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**HS2 Leicestershire - Further advice from Leicestershire Local Access Forum (LLAF)
In response to the consultation [hs2-phase-2b-working-draft-environmental-statement](#)**

Thank you for the opportunity to visit you and discuss your latest plans, I trust you found our contributions useful. We will formally put our suggestions down as part of this consultation and have discussed the plans and our suggestions with our colleagues on the Forum.

The Forum covers members interested in all aspects of the use of the countryside including the user groups most affected by any disruption of the rights of way network. The three of us who met with you are members of the Leicestershire Bridleways Association, The Leicestershire Footpaths Association and the Leicestershire & Rutland Area of the Ramblers Association.

As we mentioned during discussion, the legislation to cover the development, when enacted, will almost certainly give you powers to make changes some way out from the track bed to facilitate an attractive approach to the remaining crossing points and we highlighted examples of where this could apply.

In some areas you were considering diverting when in reality without a bridge or underpass some spurs will be redundant and could be extinguished

We also made the point that wildlife underpasses are needed at several locations to facilitate migrations between populations. We do have concerns about the environmental impact and trust that every possible step will be taken to minimise the impact. The draft environmental statement indicates that nineteen pockets of ancient woodland will suffer direct loss with a further eleven likely to be subject to indirect damage. These woods are invaluable habitats providing home for many rare species and we can ill afford to lose them. You are to plant replacement woodlands but they will take centuries if ever to become rounded eco-systems unless planted alongside the existing remaining ancient woodland.

We would strongly recommend that the plans be revisited to ensure new plantings can benefit from the gene pool of neighbouring existing woodland.

On specifics, we will cover matters from the Measham area northwards as we did during our meeting.

Dingle Lane, bridleway Q19, is cut by your route and was to be stopped up with a very long diversion to a crossing point (Salt Street) and no return to the route the other side. An underpass had been discounted as there was insufficient headroom for a horse and rider but we pointed out that any underpass would only be needed at a height to allow a horse to walk under it as riders can dismount and walk their animal through. Even with the provision of mounting blocks this could be created at modest cost. Were the route from Appleby Parva to go over the Salt Street Bridge it would leave the footpaths over the other side of the M42 rather redundant. We therefore suggest a modest underpass along the original line and that path Q20 be upgraded to a bridleway.

As for the realignment of Q4A (Salt Street), this seems satisfactory but we would recommend that the bridge has solid high parapets in line with other railway bridges carrying vehicles and horse traffic

Footpath Q12 from Appleby Magna Church to the A444 Atherstone Road is not attractive as indicated. Certainly access from the re-aligned Atherstone Road at Bowleys Lane is sensible but walking the big dogleg is not. We would suggest

that the Q12 be extinguished from where it meets Q4 to the proposed line, provided that there is a pedestrian footway along Bowleys Lane, preferably behind the hedge. Diverting earlier would shorten the overall diversion, going from the FP junction along the hedge, then crossing through just before the little pond and down western of the two parallel hedges to the sharp bend in Bowley's Lane

Further study of your plans since our meeting has suggested a further opportunity to us which we commend to you. The un-named track from B5493 Ashby Rd, goes over M42 with a track along the east side of the M42 running south to the Q19 bridge and north to the services at Junction 11. This will presumably be used during construction for access to compounds between the M42 and HS2.

Our suggestion is that this route be retained after construction and be dedicated as a public multi-user route (bridleway). It would help vulnerable road users avoid using the Junction 11 roundabout if a route was provided through the services, with a crossing of the (to be realigned) A444 and through Appleby Park Hotel to the (also to be realigned) Tamworth Rd from Measham and the accommodation access to which footpath Q3 is to be diverted

This footpath (Q3) going to the southern end of Stretton en le Field from Rectory Lane, Appleby Magna over the A42 bridge over the River Mease is already unattractive following the cutting of it by the A42 and we feel your suggestions for it make little sense. It would be more logical and useful for it to run aside the new alignment of Rectory Lane until that crosses your track via Tamworth Road and then to go alongside your track to rejoin its original route.

The long New Street Bridge over HS2 and A42 will be increasingly used by non motorised traffic and will need wide 'pavements' both sides to carry these vulnerable road users in both directions preventing them from needing to cross this busy road to reach the only pavement Visibility is poor here especially with the restricted forward view due to the bridge. Horse riders, in particular, and cyclists 'wearing' powerful LED lights need to travel with the traffic.

Similarly Burton Road will also needs safety measures where the NCN63/Heritage Trail is not appropriate. We must facilitate commuting to and from the employment sites.

