

**Proposals for linking Buxton to the existing  
High Peak and Tissington Trails**

## **High Peak Trail to Buxton Section: Staker Hill**

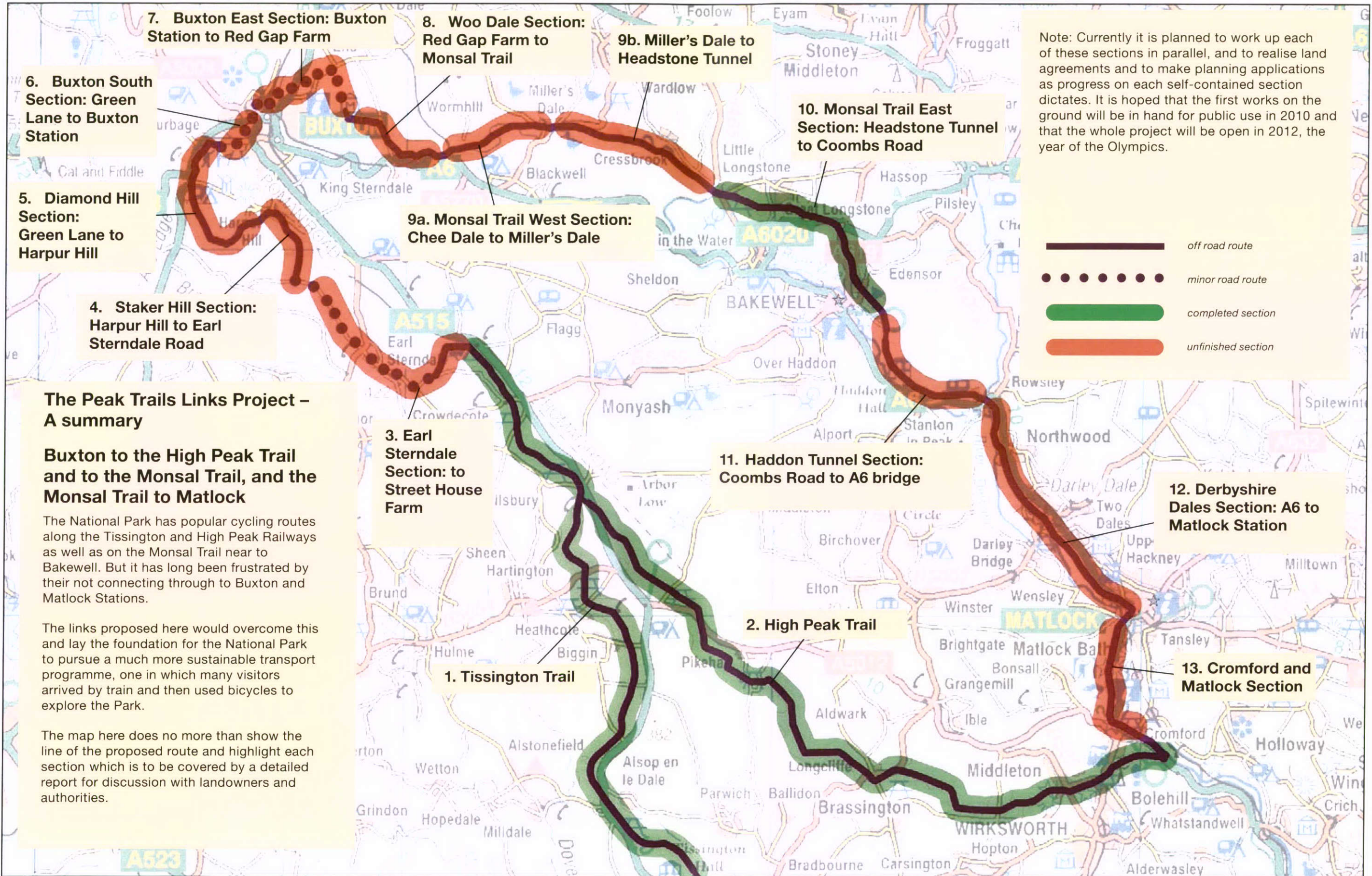


*The view looking north along the route from Staker Hill*

**January 2010**

**Buxton Civic  
Association**

# Map showing High Peak, Monsal and Tissington Trails with the proposed links to Buxton and Matlock Stations



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# Preliminary proposals for linking Buxton to the existing High Peak and Tissington Trails

## High Peak Trail to Buxton Section: Staker Hill

### Introduction

The map on the right shows the key role of the Staker Hill link in creating a high quality and memorable cycling route from Buxton to the existing High Peak Trail for Parsley Hay and beyond.

