Recommended possible main National Cycleway associated with HS2
Additional or alternative routes
Local links and connections

Route maps and notes  December 2015 revised July 2017
Background to the First Stage

In January 2014, the Department for Transport (DfT) commissioned consultants, Royal HaskoningDHV, to carry out a Feasibility Study into creating a series of world class cycling routes from London to Birmingham, Manchester and Leeds. The project considers a study area that is generally three miles either side of the planned HS2 Rail alignment, and was conceived as an opportunity to deliver excellent local facilities for communities along the whole length of the proposed railway.

It is envisaged that each section of cycle route would serve as an important facility at a local level, connecting where people live to where they want to go to; and by linking the individual sections together, a continuous long distance could be created that would provide an attractive leisure and tourism facility as well.

As far as possible the project was also to enhance pedestrian routes, and in some cases bridleways too, all within the context of creating continuous, safe and attractive routes which would encourage the public to cycle for local trips, for leisure and as tourists.

The report of this first phase of work was completed in December 2014. It included a total of 19 detailed appendices, of which this is one, each of which described a section of the preliminary route options in some detail. The routes themselves were derived from discussions with local authorities and other interested bodies, backed up by cycling the routes as far as this was possible.

In order to avoid too much repetition in the text and explanation of details, a selection of photographs of appropriate arrangements and details from both the UK and the Netherlands is included here to indicate the sort of quality of route the HS2 Cycleway aspires to realise.
Second Stage

The second stage of the study was carried out during 2015. It comprised meeting with the local Highway Authorities and with the principal institutional landowners, such as Network Rail and the Canal & River Trust. Following on from these meetings, and any necessary further fieldwork, the route proposals were revised, and a series of "workbooks" prepared covering the details of how the proposed cycleway would interact with Network Rail, HS2 and others.

In the case of the options between Wakefield and Barnsley it was decided in discussions to remove the third eastern option originally proposed and also to introduce an approach to Barnsley itself via Dearne Valley Park. These are the principal changes shown in these revised notes.

Frequently Asked Questions

How will it be funded?
As the project is still in the feasibility stage, no specific funding commitments have been made; part of this study is to determine the likely costs. However, should the project be commissioned, it is envisaged that it would be funded by DfT separately to current funding packages.

How will it be delivered, practically and politically?
Part of this feasibility study is to identify potential delivery models; and we would very much appreciate your views on the most appropriate solution for your area. Should it be delivered completely from a central body or should it be delivered locally with support from a central body?

How will it affect current funding streams?
It is not expected that this project would affect current funding streams, so that this project would be in addition to existing cycle infrastructure investment. It would, though, be advantageous to badge current schemes as part of the National Cycle Route.

When will it be delivered?
This feasibility study will identify a potential delivery programme based on the dialogue with local authorities. Should the project be commissioned, we expect certain sections will be able to be delivered relatively quickly whilst others may take longer. Alternatively, funding arrangements could dictate that certain sections are delivered in a particular order. The findings of the feasibility study will help inform these decisions.
Design Standards - Summary

A set of design standards was developed as part of the first stage of the feasibility study. These are available as a separate document. The design standards strongly emphasise the need for continuity and integration of cycle infrastructure, and that facilities should be appealing to the end user and also consider the needs of non-users. The design standards are a working document, and will be reviewed throughout this stage of the feasibility study in order to best take into account differing local contexts.

The design standards are consistent with the project's overall aim of the National Cycleway being a domestic exemplar of what high-quality integrated modern cycling infrastructure looks like: safe, direct, coherent, comfortable and attractive. The design standards also emphasise that adaptability will be important as the UK grows its cycling mode-share.

A strong focus is on the best practice seen in places with high levels of utility cycling like the Netherlands and Denmark. Attention is also paid to inclusivity, which not only covers all potential types of cyclists – including those with mobility impairment – but accessibility for all types of other users who will interact with the infrastructure. Benefits to the wider community should also be encouraged: even if individuals do not directly use the route for transport or leisure purposes, the design should take the opportunity for place-making along the route to improve the attractiveness of town centres or other areas through which the route passes.

