

Meeting: **Leicestershire Local Access Forum**
Date/Time: **Monday, 3rd April 2017 at 5.30 pm**
Sub Group Meeting: **Monday, 3rd April 2017 at 3.00 pm**
Location: **Gartree Committee Room, County Hall, Glenfield**
Email: **accessforum@leics.gov.uk**

Membership

Mr. Terry Kirby (Chairman)

Ms. V. Allen	Mr. J. Howells
Ms. H. Brown	Mr. J. Law
Mrs. R. Camamile CC	Mrs. A. Pyper
Mr. R. Denney	Mr. B. Sutton
Mr. C. Faircliffe	Mr. P. Tame
Mr. M. Gamble	Mr. S. Warren
Mr. A. Hillier-Fry	

AGENDA

Item

1. Welcome by Officer & Apologies
2. Election Of Chairman & Vice Chairman
3. Notes of the previous meeting Page 3
4. Declarations of Interest & any items which the Chairperson has agreed to take as urgent.
5. Reports from committees and working groups.
 - a) Planning and Travel Committee (Roy Denney). Page 6
 - b) Network Opportunities Committee (John Law) Page 9
 - c) Unrecorded Ways Committee. (Stan Warren) Page 11

6. Reports from representatives on outside bodies.
 - a) Heart of the Forest, Access and Connectivity Forum.
 - b) River Soar & GU Canal Partnership.
 - c) National Forest A & R Group (Roy Denney).
 - d) EMLAF Chairs meeting Update (Terry Kirby). Page 15
 - e) Charnwood Forest Regional Park Group (V Allen).
 - f) Other Meetings & Groups Page 26
7. Confirmation of Committees & Working Parties & Members
8. Funding Of Unrecorded Ways
9. Appointment of Representatives to outside bodies
10. Forum support & website
11. Correspondence & Responses Page 36
12. Orders Update & Headland Grants Page 63
13. Any Other Items Taken As Urgent
14. Dates Of Future Meetings

Notes of a meeting of the Leicestershire Local Access Forum held at County Hall, Glenfield on Tuesday, 29th November 2016.

PRESENT

Mr. T. Kirby (in the Chair)

Ms. V. Allen
 Ms. H. Brown
 Mr. M. Gamble

Mr. J. Howells
 Mr. B. Sutton
 Mr. S. Warren
 Mr J Law

1. Welcome by Chairperson and apologies received.

2. The Chairman welcomed all those present and advised that apologies had been received from Paul Tame, Ruth Camomile, Roy Denney, Alex Pyper, Chris Faicliffe and Anthony Hillier Fry. The Chairman noted that there were only 8 members present and the meeting was not quorate and as such could not make any formal decisions.

5. Minutes of the previous meeting.

6. The minutes of the meeting held on Wednesday 27th April 2016 were noted.

9. To advise of any items which the Chairperson has agreed to take as urgent.

10. The Chairman agreed to take items as urgent, which were not included elsewhere on the agenda.
11. Ms Allen raised the issue of farming and the wider subsidy packages, post Brexit. Agricultural income still includes substantial support from direct or indirect subsidies. These are always subject to differing requirements and are increasingly focused on environmental supporting measures. As members are aware the former monies to support the creation of and maintenance of permissive routes was ended some time ago.
12. With the opportunities to review how funding is allocated in a post Brexit world could monies be directed to either assist the maintenance of existing paths or the creation of other routes? John Law expressed doubts over paying for something that was already there and being looked after.
13. Mr Sutton raised the issue of path vegetation maintenance. This includes headland paths which result in natural vegetation growing through the highway surface. Farmers could be supported to assist the authority in keeping paths clear. It was agreed this should be raised at the next meeting and Mr McWilliam offered to reprise information on the former Headland Grants scheme that the authority had run.

14. Mr Sutton then raised the issue of a path affected by the future development of 800 homes near Hinckley. He was not satisfied with the current proposal for the path near to the Wykin roundabout. He asked if the matter could be looked into and see if the route could be made easier to use once development had occurred.

17. Declarations of interest.

18. No declarations were received.

21. Reports from committees and working groups.

22. As regards the Planning Committee, appendix B, no comments.

23. Network Opportunities update included details from John Law about an event to be held to promote Countryside For All. It is intended to promote countryside access for the disabled at the Choice Unlimited event at the Leicester Tigers Stadium on the 26th April. The event is for the disabled, carers and older people. It provides a showcase of activities, information, services, products and opportunities which are available. The event is free to visitors. The very first Rutland Choice Unlimited event in October last year near Oakham attracted 300 visitors.

24. John asked if there was any possibility of support from LCC and the LLAF and Mr McWilliam agreed to contact him directly.

25. John also gave examples of the challenges of finding and keeping volunteers. The Dementia Inclusive Walks being an example. He also outlined and commented on a Shire Community Solutions grant that had been submitted to LCC and a copy was included in the papers.

26. Members then considered the update from the Unrecorded Ways subcommittee, appendix D in the papers. The scale of the task was underlined and it was confirmed that the user group funding pledge was £1000 rather than the sum in the paper. It was also confirmed that the group would be meeting on a regular basis.

27. Outside Groups Update:

28. The notes of the HOFF meeting of the 22nd September were attached as appendix E. There still seemed to be some confusion over who from the LLAF should represent the group. It was thought that the first meeting in the new year could confirm this.

29. The minutes of the last River & Canal group were noted (appendix F).

30. The draft minutes of the National Forest Access & Recreation group were noted (appendix G). John Law pointed out that he had been in discussion with Sam Lattaway from the Forest, regarding possible Countryside for All routes.

31. The East Midland Chairs meeting in October had been held in Nottingham. John Law said he was impressed by the generic advice to planners and this should be

further discussed.

32. The Charnwood Forest Forum had also met in October. It was mentioned that the group are proceeding with a Heritage Lottery Fund bid. Most of the session had been taken up with workshop and feedback sessions to the officer leading the bid. A potential name was raised and many ideas were submitted. Charnwood Rocks and Chronicles Of Charnia had the most support.

33. Mr Law also attached Appendix K to the report detailing recent work on Accessibility Ambassadors from Lincolnshire. This was also a basis for a similar Ambassador proposal locally.

36. Other Reports.

37. Members noted the paper from the Open Spaces Society on taking action when highways were under threat. This was largely focused on DMMOs.

40. Correspondence.

41. Members had no further comment on any items received or the letters that had been sent out on behalf of the forum.

44. Report On Rights of Way Orders and Cases.

45. Mr McWilliam introduced paper P. The forum noted the cases and no further information was sought.

48. Any Other Items.

49. The Chairman reminded Mr McWilliam that he usually had a taxi booked for the return journey.

REPORTS FOR LEICESTERSHIRE LOCAL ACCESS FORUM

MEETING 3-4-17

PLANNING AND TRAVEL COMMITTEE REPORT (Chairman - Roy Denney)

We continue to monitor the Network rail crossings situation and await developments re HS2. Stan Warren and I have met with a Network Rail Officer on site to review a proposed closure at Thornton and after circulating members for their views a response has been sent to them suggesting we feel it would be acceptable under certain conditions.

We have also had a fairly unproductive meeting with HS2 representatives who seemed to know less about the project than we do. They did however open consultation door so after numerous email exchanges between members we have sent in a list of suggestions for consideration and offered to meet with them.

We have fed our suggestions into the Ashby Neighbourhood Plan and have made observations re the latest changes to the footpath network at Bardon Quarry

NETWORK OPPORTUNITIES COMMITTEE (Chairman John Law)

1. COUNTRYSIDE FOR ALL

Access to the countryside for the disabled

There was a significant interest at two of the National Forest meetings in 2014 and 2015 in creating accessible routes for the disabled and also Countryside For All route leaflets. We were aiming to enquire what progress had been made in this area at the latest meeting with the National Forest. Unfortunately Vicky Allen, our representative was unable to attend.

Action requested: Chairman - A letter to the National Forest enquiring on progress and offering support

At the previous LAF meeting Stan Warren provided a summary of the Watermead Regeneration presentation he attended. It was apparent that one of the concerns was making more people aware of the Country Park and getting more people to use it. John Law contacted Richard Brown, Charnwood District Council, who delivered the presentation and discussed the opportunity of creating Countryside for All route leaflets for the site. This would help promote the site and should help to attract the disabled, their carers and young families to visit Watermead. It was explained that Local Access Forums in Lincolnshire and Rutland had attracted external funding for the design and production of these leaflets. This meant funding for the leaflets need not be financed by the local authorities. It was suggested that we contact Bill Carter and his equivalent at Leicester City Council and advise them of this opportunity. As the LAF had already discussed this option with Leicestershire County Council some years ago and received a negative response. We have asked the question again of the Leicestershire County Council some months ago and are still awaiting a response.

Action: An update from the response will be provided

At the Leicester/Shire and Rutland Community Network Forum, November 2016 meeting, we were asked to have a stall at the Local Offer Event for Leicester City and Leicestershire County councils. Unfortunately we were not available. Leicester Shire and Rutland Sport requested Countryside For All leaflets for Leicestershire. ***There was disappointment that we had no routes for Leicestershire. Due to this issue, we were asked to supply Rutland and Lincolnshire routes for the young disabled and carers!***

Feedback from the Joint Community Forum and Disability Officers Group meeting held 7th March reported that all the Lincolnshire and Rutland Countryside For All leaflets were handed out at the event due to the factual information and interest in the routes. ***It was stated that "it is very unlikely that these leaflets will be available for***

Leicestershire, due to lack of commitment from councils and other organisations in Leicestershire. The only hope being, if the funding bid is successful for the Charnwood Forest Regional Park. The great shame is there are many accessible places in Leicestershire. We are very unfortunate in Leicestershire to have councils which do not promote these sites in a manner to encourage disabled people and their carers to enjoy the countryside. It is even more disappointing when you consider external funding could be used for the design, artwork and production of these leaflets."

2. DEMENTIA FRIENDLY STROLLS

The training sessions currently completed are:

DISTRICT	NUMBER OF DELEGATES
Melton	5
Charnwood	9
Hinckley and Bosworth	18

North West Leicestershire course is booked for 28th March and we have 9 people registered to attend. Bradgate Park Trust have booked a course for 8th May. The Lodge Trust and Melton carers are booked for the 4th April. A further course will take place later in April sponsored by an external body for Rutland at the Lodge Trust. Any additional people who wish to train from the Leicestershire districts will be welcome on this course.

Unfortunately Blaby, Harborough, Oadby and Wigston district councils have not booked any courses. So there will not be any training delivered in these areas. It also means it is probable that dementia friendly strolls will never take place in these areas in the future.

3. CHOICE UNLIMITED

The date of the Leicester Choice Unlimited is 26th April. Leicestershire County Council, Rutland County Council and a private donor have each funded a table for our stand. The stand will include a screen show, a display of outdoor activities including walking, some suitable routes for wheelchairs and mobility scooters, riding and carriage driving for the disabled. We will also be promoting the Walking for Health and Dementia Friendly Strolls. Our aim is also to attract people who wish to become accessibility ambassadors for parks and green spaces with public access in the countryside. Stan has kindly offered to assist in setting up the stand. John Howells has also kindly volunteered to assist on the day.

Action requested: All - Can any other members assist on the day?

All - Can photos be sent of views from Leicestershire countryside routes with sealed surfaces, with a comment stating where the photos are taken. This is for use in the screen show.

4. HIGHER LEVEL STEWARDSHIP

Funding ceases in 2017 for:

<u>Beanfield Farm - near Snarestone</u>	Footpath	31/07/2017
<u>Beauchamp Grange Farm - near Kibworth Beauchamp</u>	Bridle Path	30/04/2017
<u>Highgate Lodge Farm - near Stoney Stanton</u>	Footpath	30/04/2017
<u>Lodge Farm - near Ullesthorpe</u>	Bridle Path	31/10/2017

<u>Marston Lodge Farm - near Market Harborough</u>	Footpath	30/04/2017
<u>Odd House Farm - near Hinckley</u>	Footpath	31/07/2017
<u>Ratcliffe House Farm A - near Ratcliffe Culey</u>	Bridle Path	31/10/2017
<u>Ratcliffe House Farm B - near Ratcliffe Culey</u>	Footpath	31/10/2017

5. ACCESS FUNDING

Roy, our vice chairman collated LAF members' views in relation to access funding post Brexit. These views have been expressed in emails to DEFRA Ministers in the Commons and House of Lords and to the Chancellor of the Exchequer and the Chief Secretary of the Treasury

CHARNWOOD FOREST STEERING GROUP

John Howells and I members of some of the working groups some of which are quite active but others less so. The main steering group will now probably only meet twice a year and there will still be a stakeholders meeting annually. I also have a role on the Development Group trying to pull the work streams together and prepare a bid to go into the lottery board in June. I was one of three representatives from the CFRP Development Group who initially met with the lottery board seeking guidance. The bid process is now well advanced

We have employed a coordinator to produce this bid and he hopes to attend our meeting to update us on progress bid. I did take him on a whistle stop tour of Charnwood

Roy Denney Representative

LOCAL NATURE PARTNERSHIP

This body has not met for some time and I cannot see a way forward without funding being forthcoming.

Roy Denney Representative

NATIONAL FOREST ACCESS & RECREATION GROUP

Last spring they became a charitable trust and a lot of endeavour this year has been in bedding that in. They are also playing a major role on the CFRP lottery bid.

There next meeting is on 12 April 2017 at the NFC offices; unfortunate timing to allow me to update the LLAF.

Roy Denney Representative

NETWORK OPPORTUNITIES REPORT FOR

18/01/17 LAF MEETING

1. COUNTRYSIDE FOR ALL

Access to the countryside for the disabled

There was a significant interest at two of the National Forest meetings in 2014 and 2015 in creating accessible routes for the disabled and also Countryside For All route leaflets. We were aiming to enquire what progress had been made in this area at the latest meeting with the National Forest. Unfortunately Vicky Allen, our representative was unable to attend. We will now pursue this by letter.

At the previous LAF meeting Stan Warren provided a summary of the Watermead Regeneration presentation he attended. It was apparent that one of the concerns was making more people aware of the Country Park and getting more people to use it. John Law contacted Richard Brown, Charnwood District Council, who delivered the presentation and discussed the opportunity of creating Countryside for All route leaflets for the site. This would help promote the site and should help to attract the disabled, their carers and young families to visit Watermead. It was explained that Local Access Forums in Lincolnshire and Rutland had attracted external funding for the design and production of these leaflets. This meant funding for the leaflets need not be financed by the local authorities. It was suggested that we contact Bill Carter and his equivalent at Leicester City Council and advise them of this opportunity. As the LAF had already discussed this option with Leicestershire County Council some years ago and received a negative response, it is thought the best way forward is for the LAF to write formally to Bill Carter and Leicester City Council officer responsible for Watermead.

At the Leicester/Shire and Rutland Community Network Forum we were asked to supply Countryside For All leaflets for the Leicester City and County Council, Local Offer events. ***There is disappointment that we still have no routes for Leicestershire. Due to this issue, we have been asked to supply Rutland and Lincolnshire routes for the young disabled and carers, who will be attending this event!***

2. DEMENTIA FRIENDLY STROLLS

Training dates are being set up but we still have a problem with lack of volunteers for the training and leading dementia friendly strolls. A further press release is being drafted. This will be sent out with the "role of the leader" to a number of organisations. It will also be sent to LAF members for them to forward to the organisations they belong too.

3. CHOICE UNLIMITED

The date of the Leicester Choice Unlimited has been confirmed as 26th April. A meeting with LCiL is due to take place 19th January. Prices will be discussed at this meeting. Once the price is known John Law will request funding from Leicestershire County Council. If the Leicestershire LAF does have a

table at this event, assistance will be required from other LAF members in setting up, dismantling and attendance throughout the day.

Who from the LAF will be able to assist at this event and what time of day will they be able to attend?

4. **HIGHER LEVEL STEWARDSHIP**

Funding ceases in 2017 for:

<u>Beanfield Farm - near Snarestone</u>	Footpath	31/07/2017
<u>Beauchamp Grange Farm - near Kibworth Beauchamp</u>	Bridle Path	30/04/2017
<u>Highgate Lodge Farm - near Stoney Stanton</u>	Footpath	30/04/2017
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<u>Ratcliffe House Farm A - near Ratcliffe Culey</u>	Bridle Path	31/10/2017
<u>Ratcliffe House Farm B - near Ratcliffe Culey</u>	Footpath	31/10/2017

Ex Co-op Farms routes

A meeting is to be arranged with the Wellcome Trust to encourage the Trust to continue to provide permissive access.

LLAF Unrecorded Ways Sub-Committee

Meeting held on November 29th 2016, Guthlaxton Committee Room, County Hall
Commencing at 1430

MINUTES

Those Present

Sub-Committee Members	Vicky Allen, Chris Faircliffe, Terry Kirby, John Howells, Mike Gamble Alex Pyper, Heather Brown, Stan warren (Chair)
Volunteers	Diane Eden, Barry Thomas, Allan Francis, Clive Fennell, Ken Brockway
LCC Officer	Piers Lindley

1. SW welcomed two new volunteers, Diane Eden and Barry Thomas, and introductions were made round the table.
2. Apologies as per agenda – no further apologies received
3. The minutes of the meeting of August were accepted with one correction- the amount pledged from volunteer groups should read £1000, not £1. (Item 7)
4. The following updates were noted:
 - Item 6**
SW/MG to meet to look at file structure, discuss methodology, and consider ways of storing key research data, and evidence found by researchers. SW has produced his ideas for discussion.
 - Item 8**
SW/RD visited Coalville Library, which has little original material, but were referred to the museums at Ashby-de-la-Zouch and Measham as further possible sources.
AP has visited Harborough library, which has some uncatalogued material.
VA/SW have visited Loughborough library, and noted some original source material relating to paths.
 - Item 9**
KB has passed his information on local history societies to AP, who is compiling a spreadsheet, so welcomes further input. It was agreed that this was a good potential volunteer research, and web searches may assist. It may also possible to view some legal records held locally.
5. It has been suggested by EMcW that setting up a fund within LCC may take longer than anticipated, and alternatives should be explored – particularly as the LFA Year End is December 31st, and their offer cannot be automatically carried forward’
JH to explore setting up an account within the Ramblers’ system.
6. Noted – networking more useful than ideas coming from RACO.
7. Agreed that no immediate action to be taken – LCC are aware of issues, and Deregulation Act Statutory Guidelines may change situation.
8. In the absence of JS, the meeting was not able to view the suggested priority routes as planned, so it was agreed to defer this until the next meeting. Certain key areas and routes were discussed briefly. BT has already collected historical evidence relating to parishes

around Breedon-on-the-Hill and Castle Donington, including Isley-cum-Langley, where there are several dead-end paths. The Belvoir area is also lacking in paths, but much here depends on access to estate records. It was agreed that possible research around Bittesby and Bitteswell had been overtaken by the Magna Park planning applications.

SW agreed to readdress the priority list, in addition to reducing the main list by removing paths created post-1949, and those of no public benefit.

9. Nothing was raised.
10. Provision date for next meeting confirmed – room booked at County Hall.

The meeting closed at 1640

DRAFT

LLAF Unrecorded Ways Sub-Committee

Meeting held on March 6th 2017, Gartree Committee Room, County Hall
Commencing at 1430

MINUTES

Those Present

Sub-Committee Members	Vicky Allen, Chris Faircliffe, Terry Kirby, Roy Denney, Alex Pyper, Heather Brown, Stan Warren (Chair)
Volunteers	Barry Thomas, Paul Dimmer, Nigel Vincent
LCC Officer	Piers Lindley
Apologies	John Howells, Allan Francis, Diane Eden

1. SW welcomed one new volunteer, Paul Dimmer, and introductions were made round the table.
2. The minutes of the meeting of November 29th were accepted.
The following follow-up actions were agreed:
TK to check Hinckley & Earl Shilton libraries for local material.
PD to check Lutterworth library for local material.
RD to contact Herbert Eppel for contact details for local history societies.
SW/RD to discuss funding with ED McWilliam.
VA has purchased copies of King's and Greenwoods' County Maps from the CRO, and distributed CDs at the meeting. She will supply additional copies as required.
3. Diane Eden attended the training at Darlington on March 4th and has reported it to be very worthwhile. BT, VA, AP have attended previous sessions.
RD and JH are intending to go to Harston; SW and NV unable to attend due to clash of events.
4. The following routes/areas were reviewed, with the invaluable assistance of PL in viewing mapping layers showing current and historic maps, and offering advice on how to proceed further.
DMMO Claim at Barkestone-le-Vale, showing 1910 Finance Act mapping adding evidence.
Various routes on the Belvoir Estate, including anomalies at Reeded Cottage.
Knipton to Mary Lane via Croxton Park.
Several dead-end routes in Stathern/Eastwell area.
Several routes in the vicinity of Isley Walton and Langley Priory.
Several routes in the Coleorton area.
Footpath U4 at Wykin.
Bittesby – Watling Street anomalies (LCC have in fact signed and waymarked some of these, although not on Definitive Map), and Magna Park development.
A route from Wigston Magna to Kilby Bridge
5. Access and Brexit – as the incorrect version of the proposed LLAF policy statement had been circulated prior to the meeting, no discussion was possible. RD has now circulated the correct version to all LLAF members, for comment prior to the full meeting on April 3rd.
6. Provisional date for next meeting confirmed

The meeting closed at 1630

DRAFT

EAST MIDLANDS REGIONAL CHAIRS' MEETING**MINUTES****Tuesday 11th October 2016 at 10:30am****Location: Natural England Offices, Whittle Room, Apex Court, Nottingham****Attendees**

Hugh McClintock	Nottingham LAF	East Mid's Chair
Alex Staniforth	Nottinghamshire LAF	
Terry Kirby	Leicestershire LAF	
John Law	South Lincolnshire and Rutland LAF	
Chris Page	Peak District LAF	

Apologies for absence

Edwina Edwards	Peak District LAF
Marilyn Hambly	Derby and Derbyshire LAF
Vicky Allen	Leicester LAF

1. MINUTES AND MATTERS ARISING FROM THE PREVIOUS MEETING

The minutes were approved and there were no matters arising.

2. UPDATE FROM NATURAL ENGLAND**Natural England Update**

LAF work. As you probably know by now, **Rob leek** left Natural England at the end of last month as part of our current Voluntary Exit Scheme. As you know, Rob has been central to our LAF work over the years providing dedicated and conscientious help in his role of LAF co-ordinator. He'll be missed by us but I'm sure you will join us in wishing him all the best for the future.

We will be covering Rob's co-ordinator role with input from other members of staff with this cover expecting to begin in November. This will mean that the production of the annual report round-up, LAF newsletter etc will be delayed slightly and we are now aiming to now hold the LAF annual conference early next year.. In the meantime if you have any LAF queries can you direct them to Andy Mackintosh

Deregulation Act: The original date for implementation of the Deregulation Act rights of way measures, (and release of associated guidance) was originally timetabled for April but that was revised to a late summer/autumn roll-out. As far as we know a date this year is still envisaged by Defra but the relevant statutory instrument still needs to go before both houses - so realistically later in the year looks more likely at the earliest. Meanwhile we are working with partners (BHS, Ramblers Open Spaces Society) on the Restoring the Record a project looking at ways we can facilitate the gathering of evidence for Definitive Map Modification Orders based on historical evidence in advance of the 2026 cut-off date.

