



Quorn Neighbourhood Plan - Supporting Information

This document is a consolidation of the Neighbourhood Plan Communities and Employment and the Traffic and Transport theme groups supporting information. This information itself does not warrant inclusion in the plan but is considered significant as it supports the evidence base and provides a background to the report. There are four main sections dealing with Business, employment, youth provision and transport.

1. Businesses in Quorn

Historically, a mix of industrial property within the village has helped to sustain a vibrant local economy with three 'heavy' industries active within the Parish.

The **quarry** is a granite quarry operated by TARMAC and located between the villages of Mountsorrel and Quorn. The quarry supplies granite to construction industries across Leicestershire as well as the wider Midlands and east of England. The quarry is important to the local economy and currently employs 149 people, 90% of whom live within a ten-mile radius of the site. It is a significant feature of the landscape with Quorn House, a Grade 2 Listed building being occupied from 2017 by TARMAC. A large number of employees (c 200) are to be introduced to Quorn House and the estate during 2018. These employees are very likely to contribute to the local economy through shopping and use of facilities. There is a potential parking hazard, but the intention is to provide on-site parking in the Quorn House grounds - the shops, restaurants and facilities then being in walking distance.

Wright's Mill has been at the centre of the village since the early 1860s. Their heritage lies within the woven narrow fabrics industry, originally manufacturing components for the footwear and corsetry trades and the military. Over the years Wright's have reduced the footprint of their factory and no longer have the four storey mill buildings, but they moved with the times and continue to thrive in the centre of Quorn today. Using cutting edge technology, they supply products to many customers, including those in the aeronautical, medical, equestrian and marine industries. Three of the owners live in the village but fewer than 10% of employees live in the parish; the majority come from Mountsorrel, Sileby and Coalville.

<https://www.mwright.co.uk/about/the-company/>

Quorn Stone at 2a Loughborough Road is the showroom of a large company with a global reach. The company warehouse is based in Wanlip which is outside the Neighbourhood Plan area but approximately five minutes away by car. This arrangement enables the company to maintain a flagship store without the disturbance to the community that a large warehouse may present.

<https://www.mystonefloor.com>

Small Business Units

A number of smaller businesses are based in homes or in small business units scattered around the Parish. These are often in buildings converted from relics of a former industrial/urban heritage. There



Quorn Neighbourhood Plan - Supporting Information

are no custom-built small business units and the stock of buildings suitable for conversion to business use has declined dramatically in the last few years. For example, the plant nursery and small units on Clear View trading area recently received notice to quit in order for a retirement village to be constructed on the site for which a Planning Application is in progress. The former Pine Furniture retail unit on Leicester Road and business units on Farley Way have already been redeveloped for housing.

Consequently, no business units are available for rent or purchase in the Parish and business is actively moving away from the Parish: examples include the relocation of the plant nursery 20 miles away, Art & Craft enterprises are moving to Loughborough and motor services have removed to adjacent villages.

2. Employment opportunities in Quorn

A thorough survey, internet search and study of advertising material¹ identified 100 core businesses in the Parish. These are listed at Appendix M. These enterprises include non-retail operations that charge the public for services such as schools, and the facility of the medical centre.

At APPENDIX O there is a list of the 47 businesses that were included in the interview survey. 70% of these businesses are owned by residents in Quorn Parish and 30% are owned by individuals or companies who are not resident in the Parish.

The businesses surveyed employ 104 residents of the parish and 43 non-residents. Some employers, mainly in the pubs and cafes and grocery stores, make it a policy to employ young workers and offer work experience places to the secondary school.

The interview survey also revealed that the survival of businesses in the centre of Quorn village is dependent on other businesses in the same area of the community.

