

JULY 11TH 2021 **PEAK EPIC** THE ULTIMATE SPORTIVE CHALLENGE

Welcome to the road book for the 7th edition of the *PEAK EPIC*. The event takes place on Sunday 11th July 2021 from the market town of Bakewell in the heart of the Peak District National Park. This guide will tell you all you need to know about the event including timings, awards, signage, location, routes, profiles and technical climb information.

In order to comply with covid restrictions and regulations there are a number of changes to the way the event will be run. All the changes can be read in depth in our [Covid Mitigation PDF](#)

The *PEAK EPIC* is one of the UK's most challenging road cycling events, comparable to the Fred Whitton and Dragon Ride.

For event on line entries and all other information [click here](#)

This event is a British Cycling Registered Sportive.

ROADBOOK

**DARK
WHITE**
CYCLING EVENTS





Route Overview

From the start on the outskirts of Bakewell the route initially heads north east into 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 Wye Valley via Monsal Head. From the picturesque village of Litton the route heads towards Hathersage via Abney. Climbs of Higgin Tor and Bolehill quickly follow which will bring riders a stone's throw from the famous Stanage Edge. After the steep ascent of Bradwell Moor, the route drops back down to the Hope Valley and the first feed-station at Hope Sports Club. The route then meanders up the Vale of Edale to the foot of the 7th climb - Mam Nick.

After a flat run along the side of Rushup Edge, the route drops down to Chapel where a short sharp climb awaits. Next up is the beautiful loop through Combs and up to Hanging Rocks before dropping down to Whaley Bridge and the foot of the longest climb of the route up to Pym Chair. At the top be sure to take in the breathtaking scenery before descending down to Errwood Reservoir.

As a result of road closures and poor road surfaces the next 40 km of the route is all new for 2021. Rather than head up the Goyt Valley, the route takes the much steeper ascent out of the valley towards Buxton. Halfway up the ascent there will be water station where you can top up with water or energy drink. After a quick descent into Buxton the route heads up a steady main road climb to Axe Edge. From the summit riders will turn back onto the country lanes for the descent down to Glutton Bridge. At the 125 km mark there will be a signed cut off – a way to bail out if you find the going of the Peak Epic too much and want to head straight back to the finish. Please note taking the cut off will be compulsory from 16:30 onwards.

From Glutton Bridge the route heads to the quiet hamlet of Hollinsclough to start the long ascent up to the second feed station at Flash – Britain's highest village. After a well-earned feed, riders face the final 32 km and the remaining two climbs. Heading initially west the route turns south and heads up over Bareleg Hill. The route then heads east down a long fast descent through Longnor which brings riders back into Derbyshire and to the foot of the final climb – Crowdecote. A tough final ascent that will undoubtedly test out any tired legs!

The final run in from Monyash is shorter than in previous editions, heading directly back to the finish at Lady Manners School via the pretty village of Over Haddon.

EVENT LOCATION

Lady Manners School, Bakewell, Derbyshire, **DE45 1JA**
[view on google maps](#) // [what 3 words – passively.struts.gravy](#)

PARKING

All parking is on site - please park as directed by event marshals

ONLY CAR SHARE WITH PEOPLE IN YOUR HOUSEHOLD OR SUPPORT BUBBLE!



REGISTRATION – COVID CHANGES

Opens at **6:45 am** Closes at **9:00 am**

There are significant changes to registration – please read them in detail on [our website](#) or in [Covid Mitigation PDF](#)

At registration you will need to wear a **FACE MASK**, **SANITISE HANDS** and **SOCIALLY DISTANCE**.

Please do **not** turn up to **register more than 1 hour before** your **designated start time**. Please **ensure** you **plan your journey** to the **event** so you can **register** and **start on time**.

DO NOT TURN UP TO REGISTRATION WITHOUT FILLING OUT YOUR HEALTH DECLARATION FORM THE DAY BEFORE – THIS WILL BE EMAILED OUT TO ALL ENTRANTS SHORTLY BEFORE THE EVENT

At registration event staff will provide you with the following in a sealed plastic bag:

EVENT ROUTE MAP – with emergency numbers on the back.

NUMBER BOARD AND ZIP TIES – which you must be attached to your bike.