Self-closing gates trial: NE conducted this trial last year to help inform the revision of British Standard 5709 (for the construction of Gaps, Gates and Stiles) and we will be publishing the results very shortly. Pippa Langford will be doing a presentation on the trials and its results at this week's IPROW (Institute of Public Rights of Way and Access Management annual update).

DEFRA Inquiry into Forestry in England NE is collaborating with Defra and the Forestry Commission in responding to this inquiry but we would encourage all interested parties to consider doing so by 18th October given the importance of woodlands for people (MENE indicates over 400 million visits a year) <http://www.parliament.uk/business/committees/committees-a-z/commons-select/environment-food-and-rural-affairs-committee/news-parliament-2015/forestry-inquiry-launch-16-17/>. The link includes the Government's response to the Independent Panel on Forestry's final report recommendations. The final report itself is here: <https://www.gov.uk/government/publications/independent-panel-on-forestry-final-report>

The report mentions Rights of Way Improvement Plans and ROWIP guidance as a potential means of providing accessible woodland. This proposal was actioned by Dan Rogerson's letter to Highway Authorities in June 2014 asking HA's to consider access to woodland for all users when reviewing their ROWIPs. The letter also stated that there would not be dedicated guidance on ROWIP revs etc although NE will be looking to share good practice in this area on HUDDLE.

Coastal Path update: Attached with email

Outdoor Recreation Valuation Tool: <http://leep.exeter.ac.uk/orval/>

This is a link to a new application developed by Exeter University which aims, as per the title, to evaluate the value of outdoor recreation by various area categories and using a range of available data. It looks useful and should be of interest to LAFs and Local Authorities.

3. GENERIC ADVICE TO PLANNERS IN RELATION TO NEW DEVELOPMENTS

Terry explained that the Leicestershire LAF has a Planning sub group which is involved with many major planning applications. Most of the work of the subgroup is undertaken by email, although in some cases meetings are arranged to discuss complex developments and their impact. With these planning applications being so frequent, it was decided to create a template which could be used and altered in accordance with the relevant planning application. Hence the "generic advice to planners in relation to new developments" was created. This may be useful for other LAFs. A copy of the generic advice to planners is to be circulated with the minutes.

4. LAF England and HLS Consultations

The South Lincolnshire and Rutland LAF presented summaries of the consultations from the two reports sent to 35 LAFs across three regions:

Summary of responses to creating an England Access Forum

Region	No. of LAFs	Responses to Making our needs known (An England Access Forum)	Agree with recommendations to Making our Needs Known	Disagree with recommendations to Making our Needs Known
West Mid's	10	0		
East Mid's *	8	3(Note 1)	2	1
South East	17	5 (Note 2)	2	3
Total	35	8	4	4

* Northants LAF has been removed from the above, as they are now in a different region

Note 1: Includes South Linc's and Rutland LAF

Note 2: Includes Mid and West Berk's

Summary of responses to Payment for Permissive Access

Region	No. Of LAFs	Responses to Proposals for future permissive access (Payment for Permissive Access)	Agree with Proposals for future permissive access	Disagree with Proposals for future permissive access
West Mid's	10	0		
East Mid's *	8	3(Note 1)	3	
South East	17	3 (Note 2)	3	
Total	35	6	6	0

* Northants LAF has been removed from the above, as they are now in a different region

Note 1: Includes South Linc's and Rutland LAF

Note 2: Includes Mid and West Berk's

5. LAF ROUND UPS

5.1. NOTTINGHAM LAF

New clutter-busting sub group set up to assess scope for reducing clutter and coordinating placing of necessary signs and other street furniture on particular streets in the City Centre. Before the recent (5 October) meeting this included a walkabout with Caroline Nash of the City Council to discuss some tentative comments for several streets.

New self-guided walk leaflet for The Park and Lenton areas produced by the Walks Sub-Group and now published in printed form and on the City Council website. Other leaflets in various stages of production, for Clifton, Sherwood, Bestwood and Corporation Walk.

Proposed foot-cycle bridge over the Trent between Trent Lane and The Hook, Lady Bay, West Bridgford: Revised draft economic impact report being produced by Sustrans Research and Monitoring Unit should be completed soon, after various delays, along with some revisions to the Steering Group's own feasibility study work, examining the pros and cons of 4 theoretically possible bridge sites including an earlier proposal to provide shared paths on one or both sides of Lady Bay bridge (former railway bridge converted to highway use in the late 1970s) which had been the subject of a feasibility study commissioned by the City and County Councils in 2005 but not followed up.

Recent path improvements schemes include the Sneinton Greenway, and the riverside path between Wilford and Clifton (Clifton Grove), though budgets for these have been cut and now have to be spread very thinly.

Training for DMMOs: More volunteers being sought to help work with the County in making the DMMO application, including research at the Archives Library; ideally needs a system to log archives already inspected, stop duplication of work, may speed up research work.

5.2. SOUTH LINCOLNSHIRE AND RUTLAND LAF

5.2.1. COUNTRYSIDE FOR ALL (this sub group includes members of the Mid Linc's LAF)

5.2.1.1. Countryside for All routes - Lincolnshire

The 4 routes funded by Bromhead Medical Charitable Trust have all been surveyed. We have asked Lincolnshire Wildlife Trust if they are willing to fund a leaflet for another route at Whisby. We are also discussing a number of route improvements with land owners/managers to take place to make the routes more accessible to people with a wider range of disabilities.

A site meeting was held at Owlet Wood. The Woodland Trust is examining how to make the site more accessible and will be exploring funding options to carry out the work. The meeting included representatives from the Woodland Trust, RNIB, the disability sub group and Lincolnshire Sports who we had invited.

County News, a newspaper sent to all Lincolnshire households, included an article promoting the Countryside For All routes and other Public Rights of Way.

We are aiming to attend the Activities For All event in Lincoln to promote our Countryside For All routes, advertise for expressions of interest for accessibility ambassadors and advertise the vacancies on the two LAFs. The event has been postponed and we are waiting for the new date to be announced.

5.2.1.2. Countryside for All routes – Rutland

Anglian Water will be funding the majority of the printing costs rather than the Leicestershire and Rutland Wildlife Trust for the Rutland Water Nature Reserve. We have received the first set of proofs from the printers and are hoping to have the leaflets printed and available for the Rutland Choice Unlimited event.

The Woodland Trust stated in 2015 they would be planning a Countryside For All route in Rutland in 2017. The sub group will be contacting the Trust to see how we can assist in this project.

Further discussions by email have taken place with Councillors and Council officers in relation to Yew Tree Avenue. We have been informed that the Council are waiting for responses from the Forestry Commission and MP before further progress can be made. We have offered to apply for funding to improve the accessibility of this site and once this is carried out we will aim to get funding for a Countryside for All route leaflet for Yew Tree Avenue.

5.2.1.3. Dementia Friendly Walks - Lincolnshire

West Lindsey is the district, which according to a Lincolnshire County Council Public Health report will have the highest level of growth of people with dementia across the County. Due to the lack of support from councils, the group of keen volunteers which were trained via our funding application, have decided not to continue with the project of delivering dementia friendly strolls. We are keeping regular contact with one member of the group to see if and how we can change that outcome in the future.

East Lindsey is the district with the highest number of cases of dementia. Magna Vitae walks coordinator service provider requested further dementia friendly walk leader training. The sub group raised funding for this training through a grant. Unfortunately it will be necessary to return some of the money to the funding source, due to the course being priced per delegate and we were unable to fill all the places. We have funding for 10 places and only filled 7 places.

5.2.1.4. Dementia Friendly walks - Rutland

The date for dementia friendly inclusive walk leader training has been arranged for 30th November. Again we are having problems recruiting enough volunteers to fill the course. Work is still going on to attract volunteers.

5.2.1.5. Rutland Choice Unlimited event

The Rutland event is due to take place 19th October at the Active Rutland Hub, Ashwell near Oakham. The Choice Unlimited event is an event for the disabled, carers and older people. The event

provides a showcase of activities, information, services, products and opportunities which are available. The event is free to visitors. We have been encouraging a number Lincolnshire organisations, to attend the Rutland event as visitors, so they can find out more about the Choice Unlimited event. Hopefully this will encourage partner organisations to help us have an event in Lincolnshire.

5.2.1.6. Wolds Walking Festival

We have decided to take part in the Wolds Walking Festival again and are hoping for better weather this year and some people to come along. The Countryside For All route which will be used, is Chambers Farm Wood. It has been agreed that we will not be charging for people on this route as we wish to attract the disabled and young families with pushchairs.

5.2.1.7. Funding Bids

We have decided if we are obtaining funding for external organisations, the external organisations should have their name as the applicants. This will help ensure the external organisations are accountable for complying with the statements made in the applications.

We have interest from a number of organisations in another inclusive countryside access course. We will wait until we have an expression of interest from 10 delegates prior to seeking funding for this course.

Whilst we are awaiting Natural England to inform us on whether they will be able to fund the improvements we require to Chapel Six Marshes, we will be focussing on working with the Nettleham Woodland Trust and the Lincolnshire Wildlife Trust on improvements at Ashling Lane Nature Reserve.

5.2.1.8. Accessibility Ambassadors

The request for expressions of interest for the roles Accessibility Ambassadors for Lincolnshire and Rutland have been advertised. If we then have sufficient interest we will then apply for funding

5.2.2. HEALTH RELATED WALKS FROM APRIL 2017

We are continuing with our work to obtain funding for walk coordinators. One walk coordinator is currently employed in each of the districts and Lincoln City. These coordinators deliver, through volunteer walk leaders, Walking for Health and Dementia Friendly Walks/Strolls County wide. The project has fallen behind plan due to the delay in information being provided. Discussions have taken place with current providers. All the current providers with the exception of South Kesteven wish to continue providing the service if funding is available. 1Life are interested in providing the service in South Kesteven. We are aiming to secure three years worth of funding and have asked the providers to provide targets and costs for year 1, 2 and 3.

A meeting has been arranged for 27th October with Lincolnshire Community and Voluntary Service. This is to investigate whether they can deliver dementia friendly walks/strolls in all parts of the County with the exception of East Lindsey, City of Lincoln and North Kesteven. Meetings are now taking place with the Clinical Commissioning Groups to explore possible funding opportunities.

5.2.3. LOST WAYS

We are currently looking at creating a spreadsheet in the same format as Leicestershire, with assistance from members of the Leicestershire LAF Unrecorded Ways sub group. The Kesteven and Lindsey Enclosure Awards have been scanned through. A start is now being made on the Holland Awards. We have been looking at anomalies and working on what parish records are available.

NOTTINGHAMSHIRE LAF – No written update

LEICESTERSHIRE LAF – No written update

PEAK DISTRICT LAF – No written update

6. SPEAKER AT NEXT MEETING

As the Nottingham Community and Voluntary Service were not available to provide a presentation on Charitable Incorporated Organisations at today's meeting, it was agreed to invite them to our next meeting. Hugh also stated he would look to see if it was possible to get an additional speaker for future meetings.

7. ANY OTHER BUSINESS

Hugh mentioned that he may not be the Nottingham LAF chair at the time of the next East Mid's Chairs meeting. However, he would be willing to chair that meeting.

8. DATE AND VENUE OF NEXT MEETING

It was agreed that the next meeting should be at the Nottingham City Council Offices 14th March 2017, from 10:30 to 15:30.

This is a generic advice / response agreed by Leicestershire Local Access Forum to be given to planning authorities and or developers. Elements may be omitted depending on their relevance to any particular situation and points may be added regarding specific applications after email or other consultations with the members of the Planning & Travel Committee.

The Leicestershire Local Access Forum (LLAF) wishes to make what we trust you will find constructive suggestions for when considering planning applications and local plans. Planners are quite constrained by national guidelines but still have sufficient discretion to make a difference in a number of areas of concern.

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.

Ministers have advised that in particular forums were asked to focus on the impact and options for minimising possible adverse effects, of planning policies and development proposals in respect of future public access to land and identifying and expressing support for opportunities to improve public access, or associated infrastructure, which might be delivered through planning policies or new development.

There are three issues which we wish to highlight where the planning process can help greatly. There is an amount of overlap.

These are:

Access and sustainable travel

Open spaces for both people and wildlife

Planning for the environment.

Access and sustainable travel

When considering new developments, the design of our neighbourhoods is key to promoting healthy travel habits, where local facilities such as shops, doctors, schools and other services are located to encourage routine walking and cycling.

The benefits of the footpath, bridleway and cycleway networks are multi-dimensional and have impacts on sustainable travel, green infrastructure, recreation, tourism, local economies, health and general well-being. They are an essential mechanism for linking communities and facilities if we are to reduce motorised transport and the carbon emissions that ensue. They play a major part in the development of the recreational potential of any area. It is essential to create a physical, social, economic, and legal context in which more people will be encouraged to walk more often and to walk further.

The benefits of the rights of way network should be balanced against the need to protect and enhance the ecology and landscape and enable regeneration and economic growth. These should not be viewed simply as competing demands but as a challenge to use best practice and/or innovative approaches to achieve good quality outcomes to meet each of the aspirations. The LLAF recommends that any policy includes a dedicated section that makes

specific reference to the existing network and potential improvements to it and to this end we would suggest the paragraphs in appendix 1 be included in any policy or plan.

When looking at planning applications there are a number of areas that should be considered. If we want to encourage sustainable travel and improved physical and mental health of the residents, then all developments should be designed to encourage and facilitate the taking of exercise by walking. This does not mean providing no bus service but it does mean wherever possible offering attractive alternatives.

Snickets and cut-throughs should enable people to get to facilities such as shops, schools and bus routes. We need however to look at the bigger picture beyond the actual potential development site. Does an existing right of way pass nearby or is there some green space close by? If so can a link from the site be achieved? If not within the control of the landowner could section 106 monies 'buy' a way to join the network up?

We need to ensure that in the planning of our communities, access to basic amenities and services is not dependent on car ownership but is always available to those on foot, bicycle, wheelchair and public transport.

Open spaces for both people and wildlife

If we are to encourage walking we need attractive places to attract them. Green open spaces are great for wildlife and provide an outlet for residents to enjoy. If trees feature they are also 'lungs' helping counteract air pollution. Planners should always bear this in mind when permission is requested to remove trees.

The built environment has a major impact on how we travel, so planners and policymakers have an opportunity to make changes in that environment to promote healthier and more active communities. The presence of, and access to, green areas and the natural environment can help increase activity and reduce obesity. Daily physical activity is essential for maintaining health; inactivity directly contributes to 15% of deaths in the UK

Whether for walking, running or the riding of either bicycles or horses, the benefits of all kinds of access to green space have mental and general health benefits plus many economic benefits especially to rural communities by transferring money from the urban areas to the countryside. To harness these benefits a concerted and co-ordinated effort is needed from policy makers, planners, public health practitioners, health professionals, the voluntary sector, community groups, local media and the public themselves. This collaborative effort needs to identify available green spaces, make them safe and accessible for everyone, make use of them for community and group activities and prescribe their use to promote health and wellbeing. They could help treat a number of conditions, particularly mild to moderate depression. Planning can assist by either encouraging provision within developments or rejecting applications which would threaten such areas.

Larger developments are required to leave green oases but these are often overly manicured. Sewn and fertilised 'parks' are good at absorbing rainwater but rough grassland is over four times more effective and trees improve things further. Such wilder 'semi-natural' areas are also much better for wildlife. We must plan for more absorbent habitats especially in the flood plains. Wetlands and woodlands are ideal at holding back floodwaters as are moors but these are in short supply in Leicestershire. They also provide a varied landscape for residents to access and enjoy.

The National Planning Policy [NPPF] provides protection for Local Green Space although local Green Space does not have a single definition but provided it is of local significance to the community it should be protected.

All new development should produce a green infrastructure plan to show how the development can improve green spaces and corridors for people and nature, in the context of the surrounding landscape.

Even small scale developments could contribute significantly to creating and enhancing local wildlife habitat thereby encouraging people to get out into the wilder areas to see it. This may be by requiring or suggesting using native plants in landscaping schemes. Also for every tree that is removed they could be required to plant two or

even three. Developers should be encouraged to create new habitat such as woodland, wetland, wildflower meadows or other wildlife habitats and adding a green roof to new buildings is also to be encouraged

It can be a win-win situation. If we create wetland and woodland areas and green corridors linking them, we can help wildlife to migrate between populations keeping them healthier and introducing them to our gardens; can create ideal walking possibilities for the health and general well being of the population and cut down the risk of flooding all at the same time.

We must protect and extend natural habitats that soak up and store rainwater. We can employ these natural processes in urban areas, including water-holding habitats in the urban scene and by installing more green roofs on our houses and garages, more permeable surfaces in our towns and cities and more sustainable drainage systems to capture excess water.

Planning for the environment.

Many parts of Leicestershire suffer air pollution levels close to or in excess of acceptability. When agreeing any new roads or industrial sites it is essential not to add to this problem.

Parts of the County are prone to flooding which can close off rights of way and hinder access to open spaces. All applications should be assessed for impact in this regard. Other parts of the country have suffered far worse, but homes in some areas are at risk and we must not add to the problem. There is increasing pressure to build in the flood plain of the Soar and its tributaries in particular the Rothley Brook corridor.

It is little use building flood protection barriers if it just transfers the problem downstream.

When looking at major developments flood relief basins are required but more use of planning could be made on a small scale. Wherever possible parking areas should be made of permeable material and that includes drives to domestic properties. Far too many homes are paving over front gardens for parking which stops rain being absorbed into the ground and speeds up run off. Urban areas lack the vegetated spaces needed to absorb water safely and release it slowly. Poor planning in the past has allowed too much hard landscaping. Another means of slowing this run off which planning can promote is the application of green roofs to larger constructions.

We need an integrated approach to flood alleviation and water quality issues and adverse side effects like wildlife decline. This is just as important locally as nationally and we must stop ignoring Environment Agency advice and building in the wrong places.

Where Sustainable Urban Drainage Systems (SuDS) are needed they should be designed in a way that benefits wildlife. Good SuDS schemes not only help with water management to prevent flooding but also benefit wildlife for little or no extra cost and provide attractive oases for walkers to visit.

APPENDIX 1

Footpaths, Bridleways, Cycleways and Access Land

1. Whenever new developments are considered it is important that improvements to the foot/bridle/cycle path network are considered. Such changes should aim to improve sustainable transport, green infrastructure, recreation, tourism, health and general well-being. Improvements will normally have beneficial impact on local economies and the aspiration should be for improvements rather than for maintenance of the status quo. Considering their public utility, footpaths have very low maintenance costs. The larger the scale of any developments, the greater should be the opportunity to enhance all aspects of the foot/bridle/cycle paths network.

2. The most important property of the network is the inter-connectedness of the network itself. Every opportunity should be taken to improve the inter-linking of the network so that it becomes more useful to the public.
3. Opportunities should be taken for giving rights of way a higher status whenever possible. For example, bridleways are legally useable by both cyclists and pedestrians whilst footpaths can only be used by walkers.
4. For the maximum public benefits, the main target groups are schoolchildren and short-distance commuters. In essence, these require direct routes from A to B. Such routes should also provide safe and pleasant access to and from public transport facilities, local shops, medical centres etc.
5. For recreation, families look for attractive circular routes. Based on the experience of the LLAF, recreational routes are preferred where they are away from traffic; beside water; with open space on one side and, whenever possible, having a good surface (pram-pushing, child-biking, walking and riding). They are most popular when free from stiles and gates.
6. New housing developments will contain a large number of dog walkers and these users need to be catered for. Circular routes of about one kilometre are most useful for these.
7. Where significant mixed foot, horse and cycling traffic is expected, the way needs to be of appropriate width to allow all traffic to pass easily and safely and, where practical, different classes of users should be provided with their own space. Wherever possible motorised traffic is to be kept separate from other users.
8. The surfaces of the foot/bridle/cycle path network should be appropriate for its use and the amount of traffic expected. Cycleways for example need an all-weather surface otherwise they soon become too muddy for general use and some bridleways can become so cut up by horses that the surfaces become difficult for use by pedestrians. These problems can be avoided by appropriate drainage and surfacing.
9. In order to assist the less able and those pushing buggies etc., gates/gaps/stiles should be as easy to use as the requirements permit. On bridleways, gates should allow operation by riders without dismounting.
10. In some circumstances, particularly in built-up areas, lighting of the foot/bridle/cycle path may be required.
11. When a development fronts an existing road, separation zones e.g. grass verges or 'behind the hedge' routes should be considered to take walkers, cyclists and horse riders away from motorised traffic. Every opportunity should be taken to create new routes and to link up with any existing routes, although care needs to be exercised in planning where users can re-access the highway.
12. New foot/bridle/cycle paths can often usefully be combined with "green wedges" and "wildlife corridors" thus also fulfilling the need to protect and enhance both the ecology and landscape.
13. Longer distance routes for those taking exercise or pursuing treks as a hobby, bring visitors into rural areas boosting local economies and to this end all opportunities should be taken to improve connectivity to local services
14. It is often thought that the rights of way network is already fixed, but this is not true. Leicestershire has hundreds of "lost ways" and informal "desire paths". Any proposed development should aim to recover these historic assets or link existing paths together. Informal paths should not be ignored just because they have no legal protection. The LLAF working with the County Council has established a wish list of many of the possibilities and these can be made available to planning authorities or developers.
15. As required by statute, Leicestershire County Council has a Rights of Way Improvement Plan which should be consulted when developments are proposed.

A-Z – NEXT STEPS – CHANGES IN HOW WE LOOK AFTER OUR ROADS (Andy Jackson (AJ) (Senior Planning and Transportation Engineer, Leicestershire County Council (LCoC))

AJ's background is in conservation, etc. But any relevant questions he can't answer can be forwarded to appropriate colleagues for a reply.

The term 'highways' includes trees, undergrowth, drainage, verges, etc., as well as roads and pavements. LCoC 2575 miles of roads, have 135k. drains, 80k. traffic signs and 68k. street lights. 6.5k. potholes are repaired per annum, and 45% of roads are gritted.

Changes have to be made to reflect huge budgetary pressures.

LCoC's Highways budget, £30 million in 2010-11, is being effectively halved by 2021, so they have to look at things afresh.

There will be one new single National Code of Practice, which is less prescriptive and more flexible, reflecting local Leicestershire characteristics.

Last year's 'A roads to zebras' consultation was referred to. Some potentially dangerous pathways are LCoC's responsibility, but others aren't.

LCoC could ask local people for their views on such matters.

Confusing speed restrictions in the Blaby and Countesthorpe area, and regular problems with speeding, were mentioned.

Consultation respondees were satisfied with the current service and asset condition.

An Equality Impact Assessment (EIA) identified that people over 55 years old were particularly at risk.

People were dissatisfied with grass and vegetation cutting, but satisfied with gritting and street light services.

Over 55s were more likely to use buses and mobility scooters, and less likely to cycle.

LCoC's future vision includes:

- Prioritising high risk repairs, but focussing on preventive repairs and work;
- Reducing items they look after directly, etc.;
- Providing opportunities for communities to be more involved in directly looking after roads, etc;

- Road repairs are often of high cost and low quality;
- Targeting repairs using an assessment of likely risk;
- Considering location, usage and characteristics of the defect.

