National Cycleway in association with HS2: Preliminary Feasibility Study

Long Eaton and Derby to Ashby-de-la-Zouch, Burton upon Trent, Coalville and Tamworth with an option via Loughborough: Fieldwork Note Annex B13

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 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 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.

From Long Eaton to Tamworth the direct route via the East Midlands Airport would miss out Derby so this appendix includes an option via that city and Rolls Royce. This route also takes in the significant National Trust property at Calke Abbey before re-joining the main route at Ashby-de-la-Zouch.

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 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
Long Eaton and Derby to Ashby via Nottingham East Midlands Airport

This section has a number of local issues to resolve, including linking Kegworth, Castle Donnington, the Airport and the Donnington Motor Racing Circuit to Long Eaton station and Nottingham. These places can also be connected to the Cloud Trail (and Derby), Calke Abbey National Trust, the National Forest and Ashby. A separate note considers a valuable link to Swadlincote and Burton-on-Trent station, a link to Coalville, and the opportunity for a route from Derby to Toton Station.

1 The canal path continues to a good standard as far as Trent Lock. There is generally space to widen it.

2 Reconstruct canal towpath.

3 The River Trent is a considerable barrier in this area with only a limited number of crossings. The Sawley Lock Bridge is therefore very useful, even if it is narrow and steep. Ideally it would be reconstructed to a greater width, easier ramps, and to the south continue over the canal approach channel, and the flood channel to make a direct crossing to the minor roads onwards. Then a supplementary ramp could connect back to the towpath. Perhaps in the interim a crossing could be made via the lock gates.

4 Ramp up to, and utilise the existing pipeline bridge attached to the railway viaduct. This appears in sound condition and largely unused.

5 Construct new ramp down from bridge and continue path under side arch of the eastern viaduct (the pipe bridge is attached to the western viaduct), and continue along the field edge to reach the road.

6 Follow the access road.

7 This connects to the P&R site for the East Midlands Parkway station.

L1 Link to Attenborough and Nottingham.

L2 Link to Loughborough.
Long Eaton and Derby to Ashby via Nottingham East Midlands Airport

7 There is a complete route through here which is very useful.

8 Construct key link near A463 to cross both the Ratcliffe Cut (navigation) and the River Soar to connect to Long Lane for direct route to Kegworth and Airport.

9 Make up this farm access road, Long Lane, with a strong, sealed surface and continue through to Kegworth itself.

10 Traffic calm and define route through Kegworth.

11 For a direct route from Kegworth to the Airport, a crossing facility is required over the A453 to join the Airport Trail which needs to be made up to shared use standard.

11 Returning to the proposed main route, Lockington is an attractive village.

12 Join the Airport perimeter path and reconstruct to a high standard.

13 An option would be to follow these largely minor roads and pick up the existing separate way through this complex junction through to Pockington

14 Reconstruct these sections of greenway to give a smooth surface and make a link to Castle Donnington village.

15 The Airport Trail has magnificent views in all directions. There is ample space to make this a good width.

16 The collection of historic aircraft here is most interesting.

17 A wide cycleway was incorporated into the reconstruction of this very busy main road, when it was sunk down to allow for runway extension.

18 Donnington Motor Racing Museum and Café.

19 There are a number of roads through this site. They will be busy on race days of course.

20 Make a new link in this wide verge and provide crossing detail to reach minor road to Wilson.

21 A field edge link is required to the railway path – Cloud Trail – as only steps at present.

22 Excellent railway path leads north to Derby and south to Worthington.
Although Loughborough is outside the 3 mile corridor associated with HS2 there is considerable demand to cycle from the town to Nottingham. Whilst the Soar Valley is an attractive route, the nature of the Grand Union Canal, being partly navigable river rather than canal, makes developing this route less than straightforward, and new bridges over the river are needed for almost any direct route.

L1 Follow Trent Lane to cross the canal on the road to reach riverside and Trent Valley Sailing Club.

L2 Cross the Trent on a new bridge adjacent to the existing railway viaducts and build path above flood levels around to Redhill Lock.

L3 Follow the Kegworth Road – cycling lanes and remove central white line.

