

Meeting: **Leicestershire Local Access Forum**

Date/Time: **Wednesday, 3 July 2019 at 5.30 pm**

Location: **Guthlaxton Committee Room - County Hall**

Contact: **Sue Dann**

Email: **0116 3057122**

Membership

Mr John Howells (Chairman)

Mr. R. Denney	Mrs. A. Pyper
Ms. H. Brown	Mr. B. Sutton
Mr. C. Faircliffe	Ms. V. Allen
Mr. M. Gamble	Mrs. C. Radford CC
Mr. T. Kirby	Ms. H. Edwards
Mr. S. Warren	

AGENDA

Item

1. The Chairman's welcome and opening remarks
2. Apologies for absence
3. Minutes of the previous meeting. (Pages 3 - 8)
4. Declarations of interest
5. Matters arising not otherwise on the agenda
6. Requests for urgent items to be debated at the Chairman's discretion
7. Reports from committees and working groups.
 - a) Planning and Travel Committee (RD)
 - b) Network Opportunities Committee (CF & RD)

8. Reports from outside bodies.
 - a) Heart of the Forest, Access and Connectivity Forum (VA)
 - b) River Soar and Grand Union Canal Partnership (HE)
 - c) National Forest Access & Recreation Group (RD)
 - d) Charnwood Forest Regional Steering Group (RD)
9. HS2 Update
10. Forum Recruitment
11. Rights of Way Improvement Plan Update
12. Barrow Rail Crossing Update
13. Correspondence.
14. Any other items which the Chairperson has decided to take as urgent
15. Date of next meeting.

The next meeting will take place on 28th October 2019 (5.00pm for 5.30pm) – Forum County Hall (Workshop from 4.00pm).

Future dates are confirmed as follows:

- 6th January 2020 - FORUM

The meetings of the Unrecorded Ways Group are as follows:

- 13th August 2019 (2.30pm to 4.30pm) – Room tbc
- 12th September 2019 (7.00pm to 9.00pm) – Glenfield Parish Room:
- 26th November 2019 (2.30pm to 4.30pm) – Room tbc



Minutes of a meeting of the Leicestershire Local Access Forum held at County Hall, Glenfield on Tuesday 14th May 2019

PRESENT

Members

Mr John Howells (Chair)
 Mr R. Denney (DC, Vice Chair)
 Ms. V. Allen
 Mr. T. Kirby
 Mr. M. Gamble
 Ms. H Brown
 Mr. C. Faircliffe
 Mrs. H. Edwards

Officers

Mr. I. Hill (Guest speaker)
 Mr. P. Lindley (LCC)
 Mr. L. Quincey (LCC)
 Ms. C. Waldron (LCC)
 Miss. H. Hudson (LCC)

1. The Chairman's welcome and opening remarks

Mr. Howells welcomed and introduced Mr Hill, Mr. Quincey and Ms. Waldron to the meeting.

2. Apologies for absence

Apologies were received from Mr. McWilliam, Mrs. Pyper, Mr. Nicholls, and Cllr. Radford.

3. Minutes of the previous meeting

The Chairman went through the minutes and the matters arising from the minutes.

Agenda Item 2 – Apologies

'Mr. A. Pyper' should read 'Mrs. A. Pyper'.

Agenda Item 5 – Minutes of the previous meeting

Mr. Howells provided an update from Mr. McWilliam regarding the rules of non-attendance. If a member does not attend a meeting for a year, the group can request that their membership be terminated. It was confirmed that Mr. Fisher is an official member having replaced Mr. Tame.

Agenda Item 14 – Orders Update

In the third paragraph, it should read 'Mrs. H. Brown', not 'Mrs. H. Edwards'.

Agenda Item 18 – Area Surveys

Mr. Denney's name is spelt incorrectly in the fourth paragraph.

Agenda Item 21 – Any Other Business

The first sentence is to be amended to ensure it reads correctly.