SPORTident TIMING CHIP – you will be required to self-strap your Si Timing Cards (dibber) to your wrist and wear it for the duration of the event. A designated member of staff, wearing appropriate PPE, will be available for assistance if required but participants are urged to do it themselves.

You are **required** to use your **SPORTident timing chip**, at the **start** and **finish**. Failure to 'dib' will mean you will **not** be **classed** as a **finisher** on the event.

The SPORTident Chip is being loaned to you for the day, take care of it, if you lose it you will be charged **£30** for a replacement.

IMPORTANT!!

ALL TIMING CHIPS/DIBBERS MUST BE RETURNED TO THE REGISTRATION DESK AFTER YOU HAVE BEEN THROUGH THE FINISH, IF YOU DON'T

(A) YOU WILL NOT BE CLASSED AS A FINISHER AND

(B) YOU WILL BE INVOICED FOR THE COST OF THE DIBBER (APPROX £30).

START TIMES – COVID CHANGES

When entering you will have chosen a designated start time between **7:30 – 9:10 am**.

To help **prevent congregation** at the start we will be switching to **rolling starts** rather than having a series of group starts every 10 minutes.

You will **now** be **able** to start **anytime** you wish within **10 minutes** of your **prescribed start time** i.e. a participant with an 8:30 start time can start anytime from 8:30 up until 8:40.

You may start individually or within a social group of a maximum of 4.

Please only turn up to the start when you are ready to go. If there is a queue please maintain social distancing and wear a mask.

VIDEO BRIEFING

Rather than having a start line briefing we will now be recording a video briefing that will be available to watch online before the event. A transcript of the briefing will be available to read and details will be emailed to all entrants in the week beforehand.

Last minute updates if required will be provided to the participants at the start line.

YOU WILL NOT BE ALLOWED TO START WITHOUT HAVING WATCHED/READ THE BRIEFING!

CUT OFF TIMES – STRICTLY ENFORCED

You must have **left** the **following** places by the **designated time**. If you fail to reach the feed or water stations before the prescribed cut off time you will need to head directly back to the start/finish point using the event map as supplied. All riders who abandon or cut short must return to event HQ and inform a member of staff.

FEED STATION 1 HOPE SPORTS CLUB

Location: **Google Maps // what 3 words – agreement.shoulders.waxer**

Distance: 69 km / 42.8 miles

CUT OFF TIME: 13:00

WATER STATION – GOYT VALLEY CAR PARK

Location: **Google Maps // what 3 words – aimlessly.enjoy.slings**

Distance: 110 km / 68 miles

CUT OFF TIME: 15:30

SIGNED CUT OFF*

Distance: 125 km / 78 miles

CUT OFF TIME: 16:30

FEED STATION 2 FLASH

Location: **Google Maps // what 3 words – canyons.teardrop.pausing**

Distance: 134 km / 83.3 miles

CUT OFF TIME: 17:00

***SIGNED CUT OFF** – in addition to the cut off times at the feed and water stations there will also be signed cut off at the 125 km mark. This will allow anyone struggling with the terrain to choose to cut the ride short and head back to the finish. By taking the bail out option you cut out three tough climbs and about 25 km of route. If you take the cut off please inform event staff at download.

It will be compulsory for all riders to follow the signed cut off from 16:30 onwards, this is to ensure all riders reach the finish on time.

COURSE SIGNAGE

The 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**.

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!**

Please respect all other road users at all times!



CAUTION NEEDED

The **PEAK EPIC** is held principally on small, steep, country lanes – whilst relatively traffic free, they are very narrow and in places can be covered in a small layer of mud and/or gravel, which will require caution from all riders to descend safely and courteously. All riders must be ready and able to stop at any point as there may be livestock, walkers, horse riders, tractors, 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.

CARE SIGNS ARE THERE FOR A REASON – PLEASE ADHERE TO THEM

Please show respect to all riders and all other road users – the event roads are open to all traffic. 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.

PLEASE RIDE IN SINGLE FILE ON NARROW COUNTRY LANES

REMEMBER IT IS NOT A RACE AND YOU MUST ABIDE BY THE HIGHWAY CODE

Hazardous descents



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.

North Lees Estate

Very narrow and steep. CAUTION! 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.

Bamford Edge

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

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.

