

Benita Wishart
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Dear Ms. Wishart

At our recent Pedals monthly meeting it was agreed that we should make a response to the HS2 (Birmingham to Leeds extension) consultation emphasising two particular cycling / rights of way issues that we would like to see taken on board as your plans for this extension are further developed. These are:-

- a) The need to include a shared path in the plans for the proposed HS2 bridge over the Trent between Thrumpton (Nottinghamshire) and Long Eaton (Derbyshire) and
- b) The need to ensure a variety of coherent, safe and attractive connections for cyclists and walkers to and from the proposed East Midlands Hub at Toton.

Both these proposals would do much to help the HS2 project enhance routes for vulnerable road users in the vicinity, avoiding the need to use busy dangerous roads such as the B6540 by Sawley Marina (in the case of the proposed bridge over the Trent) and the A52 and the B6003 (in the case of the Toton EM Hub) and would connect to many existing routes (both for leisure and commuting) including Routes 6, 67 and 15 of the Sustrans National Cycle Network, the Erewash Valley Trail and the Trent Valley Way) as well as other regional and local routes including bridleways and footpaths, in Nottinghamshire, Derbyshire and nearby Leicestershire.

I am including in this response (below) a copy of the response we made to the earlier HS2 consultation in 2014. Although we realise that some of this is now redundant, particularly comments relating to the plans then proposed by the DfT for an HS2 Cycleway (SS2) within a 3-mile corridor of the new railway, abandoned in 2017, we consider that many of the detailed comments are still relevant.

We would be very pleased to discuss any of these ideas in more detail, at convenient opportunity, should you so wish. We will also be making these suggestions in the context of the emerging Local Cycling and Walking Infrastructure Plans for the D2N2 (Nottinghamshire and Derbyshire areas) and their forthcoming stakeholder engagement opportunities.

Yours sincerely,

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Appendix: Pedals response to the DfT HS2 Phase 2 Consultation, January 2014

Introduction

Pedals (Nottingham Cycling Campaign) welcomes the opportunity respond to this consultation and the recent news from the DfT of the appointment of consultants to carry out a feasibility study of the building of a cycleway in the corridor of the HS2 routes.

While in principle welcoming the proposed long distance route (SS2) we would like to emphasise the importance of such a route complementing existing regional and local routes and not competing with them or resulting in the loss of reduced quality of any such routes. Indeed great care should be taken in the detailed design, layout and landscaping of the alignment of HS2 and SS2 to ensure that connections in existing routes are improved, e.g. with safe and convenient crossing points. It will be much harder to do this satisfactorily if this is considered only as an afterthought rather than as an integral part of the whole new railway scheme.

Similarly we would like to emphasise the importance of good local connectivity and the need for the detailed alignment of the SS2 route to help extend local cycle networks and improve their quality, where substandard, to help provide safe connections to a variety of important local destinations and facilities in the vicinity of the route and contribute to wider transport integration.

Detailed comments

In the proposed HS2 route corridor in the East Midlands area, on the West Midlands to Leeds extension route, our main area of interest, close to the Nottinghamshire and Derbyshire county boundary, north of the M1, and south of Hucknall, it will be particularly important for the proposed HS2 and SS2 alignment to have regard to these routes in particular:-

- The Erewash Valley Trail (in the Long Eaton – Sandiacre areas).

