Interfaces between HS2 and existing/potential cycling routes
The HS2 Project will cut across numerous local cycling routes and footpaths. The quality of its provisions will affect both everyday journeys and visitors trips in some way however small. The detail of the design of bridges and diversions, and the quality of provision for new paths will contribute greatly to the attractiveness of local journeys and to the overall level of cycling in the future along a broad swathe of the country.

In addition, unless we anticipate future plans and potential routes, the HS2 project may end up frustrating the development of popular cycling routes along its route.

These notes bring together the interfaces with HS2 of the proposals arising from the recent study into a National Cycleway along the general corridor of the HS2 project, and a number of other isolated locations arising from “cycle proofing” considerations. In this last respect these notes have only considered the limited number of locations where there are clear opportunities or advantages from providing for dedicated cycling facilities either crossing or parallel to the HS2 route.

We have excluded most minor roads where there is no need, as traffic flows will be small and those major roads where there is no reasonable or foreseeable expectation for anticipating a cycling route in the future.

The standards set out in the HS2 Assurances refer to current design standards. Their recommendations are set out in Appendix 1 and may be summarised as follows:

1. Types of parallel facility in relation to the volume of traffic in highway.
2. Typical cross sections showing Cycleway standards. Note that the Dutch CROW guidelines followed by the study of a National Cycleway associated with HS2 puts great store on the attractiveness of cycling routes and requires considerable verge widths near heavily trafficked roads.
3. Types of crossing requirements and standards in relation to traffic flows.
4. Gradients should be 1:20 or less except in areas where the adjacent road gradients are anyway steeper.
5. The cycling routes should be free of all barriers or obstacles to making easy progress.

Here in Northamptonshire nearly all the locations where the needs of cyclists should be considered lie in the vicinity of Brackley as the remainder of the route of HS2 runs through deeply rural areas where existing roads are either suitable for cycling or the likelihood of any future specific measures in the vicinity of the railway is remote.

Key plan showing the opportunities associated with HS2 in the Brackley area

1. Existing route via airstrip area to reach Stowe and Buckingham
2. Existing attractive greenway across the river and under the main road to reach Brackley
3. Planned works access tracks either side of River Great Ouse
4. A Whitfield to Brackley route via the remains of the old road
5. Greenways in new housing developments
6. Old railway formation to Radstone and Helmdon
7. Planned Green Bridge over HS2
8. Route from Brackley to Westbury (all in Buckinghamshire)
1 Turweston to Oxford Road via works access tracks and bridges over the River Great Ouse

HS2 is planning to construct works access tracks either side of the River Great Ouse which total over 1 mile in length. If these two tracks are linked together then they will make a very useful local resource and a direct route from the northern expansion of Brackley towards the countryside and Stowe.

The detailed map illustrates this opportunity as follows;

1 Proposed route via aerodrome to Stowe.
2 Planned works track to riverside
3 Existing bridges over the rivers
4 Second planned works track to service the large balancing pond from the old Oxford Road
5 Remains of the current main road where an appropriate width could be retained for the works access and the cycling route
6 Planned bridleway underpass to be constructed as part of the new main road
7 Links into new housing developments
2 A43 Brackley to Whitfield

The traffic levels on this road dictate that a new segregated cycle track is provided as part of the new road construction. This work would then provide for one possible option for the National Cycleway through to Stone and Buckingham, as well as a local route from Whitfield to Brackley.

The best arrangement of this A43 link would probably be to link from Whitfield to the remains of the current main road (which will become all but traffic free), and then to link to the new road at an easy gradient not greater than 1:20, to cross the HS2 railway on a cycle track on the south side of the A41 bridge, before ramping down again to re-join the old carriageway. For the final approach to Brackley it would be much the best to link into the current housing development layout via the planned bridleway subway, although a dedicated route round the north side of the roundabout will link to the road into the Town Centre but avoid the main trafficked arms of the junction.

1 Planned works access track from the Avenue in Whitfield 400m to the north.
2 Retain a narrow width of the old main road.
3 Easy link to join the line of the new main road. Achieving a 1:20 gradient should not be difficult.
4 Design the new road so that the greater width of ‘footway’ is on the east side of the bridge in order to cater for shared use.
5 Return to join the old main road.
6 Follow the remaines of the old Oxford Road.
7 Utilise the planned bridleway bridge under the new road.
8 Link into the paths to be provided as part of new developments.
9 Provide link around this side of the roundabout and across the garage forecourt to reach the road for Brackley.

Plan of housing development in the north of Brackley
1 Planned bridleway underpass with drawbridge portals
2 Greenways in new developments
3 Direct link into Brackley avoiding the roundabout.
3 Radstone Road

This is a most unpleasant road to cycle on because of the speed and volume of traffic. Cycle proofing would require a segregated route over the length of the diverted road. However, we suggest that a better solution would be to complete a route via the green bridge which HS2 is constructing on the line of the former Great Central railway to Helmdon. Such a route would bypass a longer section of the Radstone Road and would provide a valuable resource from both Brackley and Radstone. If this route was put in place, there would be no requirement to provide any cycling facilities on the Radstone Road where it is to be reconstructed by HS2.

1. Planned Green Bridge and public footpath route could readily accommodate bridleway and cycling route to Radstone

2. Negotiate along old railway and ramp down to make link to road to Radstone

3. Negotiate to continue south along the eastern field boundary of the old railway to join the new paths in Brackley housing. Note that a bridleway along this route could replace the existing one which crosses the middle of fields and might be preferred by the landowner. This could also reduce or eliminate the need for the separate bridleway bridge proposed as the green bridge would be just as convenient for equestrians on the way to Radstone.
4 Claydon and Lower Boddington to Wormleighton

The proposed National Cycleway follows the general alignment of HS2 from Wormleighton to Ladbroke. Whilst most of this lies within Warwickshire the first section is in Northamptonshire. The volume and speed of traffic on the main Warwick Road from the junction with the Claydon Road would suggest that a separate cycle track should be constructed along the south side of the new road to provide the first part of a traffic free route to Wormleighton.

1 Follow minor road from Claydon. The reconstruction of this road should be suitably low key in order to minimise traffic on it.

2 Construct new path along field edge to avoid the much busier road here.

3 Continue along the field edge to Wormleighton.

4 Planned works access track to the Oxford Canal.

![Diagram of Claydon and Lower Boddington to Wormleighton]

- Cycleway proposals traffic free
- Cycleway proposals on road
- Local bridle paths and low flow roads which need connecting at HS2 interface
- Route of HS2 Rail
- Areas shown in detail plans

Proposed link on or immediately adjacent to HS2 lands
Right at the north-west corner of Buckinghamshire there are two interfaces between HS2 and potential cycling routes which are of importance.

The first is shown here where the HS2 works could make a significant boost to providing for the making of a safe route from Westbury to its nearby Brackley. A short part of this route is already in existence.

1 Line of the former railway now much fragmented into several ownerships.
2 New road to be constructed in association with HS2 needs to provide for a cycling track along its north side.
3 Two remaining sections of road to be dealt with by the Council.
4 Existing old road alignment now a traffic free path.
5 The crossing of this major road roundabout will require traffic lights.
6 Minor road route to Finmere and Buckingham.

Details on main map
1 Follow the old line of the road as far as possible.
2 Provide for separate two way cycle track on north side of bridge.
3 Return to line of original road and provide clear crossing of Oatleys Farm road.
4 Completion of route to Westbury by others.