

MAY 31ST 2015 **PEAK EPIC** THE ULTIMATE SPORTIVE CHALLENGE

ROAD BOOK
LADY MANNERS SCHOOL - BAKEWELL



Road Book/Information Pack

The inaugural **PEAK EPIC** in 2013 set a new benchmark for a hard Peak District sportive; the 2014 event confirmed it as one of, if not the UK's toughest 100 mile sportives. With no changes this year to the well received route you will have to let us know how you rank the 2015 edition!

The **PEAK EPIC** will take you over roads and reveal stunning Peakland views that you never even knew existed - all a world away from the traffic filled major roads and the bustling tourist towns and villages.

The truly epic long route ascends 4000m (>13000ft) in just 165km (103 miles) across the full length and breadth of Peak District. If you don't fancy the demands of the long route then there are medium and short route options of 101kms and 63kms respectively.

Route Overview

From the start on the outskirts of Bakewell all the routes initially head north east into the Chatsworth Estate and through the pretty village of Pilsley; look out for how all Chatsworth houses have distinctive blue painted woodwork adorning them. Now bearing west riders will ascend the spectacular Longstone Edge climb before dropping down to the majestic Wye Valley at Cressbrook. At the picturesque village of Litton our first Beat the Bonk feed-station will see the routes split with the short & medium riders heading to Miller's Dale before going their separate ways; the long route from Litton heads north over to Abney and down a breathtaking descent to Hathersage. Climbs of Higger Tor and Bolehill quickly follow which will bring riders a stones throw from the famous Stanage Edge. After the steep ascent of Bradwell Moor, riders drop back down to the Hope Valley before meandering along the Vale of Edale to the second Beat the Bonk feed-station - please note all riders must turn into the Edale P&D car park to dib at the checkpoint!

Shortly after the ascent of Mam Nick with its fantastic northerly views of the Dark Peak and the Kinder Plateau long route riders will be re-joined by medium route riders who after climbing out of Miller's Dale up to Wormhill will have headed north via Peak Forest to join up with the long route on Rushup Edge. A fantastic small lane with stunning northerly views then takes riders across from Dove Holes to the picturesque village of Combs. The long route then heads sharply upwards via Hanging Rocks before rejoining the medium route for the long ascent up to Pym Chair. At the top be sure to take in the breathtaking scenery before descending down to Errwood Reservoir.

At the head of the Goyt Valley enjoy the treat of another Beat the Bonk feed-station. From here the medium route heads eastwards across open moorland with some big Peakland views to savour towards Earl Sterndale via Axe Edge. The long route riders continue to head westwards up to the infamous Cat & Fiddle Pub and thereafter into some great riding in Macclesfield Forest. At Langley riders can finally turn east and start to head for home! The final Beat the Bonk feed-station awaits at the highest village in Britain (Flash) before riders head to Earl Sterndale where all the routes re-unite for the final run to the finish.

The short route goes direct from Miller's Dale via Taddington and Chelmorton to rejoin the long and medium route at Earl Sterndale.

The final section of all three routes after Earl Sterndale is relatively fast and easy with a lot of height to lose, however don't be fooled into thinking it is all easy and beware of the final kicker out of Lathkill Dale!

Key Event Information

📍 Start Location

Lady Manners School, Bakewell, Derbyshire, DE45 1JA



🚗 Parking

Please park as directed by event marshals

☰ Registration

Registration opens at 7:00am

Start time between 7:45am – 9:30am

****We strongly advise all riders of the long route to start before 8:30am to ensure they reach the cut off times at the feed-stations****

Finish closes at 6:30pm

Registration process

At **registration** you will have to **sign on**, where you will be **provided** with a **SPORTident Si Card 'dibber'** and a detailed **route map**.

The detailed **route map** will include positions of the **feed-station/control-point**, **public toilets** and **route split points**. This is your own personal guide to the route, the route will be clearly marked but if you are ever unsure of where you are please refer to your map. **Please keep your map with you** for the duration of the event.

🕒 SPORTident timing

SPORTident timing is **ultra reliable**, **weatherproof** and provides you the rider with an **instant post event time**. This consists of a **SPORTident Si card** or "**dibber**" which is a small plastic orange tag about 2" long with a timing chip in it which we will fasten to your wrist at registration. Each time you punch or "**dib**" into each control box your time is recorded.



There are **4 different places** you need to "**dib**"

- 1. START**
- 2. FEED-STATION(s)**
- 3. FINISH**
- 4. DOWNLOAD BOX**

At the **start dib** into the **START BOX** to begin your ride. **DO NOT START WITHOUT DIBBING** otherwise your time will not be recorded!

At every feed-station there will be a **FEED-STATION BOX**. It is **COMPULSORY** to **STOP** and **dib** even if you don't want any sustenance.

At the **finish dib** in the **FINISH BOX** to stop the clock on your ride.

Finally return to **event HQ** and **return the dibber** and **download your ride** in the **DOWNLOAD BOX**. Instantly you will be printed a ride time for your route.