L4 Construct key link near A463 to cross both the Ratcliffe Cut (navigation) and the River Soar to connect to Long Lane for direct route to Kegworth and Airport.

L5 Long Lane.

L6 Make new path along railway boundary to connect with road at Marley Pit Hill.

L7 Follow Main Street through Village.
The Loughborough Options

L8  Provide secure crossing of the Main Road to reach Normanton on Soar.
L9  Bridge Soar at Ferry site and build new path to outskirts of Loughborough.
L10 Follow canal towpath.
L11 Refurbish and extend National Route.
L12 Follow NCN6 to Shepshed and Belton.
This section of route describes a way south from Derby largely on existing greenways, to link direct to Calke Abbey and thence to join the direct route from Long Eaton to Tamworth near Ashby. The two routes together would form a popular local circuit and by drawing Derby into the HS2 Cycleway project the overall route will become much more popular and useful.

1. Excellent riverside route – lighting – formalise more links.
2. New velodrome under construction. No obvious cycle link.
3. Good path on filled in canal corridor. Plenty of links. Lighting all through urban area. There is a canal restoration society which hopes to eventually reopen the canal.
4. Existing Toucan crossing of Harvey Road needs to be single stage.
5. Bracken’s Lane needs raised table crossing.
6. Boulton Lane has toucan.
7. Useful link to Shelton Lock is now open. Good signing showing “time taken” to convenient destinations is used throughout the route courtesy of Cycling City funds.
8. A link to Rolls Royce along old railway corridor would be a very useful connection.
Although the Riverside Path is extremely popular and has been successfully upgraded over the years, and similarly the path to Swarkestone along the canal corridor, there is a view that the National Route, or at least a branch of it, should go via Rolls Royce and link the new Infinity Park direct to the City Centre. These notes set out the clear opportunity for this Premier Cycle Route.

1. The route starts from the Council House area and follows the existing riverside path. This is most attractive and has the potential of heavy use. It should be widened whenever, and wherever, the opportunity arises.

2. The direct route to the station entrance has long been a missing gap. The importance of this connection deserves a robust solution. Reduce traffic on Railway Terrace to one way northwards and use the released space to make a 3m wide, 2 way cycle route to the station entrance.

3. There is some excellent new work through Midland Place but unfortunately there is no good link through at the end of Liversage Street to the City Centre except via pavement to London Road.

4. Nelson Street forms the “back” way to the station mostly used as a taxi rank.

5. Cross London Road and make a traffic free boulevard across the open space, beside Barlow Street, and negotiate a link to Osmaston Road adjacent to the Rolls Royce Club.

6. Osmaston Road has sufficient width, which by means of carriageway narrowings, and modification of adjacent footways and other fragments of land, to put in place a 2 way cycle track all along the western side of the road. This is particularly, and crucially, the case for the road bridge crossing the railway.
Derby: Option for Cycleway associated with HS2 to travel via the Rolls Royce sites

7 Incorporate a new tree lined path through the eventual redevelopment of this empty site.

8 End up following the attractive and very lightly used Cotton Lane.

9 Elton Road has a generally good existing, cycling route set back from the road by a line of trees.

10 Rearrange the crossing (and take land on the north side from the furniture store), to continue the route across the Ormaston Park Road junction.

11 Continue this dedicated space down the first section of Victory Road, taking space from the carriageway. Provide a committed crossing to Oaktree Avenue.
Derby: Option for Cycleway associated with HS2 to travel via the Rolls Royce sites

12 Plant avenue oaks down both sides of Oaktree Avenue.
13 The existing path makes for the basis of a good route through Osmaston Park.
14 Cross Moor Lane to the Sports Centre and continue a good route around the north edge of Elm Wood to join the planned new road’s cycling routes. Make sure that these are wide enough and set back from the traffic.
15 Then continue to Merrill Way, where a good crossing should be provided.
16 Make a new shared use path set back behind the hedge to continue the greenway on as far as the former railway.
Derby: Option for Cycleway associated with HS2 to travel via the Rolls Royce sites

17 Rebuild existing path and link through Sinfin Avenue.

18 The cycling path adjacent to the new T12 Road will be a miserable affair set hard against the carriageway. It does not meet the CROW standards required for the National Cycle Route. It would be much preferred to construct along the field edge to reach the canal path.