Hanging Rocks - Whaley Bridge

Narrow road - relatively good visibility but bumpy road surface, used daily by farm traffic so road surface almost always has mud and gravel on to it.

Pym Chair - Errwood Reservoir

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

Dowall Hall Farm

Very narrow, steep and bumpy descent. There is also a number of cattle grids and some mud on the road near the farm. Riders need to show extreme caution and descend in slow cautious manner.



CODE OF CONDUCT

By taking part in this event you agree to abide the following code of conduct – anyone seen to be breaking any of these will be **EXCLUDED** from the event plus all future events, and in serious cases a full report will be sent to British Cycling.

FOLLOW GOVERNMENT SOCIAL DISTANCING RULES

Whilst attending this event you must follow government guidelines on social distancing before, during and after the event.

OBSERVE THE HIGHWAY CODE AT ALL TIMES

This event is held on open roads and you must obey the highway code at all times – **ZERO EXCUSES!**

NON COMPETITIVE EVENT – NO RACING

This is a non competitive event and you are forbidden from racing. If you want to race, this event is not for you – please enter a road race or a time trial. We take this extremely seriously!

NO URINATING IN PUBLIC

Do not use the side of the road as a toilet – please use the marked public toilets on the map

NO RUDE OR ABUSIVE BEHAVIOUR

You must be polite and respectful to all road users (cars, horses, bikes, pedestrians etc.), event staff and marshals and any other members of the general public. This includes riding in a controlled manner and being able to slow down if confronted with ramblers, horses, farmers etc. in the road. You have no more right than they do to be on the road so please be respectful. This also includes being loud or swearing as you pass through villages – something that is regularly complained about by locals regarding cycle events.

NO LITTERING

Litter bags will be provided at the feed-station so there is no excuse!! Keep litter/wrappers/cartons etc in your pockets until you reach the feed station / finish.

NO SHORT CUTS

If you aren't interested in sticking to the route and completing the challenge please do not enter. If you are seen to be taking a short cut you will not be classified as a finisher.

WE ORGANISE OUR EVENTS BECAUSE WE WANT TO SHOWCASE THE FANTASTIC YET CHALLENGING RIDING THE PEAK DISTRICT HAS TO OFFER AND WE WANT THEM TO BE FRIENDLY, ENJOYABLE RIDES FOR EVERYBODY INVOLVED.

Please help us clamp down on anyone breaking the code of conduct by reporting any incidents of poor behaviour to any of the event marshals or officials.

KIT REQUIREMENTS

NO HELMET NO RIDE!

- **FACE MASK**
- **PERSONAL HAND SANITISER**
- **ROAD BIKE** – must be roadworthy and in good working order
- **HELMET** – hard shell helmets conforming to CE standard EN1078 (not caving, climbing or canoeing types)
- **FRONT & REAR LIGHTS** – only compulsory in bad weather / poor visibility (strongly recommend at all times)
- **WATERPROOF JACKET***
- **FULLY CHARGED MOBILE PHONE**
- **MONEY** – in case you get stranded somewhere!
- **FORM OF ID**
- **SPARE INNER TUBES** – minimum of 2
- **ROAD PUMP** – capable of inflating to at least 100 psi (CO2 canisters do not count)
- **MULTITOOL** – including a chain tool
- **WATER BOTTLES** – 2 x 750 ml (or larger) full water bottles
- **SUFFICIENT FOOD** – carry sufficient supplies to last 4 hours worth of riding
- **EVENT MAP** – emergency contact numbers will be printed on the back of the map

Event officials will disqualify anyone who in their opinion does not meet the above compulsory equipment criteria.

**The requirement to carry a waterproof jacket may be relaxed in the event of warm weather but at all other times it is required.*

SELF SUFFICIENCY

YOU ARE EXPECTED TO BE SELF SUFFICIENT AND ABLE TO COPE WITH PUNCTURES AND MINOR MECHANICALS, ETC.

This event is a challenge ride, not a race. It is you against the relentless terrain of the Peak District and you are required to carry adequate food and drink, along with tools required to fix normal everyday mechanicals such as broken chains, slipping gears and punctures.

In the event of a major mechanical there is an emergency support vehicle available. If you do have any major problems please contact HQ (emergency numbers are on the reverse of the map handed out at registration).

