National Cycleway in association with HS2: Preliminary Feasibility Study

Kirkby in Ashfield to Toton, Long Eaton and Nottingham: Fieldwork Note Annex B12

Recommended possible main National Cycleway associated with HS2
additional or alternative routes
local links and connections

Route maps and notes December 2015
Introduction

This document is one of 22 Annexes to the main HS2 Cycleway Project Report. It sets out the preferred routes which were identified in workshops, refined in subsequent field surveys and then discussed further with local authorities.

The detailed mapping shows the different traffic free and on road sections, and includes brief notes and photographs describing points of particular interest along the route.

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; 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 18 detailed annexes, 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 addition 4 further Annexes were prepared covering links to the Peak District, and HS3 cycle routes from Manchester to Liverpool, Sheffield and Leeds.

The route to Nottingham and Long Eaton takes in the River Leen Valley, passing through the Nottingham University Campus built on the former Raleigh Cycleworks site. Between Nottingham and the HS2 Toton station site there are a number of options, although it is unfortunate that the direct route via the newly opened tramway made only limited provision for an associated cycling route. As well as routes through Beeston we suggest a route via the Erewash Valley cutting across from Bulwell along the route of an planned future tramway to Kimberley, and thence via the long Bennerley Viaduct to the canal towpath and then south past Ilkeston for Long Eaton.

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 has been 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 has been to identify potential delivery models. We have recommended that the local Highway Authority takes the lead, backed up by a central support team to handle commonly difficult matters such as land assembly.

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 has identified 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.
HS2 Cycleway: A visual checklist of proposed standards

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 Cycloroute (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
This section of the HS2 Cycleway links settlements to each other and to Nottingham. The route runs along the corridor of the Robin Hood railway (which operates a half hourly service) and provides feeder cycling routes to each station. At Bulwell there is a choice of crossing into the Erewash Valley, connecting Kimberley on the way, or of making a thoroughly urban route to the centre of Nottingham and then the main feeder to Toton station. In many ways both routes are to be recommended as each serves a different purpose.

1. From the station create a wide shared use path along the north side of Victoria Road (B6020) all the way to the Council Home. This will be a valuable way to work and should be planted with avenue trees.

2. Council Offices built on former railway land.

3. The first part of Lindley’s Lane is not easy. A crossing of Victoria Road is required and, thereafter, possibly cycling lanes. At present, however, there is a great deal of pavement parking on this road.

4. One option is to leave it as soon as possible to join the reasonable railway path. The other is to stay on Lindley’s Lane, because it shortly becomes a green lane free of traffic, through the new housing development. This takes you under the railway and into open countryside and it is classed as a bridleway all through, albeit that it is a tarmac road.

5. The bigger problem is climbing up to cross the ridge to Annesley. There seems to be little option but to continue the path up the side of Grives Lane, cross Kingsway (B6021) and then to make a shared use route on its north side all the way through to the Derby Road (A611).

6. It might be possible to swing behind the sub-station and make a field edge path as far as the junction with Nuncargate Road.

7. Existing crossing of main road to cycle tracks beyond.

8. The main attraction of this existing cycle route is the section along which it follows the setback housing residential road. The pavement sections either side are bleak.

9. From School Hill the signposted path drops very steeply down the hill to Byron Road/ Moseley Road which are both one way and not particularly rewarding.

10. It would be preferable to follow the path past the church, cross Annesley cutting and then take the existing tracks through Annesley Plantation, or to ideally create a new evenly graded link.

11. Newstead Road already has a wide shared use pavement and is signed through past the school to the station.

12. Follow the traffic free road to Newstead Abbey entrance. The detail here is only arranged to make the Bulwell/Newstead Abbey trip and a simpler link to the railway path is needed from the station direction.

13. The Linby Trail runs on a former railway route. It is an attractive route, but needs better drainage, surfacing and width. It is managed as a Nature Trail.

14. Through Linby, as far as Hucknall station, the existing route is difficult to follow and lacks continuity, although it has some excellent sections. It needs to be carefully considered and detailed to make it a genuine route to the station, including the narrow gap into Papplewick Lane and the lane itself. For this reason the preferred route is via Hucknall Town.

