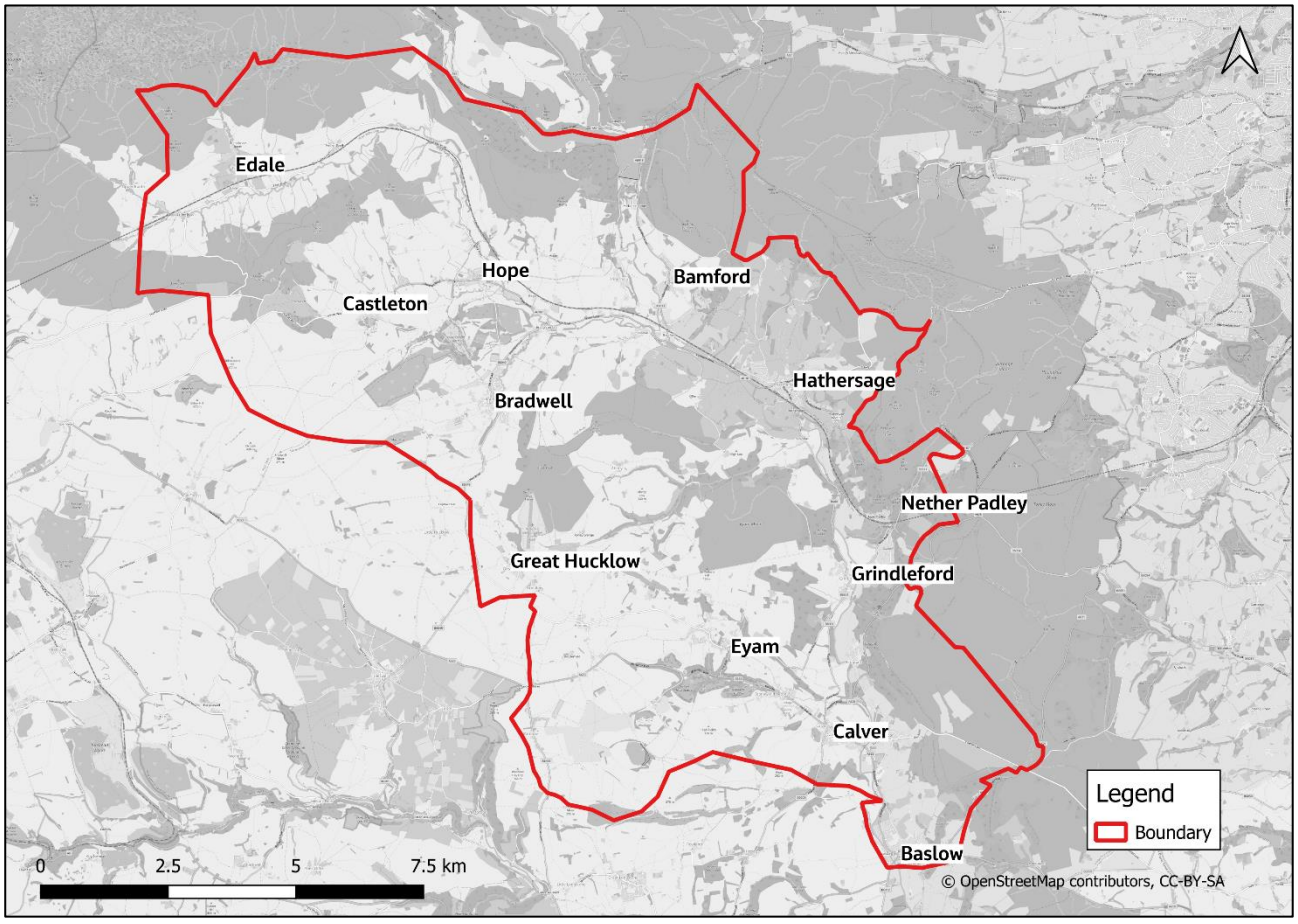


Figure 2-1. Hope Valley study area

2.1 Settlements

The Hope Valley is home to settlements and parishes including Edale, Hope/Hope Valley, Castleton, Eyam, and Baslow. Many of the settlements such as Edale, Hope, and Castleton have traditional stone cottages and farmhouses that date back to the medieval and early modern periods. The traditional dwellings are often close together and linked by narrow streets with limited space. The nature of the historic settlements means that the road network is often limited with one A or B road through the centre of each settlement such as the A6187 connecting Hope, Castleton and Hathersage.

The study area is traversed by several rivers such as the River Derwent which passes through such as Calver and Curbar. In addition, the River Noe which runs through the Hope Valley parallel to the A618.

2.2 Governance

The study area is located within the Derbyshire County Council area and within the local councils of High Peak Borough Council and Derbyshire Dales District Council. The study area is also located entirely in the Peak District National Park.

2.3 Topography

The study area contains open terrain, fields, and valleys. Given the context, this provides a challenging topography for active travel infrastructure. This may discourage active travel trips and could make meeting LTN 1/20 requirements more difficult[5&6]. LTN 1/20 advises that routes should be planned to minimise steep gradients and avoid areas where the terrain might be challenging for cyclists. This ensures that cycling is accessible and comfortable for all users, regardless of their physical ability. It is worth noting the growing popularity of e-bikes should offset the challenging topography. Figure 2-2 shows the topography of the study area, key observations include:

- All settlements are located in and connected by the valley bottom at an elevation of around 100-200m. The valley connects Baslow in the south to Edale in the north-west.
- The A6187 has an elevation of approximately 100-200 metres.
- The topography of Eyam and Great Hucklow, is characterised by both places being on a plateau and a higher elevation of approximately 200-300 metres.

[5] LTN 1/20 is a guidance document from the UK Department for Transport that provides local authorities with detailed instructions on designing high-quality, safe cycle infrastructure

[6] LTN 01/20

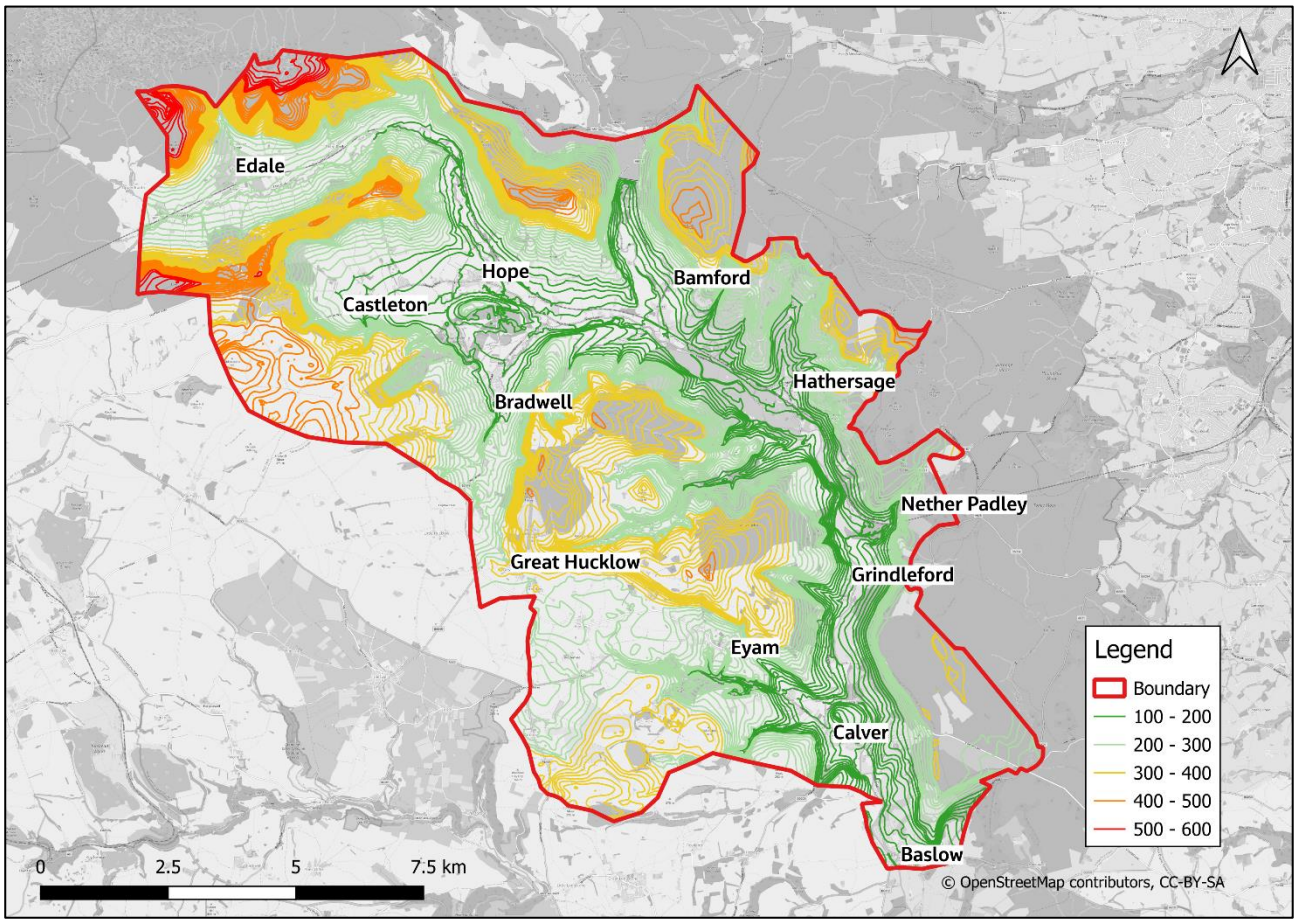


Figure 2-2. Topography (Ordnance Survey data)

2.4 Sites of Special Scientific Interest (SSSI)

Sites of Special Scientific Interest (SSSI) are protected areas within England. They are designated (legally protected) to maintain and protect a specific aspect of biological or earth heritage interest. A map of Sites of Special Scientific Interest in the Hope Valley is shown in Figure 2-3. As shown, there are numerous SSSIs within the area near Edale, Castleton / Winnats Pass, and Bamford Edge. Therefore, any active travel infrastructure in these areas will need to be carefully managed to adhere to the SSSI standards.

