

HS2 IN LEICESTERSHIRE

Initial Advice from Leicestershire Local Access Forum (LLAF)

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The LLAF has identified numerous paths affected in some way by the route. Some of the routes affected are in the Safeguarded Area, some in the Rural Support Zone and the others in the house owners' payment zones. While many appear on the Definitive Map of Paths or the List of Streets a few do not. Some are of these of historic nature which may well have legal status of one sort or another but not yet recorded in those records. With detailed research of the final route we have reduced the number of identified issues to 42.

In addition Leicestershire has numerous more informal "desire paths" which are de facto paths which could be claimed on the grounds of unchallenged use over many years. The mitigation exercise should aim to recover these historic assets and/or link existing paths together to generally improve the rights of way network. The legislation will almost certainly give you powers to make changes some way out from the trackbed to facilitate a holistic approach to the changes to be made. We do have people ready and willing to help by researching in more detail, the routes not formally listed

We would flag up some points for your early consideration where routes are directly affected but suggest that the best way forward will be a series of small group meetings to work our way along the line through Leicestershire looking at every issue. The nature and design of any crossings we can discuss issue by issue. It may help to actually meet on-site with the more complicated cases. These comments are based on final solutions after the project is completed but there may well be further impacts during the build stages and we would enquire where any works depots will be required. There may well be short term impacts there that we need to address.

MEASHAM AREA

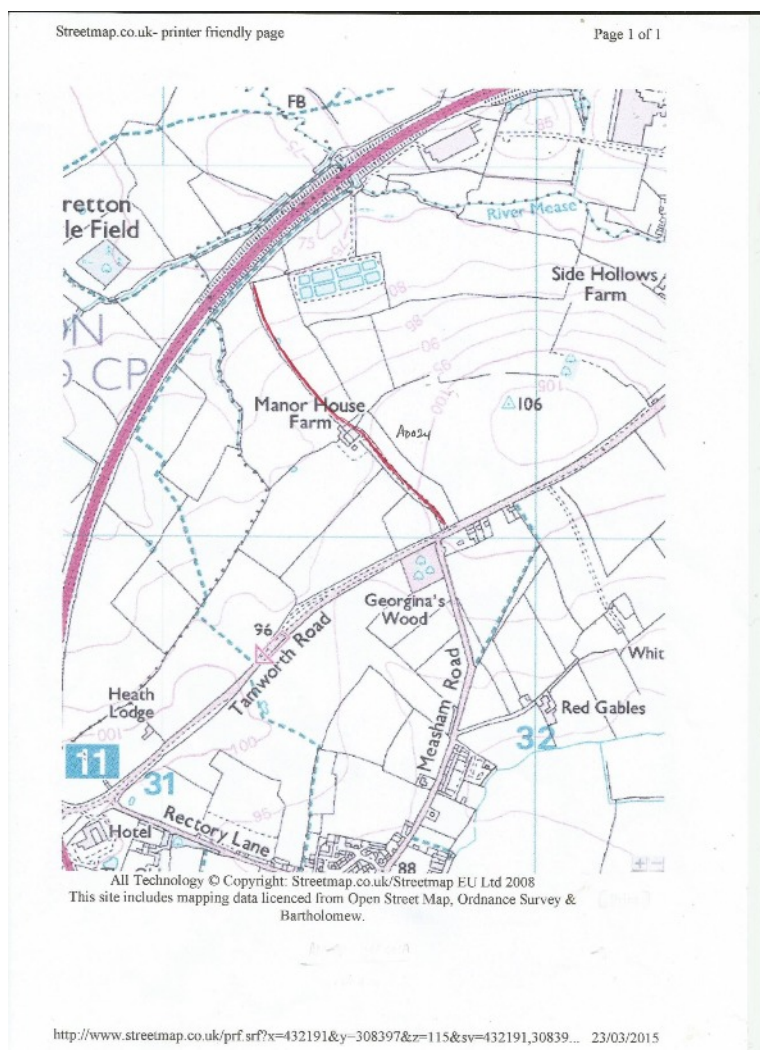
The areas you have divided your work into do not marry with the county boundaries and the first section of the line in the paperwork we have been given is not in fact within our remit. However we would not wish to see issues lost in the gaps between counties we will make one observation from that stretch.