There was good support for this approach, but concern from rural road users, cyclists and motorcyclists.

Consideration for an ageing population, and maintenance of high use roads, are priorities.

Surplus to requirements could be lighting road signs, speed humps, bollards and fencing, depending on circumstances.

Frequency of maintenance of shrub beds and traffic calming features were issues, and, e.g., flower bed maintenance could be devolved.

Better collaboration and communication – an ‘Eyes and Ears’ role – is important.

Devolving and sharing responsibilities with, e.g., PCs and local communities, a possible warden role, and learning for experience elsewhere are also important.

Some PCs have expressed an interest in a relevant pilot scheme later this year.

Your County Councillor is the facilitator for such things. If they don't know, they have access to relevant staff at LCoC. LCoC's switchboard staff are excellent.

The Highways phone line (0116 305 0001) was thought very helpful.

Draft policies and strategies have been produced. They now talk about an asset management, risk based approach, taking into account customer expectations, etc.

People's expectations are very high, and need to be managed. Councillors have to decide priorities- there's not enough for everything.

The strategy has broad objectives and a strategic direction, considering 9 core elements of LCoC's asset management plan.

'Life cycle planning' takes all relevant issues into account.

The number of pot holes could increase. Low level of footway use will be reflected, as well as drainage.

They want to hear about our good and bad experiences of Leicestershire's roads, and if we've had contact with the Highways Department about a particular issue.

Please respond by 26/03/17 at www.leicestershire.gov.uk/haveyoursay, or highwaysconsultation@leics.gov.uk.

I had to leave after this for another engagement.

Terry Kirby

HIGHWAYS UK – ROADS FOR A MODERN BRITAIN

I attended this exhibition at the National Exhibition Centre (NEC) near Birmingham on 16/11/16. Due to a delayed arrival caused by signal failure at Birmingham (New Street), I missed the first seminar I had intended to attend, a keynote speech by the Transport Minister.

The event was informative and very well attended, and the events I did manage to attend are listed below. I managed to obtain a number of handouts from various stands, including Midlands Connect, which I will show to anyone on request.

JIM O'SULLIVAN (JOS) (*Chief Executive, Highways England(HE)*)

In the year since the establishment of HE a lot has been established by them and partners. The pace of change has not abated. 11 schemes are currently in progress.

Away from the Strategic Roads Network (SRN), HE supported the upgrade of the A591 in Cumbria at less than half the projected cost.

This month, work starts on the A14 between Huntingdon and Cambridge, and the Catthorpe Interchange (A14/M1/M6) is now almost complete.

Other major schemes have been completed elsewhere.

All this does bring disruption, which HE tries to minimise by, e.g., doing work overnight. They work in conjunction with Transport Focus, whose report is published today. The times quoted on overhead signs are 'Real Time Information (RTI)'.

They're working more smartly, too, and examples of this were given.

Safety, customer service and delivery are key. During the year, several HE roadside staff were killed at work – tragic. Safety is crucial. In the next few weeks, drivers will be urged to slow down in the rain, and will be educated on how to observe overhead 'red cross' signs.

HE want fewer and fewer Killed and Seriously Injured (KSI) each year, despite increased road use.

Brexit will have as yet unknown effects, but HE are continuing to work to achieve their aims. Traffic on the SRN network is 33% of all traffic, but 70 – 80% of freight traffic.

The 'Birmingham Box' motorway network is crucial.

The second round of HE investment (18 routes nationally) should be published in March.

From 2020, HE will build on an evidence based process. Their graduate intake has doubled in the last two years. The A14 scheme is joint with Greater Cambridge and Peterborough Local Enterprise Partnership.

HE are collaborating with relevant local authorities (LAs) and sub national bodies. Their shorter term plan and longer term vision must be linked.

This is a hugely exciting and challenging time for the highways industry.

CROSSRAIL (Sir Terry Morgan (TM) CBE, Chairman, Crossrail)

(TM was knighted this week!)

Don't give politicians any excuse to change their priorities. Crossrail's background and route were outlined. It has a fantastic business case. Investing in transport infrastructure creates huge economic advantages.

Tottenham Court Road station serves the two busiest London Underground lines, the Central and Northern lines. Crossrail has done £1 billion of work here, on time and on budget. Work at Paddington and Farringdon stations was also mentioned.

Crossrail makes a fundamental statement about London and the rest of the UK. Investing in infrastructure is always about more than transport. 95% of Crossrail's £15 billion budget is being spent in the UK, including among some small and medium (SME) businesses. Business groups, innovation and environmental sustainability are all key.

Crossrail have taken on 602 apprentices to date, 27% of them female and 40% of whom had previously been NEETs ('Not in Education, Employment or Training'). The industry needs 30k. more people by 2020. Crossrail aim to take on 800 apprentices by 2018.

All major clients worked together to create a suitable strategy to employ/train 30k. staff by 2020.

HS2 has an ambition for a 50:50 male:female recruiting split by 2020. How many other organisations can get anywhere near that?

Training Centres of Excellence will include a HS2 Training Centre in Birmingham.

Crossrail aims to leave a learning legacy that can be used by all concerned.

On my way home, in trying to avoid Birmingham (New Street), I went via Coventry, and took advantage of the chance to look at their new City Centre bus stop displays (vastly better than Leicester's, and very clear), and then decided to use Stagecoach's service 48 for the final journey home. I can easily see where some of the problems this service faces can be found.

Terry Kirby

LEICESTERSHIRE LOCAL ACCESS FORUM (LLAF)

MEETING

This started at the Railway Inn, Glenfield, on 18 January 2017 at 1515 hours. Present were Terry Kirby (TK), John Law (JL), Stan Warren (SW) and Roy Denney (RD).

APOLOGIES

These came from Vicky Allen (VA), Alex Pyper (AP) and John Howells (JH).

Confusion over the dates of meetings was mentioned. This has caused problems.

The next scheduled meeting is on 09 February, on the subject of Lost Ways. We need to use this date, and make sure it is kept. SW has done a lot of relevant work on Unrecorded Ways, etc., and produced a relevant document.

Edwin McWilliam (EMcW) of Leicestershire County Council (LCoC) has promised to get an online list of streets ready.

We now have a reasonable list of volunteers. We should be able to prioritise this. We need to be able to tackle, e.g., one area at a time.

TK will speak to EMcW to try to get 09 February arranged as a date for a full meeting. Elections for officers need to be held as soon as possible.

We need to decide our representatives on different relevant organisations, what sub groups we need, etc.

Is there any guidance coming from Natural England (NE) now? NE are apparently organising one National Conference this year. Check this.

Re access matters post Brexit, we'll need to get some responses drafted when we can. Each area should get some requests for funding ready, but whether, or how, that will work is debatable.

Permissive access needs to be put on the agenda for the next LLAF meeting.

Cross compliance is another issue, where different Forums are needed to mention relevant Rights of Way (ROWs).

South Lincolnshire and Rutland LAF are doing some relevant work

We must also work on HS2 matters, and help people solve some problems which could, or will, lead to objections

LCoC, North West Leicestershire District Council (NWLDC) and Andrew Bridgen MP are probably actively involved in this.

This should also be on the agenda for the next meeting.

Updates are also required on Bardon matters. Details should be clear, on a screen, so they can be seen properly.

What's the situation on the new Freight Hub at Kegworth? Are planning obligations being fulfilled, and, if so, how?

The Catthorpe Interchange is another issue where clarity is required.

What's happening at Lubbethorpe? It's all 'cloak and daggers', with lots of footpath closures. This has also happened at Ullesthorpe.

Neovia Desford matters are also relevant, as are those affecting Airfield Farm near Market Harborough. Use a heading 'major developments', then quote relevant examples, on the agenda.

Many such things 'go quiet' for some time, but remain on the agenda, are still ongoing, and need to be scrutinised.

In view of the closure of Leicester City LAF, do we ask LCoC as our sponsoring authority to take on relevant cross border issues?

We must 'dig our heels in' on things, and make LCoC fully aware of what we do. We can make a full agenda out of exactly what we do. Our Annual Genarl Meeting (AGM) is normally due in January.

Funding is, of course, another issue. The Ramblers Association promised to match whatever contributions we got from elsewhere re the work of user groups on Unrecorded Ways. EMcW promised support for this 17 months ago. Nothing has happened since.

The Verges Committee has achieved nothing recently. Talk to AP about this. If she thinks anything can be gained by it, so be it.

The role of Vice Chair is still useful.

The Unrecorded Ways Group works well, with quite a lot of interest.

Most of the time at pre meetings could be allocated to the work of individual sub groups, including, e.g., Dementia Friendly walks, etc., to try to help them.

National Forest and Dementia Friendly matters are relevant. We need something to enable us to help.

Garendon, near Loughborough, is another major development that needs to be looked into. Such major developments are looking to identify gaps in the system, and explore them.

Watermead Park matters are also relevant. No recent developments have been reported on this. JL could do a relevant presentation at the February meeting.

We also need to receive meeting minutes in time to enable people to act on them before the next meeting.

Pre meeting workshops need to run from 1500 to 1700 hours on meeting days, with the main meeting following after refreshments, at 1730.

This meeting then finished.

Terry Kirby . . .

ACCESS NEWSLETTER

Issue 77

December 2016

Ramsgate to Whitstable coastal access report approved

On 25 March 2016 Natural England submitted to the Secretary of State a coastal access report relating for the 25 mile (40km) stretch of coastal land between Ramsgate and Whitstable, Kent.

The Secretary of State has announced her approval of this report and her **notice** is available on the gov.uk website.

Lyme Regis to Rufus Castle Public Inquiry

As noted in Access Newsletter Issue 76 a public inquiry was held at Dorchester Town Hall, Dorchester on Tuesday 1 November 2016 to consider evidence in relation to an objection made about coastal land between Abbotsbury Beach and Rodden Hive in Natural England's coastal access report Lyme Regis to Rufus Castle.

A second day of the inquiry was held on 13 December 2016 in order that the Planning Inspector could hear the evidence from all of the parties that wished to make their views known.

The Planning Inspector will now proceed to making a report and recommendation about the objection to the Secretary of State which she will take into account in deciding whether or not to approve Natural England's coastal access report for this stretch of the coast.

Environmental Impact Assessment Directive consultation

A consultation was published on 14 December 2016 inviting views on the transposition of the changes made by EU Directive 2014/52/EU to the Environmental Impact Assessment Directive 2011/92/EU through national implementing regulations and other changes to some of these regulations.

The detailed information on the [EIA consultation](#) and how to respond is available on the gov.uk website.

The consultation closes on **31 January 2017**.

Any questions about the consultation should be sent to EIA.consultation@defra.gsi.gov.uk or postal address: EIA consultation, Area 1E Nobel House, 17 Smith Square, London SW1P 3JR.

If you have any queries about any of the issues above, please email us at: coast.consultation@defra.gsi.gov.uk.

ACCESS NEWSLETTER

Issue 78

March 2017

Walney Island coastal access report approved

On 26 September 2016 Natural England submitted to the Secretary of State a coastal access report relating to coastal land on Walney Island.

The Secretary of State has announced her approval of this report and her **notice** is available on the gov.uk website. This link includes one to the report itself.

Two coastal access reports issued

On Friday 24 March 2017 Natural England submitted to the Secretary of State two reports with its proposals for coastal access for:

- a. the 16 miles (26 km) stretch of the coast between Skegness and Mablethorpe; and
- b. the 43 miles (69 km) stretch of the coast between South Bents and Amble.

In accordance with the requirements set out in the Marine and Coastal Access Act 2009 Natural England has published the two reports which are available on the gov.uk website [here](#).

Representations and objections on each of these reports must be received by Natural England no later than **5pm on Friday 19 May 2017**.

All objections and representations will be considered before the Secretary of State makes her final decision about the coastal access proposals in these reports.

If you have any queries about any of the issues above, please email us at: coast.consultation@defra.gsi.gov.uk.

**Cyclists, pedestrians and equestrians:
a summary of priorities for Highways
England's Network**

January 2017

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Introduction

Transport Focus is the independent consumer watchdog representing the interests of all users of England's motorways and major 'A' roads, the Strategic Road Network (SRN) managed by Highways England.

While cyclists, pedestrians and equestrians' use of the SRN is confined to single and dual carriageway major 'A' roads because they are prohibited from using motorways, they need to be able to cross all Highways England's roads safely – whether in an urban or rural environment.

Between now and 2020 the Government will invest substantial sums in improving the SRN, and planning for the five years after that is already underway. We believe it is important to understand the priorities of cyclists, pedestrians and equestrians in relation to these roads, and in particular to take their views properly into account.

The objectives of this study were to:

- understand the key issues and barriers that cyclists, pedestrians and equestrians face when using or interacting with the Highways England network
- understand themes that are common to cyclists, pedestrians and equestrians
- make a series of recommendations about how Highways England and the Department for Transport could more effectively address their needs.

We met the key organisations representing cyclists, pedestrians and equestrians. Those involved were British Cycling, British Horse Society, Cycling UK, Living Streets and Ramblers. Their interests are distinct, and this report describes the issues identified for each mode of travel, along with examples of the types of problems experienced. First of all, we highlight a number of themes that are common to all three types of user.

We then make a number of recommendations and will now work with Highways England and the Department for Transport to ensure that these issues are fully considered in future investment decisions.

Interests common to all

From our discussions with these organisations it became clear that many issues were common to cyclists, pedestrians and equestrians.

- Safety, whether users are crossing the SRN or travelling along it, is of crucial importance. Provision that has been made for cyclists, pedestrians and equestrians should be maintained to an agreed standard and inspected on a regular basis.

- The quality of the journey experience is also important to these road users. Key factors that influence journey satisfaction include the type of path surface, noise levels, lighting, signage and physical segregation from road traffic without an excessive increase in distance travelled.
- Cyclists, pedestrians and equestrians want provision incorporated for them at the outset of the scheme design, rather than ‘fighting’ for adaptations later. They believe that cost inflation when design adjustments are made later leads to proposals not meeting cost-benefit requirements – the view being that acceptable cost-benefit ratios would be achieved if proposals were designed in from the start.
- Better dialogue with Highways England project teams on individual schemes is needed, especially if measures for cycling, walking and horse riding cannot be delivered as originally proposed. This is especially important when users were asked to provide input during the initial design phases. It was a simple message. If people think Highways England has agreed to incorporate something, the company should go back to them and explain if that ‘something’ later turns out to be impossible.
- We found that, on the whole, users preferred physical separation from motorised vehicles. This could be by separating a byway, bridleway, footpath or cycle path from the carriageway itself, but following the same broad alignment.
- There needs to be better provision for cyclists, pedestrians and equestrians who need to cross motorways and major ‘A’ roads. Users preferred these to be level with the carriageway (in other words not involving a bridge or subway, but they recognise that there will be practical limitations).
- Users explained that the Highways England’s network can be a barrier to making journeys, severing links between communities, places of work and routes such as the National Cycling Network, footpaths, towpaths, byways and bridleways, junctions and roundabouts. This is especially important as many users need to cross the SRN to continue along the local road network. Many junctions lack even basic crossing provision and pavements at present.

Interests of pedestrians

In our discussions with groups representing pedestrians we heard a strong message that in the design of new road schemes, and when upgrading the existing network, their needs must be considered from scheme conception. Also, without careful consideration the network can sever communities and make it difficult to get to a bus stop, local amenities or others parts of the community.

Specific thought should be given to the design of major roundabouts and interchanges. Slip roads with high volumes of fast traffic are a real concern. This is especially important where the network connects urban areas to out-of-town leisure areas such as the rural rights of way network, or to retail and business parks. Lack of provision for pedestrians and cyclists is believed to force people to use motorised vehicles because of safety fears.

There also needs to be greater emphasis in highway design on facilitating 'utilitarian walking'; that is, travelling on foot as distinct from walking for leisure. This is particularly important for short local journeys to friends, amenities or links to public transport. Where Highways England's network passes through built-up areas, there needs to be recognition that these roads have a significant role in facilitating these types of journeys. It is important that pedestrian facilities such as pavements and crossings are designed accordingly.

Crossing busy carriageways can be extremely hazardous for pedestrians, especially for those who are elderly or less mobile. They prefer to cross on the same level as motorised traffic although this has obvious practical limitations. Bridges are the next preferred option, with subways a third preference (although difficulties in protecting the latter from anti-social behaviour, especially in urban areas, is understood). The location and type of crossing also requires careful consideration to ensure they are in a safe, accessible and convenient location. User-operated crossings are preferable when traffic lights are involved.

In many rural areas footpaths and bridleways often emerge onto or lead off 'A' roads. We were told of numerous instances where public rights of way were not aligned on the two sides of the road: they are staggered by several hundred metres. This requires pedestrians to walk on verges, often with dense foliage, or step into the road and face oncoming traffic in order to reach the next path. Also, pavements can run out on one side of the road, then switch to the opposite side requiring pedestrians to cross the road. In some rural areas there are no pavements at all on Highways England's 'A' roads, forcing all pedestrians to walk on the carriageway.

The A35 near Winterbourne Abbas, Dorset, pictured below is an example. Two bridleways emerge onto the A35 a few hundred metres apart, with no provision to get between the two apart from walking in the carriageway. Photo taken at Point A.



Where provision has been made for pedestrians to use major roads, the quality can vary greatly. In certain areas pedestrians find themselves very close to the carriageway on poorly-maintained surfaces being buffeted by air turbulence from passing vehicles. In wet weather the situation can be worse, with carriageway surface water and spray making pedestrians wet even if it is not raining. Using an unlit, poorly-maintained path in the winter months when it is dark early was also cited as an issue.

Pedestrians would prefer physical separation from high speed and heavily-used carriageways. Purpose-built, parallel paths for pedestrians greatly enhance journey quality, especially when these routes are clearly marked to avoid conflict with cyclists and horse riders.

User groups also say that some drivers behave inappropriately towards pedestrians trying to cross or travel along 'A' roads. There is a desire to see improved driver behaviour, including increased awareness that pedestrians have a right to use these roads.

Interests of cyclists

Organisations representing cyclists told us that most cyclists try to avoid travelling along major 'A' roads where possible. They feel that many road improvement schemes have not made proper provision for cyclists. The perception that these roads are unsafe for cyclists deters some from using them. With a growth in cycling predicted in the coming years, there is keenness to ensure the infrastructure is ready for this.

The cycling user groups told us that quality cycling provision needs to be considered at the very early stages of new road construction. Any new road scheme should consider cyclists in two distinct areas; those that need to travel along the road and those that need to cross it.

Major junctions on 'A' roads present their own issues for cyclists to safely navigate and are of particular importance as they allow access to and from local roads, retail and business districts. Poor design and minimal cycling provision can lead to these important areas being effectively inaccessible by bike from residential areas.

Cycling groups told us that the siting of crossing points needs to be carefully considered so that they are located on 'desire lines' (where people will intuitively cycle left to their own devices). They perceive that too often schemes involve them crossing where it was convenient for the design team to put them, rather than for the cyclist to use. Cyclists prefer not to have bridges or subways, and therefore to cross level with the carriageway, to avoid having to dismount and extend their journey time.

When it comes to travelling along 'A' roads, we were told that cyclists prefer "corridors" that are safe from heavy traffic and vehicles travelling at high speed. In this regard cyclists usually prefer physical segregation from motorised vehicles, but along parallel, direct routes that don't require long diversions away from the alignment of the carriageway.



Photo: Cycling on a segregated path. Photo courtesy of Highways England.

We were told that the quality of cycling infrastructure is of key importance in maintaining current usage and in encouraging more cycling. As well as surface quality, other aspirations include shielding cyclists from excessive traffic noise; signage improvements; prevention of flooding; and improved links with other cycling routes. The latter should include close cooperation with local authorities to maximise connectivity.

The provision of cycle-friendly infrastructure varies throughout Highways England's network. We were told that there is no agreed standard for what good looks like. There is also a desire to see regular maintenance and safety checks on cycling assets to ensure they remain fit for purpose.

Interests of equestrians

The British Horse Society told us that use of Highways England's 'A' roads with horses is limited. Many roads do not offer provision for horses and are therefore considered unsafe to use. Indeed, horse riders perceive that better provision is made for pedestrians and cyclists.

To ensure that there is quality provision in highways infrastructure for equestrian use, there is a strong call for their needs to be considered where appropriate at the conception of both new road and improvement programmes. As the design develops there is a desire for stronger engagement with equestrian groups at a local level to ensure maximum benefit is realised from the investment.

As with cyclists and pedestrians, usage can be split into those who need to cross Highways England's network and those who need to travel along it. A top priority for horse riders is to improve the ability to cross busy carriageways and their preferred option is to use a Pegasus crossing because the controls are higher and they can stay mounted. These user-operated crossings allow horse riders to cross safely because traffic lights stop vehicles, helping to keep the horse calm.



Photo: A Pegasus crossing. Photo courtesy of British Horse Society.

Pegasus crossings should be used near to bridleways, multi-user paths and venues such as riding schools. This is especially important when paddocks, training grounds and exercise areas are separated from other buildings by a road. Where a Pegasus crossing is not feasible, dedicated underpasses are the preferred solution, particularly at major junctions, and where dual carriageways and motorways need to be crossed.

User groups also told us that many bridges cross Highways England's network, but they can be for the private use of landowners. They suggested that Highways England explore whether private bridges could be opened to increase connectivity between local communities at minimal cost. This would help long-distance journey planning allowing equestrians to safely cross Highways England's roads and connect to other routes, byways and bridleways under local authority control.

For equestrians travelling along major 'A' roads, we were told that segregated paths away from the carriageways are the preferred option, even if these are shared with pedestrians and cyclists. However, careful thought should be given to the type of surfacing used on these paths to prevent degradation through continued use. Where current provision is already made for horse riders along verges, care should be taken

that traffic signs do not impede riding or block visibility. Other hazards include poorly located drain covers in carriageways (on which a horse might slip), forcing riders further into the carriageway, and bridge parapets that are too low to provide adequate protection.

Conversion of 'A' roads to motorway or expressway

Whenever an existing 'A' road is converted into a motorway or upgraded to the proposed expressway standard, Highways England must carefully consider the impacts of excluding cyclists, pedestrians and equestrians on them. Wherever they are prohibited from using a section of the SRN it is important for Highways England to provide a safe route to all the places currently served by the road, as well as safe ways of crossing it. The earlier observation that some users would prefer a segregated path broadly following the alignment of the road should be noted.