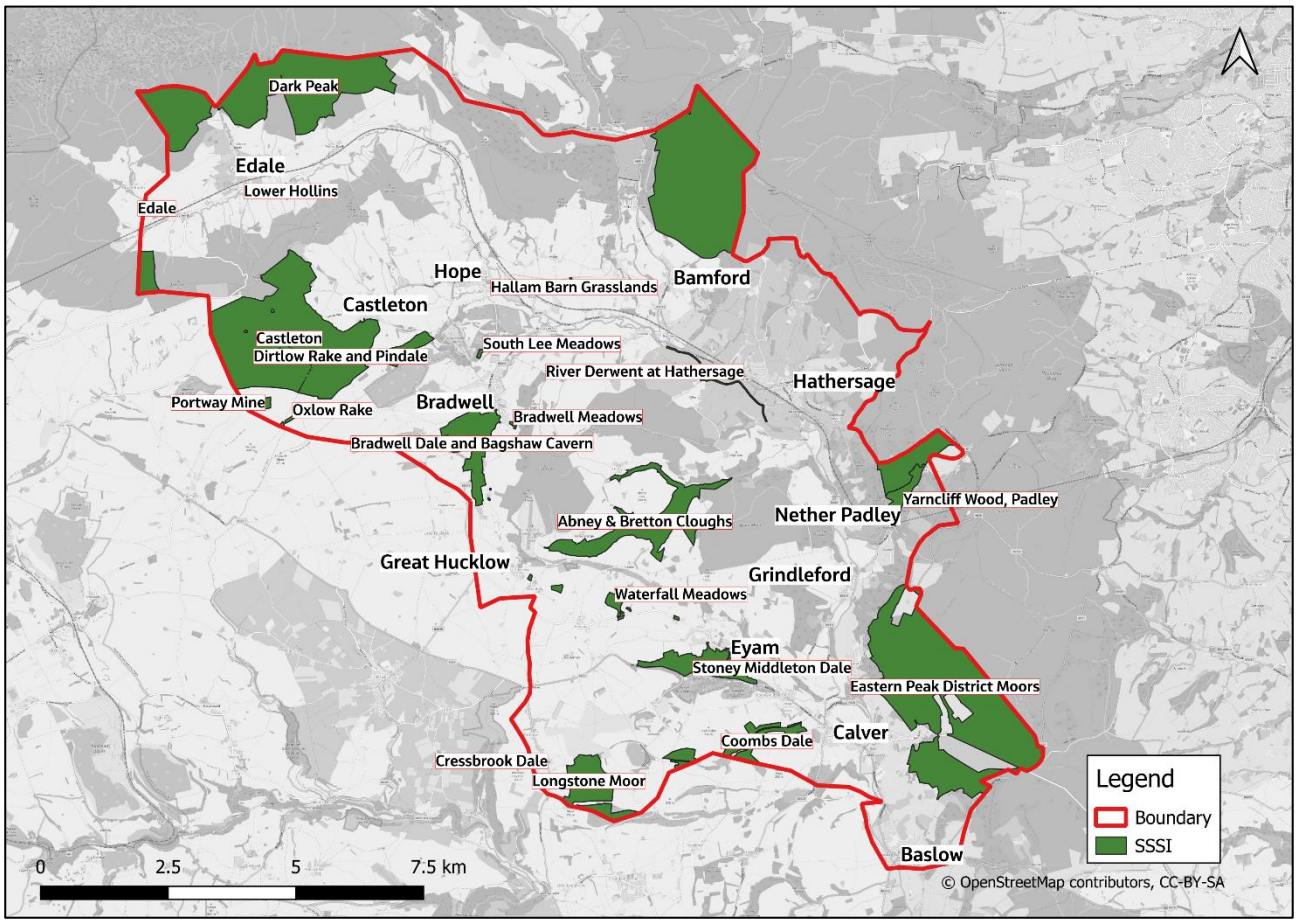


Figure 2-3. Sites of Special Scientific Interest

3. Engagement Strategy

Recognising the importance of early and ongoing engagement, a comprehensive engagement strategy was developed tailored to the Hope Valley ATM. The strategy was developed in collaboration with officers from DCC.

Engagement on the Hope Valley Active Travel Masterplan will build on previous work carried out in the area by Derbyshire County Council (DCC), Hope Valley Climate Action (HVCA) and Sustrans. There will be collaboration with local stakeholders to gather their input on the proposed masterplan and improvements, using this to develop the plan further. This ensures that the project is informed by local people and helps to build buy-in from key stakeholders.

Our aim is to facilitate accessible public engagement and consultation with the people of Hope Valley and key stakeholders, specifically within the project area scope. The goal is to garner local knowledge and increased support for the proposals outlined in this Masterplan.

The following objectives have been developed as part of this project to help ensure we get the most out of any communication and engagement undertaken.

- Deliver effective and meaningful engagement and consultation with a broad range of stakeholders.
- Ensure stakeholders understand the aims of the Hope Valley Active Travel Masterplan, how to get involved, and how their feedback will shape plans.
- Elicit useful feedback and input from stakeholders on key elements to inform masterplan and preliminary designs for the A6187.
- Manage and protect the reputation of the council by engaging in an open and transparent way, listening to feedback, and keeping stakeholders informed of progress.

3.1 Early Engagement

Recognising that a successful active travel masterplan must reflect the needs and aspirations of the community it serves, we prioritised early and inclusive engagement. This initial phase aimed to:

- Introduce the project: To clearly communicate the purpose and objectives of developing an active travel masterplan for the area.
- Gather initial insights: To capture early perspectives, local knowledge, and key challenges related to active travel from those living and working in the area.
- Foster collaboration: To begin building relationships and establish a foundation for ongoing dialogue throughout the masterplan development process.
- Identify key stakeholders: To ensure that the perspectives of important local groups, such as parish councils and businesses, were specifically sought and considered from the outset.

To achieve these goals, we conducted a targeted early engagement exercise comprising:

- DCC Elected Members Briefing
- Meeting with Hope Valley Climate Action
- Community Workshops

The feedback received is set out in section 4.8.

3.2 Wider Engagement

Before finalising the draft Active Travel Masterplan, we will conduct broader engagement. In 2025, two in-person community drop-in public consultation events will be held. Members of the technical team will be available to answer any questions about the plans. The findings from these engagements will be incorporated into the final Active Travel Masterplan document where appropriate.

It is important to note that, whilst their initial views were gathered as part of the early community engagement, none of those groups or individuals listed in the preceding section have seen an early version of the draft Active Travel Masterplan, nor have they endorsed it. Views of elected representatives and stakeholder groups will be an important part of the 2025 engagement.

3.3 Scheme-specific Consultation (future)

Once the Active Travel Masterplan is completed, additional funding will be needed to develop and implement the potential interventions, and would be subject to further public and community engagement. This could include design workshops, extensive outreach, and events to gather local feedback.

4. Existing Conditions

This section sets out the existing conditions in Hope Valley following an evidence base review undertaken by desktop research, a site visit and early stakeholder engagement. At the end of this section, a summary sets out the key opportunities and challenges for the area that can be influenced by the ATM.

4.1 Equality impact assessment (EqIA)

An EqIA is a process used to evaluate how a project might affect different groups of people, particularly those with protected characteristics such as age, disability, gender, race, religion and sexual orientation. They are crucial to ensure masterplan actions are fair and do not inadvertently disadvantage any group. The bullets below provide a summary of the initial EqIA. The full initial EqIA is included in Appendix C. This assessment will be further developed and specifically tailored to the Hope Valley in the final ATM, following the consultation on the draft in 2025. Key highlights from the initial Equality Impact Assessment are:

- In Derbyshire, 22.1% of the population is over the age of 65, which is higher than the national average of 18.4%. In the Hope Valley, this percentage rises to 29.9%. Since older adults are more prone to health conditions, it is essential to encourage active travel, such as cycling, among them. This can significantly improve their mental and physical health (Sustrans, 2019-A[7]). Additionally, infrastructure, related to the ATM, should be designed with accessibility in mind to accommodate their needs.

- In the Hope Valley, 5.9% of the population have a disability that significantly limits daily activities, while 10.6% have a disability that limits daily activities to a lesser extent. This totals 16.5% of the population with a disability. Therefore, a lower proportion of the Hope Valley's population has a disability compared to the national average for England (17.3%). A 2020 report[8] from the Department for Transport revealed that only 55% of disabled adults possess a full driving licence, in contrast to 83% of non-disabled adults. Additionally, 39% of disabled individuals lack access to a car, compared to 19% of the overall population. To ensure equality of access to opportunities for those with disabilities and those without, alternative travel options are needed for disabled individuals.

- According to the 2019 Indices of Deprivation, the Hope Valley ranked in the lowest 10% of regions for multiple deprivation and health and disability deprivation. Residents in more remote areas are more likely to face travel related barriers. For example, as the Hope Valley is a remote area it costs more and takes longer to travel to health, social and economic opportunities. This further increases the inequalities associated with deprivation.