**Note:** The Hucknall to Nottingham Station route via the River Leen, which is recommended as the course of the main HS2 Cycleway route, is covered in greater detail on large scale plans accompanying these notes.
The River Leen Route to the City Centre to the Trent Riverside and to Toton Station

15 Leave NCN6 at the Wighay Road and follow the existing paths around the “Ranges” Country Park.

16 Include for cycling in the remodelling of Hucknall High Street.

17 Follow mainly residential roads and make protected crossings where necessary.

18 Add cycling 1:20 approach ramp to existing railway bridge.

19 Join existing route through Leen Country Park.

20 Railway path continues to crossing over the Hucknall Road via toucan lights as bridge missing.

21 Although Bestwood Road is quiet, it would be more attractive to maintain the greenway feel with a path along the railway embankment, or at its foot on the east side, along the edge of the open ground beside the golf course.

22 From St. Albans Road, the current NCN6 is convoluted and ends in a steep footbridge over the railway from Deptford Crescent. It cannot be a popular route promoting cycling. It would be much better to cross the railway on St. Albans Road and then to work a quality path and route all the way down the west side of the railway boundary.

23 The existing riverside route would make for the first part of a route to the city centre.
The River Leen Route to the City Centre to the Trent Riverside and to Toton Station

24 This is the start of the option via the Leen Valley towards the City Centre. The Council are currently constructing a new path down as far as the Old Basford tram stop.

25 Excellent new path passes under the Western Boulevard but it will require a cantilevered walkway to pass above the River under Bailey Street bridge.

26 The route takes advantage of development sites, minor residential roads and links. Throughout the highest standard of continuity should be provided so as to ensure a safe and smooth journey for all walkers and cyclists.

27 The Jubilee Quarter of the University is a highlight of the route.

28 Bridge over the canal to join the towpath for the City Centre.

29 Widen the towpath all through to the station. See larger scale plans for details of this.
Kirkby-in-Ashfield to Toton, Long Eaton and Nottingham

Route via Kimberley and Erewash Canal: notes on following page
Kirkby-in-Ashfield to Toton, Long Eaton and Nottingham

24 Direct route to the city centre.
25 For the Erewash Valley leave the riverside opposite the railway footbridge and extend existing paths towards Willow Hill Close.
26 Phoenix Park is built up on fill across the line of the railway from Kimberley. This is potentially a wonderful space and the HS2 Cycleway should set out to create an evenly graded route all the way up to Duke Close in Hempshill Vale, as well as providing wonderful views on the return journey. This path should also give good links to the existing and future metro routes.
27 The school is built on the railway route and it is probably not worth making use of the substantial Irwin Drive subway. Pan to the south of the school on Cernan Court and Armstrong Road cul-de-sacs.
28 Cross Hempshill Lane and use the excellent toucan to cross Low Wood Road to reach the former railway.
29 This well used path is generally built along the field boundary (not on the formation). It needs widening.
30 There is ample width for a path and future tram route to pass under existing M1 bridge.
31 Ease the climb to New Farm Lane. The cutting is infilled beyond.
32 The path continues to Buckingham Way.
33 A more direct link is required to the existing crossing.
34 Path continues on reclaimed ground to Newdigate Street. A good link to Chestnut Drive is essential.
35 The railway is a nature reserve as far as the former station. The optimum route would be to forge a 1:20 gradient zig-zag ramp down the face of the infill, in order to remain on this alignment and reach the station/visitor centre. There are other options to be discussed (see Sustran’s Bennetley Viaduct report on options through Kimberley).
36 Forge a useful route through the park.
37 Cross Eastwood Road and take the path, the former railway, and the roadside path to reach the existing cycling subway under the A610 at the end of Goodwin Drive. This needs much better approach ramps.
38 Awsworth Lane is a lovely section of cul-de-sac road.
39 Make crossing of Gin Close Way and link to Meadow Road cul-de-sac and path beside playing field.
40 Crossing of main road via central island leads to Nottingham Canal and Bennerley Viaduct – land required. Really need a long extension of the viaduct to cross the road! Could be a feature?
41 Bennetley Viaduct (image below) would undoubtedly be a highlight of the whole route.
42 Long section of Erewash Canal. Quite long lengths could be 3m. Will need detailing all through, with some sheet piling to gain width. Nottingham canal is circuitous as would be crossing through Ilkeston to join Nutbrook Trail.
43 Link to Nutbrook Trail.
44 Excellent sealed surface from here southwards – most bridges have commodious way through.
45 Path shifts onto flood bank over this long section opposite Toton station. See separate details for links to the station. Good path continues to the Trent.
A Summary of options for the HS2 Cycleway from Long Eaton to Nottingham

By contrast with the proposed alignment from the north via the River Leen corridor, the approach to Nottingham from the southwest has an embarrassment of choices – the path either side of the River Trent, the Nottingham Canal, and the signed NCN6 route. All have their advantages and drawbacks. The National Route in particular follows a number of unsatisfactory minor roads, is circuitous in places and has well over 30 uncontrolled crossings of side roads and junctions. As a result it is not well used, it does not excite, and it is not fast enough for regular cyclists or attractive enough to persuade novices to start cycling. It was undoubtedly the best that could be achieved at the time (1995) and it could no doubt be improved, but it does not really have the potential the HS2 Cycleway seeks.