****The key things to remember is dibbing is compulsory NO EXCUSES****

📍 Course Signage

The **PEAK EPIC** route will be signed with distinctive **Blue arrows** on a **Yellow background** attached to lampposts/signposts/telegraph poles.



The route will be **well signed** however on long sections of unbroken road where the **route** is **obviously straight on** then it **won't be signed just keep going straight!** At difficult junctions where navigation isn't easy we will put out **confirmation arrows** after the junctions.

All route splits will be clearly marked with **distinctive split arrow signs** - these will be followed by **route confirmation signs** designating which route you are now following.

If at any point you are unsure as to your location or think you may have gone off route please **refer to the map** provided. **Do not** continue on hoping to re-find the route. The Peak District is very easy to get lost in!

Care signs will be placed at the side of the road before **dangerous junction/descents** please adhere to them, they are there for your safety! Some of the descents are steep please take care and remember it is not a race! **Respect other road users.**

Beat the Bonk Feed-Station

Improved for 2015, our feed-stations will keep you topped up with a range of different brands of **sports nutrition products** supplied by Sheffield based independent online retailer **Beat the Bonk**. In addition there will also be **water, biscuits, bananas and fruit squash**. However these feed station supplies **are not to be relied on** and riders are advised to carry what they require from the beginning.



Event Photos

Chris Meads is in charge of event photography. Photos will be uploaded & available to purchase here a few days after the event.
chrismeadsphotography.zenfolio.com

Event Certificates

Every rider who **completes** their route will receive a **finishing certificate**, a personal memento of your achievement of completing the **PEAK EPIC**.

Abandoning your event

If for any reason you are **unable** to **continue** but still able to ride **please return** to the **HQ** using your map as navigation.

All riders who decide to abandon **MUST return** to **HQ** to return your 'dibber' and inform us your abandonment. **We don't** want to be out **searching for anyone** after the **event has finished!**

At the finish

At the **finish** make sure you '**dib**' in the **last checkpoint** to **stop** the **clock** on your ride. Then make your way back to registration to return and download your time from the 'dibber' and receive your finishing certificate.

Post ride refreshments

Hot drinks, cake and savoury snacks will be made available to all riders at the **finish**.

Essential Kit

No Helmet No Ride!

It's that simple any rider who doesn't have a cycling helmet at the start will **not be allowed to start**. **No excuses!** Only **ANSI** or **BSI** helmets – **not** climbing, caving or canoeing types



Mobile Phone, ID, Money..

All riders are **required** to carry a **form of ID** (in case of emergencies), **mobile phone, watch** and **emergency money**

Bike

Ensure your bike is **roadworthy** and in **good working order** approximately 1-2 weeks before the event in order to give yourself plenty of time to bed in new brake blocks, chains and cassettes, seat, new tyres etc. This way potential problems arise in advance of the event rather than on the day.



Essential spare kit

There is a broom wagon however all riders must be **self sufficient** so bring all the tools, pumps and tubes you would on a normal ride.

- ✓ **Road Pump** (able to inflate to at least 85 psi)
- ✓ **2 inner tubes** (minimum)
- ✓ **Multi Tool** (incl. chain tool)
- ✓ **Power Link**
- ✓ **2 Tyre Levers** (they like to break when you most need them!)
- ✓ **CO2 Canister** (to re-inflate tyres back to over 100psi).



Essential clothes kit

Clothing Kit - keep your eye on the weather forecast and dress accordingly. Unless we are in the middle of a heat wave these are two extra things we definitely think you should carry:

- ✓ **Arm-warmers**
- ✓ **Packable Water Proof**



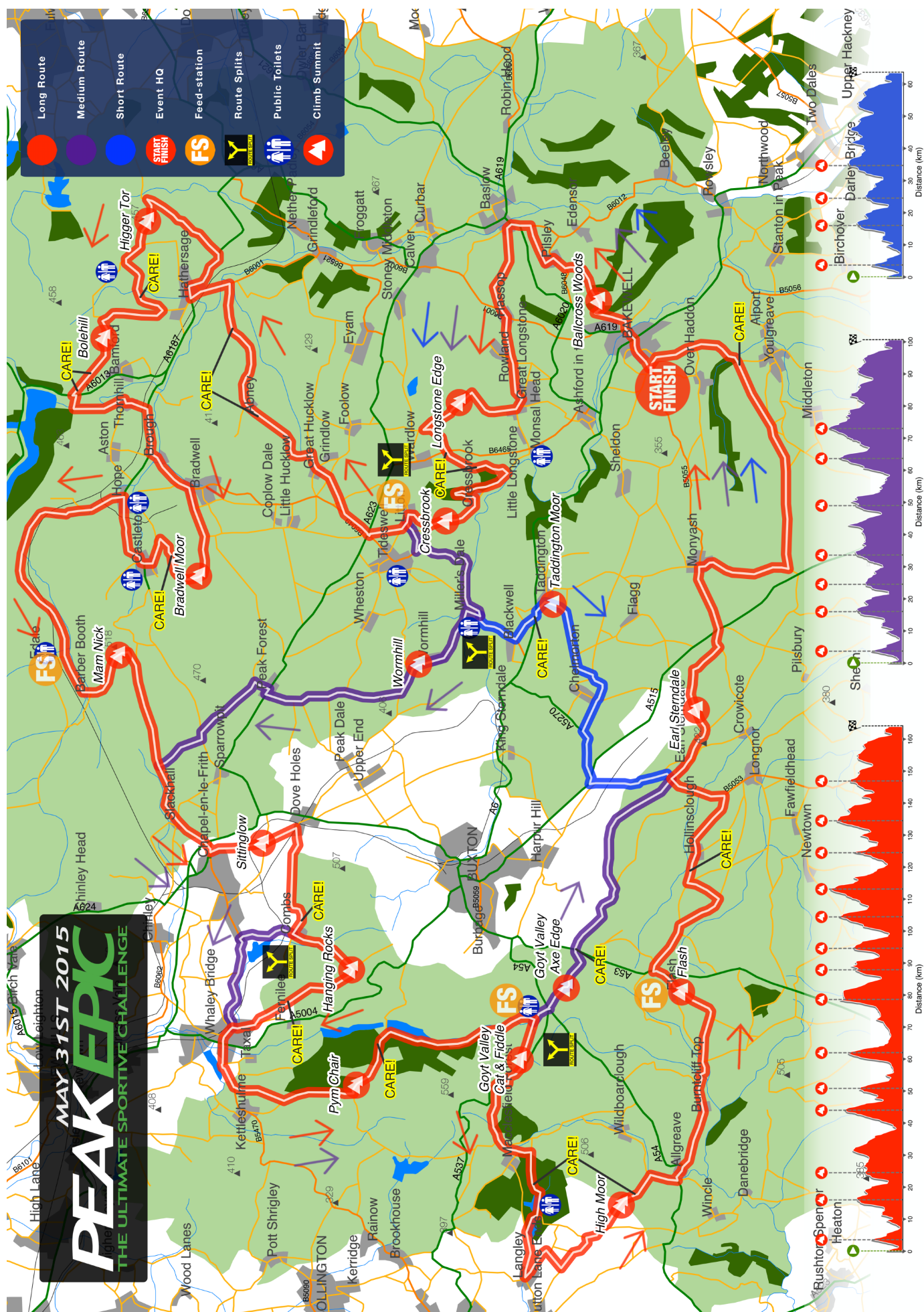
Broomwagon

There will be an emergency support vehicle, this is there to **help** anyone with any **major mechanicals**.

You are meant to be **self sufficient** so please ensure you have the **tools** and **spares** to cope with punctures and minor mechanicals etc.

If you do however have any major problems please **contact HQ** (see emergency numbers on reverse of map) and we will arrange the **broomwagon** to come to your aid although be warned it may take some time.

****Show some camaraderie and help out fellow riders in need!****



Timing Awards

PEAK EPIC Long 165 km / 103 miles

Award	Platinum	Gold	Silver	Bronze
Men	Sub 7hr	Sub 8hr	Sub 9hr	9hr+
Women	Sub 7hr 45	Sub 8hr 45	Sub 9hr 45	9hr 45+

PEAK EPIC Medium 101 km / 62 miles

Award	Gold	Silver	Bronze
Men	Sub 4hr 30	Sub 5hr 20	5hr 20+
Women	Sub 5hr	Sub 5hr 50	5hr 50+

PEAK EPIC Short 63 km / 39 miles

Award	Gold	Silver	Bronze
Men	Sub 2hr 50	Sub 3hr 20	3hr 20+
Women	Sub 3hr 10	Sub 3hr 40	3hr 40+

Cut Off Times

Route	Litton	Edale	Derbyshire Bridge	Flash
Long	11:30am	1:00pm	3:15pm	5:00pm
Medium	11:30am	N/A	3:15pm	N/A
Short	11:30am	N/A	N/A	N/A

All riders **must** reach the **cut off times** at each feed-station.

If you **fail** to **reach** the **controls/feed-stations** by the prescribed **times** you will need to head directly back to HQ using the event map as supplied.

****Finish closes at 6:30pm prompt****

Litter

Any riders found **littering** will be **excluded**. Litter bags are provided at all feed-stations so there is **no excuse!!** Keep litter/wrappers/cartons etc in your pockets until you reach a feed-station.

It is not a race!

Sportives are non-competitive event so please **show respect to all riders and all other road users**. The roads are open and whilst riding on the smaller lanes or where **traffic** is **busy** please ride in **single file**. Please also be particularly careful of **horses & riders**

and warn them of your approach and then pass quietly and carefully.