19 Rejoin the canal path and proposed route to Calke Abbey.
Derby to Tamworth

9 Narrow bridge over brook and work in progress, but unclear what for.
10 Canal path all tarmac and rather good – rabbits maintain verges.
11 Short gravel section and awkward canal entrance.
12 Good canal path with width to expand. Canal has been sheet piled to gain width.
13 Beautifully maintained railway path over Trent Viaduct, northern link to road particularly delightful.
Note 14 to 28 (western option)

14 This option goes past 2 pubs.
15 Village centre and shops – traffic calming past school.
16 Other option may be quieter and goes past Hall and Gardens.
17 One way road.
18 Short length of busy road and right turn. Probably need a bit of cycle route for a direct over crossing.
19 This is Calke Road – this original entrance drive was drowned by the reservoir. The hill at the dam is quite steep.
20 Visitor Centre.
21 Tarmac road signed for cycling.

22 Short length of private road leads to footpath to NT Estate. This needs to be formalised as a field edge route for shared use.
23 Gravel track to Drive could be the basis of route.
24 Drive is one way to south exiting at Calke.
25 New NT cycle route on tramways, a bit rough but will be excellent.
26 Drive to Stanton Harold Hall and Craft Centre
27 National Forest path is excellent
28 Alternatively follow the Cloud Trail but this would bypass Calke Abbey.
Derby to Tamworth
Notes 19 to 24 (eastern option)

19 There are a number of roads through this site. They will be busy on race days of course.

20 Make a new link in this wide verge and provide crossing detail to reach minor road to Wilson.

21 A field edge link is required to the railway path – Cloud Trail – as only steps at present.

22 Excellent railway path leads north to Derby and south to Worthington.

23 Substandard parapet and pavement across the A42 (which was built after the Cloud Trail) narrow road and heighten parapet.

24 A new path is required in the inside space between the two roads, ending with a crossing to the Stanton Harold Hall.
Long Eaton to Tamworth

25 The Tarmac Drive is signed as not available, although it would make the best cycling route to the Hall and Calke Abbey. It is a public footpath.

26 To reach the main forest path follow the parallel farm track, which will need to be reconstructed, and the stone road towards the farm, for a link to the paths.

27 The path is in excellent condition and although slightly curvaceous, it takes one out at the Craft Centre (for Calke Abbey) at the one end and via an old road and new track out at the summit for Ashby in the other.

28 The green lane passes under the new road (A511). It does not link to its cycletrack on the SW side. A ramped link is needed in the SE direction.

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30 The green lane ends up in Featherbed Lane to join the main Nottingham Road.

31 It would be better to follow the line of the field edge footpath to Wood Street and there to make provision to cross straight over the main road into Upper Church Street.

32 Join South Street. This runs parallel to Market Street which would make an excellent route if it was ever to be closed to traffic and completely calmed.

33 Follow the track past Ashby Castle to Prior Park Road.

34 Take path under railway to Mendip Close. This route minimises the use of the busy Tamworth Road.

35 Cross main road and create wide path on northside as far as Ridgeway Road.

36 Create path across end of playing fields and along the general line of the railway through the wood and field edge.

37 Join the existing cycling trails to the café and Bike Hire Centre. Note that a formal path may have to be introduced into the various marked trails.

38 Existing “elephants’ feet” crossing of main road – Willesley Woodside.

39 Wide path as part of circular route.

40 Make link along field edge and beside pond to cross Measham Road (B586) to School Street.
Long Eaton to Tamworth

41 Cross canal on existing bridge, to follow towpath to the Conker Centre, or to join the railway path.

42 Leave the railway path just beyond Poplar Avenue, and cut across playing field to cross Donisthorpe Lane to woodland paths.

43 Follow open ground and woodland edge to cross main road A444 to join Acresford Road for Netherseal.

44 Follow existing roads to Clifton Campville and Haunton.

45 Syerscote Lane is an idyllic gated road with very little traffic all through to Wigginton.
46 Cycle lanes are probably appropriate for this rural section. The footway could be widened for children and novices to use.