Subject to the amendments being made, the minutes were approved as being an accurate account of the meeting.

4. Declarations of interest

The members confirmed that there were no declarations of interest.

5. Matters arising not otherwise on the agenda

There were no matters arising not otherwise on the agenda.

6. Requests for urgent items to be debated at the Chairman's discretion

The Chair advised that Mr. Hill will provide an update on the relocation of Scraftoft Golf Course after Item 7, Bus Routes.

Ms. Allen asked to discuss road safety for vulnerable road users and Mr. Howells confirmed this would be heard under Item 19.

7. Bus Routes

A presentation was delivered by Ms. Waldron on the Passenger Transport Policy and Strategy (PTPS), which was adopted in October 2018.

The aim was to look objectively at all passenger transport provision and complete a review of bus services financially supported by the council. Bus Services are reviewed using 3 key indicators and an overall score calculated.

Following the scoring, further detailed analysis of each service is undertaken. There are 5 possible outcomes once the review is concluded:

- Remove the bus service if it does not fit the policy (try to avoid)
- Continue to operate the bus service in its current form
- Change the bus service (e.g. hours of operation, route etc.)
- Replace the bus service with a demand responsive transport (DRT) service
- Replace the bus service with a community-led solution which LCC will assist with

An engagement pack has been developed to inform the discussions with affected communities.

If a bus is not anticipated to be the solution, the Council's baseline offer is DRT. This is a bookable service and is a cross between a bus and a taxi. There is a timetable and people can book a place on the service. If no one books on, the service doesn't run; more cost effective. This 'fills the gap' as communities will not be left without a service. DRT could operate alone or alongside community-led solutions.

Ms. Waldron explained that the Council welcomes ideas from community-led solutions and will provide guidance on establishing and running the schemes. Suggestions are

included in the engagement pack which will be available at all community engagement events they plan to carry out.

Mr. Denney said there was a sixth option; promoting current local services. Mr. Denney raised that DRT doesn't work for visitors and this could affect businesses. Ms. Waldron said that DRTs are designed for the local population but the telephone number will be advertised so could potentially work for visitors too. Mr. Quincey added that they need to manage expectations due to financial constraints. The PTPS is clear and focuses on essential journeys.

Mr. Kirby asked if the data collected showed the services which people connected with. Ms. Waldron said that the origin data is first-class but the destination data is not complete; it tells part of the story. Officers have also been on the buses and spoken to drivers/operators to gain a better insight into this but it's still incomplete.

Mr. Denney reiterated that more could be done to promote existing services and Mr. Quincey agreed that promotion was a key element. LCC currently promotes the Choose How You Move sustainable travel initiative but they recognise that they need to do more. They've found that the public aren't aware of DRT. Once they've completed the review, they will engage with communities.

Mrs. Edwards asked if disability access has been taken into account. Mr. Quincey advised that community transport does cater for those with disability needs but they do need more volunteers to provide wider coverage. Mrs. Edwards stated that there should be equal access on all vehicles provided and Mr. Quincey agreed.

Ms. Allen questioned why Park & Ride wasn't included and Mr. Quincey confirmed that this is covered by a completely separate budget. Ms. Allen then asked whether the Skylink to EMA would stop in the East Midlands Gateway freight terminal new employment area. Mr. Quincey advised that the Skylinks are commercially operated but they will stop at a hub point and there may be a shuttle bus which locals can use to get to the Skylink.

Mr. Kirby queried how the Arriva Click app was working in Lubbethorpe and if it would be extended. Mr. Quincey said that this was in the very early stages but they're keeping an eye on it as they're keen to see how effective it is. Arriva may promote this commercially in the future. Ms. Allen asked if it follows a set route in Lubbethorpe and Mr. Quincey said that it didn't; it runs like a taxi.