The default position of the design standards is that cyclists should be afforded their own dedicated space with physical separation from other users. This is an effort to move away from infrastructure strategies that default to a shared use path, or on-carriageway facilities with limited protection from motor vehicles on busy roads. The design standards, however, do allow for sharing with motor traffic, pedestrians or equestrians in certain circumstances – normally where volumes are low. Steps may nevertheless be required to engineer these conditions where they are not currently present. It is likely that many extant greenways through open space or in the countryside which are shared with pedestrians and equestrians would already be suitable for use by the National Cycleway with few changes necessary. In more built-up environments, however, the design standards promote the implementation of dedicated infrastructure for cyclists, consistent with the best practice found elsewhere in the world where cycling for everyday journeys is commonplace.

The design standards acknowledge the varied contexts of the areas through which the route is likely to pass. Quality of infrastructure should be highest where potential for the route to be used is greatest, which is in urban areas or between sizeable settlements in rural areas. However, designs should not be put forward that prevent further expansion as usage grows or new journey possibilities are created that stimulate demand for movement.
Throughout the section of HS2 Cycleway route described in these notes, it is intended that the overall route is created to the highest standards of design, of surface, of continuity and attractiveness all based on current best practice guidelines, including the Dutch CROW manual. The following examples drawn from England and Holland indicate what is intended, even though the brief descriptive notes attached to the route section maps may not explicitly say so. The photographs are loosely arranged to run from the town to the countryside ending up with the all-important junction and crossings details. These are required at each and every intersection with trafficked roads.

0. The HS2 Cycle route will start in the traffic calmed core of the town where cyclists share the road space on equal terms with motor vehicles. (Massluis)

1. Almost without exception cyclists will be permitted 2 way down one way streets in order to maximise their direct networks. (Gouda)

2. Sympathetic treatment of main street in typical small town

3. Closure of main street to traffic. (Rotterdam)

4. Typical English town with “pedestrianised” town centre already paved to delineate cyclists. (Stafford)

5. The Embankment, London, showing the space created for the Cycle Superhighway

6. Where space is limited the removal of the central white line and introduction of advisory cycle provision emphasises the presence of cyclists. (Gouda)

7. One lane of the road made into a two way cycling track (Redcliffe Bridge, Bristol)

8. Reallocation of road space through residential development to create 2 way cycle route. (Breda)
9 Cycle track set well back from main road and separated by avenue trees. (Rotterdam)

10 Wide promenade in urban park. (Tamworth)

11 New cycle track in Warwick University grounds with lighting

12 Typical railway path, 2.5m wide rural areas, 3.0m minimum urban areas. (Derby, Melbourne)

13 Wide towpath on Calder navigation

14 Narrow 2m wide towpath on Erewash Canal; note sealed surface with appropriate coloured gravel

15 Typical National Route in rural areas on lightly trafficked road. (Boxtel to Eindhoven)

16 Typical measures to show traffic on lightly trafficked rural roads on routes advertised for cyclists

17 Quiet lane approaching Lichfield – 20mph

18 Typical minor cul-de-sac in Holland, links to ongoing path for cyclists. No motor vehicles permitted except farm vehicles
19 Similar farm access on the way to Waddesdon

20 National Cycle route (LF) parallel to main road in rural Holland. (LF13 Alphen)

21 Stone based cycle route through National Forest near Ashby-de-la-Zouch

22 Field boundary path with cattle grid and wicket gate approaching Kenilworth

23 Single stage toucan crossing of dual carriageway in Aylesbury

24 Dual use crossing of side road in Gouda

25 Cycling zebra at Aylesbury

26 Priority crossing of side road at Gouda

27 Path continuing parallel to main road (Gouda). Note the crossing is arranged on the desire line
28 Priority crossing in Rotterdam

29 Continuity of route on London Cycle Superhighway to Canary Wharf

30 Direct priority crossing in Lancaster

31 Direct crossing in York on the desire line

32 Treatment of approaches to splitter island at roundabout in Aylesbury

33 New shared use bridge over railway at Aylesbury Station

34 Tank Top bridleway bridge over M1

35 Major new cycle route attached to railway bridge approaching Nijmegen

36 Wide, on the level, underbridge at Tamworth
HS2 Cycleway: Wakefield to Barnsley & Chapeltown

Western option

This study has concluded that the western option via Newmillerdam is the optimum route for the main corridor. But the route to Walton, and the route to Crofton should both be considered essential feeds to the main route.