47 Create shared use path on west side of Wigginton Road.

48 Ashby Road is very busy but it should be possible to provide a detailed crossing and by careful adjustment a shared use pavement on the west side of the road.

49 Make route through light controlled junction for Coleshill and Town Centre.
Burton upon Trent to Swadlincote, Calke Abbey & Ashby-de-la-Zouch

Although Burton upon Trent is a little off the line of HS2 Rail, it is an important railway connection. Swadlincote is a large town, without a railway connection, and the National Forest Centre at Conkers Discovery is not far from there, or from Ashby-de-la-Zouch. Two routes have been considered; a northern one, which relies on the National Trust’s newly constructed tramway paths, and a southern one, which relies on further links in the National Forest.

1. Station Street is bounded by breweries and affords an aromatic introduction to the town. Cycle lanes may be the best solution.
2. High Street is only partially calmed and buses occupy a great deal of its space.
3. The Market Square and College form the centre to the town.
4. The Stapenhill Viaduct is a remarkable construction – 500m long. It hovers above the flood plain and plunges boldly through St. Peter’s Bridge main road. It is signed as a cycling route, although there are dismount signs at Ferry Bridge itself.
5. Main Street needs some treatment to make it fit to match the Stapenhill Viaduct route; at the very minimum a wider footway and avenue trees.
6. Saxon Street is a steep climb but it is hard to see how to avoid it.
7. The Stanton main road needs a wide shared use pavement on its north side to serve all the schools in the area.
8. Bluestone Lane is the start of a most interesting route to Swadlincote. At its end a very well used field edge path, just 70m long, leads to Mead Way and a series of quiet roads. It is all an obvious Safe Route to School.
9. Paddocks Road is the key to this link. This provides a direct traffic free route to Swadlincote. At its start a short direct connection to Manor Road is needed. Its surface varies.
10. There is no link to this former railway, which would give a useful link to Newhall and possibly even towards Bretby Hall, which might open up some interesting local routes.
11. Construct a shared use pavement on the west side of Park Road (B5363) and a crossing to the unadopted Woodview Road (public footpath status).
12. Woodview Road has good connections with adjacent housing and leads through to the park.
13. From this vantage point a new path needs to be constructed across the open space to meet up with the short length of NCN63 running parallel to the main road.
14. Reconstruct this path all through.
15. Reconsider the current measures around the roundabout so as to create a high quality route to the Civic Offices, Market Square and Museum with its excellent information service.
16. The northern route should take the main path through Eureka Park and then, unfortunately, there is no choice but the long climb up Midway Road.
17. Existing traffic lights over the Burton Road.
18. The existing roads to Hartshorne are busier than we seek, but on account of the hill, alternatives may be difficult.
19. Brook Street is delightful but it climbs steeply. Ideally a new, more easily graded path could be built through the National Forest woodlands to end at the lowest point on the ridge road, by the Barn.
Burton upon Trent to Swadlincote, Calke Abbey & Ashby-de-la-Zouch

- Traffic free and access roads
- On road

To Calke Abbey
To Conkers
and Tamworth
Burton upon Trent to Swadlincote, Calke Abbey & Ashby-de-la-Zouch

19 Brook Street is delightful but it climbs steeply. Ideally a new, more easily graded path could be built through the National Forest woodlands to end at the lowest point on the ridge road, by the Barn.

20 A crossing facility is needed, or at least warnings on Ticknall Lane.

21 Coal Lane is very wide for its present day use.

22 The Derby Road has good sightlines.

23 The good surface ends at White Hollows, but the rest of the lane needs to be built up to a good standard as it descends gently into deeper and deeper countryside.

24 The National Trust Tramway Trail is currently under construction and its surface varies, but already makes for a delightful passage through the countryside.
25 The southern route has to follow recommended residential roads to Maurice Lea Park, the Lake and tracks across former industrial land to reach the start of the Conkers railway path at Spring Cottage Road, or cross the road to reach the Conkers Discovery Centre.

