

A417 Missing Link  
TR010056

6.4 Environmental Statement  
Appendix 2.1 EMP Annex F Public  
Rights of Way Management Plan

Planning Act 2008

APFP Regulation 5(2)(a)  
Infrastructure Planning (Applications: Prescribed Forms and  
Procedure) Regulations 2009

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**The Infrastructure Planning  
(Applications: Prescribed Forms  
and Procedure) Regulations 2009**

**A417 Missing Link**

Development Consent Order 202[x]

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**6.4 Environmental Statement  
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# Annex F Public Rights of Way Management Plan

## 1 Introduction

### 1.1 Purpose

- 1.1.1 This document forms Annex F of Appendix 2.1 Environmental Management Plan (EMP) (Document Reference 6.4). Annex F is a Public Rights of Way Management Plan (PROW) for the A417 Missing Link scheme (the scheme). It describes the approach to managing the interactions between the A417 Missing Link scheme (the scheme) and Public Rights of Way (PRoW) impacted during both the construction and operational phases of the scheme.
- 1.1.2 Annex F Public Rights of Way Management Plan is secured by environmental commitment PH1 in the Register of Environmental Actions and Commitments (REAC). The REAC described in Table 3-2 of Appendix 2.1 EMP (Document Reference 6.4) presents an initial register which has been developed using information presented in the ES. The EMP and its associated Annexes will be updated by the contractor when preparing the EMP (construction stage) and then 'as required' as the scheme progresses.
- 1.1.3 The contractor would use this plan as a framework for producing further iterations as appropriate at the detailed design and then construction stage for use during the construction of the scheme.
- 1.1.4 This plan's primary function is to assist Highways England, its Principal Contractor (PC) and Gloucestershire County Council (GCC) manage the rights of way network during the construction and operation of the scheme.
- 1.1.5 This PRoW Management Plan has been prepared to support the Development Consent Order (DCO) application by demonstrating a planned approach to the management of PRoWs during the construction and operation of the proposed development, helping to ensure public safety while minimising disruption to users.
- 1.1.6 The DCO for the scheme would grant all necessary powers to extinguish/stop up, alter or divert PRoWs affected by the proposed development as specified in the relevant Schedule of the DCO.
- 1.1.7 The works to PRoWs as part of the scheme would require:
- temporary stopping-up and/or diversions during the construction stage to provide access to the works and safeguard PRoW users;
  - permanent extinguishment/stopping-up of PRoW (or sections of);
  - diversion/re-provision of PRoW to enable continued access; and
  - new routes to mitigate effects on existing PRoW or create enhancements to the PRoW network (e.g. linking between two existing routes).

### 1.2 Project team roles and responsibilities

- 1.2.1 The following roles outlined in Table 1-1 will have key responsibilities in supporting the implementation of this plan during the construction and operation of the scheme, for or on behalf of Highways England:

**Table 1-1 Roles and responsibilities**

<b>Position</b>	<b>Responsibility</b>
Project Manager (Highways England)	Overall responsibility for the project and its successful delivery
Environmental Manager (Contractor)	Overall responsibility for the implementation of this plan as part of the Environmental Management Plan
Site Manager (Contractor)	Overall responsibility for the safety of workers and the public during construction
Public Liaison Officer (Contractor or Highways England)	Responsibility for communications with and the safety of the public during construction
Local Authority Public Rights of Way Officer (Gloucestershire County Council)	Responsibility for the discussion and agreement to matters during detailed design, and overseeing the appropriate implementation of this plan during construction and operation

1.2.2 The above roles should be involved in the development of future iterations of this plan should the scheme progress to the detailed design stage.

### **1.3 Structure of the Public Rights of Way Management Plan**

1.3.1 The remainder of this plan includes:

- Section 2: Methodology. Provides a description of the method of identifying the PRowS, local routes and associated surveys that were carried out on them alongside relevant stakeholder engagement exercises; and
- Section 3: Management measures. Provides a list of the PRowS and a description of the management measures for each affected. It then lists the local routes and describes the proposals for the local routes affected.

## 2 Methodology

### 2.1 Public Rights of Way and Routes with Public Access Rights

2.1.1 A Public Right of Way (PRoW) is defined as one of the following<sup>1</sup>:

- A footpath, being a highway over which the public have a right of way on foot only and which is not a footway<sup>2</sup>;
- A bridleway, being a highway over which the public have a right of way on foot and on horseback or leading a horse (horse is taken to include pony, ass or mule), and by pedal cycle<sup>3</sup>;
- A cycle track, being a way over which the public has the right of way by pedal cycle (with or without a right of way on foot);
- A byway open to all traffic (BOAT), being a way over which the public have the right of way on foot, horseback etc., pedal cycle or motor vehicle but over which the Highway Authority has no obligation to provide a surface suitable for the passage of vehicles<sup>4</sup>; or
- A restricted byway, being a way over which the public have the right of way on foot, horseback [with or without carriage carriage] etc. and pedal cycle.<sup>5</sup>

2.1.2 In addition to the PRoW network this document recognises that some unclassified roads, also known as Other Routes with Public Access (ORPAs), provide additional recreational routes that may be used by all types of users including walkers, cyclists and horse-riders (WCH). These highways are not shown specifically on the definitive maps as PRoW but are important for public access and are therefore considered in this plan.

2.1.3 Unclassified roads and ORPAs have been considered as part of this PRoW Management Plan where they interact with the PRoW network, where the scheme would have a direct impact on a route used by WCH.

2.1.4 Highways England also acknowledge that some non-motorised users have a right to use some highways as 'classified' roads.

2.1.5 Any works required to the routes described in this plan are consented by the DCO and described / shown in the draft DCO documents as follows:

- Changes to Public Rights of Way are listed in Schedules 3 and 4 and shown on the Rights of Way and Access Plans; and
- Changes to highways with public access rights will be recorded in Schedule 4 and shown on the Works Plans and Rights of Way and Access Plans.

2.1.6 For the purposes of this document, Appendix A provides PRoW Proposals Plans to assist the reader. These are consistent with the above draft DCO documents but focus only on the PRoW proposals pertinent to this plan.

### 2.2 Assumptions made in this document

2.2.1 PRoW have been identified using the local authority Definitive Mapping, List of Streets and stakeholder consultation. They have also been considered as part of a walking, cycling and horse riding assessment and review, undertaken in accordance with the Design Manual for Roads and Bridges (DMRB), provided as ES Appendix 12.2 Walking, Cycling & Horse riding including Disabled Users Review at Preliminary Design (Document Reference 6.4).

2.2.2 PRoWs would only be stopped up without a substitute provided where unavoidable and/or where they are considered to have limited or low value to

access and/or recreation when taking into account their remaining length, destination or usage.

- 2.2.3 Safety has been an important consideration to stopping up proposals, for example, where existing routes are considered to pose public safety risks and would be affected by the scheme.
- 2.2.4 Where PRowS would be stopped up for construction and subsequently reinstated or diverted, a condition survey would ensure that any reinstated route would be of similar or better quality.
- 2.2.5 For diverted and new PRow, classifications seek to help ensure improved connectivity and public safety.
- 2.2.6 Any surface finishes, enclosures or signage would be agreed between Highways England and GCC prior to implementation, at the detailed design stage.

## 2.3 Identification of PRow

- 2.3.1 PRow mapping data was provided by GCC and has been taken to represent the definitive record of PRow in the study area. PRow potentially affected by the scheme were identified through examination of this data and a site walkover undertaken by the consultant team.
- 2.3.2 A full site walkover visit was undertaken on Tuesday 18 June 2019 to review each of the PRow identified as being potentially impacted by the scheme.
- 2.3.3 Routes have been identified or checked through workshops and consultation events that have highlighted a number of routes used and valued by local people and user groups.
- 2.3.4 A WCH Technical Working Group (TWG) has helped to collect and check evidence and discuss options with individuals and organisations with local knowledge, expertise and interest in PRow.

## 2.4 Surveys and assessments

- 2.4.1 As part of the Walking, Cycling & Horse riding including Disabled Users Review at Preliminary Design, provided in ES Appendix 12.2 (Document Reference 6.4), surveys were undertaken at locations along the A417 corridor at PRow and side roads, including crossing points or at key junctions.
- 2.4.2 The WCH surveys were conducted for one weekend day in the school summer holidays with 14 hour (6am to 8pm) video surveys conducted on Saturday 2 September 2017. Surveys at sites 8, 11 and 14 were undertaken on Sunday 10 September 2017 due to access issues. Further surveys were then undertaken on 31 August 2019 (6am to 8pm) to complete and complement the earlier data.
- 2.4.3 A total of 1,709 pedestrians (including joggers), cyclists (both off and on-carriageway users) or horse riders were observed throughout the sites, with users recorded. In summary, the surveys showed there were:
- 970 pedestrians (including joggers)
  - 722 cyclists
  - 17 horse riders
- 2.4.4 The most frequently used location was Site 8 (Cotswold Way crossing road towards Crickley Hill car park) with 540 WCH users.
- 2.4.5 There were seven locations where flows were higher than 50 users per day. The five sites where WCH flows were highest were:

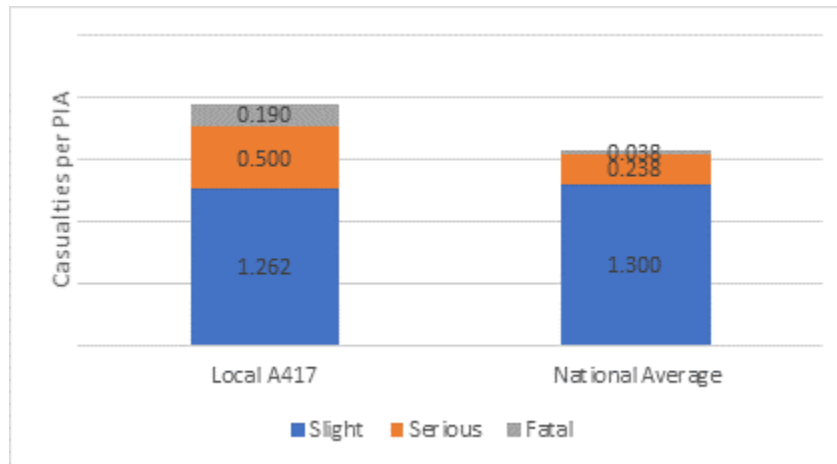
- Site 1: Footpath on south side of the A46 on the approach to the A417 grade separated junction
- Site 2: Cycleway on north side of the A46 on the approach to the A417 grade separated junction
- Site 3: Bridleway / access road to Leisure Lakes Bikes Flyup 417
- Site 8: Cotswold Way, near Shurdington
- Site 15: Underpass beneath A417 by Barrow Wake car park