Recommendations

Transport Focus therefore recommends the following:

- **User input to design** – prior to any new scheme entering the design process, Highways England should engage with cyclists, pedestrians and equestrians to ensure that their needs are at the heart of planning. This should include national representative groups for generic input which can then be shared internally within Highways England. Local user groups should also be consulted for project-specific detail. If designs change after initial engagement, Highways England should re-engage to find the next best solution.
- **Crossing the network** – any new road scheme or major upgrade should incorporate crossings for cyclists, pedestrians and equestrians from the very beginning, taking into account both current and potential use. These should, where possible, be along ‘lines of desire’ between key points. Careful thought should be given to installing the most appropriate type of crossing whether it be on the surface, an underpass or bridge.
- **Connecting networks** – careful thought should be given to how crossing roads can improve connectivity between communities and amenities. This should include collaboration with local authorities and local interest groups to maximise strategic and county-wide schemes to encourage non-motorised travel.
- **Junctions and roundabouts** – Highways England should seek to improve the experience of cyclists, pedestrians and equestrians at junctions and roundabouts. This should include the creation of traffic-free alternative routes.
- **Segregated paths** – Highways England should investigate ways for new and existing road schemes to incorporate segregated paths for cyclists, pedestrians and equestrians. Where possible these should be physically separated from the carriageway, but with minimal diversion from the intended route.
- **Minimum standards** – develop a set of minimum standards, beyond the current requirements of the Design Manual for Roads and Bridges (DMRB) for infrastructure intended for cyclists, pedestrians and equestrians. These should focus on the following areas:
 1. Surface quality
 2. Noise protection
 3. Physical protection from motorised vehicles
 4. Lighting (where appropriate)
 5. Flood prevention
 6. Signage
 7. Limited divergence from the existing carriageway route

- 8. Maintenance and inspection regimes
- 9. Crossings and underpasses

Once these standards have been developed and tested we would recommend Highways England incorporates them in to the DRMB.

- **Connecting Public Rights of Way (PRoW)** – where a PRoW commences or terminates at the edge of a Highways England 'A' road, Highways England should explore options to connect it with a PRoW on the other side of the road, especially if they are staggered by only a few hundred metres. Where this is not practicable, Highways England should engage with landowners and local authorities with a view to re-routing rights of way or constructing a path outside the current Highway boundary.
- **Explore existing assets** – Highways England should fully evaluate whether assets within the Historic Railway Estate could be brought in to use for the benefit of cyclists, pedestrians and equestrians.
- **Bridge environment** – Where a Highways England road crosses over another part of the SRN, a local authority road or a public right of way, the installation of spikes, netting or other means of preventing birds from perching underneath bridges would be helpful. It would help to reduce bird defecation onto paths below, reducing health risks and improving the pedestrian experience.



Photo: Pigeon defecation on footpaths under bridges, as seen here under the M5 at Oldbury.

- **Conversion of 'A roads' to motorway or Expressway**
Whenever an existing 'A' road is converted into a motorway, or upgraded to the proposed expressway standard, Highways England must carefully

consider the impacts of excluding cyclists, pedestrians and equestrians; providing suitable alternative provision where necessary.

- **Measuring usage of the network** – Highways England should explore low-cost solutions to gather data about the use of major 'A' roads by cyclists, pedestrians and equestrians. This would assist in building a national picture of route utilisation and provide a benchmark for, amongst other things, casualties versus usage on individual roads.

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Transport Focus is the operating name of the Passengers' Council

Tailored Targeted Text – Access Funding

Note 1 to go to

DeFRA, The Rt. Hon Andrea Leadsom MP Secretary of State for Environment, Food and Rural Affairs
George Eustice, Minister of State for Agriculture, Fisheries and Food, Lord Gardiner, Parliamentary Under Secretary of State for Rural Affairs, and Lords Minister, and Thérèse Coffey, Parliamentary Under Secretary of State for the Environment and Rural Life Opportunities

LEICESTERSHIRE LOCAL ACCESS FORUM (LLAF) SUGGESTIONS FOR TARGETED LANDOWNER SUBSIDIES

In the interests of the safety of travellers by non motorised means we think that subsidies to landowners can be better targeted to give the general public better value for these public funds. Non motorised travel is good for the environment and good for the general health, fitness and wellbeing of those enjoying it. Presumably the whole issue of funding subsidies to the agricultural sector will be revisited when we stop contributing to the EU and getting some of our money back.

The countryside many of us crave and where we want to encourage more people to get out and enjoy nature is not natural in the true sense – it is largely man made and is maintained as it is by people working the land and the creatures that graze it. As such it is proper that they should get some public support in recognition of this fact. Support for farmers to maintain walls, gates, stiles and other infrastructure on access points to the countryside should be provided where needed but subsidies for gates and stiles should only be provided when the landowner can demonstrate a need to enclose livestock. Encouragement should be given to remove them, and hence the financial burden, in favour of gaps.

There is also a widely recognised need to improve and update public access to the countryside and subsidies to landowners /occupiers of marginal land should be able to assist them whilst at the same time being used to create additions and improvements to the public rights of way network. This could involve landowners / occupiers being rewarded for creating off-road links to close gaps in the rights of way network including those where at present the link is a metalled highway which can no longer be used safely. Many such links have been identified by the LLAF and other LAFs and are often recognised in local authority Local Transport Plans or Rights of Way Improvement Plans.

When we use the term targeted it is in the belief that under Stewardship/HLS schemes money was given out for access where there was little or no public demand or need. By targeted we mean that it should only be on offer where there is a demonstrable public benefit from the access being offered with priority being given to missing safe links. We also think that funding should be directed towards smaller privately owned farms especially on marginal land and not large corporate or institutional organisations. Bodies like the National Trust, Wildlife Trusts, Woodland Trust or RSPB have other funding sources they could use to create accessible routes on their land.

We can as a country, be rightly proud of our historic public rights of way network and Leicestershire County Council does an excellent job of ensuring it is maintained and given adequate signage but there are many gaps making the network dysfunctional. This will not improve in a county with strong development pressures unless positive action is taken. There is a need for belated public compensation for the loss of the links in the network that have occurred with growth in vehicular traffic and many new roads. We also feel that where major new disruption is planned compensation should be built into the system. Here in Leicestershire we face HS2 cutting many longstanding rights of way and the people of Leicestershire will see no benefits from this scheme. We are also to see a Strategic Rail Freight Interchange also disturbing the network. As a LAF we have made overtures to the HS2 Company to try and get agreement to some mitigation measures but we do feel that, somewhat akin to the Section 106 planning benefit, there should be a sum of hypothecated money provided to improve the rest of the network. This would enable us to pursue some of the subsidy suggestions without increased call on the national exchequer.

Turning to specific suggestions:

1. Payment for improvements to the public rights of way network where the route in question is deemed of sufficient public benefit by the local Rights of Way Authority in consultation with the local LAF.
2. Preference to be given to routes aiding all non-motorised users (that is, pedestrians, cyclists and equestrians) providing higher rights where needed and suitable, with priority being given to smaller privately owned farms, hill farms in particular.

3. Payment for maintenance on routes over privately owned land and in open access areas i.e. mowing of grass tracks, improving the accessibility of and maintenance of walls, gates and stiles and assistance with directional signage.
4. Funding to come from a hypothecated fund part grant aided and to be used for no other purpose
5. Agreements should be better policed than has been the case in the past, by improved cross-compliance and simpler regulation. Whenever landowners are applying for support under Stewardship, Woodland Management or any other public funding grant they must look after the environment and provide safe access to the public into any amenity land. We do not think the present level of inspection is adequate and would like to see a portal where the public can raise concerns for the inspectorate to look into.
6. Access funds provided previously have not produced best public value, partly because of underuse due to a lack of awareness and poor publicity and in some cases due to a lack of maintenance, we would suggest that any new tracks created should be added to the Definitive Map of Public Rights of Way so that they will be publicised via OS maps and subject to a well-established reporting and inspection system by regular users and highway authority staff.

Note 2 to go to –

Rt. Hon Philip Hammond MP, Chancellor of the Exchequer and The Rt. Hon David Gauke MP Chief Secretary to the Treasury

Whilst realising you have many pressing issues to attend to in the run up to new situation after we leave the EU the Leicestershire Local Access Forum would like to put some suggestions on the table.

After Brexit the considerable funds provided by the Common Agricultural Policy to the UK to support farming, will be coming out of the monies to be retained by the National Exchequer. These funds should we feel be targeted at desirable outcomes, often environmental, rather than a subsidy for production

We have made the case to DeFRA for post-Brexit payments to include payment for providing public access to the countryside. There is a desperate need to separate the non-motorised from vehicles when using rural roads – the most dangerous category of roads. This either by providing new multi-user routes (walkers, cyclists, equestrians, disabled) on parallel alignments or funding diversions and creations so that it is less necessary to use a road to travel between off-road tracks to continue the journey.

Healthy exercise and non motorised travel are good for the nation's general health and wellbeing and reduce the burden on the NHS but people must be able to do this without the risk of death or injury. We do not imagine that public funds are ever likely to be available to create a fully-connected second highway network for the non-motorised but we feel progress could be made by subsidies to farmers being targeted to encourage provision of tracks where there is an obvious need. Whether any proposed new routes would be useful could be assessed by the local Access Forum.

We urge the Government to ensure that there are additional and specific funds to support improvements to public access to land across England in the post-Brexit settlement and hope it will have your support. Farmers can be supported; people offered a safer environment and the NHS a reduced demand. A win-win situation.

Note 3 to go to –

The Rt. Hon Theresa May MP. Prime Minister and The Rt. Hon Baroness Evans of Bowes Park, Leader of the House of Lords

Whilst realising the Government has many pressing issues to attend to in the run up to the UK leaving the EU the Leicestershire Local Access Forum has put some suggestions on the table.

After Brexit the considerable funds provided by the Common Agricultural Policy to the UK to support farming, will be coming out of the monies to be retained by the National Exchequer. These funds should we feel be targeted at desirable outcomes, often environmental, rather than a subsidy for production

We have made the case to DeFRA for post-Brexit payments to include payment for providing public access to the countryside. There is a desperate need to separate the non-motorised from vehicles when using rural roads – the most dangerous category of roads. This either by providing new multi-user routes (walkers, cyclists, equestrians, disabled) on parallel alignments or funding diversions and creations so that it is less necessary to use a road to travel between off-road tracks to continue the journey. We have also advised the Treasury of our thinking

Healthy exercise and non motorised travel are good for the nation's general health and wellbeing and reduce the burden on the NHS but people must be able to do this without the risk of death or injury. We do not imagine that the Treasury will ever be able to find sufficient public funds to create a fully-connected second highway network for the non-motorised but we feel progress could be made by subsidies to farmers being targeted to encourage provision of tracks where there is an obvious need. Whether any proposed new routes would be useful could be assessed by the local Access Forum.

We urge the Government to ensure that there are funds to support improvements to public access to land across England in the post-Brexit settlement. Farmers can be supported; people offered a safer environment and the NHS a reduced demand. A win-win situation.

Ashby de la Zouch Neighbourhood Plan
Pre submission Consultation Regulation 14 (Phase 2) &
Strategic Environmental Assessment- January 2017

By email to... info@ashbytowncouncil.org.uk

23.2.17

The Leicestershire Local Access Forum (LLAF) wishes to make what we trust you will find constructive suggestions on the latest version of the plan having contributed in the earlier stages. The draft plan is a well produced document which we applaud but we do feel there are points not covered or given sufficient emphasis and there is an elephant in the room.

We would point out that under Natural Environment a sub heading has been duplicated.

Requirements for housing developments include under Connections “Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones”. Other than this we have spotted little to talk of improving off-road non motorised links throughout the area and perhaps more importantly into and out of the area. There are busy stretches of road with no cycle or even footway. Such considerations may however fall outside the scope of a Neighbourhood Plan although we feel that the plan can include aspirations to work with third parties to improve issues affecting the area although outside the area itself.

The plan talks of Promoting Walking and Cycling and for leisure purposes this means opportunities for people in the area to escape into the wider countryside and for those in the villages outside the area to get into Ashby. This is where the elephant in the room comes in by the name of HS2. It skirts the Plan area but will have a major impact on access to and from the area. Ashby de la Zouch is the biggest community along the Leicestershire section of the proposed route. If additional capacity had been the aim rather than speed, we would have advocated the reinstatement of the Ivanhoe Line from Ashby to Leicester with a station for HS2 by Ashby to intercept the service and still support the introduction of passenger traffic on this line.

In the absence of the Ivanhoe Line, perhaps you should include in your ambitions to have a limited stop bus service from Burton to Leicester. Ashby is roughly halfway along the current 'divert to serve everywhere' route, so it is over an hour from the major shopping/further education/employment areas of Leicester and Burton.

A number of the rights of way around Ashby are potentially cut by the suggested HS2 route and whilst mostly outside the area, given they are part of the network into and out of the area we feel you need to engage with the HS2 company to try and mitigate the impacts.

Path M60 is a valuable route avoiding the need to walk alongside the busy and dangerous A512 from Coleorton Farm Town to Ashby. It appears the A512 will need some diversion to cross HS2, and the need to divert M60 also may also arise. A footway from its exit point on to A512 westwards to the A42/A511 roundabout is long overdue, and should be included in the scheme and we would advocate that you press for this and include that ambition in your plan. This valuable route gets walkers off the busy and dangerous A512 and should be maintained. Path O72 to the south (GR SK362154) from Coleorton Lane to the Packington – Ashby road is a popular local circuit with the bridleway P20 from Ashby to much the same point and a sensible diversion is required.

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.

The Secretary of State has advised that in particular, forums were to focus on the impact and options for minimising possible adverse effects of development proposals in respect of future public access to land and identifying and expressing support for opportunities to improve public access, or associated infrastructure, which might be delivered through planning policies or new development. We therefore represent the wider public with an interest in the legal right of passage along routes affected by this project. We also bear in mind the impacts and potential benefits of the footpath, bridleway and cycleway network on sustainable transport, green infrastructure, recreation, tourism and health & well-being. The paths are the primary mechanism for linking employment areas, communities and facilities if we are to reduce motorised transport and the carbon emissions that ensue. The protection or indeed development of the recreational potential of the area, in which the rights of way network plays a large part, will have to be balanced with the needs to protect and enhance the ecology and landscape which is what we take this Neighbourhood plan as trying to do.

Terry Kirby LLAF Chairman, Leicestershire Local Access Forum,
Roy Denney, Chair LLAF Planning & Travel Committee
C/o Room 700, County Hall, Leicester, LE3 8RJ
(www.leics.gov.uk/laf)
Telephone - County Hall 0116 305 7086

Submission of "Public Access and Rights of Way Scheme" pursuant to Schedule 3 1.(1) of Legal Agreement dated 25/08/2011

The Leicestershire Local Access Forum (LLAF) wishes to make what we trust you will find constructive suggestions regarding this Planning Application. 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.

The LLAF welcomes the application to restore public rights of way on the quarry site in a timely manner.

We have examined the annual phased plans and have no comments on the sequencing of the progressive restoration towards a viable network by the end of 2020. We recognise that the phasing is determined by the operations necessary to establish a working quarry, and therefore feel it would be unreasonable to suggest any changes.

We also recognise that quarrying is not an exact science, and that some slight deviation may be necessary if adverse weather or ground conditions hamper works, but we hope that this possibility has been recognised and a contingency in the programme.

We would wish to make the following comments:-

1. We would like the provision of 'easy-to-read' maps on information boards at the principal access points on the A511, Copt Oak Road, Whitwick Road and Vercor Close showing the routes currently open at any time, and which are closed. OS mapping and the LCC on-line mapping do not reflect temporary closures and diversions.
2. We seek reassurance that the key through routes across the site will be restored as definitive rights of way, to allow similar permeability to that possible prior to the extension of the quarry, and permissive paths will be of a subsidiary nature, allowing deviation from the key routes for further exploration of the reformed landscape if desired.
3. Although we recognise that no public bridleways cross the site, we are disappointed that no equestrian provision has been made in the restoration plans. We feel that the site is sufficiently large to accommodate a circular riding route around the perimeter.

HS2 PHASE 2B ROUTE REFINEMENT CONSULTATION
 EMAIL: route2b@dialoguebydesign.net

CC Leicestershire County Council Rights of Way & Planning
 CC North West Leicestershire District Council Planning etc.

Feb 23rd 2017

HS2 PHASE 2B

Following research by its members and colleagues in the British Horse Society, the Leicestershire Footpaths Association and the Ramblers Association, the Leicestershire Local Access Forum (LLAF) wishes to make what we trust you will find constructive suggestions as regards the mitigation of the impacts of HS2 on the public rights of way etc. 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.

The Secretary of State has advised that in particular, forums were to focus on the impact and options for minimising possible adverse effects of development proposals in respect of future public access to land and identifying and expressing support for opportunities to improve public access, or associated infrastructure, which might be delivered through planning policies or new development. We therefore represent the wider public with an interest in the legal right of passage along routes affected by this project. We also bear in mind the impacts and potential benefits of the footpath, bridleway and cycleway network on sustainable transport, green infrastructure, recreation, tourism and health & well-being. The paths are the primary mechanism for linking employment areas, communities and facilities if we are to reduce motorised transport and the carbon emissions that ensue. The protection or indeed development of the recreational potential of the area, in which the rights of way network plays a large part, will have to be balanced with the needs to protect and enhance the ecology and landscape whilst assisting with this national infrastructure initiative.

The LLAF has identified 62 paths affected in some way by the latest suggested route. Whilst many appear on the Definitive Map of Paths or the List of Streets some do not. There are 11 of these of historic nature which may well have legal status of one sort or another. Some of the routes are affected in the Safeguarded Area, some in the Rural Support Zone and the others in the house owners' payment zones. It is not made clear which zones will involve diversion of the paths.

It is often thought that the rights of way network is already fixed, but this is not true. Leicestershire has hundreds of "lost or unrecorded ways" and even more informal "desire paths". The proposed exercise should aim to recover these historic assets and/or link existing paths together to generally improve the network. The Hybrid Bill will almost certainly give you powers to make changes some way out from the trackbed to facilitate a holistic approach to the changes made. We do have a team of local volunteers ready and willing to help by researching in more detail, the historic routes not formally listed

The route as now envisaged traps Appleby and Measham between the M42 / A42 route and HS2 and whilst we will look at the impacts all along the line we feel that in those circumstances every effort should be made to maintain links from Measham and neighbouring villages to the wider countryside by off-road means. The footpaths heading towards the A42 have already been seriously compromised by that road and it can be argued that the original

route would give an opportunity to tidy these up whereas the current suggested route condemns a further set of paths to a similar fate.

Looking at the specifics of this case, members did take advantage of the roadshows and accept that if this has to go somewhere in this region, the route seems sensible in as far as it goes although we make no judgement between the two routes as such or the impacts on landowners and any potential compensation. It seems somewhat surprising as HS2 passes near to it, that there is not to be a station to connect to the airport and we would advocate some form of tram link or similar from Toton.

It appears the new line will cross the Midland Main Line less than 800m north of East Midlands Parkway station and an interchange there would give better road links to both Derby and Nottingham as well as serving the airport and Leicester. Also, with talk of a Northern Power House people from Leicester need to be able to travel to Manchester and Leeds if Leicestershire businesses are not to lose out. If we are to gain from HS2 going north, we should have a local passenger rail link to the HS2 station, wherever it ends up.

We are not in any position to negotiate any possible path diversions etc., nor would we wish to do so, but do feel with the breadth of our local knowledge we can offer constructive suggestions to both the HS2 Company and the County Council as the highways authority and trust you find the following observations useful.

- 1)The proposed new crossing of the route of the Ashby Canal restoration project just south of Measham appears to be at an inappropriate level for the canal and we would argue for some elevation of the vertical alignment
- 2)The network of rights of way is invaluable for exercise and leisure in the fresh air but a major function is to enable people to get between neighbouring communities and facilities off-road. Near Kegworth the path L45A (GR SK4784265) has already been distorted by the presence of the M1 (From Ashby Road [A.5129], east of the M1 to Springfield, Kegworth). Using your powers this could be tidied to go direct to whatever crossing point of the new track is decided upon. L57 coming from Castle Donington also needs considering with L45A, particularly as it also affected by the East Midlands Gateway project - we need a reasonably direct Castle Donington - Kegworth path crossing the A453, M1, HS2 and EM Gateway.
- 3)The paths around Long Whatton have already been badly disrupted by the M1 and this project will add to the difficulties but the opportunity arises to tidy up and rationalise the situation. Path L40 & L48 north of The Green are badly distorted by the M1 and A42 and serve little purpose other than a leisure loop but if this is to be further cut it is essential that there be an off-road footway along The Green. The rest of L40 and L50 provide valuable links to a route over the A42 from Westmeadow Lane (another route with public access) and from Dry Pott Lane. L32 from Belton also accesses the same crossing point and needs protecting, as does L31 via Long Mere Lane, a byway. These link with the L49 and L32A to Diseworth. Long Mere Lane itself can be realigned to cross directly over the track and the A42 and it would then tidily provide a crossing point for the paths if they are also realigned
- 4)Near Breedon on the Hill and just south of the proposed route and due south of Tonge, path M17 provides a link to the A447 road past Breedon Lodge and as the track is in a cutting here it could be bridged. Where M16 crosses the A42, if a direct route south west to Stocking Lane and the Cloud Trail could be provided then M17 may well be redundant. In addition the track goes over Stocking Lane on an embankment before reaching this point. There is a track (GR SK415222) at present not apparently protected, which leaves

the road in this vicinity which goes to Breedon Lodge which is being cut by the track and needs diverting. Sustrans Route 6 (The Cloud Trail) also crosses Stocking Lane at about this point. Path M16 is just north of the track line and will need adjusting.

- 5) The Cloud Trail from Derby uses a dismantled railway to Cloud Quarry and the village of Worthington, but appears to be unaffected as HS2 crosses it on a viaduct. Breedon Lane nearby can replace footpath M21 provided a safe footway is provided south to bridleway M36, which should then link to the Cloud Trail. The other issue near Worthington is footpath M35, which is part of the LCC promoted Ivanhoe Way. It has recently been diverted to pass under the A42, and we feel its importance merits a bridge across the HS2 cutting close by with little or no alteration to its route. The alternative of diverting it to Long Hedge Lane would be a dog-leg, and involve significant road walking.
- 6) Slightly further south the M56/M55 paths provide another useful route out of Worthington. M56 runs from the B587 near Lount to a disused railway line off Worthington Lane. A diversion of M56/M55 to the road accessing Eurohub Newbold Works and subsequently Melbourne Road would seem reasonable. There is also a Definitive Map Modification Order under process for additional links in this interesting area further enhancing the benefits of this route (DMMO GR. SK395194).
- 7) Again just further south M30 – Footpath from Ashby Road, Newbold to the Ashby - Coleorton Road, south of Doles Farm is a well used walking route through woodlands both old and newly created with grant aid from public funds which must be protected if slightly diverted, together with the associated Beaumont Way Sustrans Cycle Route. As all weather tracks these are invaluable in inclement weather. At GR SK388186 there is a farm track heading west from Rough Park which is thought to have been a historic right of way. This link could be used to alleviate the problems in this area and create a useful link and circuit.
- 8) Ashby de la Zouch is the biggest community along the Leicestershire section of the proposed route. If additional capacity had been the aim rather than speed, we would have advocated the reinstatement of the Ivanhoe Line from Ashby to Leicester with a station for HS2 by Ashby to intercept the service. Ashby is a busy and sizeable community and its Ashby Park and Ivanhoe Business Park commercial complexes have been expanding. Coalville is also a large community and it seems essential that they should be linked to Leicester by a rail or light tram system which could meet with HS2. The rights of way around Ashby are potentially cut. M60 is a valuable route avoiding the need to walk alongside the busy and dangerous A512 from Coleorton Farm Town and Ashby. It appears the A512 will need some diversion to cross HS2, and the need to divert M60 also may also arise. A footway from its exit point on to A512 westwards to the A42/A511 roundabout is long overdue, and should be included in the scheme. This valuable route gets walkers off the busy and dangerous A512 and should be maintained. Path O72 to the south (GR SK362154) from Coleorton Lane to the Packington – Ashby road is a popular local circuit with the bridleway P20 from Ashby to much the same point and a sensible diversion is required.
- 9) Nearby Packington also has affected routes. Bridleway O70 from the village goes along Vicarage Lane over the A42 and along Packington Nook Lane to Tamworth Road, Ashby and is a valued link. Paths O71 and O74 also link into this bridleway and will still need linking to it in some fashion. Path O68 leaves the bridleway going west to Measham Road and will also be cut and needs a diversion. The B4116 runs alongside the track and may need realigning but there is a historic route from the end of Babelake (GR SK 347130) to join the road just north of where it seemingly will cross the new track. This route will need diverting and formalising as part of the redesign of the network in this area. Path O66 runs

from footpath O62 south of Packington to Leicester Road, Measham and is crossed by Grassy Lane (P83 byway GR SK 343123) and these will also need accommodating.