Beeston has a particularly high level of everyday cycling at present and a direct route from Nottingham University, through Beeston Town Centre, and then via the newly built Tramway paths to the site of the planned HS2 Station, offers a direct route with high potential. This is the option which should be developed at the time of the Toton HS2 station work so as to make direct routes to the station.

In the interim we advocate a pair of routes largely making use of work that is already in place. The first via the Beeston and Nottingham Canal where the improvements that are required will be invaluable for generating more local trips. This route quote link to existing NCN6 at the Attenborough Nature Reserve for the way to Derby, and via the Sawley Lock Trent Bridge for Castle Donington. The second route would be via the newly built, and generally excellent, cycling route along the main road through Clifton and East Midlands Parkway.

The sketch plan on the following page shows the elements of this arrangement.

1 Proposed HS2 Cycle route via Toton Station and Beeston High Road.
2 Toton Station.
3 NCN6 route.
4 Revisions to NCN6 to achieve a much higher length of traffic free route via the Nature Reserve and the Boots redevelopment area.
5 The wide canal towpath option.

A The long term route focussed on Toton HS2 Station.
B Castle Boulevard cycle track currently under development.
C Canal towpath route from Nottingham Station to Trent Lock.
D Riverside and lakes route to Sawley Lock.
E NCN 6 route which needs upgrading to be used in the interim for the way through to Derby.
F Tramway route.
G A453 route.
H Old road to Barton in Fabis which makes for a delightfully level way through away from traffic.

NCN6 might need to be upgraded on an interim route and connection?

A Excellent section through park.
B Narrow footbridge over the canal with no connection to the towpath.
C Busy junction on West Gate.
D Limited space with parked cars both sides of road.
A Summary of options for the HS2 Cycleway from Long Eaton to Nottingham

[Map showing various routes with annotations]
Notes on proposed HS2 Cycleway from Hucknall via the Leen Valley to Nottingham Station

This route builds on existing routes and Council policies to achieve popularity for both everyday trips and cycling journeys of every kind.

The detailed notes commence at the southern end of the Newstead Railway Path as it approaches Linby.

1 Existing NCN6 is a valuable local route but suffers from awkward discontinuity and it bypasses the central hub of the Town – the High Street. Works could usefully be done to enhance this route especially on its approach to the Station and entry to the Town – from the east. The Robin Hood Railway Line does though pose a significant barrier.

2 Construct new path in wide verge and make a defined crossing of Wighay Road to one side or the other of the level crossing to reach the entrance to the “Ranges” Community Park.

3 Existing tarmac path running parallel to railway could be widened.

4 This existing level crossing could be enhanced to make a very useful line for a direct route to the Town Centre.

5 Linby Lane – the original direct route from Linby Church to Hucknall Town Centre – is tarmac but rather narrow. It might be best to reconstruct the stone parallel path in the Country Park as here there is more room to clear away vegetation and to make a wide spacious corridor. This should be linked to the adjacent housing.

6 Carl Inford Road is the connection from the Town Centre to the Country Park – on the day of the survey a group of Nordic Walkers came striding down the street. It could be enhanced by the planting of 3 or 4 trees in the edge of the road (not in the narrow pavements).

Key layout
Notes on proposed HS2 Cycleway from Hucknall via the Leen Valley to Nottingham Station

- traffic free and access roads
- on road

Scale 1:10,000 at A4
Notes on proposed HS2 Cycleway from Hucknall via the Leen Valley to Nottingham Station

7 Continue the “promenade” by making a segregated path along the east side of Baker Street to reach the start of the High Street. This can be achieved by taking space from the road as part of the traffic calming here.

8 Work has commenced on redesigning Hucknall High Street. This is a natural focus for all local journeys and the encouragement of cycling through including the HS2 Cycleway in the street’s remodelling will be beneficial.