The reason for not preferring the current TPT route via the Barnsley Canal is because of its very narrow paths, in deep cuttings, through to Notton Bridge. This is a perfectly good route but it is not readily capable of being upgraded for heavier use.

1. The route starts on the old bridge at the Wakefield County Chapel.
2. The A63 Doncaster Road crossings will have to be simplified as at the present they are impossibly circuitous.
3. The Barnsley Road is wide enough to accommodate a 3m wide, 2 way cycle route separated by kerb all along its western side.
3a. Minimise traffic on Portobello Road.
4. Existing tarmac path on old tramway. Note this is all part of the Wonders of Wakefield cycle route.
4a. Make a number of links to the Country Park and riverside routes.
5. There is one private field to cross to reach the Superstore.
5a. Define a route through this huge car park to reach the existing toucan lights of Asdale Road.
5b. The signed route continues with a toucan crossing of the Standbridge Lane.
5c. This is a rather lovely path.
5d. Negotiate a new evenly graded ramp across the private field recently planted with trees.
5e. Cross the Barnsley Road and enjoy the magical path around Newmillerdam, a highlight of this overall route.

Central (Trans Pennine Trail/TPT) option

1. The new Hepworth Gallery is a good place to focus the HS2 Cycleway. The route to the town Centre, and to the railway stations, needs to be defined and taken up to the highest standards.
2. Define a route through to Sandal station via a combination of main road cycle lanes and residential roads.
3. Go through station car park for good route on line of old railway.
4. The existing path ramps down to join Oakenshaw Lane, but a masonry work bridge remains. It would be better to continue along the former railway to main road. This should be possible as the formation is well separated from the operational line and there is space to drop down at the end.
5. Join School Lane past the shop.
6. The footpath may give a direct route avoiding main road.
7. Generally excellent canal path. Due to its confined nature through deep cuttings the path is restrained by timber edge boards. These are generally sound but will not last for ever. So if the route was to come this way, the path should be rebuilt wider with permanent edging.
8. The ramp down from Sike Lane is very poor and needs to be re-graded and cleared of tree roots. HS2 Cycleway will require a permanent construction with more regard to longevity of the works and appropriate replanting of trees by way of compensation.
9. It is either side of this high road bridge that the canal cutting is at its most spectacular.

Eastern link to Crofton and Havercroft

The Eastern option serves settlements to the east of HS2 Rail and provides a route to Nostell Priory and Park. As with the western option there are some magnificent views from the Havercroft area.

1. The route diverts from the TPT route at Oakenshaw Lane. After crossing on the railway bridge go north on the ample spare land to the west of the single track, cross the main London line and Chevet Terrace lane, before ramping back on railway land to pass under the bridge.
2. Join the route through the Country Park. The W of W, Wakefield Wheel, currently has to use the unsuitable Shay Lane, but the arch under the railway (which is gated) is their target and a much better route, even though it does pass Crofton Sewage Works!
3. Existing excellent path past playing fields.
4. Go through New Crofton on Santingley Lane and past the shop.
5. Join permissive track to Nostell Priory.

Note:
This HS2 Cycle Link should reach Havercroft. The old railway continues south and this would be a very useful local route.
Note  With the revision of the HS2 route via Conisbrough, the eastern option here becomes the first priority although the western options via Barnsley remain equally useful for local people. The revised proposals for the National Cycleway are described in Annex 9a. The start of this revision is shown on this page but not on subsequent pages in this document.