There is a bridleway from Polesworth to Hangman's Lane (from Seckington) that crosses over the M42 on a bridge. It has a short U-diversion from its original line so that it meets up with another bridleway and a path on the north-west side of the motorway. The side arms of the U are ramps up to the bridge. HS2 runs very close to M42 at this point and consideration will needed in how to deal with the ramp and the bridleway on the Polesworth side.

Bridleway Q19 running between No Mans Heath and Appleby Parva is cut by the line. Just south of this, there is also Q4A, the historic Salt Street thought to date back to Roman times. It was considered of sufficient importance to be given its own bridge over the M42 when that was built and this should be accommodated. Given the elevation of Salt Street, HS2 will be in a deep cutting with Salt Street bridging over it, so a bridge should be relatively inexpensive. It does lead to a lot of useful riding on the SE side of M42/HS2. Q19 could be solved by an extension of the subway under the M42.

Adjustments to the A444 and Rectory Lane should be able to accommodate paths Q12 and Q13 and Q3 should be covered by necessary adjustments to Tamworth Road.

Q15 going towards Manor House Farm historically continued westwards and if reinstated would meet the current route of Q3. This link is the subject of current claim preparation



(our map ref AD-O24)

Paths P67, the Moira Trail, P85 and P81 should be able to take advantage of the viaduct with only minor adjustments. Any crossing of the route of the Ashby Canal restoration project south of Measham must be at an appropriate elevation for potential users of the canal which may require some vertical adjustment.

P67, P69, and P75 will require a bridge to access the existing bridge over the A42 but the line is in a cutting at this point so again should not be overly expensive in the overall scheme of things.

ASHBY DE LA ZOUCH AREA

P1 will need diverting east of the line to meet Willesley Woodside (P8) which itself will need a bridge to connect with the existing bridge across the A42. P8 is a bridleway with ramp approaches to the A42 crossing. HS2 might affect the ramps which must be maintained in some form.

O68 will have to be diverted to the east of the line to meet the B4116 (Measham Road)

O70 Packington, along Vicarage Lane, eventually goes over the A42 and along Packington Nook Lane to Tamworth Road, Ashby. This is a valuable bridleway and will need a bridge over the line. However O71 and O74 can easily be diverted to join it before it crosses the line.

It would appear that the line will cover much of bridleway P20 and that will need moving to the east to avoid the line

Further north, the rights of way around Ashby itself are potentially cut. 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 it would seem possible to divert the M60 to meet the A512 before it reaches the line. A footway from its exit point onto A512 westwards to the A42/A511/A512 roundabout is long overdue, and should be included in the scheme.

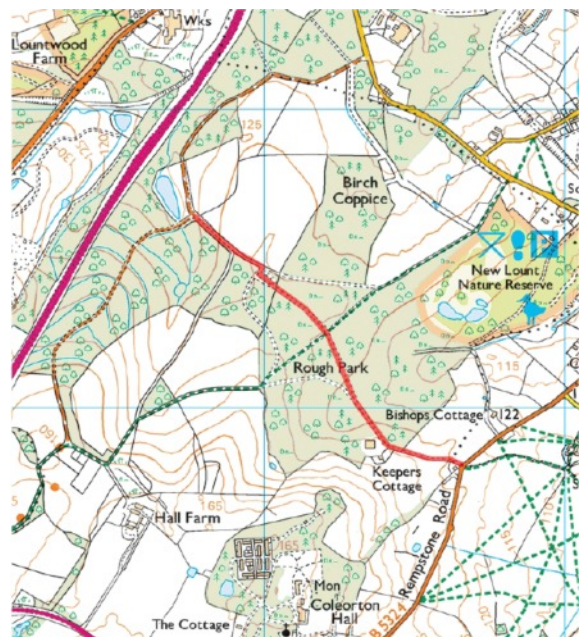
M30 and Beaumont Way run together as they go north from Ashby and are cut by the line. However a bridge can be avoided at this point by diverting the Beaumont Way down the west side of the line and M30 down the east side, both reaching the A512 either side of the line.