- 2.4.6 Following engagement with stakeholders through the WCH Technical Working Group in 2020 and early 2021, it was clear that some participants consider PRow and at Badgeworth footpaths 80, 84, 86 and 126 in particular, provide for crossings of the A417 carriageway to the west of the scheme, and should therefore be mitigated by additional crossing facilities along the A417 at Crickley Hill to those proposed as part of the scheme. It is not the case that the PRow continue across the carriageway, but some users may choose to cross the carriageway. As a result of this engagement, Highways England commissioned additional surveys to understand user behaviour along this section of the A417.
- 2.4.7 The additional surveys supplement the aforementioned data.
- 2.4.8 Surveys were undertaken on Saturday, 2 September 2017 for the WCH studies are comprehensive across the network and include Dog Lane, the PRow between locations Badgeworth footpaths 80 (location A), 84 (location B), 126 (locations A and B) and 86 (location C).
- 2.4.9 An additional survey on Saturday, 20 March 2021 (6am to 8pm) records users in the area of Badgeworth footpath 80 (location A). The 2017 surveys record WCH users only but the 2021 survey records WCH and vehicles.
- 2.4.10 Motorised vehicles are recorded as motorbikes, car/light goods vehicles and heavy goods/agricultural vehicles.
- 2.4.11 The survey data shows a high walking demand along Dog Lane but less demand on the eastern part of this stretch of A417 to Air Balloon roundabout. No users are recorded crossing the road, but this could reflect a lack of safe facilities rather than a lack of desire. The data shows a noticeable uplift in user numbers between years 2017 and 2021, which is assumed to be as consequence of the current pandemic.
- 2.4.12 Part of the context for the appraisal of PRow also includes transport data. In particular, incident and traffic data has been collected, which shows:
- On average, more than 34,000 vehicles use the A417 between Gloucester and Swindon every day. The Missing Link is the only single carriageway section of the A417, over a stretch of 5.5km between Brockworth Bypass and Cowley Roundabout.
  - The section of the A417 has the Air Balloon Roundabout at its centre, which adds to the current transport problems in terms of congestion and delays.
  - The current problems in relation to congestion are known to lead to motorists leaving the A417 and diverting onto local roads.
  - Regarding incidents involving vehicles and WCH, within the 5 year period from July 2014 to June 2019 inclusive, on the single carriageway section of the A417 between Brockworth bypass and Cowley roundabout, there were 42 Personal Injury Accidents (PIAs) recorded. These accidents resulted in 82 casualties, of which 8 were fatalities, 21 seriously injured and 53 slight.



- Collisions on the single carriageway section of the A417 between Brockworth bypass and Cowley roundabout involving WCH over the same period, include two PIAs involved pedestrians, which resulted in 1 fatality and one serious injury.

2.4.13 When assessing the incident rates on the existing A417 against the national average for similar roads (single-carriageway), the data shows that rates are higher for fatal and serious casualties as shown below in Figure 2-1.



**Figure 2-1 Incident rates on the existing A417**

- 2.4.14 As a result of the proposed repurposing as part the scheme, the existing A417 would be much more attractive to WCH due to removal of traffic, which would use the new section of road.
- 2.4.15 The average forecast peak period traffic flows on local roads near the A417, shows an overall reduction as a result of the scheme, which would benefit conditions for WCH.

## 2.5 Stakeholder engagement

- 2.5.1 A statutory public consultation was held between 27 September and 8 November 2019, seeking feedback on the scheme's Preliminary Environmental Information (PEI) report. A supplementary public consultation was later held between 13 October and 12 November 2020 on revised proposals. A Consultation Report has been prepared and supports the DCO application, setting out how stakeholder comments have been received and carefully considered.
- 2.5.2 A substantial amount of engagement has been undertaken with stakeholders with an interest in WCH, with a TWG representing 16 organisations helping input to the development of this plan.
- 2.5.3 Design changes arising from consultation demonstrate Highways England's willingness to bring about positive changes to the scheme taking into account stakeholder feedback. Those pertinent to PRow (not an exhaustive list) include:
- a Cotswold Way crossing to provide a grade separated route for the diversion of the National Trail;
  - a Gloucestershire Way crossing to provide a grade separated route for the diversion of the long-distance path and other routes;
  - overbridges at Stockwell and Cowley to provide grade separated routes for the diversion of multiple routes;

- an underpass at Grove Farm to provide north-south connectivity of the existing A417;
- WCH provision via Dog lane and Cold Slad Lane to improve connectivity to the Cotswold Way, Country Park, and beyond, helping reduce the need for residents in Brockworth and its planned developments to travel by car. This has also helped address interactions within FlyUp Bike Park following discussions about the business, security and rights of way;
- WCH provision at Ullenwood roundabout to provide safe access across and around the junction and connecting routes;
- WCH provision and with mitigation for the severance of unclassified roads with routes to Shab Hill junction and along the realigned Birdlip Link Road (B4070);
- off-carriageway and segregated provision for WCH including along the existing A417, to encourage active travel to community facilities including those in Birdlip;
- WCH provision along the re-purposed A417 referred to as the 'Air Balloon Way' with a traffic free route;
- access to replacement Common Land east of Barrow Wake car park;
- car parking provision for users of the Air Balloon Way to help relieve parking pressures on the Country Park and Barrow Wake;
- safe crossings of new roundabouts and slip roads (e.g. A436);
- reduced movements at Cowley Junction to help reduce rat running and impacts of traffic on residents in Cowley and Brimpsfield, with traffic prevented from using Cowley Lane; and
- re-aligned B4070 connection with a roundabout to help address anti-social behaviour including in the Barrow Wake area, with increased WCH surveillance.

- 2.5.4 A Statement of Common Ground with the WCH TWG members (Appendix G of the Statement of Commonality, Document Reference 7.2) helps record where agreement has been made between Highways England and other organisations with an interest in PRoW, and where matters are outstanding.
- 2.5.5 The Statement of Common Ground with the WCH TWG members sets out how Highways England and its contractor will continue to engage with GCC throughout the detailed design and construction stage to discuss and agree appropriate details pertinent to this Plan and its future iterations.
- 2.5.6 The Statement of Common Ground with the WCH TWG members also sets out how GCC will represent the other WCH TWG members as part of ongoing engagement with Highways England and its contractor. This will be particularly helpful to discuss and agree appropriate surfaces, signage and enclosures aligned to the needs of local user and interest groups.
- 2.5.7 As set out in the Environmental Management Plan Register of Environmental Actions and Commitments (REAC) (ES Appendix 2.1 Environmental Management Plan (Document Reference 6.4)), a Public Liaison Officer would be responsible for communications with and the safety of the public during construction.
- 2.5.8 Information signs detailing the contact number details of the Public Liaison Officer will be maintained along the construction site.
- 2.5.9 A high level programme for PRoW closures will be produced and the GCC PRoW Officers, affected Parish Councils and if required Land Agents and/or landowners will be notified at least seven days in advance of any closure and will then be

notified once the closure has ceased. Advance notice will include dates of closure and the likelihood of the path being reopened the same day.

- 2.5.10 All points where PRow cross the proposed development will have appropriate signage which will advise of dates and hours of working. In discussion with GCC PRow Officers, a standard form of signage relating to temporary closures is to be used across the scheme. The location of these signs will be discussed with GCC PRow Officers. Where applicable maps showing temporary diversions and alternative rights of way will be provided at sites affected by the works.

## 2.6 Locations and value

- 2.6.1 PRow that intersect with the scheme and are therefore affected by works are described in Table 2-1 below and shown in ES Figure 12.2 Public Rights of Way and Local Routes (Document Reference 6.3).

- 2.6.1 In total, the scheme has the potential to effect 25 PRow:

- 1 National Trail (the 'Cotswold Way')
- 1 Long-Distance Path (the 'Gloucestershire Way', comprising 3 footpaths)
- 19 Footpaths (3 of which form the Gloucestershire Way in this area)
- 4 Bridleways
- 3 Restricted Byways

- 2.6.2 The scheme also has the potential to effect unclassified roads / ORPAs that interface with the scheme. Those that are directly affected by works are also shown in ES Figure 12.2 Public Rights of Way and Local Routes (Document Reference 6.3). These are all single-track roads unless otherwise stated and are identified on the relevant GCC List of Streets<sup>6</sup> as:

- 50852, links Barrow Wake to Ullenwood
- 50853, links 50852 near Birdlip Radio Station to 50855 near Cowley Lane
- 50944, links Stockwell Farm to 50853
- 47282, links B4070 to Barrow Wake car park and continues to A417 (twin lane single carriageway in places and footway in others)
- 40859, links A417 past Stockwell farm to Cowley

**Table 2-1 Existing PRow that interact with the scheme**

<b>PRoW</b>	<b>Location</b>	<b>Description</b>
Cotswold Way National Trail	Bath to Chipping Campden	National Trail used for both commuting and recreational purposes. Surveys record show daily / frequent use and the route has limited potential for substitution.
Gloucestershire Way long distance footpath	Chepstow to Tewkesbury	Well signed / promoted 'Regional Trail' likely to be used for recreation. Surveys show daily usage which is likely to be suppressed due to the at grade crossing of the A417.
Badgeworth bridleway 125	West to east, Cirencester Road to south of A417	Surfaced path along access to Flyup 417 Bike Park. Close to communities and surveys show use for recreational purposes. Alternative routes could be taken and Bridleway links into the wider PRow network.
Badgeworth footpath 77	Links north-south from Badgeworth bridleway 125	Footpath close to communities and likely to be used for recreational purposes, linking into the wider PRow network. Footpath appears maintained with stile to join Badgeworth bridleway 125 but alternative routes could be taken.
Badgeworth footpath 78	Links north-south from Badgeworth bridleway 125	Footpath close to communities and likely to be used for recreational purposes, linking into the wider PRow network. Footpath appears maintained with stile to join Badgeworth bridleway 125 but alternative routes could be taken.
Badgeworth footpath 74	Links north-south from Badgeworth bridleway 125	Surveys showed this route to be overgrown and unmaintained. Alternative routes in the locality may mean this route is scarcely used.
Badgeworth footpath 80	Links end of Badgeworth bridleway 125 north-south to Badgeworth footpath 81	Footpath close to communities and likely to be used for recreational purposes, linking into the wider PRow network. Footpath runs through Bike Park with stile to join BR125.
Badgeworth footpath 126	Links Badgeworth bridleway 125 east-west through Crickley Hill Farm	Surfaced path along access to Fly-Up 417 Bike Park. Close to communities and surveys show use for recreational purposes. Alternative routes could be taken and footpath links into the wider PRow network.
Badgeworth footpath 84	Links Badgeworth footpath 126 to A417	Short section of footpath to the north inaccessible due to past severance. Footpath south accessible south through Bike Park and used for recreational purposes / connects into wider PRow network.
Badgeworth bridleway 127	Links Badgeworth footpath 90 to Dog Lane	Short section of Bridleway which does not currently offer a meaningful route into the wider PRow network.
Badgeworth footpath 90	Links A417 to Haroldstone House north-south	Footpath close to communities and likely to be used for recreational purposes. Style onto the existing A417.
Badgeworth footpath 86	Links A417 to Badgeworth bridleway 87 north-south	Surveys showed this route to be overgrown and unmaintained. Route may have fallen into disuse due to past severance at its northern extent from the current A417.