- A 2021 survey on safety perceptions and harassment experiences revealed that half of the women interviewed felt unsafe walking alone after dark on a quiet street near their home, compared to one in seven men (ONS, 2021-B[9]). Due to these safety concerns, women may opt for more expensive and less sustainable options like taxis. Since women constitute 50.9% of Derbyshire's population, enhancing the safety of active travel for women could lead to increased use of sustainable transport modes.

It is important to acknowledge that improvements to walking and wheeling alone may not fully benefit older adults and people with disabilities. Recent research by Transport for London (TfL) indicates that 78% of disabled individuals can cycle, but only 15% occasionally use a bike for transport. For two out of three disabled cyclists, biking is easier than walking as it reduces joint strain, aids balance and alleviates breathing difficulties[10].

[7] https://www.sustrans.org.uk/media/1029/1029.pdf

[8] https://www.gov.uk/government/statistics/walking-and-cycling-statistics-england-2020/walking-and-cycling-statistics-england-2020

[9] https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/bulletins/perceptionsofpersonalsafetyandexperiencesofharassmentgreatbritain/2to27june2021

[10] https://wheelsforwellbeing.org.uk/survey-uks-disabled-cyclists/

4.2 Policy review

A policy review is included in Appendix B. This includes a review of relevant national, regional and local policies that the Hope Valley Masterplan needs to align with.

The masterplan focuses on improving existing walking, wheeling and cycling infrastructure through building on proposed enhancements to the Key Cycle Network (KCN) and Local Cycle Network (LCN), as well key pedestrian routes. The overarching aim is to promote active travel, which is expected to lead to healthier lifestyles, sustainable tourism, and increased community engagement. The Derbyshire Cycling Plan (2016 to 2030) sets a goal to become England's most connected county for cycling, renowned globally as a top cycling destination by 2030. The plan envisions a future where cycling is a regular activity for people of all ages and abilities, for leisure, commuting, or sport.

The Hope Valley Masterplan will:

- Build on the Hope Valley KCN and LCN.
- Support government targets of having 50% of journeys made by walking or cycling by 2030, with the commitment to having a world class walking and cycling network by 2040.
- Further develops plans set out in the draft LCWIP.
- Support DCC's Climate Change Strategy in decreasing car use and promoting active travel initiatives.
- Support DCC's strategy in promoting active travel through improved walking conditions, pedestrian training, and walk-to-school initiatives, alongside cycle and scooter training programmes, with a focus on fostering an active travel culture among children and parents.
- Aligns with the Derbyshire health and wellbeing strategy's goal to establish healthy and sustainable environments.

4.3 Travel patterns

Travel patterns of residents in Hope Valley have been examined using Census data. Due to the impact of COVID-19 measures during the 2021 Census, many jobs were furloughed or transitioned to home or hybrid working arrangements which impacted travel patterns. To provide further context, both the 2011[11] and 2021[12] Census data have been compared.

In 2011, 8% of the population was working from home, and by 2021 this number increased to approximately 40%. This significant shift reflects the changes in work patterns brought about by the pandemic and provides an insight into the reduction of travel around Hope Valley at that time. However, further changes to travel patterns since the pandemic are not fully understood.

[11] 2011 Method Used to Travel to Work

[12] 2021 Method Used to Travel to Work

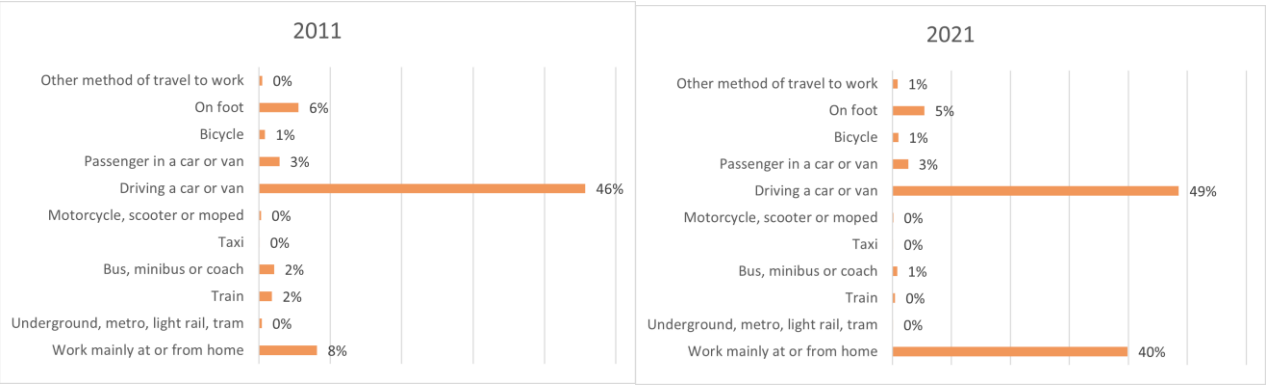


Figure 4-1. 2011 and 2021 travel patterns (Census sources QS701EW and TS061)

Figure 4-1 presents the Census data for method of travel to work in both 2011 and 2021. The data reveals that active travel (walking and cycling) has fallen slightly by 1% between 2011 and 2021, and car travel is the dominant mode of transport between 49-52%.

4.4 Transport infrastructure

4.4.1 Active travel

Active travel refers to modes of transportation that involve physical activity, such as walking and cycling. These modes can facilitate accessing bus and other forms of public transport; however, they do not include travelling on public transport.

The active travel aspirations for Hope Valley build upon the work done in the draft D2N2 LCWIP and the Hope Valley Travelling Light strategy. The D2N2 LCWIP is a joint Local Cycling and Walking Infrastructure Plan between Nottingham City Council, Nottinghamshire County Council, Derby City Council and Derbyshire County Council. An additional LCWIP is also being developed by the Peak District National Park Authority (PDNP). All previous work has been considered to inform this masterplan.

Figure 4-2 shows the network of existing and proposed cycling routes across Hope Valley. A KCN and LCN have already been proposed. This network links Castleton, Hope, Bamford, Hathersage, Nether Padley, Grindleford, Eyam, Calver, and Baslow. The KCN follows the off-road route known as the Derwent Valley Heritage Way. Designs along parts of these routes have been developed in previous studies such as Pedal Peak the Derwent Valley Heritage Way Feasibility Study, which included an assessment by Sustrans undertaken as part of the Pedal Peak Project. At present, most of the Derwent Valley Heritage Way is a footpath meaning cyclists need to find alternative routes.

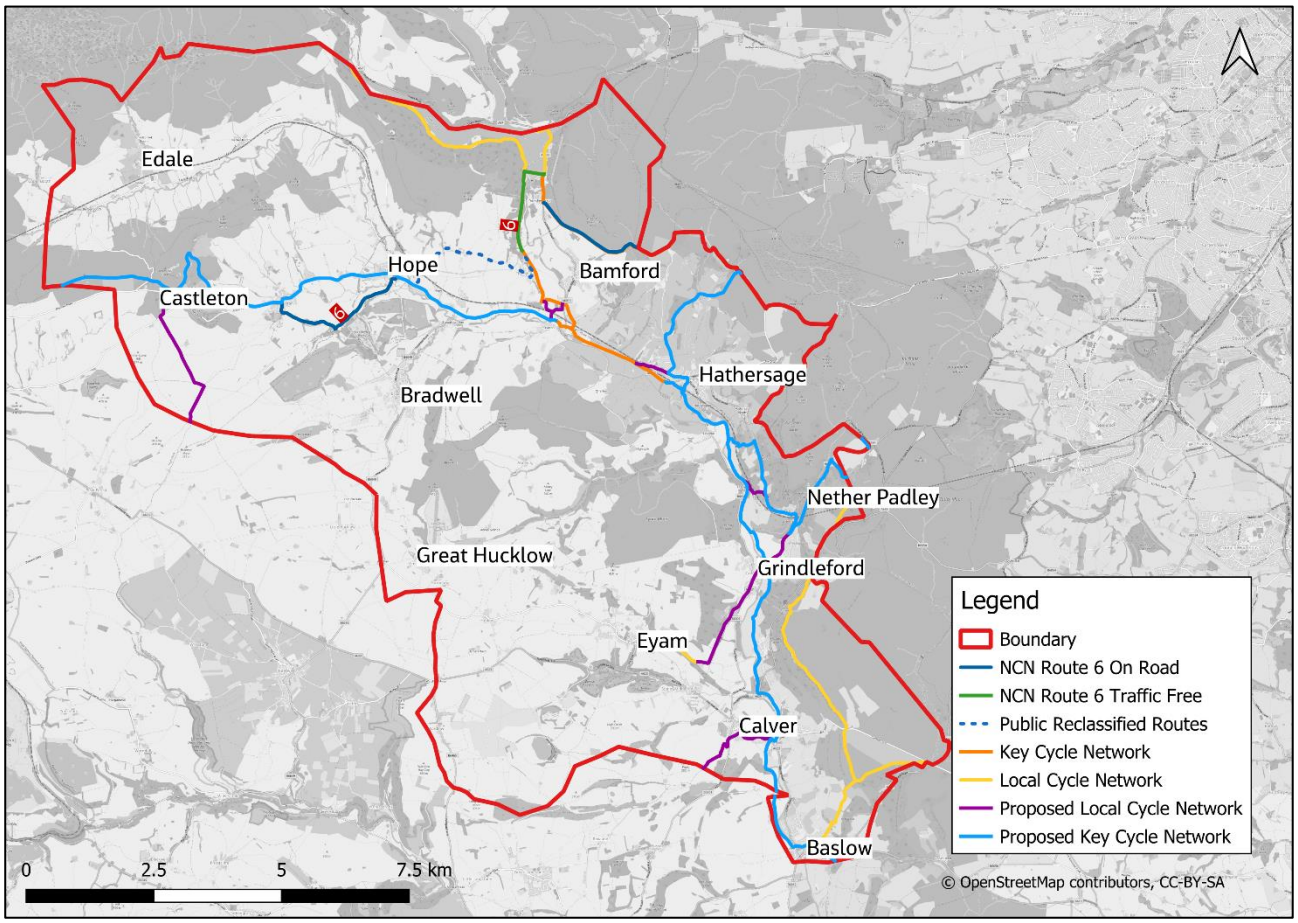


Figure 4-2. Existing and proposed cycling routes

Figure 4-3 shows the Public Rights of Way (PRoW) routes across the Hope Valley. Footpaths are well distributed across the study area. One of the key existing footpaths is the Derwent Valley Heritage Way which connects Ladybower and Hathersage in the north to Baslow, Matlock and eventually Derby in the south. Another key route is the existing walking and cycling path that links Bamford to Hathersage along the A6187. There are several bridleways mainly around Hope, Edale, and Castleton. There are also several restricted and non-restricted byways across the study area. Finally, the well-known Pennine Way route begins in Edale. This ATM will provide the opportunity to improve some of these routes.