LOUNT AREA

Going north from here the line goes through a very popular leisure area, mostly National Forest Tender Scheme and funded with public money and it is riddled with small informal paths giving numerous circular walking opportunities. Beaumont Way (Sustrans Cycle Route) as an all weather track, is invaluable in inclement weather. We feel it essential that as far as possible this area is not cut in two.

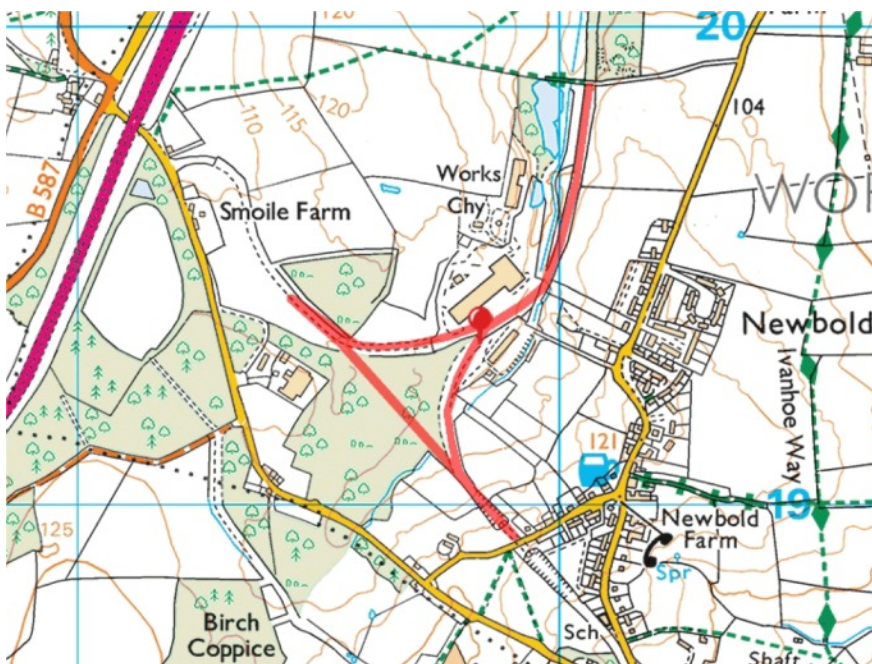
There is however a route currently being researched with a claim in mind which could provide a link to mitigate the impact. At GR SK388186 there is a farm track heading north-west from Rough Park and skirting Birch Coppice which is thought to have been a historic right of way. This link could be used to alleviate the problems in this area and create a useful link and circuit. It would join the Beaumont Way where it runs along the side of a lake.

Extract from our map Ref CM-026



Where the Beaumont Way starts off Melbourne Road (B587) it crosses a track within the access area and the western end of this will be cut by the line. Presumably access to that area will have to be via a new route from Melbourne Road west of the line and this may have to be the new start point for the Beaumont Way..

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 providing access to the 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).



Extract from our map ref. WO-011

WORTHINGTON AREA

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 (Sustrans Route 6). There is another possibly less expensive alternative. M21 could be diverted round the south of Charity Farm to join Doctors Lane and share that crossing.

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, and has recently been extinguished for that reason.

BREDON AREA

Near Breedon on the Hill and just south of the proposed route and due south of Tonge, path M17 provides a link to the road past Breedon Lodge and as the track is in a cutting here it could be bridged. Some evidence of potential higher status for M17 has been found and a claim is in the process of being made.