26 This tunnel under the operational line leads through to the railway path and joins the main HS2 Cycle route, which is described as the Ashby to Tamworth section of the report.
Ashby-de-la-Zouch and Coalville Link

1. After Ashby Castle join the Leicester Road for a crossing over the A42. Ideally construct a wide shared use path one side or the other of the road.

2. Move away from the road to follow existing paths and open spaces to the south of the railway.

3. Once the A511 crosses the railway, follow the southern boundary of the road either in the wide verge or along the field edge.

4. Pass in front of these two houses?

5. Link through residential roads and open spaces.

6. Join existing paths in Discovery Park.

7. Residential road route to town centre.
**Derby to Long Eaton Option**

1. Existing riverside path serves this large Alvaston Park, including the popular BMX circuit.

2. Passes under Raynesway with link to cycletrack on west side.

3. Although this is a good ramped bridge, something needs to be done to make the approach ramps less circuitous and to reconstruct the connection to the riverside.

4. The link to the cycle track over the new road bridge is missing and a ramp needs to be constructed from the riverside path along the southern side of the bridge approach.

5. Existing link to Elvaston Country Park.

6. Cycle track beside Station Road B5010 needs widening and a crossing provided just after the railway bridge.

7. Useful path mostly in place to link Spondon Station. This largely follows the towpath of the now disused canal and so runs in an attractive corridor.

8. Path now does follow former towpath and work is required to achieve 2.5m width or more, and to include links to adjacent housing.

9. The currently signed cycling route now moves north to follow the main Derby Road. The line of the canal runs across open fields and would be difficult to negotiate.

10. It might be better to negotiate to put a path along the field boundary against the railway corridor.

11. At Noon Lane cut back along the field edge to pass under the main road by the remaining canal bridge under the main road.

12. A link along the railway boundary would give a more direct route for Draycott residents.

13. Enhance crossing detail.

14. The canal corridor path continues. Some sections are rather bleak and could be enhanced with tree planting.
**Derby to Long Eaton Option**

15 Canal path ends at Risley Lane. From this point a direct route to HS2 Toton Station would probably diverge from the current signed route to Derby (if this were to be followed then there would need to be numerous detailed improvements).

16 The line of the canal continues to the north of Longmoor Lane and eventually coincides with the road as it passes under the M1.

17 Cross the main road and follow the residential frontage (Longmoor Road).

18 Follow residential roads, taking measures to minimise traffic, plant trees and provide continuity to end up at Willoughby Avenue for the existing Erewash Valley Path.

19 Canal towpath route to Long Eaton and the River Trent.

**Toton HS2 Station Feeder Routes**

20 Toton Station will occupy a critical point in the future cycling network. A fistful of routes will lead to ensuring that its staff can cycle there to work and its customers to travel.

21 The key to all these links will be a 700m long spine bridge running over and connecting to the National Rail Station and the HS2 Station. It should be noted that the ground is much higher to the east of the site and one option would be for this bridge to slope up to the viewpoint overlooking the whole site.

22 A north south route is needed down this east side of the site, located at the foot of the deep cutting – i.e. at railway level. To the north this traffic free should pass under the A52 to give access to Stapleford. To the south it ends to follow the river valley at least as far the Nottingham Road.

23 To the east the path needs to follow the tramway at least as far as Catch Lane. Thereafter the continuation of the route through the centre of Beeston maybe problematic.

24 Existing paths could form the basis of routes down the Erewash. Note that this good path in fact climbs to the top of the hill – wonderful views but not a good route to the HS2 Station.

25 This footbridge would make for an excellent crossing of the railways if good ramps are provided each end. At the west end there is a very suitable railway embankment close by and at the east end plenty of space for an earthworks ramp.

**Toton Station to Nottingham Station**

26 The existing National Cycle Network Route 6 follows these roads. The whole experience could be much improved with continuity and street planting.

27 For an almost traffic free route lead the riverside paths through to the existing crossing of the Nottingham Road, and then forge a path across the open fields and past the sewage works to join the road to the Attenborough Nature Centre.

28 Existing track beside railway leads through to Trent Lane for the proposed route south to Birmingham and Loughborough.

29 The direct route to the City Centre would best follow these existing paths via Attenborough. They would need to be widened and rebuilt to provide a comfortable experience for everyone.