9 Make a wide promenade up Duke Street (west side), both for local access to the High Street and to reach Beardsal Street.

10 Include appropriate phases in the junction lights and wide the south side pavement to create a dedicated shared use route to Hucknall Station and Tram Stop.

11 Beardsal Street is curiously lightly trafficked and measures are needed to keep traffic volumes low so that it can become a good cycling street.

12 Portland Road is the main through route, and the most level one. If the route was to go that way it would be best to create a wide shared use path on the west side of the road in order to provide the way to the Town Centre from the Broomhill area.

13 A good crossing of this very wide area needs to be on the desire line to Hankin Street rather than to detour to the existing pelican crossing further south. This leads to the attractive Bestwood Road with its wide verges and open recreation ground.

14 The existing bridge over the railway is partly suitable for cycling and its west side stepped ramp needs to be replaced by a 1:20 graded approach folded into the available space. Perhaps the unused level crossing could now be abandoned to make space for a good earthworks ramp.

15 Bestwood Footpath is a tarmacked green lane rising gently to cross the railway. It requires a raised crossing of the currently unused industrial road which crosses it.

16 A spacious bridge under the former mineral railway and an important crossroads of local paths. Here the proposed cycleway rejoins NCN6.

17 The national route currently follows this unsuitable industrial access road – Wigwam Lane.
Notes on proposed HS2 Cycleway from Hucknall via the Leen Valley to Nottingham Station

- Blue lines indicate traffic-free and access roads.
- Red lines indicate on-road cycleways.

Scale 1:10,000 at A4
Notes on proposed HS2 Cycleway from Hucknall via the Leen Valley to Nottingham Station

18 Attractive route through Leen Valley Country Park. From here to the River Trent the proposals build on the Council's River Leen Access and Biodiversity Proposals which have the vision of creating a popular green corridor all the way through the City.

19 High level bridge over Moor Road. It is not necessary to make a link here.

20 Existing railway path Bestwood Country Park needs to be reconstructed as an enhanced link to Bestwood Village.

21 A ramped link to Brownlow Drive is required for local access.
Notes on proposed HS2 Cycleway from Hucknall via the Leen Valley to Nottingham Station
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22 Existing route is being enhanced all through to the Hospital as part of current Cycling Ambition Funds, particularly to give real continuity at side road crossings by means of raised pavements and zebra provision.

23 Existing single stage toucan crossing needs improved timing so as to cause less delay to pedestrians and cyclists.

24 Rather than follow Bestwood Road (NCN6) it would be more appropriate to make a greenway route based along the existing gravel footpath at the base of the old railway embankment and looking over the golf course. Walkers can also go along the top of the embankment.

25 For the last section rejoin Bestwood Road and make a raised pavement crossing and run a promenade along the west side of the road, adjusting the Network Rail fence if necessary to gain a little more room. The course of the Great Central Railway which crossed the road here could be marked with a post.

26 Cross the Mansfield railway on the existing level crossing, and link into the north end of the car park corridor.

27 By a combination of widening existing riverside paths, widening pavements beside car parks, providing raised zebra crossings of feeder roads, and planting trees it will be possible to create an attractive green corridor all the way through to Bulwell High Street.

28 The High Street’s pedestrianized section is already arranged for, and is open to cyclists. This is the natural focus of all the cycling routes in the area, this public space with shops and cafes and market.

29 The existing crossing needs to be continued direct into the small park south of the road by means of an earthworks ramp.

30 This leads to Bulwell Station and the most attractive and popular park and play area.

31 Define the best route through the Park, perhaps to the east of the water fountain area.
Notes on proposed HS2 Cycleway from Hucknall via the Leen Valley to Nottingham Station

Scale 1:10,000 at A4

- traffic free and access roads
- on road
Notes on proposed HS2 Cycleway from Hucknall via the Leen Valley to Nottingham Station

32 Widen this narrow section to 3m by felling trees and cutting away the bark to each the former cast iron railway bridge over the Leen.

33 Past the Sports Centre, widen the paths into the "moat" area.

34 Widen the path into the adjacent field or future development.

35 This is a long length without an access. Should the opportunity arise, make one. Keep the west side hedge well cut back.

36 Options for making the start of the link to Kimberley and the Erewash Valley.

36a Long disused former tip has considerable potential for cycling routes as there is the space to achieve easy and even gradients, especially for a main route through to Kimberley and the Erewash Valley. And make a second level route to the Park and Ride site.