Toilets

Please use the marked **public toilets** on the map and **refrain** from **urinating** in **public!**

Route Conditions

All Dark & White Cycling sportives are predominately held on **small country lanes** which are in places a little **broken** and **rough**. Look out for strips of **gravel** down the middle and at edges of chipped and sprayed roads. Watch out for **mud** on the road if the local farmers have been in and out the fields. We will do our best to put **"Care" signs** up if there any dangerous sections but **please** just **take care** on descents and don't be surprised to come across a road filled with **tractors, cows, sheep, horses or walkers!**

Local bike shops

For any last minute bike issues/requirements here is a list of bike shops in the area

Bakewell Bikes - Bakewell

Stanley Fearn Cycles - Matlock

Igloo Cycles - Chatsworth Road - Chesterfield

The Bike Factory - Whaley Bridge

Hospitals

Hopefully no one will need one of these but here are local A&E's

Chesterfield Royal Hospital, Calow, Chesterfield, Derbyshire, S44 5BL **01246 277271**

Minor Injuries Unit, Buxton Cottage Hospital, London Road, Buxton SK17 9NJ **01298 212208**

Royal Derby Hospital Uttoxeter New Rd, Derby DE22 3NE **01332 340131**

Macclesfield District General Hospital, Victoria Road, Macclesfield, Cheshire, SK10 3BL **01625 421000**

Emergency numbers

These will be **provided** on the **back** of the **Route Map** handed out at registration.

Rules and Regulation

Please make sure you read all the event here: **rules & regulations**

Hazardous descents

The **PEAK EPIC** is held principally on small steep lanes - whilst relatively traffic free they are narrow often with a rough road surface and **require caution from all riders to descend safely and courteously**. All riders must be ready and able to **stop at any point** whilst descending as there may well be livestock, walkers, horse riders, cyclists or cars on the roads. We will ensure that **adequate caution/care signs** are placed to warn you but riders must take care when descending at all times.

Descent B6465 - Upper Dale (Monsal Dale)

Narrow shaded by trees. Rough road surface in places with few a small pot holes. If wet can often have gravel and mud on the road. Blind corners with a blind T-junction at bottom of descent. Please stop before turning right.

Descent Abney Moor - Plough Inn

Relatively wide but fast descent. Can be busy with traffic. Horses and walkers frequently spread across road. Dangerous T-junction joining B6001 at bottom of descent please take care.

Descent to North Lees Estate

Very narrow and steep. Two cattle grids: one at the top one towards the bottom after a blind right hander. If wet descend with extra care as water flows down the road.

Descent off Bamford Edge

Extra care needed at the bottom of the descent. Fast straight descent that finishes with a T-junction on to the A6013.

Descent Bradwell Moor - Castleton

Top section relatively wide, good road surface but open to crosswinds. Narrows and steepens half way down with blind corners often with some gravel on the road. Riders must be prepared and be able to stop.

Descent to Combs (Chapel-en-le-Frith)

Very narrow and steep, tight 90 left part way down. Rough road surface and blind corners. Riders must show extra care when descending.

Descent to Whaley Bridge

Narrow road - relatively good visibility but bumpy road surface, used by farm traffic so road surface can have mud and gravel pulled on to it.

Descent Pym Chair - Errwood Reservoir

Fast, quite steep descent with a few bumps. Riders need to show extreme caution in the wet for the two right handers towards bottom.

Descent through Macclesfield Forest

Steep section at the top with overhanging trees makes road surface greasy. Can be busy with visitors to the forest, riders should expect to come across traffic and other road users. Beware of a few pot holes.

Descent off High Moor (Wildboarclough)

Steep tight S bends. Riders need to approach the descent slowly and be prepared to stop as bends are blind. Road surface rough in places expect gravel & mud in wet conditions.

Descent to Hollinsclough

Last really steep narrow descent. Towards the end of the long route riders need to approach the descent slowly as it gets very steep about half way down -20% gradient. The by-way that joins the descent part way down often causes gravel and mud to be pulled across the road.

Descent to Lathkill Dale

Fast descent that steepens and narrows as you descend into Lathkill. Take care and expect to come across oncoming traffic. Road surface is relatively good.