PRoW	Location	Description
Badgeworth bridleway 87	Links A417 east-west to Birdlip Hill via Grove Farm (and north-south in the local area affected)	Bridleway is close to communities and forms part of the wider PRoW network / is used for recreational purposes.
Badgeworth footpath 89	Links Badgeworth bridleway 87 to Cowley footpath 24, Cotswold Way and A417	Footpath which is close to communities and surveys show is used for recreational purposes. Footpath connects into the wider PRoW network and Open Access Land.
Cowley footpath 24	Links Badgeworth bridleway 89 to the Cotswold Way and A417	Footpath which is close to communities and surveys show is used for recreational purposes. Footpath connects into the wider PRoW network and Open Access Land.
Coberley footpath 51	Links Air Balloon roundabout to Devil's Table east-west	Footpath which is close to communities and visitor facilities and connects with the Cotswold Way National Trail and Crickley Hill Country Park. Well maintained footpath which is used for recreational purposes.
Coberley bridleway 117	Links Air Balloon roundabout through Crickley Hill Country Park east-west	Bridleway is close to communities and forms part of the wider PRoW network / is used for recreational purposes. Good quality/maintained.
Coberley restricted byway 12	Links Air Balloon roundabout through Crickley Hill Country Park east-west	Restricted Byway which is accessed off Coberley bridleway 117 as a short section of alternative route that does not appear to offer a meaningful route.
Coberley footpath 15	South of Ullen Wood connecting unclassified road 50852	Footpath likely used for recreational purposes. Footpath connects into the wider PRoW network including routes joining the Gloucestershire Way.
Coberley footpath 16	Part of Gloucestershire Way	Sections are likely to be used for recreation. Surveys show daily usage which is likely to be suppressed due to the at grade crossing of the A417. Route is well maintained / accessible.
Cowley footpath 1	Part of Gloucestershire Way	
Cowley footpath 3	Part of Gloucestershire Way	
Cowley footpath 7	Links Shab Hill Farm via track to Cowley footpath 44	Footpath which is close to communities and is likely used for recreational purposes. Footpath connects into the wider PRoW network.
Cowley footpath 44	Links north of Stockwell Farm to A417 east-west	Footpath which is close to communities and surveys show is used for recreational purposes. Footpath connects into the wider PRoW network.
Cowley restricted byway 36	Connects Stockwell Farm to Cowley restricted byway 27 east-west	Restricted byway is signed and could offer an off-road route but surveys showed no clear route through field suggesting route has fallen into disuse.
Cowley restricted byway 26	Provides east-west link and connection into RB36	Signed restricted byway which forms part of the wider PRoW network and surveys show is used for recreational purposes.
Cowley footpath 21	Connects existing A417 to Cowley footpath 22	Footpath which is close to communities and is likely used for recreational purposes. Footpath connects into the wider PRoW network.
Cowley footpath 22	Connects Stockwell Farm to Cowley bridleway 45 east-west	Footpath which is close to communities and is likely used for recreational purposes. Footpath connects into the wider PRoW network.

## 3 Management measures

### 3.1 General provisions

- 3.1.1 The DCO would grant the necessary powers to stop up PRow affected by the scheme and put in place alternative/substitute routes as listed in the relevant Schedule(s) of the DCO.
- 3.1.2 Highways England is committed to the highest levels of safety for the construction and operation of the scheme, and also to minimise disruption to the public.
- 3.1.3 Where a potential conflict between these two objectives has been identified, a pragmatic approach to safety has been taken, balancing the risks to the public and users of PRow against the disruption that removing the risk will cause.
- 3.1.4 This plan has been prepared based on an application of professional judgement given the current understanding of the scheme at the preliminary design stage. As such, this plan would be further developed to a second iteration PRow Management Plan at the detailed design stage and ready for construction by the appointed PC, to help ensure the safety of users during construction.
- 3.1.5 This plan has sought to retain access for the public through phasing/timing of works based on the current understanding but where this has not been possible necessary closures have been identified in the subsequent sections of this plan. This may require an alternative approach or further consideration as proposals develop during later design and construction stages.

### 3.2 Signage and information

- 3.2.1 At all points where PRowS intersect or cross the scheme, appropriate signage would be erected to advise of planned works and dates of any planned closures.
- 3.2.2 Signage would also, where applicable, provide information on any alternative routes/diversions and new routes. The location and details of these signs would be discussed and agreed with GCC PRow Officers and Highways officers.
- 3.2.3 Information signs detailing works and giving the project Community Relations team contact number details would be maintained across the construction site.
- 3.2.4 As part of the future iterations of this plan, a programme of PRow closures and alternative/new routes would be produced by Highways England and its contractor, and the GCC PRow and Highways Officers, affected Parish Councils and if required, Land Agents and/or Persons with Interest in Land (PILs) notified at least seven days in advance of any closure. For the Cotswold Way, Natural England would be appropriately engaged to manage and publicise any necessary temporary works.
- 3.2.5 A separate notification would be issued when the closure has ceased or an alternative/new route has been provided. Advance notice would include planned dates of any closures and the programmed dates for reopening/re-providing PRow.

### 3.3 Forms of managed closure

- 3.3.1 Exact details of the forms of closure would be developed by the appointed PC and subject to further discussions and agreements with GCC.
- 3.3.2 Highways England would make every reasonable effort to minimise disruption along the PRow network and follow the following the hierarchy of actions listed

below, starting with those causing the minimum impact, followed by a further detailed examples of key forms of intervention that are likely to be required:

- use of signage where PRow can remain open but users need to be warned of the presence of construction vehicles (local management)
- implementation of short, temporary closures where local works might affect safety of users (local closures)
- closure/extinguishment of a PRow following the early implementation of an alternative/new route (e.g. via a new overbridge/underbridge) (early re-provision)
- closure/extinguishment of a PRow without re-provision (e.g. where works sequencing will not provide a new crossing in advance on the carriageway works) and/or permanent extinguishment of a PRow (full closure)
- provision of new crossings/routes as part of the scheme (new routes)

3.3.3 Any short term, temporary closures would be for as short a duration as possible, linked to the requirements for the works and to be discussed and agreed with GCC PRow Officers. This will be agreed with GCC through the next iteration of this plan during detailed design and construction.

3.3.4 All interventions would be developed during the detailed design stage in liaison with GCC PRow and Highways Officers.

#### **Local management**

3.3.5 Where it is considered safe to do so, PRow in close proximity to construction works or that adjoin roads that may be affected by works would remain open with appropriate signage to warn of the presence of construction vehicles, and to warn drivers of the presence of WCH. It would be disproportionately disruptive to close PRow in this instance, particularly when works may only be taking place for short periods of time and risk to the public is likely to be low.

3.3.6 In certain instances, a banks person could be used to hold users of the PRow network for short periods to allow for safe passage of construction traffic (e.g. where a PRow is to be used for construction access).

#### **Local closures**

3.3.7 Where works are predicted to affect the safety of PRow users to an extent that cannot be controlled by local management, local closures would be sought. Such closures would be temporary and short-term to facilitate periods of construction works that are discrete in nature and can be completed in a matter of days/weeks, rather than months.

3.3.8 Where it is not considered safe to keep PRow open with appropriate signage during construction works, the need for a diversion, signage and other relevant details will be discussed and agreed with GCC.

#### **Early re-provision**

3.3.9 Where possible, Highways England have utilised design development to consider where early works may allow them to retain safe access for PRow users during the construction period. In such cases, it may be necessary for Highways England to seek extinguishment of a PRow or section of, alongside the provision of an alternative route (in general via an underbridge or overbridge which is to be constructed in advance of the mainline works).

3.3.10 This early re-provision would therefore overcome potential construction effects as well as seeking to provide a new PRow more permanently into the operational phase of the scheme.

#### Full closure

3.3.11 Given the linear nature of the scheme, and the programme of works, it will not always be possible for Highways England to retain access across the works for the full extent of construction. In these instances, Highways England are seeking a full closure of certain PRow to enable construction. Where possible, access across the new road has subsequently been provided via new structures, however, there are a few instances where no re-provision is planned.

#### New routes

3.3.12 The provision of new routes is to enhance the current PRow network or provide new routes to facilitate access across the scheme.

### 3.4 Proposed PRow management

3.4.1 This section details the planned management of PRow during both the construction and operational phases of the scheme.

3.4.2 A summary of the types and number of proposed measures is set out in Table 3-1.

3.4.3 The proposed changes to PRow are illustrated in the PRow Proposals Plans found at Appendix A to this document, and the proposed measures are described in Table 3-2 where the labelling (reference numbers) correlates with that shown on the plans for convenience. The draft DCO documents also set out these proposals.

**Table 3-1 Summary of PRow management**

Type of management	Number of proposed changes
Stopping up of PRow for which no substitute is to be provided	1 (but with alternative routes)
Stopping up of PRow for which a substitute is to be provided	18
New sections of PRow	19 (including new stepped access as footpath)
Reclassification of PRow	3 (2 footpaths to bridleway, 1 footpath to restricted byway)
Promotion of Access Rights along unclassified roads / ORPAs	5 (3 existing, 2 new routes)

#### Construction

3.4.4 The construction phase of the scheme is anticipated to lead to a variety of effects on the PRow network, ranging from increased construction traffic on or in close proximity to PRow, through to a need to extinguish a PRow in order to enable construction works.