37 Existing path passes under tramway and around playing fields.

38 Riverside path under construction through to David Lane Tram Stop.

39 Adjust car park fence and relocate lighting columns to gain the full width of this narrow path.

40 Provide detailed crossing of David Lane by closing off the end of Lincoln Street which will allow the provision of a light controlled crossing of the busy road and will reduce traffic in Lincoln Street to the minimum.
Notes on proposed HS2 Cycleway from Hucknall via the Leen Valley to Nottingham Station

Traffic free and access roads on road

Scale 1:10,000 at A4
Notes on proposed HS2 Cycleway from Hucknall via the Leen Valley to Nottingham Station

41 This quiet back road, Lincoln Street, already has a contraflow lane. Widen footway for walkers.

42 Link into riverside park. This will be an attractive part of the route AND will help articulate and popularise this open space which is currently a little used back water.

43 Negotiate a connection to Nottingham Road and the Tram Stop.

44 Work a route along the edge of the tram depot site, and for a short length parallel to tram to reach the River Leen again.

45 Bridge over river to pass under Bailey Street to reach existing path in front of Church Gardens.

46 Existing path through attractive area built to good standard.

47 Excellent board walk past SSSI to HS2 Cycleway standards.

48 Existing path through to Wilkinson Street.

49 To cross the road we propose widening the footway between tram, rail and road (by repositioning four columns to far side of road), crossing tram stop, ramping down to park and ride site and then passing under the east side spare span to reach the former industrial site. Note that this empty side span is 8m wide for two former rail tracks.

50 Pass down the Bobbers Mill redevelopment site parallel to railway in wide landscaped corridor to reach the end of Meadow Brown Road.
Notes on proposed HS2 Cycleway from Hucknall via the Leen Valley to Nottingham Station
Notes on proposed HS2 Cycleway from Hucknall via the Leen Valley to Nottingham Station

51 Plant avenue trees to enhance this road link or bypass it with a new bridge through to the "lake".

52 Construct route along west bank of Leen, negotiating 3–4m from scaffolding neighbours if possible. The last section runs on the concrete top of the Leen culvert here.

53 Join the old line of the Alfreton Road, now a cul-de-sac and plant avenue trees in carriageway to enhance route.

54 To cross the very busy Bobbers Mill Bridge Road, make use of the side span under the road. There is pace for a link from the old road to the side spa approximately 7m wide.

55 Follow the strip of railway land between the two fences below the line of sight from neighbouring property to join Poulter Close via the gap adjacent to the Warden’s House - carefully fence off residents’ grass area.

56 Quiet and attractive cul-de-sac beside Leen.

57 Go past garage lock-up on river side, adjust car park end and also play area boundaries.

58 Maun Avenue is another really pleasant way to travel through the City.

59 A raised zebra crossing of New Road is needed although traffic is light.

60 Widen first section of path and adjust fences if necessary.

61 New path generally to a good HS2 standard.
Notes on proposed HS2 Cycleway from Hucknall via the Leen Valley to Nottingham Station

- Traffic free and access roads on road

Scale 1:10,000 at A4
Notes on proposed HS2 Cycleway from Hucknall via the Leen Valley to Nottingham Station

62 Rather bleak pavement area needs to be given some love and attention.
63 Revise toucan crossing to make this intimidating Wollaston Road a single stage.
64 Make a mini park overlooking the Leen.
65 Move fence south to give more space and cross railway on existing footbridge.

66 Make a long ramp down and a riverside promenade all through this University overspill car park.

67 The Jubilee Campus is a highlight of the route with its interesting buildings and attractive landscape. The best walking and cycling route may not coincide. (Note the map here does not show the current developments). It is to be hoped that Triumph Road can be developed towards becoming an almost traffic free Promenade running through the heart of the Campus.

68 The water avenue.

69 Existing cycling route around open grass lawn needs to be widened and eased.
70 Existing cycling link is a little awkwardly arranged. It would be better paved smoothly full width and the lighting to one side.
71 Planned link through woodland to University.
72 Open up former canal bridge to pass under Derby Road if possible otherwise use toucan. The bridge would be of considerable historic interest as almost all fragments of the canal are now lost.

73 Route through to Leen Gate is good.
74 Provide raised crossing of Leen Gate.
75 It might be more attractive, and useful, to run path along west bank of river (widening it where necessary) as it links better with the University.