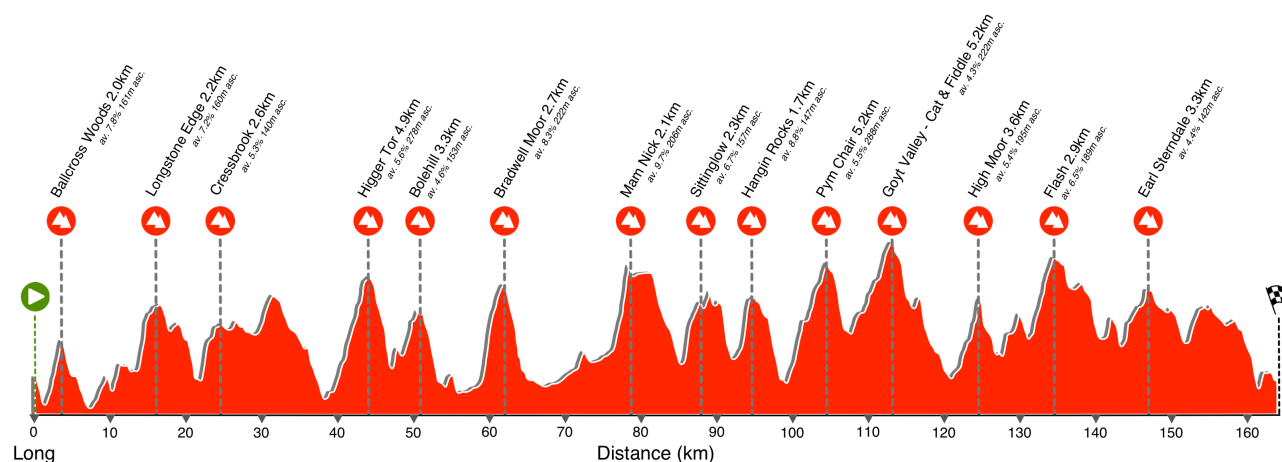
British Cycling Supported

This is a **British Cycling registered** and **supported event** - for more details on becoming a British Cycling member with all the associated benefits [Click here for more information](#)

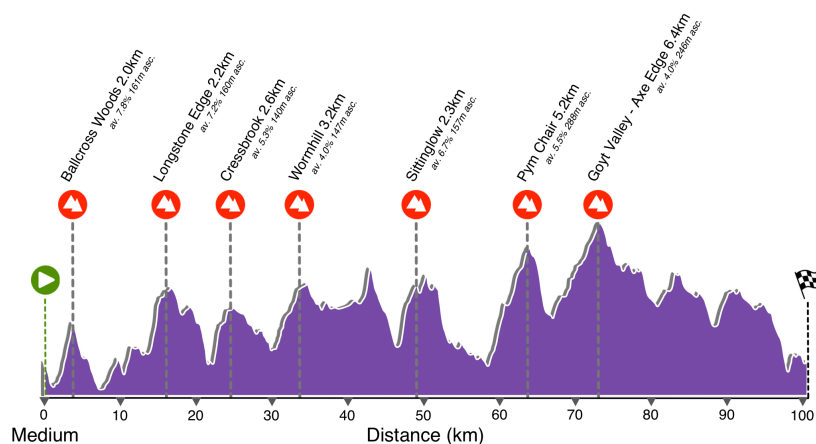


The Climbs of the PEAK EPIC

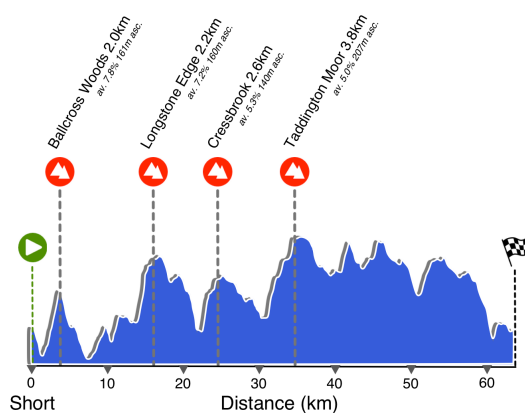
Long route 165km including 14 climbs - Total Ascent 4000m (Garmin) 3672m (ridewithgps.com)



Medium route 101km including 7 climbs - Total Ascent 2229m (Garmin) 2010m (ridewithgps.com)



Short route 63km including 4 climbs - Total Ascent 1353m (Garmin) 1197m (ridewithgps.com)



En route you will find signs at the bottom of each climb informing you of the average gradient, metres of ascent & length of climb. See the following pages for detailed climb information & course planners comments.

Ballcross Woods

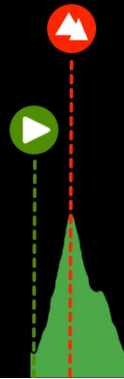
2.0km | 1.2miles

Ascent 161m

Av. Gradient 8.0%

Max 20%

Starts at 1.6km (all routes)



All Routes - [Click to view climb in VeloViewer](#)

A hard start to the day, one that very much sets the tone of the Peak Epic. At 2 km in length it is far from the longest climb but cold legs and gradients up to 20% will make it a toughie. Once you reach Bakewell Station the climb proper starts, the road turns right, narrows and steepens pitching upwards towards Bakewell Golf Course. Passing through the golf course the road continues up along the edge of Ballcross Woods until a steep hairpin right cuts the road back into the woods. At this point the gradient slackens giving your legs a well earned breather. Finally you'll emerge out the trees and all that is left is short steep pitch to crest the top of the climb. One down 13 to go!

Longstone Edge

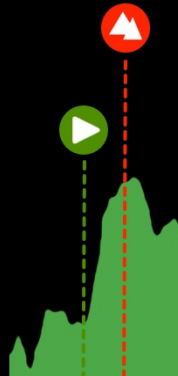
2.2km | 1.36miles

Ascent 154m

Av. Gradient 7.0%

Max 25%

Starts at 14km (all routes)



All Routes - [Click to view climb in VeloViewer](#)

Though only officially 2.2km in length you will have climbed (with a few short downs) for almost 6km before reaching the foot of the climb so by the time you get to the top it will have felt like you've been climbing forever! The climb like many on this route has two distinct sections: the first 1km is steep with pitches up to 19%; the second, once you reach the cattle grid is much easier with the road contouring along the edge rather than tackling it straight on. The views throughout the route are stunning but your view to your right as you contour the edge is a real corker.