- 10) In the neighbourhood of Measham P85 runs from Meer Bridge, Measham, to Measham High Street, and then as a restricted byway from Pegg's Close, Measham along Horses Lane, continuing as a footpath to Quarry Lane, Snarestone. Nearby P90, P86 and P87, part of the long distance Ivanhoe Trail are all affected and this network will need accommodating and modifying. Path O59 runs from footpath O58 at Tie Barn, west to Gallow's Lane crossroads, Measham, and should not be affected unless the B4116 is realigned.
- 11) By Appleby Magna there are a number of issues .The route Q25 is part footpath/part bridleway from Snarestone Road, along Sandy Lane, then to Black Horse Hill. It is part of a useful local circuit (GR SK324098). In addition there seems likely to have been a route linking this to the track to Barns Heath Farm and then on to the woodlands to the East and eventually Measham Road. The farm is directly on the line of the HS2 track and if an agricultural access underpass is to be created under the embankment then a bridle way through it to link Q25 to Measham Road would be useful. Paths Q5 (from the north end of Cottage Lane, Norton-juxta-Twycross, to Bott's Lane, Appleby Magna) and Q6 (from footpath Q5, south east of Appleby Magna to footpath Q4 south of Top Street, Appleby Magna) will need a crossing point as will Q4 itself from Norton-juxta-Twycross church to Rectory Lane, Appleby Magna. As there are three paths crossing the line of the track between Snarestone Road and Atherstone Road, if only one footbridge can be justified Q5 and Q6 could be diverted to join Q4 before it crosses the track.
- 12) There is also the Q4A, the historic Salt Street thought to date back to Roman times which was considered of sufficient importance to be given its own bridge over the M42 when that was built and this should be accommodated.

We have identified numerous routes we feel need attention. Where they actually cross the suggested route at grade or in a cutting it is impractical to bridge the track for every one. By starting any diversions some way out it will permit the routes to still remain in an attractive and useful form but to be channelled to a small number of crossing points

We have assumed all existing metalled roads will retain a crossing without significant diversion and bearing that in mind there are two what we consider essential non motorised user bridges. Q4 near Appleby and M35 (Ivanhoe Way) near Worthington

We would happily arrange to meet with your representatives to expand on these issues and take a view of any suggestions. We are convinced that we can assist you in your deliberations on these technical points and help avoid local resentment.

Please keep us advised as this project progresses.

Terry Kirby, LLAFF Chairman
 Roy J Denney, Chairman, LLAFF Planning & Travel Committee
 Stan Warren, Chairman LLAFF Unrecorded Ways Committee

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LEICESTERSHIRE LOCAL ACCESS FORUM – April 2017

REPORT OF THE DIRECTOR OF ENVIRONMENT & TRANSPORT ON PUBLIC RIGHTS OF WAY LEGAL ORDERS AND OTHER ONGOING CASES

Purpose of Report

To update Forum members on the current position with regard to various Public Path and Modification Orders.

Public Footpath Orders which have been confirmed since the last report

1. The following Public Path Orders have confirmed since the last report:-

Order Number

2287 – **Diversion of Footpath L59 at Kegworth** (See Appendix 1) This Town & Country Planning Act order was confirmed by North West Leicestershire District Council on 10th January 2017 as a consequence of the development of a new housing estate.

2356 – **Extinguishment & Diversion of Footpaths A98, A99 and Z97.** (See Appendix 2). These recently confirmed orders were made for the purpose of resolving a long term anomaly at Grange Farm and a diversion by a new lake. They had the additional benefit of providing a new footpath to Debdale Lane (unscheduled road).

2367 – **Diversion of Footpath W40 (Part) at Church Farm Close, Cosby.** (See Appendix 3). This diversion was made and subsequently confirmed by Blaby District Council, in order to re-route the footpath around a new housing development and through a new Lytch Gate by the Old Tythe Barn Tea Rooms.

2368 – **Diversion of Footpath U65 (Part) Britannia Road, Burbage, Hinckley.** (See Appendix 4). This diversion was recently confirmed and brought into operation in order to resolve a long anomaly where the original route crossed a driveway and passed through the garden of an existing house.

2380 – **Dedication of New Bridleways Q45 (Part) and O.104 in the Parishes of Ravenstone with Snibston, Normanton le Heath and Heather.** (See Appendix 5). The owners of Grange Farm, Snibston, Hill Farm, Ravenstone and the Woodland Trust recently dedicated these new bridleways.

2383 – **Dedication of New Bridleway Q45 (Part) and New Footpath Q65 (Part) Hall Farm, Heather.** (See Appendix 6). The owner of Hall Farm has recently entered into a Deed of Dedication with Leicestershire County Council to provide these two new link paths in the network at Ravenstone.

2409 – **Deed of Dedication – Footpath W70 at Station Lane, Leire.** (See Appendix 7). The Leicestershire Footpath Association originally claimed this section of the Leicestershire Round as a public footpath by means of an application for the Definitive Map to be modified. However, agreement was finally reached with the owners of the lane, Leire Parish Council, to enter into a Deed of Dedication with the County Council as a means of achieving the same goal to have the route added to the Map.

2425 – **Diversion of Footpath Y106 at the White Lion, North Kilworth** (See Appendix 8). This diversion order was made and confirmed simultaneously with a successful Definitive Map Modification Order to add Footpath Y106 to the Definitive Map. (Please see Modification Order No M988, below).

2431 – **Diversion of Footpath Y45 (Part) at Monkstone, Mowsley.** (See Appendix 9). This recently confirmed diversion was sought to resolve a 40 year old anomaly where by the footpath passed through the garden of Monkstone as a result of an earlier District Council Order made for planning purposes.

Public Path Order Applications

2. The following applications for public path orders have recently been received:-

2447 - **Proposed Diversion of Footpath G62 (Part) Melton Test Track, Asfordby.** (See Appendix 10). This diversion has been requested by NetworkRail and is being processed under the provisions of Section 119A (Rail Crossings) of the Highways Act.

2449 – **Proposed Extinguishment of Footpath N50 (Part) at Ellistown.** (See Appendix 11). This extinguishment is sought by Mountpark Properties at the instigation of NetworkRail as NetworkRail's agreement to the development of the adjacent Amazon Site was contingent on such an application being made to close the level crossing.

2450 – **Proposed Deed of Dedication of Footpath J11, "Lord Macaulay's Walk at Rothley.** (See Appendix 12). The development of the nearby housing development was granted permission on condition that the developers dedicate Lord Macaulay's Walk as a public footpath. A Deed of Dedication is now being progressed.

2452 – **Proposed Diversion of Footpaths J70 and J71 at Anstey.** (See Appendix 13). The diversion of these footpaths is necessary to enable them to be upgraded. The upgrade was a planning requirement of a nearby housing development on Gynsill Lane, but the order is being processed under the Highways Act because no building work actually affects the routes.

2454 - **Proposed Diversion of Footpath A24, by the Grand Union Canal at Lubenham, north of Market Harborough.** (See Appendix 14). The above diversion is being sought by developers of a large estate on the old Lubenham Airfield. It is considered necessary to enable the demolition of a footbridge over the canal and its replacement by a new road bridge with cycleway and pavement.

2456 – **Proposed Extinguishment of Footpath C39 (part) and Diversion of Footpath C33 (Part) at Kilby.** (See Appendix 15). The existing route of Footpath C39 passes through gardens garages and hedges and does not appear to have existed on the ground for around 50 years; possibly longer. If extinguished pedestrians would still be able to access the remainder of the footpath (as they do now) via pavements and grass verge. C33 requires a minor diversion so that the legal line will match the route on the ground.

2459 – **Proposed Diversion of Footpath U50 (Part) and Extinguishment of Footpath U50A at Billington Rough, Elmesthorpe.** (See Appendix 16) This diversion has been applied for by the Leicestershire Footpath Association with the support of the Ramblers, in order to facilitate the resolution of very long standing anomalies and some more modern obstructions affecting the Definitive Map and preventing the public from being able to follow a clearly signed and unobstructed route through the locality.

Confirmed Modification Orders (Evidential)

3. The following evidence based Definitive Map Modification order was confirmed since the last report.

M988 – **Addition of Footpath Y106 at the White Lion, North Kilworth.** (See Appendix 17). This short but well used path was claimed on the basis of use by the public as of right. There were no objections to the Order but owing to permitted development a small diversion was required which was processed and confirmed at the same time. (See Diversion Order No. 2425 above).

New Applications for Modification Orders (Evidential)

4. There has been one application since the last Report.

M1084 – **Proposed Addition of Footpath G11 (Part) at Redmile.** (See Appendix 18). The Leicestershire Footpath Association has made application for the addition of the above path to plug a “critical gap” between the village street and the currently recorded start of Footpath G11.

Forthcoming Referrals to the Planning Inspectorate, Public Hearings & Inquiries

5. There is one case due to be heard at Public Inquiry in the near future:-

M711 – **Proposed Addition of Footpath I118 from Bridge Street to Proctor’s Park Road, Barrow upon Soar.** (See Appendix 19). A Public Inquiry to determine the case will be heard on April 25th 2017 at County Hall.

Decisions Received

6. There was one decision issued by the Planning Inspectorate since the last report:-

2311 – Public Rights of Way M1, M2, M4, M5, M24, M28 and M35 on the Staunton Harold Estate. (See Appendix 20). This rationalisation scheme was confirmed by a Planning Inspector after written representations on 7th November 2016.

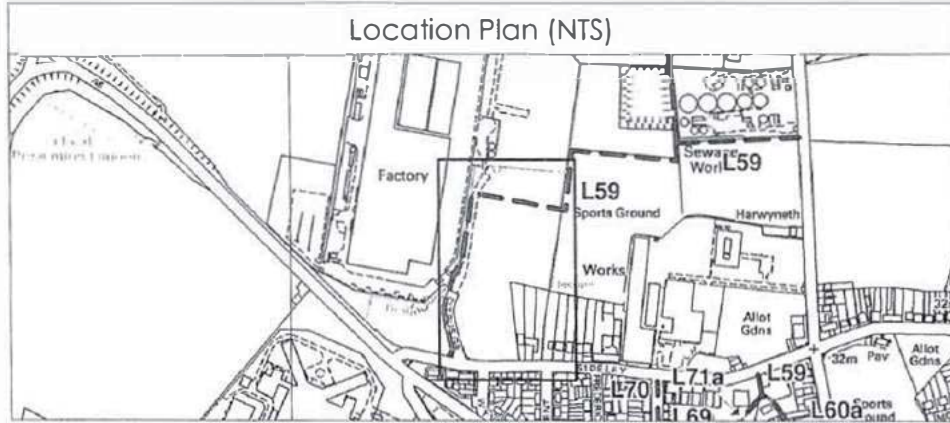
Appendices

- Appendix 01 - Plan of Footpath L59
- Appendix 02 - Plan No. 2356-P
- Appendix 03 - Plan No. 2367-Rev3A
- Appendix 04 - Plan No. 2368
- Appendix 05 - Plan No. 2380
- Appendix 06 - Plan No. 2383
- Appendix 07 - Plan No. W70/1
- Appendix 08 - Plan No. 2425
- Appendix 09 - Plan No. 2431
- Appendix 10 - Plan No. 2447
- Appendix 11 - Plan No. 2449
- Appendix 12 - Plan No. 2450
- Appendix 13 - Plan No. 2452
- Appendix 14 - Plan of Footpath A24
- Appendix 15 - Plan No. 2456/P
- Appendix 16 - Plan No. 2459-P
- Appendix 17 - Plan No. M988
- Appendix 18 - Plan No. M1084
- Appendix 19 - M711A(P)-01
- Appendix 20 – Plan No. 2311/1

Officers To Contact

Edwin McWilliam, Access Manager
 Piers Lindley, Senior Access & Development Officer
 E-mail: footpaths@leics.gov.uk

The District of North West Leicestershire
 Footpath L59 (Part), Land off Side Ley, Citrus Grove, Kegworth
 Public Path Diversion Order 2012



APPENDIX 1

- E - Line type identifying unaffected route updated, - 14/05/12
- D - Style updated to Planning Expectations requirements, - 06/05/12
- C - Co ordinates added to annotated points, - 18/04/12
- B - Proposed path route updated to LCC comments, - 08/03/12
- A - Registered alignment of L59 shown on site plan, - 25/01/12

Grid Reference Coordinates

A	48279.203 E	32716.216 N
B	48270.408 E	32716.374 N
C	48251.041 E	32721.059 N
D	48237.219 E	32724.809 N
E	48221.617 E	32716.366 N
F	48207.407 E	32712.688 N
G	48193.327 E	32703.579 N
H	48216.261 E	32708.856 N
J	48255.423 E	32718.812 N
K	48268.820 E	32727.432 N
L	48281.120 E	32738.113 N

Key

- Footpath To Be Diverted
- Alternative Footpath
- Unaffected Public Footpath

Proposed Development off Citrus Grove, Kegworth

Footpath Diversion Route Proposal
 For Public Right Of Way L59

Date	August '11
Scale	1:1250
Drawn	GSP
Checked	
App. for	PC/0271/100/15 E

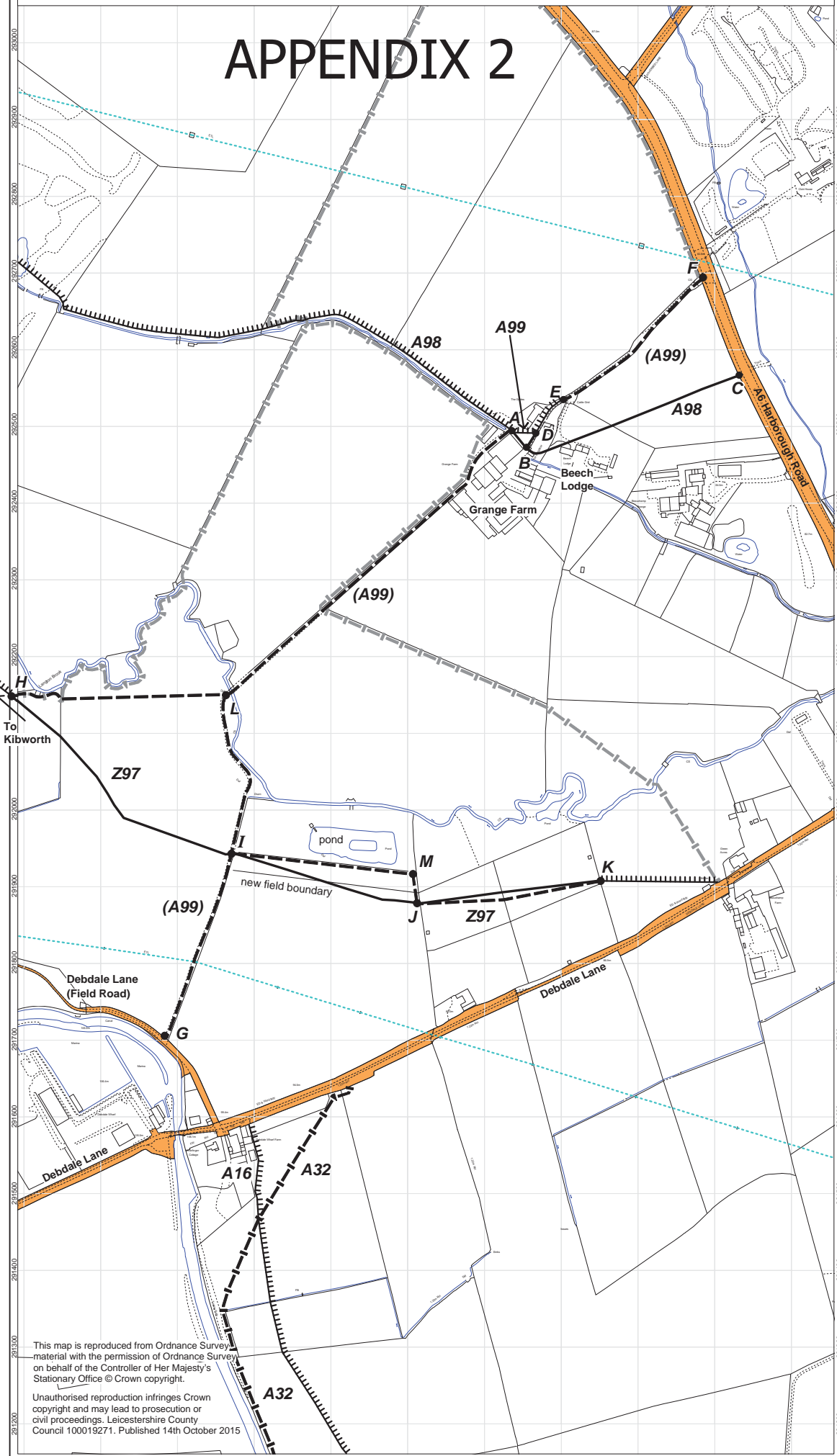


Leicestershire County Council - Proposed Extinguishment of Footpath A98 (Part) and A99 (Part) Creation of Footpath A99 (Parts) and Diversion of Footpath Z97 (Part) at Grange Farm, Kibworth Beauchamp

APPENDIX 2



- ### Key
- Footpaths to be extinguished A-B-C & B-D
 - Footpaths to be created E-F & A-L-I-G
 - Footpath to be diverted H-I-J-K
 - Alternative new footpath H-L & I-M-J-K
 - Footpaths unaffected
 - Permissive brideways
 - Bridleway unaffected
 - Public Highway



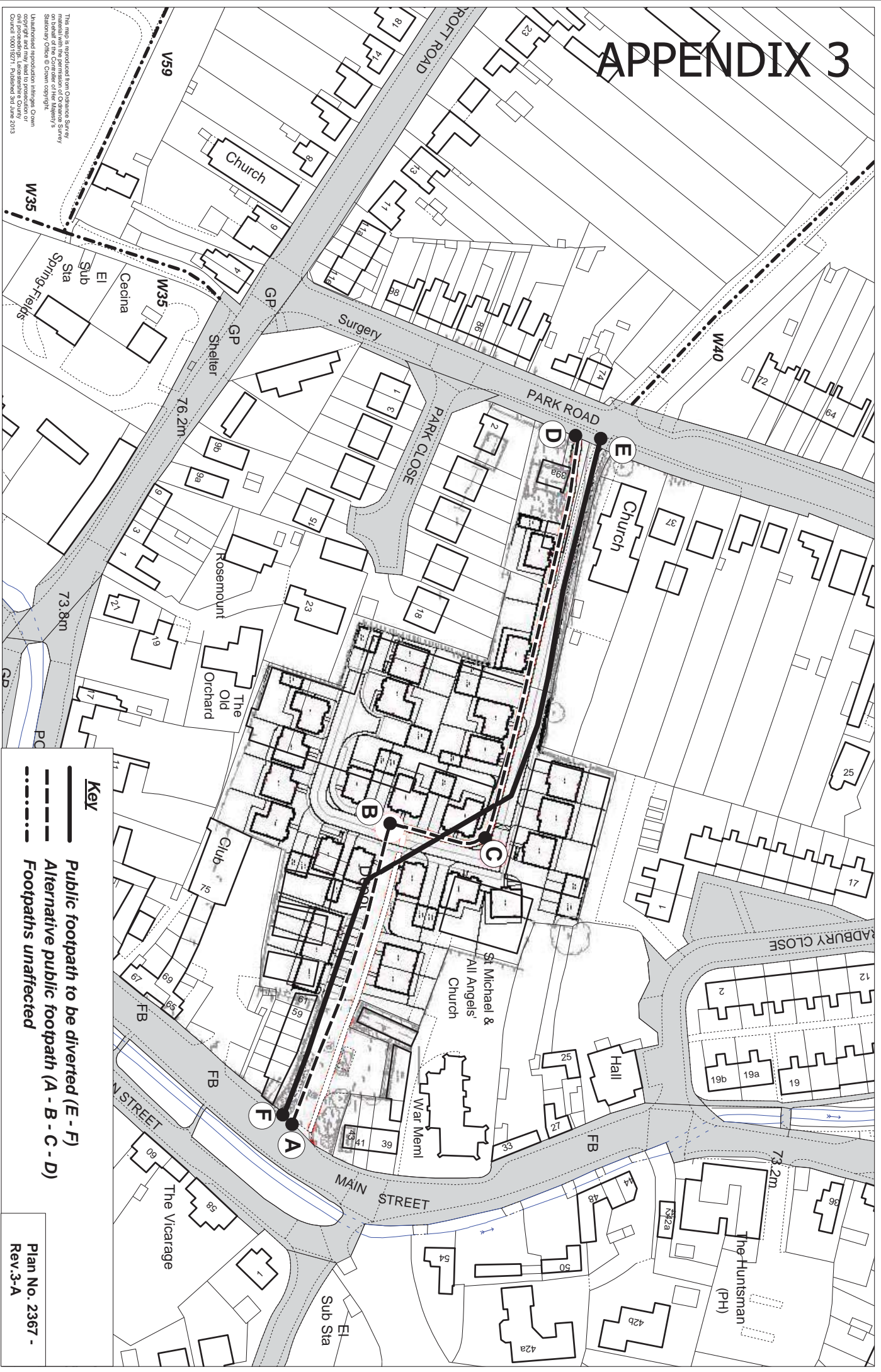
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Environment & Transport Department,
 County Hall, Glenfield,
 Leicestershire LE3 8RJ
 email footpaths@leics.gov.uk
 Phil Crossland, Director