76 Ramp down to use the commodious bridge under Abbey Bridge Road. The existing “walkway” through needs to be widened to 3m.

77 Follow Environment Agency road through to syphon works. Fence these off from public.
Notes on proposed HS2 Cycleway from Hucknall via the Leen Valley to Nottingham Station
Notes on proposed HS2 Cycleway from Hucknall via the Leen Valley to Nottingham Station

78 New bridge over can be conveniently launched from high point of sheet piling wall. It should ramp down to join the canal towpath and also with a very short span over the syphon exit, join the existing Leen path to the south.

79 This section is uncertain at present on account of ongoing tram works. The best solution would be to continue working Lenton Lane with traffic lights to give one way flow over the bridge and space on its east side for a two way promenade. Ramp this down to the existing paths. When this bridge is reconstructed as part of the future electrification care should be taken to provide for a good route over the bridge for the Leen Path, for it to the spiral under the road to maintain a traffic free route and to provide a good route to the University Campus.

80 Reposition lighting columns away from obstructing the path width, preferably onto the top of the adjacent wall.

81 Improve the very difficult crossing of Queens Drive.

82 Make promenade all along the north side of Robin Hood Way by taking space from the road where necessary and removing parked cars.

83 Join the main Clifton and Station tram side cycle route.

84 Cycle route associated with Beeston Tram line.
Key canal link depends upon widening towpath through the railway bridge. If this cannot be achieved then the most direct route would be via Claude Street with a good crossing of Beeston Road, would be the best option for connecting the Castle Boulevard route to the wider sections of the canal towpath and the Boots redevelopment area.
The Preferred HS2 Cycleway route from Toton via Beeston High Road to Nottingham City Centre

This section shows more detailed notes and photographs of direct route from the M1 Longmoor Lane Bridge to Toton HS2 Station site, Beeston High Road and University Boulevard for Nottingham Station and City Centre.

1. Continue path from Breaston along line of former Derby and Sandiacre Canal towpath.
2. Widen north side footway under M1 for shared use.
3. Regain the line of the canal with new path through wooded area.
4. Bostock Lane crossing via remaining concrete bridge.
5. Reconstruct towpath as part of canal restoration project – aim for a full 3m width plus verge.
6. Longmoor Road crossing via remaining concrete bridge.
8. 600m long viaduct over valley and railway works. This should be arranged to give direct connections to the stations below.
9. Follow the alignment of the Tramway extension to Toton Station.
10. Erewash Canal towpath as interim route and connection to Long Eaton.
11. Rebuild bridge approaches on easy ramps.
12. Existing path climbs steadily for magnificent views over Toton site and maybe the best interim route through to Beeston.
13. Eventually a level route through needs to be incorporated into the HS2 Rail works.
The Preferred HS2 Cycleway route from Toton via Beeston High Road to Nottingham City Centre
The Preferred HS2 Cycleway route from Toton via Beeston High Road to Nottingham City Centre

14 Provide detailed crossing of Toton Lane.
15 Existing Tramway Cycle route.
16 Provide enhanced crossing of Inham Road.
17 Tramway cycle route continuous but will need to be enhanced to HS2 Cycleway standards in places.
18 Enhanced crossing of Bramcote Lane will be required.
The Preferred HS2 Cycleway route from Toton via Beeston High Road to Nottingham City Centre
The Preferred HS2 Cycleway route from Toton via Beeston High Road to Nottingham City Centre

19 Use Tramway access road to switch station and supply buildings.

20 Negotiate to redesign boundary past residents homes with enhanced boundary of opaque glass to allow light but shield noise and to gain space for cycleway – in all about 3m of additional land required.

21 Sufficient space on College Land.

22 Shared use pavement through this restricted area.

23 Use pub garden access for link to Gladstone Street.

24 Gladstone Street is a quiet route parallel to the Tramway.

25 Regain the main toad via the former veterinary surgery building.

26 Shared use on this narrow pavement which could be widened by negotiation into adjacent sites.

27 Join pedestrianised street where cycling is permitted before 10.00am and after 4.00pm.

28 Wollaton Road breaches the existing pedestrian area. Replace pelican lights with raised zebra crossing for continuity.

29 Pedestrianised street continues.

30 A back street option might be possible for the 10.00am to 4.00pm period, but an effective route would need to be pieced together over a number of years as relevant properties came on the market and narrow garden strips obtained.