Please be warned that any medical emergencies will always take priority and it therefore may take some time for the emergency support vehicle to reach you. You may wish to arrange your own lift back to event HQ either by friends / family or a taxi – that is fine but please check in at the event HQ once you return as you must let us know you are safe and hand in your timing chip.

****SHOW SOME CAMARADERIE AND HELP OUT FELLOW RIDERS IN NEED!****

FEED STATIONS – COVID CHANGES

For covid reasons we are **urging** all **participants** to be as **self sufficient** as possible for **food** and **water**. This will **help minimise** the amount of **contact** and **congregating** at the **feed stations**. As a result of the **measures** we are having to put in place to make the feed stations **covid secure**, it will take **significant** amount of **time** for you **go** to the **feed station** table.

Please read through our our **Covid Mitigation PDF** so you know what you need to do if **you decide** to **stop** at the feed stations.

As a **results** of **covid** we can no **longer provide unpackaged food**, so we will not have trays of nibbles and biscuits. **OTE** will **provide sealed gels** and **bars** and we will **supply individually wrapped cheese sandwiches**.

No plastic cups will be provided, you will **only be allowed** to fill up your **own water bottles**. Place your **water container** on the **table** and it will be **filled** via a jug by the **feed station marshal**.

SPECTATORS ARE NOT ALLOWED AT THE FEED STATIONS

FEED-STATION SUPPLIES ARE NOT UNLIMITED i.e. they are not all you can eat buffets! All efforts have been made to **provide** all **riders** with **sufficient sustenance** to get you around the routes however **stock cannot be guaranteed**. **Please take responsibly** and **consider** your fellow **riders** who have yet to visit the feed-stations.



Chris Meads Photography

Chris Meads is in charge of event photography. Photos will be uploaded & available to **purchase here** usually within 48 hours of the event finishing.

chrismeadsphotography.com

ABANDONING

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** of your **abandonment**. We don't want to be out searching for anyone after the event has finished!

EMERGENCY NUMBERS

We hope you don't need these but they can be found on the back of your route map handed out at registration. **Cipher Medical** are providing a **Rapid Response Vehicle** to cover any **accidents** and **emergencies** out on **course**. In the case of a **life threatening emergency** please **do not hesitate** to **phone** the **emergency services** **directly** on **999** or **112**. (NB - please can you let someone know at Event HQ if you have done this)

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

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

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

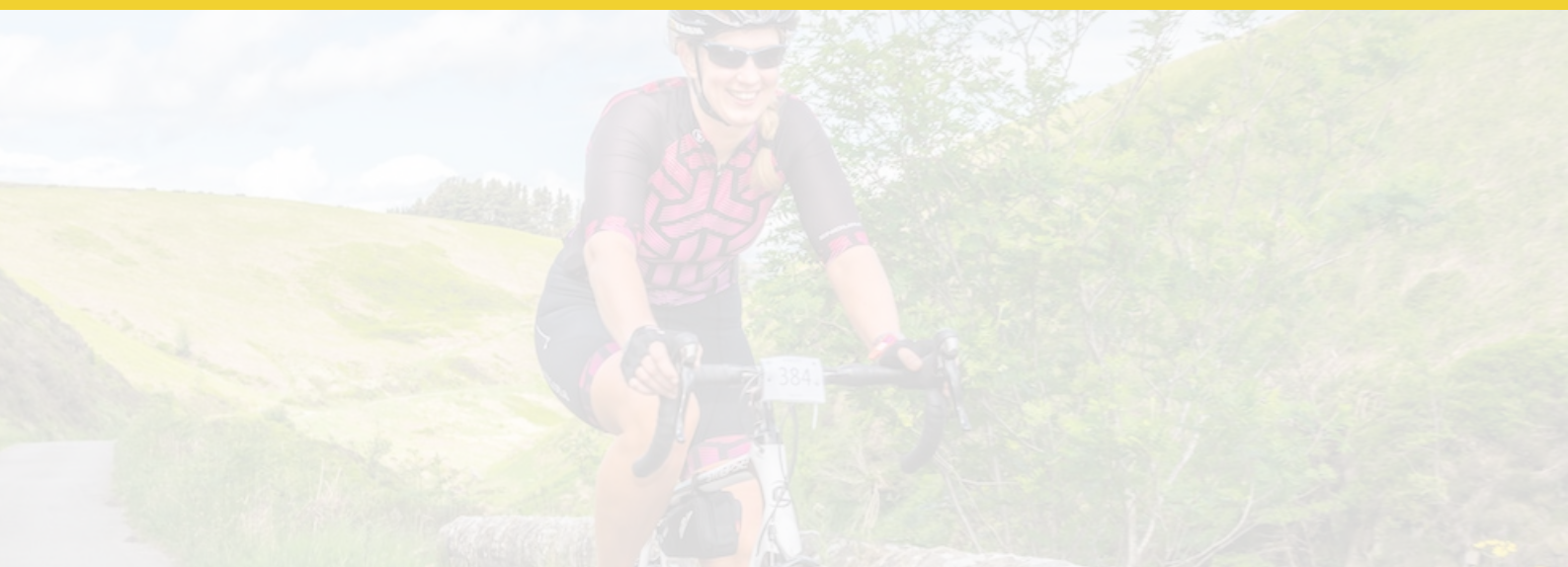
Minor Injuries Unit, Buxton Cottage Hospital, London Road, Buxton SK17 9NJ 01298 212208