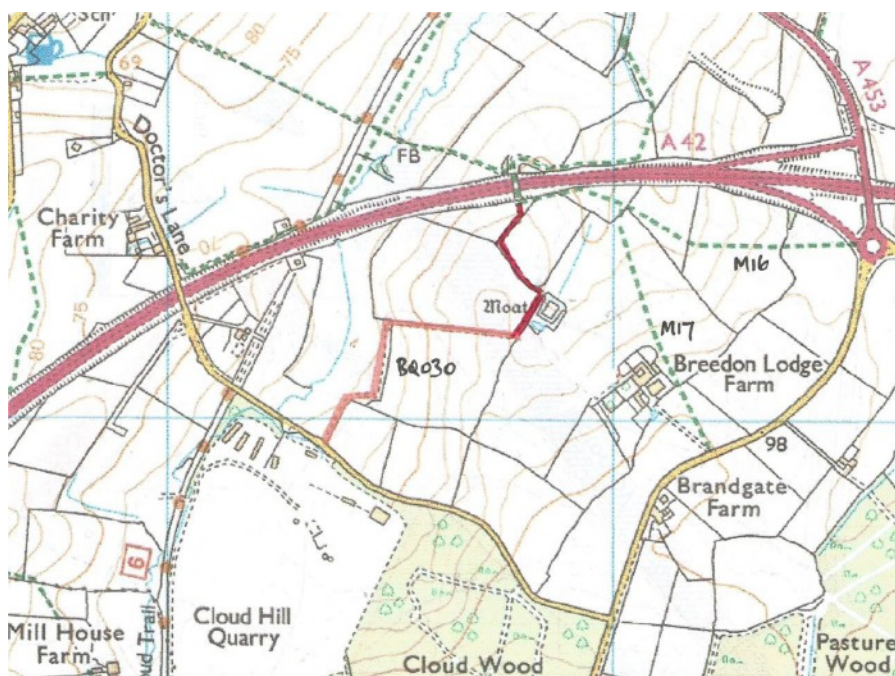
Were a bridge to be provided for M17 across HS2, it would therefore be appropriate to make it for equestrian use from the outset, as it would be cheaper than upgrading at a later date.

However, M17 on its current line serves little purpose, as it reaches the former A447 road near Breedon Lodge with no obvious continuation route which would not be better reached coming southwards from Tonge. Clearly defined tracks currently exist to allow the landowner at Breedon Lodge Farm to cross the A42 and access the fields to the north of it. These may have some historic status (research is yet to be carried out), particularly as they pass a moated area to the west of the present farm.

One particular route, which we have labelled BQ030 for research purposes, leaves footpath M16 south of the A42 bridge, passes the moated area, and reaches Stocking Lane at GR SK415222, close to where it will be crossed by HS2, and only a short distance from where the Cloud Trail continues south on the former railway line, having been interrupted by the A42.

We would suggest that this route, diverted if necessary, will still be needed to give the landowner access to his land north of HS2 and the A42. It would enable M17 to be extinguished, which would also improve security and privacy at Breedon Lodge Farm.

Footpath M16 runs north of the route of HS2 throughout, and will only need diversion if the southern roundabout of the A453/A42 interchange has to be modified in some way.



LONG WHATTON – BELTON

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 is badly distorted by the M1 and A42 and serve little purpose other than a leisure loop but it would be helpful if there was to be an off-road footway along The Green, preferably behind the hedge. The rest of L40 and L50 provides 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, itself 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

KEGWORTH AREA

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). This will be even more messy with the new permissive route through the East Midlands Rail/Freight Gateway which is to replace the legal right of way. 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, especially 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. The Kegworth bypass will greatly affect the network at this point and some detailed survey work is needed here to find an acceptable solution. There can be no case for two bridges near to each other so some rationalisation will be required.

Going north from here it seems all the rights of way will be under the viaduct over the Soar flood plain.

THE BUILD STAGE

This is a long term project and we are encouraged that sections should be completed as you move up the line rather than the whole route being an issue for many years. We would like to see all rights of way reinstated and opened as soon as practically possible to cause minimal obstruction. It may also need short term diversion routes being created before new routes are completed.