Cressbrook

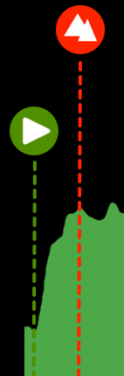
2.6km | 1.6miles

Ascent 140m

Av. Gradient 5.3%

Max 15%

Starts at 22km (all routes)



All Routes - [Click to view climb in VeloViewer](#)

Another local favourite, there is something about the first 1-1.5km of this climb that makes you think you are somewhere in the Alps. The steep valley, the road shaded by trees, the big drop to one side, hairpin and small village perched on hillside all conjure up the essence of alpine climbs. However you quickly come back to reality once you leave Cressbrook as the climb flattens and you're thrown back into distinctly rural farming landscape.

The tip to climbing Cressbrook is to not go too hard on the first 1km up to the hairpin. It's easy to get carried away but this first 1km is steep and it's easy to push yourself into the red. Go steady to begin with then speed up as the gradient slackens.

Taddington Moor

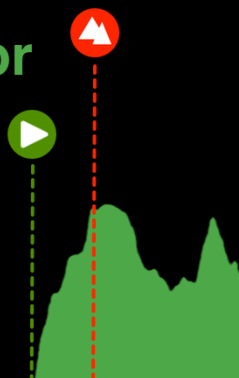
3.8km | 2.4miles

Ascent 210m

Av. Gradient 5.5%

Max 16%

Starts at 67km (medium route only)



Short - [Click to view climb in VeloViewer](#)

The longest climb on the short route, Taddington Moor will feel like it goes on and on. The climb begins just after the route split from the medium, and starts out pretty tough about 8%. Once you pass the first few corners however the climb slackens to a more manageable gradient. But this climb is a series of ramps and after the first respite it steepens again to what you may first think to be the top. Sadly however it is not! Once you cross the A6 (please take care) the road turns up to the sky once again holding its steepest gradients for the very last pitch.

Wormhill

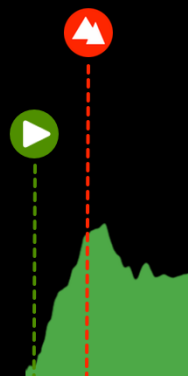
3.2km | 1.97miles

Ascent 149m

Av. Gradient 4.7%

Max 16%

Starts at 23km (medium route only)



Medium - [Click to view climb in VeloViewer](#)

In the old railway village of Millers Dale the medium route splits from short and begins the picturesque climb up to Wormhill. A couple of hairpins take you up and out of the village at which point you won't believe the climb is only 4.7% average. However once the early km is out of the way the road flattens and even goes downhill, providing a well timed respite. But do not get too comfortable as the road begins to ascend upwards up and through the farming village of Wormhill where the final pitch is much steeper than it appears!

Higger Tor

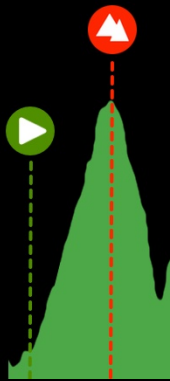
4.9km | 3.1miles

Ascent 278m

Av. Gradient 5.6%

Max 13%

Starts at 39km (long route only)



Long - [Click to view climb in VeloViewer](#)

The Peak Epic really does pack in all my favourites, the climb is long (relatively speaking for the Peaks) at 4.9km and ascending nearly 280m. It just ticks all the boxes: not too steep, great views and an epic feel that gives you that real sense of achievement once you reach the top! The only downfall is the road can be busy, particularly on the way out of Hathersage so take care. The tip to climbing Higger Tor, as with many climbs is don't get carried away on the early slopes, once you turn left onto Fiddler's Elbow the road does not slacken for more than 2km just slowly getting steeper and steeper. Many a time I've made the mistake of not keeping enough in the tank for the final pitch and faded badly before reaching the top.

Bolehill

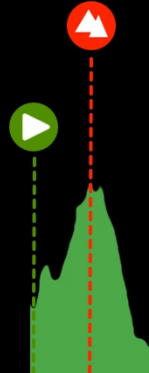
3.2km | 2.0miles

Ascent 158m

Av. Gradient 5.0%

Max 15%

Starts at 47.5km (long route only)



Long - [Click to view climb in VeloViewer](#)

This isn't the hardest of climbs with plenty of flatter sections to recover on but it does have the odd stingy section including a tough final 250m pitch of >10%. Starting from the North Lees Estate nestled in a steep valley the climbing begins with a short 8% ramp before settling into a very manageable gradient 1-5%. About 1km in at Birley Farm turn right and the gradient steepens as you make your way back up towards Stanage Edge. Just before you reach the bottom of Stanage Edge a left turn presents you with a steep final pitch to the top of Bolehill. A climb to conserve as much energy as possible as the next 4 climbs all have ramps above 20%