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

WHAT 3 WORDS

Please **download** the free app **WHAT 3 WORDS** it is an **easy** way for you to **provide** us and the emergency services with an **accurate position** of your **location**.

GOLDEN RULE: All riders must report to HQ/registration to return your Si dibber and let us know you are safe. NO EXCUSES!





JULY 11TH 2021
PEAK EPIC
THE ULTIMATE SPORTIVE CHALLENGE
Peak District

START FINISH **FS** **WATER** **CUT OFF** **Public Toilets** **Climb Summit** **Hazardous Descent** **Caution** **Water Bar**

Event HQ
Feed station
Water station
Signed Cut off
Public Toilets
Climb Summit
Hazardous Descent
Caution

SPORTident
Event Timing Solutions

OTC
Official Timing Company

BRITISH CYCLING
SPORTS MANAGEMENT

Dark
WHEELS
EVENTS

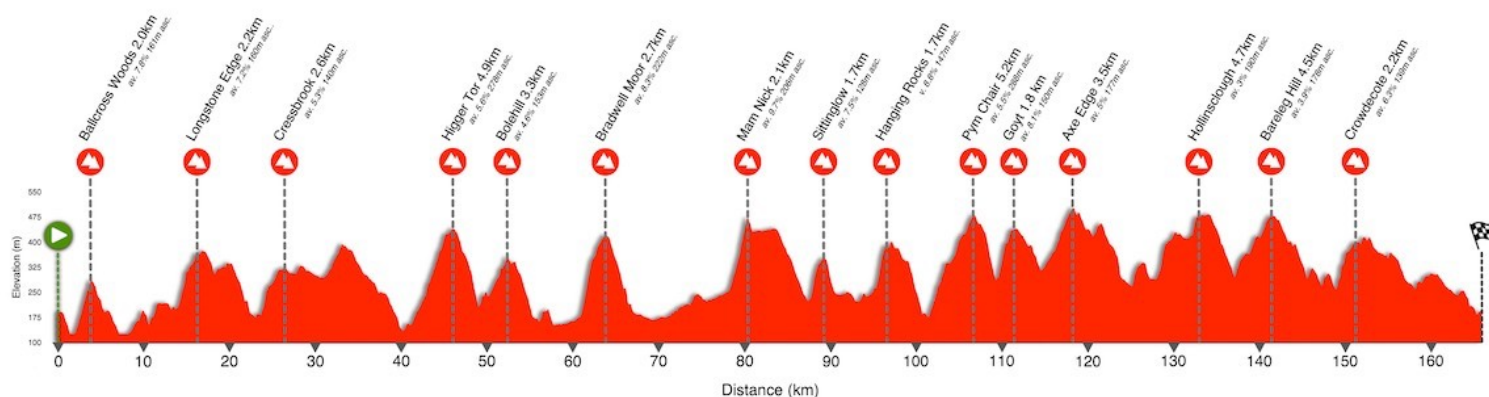
165.8 km / 103 miles

ROUTE STATS

DISTANCE: 165.8 km/103 miles

CLIMBS: 15

ASCENT: ~4000m/13123ft



Timing Awards

MEN

PLATINUM: Sub 7hr

GOLD: Sub 8hr

SILVER: Sub 9hr

BRONZE: 9hr+

WOMEN

PLATINUM: Sub 8hr

GOLD: Sub 9hr

SILVER: Sub 10hr

BRONZE: 10hr+

EVENT CERTIFICATE

Every **PEAK EPIC** finisher will receive either a **Gold**, **Silver** or **Bronze** certificate.