Mr. Hill raised that the data collection is retrospective and that there is a lot of development happening in Leicestershire at the moment. He also said that developers are not promoting bus services, despite S106 contributions. Mr. Quincey recognised this issue and agreed that LCC need to think differently about how they promote the services; perhaps vouchers for any kind of sustainable travel, not just a bus pass. Ms. Allen added that it needs to be provided in an easy-to-access way.

Mr. Howells asked when the review would be complete and Mr. Quincey advised that it is a phased program but they are aiming to be done by the start of the next financial year. He stated that all contracts for existing services have been extended to cover the review period. Mr. Howells suggested that it would be helpful to have an update in 6 months' time. Mr. Denney added that the forum members have a lot of knowledge and encouraged Mr. Quincey to liaise with them. Mr. Quincey confirmed that there are a

number of upcoming engagement events so he'll keep the forum informed. Mr. Howells thanked Mr. Quincey and Ms. Waldron for presenting and they then left the meeting.

8. Scraptoft Golf Course Development

Mr. Hill informed the forum that he has engaged with the Scraptoft Golf Club and they are having productive conversations. Mr. Hill has 50 completed access forms which he has forwarded to the golf club. There are no PROW on the new site, but there are a number of unrecorded paths.

Mr. Denney asked if Mr. Hill had submitted the information to Mr. Lindley and Mr. McWilliam to which he confirmed that he hadn't. Mr Lindley stated that if Mr. Hill submits an application, the planners have to take it into consideration during the decision making process. Mr. Hill advised that he had sent the information to the consultation group. Mr. Howells reiterated that if Mr. Hill has data of paths, then this needs to be sent to the planners, even if they're unrecorded.

Mr. Faircliffe asked if the developers are aware of Mr. Hill's list and he confirmed that they were. Mr Faircliffe added that he was surprised the developers weren't being more proactive. Mr. Hill said that they appear to be dealing with the land issues first and will likely respond to him later. Mr. Hill asked if he needed more than 50 forms and Mr. Denney advised that as long as he has 20 for one route, then that would be fine.

Ms. Brown asked about signs if landowners don't want people to access their land. Mr. Lindley explained the process.

Mr. Howell's thanked Mr. Hill for the update and he left the meeting.

9. Reports from committees and working groups

- (a) Planning and Travel Committee (RD) – Mr. Denney advised that he had nothing further to add to his written report.
- (b) Network Opportunities Committee (CF & RD) – Nothing to add to the report, Mr. Denney said he had a list of priority routes he would distribute to all volunteers.

10. Reports from outside bodies

- (a) Heart of the Forest, Access and Connectivity Group (VA) – Report to be noted.
- (b) River Soar and Grand Union Canal Partnership (HE) – Report to be noted. The next meeting is scheduled for 5th June 2019.
- (c) National Forest Access & Recreational Group (RD) – Ongoing – no meetings have been held in the interim.
- (d) East Midlands Local Access Forum (EMLAF) Chairs Meeting Update (JH) – Mr. Howells was unable to attend the forum meeting so he asked Ms. Allen to provide the salient points. Ms Allen said it was worth noting that the Derby/Derbyshire LLAFF keep track of how their ROWIPs progress meeting by meeting. There was also a discussion on the underpass which relates back to Broadnook. The consensus was that direct lines facilitated by an underpass have great value. The perception of underpasses being dangerous is exaggerated.

(e) Charnwood Forest Regional Steering Group (RD) – Report to be noted.

11. Correspondence

There was no additional correspondence to consider.

12. Orders Update

Mr. Howells asked if there were any comments following the orders update provided in the pack. Ms. Allen advised that since the report, there has been confirmation of two minor bridleway diversions.

13. Barrow Crossing Update

Mr. Howells stated that he, Mr. Denney and Ms. Allen had a meeting 3 weeks ago with the Chair of the Ramblers Association to discuss the evidence from Network Rail and will continue to progress this and keep the forum updated.