- (<http://www.broxtowe.gov.uk/CHttpHandler.ashx?id=20643&p=0>) This was opened in 2011, implemented in a partnership between several organisations including Nottinghamshire and Derbyshire County Councils, Broxtowe and Erewash Borough Councils, the Notts and Derbs Wildlife Trusts, the Environment Agency, and the former British Waterways Trust. It included greatly improved canal towpath surfaces on the Erewash Canal and improved links to the Nutbrook Trail, southwest and west of Ilkeston, and part of Sustrans National Cycle Network Route 67.
- It also connects to the 9 mile Big Track canal- and riverside path route on the south side of Nottingham developed and upgraded over the last ten years by Nottingham City Council, Nottinghamshire County Council, and The Big Wheel (Greater Nottingham Transport Partnership) with support from other partners including the former British Waterways:
 - <http://www.thebigwheel.org.uk/for-you/cycling/maps-routes/the-big-track>
 - Sustrans National Cycle Network Route 67 (Long Eaton – Ilkeston – Nutbrook Trail area) (as well as further north, between Chesterfield and the Rother Valley Country Park)
 - Sustrans National Cycle Network Route 6 (Nottingham-Long Eaton-Derby section). Route 6 is an important national route connecting Inverness with Dover, as well as being the main NCN Route in the Greater Nottingham area.
 - Sustrans National Cycle Network Route 15 (Nottingham – East Midlands Airport section including the new provision being included in the A453 widening scheme between the M1 and Clifton, etc. Route 15 already exists across parts of South Nottinghamshire south of the Trent and is now being further extended.
 - The various bridleway links in the Strelley area on the west side of Nottingham and their importance as non-motorised links between the west side of Nottingham and the Erewash Valley.
 - The multi-user path on the north-west side of Nottingham, in Broxtowe Borough, between Hempshill Vale (Low Wood Road (on the Nottingham City / Broxtowe Borough boundary) and Watnall etc., part of a longstanding proposed Sustrans route via the Bennerley Viaduct and Ilkeston etc, to Derby. This path follows under the M1 via a disused railway bridge and Pedals and Sustrans are also very keen to see this facility safeguarded in the proposals for a further NET extension line (Phase 3) from the current NET Phase 1 terminal site at Phoenix Park towards Kimberley and Eastwood, with improved connections in the north of Broxtowe Borough including to and from the northern part of the Erewash Valley Trail (towards Langley Mill etc).
- Other parts of the Greater Nottingham Cycle Network, especially in the Toton, Chilwell and Beeston areas), existing and proposed and including

paths to be developed and / or upgraded in association with the current NET (Nottingham Express Transit) tram extension plans, due for completion in late 2014. (see cycle map of Nottingham City and some surrounding areas downloadable at: <http://www.nottinghamcity.gov.uk/Cycling>)

We see cycle connectivity to the proposed Toton station (East Midlands Hub) as vital, not only for passengers travelling onwards but also for people employed and living in the vicinity. To this end we would hope to see the following major links put in place, all clearly signed with signage designed to be consistent with other local cycle route signs in Greater Nottingham, now being reviewed, and including the signs associated with cycle facilities related to the two new NET extension lines.

- From Toton park and ride, parallel with the proposed tram route to HS2. This would connect Beeston, Chilwell, parts of Stapleford and the proposed housing developments at Toton.
- From Stapleford via Bessels Lane to link in with the Erewash Valley trail, connect Sandiacre, Stapleford and link to the old Derby Road. This could also connect new housing proposed on the Stanton Ironworks site.
- To Long Eaton (connection to Sustrans NCN Route 6). There is a public footpath over the footbridge at present and there may be proposals for a tram route /road. We would want cycling provision built into this.
- To Toton estate thus connecting significant residential areas not only to the HS2 hub but to all the other routes as well.
- Cycle path across the Trent on an adjacent way to the High Speed rail, or if not practical a way to be investigated utilising one of the existing rail crossings, e.g. cantilevered on the side of the Midland Main Line bridge east of Trent Lock and with possible connections to routes on the south side of the Trent and in the A453 corridor, including Sustrans NCN Route 15.

We would hope for substantial cycle storage facilities, changing rooms, lockers, showers and cycle hire at the station, perhaps including a further hub in the growing Citycard cycles scheme developed since 2012 by Nottingham City Council (www.citycardcycles.co.uk) and now being extended into adjoining local authority areas, to provide both hire bikes and secure parking for people to leave their own bikes.

Pedals would welcome the opportunity, in cooperation with other local cycling groups, local authorities and other interested organisations, to discuss these issues in more detail and how best to ensure that the detailed final HS2 and SS2 proposals

contribute as much as possible to enhancing the quality and quantity of local cycle routes in the vicinity and the wider Nottingham and Derby areas.