There is a **PLATINUM** award for any finisher of the long route to complete the course in **7hrs (men)** **8hrs (women)**

FINISH – COVID CHANGES

You must **stop** at the **finish line** and **self dib** into SPORTident **finish box** which will be fixed to a table/stake. **Failure to stop and dib will result in a non-finish.**

After **finishing** you must **sanitise hands** and then **head** back to **registration** to **download**. You are **not allowed to wait and congregate at the finish.**

SORRY BUT NO FRIENDS OR FAMILY ARE CURRENTLY ALLOWED AT THE FINISH AREA.

THE FINISH CLOSES AT 18:30

DOWNLOAD – COVID CHANGES

All riders must return to registration to download and hand in your SPORTident Timing Card.

At **download** please **follow** the **self download procedure** set out in the **Covid Mitigation PDF**, **returning** your **Si Timing card** and **self collecting** your **certificate**.

Please be **aware** that to conform with current covid rules and regulation **we are not allowed to provide any rider times** at the event. We will **ensure** that **rider times** are **posted up** on the **website** as **soon as possible post event**.

NO POST EVENT REFRESHMENTS

Sadly we are **currently unable** to **provide any** of our **usual** post-event **tea** and **cake**. This is a **real pity** as it is **something** we have always **provided** and something we **regard** as being **integral** to our **events**. **However** we need to **respect** the **rules** and **ensure** we all do our part to see a **safe return** to **events**.

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](#)



Ballcross Woods

2.0 km | 1.2 miles

Ascent 161 m

Av. Gradient 8.0%

Max 20%

Starts at 1.8 km



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 14 to go!

Longstone Edge

2.2 km | 1.36 miles

Ascent 154 m

Av. Gradient 7.0%

Max 25%

Starts at 13.9 km



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

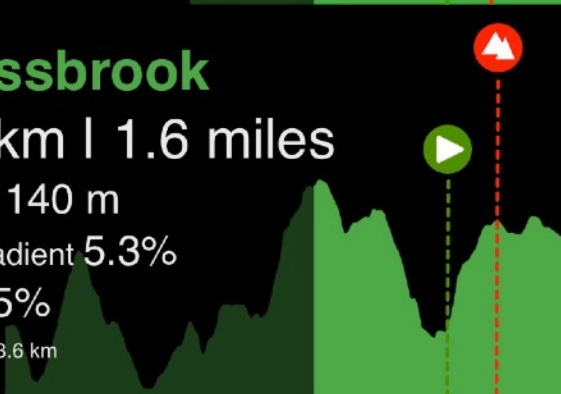
2.6 km | 1.6 miles

Ascent 140 m

Av. Gradient 5.3%

Max 15%

Starts at 23.6 km



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.

Higger Tor

4.9 km | 3.1 miles

Ascent 278 m

Av. Gradient 5.6%

Max 13%

Starts at 41 km



A Dark Peak classic, long (relatively speaking) at 4.9km ascending nearly 280m. It 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. It is very easy to make the mistake of not keeping enough in the tank for the final pitch and ending up crawling your way to the top.

Bolehill

3.2 km | 2.0 miles

Ascent 158 m

Av. Gradient 5.0%

Max 15%

Starts at 49 km



This isn't the hardest of climbs with plenty of flatter even downhill 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

2.7 km | 1.7 miles

Ascent 222 m

Av. Gradient 8.3%

Max 25%

Starts at 60.6 km

A real b*stard of a climb, one of the toughest on the **PEAK EPIC**. The first 1km is steep, very steep, averaging around 13%. It initially has an Ardenne classic feel about it, narrow back streets, 20% gradients before finally leaving the village behind and emerging back out into the countryside. If a westerly wind is blowing things get nasty, the steep part will be protected but as the gradient slackens the road becomes more exposed making the remainder of the hill far harder than the gradient belies.