1. The general store manager for Bradley's general store on Station Road reported that they receive a significant proportion of their business from cafes, restaurants and public houses.
2. The fancy goods and interior design shops receive more custom from outside of the village when customers visit local hairdressers and beauty suites than they do from residents.
3. The Co-op and Bradley's grocery stores gain custom from the large population of pupils from Rawlins Academy of which the majority (68%) are not resident in the village.
4. Cafes and restaurants make a point of purchasing supplies from local stores.

Since of the 18 – 65+ population only a very small percentage is employed within the parish there is clearly a lack of significant employment opportunities. This means that their only option is to work away from the Parish. Residents therefore take advantage of the excellent road and rail links to commute to workplaces are across the length and breadth of the country. One problem with this employment pattern is that members of the working age group are typically absent from their home during the day. They may make most of their purchases from outside of the Parish and may use the internet to order goods and groceries thus reducing the viability of local shops.

¹ Soar Valley Times, The Quorndon, Pink Pages



Quorn Neighbourhood Plan - Supporting Information

As small businesses and start-ups seek to expand they will need office space and storage/production space that can only be found elsewhere. In the November 2017 Community Survey 41% of respondents were in favour of a small business park or new office unit which would include shared office facilities and resources through which a small number of local employment opportunities would be created. Cost-effective centralised facilities located outside the residential area, would reduce any conflict between business activity and residential housing, as illustrated by the Quorn Stone industry.

There is a clear need to enhance the infrastructure surrounding the economy to retain opportunities for development within the community.

3. Youth Provision in Quorn

There were 64 responses (13%) to a youth questionnaire that focussed on the 11 -18 age group of young people resident in Quorn.

The 64 responses to the Youth Questionnaire revealed a desire for more facilities to focus the interest of young people on work and play in Quorn and surrounding villages rather than in Loughborough or Leicester. This is associated with a perception that the village is a 'safe' area and largely crime and drug free.

Young people value sporting facilities and share the desire of adults to have a local swimming pool and tennis courts². They are fitness aware and appreciate the playing field and the outdoor gym equipment in Stafford Orchard.

They would like more shelters in places like Stafford Orchard and Caves field.

The schools have clubs and societies that respond to the needs of those who attend but young people should also benefit from their life outside of the school environment. They are computer literate and media aware and communicate readily within their friendship groups. It is of interest to them to have more opportunities to be more involved in village life.

Both the excellent response to the Logo competition for the Primary School and the NP Youth Questionnaire illustrate that young people in Quorn are both interested and capable of contributing to planning for the future of the village community.

A need for a youth club with an integrated café has arisen through consultation as well as more chances for young children to join the scouts or guides – organisations that are already strongly supported and have an extensive waiting list.³ A purpose-built premises for these organisations would enable a larger proportion of the younger community to experience the opportunity to develop community values and personal life skills. It would also offer a suitable meeting place for daytime and evening events because scout and guide meetings occur between the hours of 4.00 pm and 7-00 pm.

² Quorn Neighbourhood Plan Community Questionnaire 2017

³ Second Quorn Scouts and Guides Appendix J



Pre-school facilities

There are several opportunities for parents to engage with their children in educational pursuits. The Bowling Club hosts a Baby Signing Class, the community library holds regular 'Wiggly Readers' classes, a pre-school playgroup meets in the Church Rooms and there is a Mini-Kickers Football Club.

St. Bartholomew's Church and the Baptist Church respectively hold regular 'Messy Church' and After School Clubs.

Three nursery schools cater for some 80% of pre-school children. Parents also take advantage of opportunities for nursery education in surrounding villages and Loughborough.

A number of registered child minders based in domestic premises are available in the Parish. Access to these services is typically by word of mouth, the internet or face book.

Statutory education is available in the parish from 4+ to 18. Demand for statutory school places is controlled by the government policy for parental choice. The chart below illustrates that the primary school is mainly affected by new housing, but it has had a significant impact on the secondary sector where Quorn residents occupy only 15% of available places.