Walkers and riders coming out of Willesley Woodside on P8 currently access Measham Road via Willesley Woodside. Measham Road is being remodelled (B4116) and it proposed to reroute these people to a very busy road near a roundabout in a dip. The bridleway is valuable link for all but cyclists in particular as going north it not only links into the Woodland Trust site but beyond it to the Hicks Lodge cycling area and cycle hire facility.

We feel the bridge over your track will have to be engineered to allow them, walkers and riders to be off road on a wide verge. Over and above that we feel that a safer access is needed and whilst it means a fairly long detour we feel that if path P1 is to pass under the track this should be upgraded to a bridleway

O68 has been diverted east of the rail track but there is a redundant spur on the west side. It would be good to see this extended between the track and the A42 to join the new diversion of Vicarage Lane (O70), preferably as a bridleway to link Willesley Woodside to Ashby-de-la-Zouch.

However it is noted that construction tracks will be laid southwards from the A42 over-bridge through the new woodland to the southern end of the cutting, almost on the line of footpath P1. If a bridge could be constructed in this area it could serve both that path and bridleway P8. It would bring the bridleway nearer to the safety of the speed limited section of the Ashby Rd as it approaches Measham and to BOAT P83/Grassy Lane, heading east

We are not convinced that O70 need cross the railway as it appears possible with a minor diversion for it to pass under the viaduct crossing the Gilwiskaw Brook. There is adequate headroom and this would be a much less expensive option.

The extinguishment of O71 in Packington seems unnecessary, as it only requires a slight diversion to go round the pond and under the viaduct

Once across the new line of the A512 path M30 has been diverted but there is no provision for the Beaumont Way - We still suggest diverting the Beaumont Way down the west side of the line but as you have a works compound blocking that option in the short term we acknowledge that this may be some years before implementation. We would like to see a commitment that when works almost compound is removed that the Beaumont Way can continue down to the A512. This is a very popular leisure area, mostly National Forest Tender Schemes funded by public money. The track will unfortunately cut it in half but we think there is an underpass on a historic route not currently on the definitive map. This could provide the crossover point allowing animal movements and creating figure of eight walking opportunities. This is at GR SK388186 and is an existing farm track heading north-west from Rough Park and skirting Birch Coppice.

Production work will interfere with this for a period but it should be available during part of the process and might even allow for the Sustrans route (Beaumont Way) to be temporarily diverted down that line

M56 as suggested is a fairly pointless wide sweep effectively going round three sides of square and in any event ending up on a road which is not a public highway. That road would have to be made a right of way and if it is to be public then it would make more sense to extend M56 directly to that road by its junction with Melbourne Road. This might well involve steps which is not ideal but is perhaps the better option. Better still, in line with our earlier suggestion, the old rail track could be fully utilised and paths diverted to run along it. We have previously pointed out that this option has been the subject of a long-unresolved DMMO claim made by Worthington Parish Council.

Another option is also worth considering. You could presumably use Lount North Culvert to take M56 under HS2 and then round the woods by Smoile Farm to join Melbourne Road by the construction track needed to the new balancing pond.

Near Worthington is footpath M35, which is part of the county council promoted Ivanhoe Way. It has recently been diverted to pass under the A42, a great improvement, and your suggested diversion falls short of the current route. Your alternative of diverting it to Long Hedge Lane creates a bad dog-leg, and involves significant road walking, and has recently been extinguished for that reason. More use could be made of this underpass and / or Long Hedge Lane. M56 could be extended northwards to these points and graded as a bridleway to create a far better route for riders in particular rather than riding up the B587

At Breedon Lodge Farm path M17 is cut and serves no purpose. We would suggest it be diverted to just follow alongside Top Brand. North of your line the part of M17 south of the M16 could be extinguished

The path network between Long Whatton and the new Long Mere Lane needs tidying up. In particular L32 should be diverted where it leaves West Meadow Brook, not going rounds two sides of a triangle, but following the hedge directly to the same point.

Finally, as we reach the Leicestershire / Nottinghamshire border, L60 is to be slightly extended to meet realigned Long Lane Bridge and we would suggest that the footpath, where it goes round two sides of a field in a dog leg, should be upgraded to a bridleway to match the rest of L60. Failing that the new extension should not have any horse restrictive furniture to preclude such an update in the future. Given this is an arable field, a gap rather than any form of gate would be legally adequate and cheaper.

Hopefully these further comments will help. We will submit a formal response to the consultation as well

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