The new alignment does not change the recommended eastern route although the precise details in the vicinity of HS2 and East Coast Main Line will need to be reviewed.
**The Central TPT route: Wakefield to Barnsley, Elsecar and Chapeltown**

### Western option

6 Newly built railway path to an excellent standard from “Toptrek” with cementitious additive. This passes under A61 and the Royston Road and gives nearly 5 kms of direct route with large earthworks to even gradient. This continues via Wood Lane and Boyne Hill to form the current signed Wonders of Wakefield route.

6a It would be preferable to use the excellent stone perimeter path around Newmillerdam and construct a new graded route up through the woods to join the railway.

7 The cutting just south of the bridge is filled and the ramp down from the field level to under the bridge needs to be eased.

8 The section parallel to the single track railway is largely unfenced but there is plenty of space as the railway is now singled from its original (4?) track.

9 The western route, after just touching the TPT main route, now swings away to follow the former railway past Royston to Barnsley. Such is the number of former railways that this one, which almost anywhere else would have been considered invaluable, is not made up into any formal path, although this first section makes the Barnsley Boundary Path.

10 As the railway cutting is heavily vegetated the path sensibly follows the field edge. However, it needs to be reconstructed to a high standard.

11 Bleakley Lane bridge is removed, although one abutment remains. A new bridge would be the best solution as this is a fast road. Make up an earthwork eastern bank to give a square crossing and minimum span bridge.

12 New developments in this area would benefit from a good route to Barnsley.

13 It is extraordinary that this summit cutting remains unused. Construct path on causeway through the flooded area. Make links to adjacent housing.

14 Wakefield Road bridge open. Same fill is under the span and this helps with the construction of an easily graded ramp up to the level of the filled cutting.

15 Good field edge link. An example of a bypass and barrier. All barriers need to be removed for a smooth passage of HS2 Cycleway.

16 Both bridges are lost but easy space for good ramps. Notice the width of the canal water here where it is in original state.

17 This has recently been given a good rubberised bitmac surface. The barriers at Low Cronkhill Lane are all very difficult and need to be removed.

17a The railway route provides for an alternative or additional route to Barnsley.

17b Provide a dedicated crossing of Royston Lane to join the excellent path to Athersley.

17c A lovely section overlooking the lake.

17d Cut as diagonally as possible across the open space, rearranging the playing pitches to suit, so as to reach Spiten Lane and its rather attractive cycling route bordered by trees.

### Central (Trans Pennine Trail/TPT) option

10 From the reservoir dam – the actual profile of the canal has been eroded. It is a rough track to the road used by farm vehicles. The bridge over the spillway is only 1.4m wide but suitable.

11 This is a fast road – Cold Hiendly Common Lane. It needs an underbridge to maintain the quality of the traffic free route.

12 The second deep cutting where the towpath edges are in even more need of renewal. The ramp up to the road is much too steep and needs earthwork. It might be better to avoid this altogether with a field edge path.

13 The canal here is lost to the railway. The ideal solution would be to go under the road, then to climb gradually up the side of the cutting (possibly cross the water under the bridge and then finally cross the single track railway with a small bridge. Or go under the railway as it is a little used single track freight line so would not be so difficult to arrange. This would avoid using quite a long length of the road although it is traffic calmed.

14 Good field edge link. An example of a bypass and barrier. All barriers need to be removed for a smooth passage of HS2 Cycleway.

15 Re-join the canal which now has a good tarmac path.

16 Enhance the existing crossing of Wakefield Road.

17f Use this residential back road and define a crossing of New Lodge Crescent.

18 Alternatively, drop below canal bank here and negotiate path along field edge.

19 The canal is lost through this large post-industrial site. A contoured greenway should be included in any future re-development. The current interim path is very narrow between fences.

20 The path climbs to run along the field edge. It would be much better if it could continue on the canal which lines up with the bridge under the new road.

### Eastern link to Crofton and Havercroft

7 This railway path is missing three bridges, all of which need replacing to avoid the steep drops, the road crossings and to give continuity.