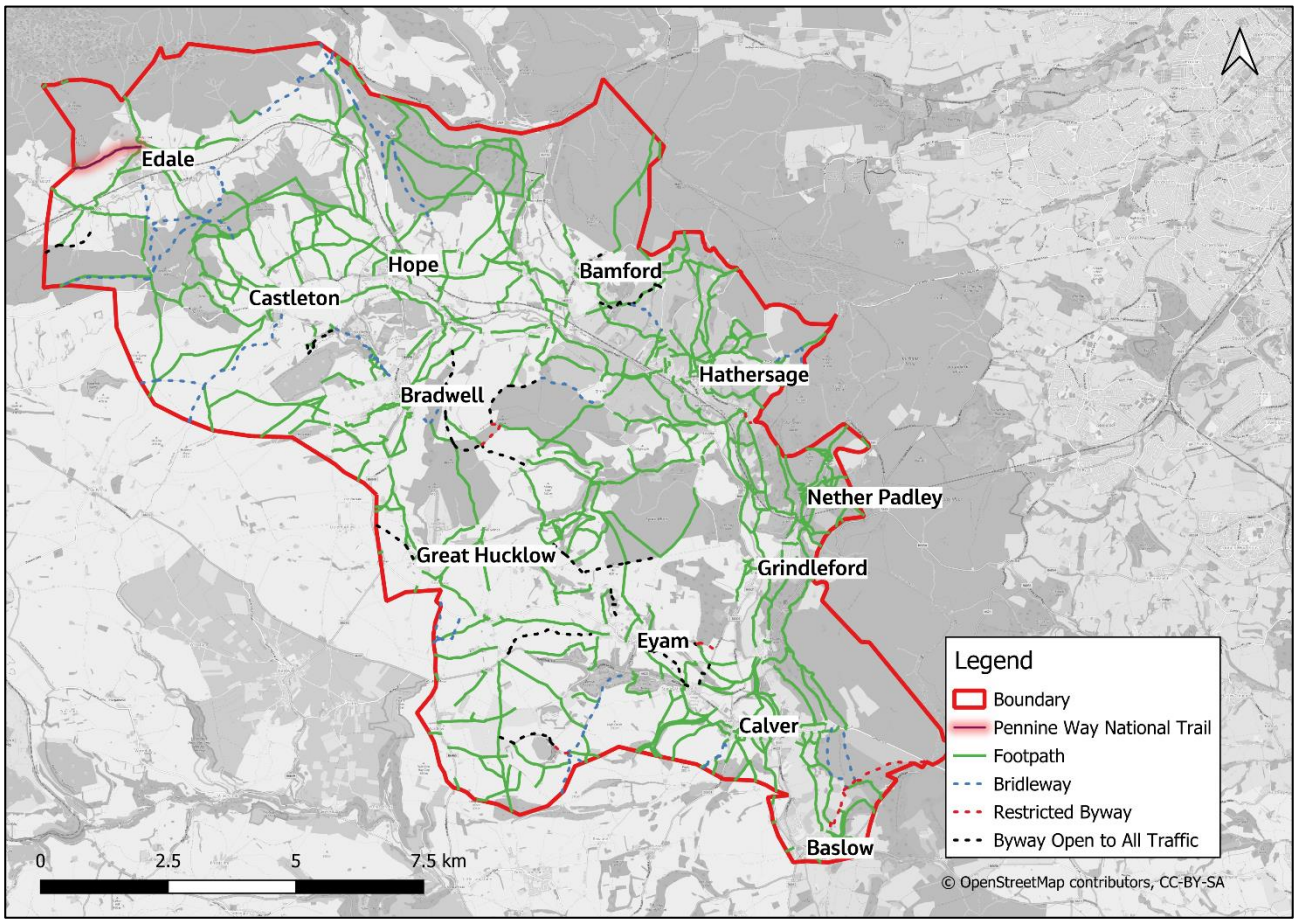


Figure 4-3. Walking routes

4.4.2 Public Transport

Hope Valley comprises of small settlements and hamlets spread out over a large area, making it difficult to establish efficient and frequent public transport routes connecting all areas, in particular for buses. Public transport options such as buses and trains are available, in most cases running hourly services through the Hope Valley. This has resulted in reliance on private cars for those that require more flexibility and reliability when travelling.

4.4.2.1 Bus

There are bus services including routes 271/272/257, 62 and 65, which connect key settlements such as Castleton and Eyam and provide easy access to leisure sites including Peveril Castle, Mam Tor, and Eyam Museum as well as to major urban centres such as Sheffield. The bus stops are shown in Figure 4-4.

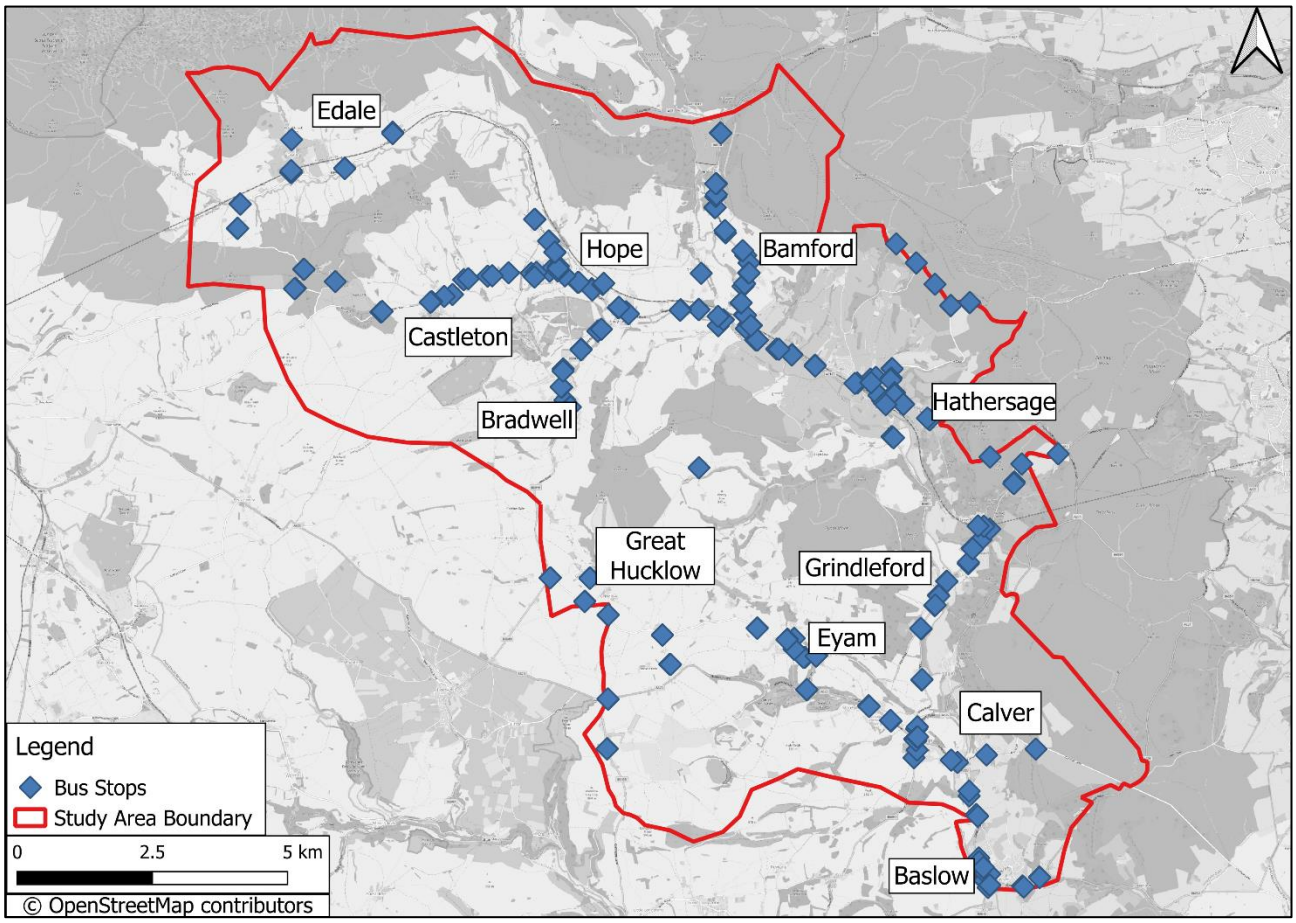


Figure 4-4. Bus stops

4.4.2.2 Rail

Hope Valley is well connected by railway, with the Hope Valley line connecting through the area and providing rail connectivity to locations such as Manchester and Sheffield. The route is used by those accessing the Peak District, as well as those travelling between Manchester and Sheffield. Rail stations are located at Edale, Hope, Bamford, Hathersage, and Grindleford. However, a number of the rail stations such as Hope, Bamford, and Grindleford are located outside of the settlements themselves which discourages use without high quality active travel links and reinforces travel by car. A map showing the location of railway stations in the study area is shown in Figure 4-5.