14. Open Access Sites Survey

Ms. Brown advised that the Loughborough Meadows survey needed circulating to the group following the meeting. Ms. Brown, Mr Denney and Mr. Howells have been to visit the Altar Stones in Markfield today; they will write a report and circulate in due course.

15. Broadnook

Mr. Denney explained that he and Ms. Allen are due to attend a meeting with Charnwood Borough Council and the developers of Broadnook next week.

16. QGIS Software and Definitive Map

Mr. Lindley told the group that QGIS is being rolled out in at present, and will eventually replace MapInfo as the primary means of displaying the Definitive Map in house. However, it is taking some time for officers to master the new software and progress is slow. Mr. Lindley also advised that the County Council are looking at a one-stop mapping system whereby they can view a variety of information sets on the authority's website including rights of way. Members of LLAF may find this more accessible. They might find this obviates any need to install and use QGIS at home.

Mr. Denney asked if the Definitive Statement was available in text form and Mr. Lindley confirmed that it was and he would be able to provide this.

Mr. Lindley then demonstrated the Findmystreet.co.uk (Geoplace) webpage. This site shows the position and status of streets, footpaths and bridleways as portrayed by the National Street Gazetteer. It allows users to select footpaths, for example, and view their details. This is a useful tool and appears to be up-to-date. Mr. Lindley did urge caution as not all of the detail appears to be accurate with regard to status.

Mr. Denney said that there are so many different systems that it's difficult to know which is the best to use. Mr. Lindley said that the Findmystreet.co.uk site is not ideal for researching unrecorded paths but is helpful for footpath and bridleway information etc. He added that if they progress the planned web mapping, that would be the best one-stop system to use, but Findmystreet.co.uk is a very useful tool in the meantime.

Mr. Gamble told the group that he had tried to use QGIS today and a ransomware warning appeared which was a concern. Mr. Lindley said that it shouldn't contain any kind of virus or malware and that perhaps some of the coding may just look like ransomware, which triggers the warning. If in doubt, do not download anything you are not sure of; seek advice.

17. Rights of Way Improvement Plan (ROWIP)

Mr. Howells informed the group that there is a ROWIP workshop next Friday (24th May) and encouraged them to attend. Mr. McWilliam will facilitate the workshop. Mr. Denney and Ms. Allen confirmed that they would be able to attend.

18. Annual Report

Mr. Howells confirmed that he would ask Mr. McWilliam for a progress update.

19. Any other items which the Chairperson has decided to take as urgent

Ms. Allen raised that continued development and the additional transport resulting from this is causing issues with vulnerable road users. A discussion was held regarding this, with Ms. Allen providing further details and stating that there is a huge need for more multi-user rights of way everywhere. The Chair asked Ms. Allen to bring her concerns and ideas to the ROWIP workshop next Friday.

20. Any Other Business

The Chair went round and asked members for any other business.

Mr. Kirby raised the email to Mr. Lindley regarding the footpath on Stapleton Lane, Barwell. Mr. Denney advised that a copy of the email had been circulated in the pack, but did ask Mr. Lindley if he had a response. Mr. Lindley confirmed that he couldn't respond fully but that was aware that the Barwell Sustainable Urban Extension would subsume the path and this might hopefully offer options to improve the situation.

21. Date of the next meeting

The next meeting will take place on 3rd July 2019 (5.00pm for 5.30pm) – Forum County Hall (Workshop from 4.00pm).

Future dates are confirmed as follows:

- 28th October 2019 – FORUM
- 6th January 2020 - FORUM

The meetings of the Unrecorded Ways Group are as follows:

- 20th June 2019 (5.00pm to 7.30pm) – Room tbc
- 13th August 2019 (2.30pm to 4.30pm) – Room tbc
- 12th September 2019 (7.00pm to 9.00pm) – Glenfield Parish Rooms
- 26th November 2019 (2.30pm to 4.30pm) – Room tbc

REPORTS FOR LEICESTERSHIRE LOCAL ACCESS FORUM JUL 2019**NATIONAL FOREST ACCESS & RECREATION GROUP**

A lot of their endeavours continue to be the Charnwood Forest project and there has been no recent meeting to report on

Roy Denney, Representative

CHARNWOOD FOREST REGIONAL PARK

I continue to serve as a member of the board of the regional park which will continue whatever the outcome of the current bid for lottery support. I am also on the steering group of the Local Nature Partnership which is fronting that bid for funds to protect, promote and enhance the park.