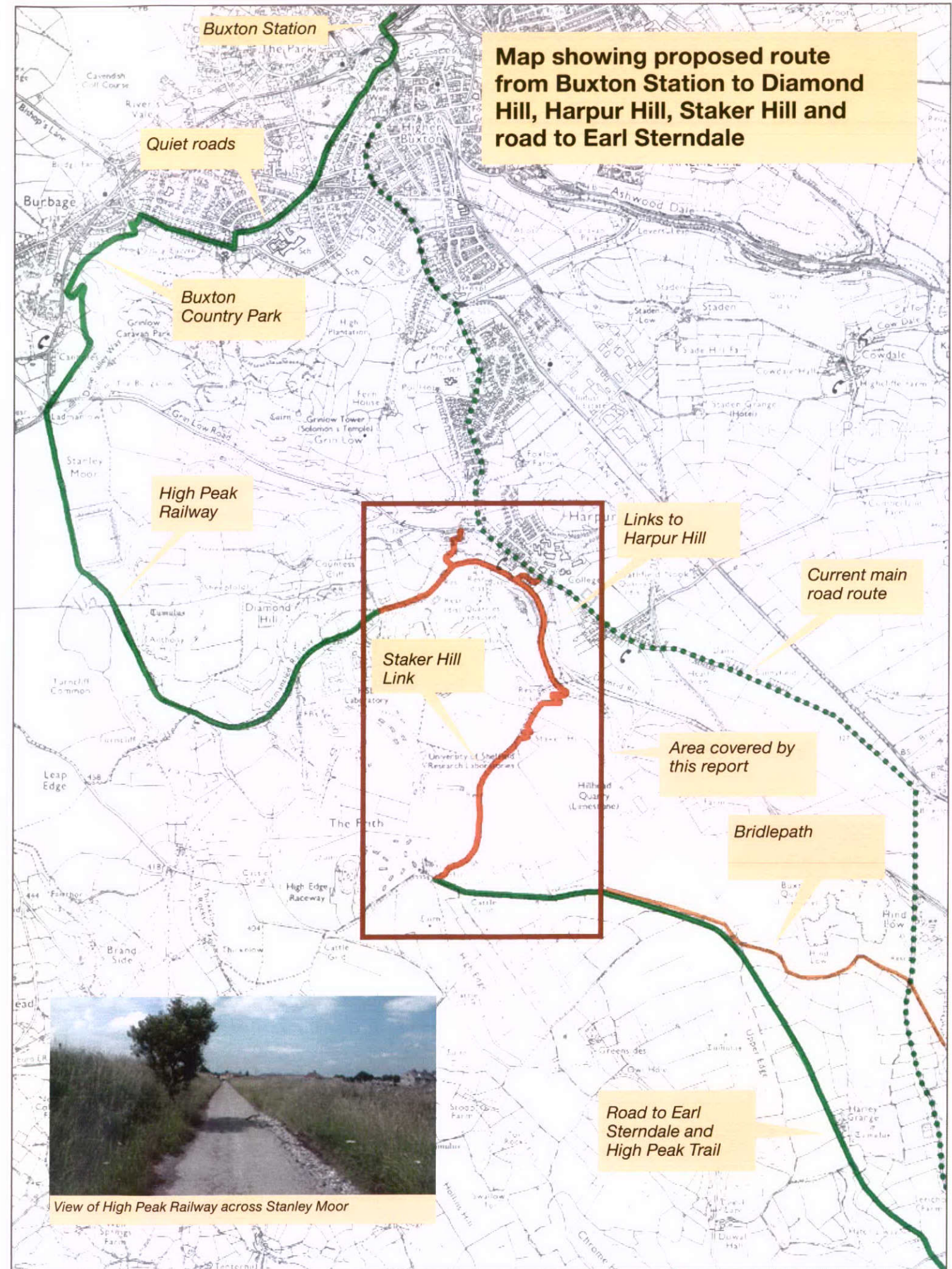
At present cyclists have no choice but to follow a series of main roads out of Buxton, up to Harpur Hill, down again the Brierlow Bar and then up and down Hind Low to finally pick up the minor roads through Earl Sterndale. All this is completely unsuitable for the novice or family group and challenging even for more experienced cyclists. So it is not surprising that most people choose to drive to start cycling at Parsley Hay. The central purpose of this link to Buxton is to create an attractive route which is mostly traffic free, not too hilly and a memorable local resource in its own right.