School Type	Current Roll	Planned places for 2018	Planned capacity 2022	Quorn residents
Pre-school	130	100	unknown	Estimated 80%
Primary	499	465	525	85% at 2011
Secondary	1529	1680	1680	15% at 2018

Alternative school options for parents

Outflow of the children of Quorn residents, which does not match the pupil inflow, may be to either state schools or independent schools. The number of places in fee paying schools has grown in recent years with the expansion of the Loughborough Endowed Schools. Some children attend Leicester Grammar School, and some attend the RC Ratcliffe College Boarding and Day School. A small number of pupils attend Uppingham School as boarders.

Adult and community Education

Respondents to the Neighbourhood Plan Questionnaire drew attention to the reduction in adult education classes at Rawlins Academy. Residents of the parish must travel to other areas such as Loughborough and Leicester to access adult learning. The Neighbourhood Plan recognises the importance of adult education and wishes to support increased access for residents of the Plan area.



4. Traffic and transport

Characteristics of local transport:

The Soar valley has been a major transport corridor since Roman times and probably before. Through the years, improvements in communications have altered its character and the need to widen the road route and to build raised embankments to cope with the regular flooding of the valley has compounded the visual impact in the landscape.

The Soar River and Grand Union Canal have provided links between the industrial areas and the centres of commerce but now are used mainly for recreation.

The Parish saw the arrival of two mainline rail routes linking north to south, the Midland Railway and the Great Central Railway. Although the Midland Main Line route passes through the parish the railway station that serves Quorn is situated in the Parish of Barrow upon Soar.

The Great Central Railway was closed as a commercial railway in 1969 and is now a popular heritage railway with a station 'Quorn and Woodhouse' situated in the village.

The main road through the village was turnpiked in 1726, became the A6 and continued to be the major north-south route, passing through the villages of Quorn, Mountsorrel and Rothley, until the 1990s when the Soar Valley (new A6) bypass was constructed.

Road:

For many years Quorn was effectively split into two settlements, divided by heavy traffic using the former A6. Following diversion along the Soar Valley by-pass (new A6), the volume of traffic through the village initially reduced and HGVs (except for loading) have been barred. However, this road still has the appearance of a trunk route and continues to divide the village visually and traffic volumes are now increasing along this route due to the village status as a 'service centre' and new housing developments in Quorn and the surrounding villages. Measures such as sympathetic re-surfacing and widening pavements to accommodate pushchairs, wheelchairs, cycleways and tree planting are needed to create a road which is in keeping with a village setting.

Traffic calming measures along the old road have cut vehicle speeds through the village centre but there is evidence that this has led to increased traffic along alternative minor routes such as Farley Way, Meynell Road, School Lane and Station Road and along Meeting Street and Chaveney Road.

'Report on 'Vehicle Flows and Queues in Quorn' 16th and 23rd April 2018 (See [Attachment A](#)). The report describes, and analyses traffic flow measurements systematically taken by the Transport theme group to determine the magnitude of traffic flows, prime routes taken, and the length of traffic queues formed at the junction of:

1. Loughborough Road, Farley Way and Woodhouse Road
2. Loughborough Road and the One Ash roundabout



Quorn Neighbourhood Plan - Supporting Information

At peak times on weekdays significant pressures on the Parish road transport network occur. This occurs mainly on the approaches to the 'Farley Way' traffic lights on Loughborough Road and the 'One Ash' Roundabout, for two main reasons:

1. Traffic from the surrounding villages is funneled to the roundabout to approach the employment districts of Loughborough and beyond.
2. Traffic from the surrounding villages bypassing the A6/A6004 and the Loughborough conurbation on route to the motorway (M1) and surrounding employment areas.

At the same time, congestion around Rawlins Academy and St Bartholomew's primary school has increased as the volume of students continues to rise resulting in increased car use and on street parking.