8 Crossing needed in Havercroft.
The Central TPT route: Wakefield to Barnsley, Elsecar and Chapeltown

Route options
- Western options
- Central options
- Eastern links

Traffic free and access roads
On road

Scale 1:25,000
Barnsley to the south

Western option

15 A level route from the Town Centre will be essential if cycling is going to prosper here. A stepped ramp instead of the current level crossing will be a very considerable barrier.

16 If this route is all that can be achieved then space needs to be taken from the road to create a 3m wide cycling route plus a separate footway as on these gradients shared use is unsatisfactory. The steep climb back to the level of the railway is also difficult. We need to look very carefully at whether there are any other plausible options for the start of this route south.

17 The existing path is generally good although rather confined between railway fence and industry. The steep drop back to the railway path proper needs regrading.

18 Useful link to Oaks Business Park.

18a The existing connection for the TPT involves another steep ramp and road crossing. Again we need a good solution which would best be a bridge onto new earthworks the other side of the Sandy Gate Road. This itself is a short cut off, and it might be possible to close it altogether so as to enable an embankment to be constructed across the road.

18b The existing path should be retained to provide a link to Cudworth. This will require a careful detail at the HS2 route so as to minimise gradient changes.

19 The canal alignment would provide the direct route south if this could be achieved with a good crossing of the main road, Wombwell Lane, and a link through to the start of the remaining canal.

20 Provide for a crossing of the HS2 alignment

21 The canal alignment is clear and level

22 The TPT route is scheduled for improvement but is rather circuitous for daily journeys to Barnsley Town Centre.

Central (Trans Pennine Trail/TPT) option

21 The connection here is awful with steep ramps even though great effort was made to include a potential canal bridge under the new road. A new connection is needed to run south to join the wide cycle path on the south side of the new road.

22 New cycle path adjacent to new road.

23 Negotiate new link path along boundary of fields and factories and provide dedicated crossing of Burton Road.

24 Join existing TPT railway path. Resurface smooth and make links and connections wherever possible. Note the canal alignment might be an alternative route?

25 South of the main Pontefract Road the gradients are steep as the cutting is filled. Excavate to at least halve the current gradient.

26 The zigzag crossing of Lund lane is ingenious but inconvenient. Consider new bridge or excavating ramp in line with the railway route to give a straight crossing.

27 Good existing ramp down to river valley.

28 Enhance crossing of Grange Lane by emphasising crossing to existing central island. Remove all barriers.

29 A crossing of Pontefract Road is required.

30 This whole Dearne Valley Park has a rather good wide shared use path.

31 There are a number of paths to choose from. The canal towpath may give the best option for starting the climb up to Barnsley. There is a very beautiful section in water.

32 Cross the canal at the summit lock and engineer a sweeping landscape path at an easy 1:20 gradient to climb easily up this wide open hillside to the Metrodome Sports Centre on the summit of the hill. Make a route to its entrance.

33 Provide a clear route through this junction and ensure that any future plans for closing the level crossing include provision for an easily ramped cycling bridge or subway.
Route options

- Western options
- Central options
- Option via Elsecar

Traffic free and access roads
On road

Scale 1:25,000

Barnsley to the south
Barnsley: A hilltop town

The Town Centre is located on a commanding position overlooking the Dearne Valley. The views out from the town are magnificent, and the climb up to the town is challenging. The cycling and walking routes need to be bold to achieve effective and popular solutions. The issue of reaching the centre of Barnsley has to be resolved or else the National Cycleway will keep to the floor of the valleys and bypass the town.

This page describes potential approaches, two from the north and one from the south. The proposals make use of the remains of canals, railways and tramways – all earlier works to access the area and endeavour to build on them to make an inspiring section of the National routes and one which will be of great value to local people.

**The climb up from the Dearne Valley**

In its industrial heyday the Dearne Valley was a power of power and the focus of canals and railways. A remarkable section of the Barnsley Canal remains in water with an unexpected beauty a world apart from the raw industrial and retail estates nearby but out of sight.