There have been a series of workshops with the new independent chairman Atul Patel hopes to attend our next meeting and can give an update. We are working to complete the bid document and submit it by September

We have provided the team with a map of the park marked up with desirable links for the rights of way network to be targeted as part of the 'better access' element of the project

Roy Denney, Representative

NETWORK OPPORTUNITIES / UNRECORDED WAYS

The Ramblers, the Open Spaces Society and the British Horse Society have recently written to the Secretary of State, Michael Gove, setting out our position that the 2026 cut-off date should be postponed (in England) setting out reasons why including the delay of the Deregulation Act (which is designed to improve the process for claiming historic rights of way) and the lack of time now to review and improve processes associated with the Deregulation Act. No response has yet been advised but the ministers have more pressing things on their minds at the moment
The URW sub group has identified unrecorded and therefore unprotected routes. There are still about 60 of these classed as priorities from which volunteers can pick things of interest or convenient locality.

We have 15 volunteers working on cases to varying extents and I continue to try and visit most of them in small groups and this is more fruitful than trying to get them all to one meeting although we have scheduled a full meeting in September which has been booked and the provisional date advised to them. This may need changing if key members are not available.

We are now alternating our meetings in the afternoon and the other early evening to allow those working to participate and the June meeting created a [pdf of top priority targets which will be sent to volunteers together with an explanatory key.

We still await the outcomes of our claim for Barrow/Cotes and another at Islay Walton
MG has been working on the master index as time permits and we have agreed its final format
There is nothing else to report on Network Opportunities at this stage.

Roy Denney

PLANNING AND TRAVEL COMMITTEE REPORT

We were represented at the hearing about the Barrow crossing early June by our Chairman as I was out of the country and he can update the meeting but it does not look promising.

There have been several large matters progressing over the last two months The Rail Freight Terminal near Hinckley is moving towards an actual planning application and we continue to monitor the process having made recommendations to the developers.

HS2 is out for consultation again and we will be considering the proposed changes around Ashby during our meeting. A possible extension to Croft Quarry is also on the table and we have made observations re that (attached)

After several years delay and a number of advices from ourselves the Broadnook Garden Village is again on the agenda. At the end of May I attended an all parties meeting at Charnwood BC offices together with VA and EMcW was there representing LCC. Between VA and myself the Ramblers Association, The Leicestershire Footpaths Association, The British Horse Society and the Leicestershire Bridleways Association were represented. Along with members /officers from Charnwood and the affected local parishes, the developers were represented by Will Antill project architect and Steve Lewis-Roberts planning consultant with the Pegasus Group

I found it a not entirely satisfactory meeting. It was ill prepared and helpful documentation was not available. However a lot was covered in respect of rights of way

We discussed inconclusively a proposed new light controlled roundabout on the A6 to provide vehicular access and to be sited near the present farm access. The lights will be phased to allow walkers and riders to safely access the rights of way network either side of that road. No detailed plans were produced. Bridleway J100 will run from this new roundabout past the sewage works but we suggested and it was generally accepted that that the southern end should be diverted to meet the road to Wanlip village opposite the cattle tunnel to then continue to the bend in the Wanlip to Birstall road.