Such a route can be achieved by leaving Buxton around the edge of the Country Park on a new path climbing steadily up to Ladmanlow. Here the original course of the High Peak and Cromford Railway remains intact through the HSE site and curving around Harpur Hill.

At this point the later link to the Ashbourne Railway (built in 1890) drops away to join the main quarry railway, whilst the High Peak Railway is lost in the vast Hillhead Quarry. Staker Hill provides the way forward. An existing bridle path forms the basis of the route, with two additional zigzags to take out the worst of the gradient. The climb is worth it for magnificent views in all directions, and indeed the top might well be a popular destination for local visitors and Buxton people.

The ground now falls gently away to the road to Earl Sterndale where this phase of construction ends. The road is very lightly trafficked and is a most suitable way through to the High Peak Trail, but it has a large drop (110m) to Earl Sterndale and back again. In the longer term a subsequent phase would endeavour to build a much less arduous route, roughly along the line of the ridge followed by the bridle path to finally complete a traffic free route from Green Lane on the outskirts of Buxton to the High Peak Trail.

These notes discuss the Staker Hill section which stands alone as a most useful link from Harpur Hill which in itself would hugely enhance the route towards Parsley hay.



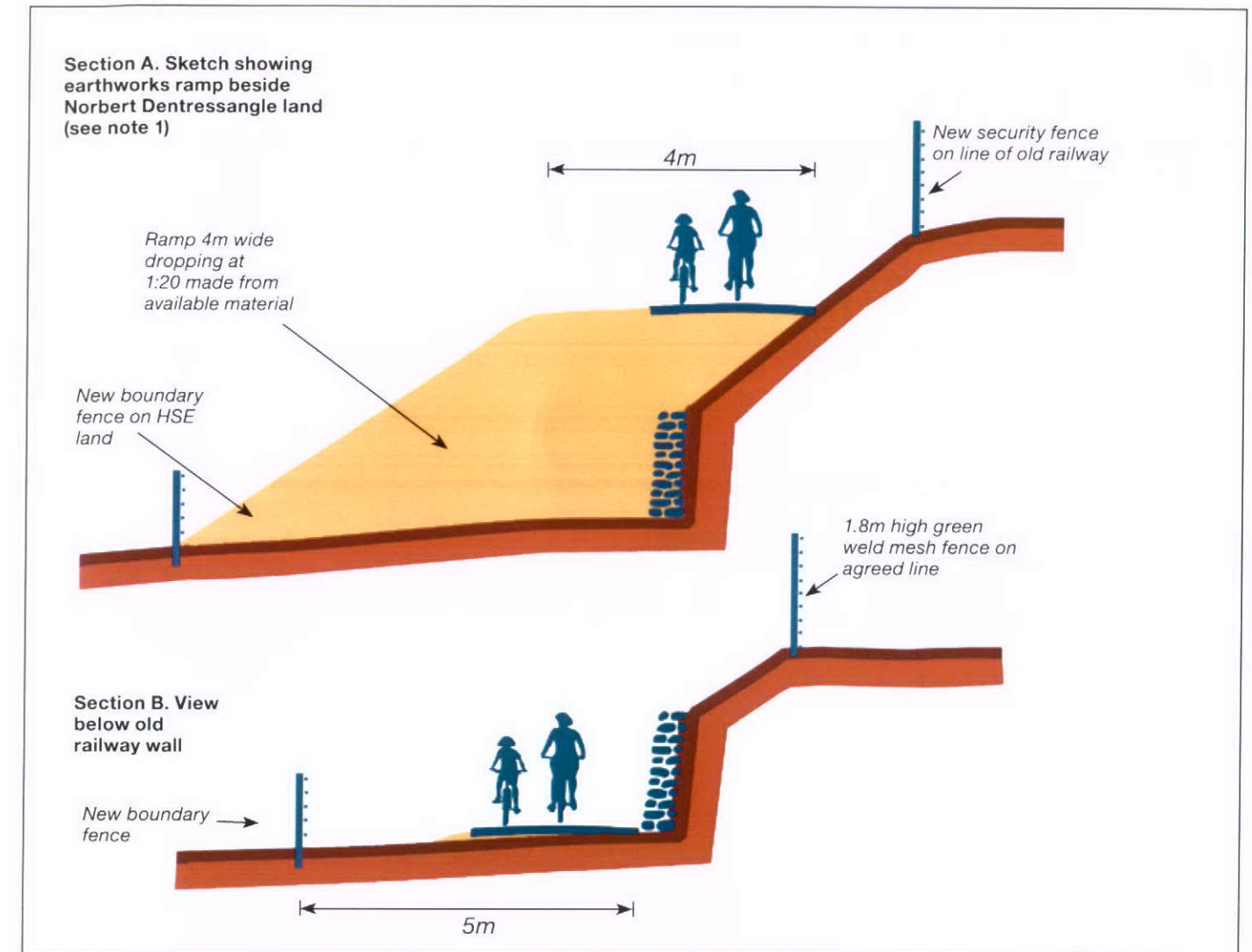
View of High Peak Railway across Stanley Moor