3.4.5 In summary, the following PRow management is anticipated prior to or during the main construction phase of the scheme. Further detail is provided in Table 3-2:



- Stopping up of one bridleway for which no direct substitute is to be provided. This relates to the Badgeworth bridleway 125 where the proposed A417 severs the existing PRow and existing and new routes replace journeys that would otherwise be undertaken using that PRow rather than a direct bridleway substitute being provided (e.g. diversion).
- Eighteen PRow to be stopped up in part or in full for which a substitute is to be provided. This relates to instances where diversion of PRow is required or possible (e.g. to divert routes as part of the scheme where the A417 alignment or its earthworks / features would sever existing PRow).
- Nineteen new PRow to be provided (including new stepped access each side of Stockwell overbridge as new sections of footpath). This includes new PRow which all seek to enhance overall connectivity and encourage active travel across the network.
- Three reclassified sections of PRow. These proposals seek to facilitate a greater use of existing routes to enhance connectivity for different users and only where appropriate to connect existing designations (e.g. reclassify a footpath to a bridleway because it connects two bridleways at each end).
- Promotion of access rights along five highways/unclassified roads/ORPAs (two of which are proposed new sections) to increase local connectivity via PRow. These offer opportunity to further connect the PRow network.

3.4.6 Diversion routes for traffic would be developed by the PC as part of a Traffic Management Plan prepared and agreed with GCC. It has been assumed that where any PRow forming part of or interacting with a traffic management route, appropriate local management and signage would be provided as agreed.

### **Operation**

- 3.4.7 Whilst it is proposed that the majority of PRow management takes place prior to or as part of the main construction in order to facilitate ongoing and safe access, there are also instances of post construction management which bring further enhancements to the PRow network, which would largely be undertaken once the scheme is open to traffic to allow for the re-purposing of the existing A417.
- 3.4.8 Classifications of substituted and new PRow have been discussed with GCC PRow Officers, who would update their Definitive Maps as necessary, following notification of completion of works by Highways England and its PC.
- 3.4.9 Any changes to the List of Streets would be updated by GCC Highways.
- 3.4.10 Appropriate design parameters and materials would be provided for substituted and new PRow, taking into account the proposed type and nature of the PRow.
- 3.4.11 Surfaces would be restored/be to existing condition post construction. Suitable surfaces for different types and classification of routes will be provided, taking into account relevant guidance, for example from the Department for Transport, and British Horse Society with agreements to be made at the detailed design stage with Highways England and GCC.
- 3.4.12 For multipurpose routes (e.g. routes providing Private Means of Access (PMA) and a bridleway) details of surfaces and access restrictions features (e.g. demountable bollards) will be agreed with the landowner and/or third party responsible for maintenance and/or use of that surface and/or route.
- 3.4.13 Highways England would provide appropriate signage for re-provided and new PRow in agreement with GCC.

- 3.4.14 Details and specifications including maintenance agreements for substituted and new P<sub>RoW</sub>, including scale, surface materials, access features/means of enclosure and signage would be agreed between Highways England and GCC prior to implementation.

Table 3-2 PRow management plan proposals

Ref no.	Area	PRoW to be stopped up	Timing	Reason for management and/or closure	Extent of stopping up	New PRoW / highway to be substituted / provided
1 & 2 (sheet 1)	Badgeworth Civil Parish	Badgeworth bridleway 125	To be implemented prior to main construction	Proposed A417 alignment severs short sections of the existing PRoW	652m of its entire length	Badgeworth Bridleway 125 to be stopped up with no onward bridleway connections, with new 982m long Private Means of Access (PMA) to serve new attenuation basin in this area. Alternative routes provided: <ul style="list-style-type: none"> <li>to the north of the A417 off Bentham Lane via Dog Lane and Cold Slad Lane with new bridleway connection between the two (see Ref no. 6 &amp; 10)</li> <li>to the south of the A417 via new PMA carrying footpaths through Flyup 417 Bike Park and beyond (see Ref nos. 3, 4 &amp; 5)</li> </ul>
3 (sheet 1)	Badgeworth Civil Parish	Badgeworth footpath 78	To be implemented prior to main construction	Proposed PMA severs short section of the existing PRoW	529m between Badgeworth footpath 77 and Badgeworth Bridleway 125	Footpath 78 to be diverted onto the new 982m long PMA carrying footpaths through Flyup 417 Bike Park and beyond
4 (sheet 1)	Badgeworth Civil Parish	Badgeworth footpath 77	To be implemented prior to main construction	Proposed attenuation basin and earthworks severs short section of the existing PRoW	307m between Badgeworth footpath 78 and Badgeworth Bridleway 125	Footpath 77 to be diverted onto the new 982m long PMA carrying footpaths through Flyup 417 Bike Park and beyond
5 (sheet 1)	Badgeworth Civil Parish	Badgeworth Footpath 74	To be implemented prior to main construction	Proposed PMA severs short section of the existing PRoW	328m at the northern extent of Badgeworth footpath 74 to Badgeworth bridleway 125	Footpath 74 to be diverted with new 24m long section connecting onto the new 982m long PMA carrying footpaths through Flyup 417 Bike Park and beyond

Ref no.	Area	PRoW to be stopped up	Timing	Reason for management and/or closure	Extent of stopping up	New PRoW / highway to be substituted / provided
6 (sheet 1)	Badgeworth Civil Parish	N/A	To be implemented as part of main construction	Dog Lane has public access rights and will connect into a new section bridleway joining Cold Slad Lane to provide enhanced connectivity	N/A	Access rights to run from its junction with Bentham Lane and connect into new section of bridleway (Ref no.10)
7 (sheet 1)	Badgeworth Civil Parish	Badgeworth footpath 126	To be implemented prior to main construction	Scheme severs short section of the existing PRoW	298m between Badgeworth footpath 80 and Badgeworth footpath 84	Badgeworth footpath 126 to be diverted onto the new 982m long PMA carrying footpaths through Flyup 417 Bike Park and beyond
8 (sheet 1)	Badgeworth Civil Parish	Badgeworth footpath 80	To be implemented prior to main construction	Scheme severs short section of the existing PRoW	38m of its northern extent to Badgeworth bridleway 125	Badgeworth footpath 80 to be diverted onto the new 982m long PMA carrying footpaths through Flyup 417 Bike Park and beyond
9 (sheet 1)	Badgeworth Civil Parish	Badgeworth footpath 84	To be implemented prior to main construction	Scheme severs a section of this PRoW	182m of its northern extent	Badgeworth footpath 84 to be diverted onto the new 982m long PMA carrying footpaths through Flyup 417 Bike Park and beyond
10 (sheet 1)	Badgeworth Civil Parish	N/A	To be implemented as part of main construction	Increased / improved connectivity across exiting PRoW network	N/A	A new bridleway for a length of 831m to connect Dog Lane and Cold Slad Lane
11 (sheet 1)	Badgeworth Civil Parish	Badgeworth footpath 86	To be implemented prior to main construction	Scheme severs a section of this PRoW which was previously severed by the existing A417	71m to its northern extent	Badgeworth footpath 86 to be diverted along a new bridleway for a length of 460m to connect to Badgeworth bridleway 87 and new Grove Farm underpass (Ref no. 13)
12 (sheets 1 and 3)	Badgeworth Civil Parish	Badgeworth footpath 86	To be implemented prior to main construction	Increased accessibility opportunities	N/A	Badgeworth footpath 86 to be reclassified as bridleway along its entire length 436m, connecting existing bridleways joining the route to the south and east

Ref no.	Area	PRoW to be stopped up	Timing	Reason for management and/or closure	Extent of stopping up	New PRoW / highway to be substituted / provided
13 (sheets 1 and 3)	Badgeworth Civil Parish	N/A	To be implemented as part of main construction	Increased/improved connectivity across exiting PRoW network	N/A	New section of bridleway (delivered in two parts for 460m and 155m) to connect Badgeworth bridleway 87 and new Grove Farm underpass to Badgeworth footpath 86 (to be reclassified as bridleway under Ref no. 12)
14 (sheet 2)	Badgeworth Civil Parish	Badgeworth bridleway 87	To be implemented prior to main construction	Scheme severs the existing PRoW	162m (in two parts, with 139m then 23m at its northern extent)	Badgeworth bridleway 87 to be diverted onto new bridleway (Ref no. 13) and through new Grove Farm underpass, with 24m of new bridleway for the connection in between.
15 (sheet 2)	Badgeworth and Cowley Civil Parishes	Badgeworth footpath 89 and Cowley Footpath 24	To be implemented as part of main construction	Proposed Grove Farm underpass severs the existing PRoW and opportunity to remove formal route through Site of Special Scientific Interest albeit with public access rights retained to an area of common land in this area	171m of Badgeworth footpath 89 and 163m Cowley Footpath 24 at its northern extent	Badgeworth footpath 89 to be diverted onto new 242m footpath joining Cowley Footpath 24, Badgeworth bridleway 87 and new bridleway (Ref no. 13) and through new Grove Farm underpass. Rights on foot to area of existing Common Land retained.
16 (sheet 2)	Badgeworth and Coberley Civil Parishes	N/A	To be implemented as part of main construction	Cold Slad Lane with public access rights to provide enhanced connectivity with connections into existing and new routes	N/A	Access rights to run from new section of bridleway (Ref no. 10) to connect Cold Slad Lane to Dog Lane and beyond
17, 18 & 20 (sheet 2)	Badgeworth, Cowley and Coberley Civil Parishes	Cotswold Way National Trail	To be implemented as part of main construction	Scheme severs the existing Cotswold Way and includes the new Cotswold Way crossing providing increased/improved connectivity across exiting PRoW network	152m of the National Trail from south of the Air Balloon public house to a point south of Air Balloon cottages	Cotswold Way National Trail to be diverted over a new Cotswold Way crossing with a new restricted byway for a length of 180m where it would join its existing route at each end