31 The High Road is a very popular cycling route. We recommend amalgamating the two existing cycle lanes into one on the north side of the road, and by narrowing the remaining carriageway to gain space sufficient for an excellent promenade route.

32 Design a direct through crossing of the main road and roundabout.

33 If possible move the main cycling route away from the constricted road side into the edge of the University Fields.

34 The University Boulevard is possibly Nottingham’s most popular cycling route. It shows the real attraction of a wide, level, tree lined and traffic free path well separated from the main road.

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The Preferred HS2 Cycleway route from Toton via Beeston High Road to Nottingham City Centre
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35 The shared use path beside the Boulevard is really the best quality section of cycling route in Nottingham and very well used. Note the line of trees against the carriageway. The Cycleway continues along City Road and crosses under the Clifton Boulevard via lights.

35a The new cycling path on the south side of the Boulevard suffers from lack of continuity at crossings.

36 For visitors to cycle via the park lakeside is even better.

37 Make good quality crossing of University Boulevard.

38 Attractive path needs vegetation cut well back.

39 The lane under the railway is closed to traffic, so makes for a convenient bypass to the canal with its very restrictive towpath here. Continue to recross the canal and construct easy ramp in direction of travel to the south. If the railway bridge is not sorted then this route via a direct crossing of the Beeston route would be the best connection to the Castle Boulevard route.

40 The existing University route is well used and this is an alternative to the Dunkirk route described, provided the Environment Agency link under Abbey Street and a new bridge across the river, as described in the Leen Valley notes, is implemented to allow cyclists to join the canal for a traffic free route to the city centre.

41 Because the towpath under the railway is particularly narrow it might be best to make a new bridge from Denmark Road to the towpath. There is space in the small park for the approach ramp and the far side the earthworks can be set against Clifton Boulevard’s embankment.

42 This high bridge has a 2.2m towpath which can be dealt with by balustrade rails as the visibility is good. Ideally the canal would be shifted sideways by 2m to utilise the “dead space” the far side, and double the towpath width. This may be the easiest solution.

43 The River Leen syphons under the canal. We need a bridge over the canal to connect to River Leen Corridor for the main HS2 Cycleway route northward.

44 The River Leen Corridor work is a current programme to create as traffic free route into Bulwell as can possibly be achieved, both as a linear park for the city, as a wildlife haven, and a path suitable to divert the NCN6 onto.

45 A new ramp is needed to make a much easier slope up to Lenton Lane (Tramway Route). The east end of the bridge constrains the towpath to less than 1 metre. A combination of rebuilding the wing wall, and piling a new wall to the waterway is needed to open up this route.

46 Widen the towpath at every opportunity here by removing the bank of soil to the boundary.

47 At the railway more space can be gained by going under the side arch.
The Preferred HS2 Cycleway route from Toton via Beeston High Road to Nottingham City Centre

- Traffic free and access roads
- Canal bridges
- On road

Scale 1:10,000 at A4
The Preferred HS2 Cycleway route from Toton via Beeston High Road to Nottingham City Centre

48 A new bridge here would make a most useful connection to Lenton Lane and Hungerton Street via the existing bridge under the railway.

49 Any bridge needs to take account of potentially opening up the side span.

50 Over this section with moored boats it would be better to make a promenade down the centre of the open space and tree line the “towpath” to give a bit more character and privacy.

51 Generally a good modern bridge over the canal basin entrance, although the handrails occupy a valuable 250mm of width.

52 Over this section approaching the City Centre a much wider public space could be made by culverting the side ditch. This would be appropriate for the potential usage of this attractive area.

53 Wilford Road Bridge has a wide open passageway under it. There is a constriction at the point of the lock gate balance beams, and valuable additional width could be gained by modest revisions to the lock surround walls here.

54 The final distance up to Cannington Street is wide and spacious past the Magistrates’ Court.

55 The Leen Valley route.

56 The Tramway Cycle route.

57 The Queen’s Walk Cycle route beside the Clifton Tramway.

58 Nottingham Station.

Canal Bridge Measurements

Significant gains in towpath width could be achieved by reducing the waterway to 4.95m, as is already the case for Bridge 15. This would be especially valuable for bridges 14, 13b and 13a.