A link from this canal to the Town Centre would be a memorable connection, which here is envisaged sweeping back and forth across the open hillside below the Football Stadium and the Metrodome Leisure Centre.

1. Barnsley Canal; section in water, and towpath.
2. Site of former Dearne Aqueduct. This demands a high level bridge to take the towpath level across the river valley to the lower reaches of Monk Bretton.
3. Cross the canal at the top lock (disused).
4. Snake up across the hillside with gradients no more than 1:20. Walking and cycling this path will give constantly changing vistas over the wooded Dearne Valley. The ground should kept open.
5. Ramp up behind the football club to join the Metrodome service road.
6. Define a route through to Queen’s Road. Minimal traffic on this road as it also serves the Academy.
7. Create a clear passage through and across the Pontefract Road junctions.
8. Reach the Town Centre via Kendray Street over the level crossing. Note that if this is to be used then a good bridge should be provided to take cyclists and walkers along their desire line to the Town.
9. The existing cycling route following the riverside to reach the TPT route.

**The Climb from Stairfoot**

This is the route from the south, and on the face of it is a fairly easy option as it follows the line of a former railway. But it is short of its final kilometre where the route falls away from the railway corridor, drop steeply down and then uses the Pontefract Road – all a real let down and a considerable disincentive on account of the gradients.

1. Railway path from Stairfoot.
2. Ease gradient at site of former tip.
3. Path continues parallel to operational railway (from Sheffield) but is rather hemmed in by trees.
4. Steep drop to main road.
5. If this route is all that can be achieved then space needs to be taken from the road to create a 3m wide cycling route plus a separate footway as on these gradients shared use is unsatisfactory.
6. Negotiate the junction and level crossing.
7. Alternately seek a truly imaginative solution to continue approximately level with the railway.

**The Climb from Smithy Bridge via Barnsley Colleges**

This approach, which provides for the direct route from Athersley envisages creating a promenade linking the Honeywell Lane Campus with the Town Centre. This is not easy on account of the College being hemmed in by the two branching railways.

1. The Barnsley Canal corridor currently due a new path 3m wide.
2. Make an easy graded ramp to Honeywell Place.
3. Provide a raised crossing of Honeywell Street.
4. Close the extremely restricted Honeywell Lane Bridge to motorised traffic.
5. Cut a long ramp at an even gradient (1:20) up the side of the playing field from an appropriate point on the lane, and take a good path all past the College, fenced as necessary. This has tremendous views over the valley.
6. Cut across the open space here on a level line to make for a subway beneath the Penistone Line. Make a link to the separate College site.
7. Ramp up to cross Old Mill Lane, (Main Road) on the spare span of the railway bridge.
8. Ramp up to former sidings level and make a dedicated route through to the station, along the edge of the carpark.
9. Modify the current crossing to the station.
Barnsley: A hilltop town
Barnsley to Stairfoot

Option via Elsecar

This is an attractive route linking communities and passing the Heritage Centre for visitor interest. It may be taken as perhaps the most promising through route to the south.

1. After the railway path bridge over the Doncaster Road. The path drops down onto landscaped corridor beside main road with links to shopping centres.

2. Path deviates slightly up hill to bypass former brick works – site now abandoned. A direct path could be incorporated in any future redevelopment.

3. This end of TPT west to Penistone and Manchester, is very poor in original state but both bridges over old railway and road intact. The Council is gradually rebuilding this Trail and there are some excellent sections further west.

4. All this path in attractive setting with good surfacing – patching with rubber mix.

5. Large bridge over main road to Wombwell. Long ramps from reinforced soil.

6. New route has a Pegasus crossing and then two subways under the main roads. This will be a great improvement over the current route on the south side of the main road.