Ref no.	Area	PRoW to be stopped up	Timing	Reason for management and/or closure	Extent of stopping up	New PRoW / highway to be substituted / provided
19 (sheet 2)	Coberley Civil Parish	N/A	To be implemented as part of main construction	Increased/improved connectivity across exiting PRoW network	N/A	A new bridleway for a length of 221m to connect Leckhampton Hill to Cold Slad Lane/Ullenwood roundabout
21 (sheet 2)	Coberley Civil Parish	N/A	To be implemented as part of main construction (but prior to any closure of Coberley footpath 16 or 3)	Increased/improved connectivity across exiting PRoW network	N/A	A new footpath for a length of 739m to connect Cold Slad Lane to the Cowley footpath 3 (Gloucestershire Way) via Coberley footpath 15
21A (sheet 2)	Cowley Civil Parish	Coberley footpath 15	To be implemented as part of main construction	Proposed Gloucestershire Way crossing severs the existing PRoW	91m at its southern end	Coberley footpath 15 to be diverted adjacent to existing route with new 94m section of footpath to avoid Gloucestershire Way crossing embankment
21B (sheet 2)	Cowley Civil Parish	N/A	To be implemented as part of main construction	Increased/improved connectivity across exiting PRoW network	N/A	91m of new footpath to connect Coberley footpath 15 to the Gloucestershire Way crossing
22 & 25 (sheets 2 and 4)	Cowley Civil Parish	Cowley footpath 3	To be implemented prior to main construction	Scheme severs the existing PRoW	73m at its western end to Coberley footpath 16	Cowley footpath 3 to be diverted onto new side road joining the new Gloucestershire Way crossing to the north
23 (sheet 2)	Coberley Civil Parish	Coberley footpath 16	To be implemented prior to main construction	Scheme and new Gloucestershire Way crossing severs the existing PRoW	71m at its easterly extent	Coberley footpath 16 to be diverted onto new 98m long bridleway joining the new Gloucestershire Way crossing and other adjacent routes
24 (sheets 2 and 4)	Cowley Civil Parish	N/A	To be implemented as part of main construction	Increased/improved connectivity across exiting PRoW network	N/A	A new Gloucestershire Way crossing with bridleway over it and connecting for a length of 473m joining Coberley footpath 15, 16 and unclassified road 50852 and beyond
26 (sheet 4)	Cowley Civil Parish	N/A	To be implemented as part of main construction	Increased/improved connectivity across exiting PRoW network	N/A	Access rights to run along entire length of new side road, providing access between Shab Junction and wider PRoW network

Ref no.	Area	PRoW to be stopped up	Timing	Reason for management and/or closure	Extent of stopping up	New PRoW / highway to be substituted / provided
27 (sheet 4)	Cowley Civil Parish	N/A	To be implemented as part of main construction	Increased / improved connectivity across exiting PRoW network	N/A	213m of new bridleway to connect unclassified road 50852 to B4070 Provision of equestrian holding areas on either side of crossing on B4070
27A (sheet 4)	Cowley Civil Parish	N/A	To be implemented as part of main construction	The re-aligned B4070 with public access rights will connect into the PRoW network	N/A	New B4070 with public access rights between Shab Hill junction and barrow wake
28 (sheet 3)	Cowley Civil Parish	N/A	To be implemented as part of main construction	Increased/improved connectivity across exiting PRoW network	N/A	A new restricted byway for a length of 141m to connect the re-purposed A417 (Air Balloon Way) with Cowley Footpath 44 and realigned B4070
29 (sheet 4)	Cowley Civil Parish	N/A	To be implemented as part of main construction	Scheme severs the existing unclassified roads Increased / improved connectivity across exiting PRoW network	N/A	A new section of byway open to all traffic for a length of 277m to connect unclassified roads 50853 and 50944
30 (sheet 4)	Cowley Civil Parish	Cowley footpath 7	To be implemented as part of main construction	Scheme severs the existing PRoW	11m at its southern extent	Cowley footpath 7 to be diverted onto new byway open to all traffic (Ref no. 29)
31 (sheet 5)	Cowley Civil Parish	N/A	To be implemented as part of main construction	Increased/improved connectivity across exiting PRoW network	N/A	New steps on south western and north eastern points joining new Cowley Lane overbridge to connect Cowley Footpath 44 (west) and Cowley restricted byway 26 (east), with Public access rights along the length of the overbridge
31A (sheet 5)	Cowley Civil Parish	N/A	To be implemented as part of main construction	Increased/improved connectivity across exiting PRoW network	N/A	A new 208m section of footpath to connect Cowley Footpath 44 and Cowley Lane overbridge
32 (sheet 5)	Cowley Civil Parish	Cowley restricted byway 26	To be implemented prior to main construction	Scheme fence line severs the existing PRoW	804m stopped up along its entire length	1023m of Cowley restricted byway 26 to be re-provided outside of the scheme fence line

Ref no.	Area	PRoW to be stopped up	Timing	Reason for management and/or closure	Extent of stopping up	New PRoW / highway to be substituted / provided
33 (sheet 4)	Cowley Civil Parish	N/A	To be implemented as part of main construction	Scheme alignment severs the existing unclassified roads Increased / improved connectivity across exiting PRoW network	N/A	A new 417m section of byway open to all traffic to connect unclassified roads 50853 to Shab Hill junction and its side road
34 (sheet 5)	Cowley Civil Parish	Cowley restricted byway 36	To be implemented prior to main construction	Scheme alignment severs the existing PRoW	384m of its entire length	Cowley restricted byway 36 to be diverted over new Cowley overbridge joining re-provided Cowley restricted byway 26 (Ref no. 32)
35 (sheets 5 and 6)	Cowley Civil Parish	N/A	To be implemented as part of main construction	Increased/improved connectivity across exiting PRoW network	N/A	A new bridleway for a length of 400m over the new Stockwell overbridge
36 (sheet 6)	Cowley Civil Parish	Cowley footpath 22	To be implemented prior to main construction	Scheme severs the existing PRoW	356m at its northern extent where severed by the scheme (Ref no. 38 for further section of stopping up at its southern extent)	To be diverted onto the proposed Stockwell overbridge
37 (sheet 6)	Cowley Civil Parish	N/A	To be implemented prior to main construction	Increased/improved connectivity across exiting PRoW network	N/A	Cowley footpath 22 to be reclassified as restricted byway for a length of 486m between Cowley footpath 40 and new Stockwell overbridge
38 (sheet 6)	Cowley Civil Parish	Cowley footpath 22	To be implemented prior to main construction	Scheme severs the existing PRoW	183m at its southern extent where it joins Cowley Footpath 40	Cowley footpath 22 to be diverted to the east of the scheme earthworks at new Cowley junction with a new section of restricted byway (Ref no. 37)
39 (sheet 6)	Cowley Civil Parish	N/A	To be implemented as part of main construction	Increased/improved connectivity across exiting PRoW network	N/A	A new bridleway for a length of 464m along Cowley [Wood] Lane between proposed Cowley Footpath 40 and Cowley Footpath 39 (along new PMA)



Ref no.	Area	PRoW to be stopped up	Timing	Reason for management and/or closure	Extent of stopping up	New PRoW / highway to be substituted / provided
39A (sheet 6)	Cowley Civil Parish	N/A	To be implemented as part of main construction	Increased/improved connectivity across exiting PRoW network	N/A	A new restricted byway for a length of 214m between scheme south of new Cowley junction and Cowley Footpath 40 (along new PMA)
40 (sheet 6)	Cowley Civil Parish	N/A	To be implemented as part of main construction	Increased/improved connectivity across exiting PRoW network	N/A	325m of Cowley footpath 21 to be reclassified as bridleway over its entire length
41 (sheet 3)	Cowley Civil Parish	N/A	To be implemented as part of main construction	Increased/improved connectivity across exiting PRoW network	N/A	A new restricted byway for a length of 255m to connect Barrow Wake (north) and the re-purposed A417 (Air Balloon Way)
42 (sheets 3 and 5)	Cowley Civil Parish	N/A	To be implemented following the opening of the new A417	Increased/improved connectivity across exiting PRoW network	N/A	A new restricted byway for a length of 2870m along the de-trunked A417 between Stockwell Lane and to the new Cotswold Way crossing
43 (sheet 5)	Cowley Civil Parish	N/A	To be implemented following the opening of the new A417	Increased/improved connectivity across exiting PRoW network	N/A	A new footpath for a length of 60m to connect new restricted byway (Air Balloon Way) (Ref no. 42) and Cowley footpath 46
44 (sheet 5)	Cowley Civil Parish	N/A	To be implemented following the opening of the new A417	The Old Cirencester Road with public access rights connects into the re-purposed A417 (Air Balloon Way)	N/A	Access rights to run along the Old Cirencester Road to connect into the Air Balloon Way and new section of footpath (Ref no. 43)
45 (sheet 3)	Cowley Civil Parish	N/A	To be implemented as part of main construction	Increased/improved connectivity across exiting PRoW network	N/A	A new restricted byway for a length of 107m to connect the re-purposed A417 (Air Balloon Way) with the realigned B4070

**Additional closures**

- 3.4.15 Table 3-2 sets out Highways England's expectations of the required closures and new provision in relation to the PRoW network as a result of the scheme. However, if additional temporary or permanent diversions are required of other PRoW not set out in this plan, these would be agreed with GCC and the landowners prior to implementation as required by the DCO.