As regards the existing PRoW network there are a number of proposals some of which satisfy our earlier suggestions. J54, currently running along the A46 embankment, will be moved to a better route broadly parallel with that road but within the development Path. This path links in with the wider network but we flagged up the desirability of further links to the Beaumont shopping area and the Castle Hill and Watermead country parks,

Rothley Park Golf Club asks that the bridleway J59, which splits the course, should be diverted along path J57, and nobody seemed averse to that. There was talk of a possible new link between J59 and J55 where it meets the A6 as it is a very attractive scenic rural route.

LCC had asked for a surfacing contribution for certain paths but those representing users and residents wanted them to largely remain of a rural nature. One path where this was suggested was J55 which will certainly become a major walking route into Rothley. From memory I felt this attractive green corridor should not be spoiled and in any event was not wide enough to allow for this. The day after our meeting I walked it again and confirmed my view.

VA quite understandably asked that a number of footpaths within and beside the development should be upgraded to bridleways but I made the point that we advocate twin routes, either horse and pedestrian/cycling routes running alongside each other or a bridleway and a footpath going from A to B by differing routes. Unfortunately this takes up space and is not often possible and J55 is certainly one such. It is a lovely walk. It runs between the two new developments but still retains a superb rural feel.

Effectively it is a narrow green corridor with all sorts of wild flora. It also passes through an area of beautiful meadow with veteran trees of some magnificence. Unfortunately as it will provide the only off-road link into Rothley it will be even more walked than it is now which will not be popular with some of the new houses alongside it as it runs along the bottom of their gardens within a few feet of their windows at points. There is no sign of any maintenance and the very narrow actual path is obviously only maintained by footfall. If it is to be made safe for buggies and prams it would require an actual surfaced path wider than at present which will destroy the rural nature of the path and cost a small fortune. It would also remove the green curtain hiding the children playing in the school grounds.

Chairman - Roy Denney

- 1) More use of the power to 'Create a Path for Public Benefit' – this is very rarely used by the authority
- 2) A general policy in the ROWIP for LCC to encourage/urge/compel frontagers to keep highways clear – whether they are PROW or links between PROWs would be helpful. Frontagers have a legal duty to prevent their vegetation intruding on the highway (whether suburban footway or rural field).
- 3) Creating, by whatever means, more stretches of behind-the-hedge multi-user routes, even if initially it only provides a short 'breather' from traffic. Also supporting/encouraging lower speed limits on all rural roads. (40 mph on what are essentially country lanes inadequate for the wider modern cars.)
- 4) The National Forest and Charnwood Regional Park areas should be a priority in the upcoming plan to support efforts being made by the regional park and National Forest Company
- 5) Priority should also be given to missing links patently due to differing interpretations between parishes.
- 6) Turning dead-ends into through routes
- 7) Encourage family walking/cycling/riding – e.g. for picnics
- 8) Promote the use of footpaths for their mental and physical health values by
 - a) promoting their access by using buses not cars (eg attached) and
 - b) by better signage (eg attached)
- 9) Budden Wood – path K10 – From Railway round the outskirts of the wood to the urban area of Quorn – This gets so waterlogged that it is impassable at times and could very much do with some surface improvement and or drainage. Quorn Parish Council, are trying to get the footpath improved
- 10) Wood Brook permissive path is very much the same and in need of a bridge to cross the stream when in flood.
- 11) A connection from Home Farm to the permissive path up Wood Brook would be useful
- 12) The road from Warren Hills to the Mt St Bernard Abbey crossroads is extremely fast down Flat Hill and the exit from Charnwood lodge is blind. People leaving the woods cannot see the traffic and the exit is near invisible from the road. Many people walk out and down to the crossroads and take their life in their hands. Ideally we need a short length of paved footway but as a very least some vegetation clearance (and maintained thus) to improve visibility and therefore safety.
- 13) Anstey – Bradgate. This large urban area has some poor links into the park. J74, J75 near the school are very muddy at times.
- 14) J75 has some very awkward gates – the handles were broken off soon after those gates were installed.
- 15) Charnwood Forest Regional Park, despite having blocks of public access land, is badly served by footpaths linking them. The bridleway network in particular is sparse in the extreme. The parishes of Markfield, Bardon, and Stanton under Bardon have no bridleways at all.
- 16) K1 path - From Priory Lane, past Ulverscroft Priory, to Beacon Road, Ulverscroft. Poor surface in places and poor signage.
- 17) Ives Head - One of the best vantage points in Charnwood Forest and no public access.
- 18) Martinshaw from R36 – Bridleway (From Markfield Lane by the northern side of the M1 Motorway, Ratby, towards Groby Lodge) There is a much used informal link into the woods along the field boundary. It would be good to see this formalised and signed to stop people wandering all over the farmland.
- 19) It is a priority to get non motorised users off Markfield Lane, a very dangerous road. Between the M1 and Ratby the road is narrow with hidden accesses and many bends.
- 20) C26 runs across the fields just south of Brocks Hill CP but there is no formal link from the park to this or to the nearby school. Similarly there are no formal paths connecting Brocks Hill Country Park Oadby with Newton Lane, Wigston and C38 Oadby to Great Glen (Crossing C26 and C38 is Z11 Newton Lane, Wigston, to Little Stretton, with access to C42 and Z10 from Oadby East and a large number of Permissive Paths on the Stoughton Estate) There are several paths, all unofficial at present but already very well used:
 - i.e.
 - a) Brocks Hill Country Park south to Newton Lane, Wigston, crossing C26 – this is already a well beaten wide path along the edge of the fields near the perimeter of the Housing Estates, with various access points along the way.
 - b) Brocks Hill Country Park south to C38 passing south of Brocks Hill Primary School, Gartree High School and Beauchamp College – this exists as farmer's double width across the middle of this large cereal field