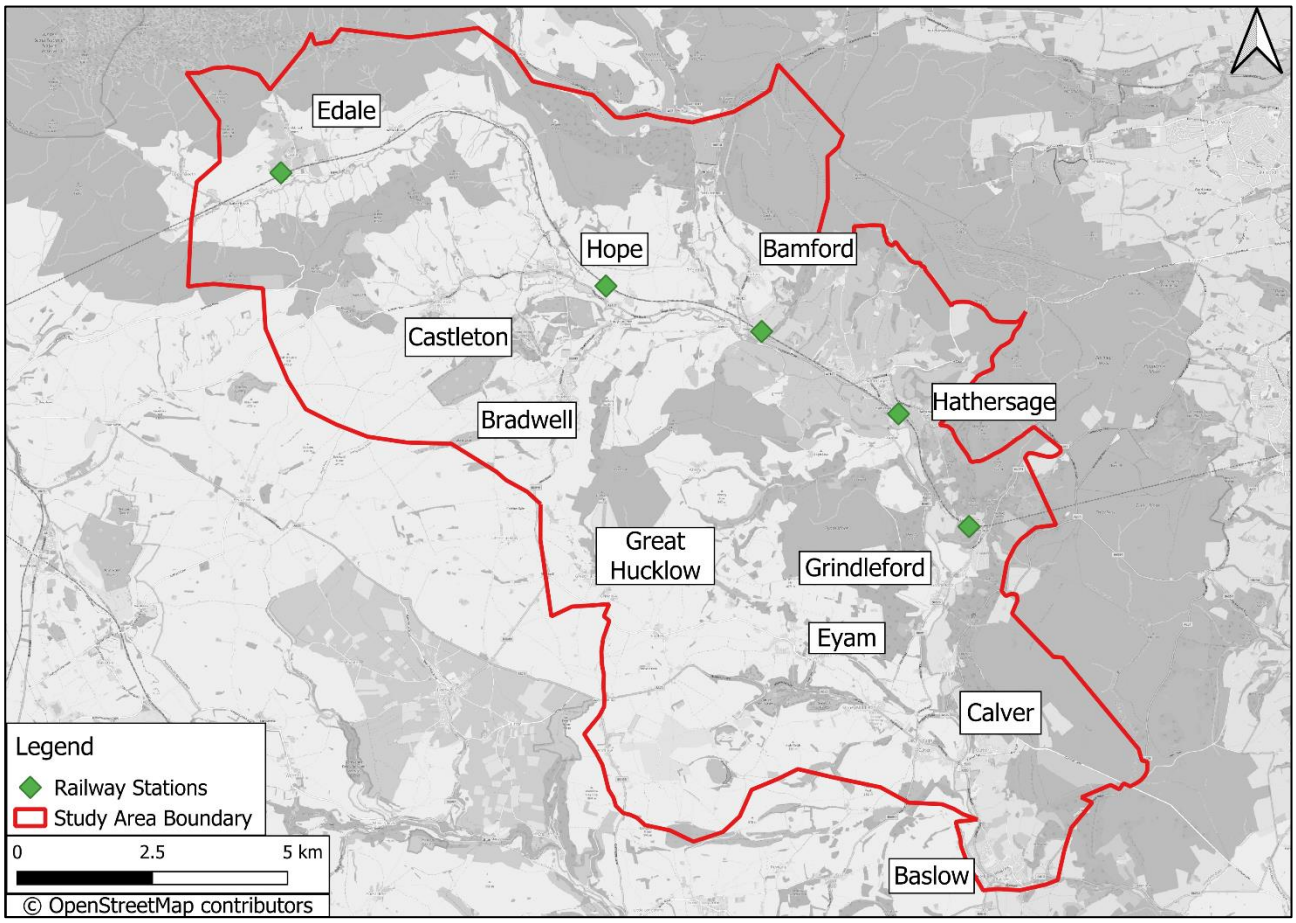


Figure 4-5. Railway stations

According to data from the Office of Rail and Road[13] for the period of April 2022 to March 2023, the total number of entries and exits at Hope Valley railway stations was 394,818. Table 4-1 overleaf presents a detailed breakdown of station usage, categorised by ticket type: full price, reduced, and season tickets. Among these stations, Edale recorded the highest passenger usage with a total of 116,982. This may be because Edale is a popular starting point for hikers to access areas such as Mam Tor, Win Hill and Kinder Scout. By contrast, Bamford recorded the lowest number of entries and exits.

Establishing dedicated active travel routes to public transport access points such as rail stations or bus stops enables residents to bypass car usage and undertake the first or last mile of a journey by foot, wheel or cycle. This helps to ease congestion for those that still need to drive and helps improve air quality. Transport issues particularly impact the younger generation such as 17-20-year-olds. Within this age category, 27% of people in England in 2022 held a full driver's licence which is significantly less than other age categories[14]. Improving active travel infrastructure to support public transport access is crucial to expanding young people's employment prospects and quality of life.

[13] Office of Rail And Road (ORR) Table 1410 – Passenger entries and exits and interchanges by station https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage

[14]https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fassets.publishing.service.gov.uk%2Fmedia%2F6579e33e254aaa000d050cac%2Fnts0201.ods&wdOrigin=BROWSELINK

Table 4-1. Rail Station Usage: Entries and Exits between April 2022 and March 2023

Station Name	Entries and Exits Full Price Tickets	Entries and Exits Reduced Price Tickets	Entries and Exits Season Price Tickets	Entries and Exits All
Bamford	13,896	34,772	602	49,270
Edale	32,482	83,882	618	116,982
Grindleford	17,036	61,150	1,470	79,656
Hathersage	24,604	46,740	1,326	72,670
Hope	25,572	47,544	3,124	76,240

4.4.3 Highways

There are several key roads that support private vehicle travel across the study area, they are summarised in Table 4-2.

Table 4-2. Key Connections Overview

Link	Connected Areas	Speed Limit	Average Annual Daily Flow (AADF)
A6187	Local connections: Castleton, Hope, Bamford, and Hathersage. Broader connections: Sheffield and Manchester.	30-60mph	8493[15]
B6001	Hathersage, Grindleford, and Calver.	30-50mph	No data
A623	Local connections: Baslow, Calver, Stoney Middleton, and Eyam. Broader connections: Chesterfield, Buxton and Manchester.	30-50mph	7525[16]
B6049	Hope, Bradwell, and Great Hucklow.	30-50mph	No data

AADF shows the average daily number of vehicles passing a point along the A6187 and A623 over a full year. AADF and speed limit information is important when considering active travel interventions.

Tourism in Hope Valley also contributes to private car trips. As of 2017, 83% of all day visits to the Peak District National Park were made by car[17]. Given the spike in popularity to visit beauty spots during and after the Covid-

[15] https://roadtraffic.dft.gov.uk/manualcountpoints/37432 Accessed: 22/10/2024

[16] https://roadtraffic.dft.gov.uk/manualcountpoints/17319 Accessed: 22/10/2024

[17] https://reports.peakdistrict.gov.uk/sotpr/docs/adventure-&-exploration/transport-trends.html#:~:text=83%25%20of%20all%20day%20visits,given%20for%20this%20was%20convenience.

19 pandemic this figure is now likely to be higher[18]. The growing volume of private car trips increases pressure on parking facilities, the road network and increases severance in the small settlements of the Hope Valley. Severance refers to the division or separation of communities caused by infrastructure such as roads, railways, or other barriers. In the Hope Valley the increase in the flow of private vehicles leads to reduced accessibility and connectivity within the settlement, making it difficult for residents to reach essential services, socialise, or travel safely. The ATM will aim to reduce the number of trips taken by private vehicles to help mitigate these factors.

4.5 Collision data

Collision data between 2018 – 2022 has been mapped in Figure 4-6. The data has been sourced using the industry standard STATS-19. In the map collisions have been split out by severity. The levels of severity are:

- Fatal: A collision which causes death less than 30 days after the incident.
- Serious: A collision which causes at least one person to be seriously injured, but no-one is injured fatally.
- Slight: A collision which causes at least one person to suffer slight injuries, but no-one is seriously injured, or fatally injured.

Figure 4-6 shows there were 111 collisions between 2018 – 2022. These were split by severity as follows:

- Fatalities: One
- Serious injuries: 37
- Slight injuries: 73

Most collisions occurred on the key road network such as along the A6187 and the A623. Several collision hotspots were noted such as Winnats Pass / Rushup Edge, Hathersage, and Calver. Winnats Pass / Rushup Edge is a popular tourist hotspot with many people choosing to drive to the area, the area is also popular with walkers and cyclists which leads to a road safety conflict. Hathersage and Calver are dense residential areas and are also popular with tourists, both areas have key routes cutting through them that increases the likelihood and severity of collisions.

[18] https://www.bbc.co.uk/news/articles/cz0119xgzxyo#:~:text=Reported%20problems%20include%20roads%20being%20blocked%20by%20inconsiderate,%22I%27ve%20come%20across%20human%20poo%20before%2C%22%20Ed%20says.