Bradwell Moor

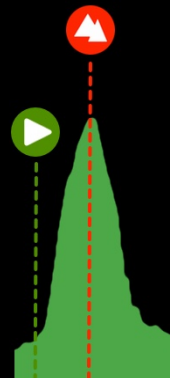
2.7km | 1.7miles

Ascent 222m

Av. Gradient 8.3%

Max 25%

Starts at 59km (long route only)



Long - [Click to view climb in VeloViewer](#)

Not many of you will know much about the first half of this climb, the second half is used on the Tour of the Peaks. The first 1km is steep, very steep, averaging around 13%. It has an Ardenne classic feel about it, climbing up through the narrow back streets of Bradwell, before finally leaving the village behind and emerging back out into the countryside. If a westerly wind is blowing this could be brutal, the steep part will be protected but as the gradient slackens the road becomes more exposed making the remainder of the hill much harder than the gradient belies.

Mam Nick

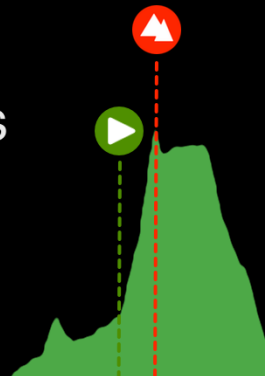
2.1km | 1.3miles

Ascent 206m

Av. Gradient 9.8%

Max 22%

Starts at 77km (long route only)



Long - [Click to view climb in VeloViewer](#)

Climbing up to Mam Nick from the Edale Valley is in a series of very steep ramps - the climb does provide you with brief (albeit very short) sections of respite. Despite only being 2.1km in length the fact it averages almost 10% makes this one of Peak Epics toughest climbs! Once you reach the top big breath, pat on the pack you have climbed half of the Peak Epic's 14 categorised climbs! If you get the chance (and have the energy!) as you crest the summit look behind you at the stunning view of Kinder Scout & the Dark Peak moors.

Sittinglow

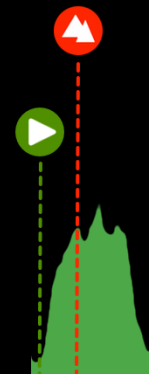
2.3km | 1.4miles

Ascent 158m

Av. Gradient 6.7%

Max 20%

Starts at 86km (long route) 47km (medium)



Long - [Click to view climb in VeloViewer](#)

After the long descent off Rushup Edge it is time to hit climb number 8: coming in at half distance this is quite a tough test in particular the first 1km which has a long sustained section of 19%. This section will have you out of the saddle pushing your heart rate back towards its max so not a time to think about only being half way in. Once the first 1km is out of the way the final 1.3km is relatively easy giving you time to catch your breath and return to a more sustainable pace. Over the top of the climb recover as much as possible because the next climb will have you maxing out once again.

Hanging Rocks

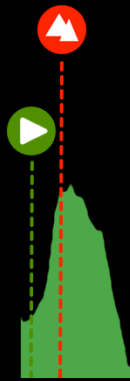
1.7km | 1.06miles

Ascent 150m

Av. Gradient 8.8%

Max 25%

Starts at 93km (long route only)



Long - [Click to view climb in VeloViewer](#)

A hidden gem. One that only the locals know about but avoid because of how steep it is! It all begins sedately enough for the first 0.5km after that things start to get serious. Up to and above the 20% mark. It is not too long and just at that point when you are reaching breaking point it comes to the end. Once over this there is only one more really steep climb to go! Phew!!

Pym Chair

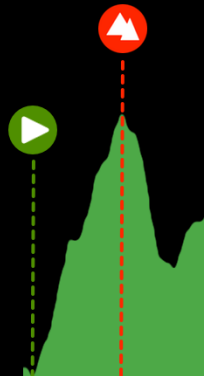
5.2km | 3.2miles

Ascent 296m

Av. Gradient 5.7%

Max 15%

Starts at 100km (long route) 59km (medium)



Long & Medium - [Click to view climb in VeloViewer](#)

The longest climb of the Peak Epic at 5.2km ascending 296m i.e. almost 1000ft. Starting out at the Whaley Bridge cross roads the climb begins on the busy main road towards Macclesfield but after 1km it turns off back onto the small lanes that you will have become accustomed to. After the steep climbs that have preceded Pym Chair the 'shallower' gradients will come as a relief to your now very weary legs. The long steady ascent will bring you out onto the wild moors of the Western Peaks finally cresting the second highest peak of the route. Only 4 climbs to go now!