(access for Walkers from Brocks Hill Country Park is by the side of a locked wide farm gate and is well used. [C38 comes out in Oadby by these Schools.

c) Brocks Hill Country Park south along the edge of the fields south-south-east to C26 – this is a narrow path but well used.

- 21) Timberwood Hill is public access land but with long walk in from the Copt Oak to Whitwick road. The very small car park at the start will also serve what will be a very good landscaped collar to the new quarry - This could be much extended
- 22) A behind-the-hedge path is needed along the dangerous Breakback Road from the first entrance into the Outwoods to the nearest entrance to the arboretum adjoining Beacon Hill.
- 23) K57 going down to Beacon Rd Loughborough needs resurfacing as topsoil has been washed away by over-use. This was, and should again be, a major route to get people walking from Loughborough to the Beacon.
- 24) Lawn Wood- an extensive area of pristine woodland around a redundant quarry subsequently filled with landfill waste. Still owned by the quarry company and no access at all. A path could be created without going anywhere near the old quarry linking Groby Pool to the Newtown Linford-Fieldhead road. It would greatly enhance the connectivity of the paths network.
- 25) Creating multi-user or twin paths behind the hedge/wall/fence would be of huge public benefit and should be a general policy. E.g. Warren Hills from Mt St Bernard Abbey There could also be a much improved off road link up this road. From the Abbey you can walk south but it comes out onto the road not facing any path on the other side again requiring dangerous road walking. This could be rerouted to make it safe.
- 26) The gate out of West Beacon needs an off road link to the footpath K1 (Drive) leading down to Ulverscroft Priory. At present you walk a busy road with little by way of verge. This could take you through the new National Forest Bawden Wood
- 27) There is a well walked direct path from the centre of Glenfield to the Brantings giving residents of that area a route to the village without walking two long sides of a triangle along very busy roads. It leaves R115 behind the Coop where that bridleway crosses Rothley Brook
- 28) R116 should be fenced off from the A46 by the lay-by. It runs from R40 in a southerly direction alongside the western side of the Leicester Western Bypass (A46) to bridleway R115 but is unwalkable as alongside the lay-by it is constantly used as a toilet.
- 29) Formalisation of permissive paths on Stoughton Estate Land: These are quite extensive and connect up with local -Stoughton Estate has new owners in the Welcome Foundation and the future of these permissive paths is unclear. The National Forest is made up of lots of pockets of small woodland and better connectivity is a big need.
- 30) Near Coalville any need to cross the busy A511 road means dicing with lots of traffic. From grid ref: 152422 coming along path over the railway line to cross this road to get to the byway through Cuckoo Gap wood is very dangerous. At the least an island in the middle of the road would help but a pedestrian bridge would be far better
- 31) A link from the permissive paths around Broombriggs Farm Country Park across Broombriggs Hill and to the south of Broombriggs Cottage Farm to link with the entrance to Beacon Hill upper car park. This would provide many attractive circular walks connecting the two country parks as well as providing more fine view points across Charnwood Forest. It would involve a route through three fields currently in pasture usually for sheep or cattle and possibly in the ownership of Broombriggs Cottage Farm.
- 32) A bridleway from Broombriggs Farm across Broombriggs Hill should be sought as many people take their horses to the Beacon. Using the upper car park would keep them away from the busier lower car park, and would provide a more worthwhile length of riding.
- 33) Some speed reduction measures are needed on the road between Broombriggs and the Beacon. This is a very fast road and sightlines are poor. Existing and potential crossing places are often where the sightlines are worst including the upper car park entrance which is just below the top of the hill.
- 34) Provide an off road route from Thrussington towards Ratcliffe of the Wreake at least as far as I 55. Behind the hedge preferably but perhaps along the verge of the Ratcliffe /Thrussington Road
- 35) One calculation as to where the centre of England is located puts it at Lindley Hall Farm near Fenny Drayton, where, according to This Leicestershire, a 6 ft post (railway sleeper) with a plaque on it states the site to be the Centre of England. However it is on private land and not close to a right of way. There are in fact two