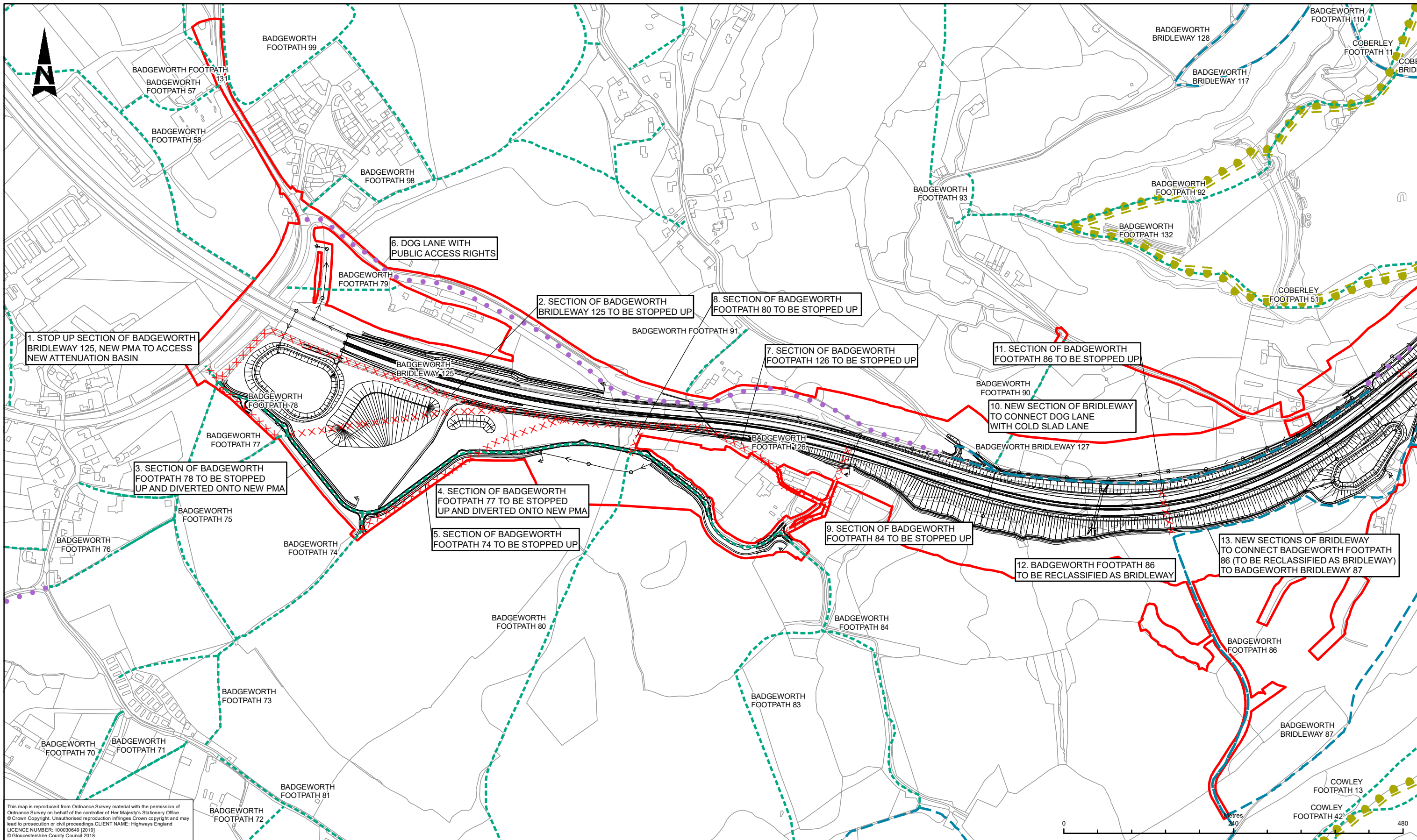
**Safety measures**

- 3.4.16 Where appropriate, suitable fencing would be erected by the contractor to form safe corridors for users of PRoW, especially where it is proposed to retain access in areas adjacent to construction works.
- 3.4.17 The type and size of fencing would be agreed with the individual landowners and GCC PRoW Officers prior to the start of construction. Regular inspections of the fencing would take place to ensure that all fencing and signage along the PRoW remain in place and that the condition of the PRoW is suitable for its intended use.
- 3.4.18 Where construction routes adjoin a PRoW or where a PRoW crosses a construction access, appropriate signage would be installed as necessary to ensure the safety of the public, road users and workforce. Appropriate traffic management measures for all works affecting highways would be covered in the Traffic management Plan.

**Inspections**

- 3.4.19 Inspections of any installed temporary diversions or alternative routes and any required action relating to non-conformance, would be undertaken at timescales to be determined/discussed with GCC PRoW Officers. Regular inspections of such routes would be undertaken, and short-term damage repaired where necessary.
- 3.4.20 During construction, Highways England would also operate a Community Relations team and contact details would be provided on any signs located along the PRoW network. Concerns around condition can therefore be flagged through this facility and Highways England will explore any short-term reinstatement work where necessary. Any concerns raised would be shared with GCC PRoW Officers.

# Appendix A PRow Proposals Plans



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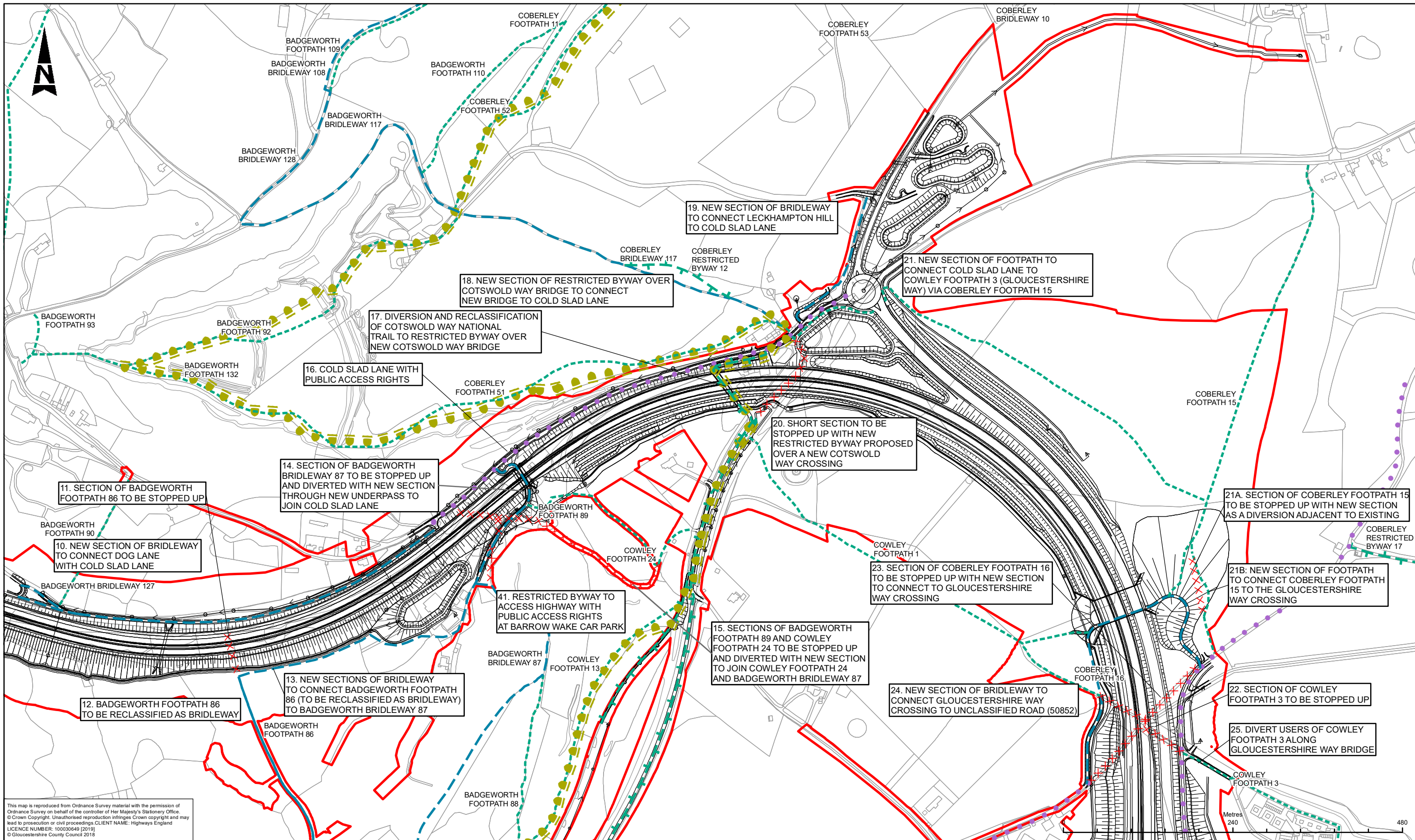
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XXX	STOPPED UP
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+	BYWAY OPEN TO ALL TRAFFIC
—	BRIDLEWAY
■	NATIONAL TRAIL
- - -	FOOTPATH
- - -	RESTRICTED BYWAY
□	DCO BOUNDARY

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
IN ADDITION TO THE HAZARDS RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS (REFERENCE SHALL ALSO BE MADE IN THE DESIGN HAZARD LOG)	
CONSTRUCTION	NONE
MAINTENANCE / CLEANING	NONE
USE	NONE
DECOMMISSIONING / DEMOLITION	NONE

Rev.	Date	Description	By	Chk'd	App'd	Auth'd
C01	14/04/21	APPLICATION SUBMISSION (MAY 2021)	EB	AP	JP	SW

Subtality: A3  
 Drawing Status: STAGE COMPLETED  
 Client: ARUP  
 highways england

Project Title		A417 MISSING LINK	
Drawing Title: PROW MANAGEMENT PLAN PROPOSALS SHEET 1 OF 6			
Scale: 1:5,000	By: EB	Checked: AP	Approved: JP
Original Size: A3	Date: 14/04/21	Date: 14/04/21	Date: 14/04/21
Authorised: SW	Date: 14/04/21	Revision: C01	
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Originator: ARN	Type: DR	Role: LE	Number: 000003