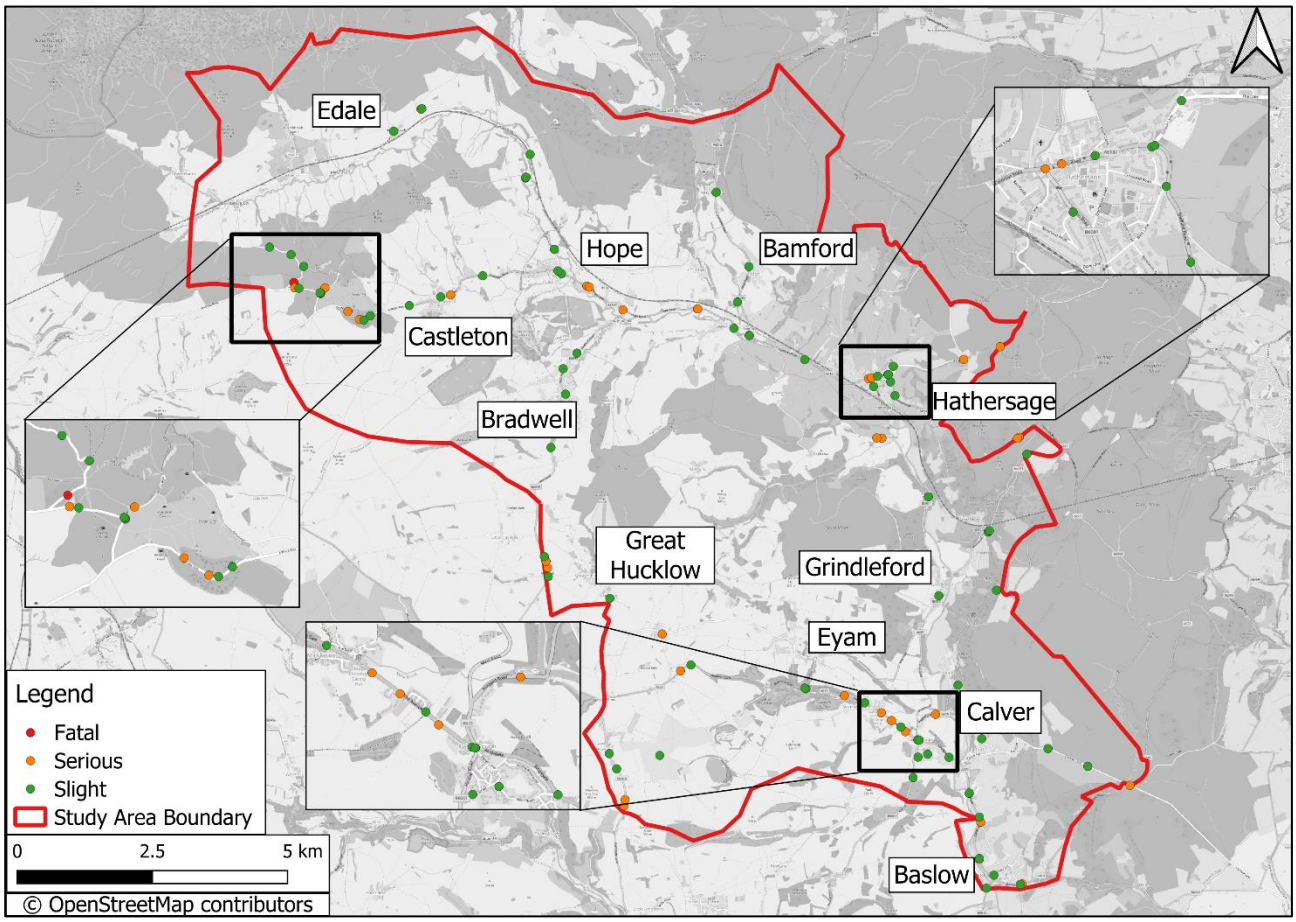


Figure 4-6. Collisions between 2018 – 2022

Figure 4-7 maps the number of collisions between 2018–2022 that involved pedestrians and cyclists only. The map shows there were 37 collisions involving pedestrians and cyclists. These were split by severity as follows:

- Fatalities: One cyclist
- Serious injuries: 13 cyclists, zero pedestrians
- Slight injuries: 13 cyclists, 10 pedestrians

Similar to Figure 4-6, a large proportion of collisions occurred on the key road network such as along the A6187. This road accounts for two collisions involving pedestrians and nine collisions involving cyclists. One fatal collision involving a cyclist occurred along the unnamed road near Rushup Edge and the peak of Mam Tor. This is a popular cycling route and tourist hotspot with many people choosing to drive there leading to road user conflicts.

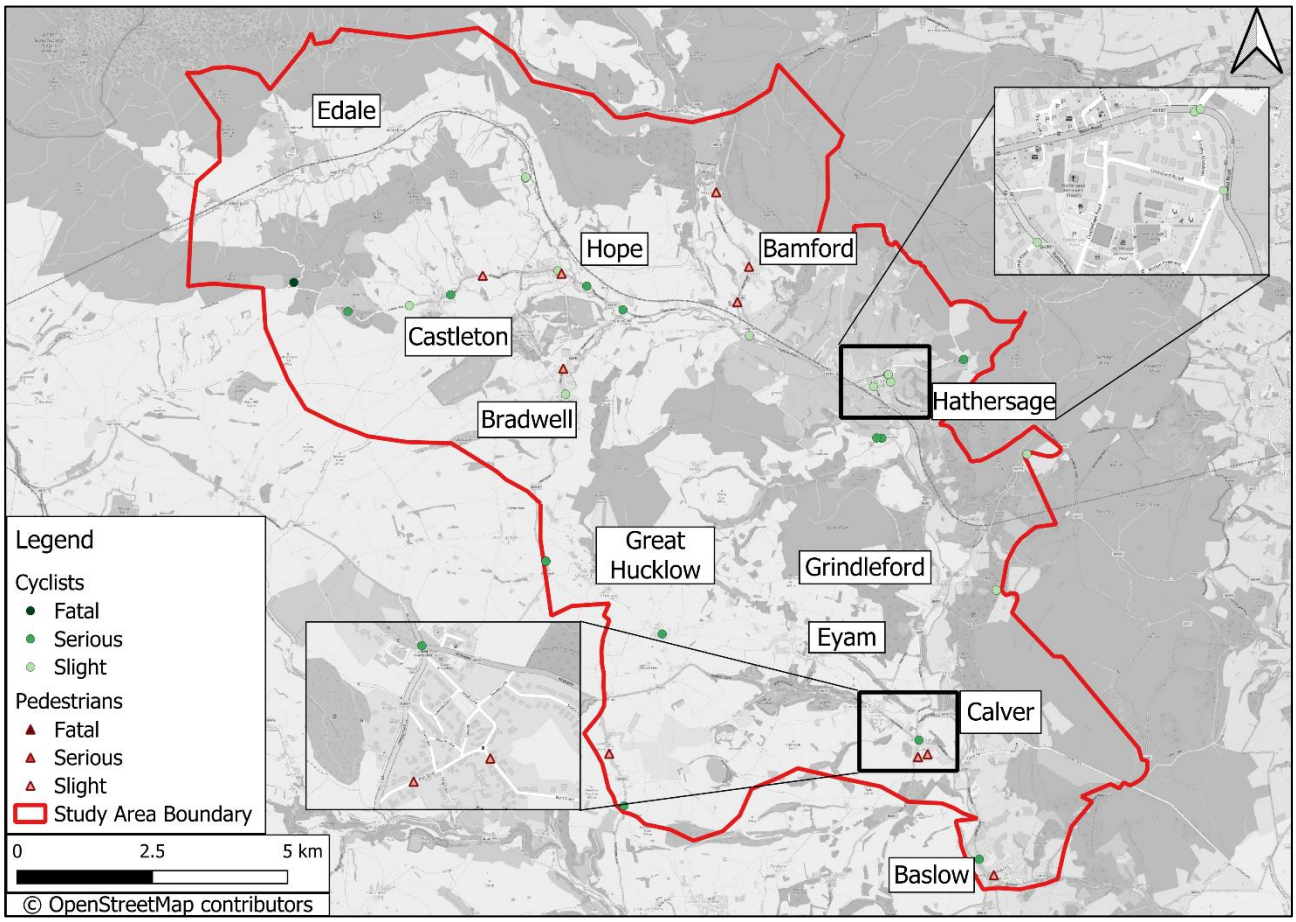


Figure 4-7. Collisions involving pedestrian and cyclists

4.6 Key destinations

As the masterplan focus is to encourage everyday trips to utilise active travel modes within Hope Valley, Figure 4-8 shows the location of key destinations in Hope Valley that are likely to be the destination for an everyday trip. This includes, education establishments, healthcare facilities, leisure and hospitality facilities and local services.

4.6.1 Healthcare

There are six healthcare facilities which are evenly distributed across the Hope Valley. They are in Hope, Bradwell, Hathersage, Grindleford, Eyam, and Bradwell.

4.6.2 Employment

The largest employer in Hope Valley is Breedon, which operates the Hope Cement Works. The company depend upon frequent HGV movements to and from the premises which can be dangerous for active travel users. Other large employers include manufacturing companies such as Cambion Electronics Ltd and agriculture is also a key employment sector across the Hope Valley. There should be engagement with these large employers to ensure safe active travel. Many employers are also located in the settlements across the Hope Valley including Castleton, Hathersage and Calver.

4.6.3 Education

Local schools and colleges are distributed across the Hope Valley. There are two colleges which serve the study area and beyond, they are:

- Cliff College – Hope Valley (A623 between Calver and Baslow)
- Hope Valley College – Hope (A6187 Castleton Road)

The Hope Valley College provides education up to GCSE level, and Cliff College, the only establishment in the study area to offer post-16 higher education, is a Bible college and therefore has a limited curriculum. As there is limited post-16 education in the Hope Valley, students travel further afield e.g. to Manchester or Sheffield.