## Map 1

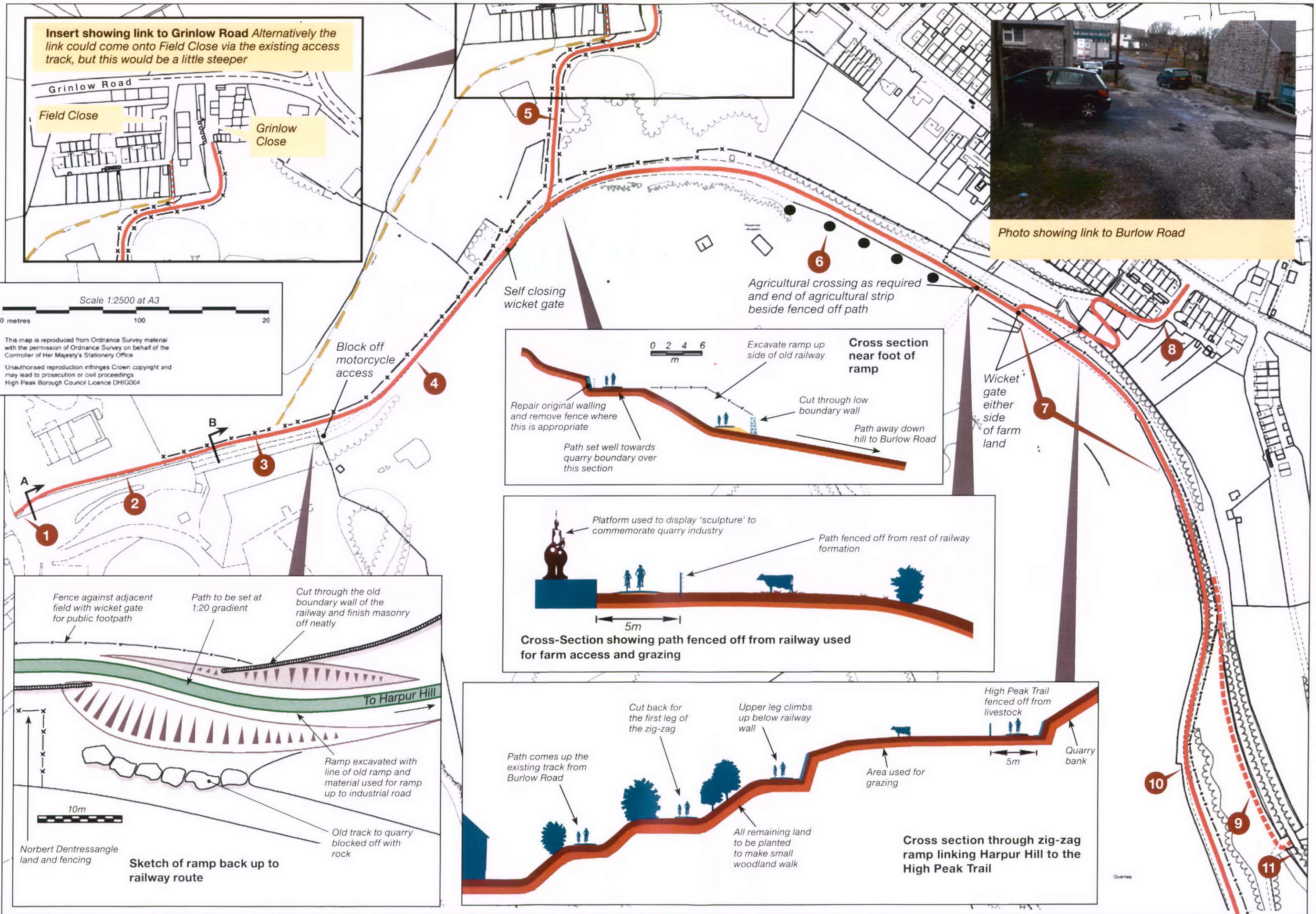
These maps show how the route might be arranged in some detail. The precise arrangement of gates and fencing will be a matter to discuss with the landowner and tenants.