Mam Nick

2.1 km | 1.3 miles

Ascent 206 m

Av. Gradient 9.8%

Max 22%

Starts at 78 km

Much like Longstone Edge, you have to do some climbing just to reach the start of the official climb. Once you pass through Hope the road gently ascends up the Vale of Edale to the village of Edale itself.

An iconic Peak District climb which is so spectacular that it was even being used for the filming of a MINI car commercial during the 2014 event. However despite it's beauty I imagine the almost 10% average gradient will make the 2.1km a pretty unenjoyable affair! Very steep ramps punctuate the entire climb however there are moments where the gradient does slacken allowing you brief respites to recover.

Sittinglow

1.7 km | 1.1 miles

Ascent 128m

Av. Gradient 7.6%

Max 20%

Starts at 87.4 km

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 stretch 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

1.7 km | 1.06 miles

Ascent 150m

Av. Gradient 8.8%

Max 25%

Starts at 94.7 km (long route only)

A hidden gem. One that until the **PEAK EPIC** only the locals knew about but avoided 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

5.2 km | 3.2 miles

Ascent 296m

Av. Gradient 5.7%

Max 15%

Starts at 101.2 km

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 5 climbs to go now!

Goyt

1.8 km | 1.12 miles

Ascent 150 m

Av. Gradient 8.1%

Max 17%

Starts at 109.3 km

New for 2021 – The first of four new climbs, this one is pretty steep throughout with a slight respite part way up (where the water station is located). Having rounded the right hand bend at the bottom you are faced with a dead straight pitch for about 800m which averages a punishing 12%. The views to your right on this ramp are stunning, looking across the Goyt Valley. The climb flattens out for about 300m, where the water station is situated, before ramping up steeply again for the final push to the summit.

Axe Edge

3.5 km | 2.2 miles

Ascent 177 m

Av. Gradient 5%

Max 9%

Starts at 114.7 km

New for 2021 – The **PEAK EPIC** is known for its small lane “hidden gem” climbs so the ascent up to Axe Edge on the busy A53 is a bit unusual and we apologise for its inclusion. Sadly an enforced re-routing due to road closures. Overall the climb is relatively steady, averaging 5% however there is a stretch about half way up that rises to 9%, so it is by no means a push over. One to just set a steady pace on and conserve as much energy as possible because the next climb is extremely vicious.

Hollinsclough

4.7 km | 2.9 miles

Ascent 190 m

Av. Gradient 3%

Max 25%

Starts at 128.1 km

New for 2021 – Do not let the average gradient of 3% make you think this is an easy climb, there is a descent part way up! The best way to look at it is think of it as two short sharp climbs with a recovery section in the middle. The first part, out the back of Hollinsclough, is super steep averaging 11% for about 700m with a maximum gradient of 25%. The second wall is a 500m ramp averaging over 12% which brings you to the summit. Certainly a worthy inclusion to the **PEAK EPIC**. Just 2 more climbs to go!

Bareleg Hill

4.5 km | 2.8 miles

Ascent 178 m

Av. Gradient 3.9%

Max 14%

Starts at 137.1 km

New for 2021 – Having refuelled at the Flash feed station and enjoyed a lovely descent you are confronted with the second to last climb up to Bareleg Hill. The tight turn at the bottom means you start the climb from almost a standstill, it is here that the climb bites the hardest. The first stretch maxes out at around 14%, after which it becomes a gradual affair, with some flat sections which will provide tired legs a welcome respite. Some beautiful narrow moorland lanes bring you to the summit. From the top enjoy a long fast descent to the foot of the final climb.

Crowdecote

2.2 km | 1.36 miles

Ascent 139 m

Av. Gradient 6.3%

Max 22%

Starts at 148.8 km

The final 20%+ test. Crowdecote is one of those daunting looking climbs, as you descend down to the River Dove it looks very imposing with all its hairpins in sight and it can appear much bigger and scarier than it actually is. Whilst it is very steep, especially on the hairpins, the worst part is relatively short, however after 149 km it might well feel like Alpe d'Huez. Once you pass over the steep section the road continues to drag upwards for about 500m to the climb summit.

Hurrah that is all the 15 categorised **PEAK EPIC** climbs completed! It is almost downhill all the way to the finish – almost!