Goyt Valley - Cat & Fiddle

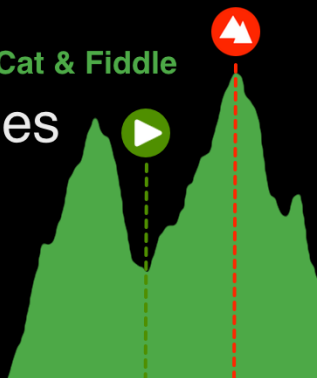
5.4km | 3.3miles

Ascent 261m

Av. Gradient 4.8%

Max 13%

Starts at 108km (long route only)



Long - [Click to view climb in VeloViewer](#)

A short descent off the top of Pym Chair and it is straight back into climbing mode as you make your way up the Goyt Valley to the top of the Cat & Fiddle. This road is breathtaking, starting out riding along the edge of the Errwood Reservoir before taking the one way road up the picturesque Goyt Valley. The shallow average gradient of the first part of the climb means you can relax and enjoy your surroundings slowly winding your way up to Derbyshire Bridge. Once you cross the Derbyshire Bridge the climbing is not over: a final km awaits with a little more testing gradient to take you up to the Cat & Fiddle - the highest point of the Peak Epic long route at 515m/1690ft.

Goyt Valley - Axe Edge

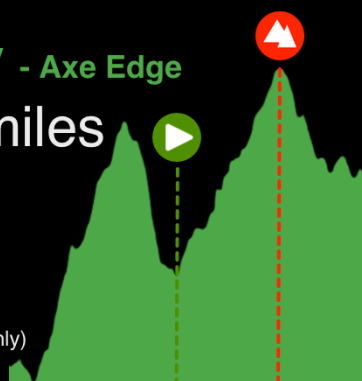
6.4km | 4.0miles

Ascent 247m

Av. Gradient 3.9%

Max 12%

Starts at 67km (medium route only)



Medium - [Click to view climb in VeloViewer](#)

A stunning climb which also happens to be the longest in distance of all the climbs found within the Peak Epic. The Axe Edge addition of the Goyt Valley climb follows the same route initially as the long route. Once you reach the feedstation at Derbyshire Bridge, the medium route splits off from the long route continuing to climb up to and onto Axe Edge reaching the giddy heights of 537m or 1762ft!!

High Moor

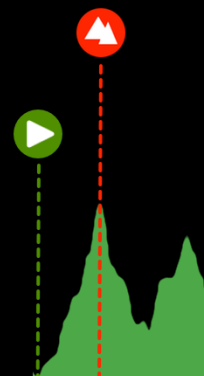
3.6km | 2.2miles

Ascent 195m

Av. Gradient 5.4%

Max 21%

Starts at 122km (long route only)



Long - [Click to view climb in VeloViewer](#)

After a long fast descent through Macclesfield Forest it's time to start climbing once again. 3.7km long with a typical varying gradient the climb averages 5.4% finishing with a steep final 500m pitch averaging around 9% peaking at 21%. Look out for the standing stone which mark the top of High Moor once this comes into sight you know you are almost there. Once crested big sigh of relief there is now only 2 more categorized climbs left to go! Having felt like it was never going to come to an end now you are heading due east and the finish line suddenly starts to feel closer (even if it is still 42km away!)

Flash

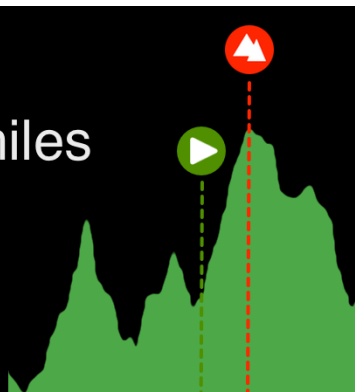
3.1km | 1.9miles

Ascent 186m

Av. Gradient 5.9%

Max 11%

Starts at 132km (long route only)



Long - [Click to view climb in VeloViewer](#)

The finish line is getting closer, now less than 40km to go and it's time to count down those climbs. The climb can almost be described as pleasant with no really steep sections - the road just makes it's way steadily up to Flash the highest village in England. The legs will be extremely weary by now though so even 11% pitches are going to feel tough. If the wind is blowing from the west as it often does the good news is that it will be a tailwind and in truth predominantly a tailwind all the way back to Bakewell.

Earl Sterndale

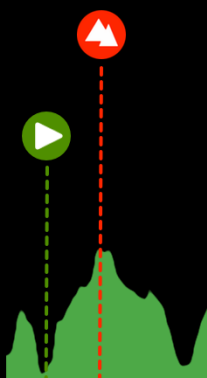
3.3km | 2.0miles

Ascent 142m

Av. Gradient 4.4%

Max 14%

Starts at 145km (long route only)



Long - [Click to view climb in VeloViewer](#)

The final categorised climb! What a journey you will have had by the time you get to Glutton Bridge - all that now stands ahead of you and the finish line is one final cat climb and two shorter climbs on the run in. Ramping up steeply as you leave the hamlet of Glutton the climb levels off as you pass through the village of Earl Sterndale before turning left up the edge of the ridge. If you have any energy left look right for a superb view back of where you have come from. This climb finishes with a nasty steep pitch on the small lane to Hurdlow.

Well done that is the 14 categorised Peak Epic climbs completed and that is some achievement! Now it's just a couple of smaller climbs in between you and the finish line in Bakewell.