

## **HS2b (West Midlands to Leeds extension): Consultation on the working draft Environmental Statement: Response from Pedals (Nottingham Cycling Campaign), December 2018**

We welcome this further opportunity to make comments and would like to emphasise these points in particular:-

- The need in any path diversions and realignments to minimise the detours involved for path users and to ensure that the realigned paths are at least of no worse quality than the ones to be diverted or stopped up, and preferably better, e.g. including ramps rather than steps, to facilitate wheelchair access as well as smoother surfaces to assist easy pedal cycle access. We are concerned that the proposed diversion of FP10 (part of the Nottinghamshire leg of the Erewash Valley Trail), near Trowell Moor and south of the A609 Nottingham Road (shown on Map CT-06-436: Proposed Scheme) will add significantly to the distance on this section of the EVT.
- The need for good safe and convenient access to and from the East Midlands Hub at Toton by bike as well as on foot and, specifically, for the proposed good pedestrian routes to and from the Hub, between the 4 "Quadrants" to be shared paths for cyclists as well as pedestrians
- The need for cycle routes and shared paths in the HS2 East Midlands Hub area to be well integrated with other existing and proposed routes including a tramside path alongside the proposed Chilwell NET route extension from Toton Lane, Sustrans National Cycle Network Route 67 and the Erewash Valley Trail, and other routes connecting to, from and through the adjoining Growth Hub. There would seem to be particular opportunities to improve links to and from the EVT canal towpath (NCN Route 67) on the west side of the new East Midlands Hub Station at Toton.
- The need for close collaboration between all relevant authorities and agencies including HS2 Ltd, the proposed Development Corporation for the Growth Hub area, Nottinghamshire and Derbyshire County Councils, Broxtowe and Erewash Borough Councils, Sustrans, and the various Local Access Forums and User Groups. The involvement of other related agencies will also be important such as the Canal and River Trust, particularly in view of the importance of enhancements to the Erewash Canal towpath sections close to the proposed EMH at Toton.
- The need for this wider collaboration to help facilitate planning the cycling and walking links for the East Midlands Hub and Growth Zone in a much wider context, including the major changes nearby south of the Trent such as the East Midlands Gateway Project, and the forthcoming redevelopment of the Ratcliffe on Soar Power Station east of East Midlands Parkway Station, due to be decommissioned by 2025. This wider context should include, as recommended in our recent submission to the D2N2 Area LCWIP preparation process, the inclusion of a shared path as an integral part of the new HS2 Rail bridge over the Trent between Long Eaton / Cranfleet Canal on the north bank and Thrumpton / Redhill marina on the south bank. This would connect to numerous footpaths, bridleways and cycling routes on both sides of the river, including Sustrans NCN route 6, 15 and 67, both the Nottinghamshire and Derbyshire arms of the Erewash Valley Trail and also, south of Redhill Marina, the River Soar Trail through Leicestershire. It would also provide a very useful commuting link, with the wider development changes in this area over the next few years, and much safer than the B6540 south of Long Eaton, currently the only route across the Trent in this area.
- Ongoing detailed consultation with users will be very important, not just with respect to routes in the EMH area but also with respect to other routes further north including the Nottinghamshire leg of the Erewash Valley Trail in the Trowell area and the multi-user path between Hempshill Vale and Watnall.
- As well as stressing the continuing importance of continuing consultation with user groups, and Sustrans, we also think it very important that all these issues are addressed with close coordination all the relevant organisations in the wider area of the EMH, i.e. including not only HS2 Ltd., the proposed Development Corporation but also Leicestershire County Council and

all the relevant District Councils, on both sides of the River Trent and again including the CRT with regard to the enhancement of routes by the Grand Union Canal and the River Soar Trail.

- All plans for new and enhanced routes for cyclists and walkers in the wider area should also be integrated with those being assessed as part of the LCWIPs (Local Cycling and Walking Infrastructure Plans) being prepared for Nottinghamshire, Derbyshire and Leicestershire. In the case of Nottingham and Derbyshire this process is being coordinated by D2N2, with DfT-funded technical support provided by Sustrans and PJA (Phil Jones and Associates), with the aim of completing the first LCWIP for the whole D2N2 area, covering a 10-year period, by the end of March 2019.

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