

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

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

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

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

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

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