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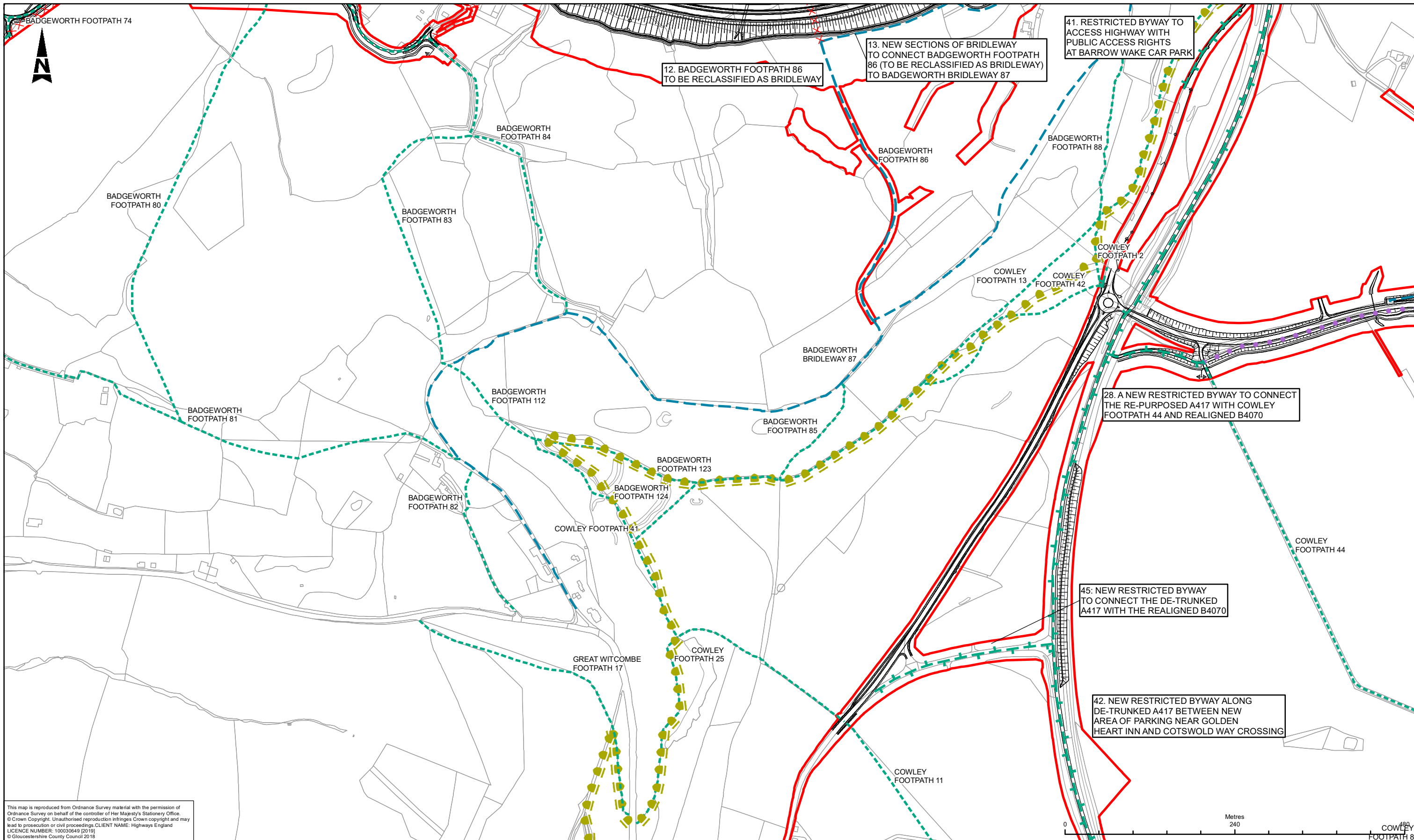
LEGEND	
XXX	STOPPED UP
●	WCH CONNECTION VIA NEW OR EXISTING HIGHWAY WITH PUBLIC ACCESS RIGHTS
+	BYWAY OPEN TO ALL TRAFFIC
—	BRIDLEWAY
■	NATIONAL TRAIL
---	FOOTPATH
+	RESTRICTED BYWAY
□	DCO BOUNDARY

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
IN ADDITION TO THE HAZARDS RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS (REFERENCE SHALL ALSO BE MADE IN THE DESIGN HAZARD LOG)	
CONSTRUCTION	NONE
MAINTENANCE / CLEANING	NONE
USE	NONE
DECOMMISSIONING / DEMOLITION	NONE

Rev.	Date	Description	By	Chk'd	App'd	Auth'd
C01	14/04/21	APPLICATION SUBMISSION (MAY 2021)	EB	DB	JP	SW

Subsidiary: A3  
 Drawing Status: STAGE COMPLETED  
 Client: **ARUP**  
 highways england

Project Title		A417 MISSING LINK	
Drawing Title: PROW MANAGEMENT PLAN PROPOSALS SHEET 2 OF 6			
Scale: 1:5,000	By: EB	Checked: DB	Approved: JP
Original Size: A3	Date: 14/04/21	Date: 14/04/21	Date: 14/04/21
Authorised: SW	Volume: ENM	Location: X_XX_XXXX_X	Type: -DR-LE-000004



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**LEGEND**

- XXX STOPPED UP
- WCH CONNECTION VIA NEW OR EXISTING HIGHWAY WITH PUBLIC ACCESS RIGHTS
- + BYWAY OPEN TO ALL TRAFFIC
- BRIDLEWAY
- NATIONAL TRAIL
- FOOTPATH
- RESTRICTED BYWAY
- DCO BOUNDARY

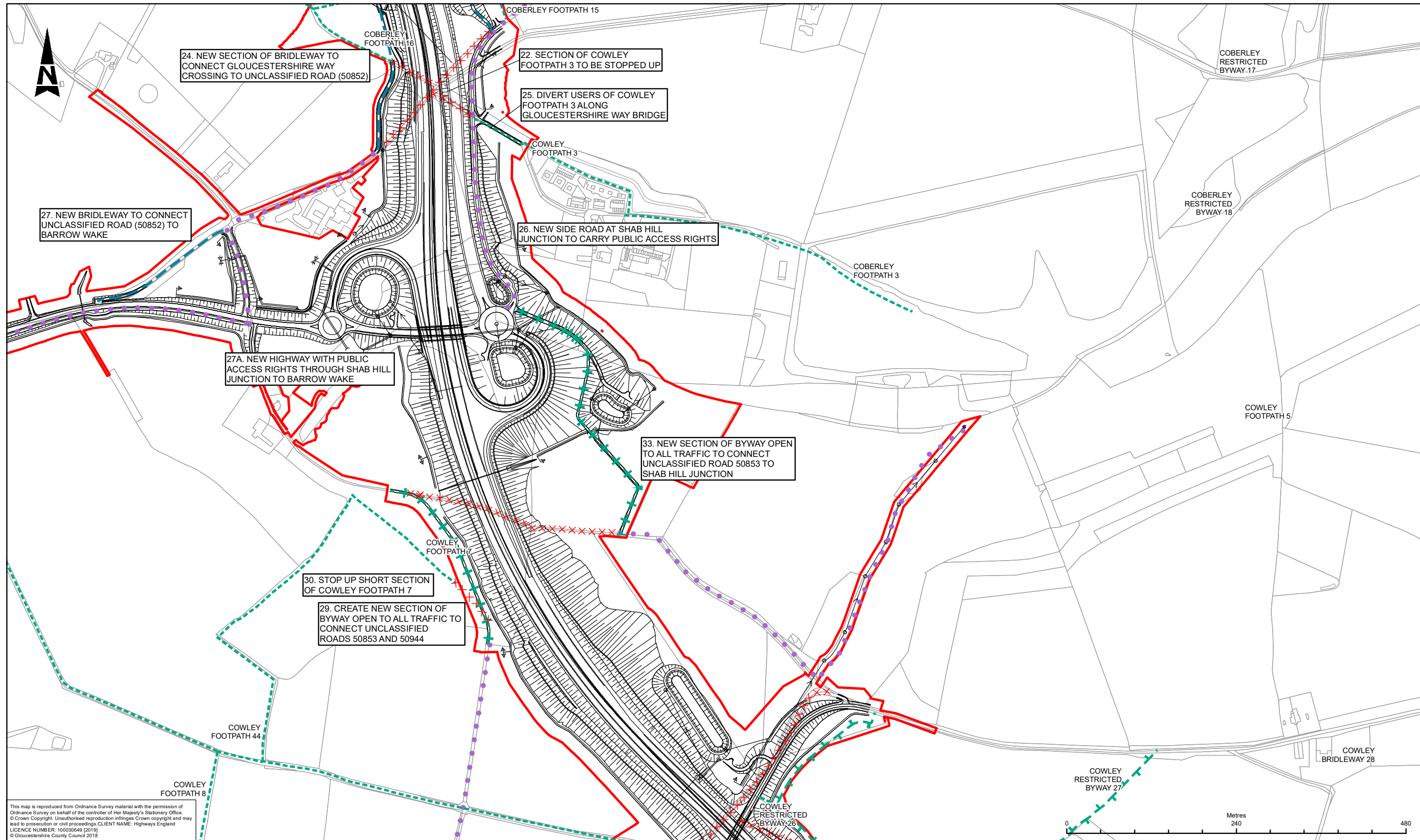
**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS (REFERENCE SHALL ALSO BE MADE IN THE DESIGN HAZARD LOG)

CONSTRUCTION	NONE
MAINTENANCE / CLEANING	NONE
USE	NONE
DECOMMISSIONING / DEMOLITION	NONE

Subtality	A3					
Drawing Status	STAGE COMPLETED					
Client	ARUP					
Client	highways england					
Rev.	Date	Description	By	Chk'd	App'd	Auth'd
C01	19/05/21	APPLICATION SUBMISSION (MAY 2021)	EB	DB	JP	SW

Project Title	A417 MISSING LINK				
Drawing Title	PROW MANAGEMENT PLAN PROPOSALS SHEET 3 OF 6				
Scale	1:5,000	By	EB	Checked	DB
Original Size	A3	Date	19/05/21	Date	19/05/21
Approved	JP	Authorised	SW	Date	19/05/21
Drawing Number	HE PIN	Originator	Volume	Revision	
HE551505 - ARP	- ENM	- DR - LE - 000005	-	C01	
X_XX_XXXX_X	-	-	-	-	
Location	Type	Role	Number		