A classic example would be that the construction process is likely to significantly damage the Beaumont Way, and despite the indications on OS maps, this is a bridleway. Given the dearth of bridleways on this side of the A42, it is very valuable and HS2 need to restore it on the best line achievable, but to also provide short term alternatives during the build process. As a bridleway it is essential that sufficient width, preferably 5m, and headroom are provided.

HS2 also need to keep the public informed at all stages with all diversions etc.

SUMMARY

We have identified numerous routes we feel need attention. Where they actually cross the suggested route at grade or in a cutting, we acknowledge that it is impractical to bridge the track in every instance. By starting any diversions some way out though, 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 are assuming that where there are roads they will remain, if slightly redesigned, but if there are any material road changes then by definition the paths utilising their crossing points will need to be looked at again. We also accept that the needs of landowners to access their land may dictate where some bridges have to go and this may require further rethinking about rights of way.

We are unaware as to the propulsion mode for the trains and if it will involve high electric gantries then the visual intrusion might make us rethink some of the issues. Similarly we presume this line will not carry freight as such trains would increase noise pollution.

As a further assistance to you we show an extraction from our database listing the impacts. We also attach a set of your maps marked up by us to help identify the issues we are raising.

Ref	No./Name	Status	Parish	Notes	Grid Ref	Zone	Comments
1	Q4A (Salt Street)	Byway	Appleby Magna	In Cutting	SK298083	1	Adjacent to existing bridge over A42
2	Q19	Bridleway	Appleby Magna	On Embankment	SK302089	1	Adjacent to existing sub way under A42
3	Q12	Footpath	Appleby Magna	In cutting	SK308099	2	A444 realignment will make provision
4	Q13	Footpath	Appleby Magna	In cutting	SK310102	3	Rectory Lane realignment will make provision
5	Q3	Footpath	Appleby Magna	In cutting	SK312106	1	Tamworth Road realignment will make provision
6	A0024	Lost Way	Appleby Magna	In cutting	SK312117	1	Along access to Manor House Farm
7	P67	Restricted Byway	Measham	On viaduct	SK325122	1	Accommodate under viaduct
8	P85	Footpath	Measham	On viaduct	SK325122	1	Accommodate under viaduct
9	Moiria Trail	Cycleway (Equestrian Use)	Measham	On viaduct	SK325122	1	Accommodate under viaduct
10	P81	Footpath	Measham	In cutting	SK326123	1	Slight diversion to accommodate under viaduct
11	P67	Footpath	Measham	In cutting	SK329125	1	Adjacent to existing bridge over A42
12	P75	Footpath	Measham	In cutting	SK329125	1	Adjacent to existing bridge over A43
13	P69	Footpath	Measham	In cutting	SK329125	1	Adjacent to existing bridge over A44
14	P1	Footpath	Measham	In cutting	SK341136	1	Divert to meet Willesley Woodside east of HS2
15	P8	Bridleway	Ashby-de-la-Zouch	In cutting	SK343138	1	Willesley Woodside
16	O68	Footpath	Ashby-de-la-Zouch	Ground level	SK349144	1	Divert to leave B4116 east of HS2
17	O70	Bridleway	Packington	On viaduct	SK357150	1	Accommodate under viaduct
18	O71	Footpath	Packington	On viaduct	SK359151	1	Slight diversion to accommodate under viaduct
19	O74	Footpath	Packington	On viaduct	SK359151	1	Slight diversion to accommodate under viaduct
20	P20	Bridleway	Ashby-de-la-Zouch	In Cutting	SK362154	1	Divert to SE side of line throughout
21	M60	Footpath	Ashby-de-la-Zouch	In Cutting	SK379170	1	A512 realignment will make provision
22	M30	Footpath	Ashby-de-la-Zouch, Coleorton	In Cutting/On Embankment	SK379172	1	Divert to SE side of line throughout
23	Beaumont Way	Cycleway/Permissive Bridleway	Ashby-de-la-Zouch	On Embankment	SK379172	1	Divert to NW side of line throughout from roundabout
24	CM026	Lost Way	Coleorton	On Embankment	SK389185	1	
25	W0026	Lost Way	Worthington	On Embankment	SK393194	1	Alongside Melbourne Road behind hedge route
26	W0011	DMMD App	Worthington	Ground level	SK395194	3	Claim did not cross route
27	M56	Footpath	Worthington	In Cutting	SK395198	1	
28	M35	Iwanhoe Way Footpath	Worthington	In Cutting	SK400209	1	
29	M21	Footpath	Worthington	In Cutting	SK407216	1	
30	Cloud Trail	Cycleway (Equestrian Use)	Breedon-on-the-Hill	On viaduct	SK410218	1	Accommodate under viaduct
31	BQ030	Lost Way	Breedon-on-the-Hill	On Embankment	SK415222	1	Would suggest replacing M17 with BQ030 to benefit both landowner and users
32	M17	Footpath	Breedon-on-the-Hill	In Cutting	SK421222	1	
33	M16	Footpath	Breedon-on-the-Hill	In Cutting	SK424224	2	Top Brand realignment should make provision
34	Long Mere Lane	By-Way	Long Whatton	Ground level	SK449227	1	Adjacent to A42 overbridge
35	L32	Footpath	Long Whatton	On Embankment	SK451228	1	Should be accommodated with Long Mere Lane (39)
36	L50	Footpath	Long Whatton	On Embankment	SK453229	1	Should be accommodated with Long Mere Lane (39)
37	L48	Footpath	Long Whatton	On Viaduct	SK455239	1	Accommodate under viaduct
38	L45A	Footpath	Keyworth	In Cutting	SK475264	1	Accommodate under viaduct
39	L60	Footpath	Keyworth	On Viaduct	SK488288	1	To be diverted due to Keyworth By-Pass - use Ashby Road ?
40	L101	Footpath/Bridleway	Keyworth	On Viaduct	SK490290	1	Accommodate under viaduct
41	L61	Footpath	Keyworth	On Viaduct	SK490290	1	Accommodate under viaduct
42	L63	Footpath	Keyworth	On Viaduct	SK490293	1	Accommodate under viaduct
Zones							
1	Safeguarded Area						
2	Rural Support Zone						
3	Homeowner Payment Zone 1 120m - 180m						
4	Homeowner Payment Zone 2 180m - 240m						
5	Homeowner Payment Zone 3 240m - 300m						