Proposal Plan 2356-P
 Scale 1:5000 **68**

APPENDIX 3



Key

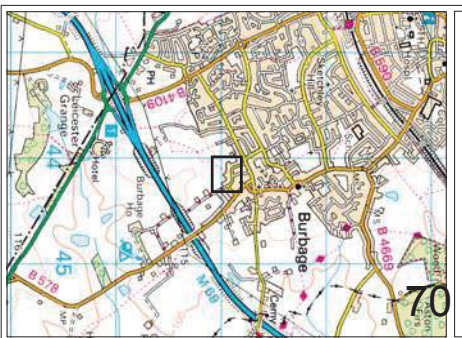
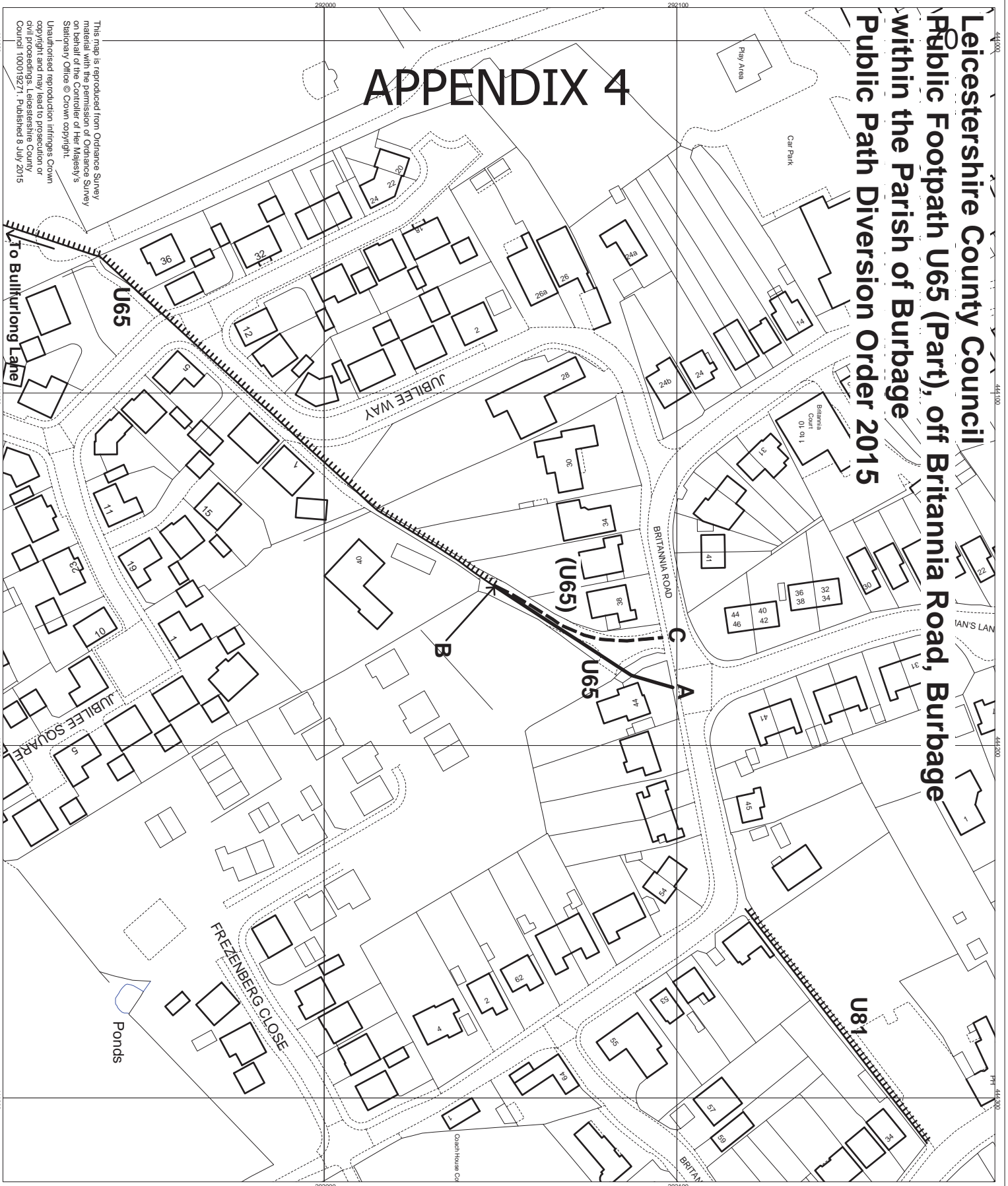
-  Public footpath to be diverted (E - F)
-  Alternative public footpath (A - B - C - D)
-  Footpaths unaffected

Plan No. 2367 -
 Rev.3-A

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Leicestershire County Council Public Footpath U65 (Part), off Britannia Road, Burbage within the Parish of Burbage Public Path Diversion Order 2015

APPENDIX 4



Location Plan

Key

-  Footpath to be diverted (A-B)
-  Alternative Footpath (C-B)
-  Unaffected Public Footpaths

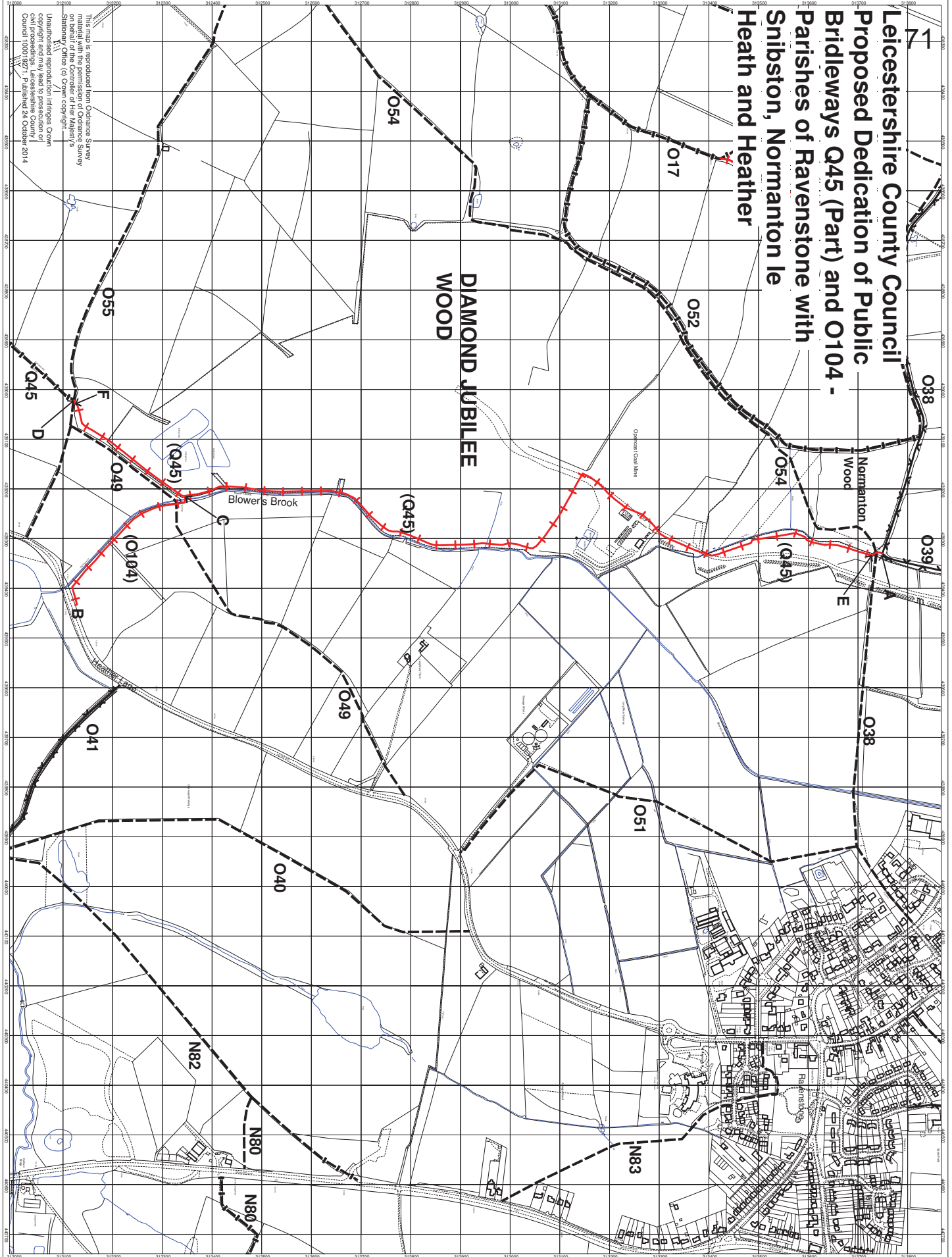
Environment & Transport Department,
County Hall, Glenfield,
Leicestershire LE3 8RJ
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Phil Crossland, Director



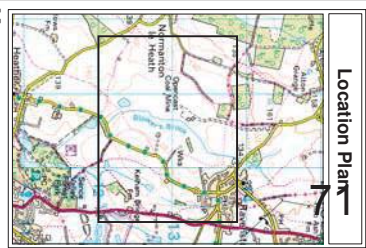
Plan No. 2368
Scale 1:1000

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Leicestershire County Council Proposed Dedication of Public Bridleways Q45 (Part) and O104 - Parishes of Ravenstone with Sibston, Normanton le Heath and Heather



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Key

-  Public Bridleways to be dedicated
-  Existing public footpaths
-  Existing public bridleways
-  Existing Byways open to all traffic

APPENDIX 5

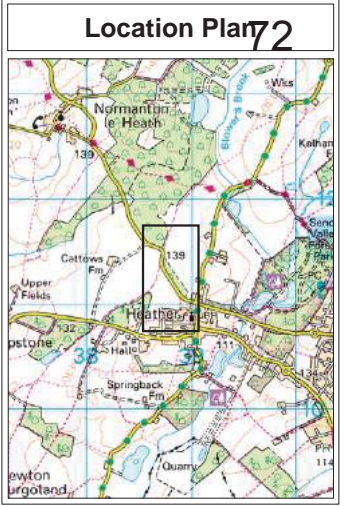
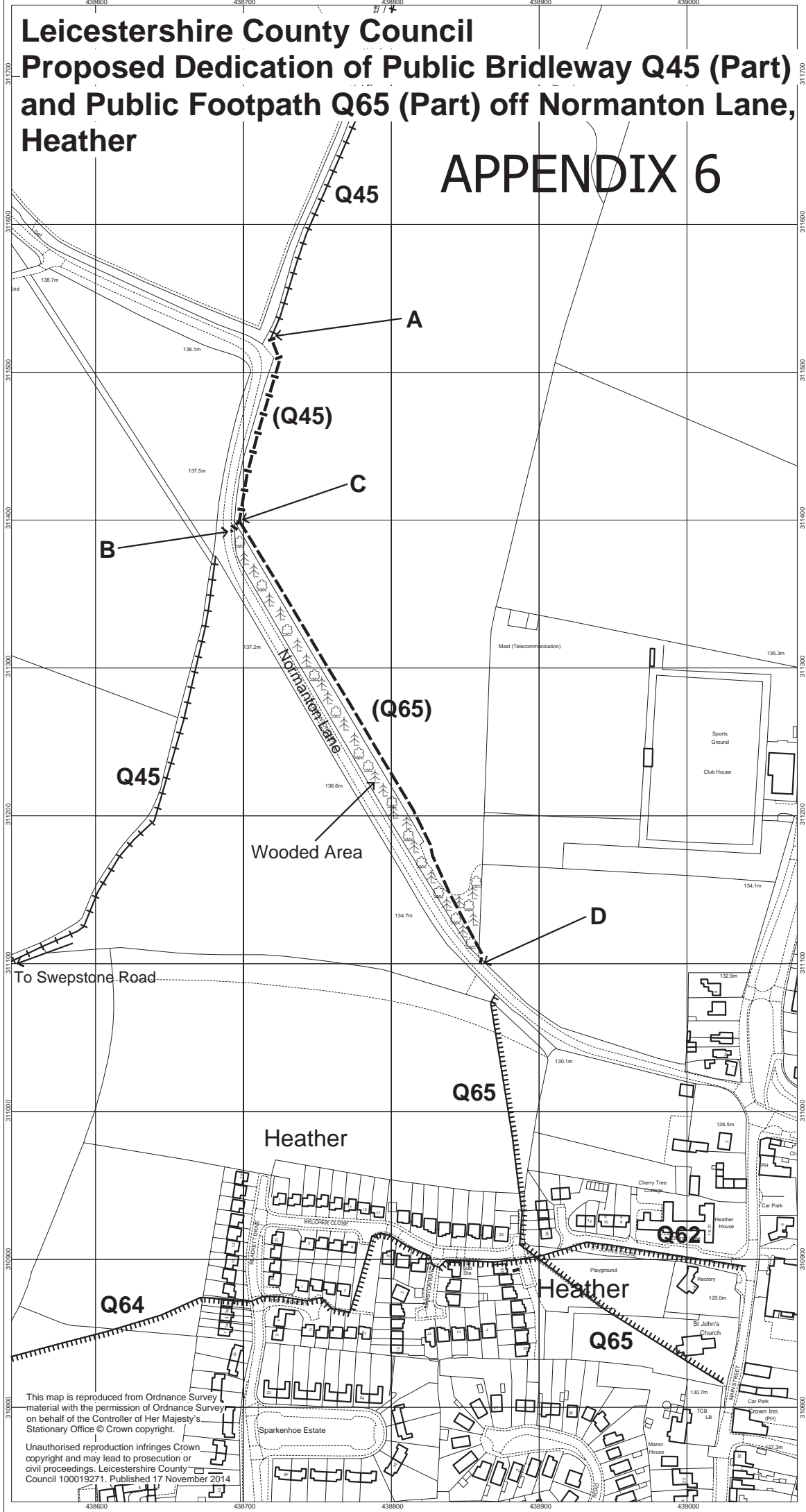


Environment & Transport Department,
County Hall, Glenfield,
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email: localpaths@leics.gov.uk
P141, C050001, 01530

Plan No. 2380
Scale 1:5000

Leicestershire County Council Proposed Dedication of Public Bridleway Q45 (Part) and Public Footpath Q65 (Part) off Normanton Lane, Heather

APPENDIX 6



- Key**
- Public Bridleway to be dedicated (A - B)
 - Public Footpath to be dedicated (C - D)
 - Existing public bridleways
 - Existing public footpaths

Environment & Transport Department,
County Hall, Glenfield,
Leicestershire LE3 8RJ
email footpaths@leics.gov.uk
Phil Crossland, Director

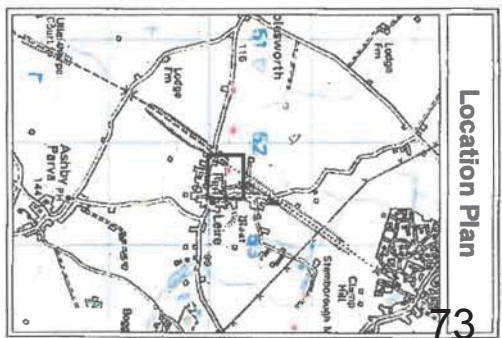
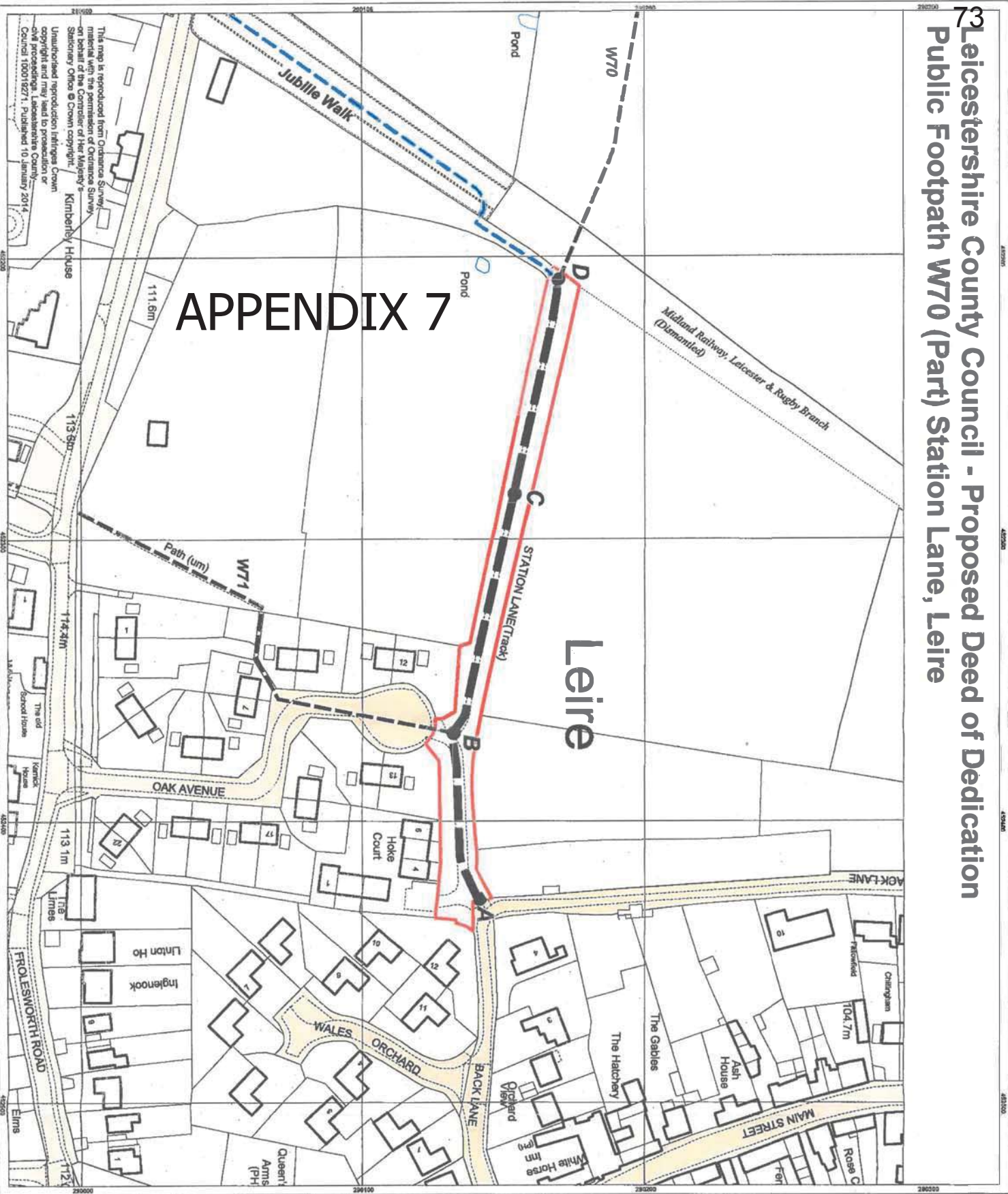


Plan No.2383
Scale 1:2500 **72**

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Leicestershire County Council - Proposed Deed of Dedication Public Footpath W70 (Part) Station Lane, Leire

APPENDIX 7



Key

- Footpath to be dedicated (A - B - C - D)
- Existing footpaths
- Adopted highways
- Full extent and width of Station Lane
- Permissive path



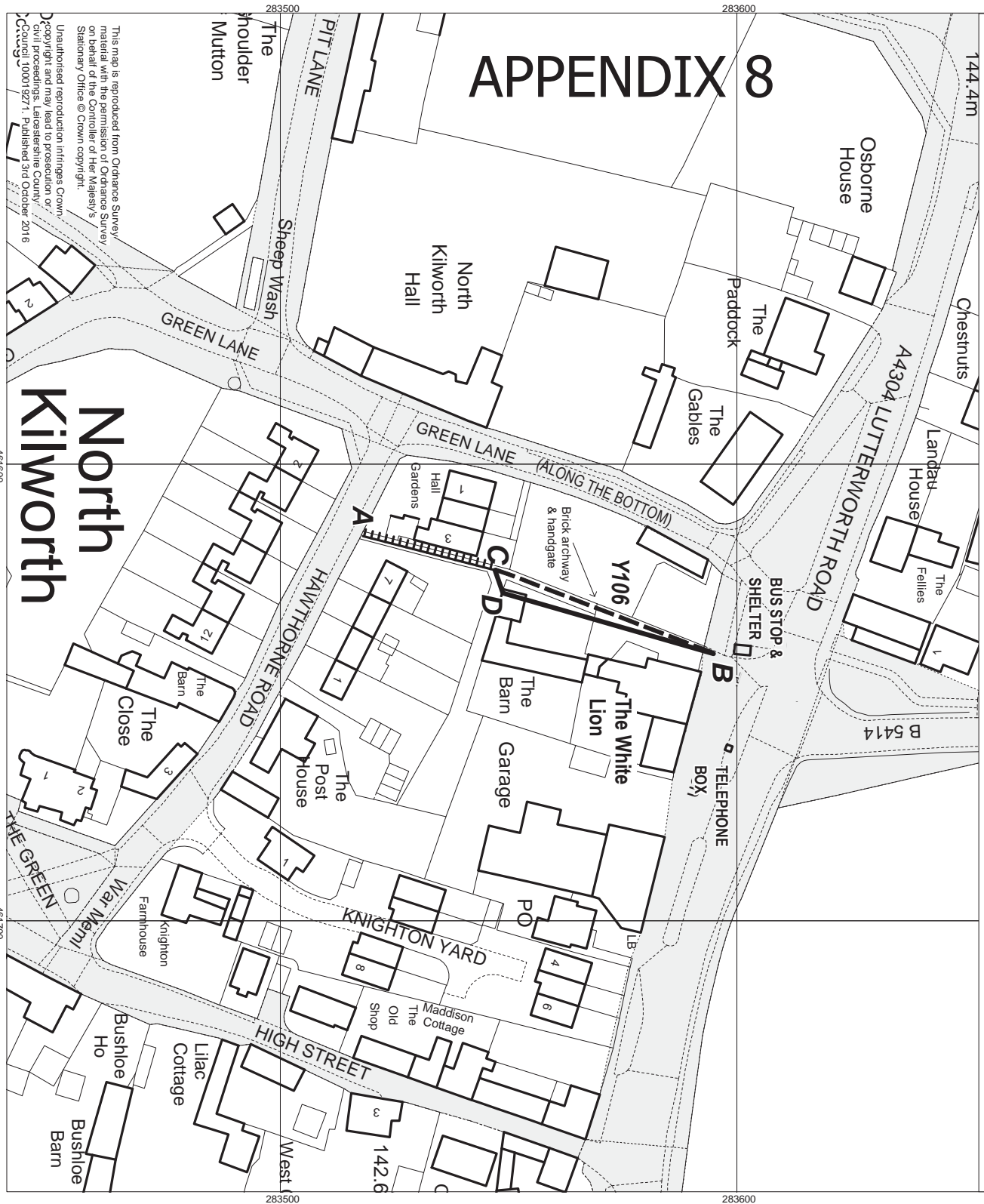
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Plan No. W70/1
Scale 1:1250

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Council 100016271. Published 10 January 2014

Leicestershire County Council - Diversion of Public Footpath Y106 (Part) The White Lion, North Kilworth - Public Path Diversion Order 2017