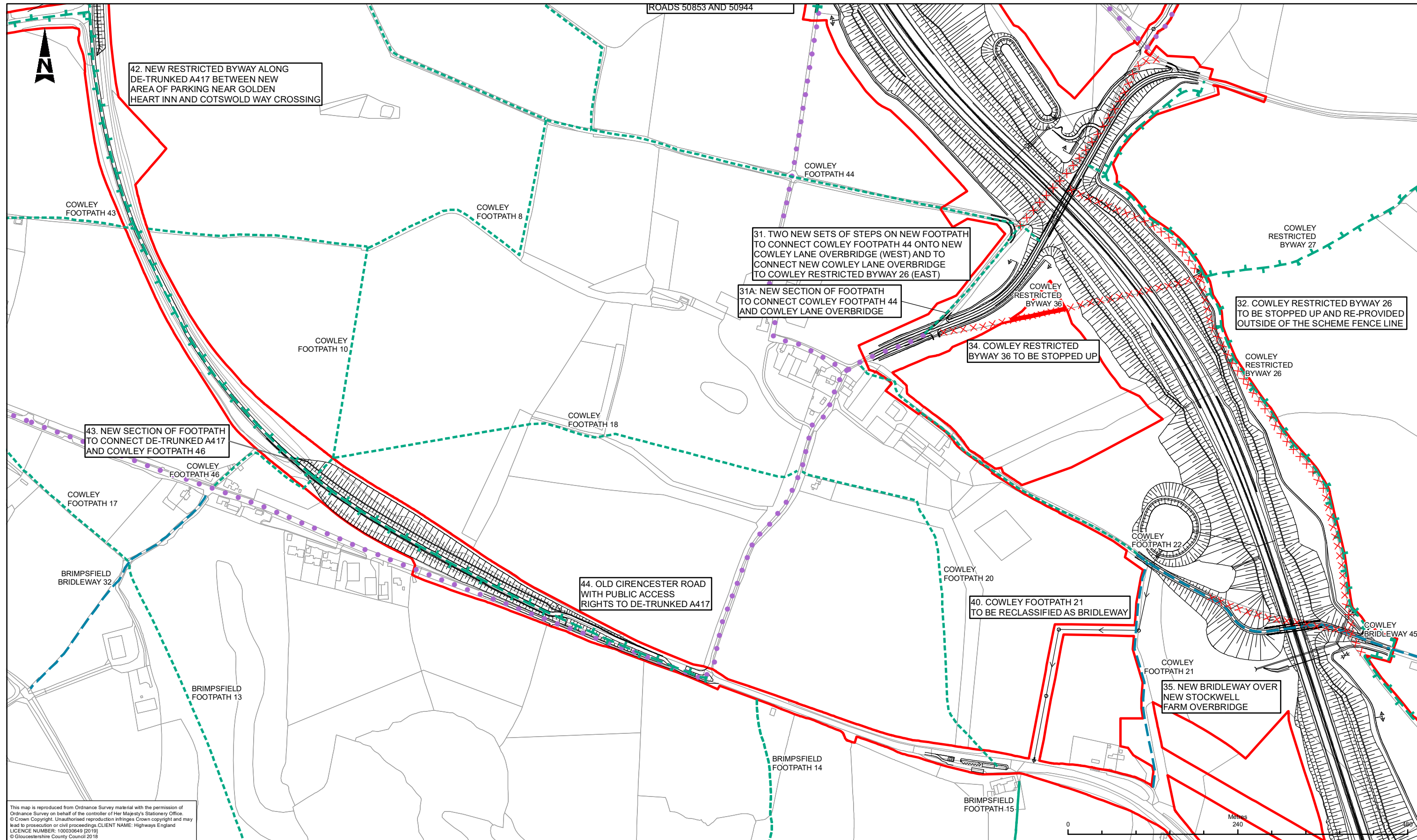


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LEGEND	
XXX	STOPPED UP
●	WCH CONNECTION VIA NEW OR EXISTING HIGHWAY WITH PUBLIC ACCESS RIGHTS
+	BYWAY OPEN TO ALL TRAFFIC
—	BRIDLEWAY
■	NATIONAL TRAIL
- - -	FOOTPATH
+	RESTRICTED BYWAY
□	DCO BOUNDARY

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
IN ADDITION TO THE HAZARDS RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS (REFERENCE SHALL ALSO BE MADE IN THE DESIGN HAZARD LOG)			
CONSTRUCTION			
NONE			
MAINTENANCE / CLEANING			
NONE			
USE			
NONE			
DECOMMISSIONING / DEMOLITION			
NONE			
Rev.	Date	Description	

Subsidiary	A3	Drawing Status	STAGE COMPLETED				Project Title	A417 MISSING LINK				
						Drawing Title	PROW MANAGEMENT PLAN PROPOSALS SHEET 4 OF 6					
						Scale	1:5,000	By	EB	Checked	DB	Approved
Client			Original Size	A3	Date	14/04/21	Date	14/04/21	Date	14/04/21	Date	14/04/21
Drawing Number	HE PIN		Originator	ARP	Volume	ENM		C01				
	X XX XXXX X	-DR - LE - 000006	Location	Type	Role	Number						



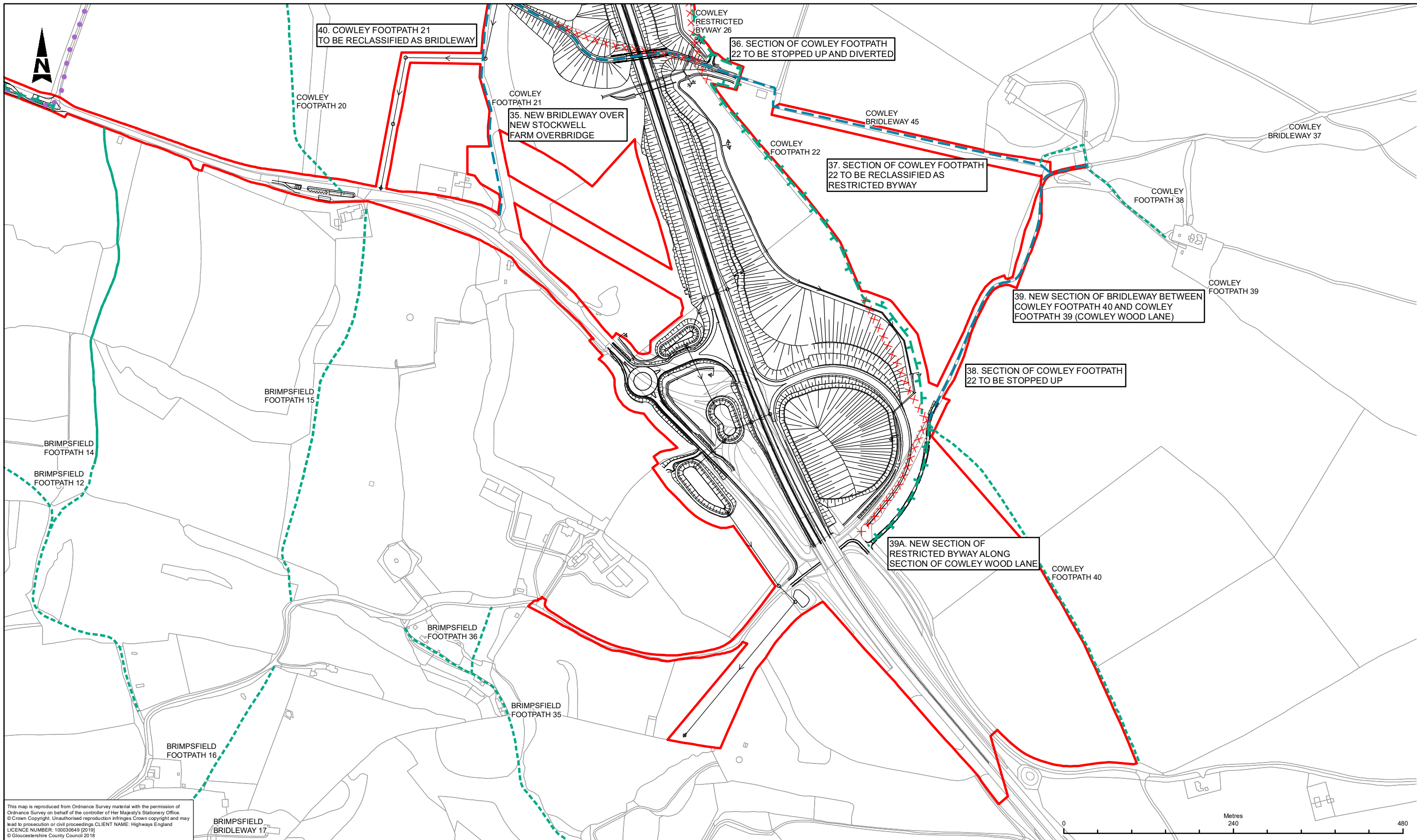
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LEGEND	
XXX	STOPPED UP
●	WCH CONNECTION VIA NEW OR EXISTING HIGHWAY WITH PUBLIC ACCESS RIGHTS
+	BYWAY OPEN TO ALL TRAFFIC
—	BRIDLEWAY
■	NATIONAL TRAIL
---	FOOTPATH
---	RESTRICTED BYWAY
□	DCO BOUNDARY

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS (REFERENCE SHALL ALSO BE MADE IN THE DESIGN HAZARD LOG)			
CONSTRUCTION			
NONE			
MAINTENANCE / CLEANING			
NONE			
USE			
NONE			
DECOMMISSIONING / DEMOLITION			
NONE			
Rev.	Date	Description	By
C01	19/05/21	APPLICATION SUBMISSION (MAY 2021)	EB AP JP SW
			Chk'd App'd Auth'd

Subsidiary	A3	Drawing Status	STAGE COMPLETED	Project Title	A417 MISSING LINK						
				Drawing Title	PROW MANAGEMENT PLAN PROPOSALS SHEET 5 OF 6						
				Scale	1:5,000	By	EB	Checked	AP	Approved	JP
				Original Size	A3	Date	19/05/21	Date	19/05/21	Date	19/05/21
				Drawing Number	HE PIN	Originator	ARP	Volume	ENM	Revision	C01
				Location	X XX XXXX X	Type	-DR	Role	LE	Number	000007





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LEGEND	
XXX	STOPPED UP
●	WCH CONNECTION VIA NEW OR EXISTING HIGHWAY WITH PUBLIC ACCESS RIGHTS
+	BYWAY OPEN TO ALL TRAFFIC
—	BRIDLEWAY
■	NATIONAL TRAIL
---	FOOTPATH
+	RESTRICTED BYWAY
□	DCO BOUNDARY

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS (REFERENCE SHALL ALSO BE MADE IN THE DESIGN HAZARD LOG)	
CONSTRUCTION	NONE
MAINTENANCE / CLEANING	NONE
USE	NONE
DECOMMISSIONING / DEMOLITION	NONE

Rev.	Date	Description	By	Chk'd	App'd	Auth'd
C01	19/05/21	APPLICATION SUBMISSION (MAY 2021)	EB	DB	JP	SW

Suitability: A3  
 Drawing Status: STAGE COMPLETED  
 Client:

Project Title: A417 MISSING LINK				
Drawing Title: PROW MANAGEMENT PLAN PROPOSALS SHEET 6 OF 6				
Scale: 1:5,000	By: EB	Checked: DB	Approved: JP	Authorised: SW
Original Size: A3	Date: 19/05/21	Date: 19/05/21	Date: 19/05/21	Date: 19/05/21
Drawing Number: HE PIN	Originator: ARP	Volume: ENM	Revision: C01	
X_XX_XXXX_X	-DR	LE - 000008		

## End Notes and References

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<sup>1</sup> Definitions follow those created in Section 329 of the Highways Act 1980 except for a byway open to all traffic

<sup>2</sup> A footway is a way over which the public have a right of way on foot only alongside a carriageway over which the public have a right of way for the passage of vehicles

<sup>3</sup> The Countryside Act 1968 permits this but does not impose an obligation for the highway authority to facilitate its use by pedal cycles (for example by providing a suitable surface)

<sup>4</sup> As defined in the Countryside and Rights of Way Act 2000

<sup>5</sup> As defined in the Countryside and Rights of Way Act 2000

<sup>6</sup> <https://www.gloucestershire.gov.uk/highways/records-reports-and-data/highway-records/>