Within the village, many people have raised concerns about speeding and safety issues in Farley Way, Wood Lane, Woodhouse Road, Loughborough Road and Leicester Road. The Farley Way speed limit was set at 40mph before development with new housing areas and is now out of line with the rest of the village roads where the speed limit is set at 30mph. Residents expressed concerns that there are no pedestrian refuges and crossings on the Leicester Road. (See [Attachment B](#) 'Road safety concerns at Quorn')

Other safety issues are caused by on-street parking on the village roads both in and out of parking restricted zones and parking on pavements. Also, although shop front parking has been marked out, including disabled provision, this is regularly abused. In part, this is due to lack of enforcement patrols.

Residents mentioned that the high number of road signs, particularly on the approaches to the village, is unsightly and confusing.

Bus:

The Consultations and Questionnaires highlighted a high level of bus usage by residents and school children. The village is served by a range of bus operators:

Arriva 126 route links Coalville to Leicester and serves Birstall, Mountsorrel, Rothley Loughborough, Shepshed, Thringston and Whitwick. This is an hourly Monday to Saturday evening service.

Arriva 127 route links Shepshed to Leicester and serves Loughborough, Mountsorrel, Rothley and Birstall. This is a 12-minute Monday to Saturday daytime service and buses run hourly during the evenings, Sundays and Bank Holidays.

Kinchbus 2 route linking the village to Cossington, Barrow upon Soar, Leicester, Birstall, Sileby and Loughborough. This is a 30-minute Monday to Saturday daytime service and buses run hourly during the evenings, Sundays and Bank Holidays.

Paul S Winson X26 is Monday to Saturday daytime hourly service linking Loughborough to Rothley.



Quorn Neighbourhood Plan - Supporting Information

Centrebus 154 route links Loughborough to Leicester and serves the villages to Mountsorrel, Woodhouse, Woodhouse Eves, Swithland, Cropston, Thurcaston, Anstey and Beaumont Leys. This is an hourly Monday to Saturday daytime service.

Our surveys show that people would like to see the current level of service maintained and more frequent bus services in the evenings and at weekends. Some would like to see the bus stops being better located and improved bus shelters and service information.

There are suggestions that the 24-hour Skylink express bus service linking Leicester to Loughborough, but bypassing Quorn be diverted during the night to serve the village. (See also [Attachment C](#))

Rail:

Quorn is served by the Barrow upon Soar railway station which is located on the Midland Main Line between Leicester and Loughborough. The station is served Monday to Saturday by East Midlands Trains, who operate local services from Leicester to Nottingham and Lincoln via Loughborough and Newark. There is no Sunday service or late evening service.

The Midland Main Line railway station serving Quorn is situated in the Parish of Barrow upon Soar and is linked to Quorn by road and two footpath/cycle routes. The road and footpath/cycleways are subject to flooding and the raised footpath is in poor condition and there is no street lighting.

Footpaths & cycle ways:

An extensive network of footpaths, bridle ways and jitties link most areas of the village and provides an attractive alternative to using the car for local visits. Some new estates are not connected by footpath and cycle ways means to the network and it is important to ensure that the network is extended to embrace all future developments. These paths are well used, they link to open countryside and their flanking hedgerows 'soften' the built environment and provide a valuable wildlife habitat.

The Consultation Survey indicated strong support for the encouragement of residents to walk or cycle more around the village rather than the use of a car. A significant number of responses commented about the lack of dedicated cycle-ways and footpaths and wanted protection from traffic. There are four main pedestrian routes radiating from the village centre and these routes are used by residents and are a combination of Public Footpaths, Right of ways, tracks, pavements, etc. As well as serving the village community they are ancient links providing connections to the surrounding villages. The main residential areas of the parish are all within a fifteen-minute walk of the village centre.

The Consultation Events and Survey all indicated strong support for cycle use with over 80% of respondents indicating that they cycle for leisure and 13% to/from work. The 'Leicestershire Cycle Map 2015' indicates that there are no dedicated cycleways that lead directly into the village centre. However, Quorn is on the 390-mile National Cycle Route number 6 (Section 5 Milton Keynes to Derby)



Quorn Neighbourhood Plan - Supporting Information

which does pass through the parish along Leicester Road and Loughborough Road. Secure cycle parking provisions in the village are limited.