1. Start of path. Here a long earthwork ramp is required to drop the path down to ground level at a gradient of 1:20 (sketch showing ramp built up from available material).
2. Path runs below the old railway wall. Some earthworks are needed to create a reasonably level alignment. The retaining wall is generally in good condition but any defects should be repaired. A new crimped weldmesh fence 1.8m high (green) should be erected on an agreed line set a little back from the top of the bank in order to facilitate ready maintenance of this section of Norbert Dentressangle land.
3. The footpath scabbles back up to railway level. This should be replaced with an easily graded ramp cut out from the railway, (and the material so won used in 1 above).
4. The existing railway path is used by motorcycles. Their few entrances should be blocked off. This whole path has particularly excellent views.
5. A link path around the edge of Mr Wright's land will give a convenient if a little steep link from Buxton to the new path and a useful way to cycle to work at the HSE and Diamond Hill. The sketch shows the side of the former railway excavated out to make the final link to the railway itself and care should be taken to make as even a gradient as possible back to the road.
6. Over this section a series of scrapped quarry machinery can be positioned along the edge of the old quarry loading platform to give a small gallery and insight into the heroic workings of the stone quarries.

7. On this wide section the path could be fenced off to leave the balance for grazing.
8. The most convenient link to serve the local community of Harpur Hill and any new developments on the old college site would be at this point, all on Mr Wright's land. The upper part of the existing stone ramp is rather too steep so it would be necessary to cut a zig zag ramp as shown in the sketch. The whole would be finished with a tarmac surface which could be detailed to pick up residents' car parking and leading down to the main road.
9. Construct gravel farm road to reach line of old railway.
10. The main path now follows the original line of Cromford and High Peak Railway. This could be a stone path if kept free of livestock.
11. Repair and renew the parapets of this bridge the railway is allowed as a public path.



Looking north from Staker Hill



binding margin - opposite page 3

## Map 2

1. Farm road crossing here will need appropriate gates.
2. Existing gate across railway.
3. In order to ease the gradient the new path is to zigzag twice here to climb up to the line of the existing track.
4. Follow the line of the existing track but make up surface to a good quality.
5. Introduce another zigzag here in order to reduce the steep gradient on the last section of the bridleway to the top of Staker Hill.
6. Summit is 430m AOD. At this point the existing bridle path goes due south across the open fields
7. The new path across to the Earl Sterndale road will follow the field boundary which is almost level.
8. At approximately this point the path will veer away from the boundary, following the 428m contour line to run level through past the old bunkers to join the minor road.
9. the line of the bridleway could be diverted to follow the cycling path in order that it is much further from the current edge of the quarry.

### IMPORTANT NOTE

This Staker Hill section is by kind permission of Tarmac Ltd who have planning consent for the extraction of limestone and the extension of Hillhead Quarry in this area. At some stage in the future, this section of the cycle route along with the bridleway, will have to be diverted, in order to accommodate this work. At the present time quarrying plans are yet to be determined but it is anticipated that the eventual route may run parallel to the railway and then up beside the Buxton Road at Hind Low.



*View looking along High Peak Railway towards Harpur Hill. This section will not be grazed and could be planted to extend the nearby copse*



*Looking south along the line of High Peak Railway and showing the path climbing up Staker Hill*