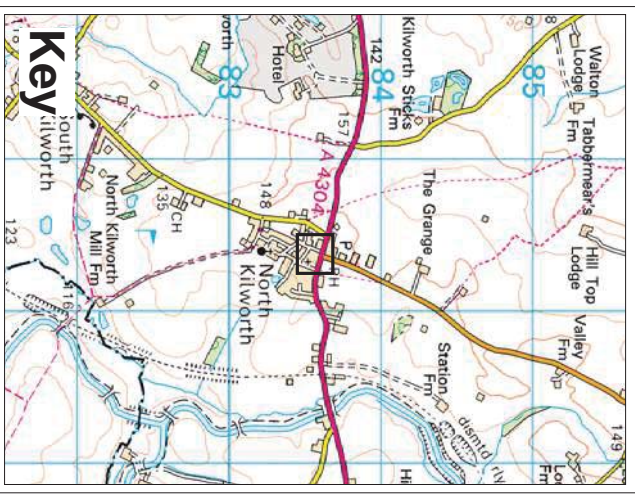


North Kilworth

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Location Plan



Key

- Footpath to be diverted (C-D-B)
- Alternative new footpath (C-B)
- Footpath unaffected (A-C)

Environment & Transport Department,
County Hall, Glenfield,
Leicestershire LE3 8RJ
email footpaths@leics.gov.uk
Phil Crossland, Director

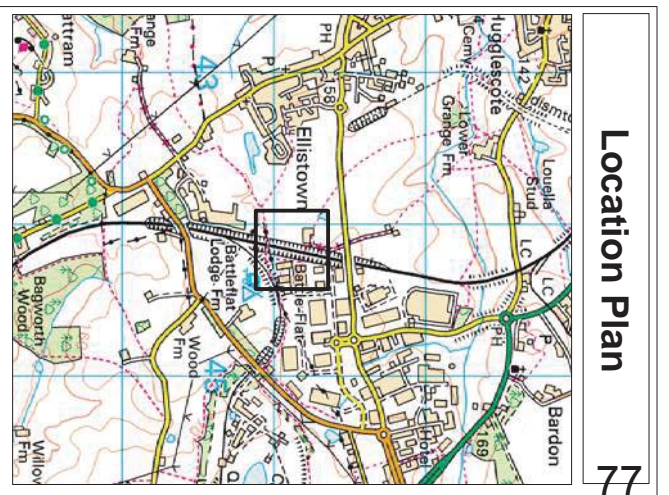
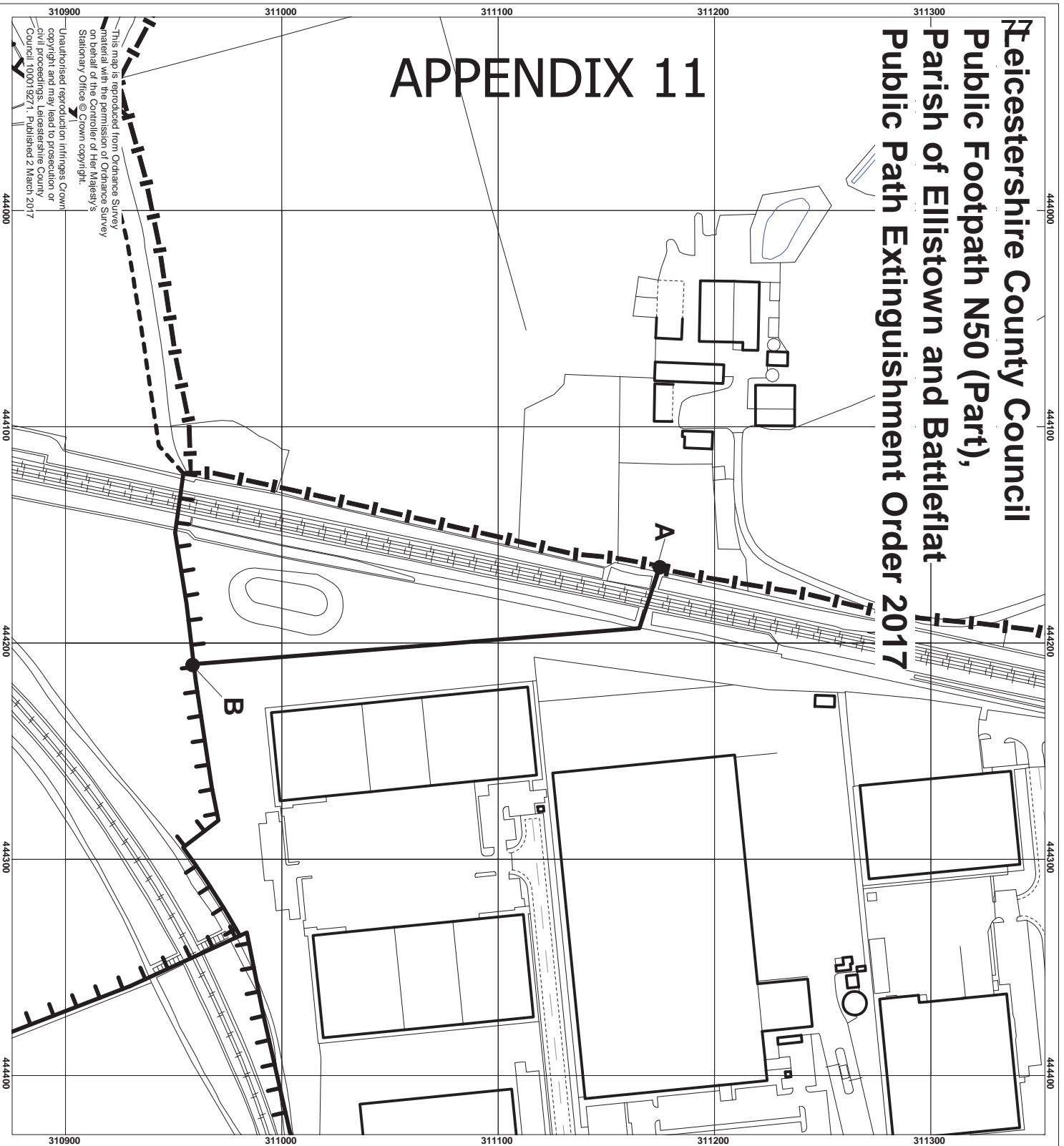


Plan No. 2425

Scale 1:1250





Leicestershire County Council Public Footpath N50 (Part), Parish of Ellistown and Battleflat Public Path Extinguishment Order 2017

APPENDIX 11



77

Key

-  Footpath to be extinguished A-B
-  Unaffected Footpaths
-  New Bridleway created by separate Order
-  Footpath to be diverted by separate Order

Environment & Transport Department,
County Hall, Glenfield,
Leicestershire LE3 8RJ
email footpaths@leics.gov.uk
Director Phil Crossland

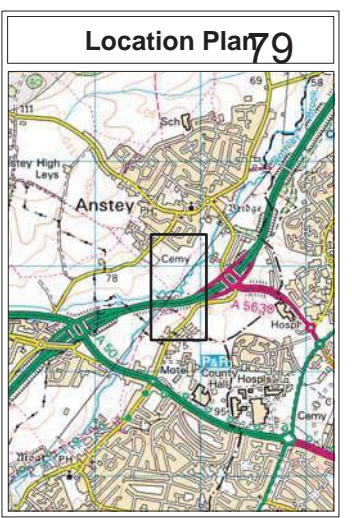
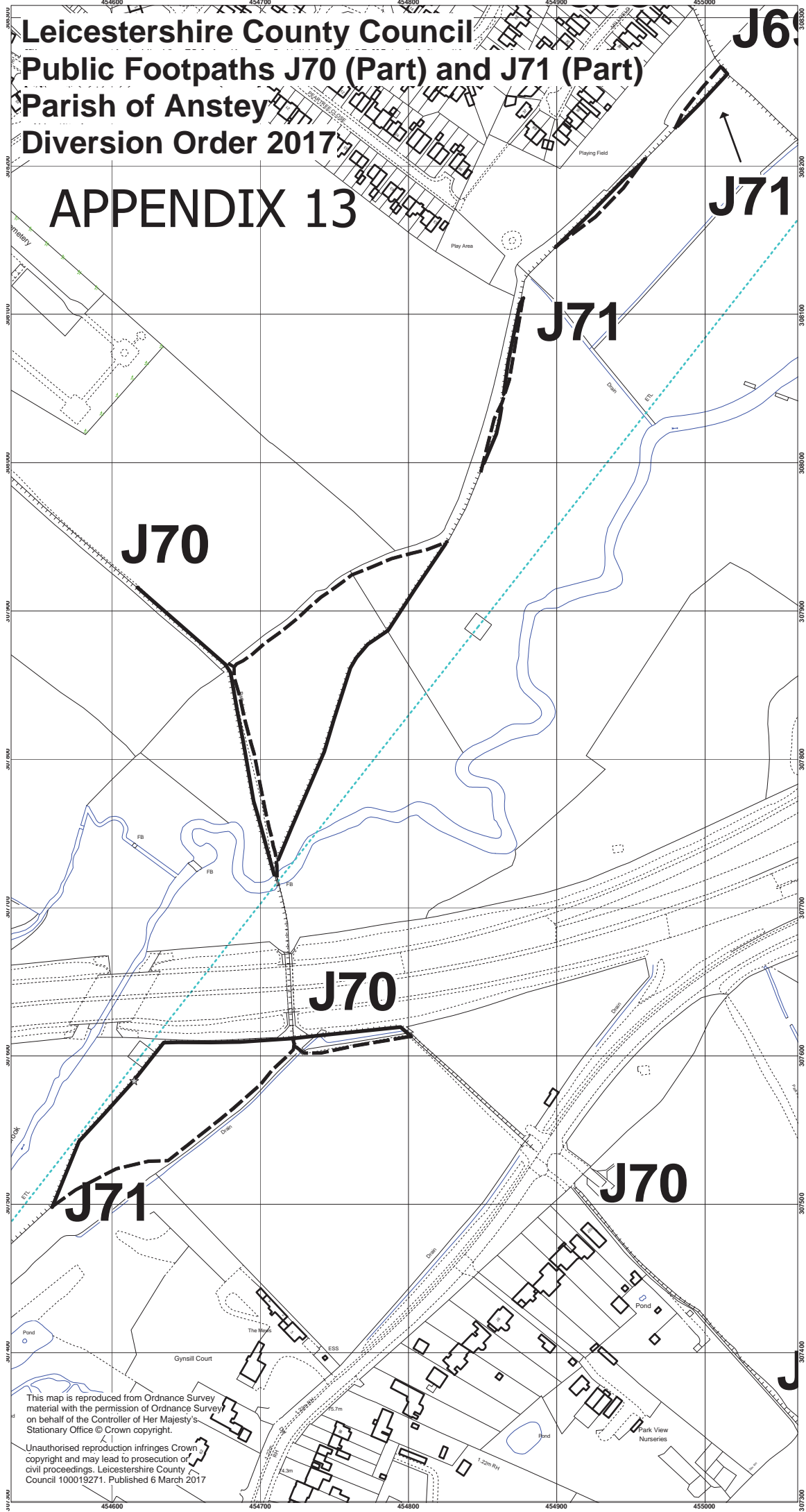


Plan No.2449
Scale 1:2500




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Leicestershire County Council
Public Footpaths J70 (Part) and J71 (Part)
Parish of Anstey
Diversion Order 2017

APPENDIX 13



Key

-  Footpath to be diverted
-  New footpath to be created
-  Unaffected footpaths

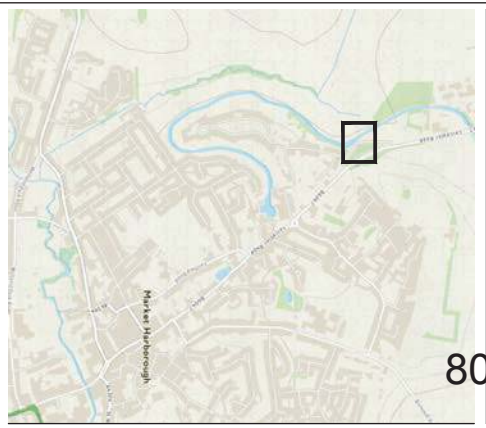
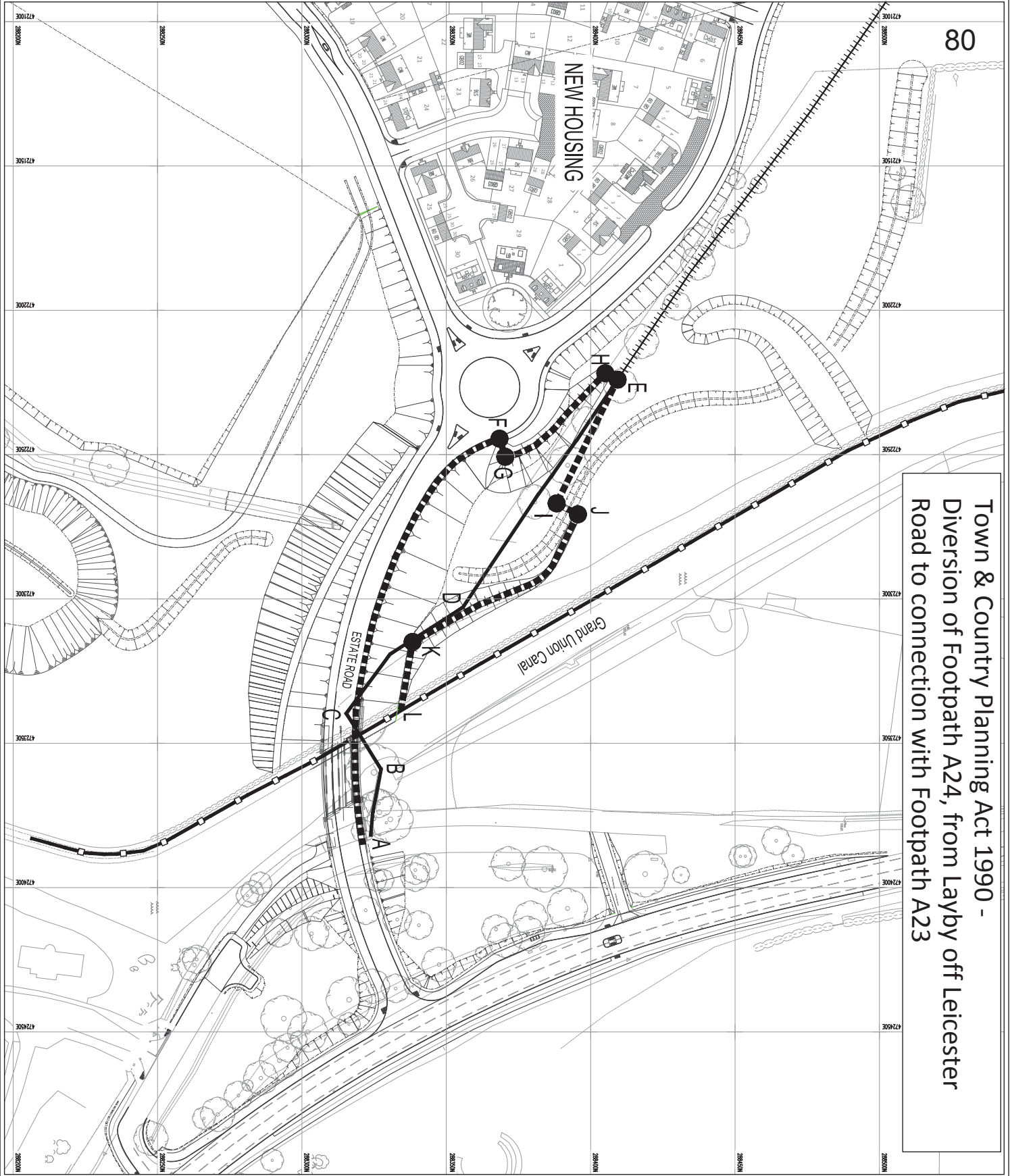
Environment & Transport Department,
 County Hall, Glenfield,
 Leicestershire LE3 8R.J
 email footpaths@leics.gov.uk
 Director Phil Crossland



Plan No.2452
 Scale 1:2494.25 **79**

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Town & Country Planning Act 1990 -
Division of Footpath A24, from Layby off Leicester
Road to connection with Footpath A23

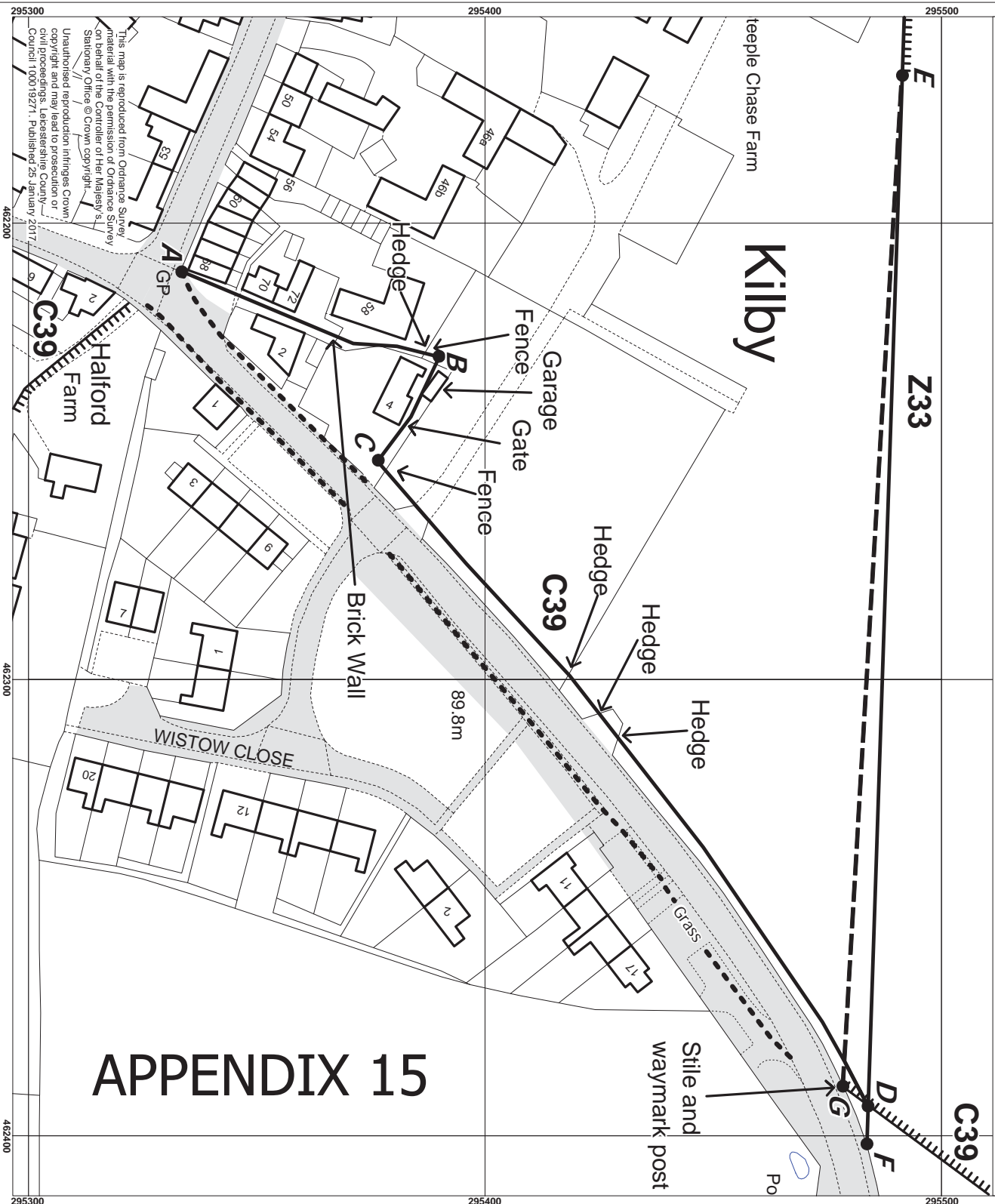


KEY

- Footpath to be diverted
A, B, C, D, E
- - - Alternative new footpath
F, G, H, I, J, K, L
- + + + + + Footpaths unaffected
- □ — Canal towpath

APPENDIX 14

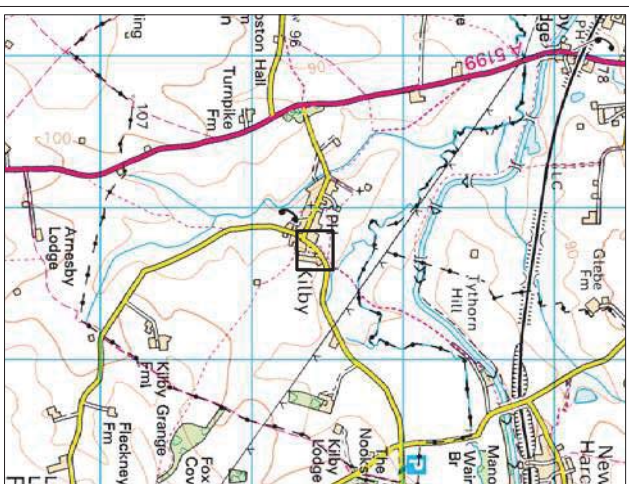
Leicestershire County Council - Proposed Extinguishment (Part) of Footpath C39 and Diversion of Footpath Z33 (Part) at Kilby



APPENDIX 15

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Location Plan



Key

- Public footpaths to be stopped up
- Alternative new footpath
- Footpaths unaffected
- surfaced footway/access

Environment & Transport Department,
 County Hall, Glenfield,
 Leicestershire LE3 8RJ
 email footpaths@leics.gov.uk
 Director Phil Crossland