Leading into and out of the village there are some cycle lanes which are of the type that are marked on the road. There is a short section of 'off road' combined pedestrian and cycleway on the pavement at the side of Meynell Road. All other cycling access is on the roads.

The Consultation Events and Survey all indicated strong support for maintaining/improving footpaths. 35.77% of respondents indicated that they use the footpath network daily and 33.80% weekly.

Outside the village important paths include 'The Slabs' which leads to Barrow and to towpath walks along the canal and River Soar. From Barrow Deep Lock a path crosses the flood plain back to Leicester Road. A footpath from Buddon Lane leads to Woodhouse Eaves and from Chaveney Road around Quorn House to Swithland Reservoir. There is also a path around One Ash towards Woodthorpe. These are valued amenities and contribute to the sense of community.

Some village developments are 'inward looking' arranged around cul-de-sacs and no through roads and with no footpath or cycleway access, therefore are isolated from the wider village. Thereby, encouraging car use. The opportunity to link new developments with through routes which bind them into the village and relieve congestion and parking problems elsewhere should be encouraged.

The theme group carried out manual counts and questionnaires the results of which are contained in the report 'Survey of Quorn footpaths and cycleways and their role in providing alternatives to car use'. The report made the several recommendations related to improved footpaths/cycleways and safety. (see [Attachment D](#))

Parking:

Quorn has suffered from a shortage of car parking spaces in the village centre for some time. The problem has been exasperated in recent times as the village has expanded, and it has become a popular venue for visitors to the many cafes, restaurants and bars and the gift shops that have become established in the village centre. The only public car park in Station Road is constantly near full on weekdays and at weekends. Many residents have been frustrated by this and find it easier to drive to nearby villages to shop rather than to struggle to park in the village car park. The Stafford Orchard Park, Village Medical Centre and Parish Church are also served by this car park. Problems finding parking spaces are particularly bad when there are village functions, weddings or large funerals and during the evenings when people visit Quorn for a night out.

The Consultation Surveys and questionnaires highlighted that the lack of car parking was a major concern to residents. 52% of respondents to the questionnaire considered that an additional car park was required and 65% felt that the existing Station Road car park would be improved if a parking charging regime were introduced.

It became apparent that there is no one solution to the car park problem in Quorn and other assisting options such as improved footpaths and cycleways and public transport use should be promoted.



Quorn Neighbourhood Plan - Supporting Information

In 2017 Charnwood Borough Council carried out a 'Car Parking Site Availability and Deliverability Study' in which it identified a requirement for an additional 30 to 40 spaces in Quorn over the next years. This report identified three possible car park sites, two owned by Charnwood Borough Council and the other in private ownership.

The theme group carried out several surveys of car parking in Quorn, the results of which have been consolidated and are contained in the Quorn Neighbourhood Plan Car Paring Report (See [Attachment E](#)).

The car parking surveys highlighted that 60 Quorn based employees used the car park to park daily and 23 park on the roads and that 'On Street Parking' in Quorn village centre is widespread'.

The Car Parking analysis provides for three options or combinations thereof:

1. Improve Existing Car Park on Station Road.
2. Develop Land adjacent to High Street (Churchyard Extension) or Land adjacent to High Street (The Banks) or Land taken from Stafford Orchard Top end providing up to 30 spaces.
3. Develop Site Land adjacent to Leicester Road (Verge replacement) providing 10 spaces.

Attachment A



Combined Traffic
Flow results for Quorn

Attachment B



Quorn Road Safety
Issues.pdf

Attachment C



Public transport in
Quorn[11840] (2).pdf

Attachment D



Footpath & Cycling
Report.pdf

Attachment E



QNP Car Paring
Report.pdf