Primary schools include:

- Bamford Primary School
- Baslow – St Annes CofE Primary School
- Bradwell Infant School
- Bradwell Junior School
- Castleton CofE Primary School
- Curbar Primary School
- Edale CofE Primary School
- Eyam CofE Primary School
- Great Hucklow CofE Primary School
- Grindleford Primary School
- Hathersage St Michaels CofE Primary School
- Hope Primary School
- Stoney Middleton CofE Primary

The proportion of children walking and cycling to primary school across England in 2022 was 49%[19]. The ATM should aim to improve safety for school children that walk and cycle to school and therefore encourage more children to walk and cycle to school.

4.6.4 Leisure, retail and hospitality

Some of the key leisure sites within Hope Valley are listed below.

- Eyam Museum;
- Winnats Pass;
- Ladybower Reservoir Dam;
- Mam Tor;

[19] https://www.gov.uk/government/statistics/walking-and-cycling-statistics-england-2022/walking-and-cycling-statistics-england-introduction-and-main-findings

- Lose Hill;
- TransPennine Way;
- National Trust Padley Gorge; and
- Blue John Cavern.

Figure 4-8 shows there are many leisure, retail and hospitality facilities concentrated in the settlements throughout the Hope Valley such as cafes and shops.

There are also many sports facilities located across the Hope Valley including:

- Hathersage swimming pool;
- Bamford Golf Course;
- Football pitches; and
- Tennis courts.

Tourist attractions can create a large spike in demand, particularly during the summer months, putting more strain on the transport network.

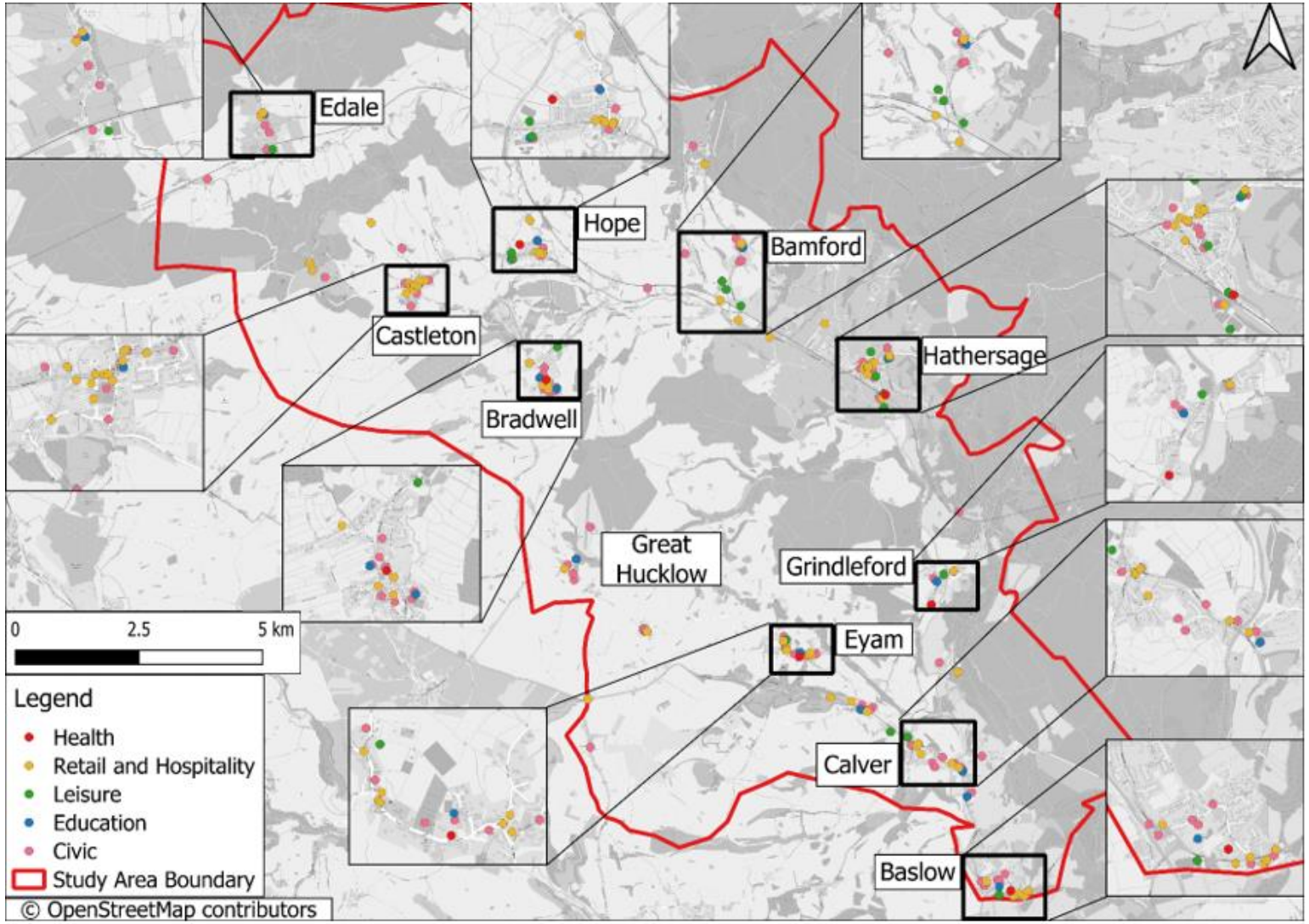


Figure 4-8. Key attractors

4.7 Site Audit

As part of reviewing the existing conditions, a site audit was undertaken to better understand the existing active travel infrastructure. The site visit provided an opportunity to consider potential improvements to the network. The site audit drew on the local knowledge of the team, notably local consultants Nota Bene.

4.7.1 Methodology

The project team undertook a site audit using the key principles within the route audit tools: 'Cycling Level of Service' tool and 'Walking Route Audit Tool'. The key principles of the tools are:

- **Coherence**:

  Active travel networks should be strategically planned and designed to facilitate convenient access to everyday destinations. These networks should feature interconnected routes that are easy to navigate and consistently offer high-quality experiences.

- **Directness**:

  Active travel routes should be at least as direct, and ideally more direct, than the routes available for private motor vehicles.

- **Safety**:

  In addition to ensuring the safety of active travel infrastructure, it is crucial that it is perceived as safe. This perception encourages more people to feel confident about active travel.

- **Comfort:**

  Creating comfortable active travel conditions involves designing routes with high-quality, well-maintained surfaces. These routes should be wide enough to accommodate the volume of users, minimise frequent stops and starts, and avoid steep gradients.

- **Attractiveness:**

  Active travel infrastructure should contribute to creating public spaces that are well-designed, feature attractive materials, and become places where people naturally want to spend time.

4.7.2 Areas Visited

During the site audit the team visited the following key settlements and the links between them: Castleton, Winnats Pass, Hope, Edale, Bamford, Hathersage, A6187, Grindleford, Calver, Baslow, Over Lane, Eyam, and Bradwell.

4.7.3 Key Observations

The key observations and themes identified by the audit team include are set out in Table 4-3.

Table 4-3. Site Audit Key Observations

Reference Number	Observation / Discussion	Proposed solutions to consider within the Active Travel Masterplan
1	The main A Road (A6187) has high traffic flows and acts as a key point of severance through the settlements that it connects. At present there is limited cycling infrastructure along this route.	Multi user trail in development which will play an important role in delivering strategic connectivity across the Hope Valley. Consider priority for active travel, lower speed limits.
2	Reliance on car for travel to work (many travelling to Sheffield and Manchester and south towards Bakewell/Hassop).	Links to public transport (rail, bus) for visitors, and those commuting for example to Sheffield and Manchester.
3	Lack of existing active travel connectivity / poor quality across the area linking settlements.	Develop a network which links attractions and destinations including the key settlements.
4	Railway stations are often situated away from settlement centres and the existing footpaths between them are often narrow.	Focus on links from settlement centres to train stations.
5	Desire lines are sometimes blocked by a lack of formalised crossings, such as between Bamford Railway Station and High Peak Garden Centre. Railway line attributing to severance.	Think about crossings points, coherent routes that meet desire lines.
6	Significant kerbside activity and narrow pinch points in settlement centres.	Consider priority for active travel, lower speed limits.
7	Frequent tourist activity, such as in Castleton with many choosing to arrive by private car (parking and safety concerns), exacerbated by the limited number of public transport options.	Enabling public transport links via connecting to bus/rail via walk and cycle links.
8	Cycling parking is generally good at railway stations but lacking in settlement centres.	Consider provision at suitable points.
9	There are opportunities to connect key schools and colleges in the area.	Consider routes to key schools and colleges.

Reference Number	Observation / Discussion	Proposed solutions to consider within the Active Travel Masterplan
10	Some roads such as the B6001 are not safe for cyclists, therefore opportunities to utilise quiet roads and off-road routes should be taken.	Use quiet and off-road routes where sensible.
11	Lack of signage/awareness of walkers and cyclists for all users.	Improvements to wayfinding and signage for all users.

4.8 Early Engagement

4.8.1 Briefing

A briefing was recorded and distributed to MPs, Derbyshire County Council and District/Borough Council Elected Members in August 2024. This recording provided a comprehensive overview of the project and its objectives.

As well as the recorded presentation, the councillors received a copy of the early engagement presentation, which was then presented at the community workshops.

4.8.2 Meeting with Hope Valley Climate Action

A meeting with Hope Valley Climate Action took place to discuss their findings in the area from previous community engagement. This meeting involved a briefing on the project and the next steps of the Hope Valley Active Travel Masterplan.