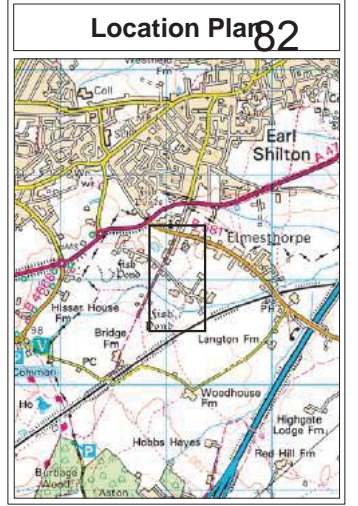
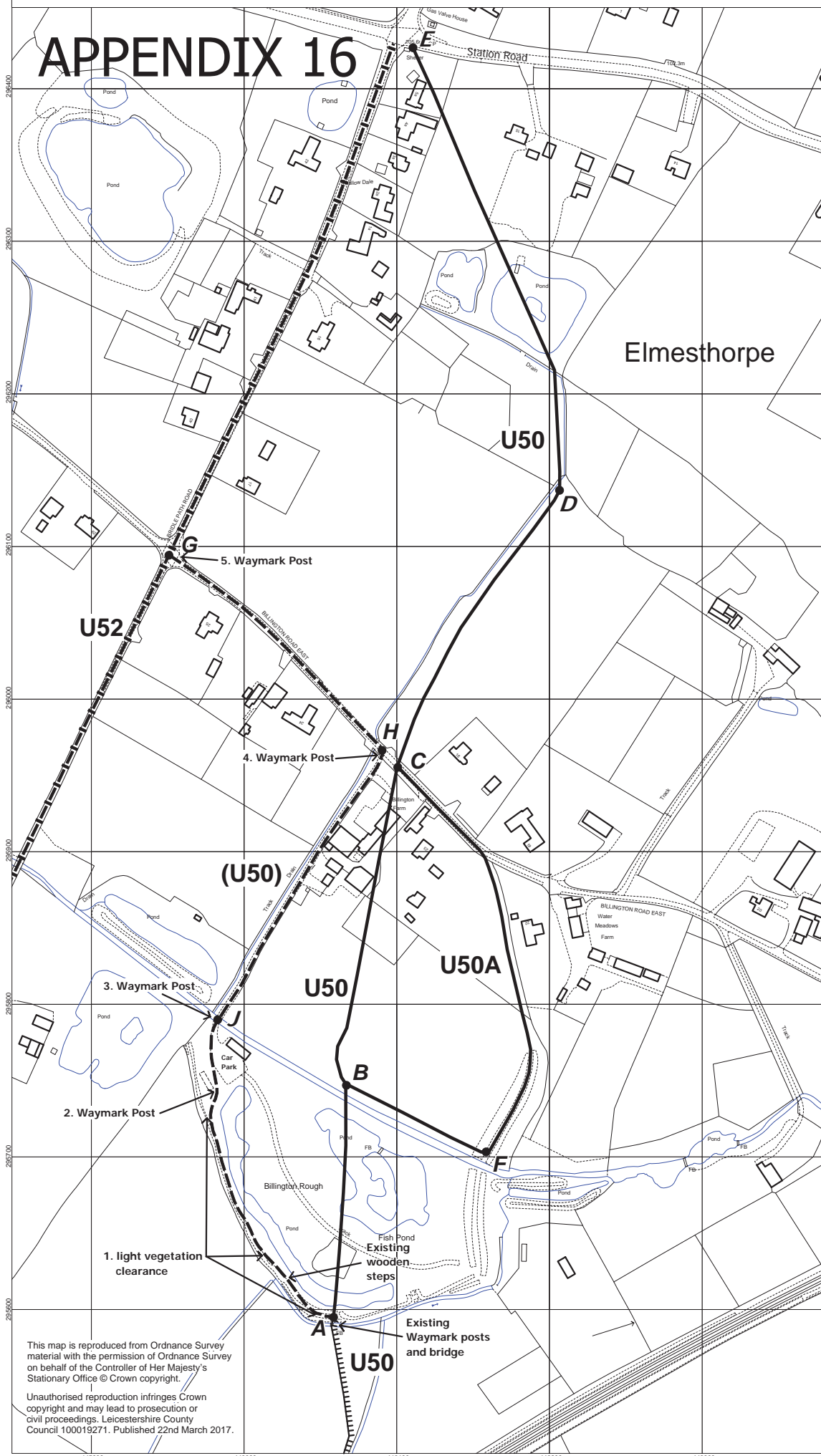
**Leicestershire
 County Council**

Plan No. 2456/P

Scale 1:1250

**Leicestershire County Council - Public Path Order Application:
Proposed Diversion of Public Footpath U50 and Extinguishment of
Footpath U50A at Billington Rough, Elmesthorpe**

APPENDIX 16



- Key**
- Public Footpath To Be Diverted (A-B-C-D-E)
 - Alternative route (A-J-H-G)
 - Public Footpath to be Extinguished (B-F-C)
 - Public Bridleway
 - Public Footpath unaffected

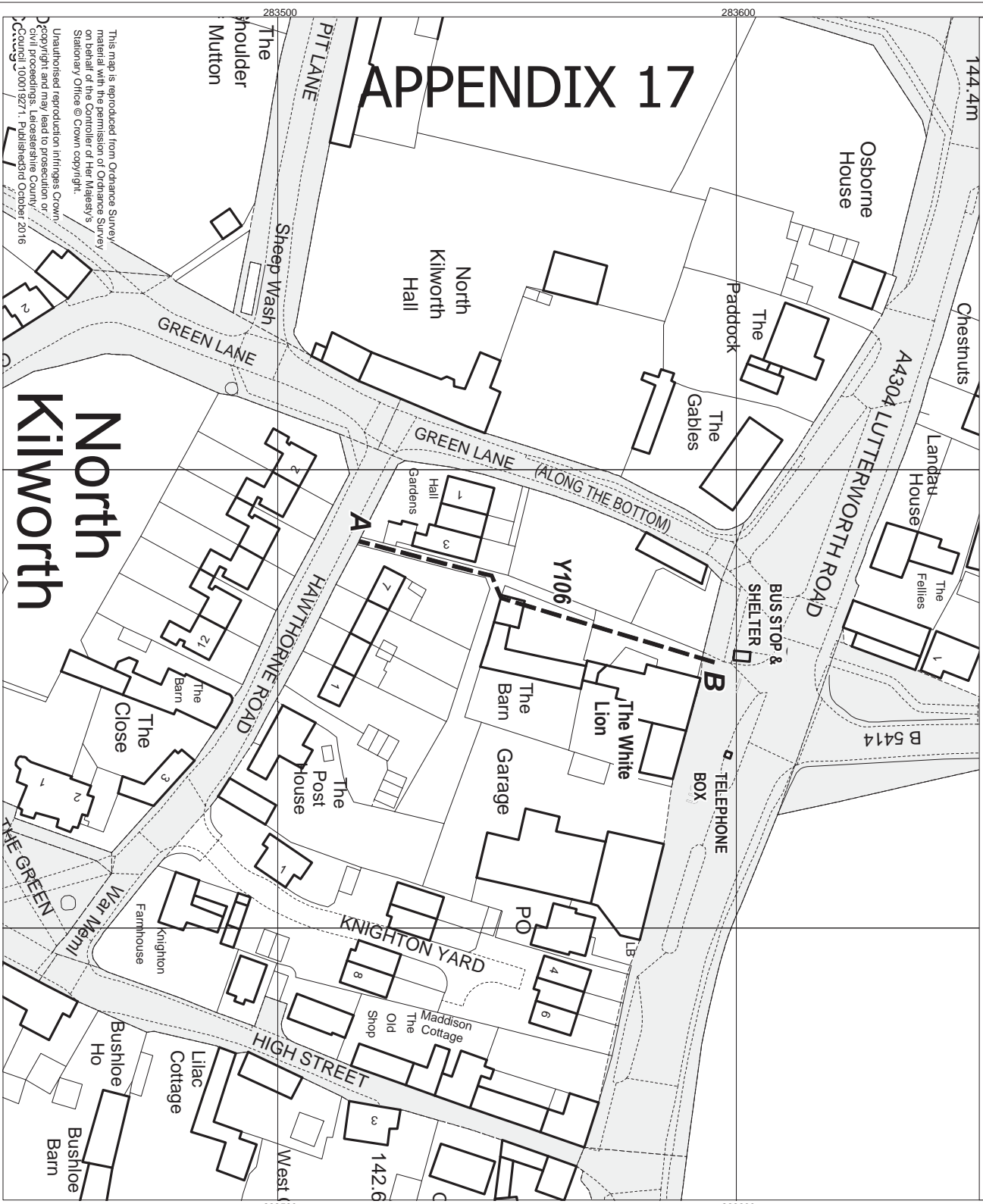
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Environment & Transport Department
County Hall, Glenfield
Leicestershire LE3 8RJ. (0116 305 0001)
Phil Crossland: Director



Plan No. 2459-P
Scale 1:2500 **82**

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Leicestershire County Council - Addition of Public Footpath Y106 from Hawthorne Road to Lutterworth Road, The White Lion, North Kilworth - Definitive Map Modification Order 2017



APPENDIX 17

**North
Kilworth**

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Location Plan



Key

--- Footpath to be added to the Definitive Map (A - B)

Environment & Transport Department,
County Hall, Glenfield,
Leicestershire LE3 8RJ
email footpaths@leics.gov.uk
Phil Crossland, Director

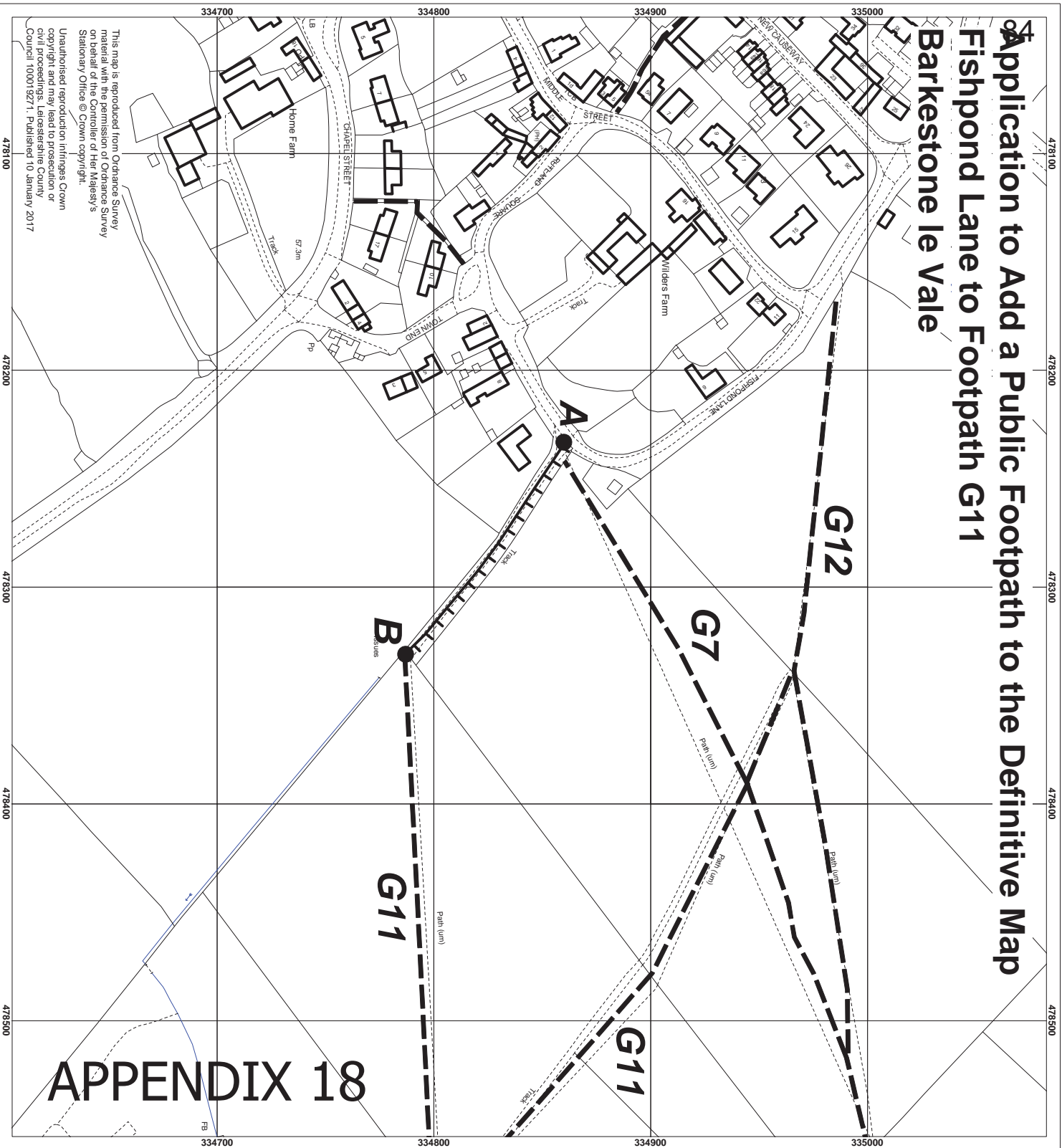


**Leicestershire
County Council**

Plan No. M988

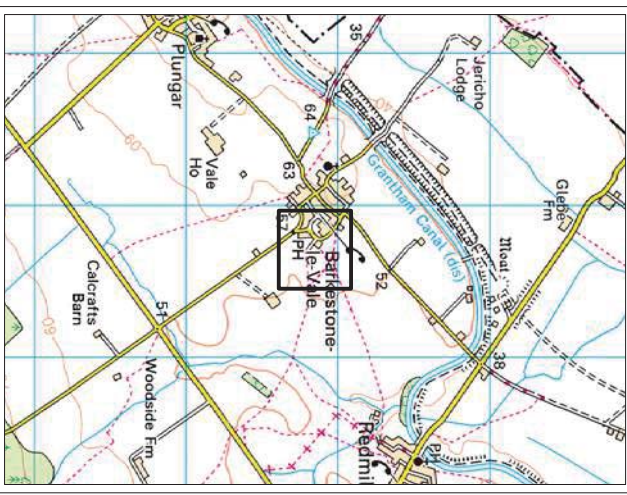
Scale 1:1250

Application to Add a Public Footpath to the Definitive Map Fishpond Lane to Footpath G11 Barkstone le Vale



APPENDIX 18

Location Plan



Key

-  Footpath to be added A - B
-  Other Footpaths

Environment & Transport Department,
County Hall, Glenfield,
Leicestershire LE3 8RJ
email footpaths@leics.gov.uk
Director Phil Crossland

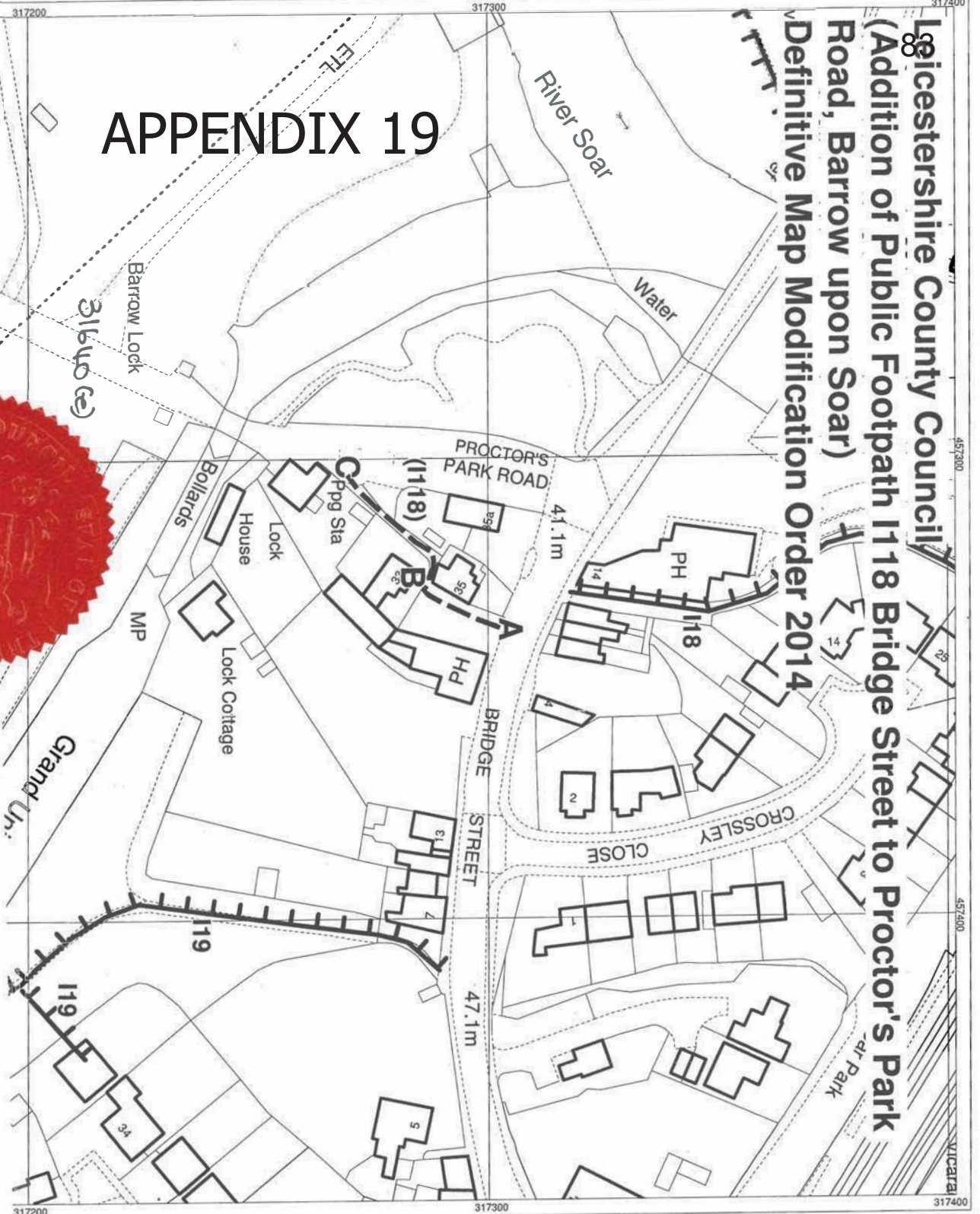


Plan No. M1084

Scale 1:2500

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Leicestershire County Council
(Addition of Public Footpath I118 Bridge Street to Proctor's Park Road, Barrow upon Soar)
Definitive Map Modification Order 2014



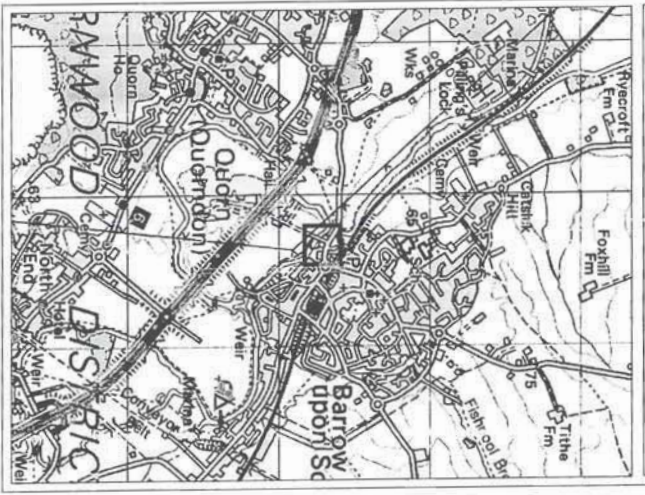
APPENDIX 19

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THE COMMON SEAL of THE LEICESTERSHIRE COUNTY COUNCIL was herunto affixed this 15th day of August 2014 in the presence of:-
 Authorised Officer *Lane Hester*

Location Plan



Key

- Public Footpath to be Added (A-B-C)
- Existing Public Footpaths

NB: The distance from the western edge of the footpath to the wall of 35 Bridge Street (A-B) is 2.5 metres

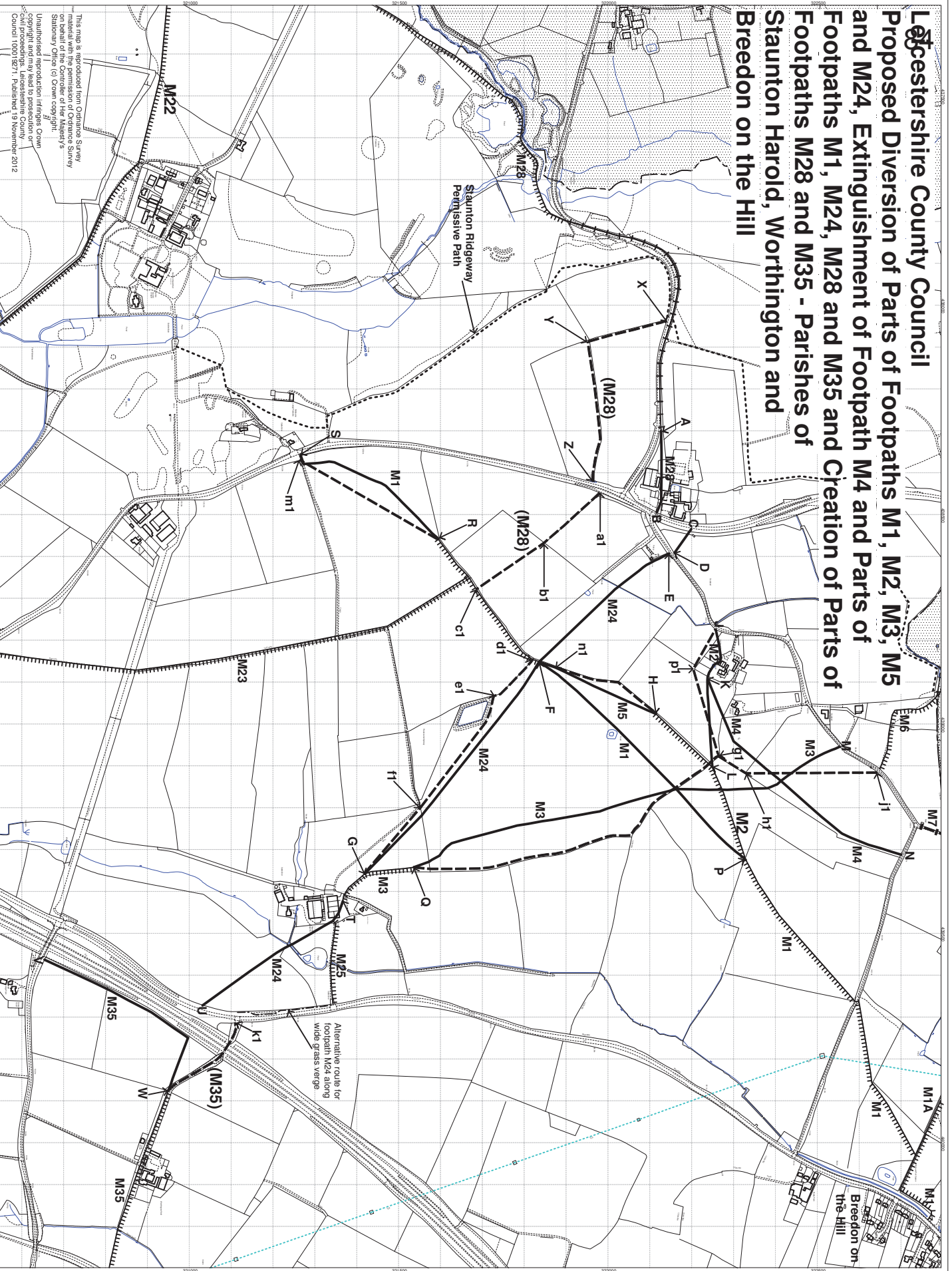
Environment & Transport Department,
 County Hall, Glenfield,
 Leicestershire LE3 8RJ
 email footpaths@leics.gov.uk
 Phil Crossland, Director



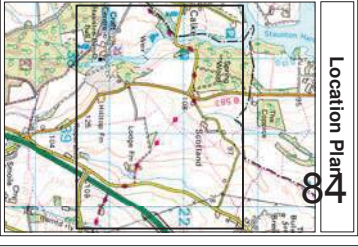
Plan No. M711A(P)-01

Scale 1:1250

Leicestershire County Council Proposed Diversion of Parts of Footpaths M1, M2, M3, M5 and M24, Extinguishment of Footpath M4 and Parts of Footpaths M28 and M35 and Creation of Parts of Footpaths M28 and M35 - Parishes of Staunton Harold, Worthington and Breedon on the Hill



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- Key**
- Footpaths to be diverted/extinguished
 - - - Footpaths to be created
 - Unaffected public footpaths
 - |-|- Unaffected public bridleways
 - Staunton Ridgeway Permissive Path
 - |-|- Footpath M28 to be deleted under separate Order

APPENDIX 20

Environment & Transport Department,
County Hall, Gedfild,
Leicestershire, LE3 8PL
email: footpaths@lecs.gov.uk



Plan No. 2311/1
Scale 1:6000