We can expand on these when we meet with your representatives and comment on any suggestions you have. We will certainly be able to assist you in your deliberations on these technical points and help reduce local resentment.

One further issue we must flag up is that this line will cut a swathe through landscapes where at present wildlife moves at will. Land bridges may be too expensive but wherever possible tunnels through embankments should be considered, suitable for their use.

There is something of an elephant in the room which, while not on the face of it an HS2 issue, you must bear in mind. The A42 is in Highways England's list of roads to be 'improved'. As it seems to have been designed at its junctions to virtually motorway standards, the only sensible improvement is likely to be adding a third lane on each side as both A42 and M42 are 2-lane carriageways. If Highways England requires any extra land for this it would be better if it was between M/A42 and HS2 rather than encroaching outwards - in our county that would be on the northern side so would further affect PRoW both recorded and to be claimed. We would suggest that if not done already you should approach Highways England to establish where they will eventually be making changes so that your own works can anticipate that development. In a perfect environment the ideal holistic approach would do both projects at the same time.

We generally use the term paths which is the current status of most of them but wherever practical routes suitable for riders of horses or cycles should be created. We have identified several crossing points needed where a road or byway is not or will not be adequate solutions. Of these a few will probably involve bridges. We would recommend that these should be future-proofed by making them of a design suitable for cyclists and horse riders regardless as to whether they currently have the right to ride on this route.

The LLAf is of course 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 public bodies, on access issues in respect of land use planning matters. The Secretary of State advised that in particular, forums were 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. Forums are tasked with identifying and expressing support for opportunities to improve public access, or associated infrastructure, which might be delivered through planning policies or new developments.

HS2 offers many challenges but also opportunities and we welcome the chance to work with you to these ends.

Roy J Denney, Chairman, Planning & Travel Committee

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