4.8.3 Community Workshops

Following on from the Elected Members briefing, two community engagement workshops were held in September 2024. The workshops were invitation only, with the list of stakeholders invited covering Active Travel groups, local schools and businesses, user groups, resident groups, accessibility groups, community representatives, and Active Travel representatives from High Peak Borough Council. The details of the events are as follows:

- In-person workshop, Hathersage Memorial Hall, Tuesday 17th September 2024
- Online workshop, Microsoft Teams, Thursday 26th September 2024

Following a presentation about the masterplan, participants were invited to engage in active travel discussions using maps of the settlements within the Hope Valley. The maps served as a visual aid to pinpoint existing issues that prevent active travel and to identify potential areas for improvement.

4.8.4 Feedback from Early Engagement

The valuable feedback gathered during these early engagement workshops has been instrumental in shaping our understanding of the local context and has directly informed the development of the active travel masterplan.

Several key themes have been developed unique to the Hope Valley area to guide the proposals for the masterplan as set out in Section 6. The comments received from the community workshops have been categorised into the themes below.

Table 4-4. Strategic Connection

Strategic Connection	
Issues	**Opportunities**
Baslow • A619 & A623 busy with traffic • No safe cycle routes (A623/A619) Calver and Curbar • No safe cycle routes (A623/A625) Eyam and Stoney Middleton • Narrow footpaths (A623) • Crossing A623 Stoney Middleton is unsafe • Unsafe cycling(A623)	Calver and Curbar • Reduce speed limit to 20mph on A623 through Calver Castleton • Arthurs Way/A6187–wide verge (split into cycle lane/pedestrians)

Table 4-5 - Cycle parking

Cycle parking	
Issues	**Opportunities**
n/a	Edale • Bike storage at train station

Table 4-6 - Access to rail stations

Access to rail stations	
Issues	**Opportunities**
Bamford • Walking route from Bamford Station to Bamford Edge through The Clough is closed	Hope • Car park for locals near Hope train station

Table 4-7 - Reducing severance

Reducing severance	
Issues	**Opportunities**
Bradwell • Horse riding on the road from Bradwell to Brough • Tricky routes for cyclists to navigate Calver and Curbar • Wide road at Grindleford to Calver Road – encourages speeding • Hassop Road not conducive to cycling	Bradwell • Connectivity towards Tideswell • Safer walking routes towards Hope Baslow • Extend route/corridor beyond Baslow and into Chatsworth Park

Table 4-8 - Local links

Local links	
Issues	**Opportunities**
Bamford • Footpaths unsatisfactory • Bamford Weir • Towards Bamford train station • From Yorkshire Bridge towards Bamford • Footpath along A6013 Baslow • Unsafe pedestrian crossings (Church Street) Castleton • Connectivity issues with pedestrians travelling west • Enforcement of speed limits through Castleton centre Edale • No pedestrian route walking down to Edale • Unsafe walking routes • Unsafe cycling/horse riding routes • Weekend parking makes cycling/wheeling dangerous • Narrow Edale Road affects road safety Eyam and Stoney Middleton • Unsafe walking routes along the Dale • Mill Lane footpath is too dangerous Grindleford and Nether Padley • Unsafe for residents walking through settlement, 20mph limit required • Main road from Nether Padley to Grindleford bridge is too wide, encourages speeding • Unsafe crossing at junction of Hathersage Road and Main Road. Safe crossing point required Hathersage • Cars speeding too fast, affecting cycle/horse riding route • High volume of traffic on weekends • Poor cycling conditions • Poor pedestrian routes (A6187/B6001/under railway bridge) • Cyclists causing near misses by travelling too fast downhill Hope • HGVs joining to Castleton • Edale Road bend – narrow walkway with high volume of traffic	Bamford • Crossing for residents within settlement centre • Safer walking and cycling through settlement • Footpath alongside A6013 re-laid between (north of) Ashopton Drive and Yorkshire Bridge • Widen footpath alongside A6013 between Water Lane and Swallowholme Lane • Rebuild footpath across Bamford Weir Calver and Curbar • Speed reduction measures in Froggatt Village • Replace underpass at Calver Bridge with pelican crossing Castleton • Improve pavement surfaces • Cycling passing places (Winnats) • Extend cycle route to Hope • Create paved cycle lane (Old Mam Tor Road) • Divert cyclists across back of Castleton • Improve sites on the Peakshole Water for more accessible footpaths Edale • Create a walking valley path to Hope • Improve footpath between Hope and Edale • Alternative route for walking/cycling on Edale Road Eyam and Stoney Middleton • Mill Lane footpath needs to be refurbished • Safer footpaths needed Grindleford and Nether Padley • Permissive bridleway: from Fox house, providing cycle route to Sheffield between Hathersage and Grindleford and between Grindleford and Millstone • Link between Grindleford and Hathersage Hathersage • Speed indicators to control traffic Hope • Connection from Hope to Edale • Safe passage from church to Aston Lane for cyclists/horse riders

Local links	
Issues	**Opportunities**
• Permissive routes	• Need for 20mph limit main road/Edale Road • Road safety crossing on Castleton Road • Between Marys Lane and Eccles is not a road but should be used

Table 4-9 - Business, Tourism and local attractions

Business, Tourism and local attractions	
Issues	**Opportunities**
Hathersage • Area surrounding chemist is dangerous for pedestrians	Hathersage • Consider controlling cyclist speeds, especially near pharmacy

Table 4-10 - Comments out with themes

Comments out with themes	
Issues	**Opportunities**
Castleton • Lack of buses • Lack of bus routes Hope • Lack of trains and bus linkage to and from Hope	Bamford • Reopen Bamford Clough to drive more footfall along this route to Bamford Edge Eyam and Stoney Middleton • Discuss enforcement opportunities with the Peak District National Park Authority to deter 4x4/motorbikes at Jacobs Ladder

4.8.5 Other themes

There were also other themes drafted for the masterplan as set out in Section 6 that did not align to any comments raised during the early engagement workshops. Please note that some comments overlapped with multiple themes, so they were assigned to the most appropriate section.

4.9 Summary

A review of the baseline data for Hope Valley area has demonstrated the following problems. Potential solutions have been suggested that would help to resolve the problem in relation to the ATM.

Table 4-11 Summary of problems and potential solutions in relation to the active travel masterplan

Problems	Potential solutions
Reliance on car for travel to work (many travelling to Sheffield and Manchester and south towards Bakewell/Hassop).	Links to public transport (rail, bus) for visitors, and those commuting for example to Sheffield and Manchester.
Lack of existing active travel connectivity / poor quality across the area linking settlements.	Build upon the previously identified and partially delivered network of routes which links attractions and destinations including the key settlements.

Problems	Potential solutions
Congestion/busy in summer periods especially in summer (parking and safety concerns) e.g. Castleton.	Enabling public transport links via connecting to bus/rail via walk and cycle links.
Limited space/widths in settlement centres – significant kerbside activity and pinch points e.g. Hope.	Consider priority for active travel, lower speed limits.
Road network, river, rail line causing severance for pedestrians and cyclists e.g. Grindleford area.	Think about crossings points, coherent routes that meet desire lines.
Rail stations located outside of the settlement centre with poor walk/cycle facilities linking to them e.g. Bamford.	Focus on links from settlement centres to train stations.
Lack of cycle parking especially in settlement centres.	Consider provision at suitable points.
Lack of signage/awareness of walkers and cyclists for all users.	Improvements to wayfinding and signage for all users.
Challenging topography due to the area containing open terrain, fields, and valleys. This may discourage active travel trips and could make meeting LTN 1/20 requirements more difficult.	Consider routes that are less steep within the valleys and think of ways to overcome steepness as part of interventions. Utilise the Rural Strategy currently under development by ATE.
The Hope Valley is a popular tourist hotspot with many people driving to and within the area. There are also frequent HGV movements in the area e.g. Hope. This can cause severance and safety concerns for other users.	Provide traffic free or segregated routes where possible and encourage active travel uptake instead of car use through provision of good quality active travel routes.

5. Vision and Objectives

This section sets out the vision and objectives of the ATM. Agreeing the vision and objectives early on in the project provided a foundation for the work going forward, and helped to gain a consensus around what the ATM would aim to achieve.

The vision for the ATM is:

> To enhance active travel connectivity across the Hope Valley, the masterplan aims to link towns, settlements, and communities with key attractions, education sites, and employment hubs. By developing connections between existing routes, public transport hubs, and tourist centres, the plan will encourage active travel among residents and visitors.
>
> The masterplan focuses on creating direct, attractive, and traffic-free routes (where possible) for walkers, wheelers, and cyclists. This will include the installation of clear directional signage and barrier-free sections, making active travel options accessible to all.
>
> Improving the active travel infrastructure in the Hope Valley will not only promote healthier and more environmentally friendly modes of transport but also increases footfall. This, in turn, will support local businesses and stimulate the economy, as more people will be encouraged to explore and engage with the area.

A number of objectives have been developed for the ATM which align with the Derbyshire Cycling Plan – these are set out below.

- Increase the number of people walking, wheeling and cycling for trips across the Hope Valley, helping to support localised decarbonisation and improvements to health and wellbeing.
- Provide active travel connectivity across the Hope Valley providing both a leisure and utility function, including links to local communities, job opportunities, education sites and public transport hubs.
- Provide a high-quality network which is accessible to all for walking, wheeling, cycling.
- Improve routes to leisure and tourism attractions, accommodation providers, green space and the countryside to enhance accessibility to the natural environment.
- Supporting local businesses through increased footfall & passing trade by cycle.