Bridge 15 Chain Lane (no motors):
1.8m path; 4.95m canal, 0.4m wide retaining wall

Bridge 14 Midland Mainline 4 track:
1.3m path; 6.13m canal, no retaining wall on opposite side, Canal widens at ends to 9.5/7.04m

Bridge 13b A52:
2.1m path: 7.8m canal, 1.5m wide retaining wall

Bridge 13a Lenton Lane:
1.1-2.3-1.2m path; 7.6m canal, 1.5m retaining wall. Overall span 10m wall to wall

Bridge 13 Robin Hood line 2 track rail:
2.4-2.8m path; 7.3m canal, no retaining wall. Overall span 10.1-10.3m
The Preferred HS2 Cycleway route from Toton via Beeston High Road to Nottingham City Centre

- Traffic free and access roads
- On road
- Canal bridges
Notes for more detailed plans from Toton Station site to Nottingham Station (11 miles) via the Attenborough Nature Reserve

As it may be difficult to realise the proposed Toton Station Viaduct in the short term (in advance of HS2 Rail Phase 2) these notes describe an additional route running near the existing mainline corridor which could be pursued in the meantime as a real improvement on the arrangement of NCN6.

1 The Erewash Valley Trail continues along the Canal towpath to Trent Lock.
2 Construct new link to rise gradually up to level of the former railway. This will then give a direct level link to the existing bridge over the railway.
3 Existing bridge is already used by cyclists despite the steps. If it is replaced then easily ramped connections either end are most important.
4 There is ample space here to make an earthworks ramp on the existing bridge.
5 The existing footbridge is very narrow but the adjacent railway bridge could be put to good use to cross the river.
6 The existing cinder track is already used by cyclists as a level route through to Stapleford. When the station comes to be constructed a good quality link to the entrance – along this level should be included.
7 This existing track is good, but it climbs to high up above the station site which would make for a circuitous way to the station.
8 Existing path through open spaces beside the river offer the basis of a good route.
9 The pinch point here needs widening out by building up from the riverside.
10 Continue through the open spaces aiming to take a direct route to the most convenient crossing of Nottingham Road – possibly the existing Pegasus crossing?
Toton Station site to Nottingham Station via the Attenborough Nature Reserve
Notes for more detailed plans from Toton Station site to Nottingham Station (11 miles) via the Attenborough Nature Reserve

11 Make a tree lined riverside path along the bank of the Erewash.
12 Cut through the gap on the most convenient side of the river.
13 Make a new field edge path to reach the level crossing.
14 Either use the road to the Attenborough Nature Reserve Car Park and café, or widen the existing path.
15 Attenborough Centre and Café.
16 After the village the path continues.
17 An option might be parallel to the railway boundary.
18 Long Lane carries the existing NCN route and should be retained as a fast on road route, but not one which is particularly memorable.
19 Good wide path with works bridge over sand barge route.

20 The whole of the River Trent path now has a good sealed surface finished with a yellow gravel.
21 Excellent core route passes over High Bridge to allow gravel barges through.

Map showing key routes to the HS2 Toton Station as described in this report

need this map -
Toton Station site to Nottingham Station via the Attenborough Nature Reserve

Scale: 1:10,000 at A4
Toton Station site to Nottingham Station via the Attenborough Nature Reserve

22 Excellent section of path parallel to railway.
23 Existing level crossing could not be recommended for HS2 Cycleway Route.
24 Continue along the railway boundary taking account of sluice works.
25 Connect through to new Beeston Business Park. Aim to create traffic free tree lined path along the side of Technology Drive.
26 Take advantage of the necessary reconstruction of this footbridge to provide cycling ramps on each side for a good route to Beeston Town Centre.
27 Pass under the Station Road viaduct through to Lilac Grove.
28 Riverside Route continues with connection to potentially valuable bridge over Trent to Clifton. The canal towpath and the riverside form Nottingham’s “Big Track”.

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Map showing the proposed cycleway route from Toton Station site to Nottingham Station via the Attenborough Nature Reserve.
29 Lilac Grove is an important link through to the Boots Business Park redevelopment site. If possible introduce a two-way segregated promenade along the south side of the road with appropriate crossings of each side road.

30 Make a dedicated promenade through the Boots side to reach the canal towpath for the City Centre.

31 Current plans for the Boots redevelopment envisage a connection to the Tram Stop via a new promenade route. This is to be extended southwards via a new bridge over the canal to reach the banks of the River Trent. This promenade should then be extended via a new bridge over the River to reach the University and Clifton. This whole route would overcome the barriers of railway/canal/river to create a cycling and walking route giving a direct and attractive route and a real advantage to these modes of travel.

32 Planned new bridge over railway.