dead end paths either side of it and it and by linking them past this point it would enable the landowner to diversify and make something of it.

- 36) A path from Jubilee Wood to Nanpanton Reservoir is very desirable, preferably through the Bailey's fields
- 37) Bridleway K19 from Breakback Road, opposite to Dean's Lane to Pocket Gate Farm where there is a track, status unconfirmed, going on through Beaumanor Woods would be very good.
- 38) A new path has been created at the top of Wood Lane, Quorn but you have to exit onto Wood Lane, a busy and dangerous road and in places there is no verge to step onto and a path should be created

Croft Quarry Extension
2019/CM/0125/LCC

<http://leicestershire.planning-register.co.uk/Planning/Display?applicationNumber=2019%2FCM%2F0125%2FLCC>

The LLAF is an independent statutory body, set up as a result of the Countryside and Rights of Way Act (CROW) 2000, and exists to represent the interests of everyone concerned with access to the countryside and the public rights of way network including footpaths, bridleways and byways, cycleways and areas of open access.

Section 94 of the CROW act makes it a statutory function of the Forum to give advice to a range of bodies, including local authorities, on access issues in respect of land use planning matters.

This proposal would affect PROWs V57, V58, V59, V67. I would point out that the Technical Appendix G - Transport Assessment (Section 3.2) Highways makes no mention of these routes which are pedestrian highways and are part of our cultural heritage. Technical Appendix C - Heritage considers effects upon cultural heritage but does not mention these. It refers to designated cultural heritage assets, such as Scheduled Monuments, Listed Buildings, Conservation Areas and Registered Parks and Gardens but any Right of Way on the definitive map should be of equal importance.

Page 123 of the Environment Statement does cover this issue however. V57 and V58 bound the site and V58 also links to V59 and V67. We note the company propose to upgrade the status of V57 Public Rights of Way from a footpath to a multi user path although what they mean by this is not clear. Is it to become a cycleway or even a bridleway or merely be surfaced to permit for buggies and the less able?

We welcome the general access arrangements but would like to see a number of the permissive paths dedicated as rights of way.

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