7. Heritage Railway is being extended to here. Path goes around the station site.

8. Most attractive canal path. As canal is derelict there is mostly ample space for widening on land towards the parallel railway. New level crossing barriers going in at Hemingford where there is also a good opportunity for path to pass under road bridge in order to achieve a better gradient and continuity avoiding steel ramps.
Barnsley to Stairfoot

Route options

- Western options
- Central options
- Option via Elsecar

Scale 1:25,000

0 0.5 1km 1.5 2.0km

- Binding Margin -
### Western option

24 Fashion a way to Hoyland following the existing railway route with purpose built links at its northern end.

25 This bridge under Dearne Valley Parkway exists and gives a link to Hoyland.

26 Include a promenade path in any new development.

27 Provide crossing of Sheffield Road.

28 This large bridleway bridge at Bank Top may be the highest point of the M1.

29 Attractive minor roads.

30 Church Lane climbs steeply to the hotel. It would be better to build a new route along the south edge of the wood to avoid this.

31 Existing bridge over A616.

32 The TPT route runs parallel with the main road and its noise. It would be better to construct a new graded ramp to the west, opening up good views of the Pennines, to join existing railway paths. These need reorganising to give an easy primary route.

33 Provide crossing of Thorncliffe Road.

34 Continue on existing tracks, based on the railway, to cross White Lane, opposite the Scouting Park entrance.

35 Make a new route at an even gradient down through the woods to eventually reach the old railway just south of Coppice Rise.

36 Construct new path to reach Park, Chapeltown station and railway path to Meadowhall.

### Option via Elsecar

9 Interesting Heritage Centre with original Newcomen Engine on site (1720) and wide range of “traditional” shops at centre.

10 We have to climb here and it would be better to avoid the road by making a new route along the edge of the reservoir to reach Wentworth. Resolving this link is the key point to complete the overall route through to Sheffield.

11 Follow the lane past Spittal Houses and join the good path to Hood Hill. The final section on a wide verge is a nice example of “Netpave” use.

12 Cycle lanes through Hood Hill?

13 Make a new traffic free path along west side of main road and raise parapet on M1 Bridge to allow shared use.

14 Cut across past the Hesley Wood Scouts Activity Centre to gradually drop down through the woods to reach the line of the former railway.
Barnsley (Doncaster Road) to Elsecar

Route options
- Western options
- Central options
- Option via Elsecar

Scale 1:25,000

Traffic free and access roads
On road

Revised July 2017
Chapeltown to Meadowhall

This short section runs very close to the HS2 Rail corridor, which occupies some of the alignment of established paths. Because of the nature of the terrain, the roads and the railways this section of the HS2 Cycleway is all but fixed.

1. Existing paths in park link up from Cowley Lane and the station.
2. Connect from the park to the railway corridor at the point where they are level with each other.
3. Railway route has been cleared for a new path in the cutting behind Glenwood Crescent and Woodburn Drive. At least one link is needed for local people.
4. The bridge under Cowley Hill remains and a good quality path runs through to the industrial site.
5. A cycle path runs down the west side of Cowley Way.
6. Ramp down existing rough track to re-join railway formation.
7. Good tarmac route to Loicher Lane.
8. The derelict scrap site has blocked progress as far as Butterthwaite Lane, but a new path on its western perimeter would not be intrusive.
9. Excellent path runs all through on the railway.
10. Existing link route under mainline railway.
11. A dedicated crossing is needed of Grange Lane (B6086).
12. This long woodland section needs some linking paths and future developments should take care to provide these.
13. HS2 Rail occupies the alignment here and the path will need to be detailed through.
14. Enhance the links to Blackburn Road and Fife Street.
15. The section past the hotel could be enhanced to thread through to cross over Barrow Road by the remaining railway bridge. This leads the path right through to Meadowhall station.
16. The route then is constricted as it turns around to pass under Barrow Road Bridge and beside Meadowhall under the mainline. Detailed work is required here and it may be that the link cannot be properly resolved until the construction of the HS2 Rail station and approaches.
17. Eventually the signed route reaches The Oasis and the riverside path. Again detailing is required all through here to gain width and continuity.
18. The connection to the canal towpath route to Magma and Rotherham needs to be carefully defined. The canal towpath is excellent, although the short section past the football stadium needs to be refined.