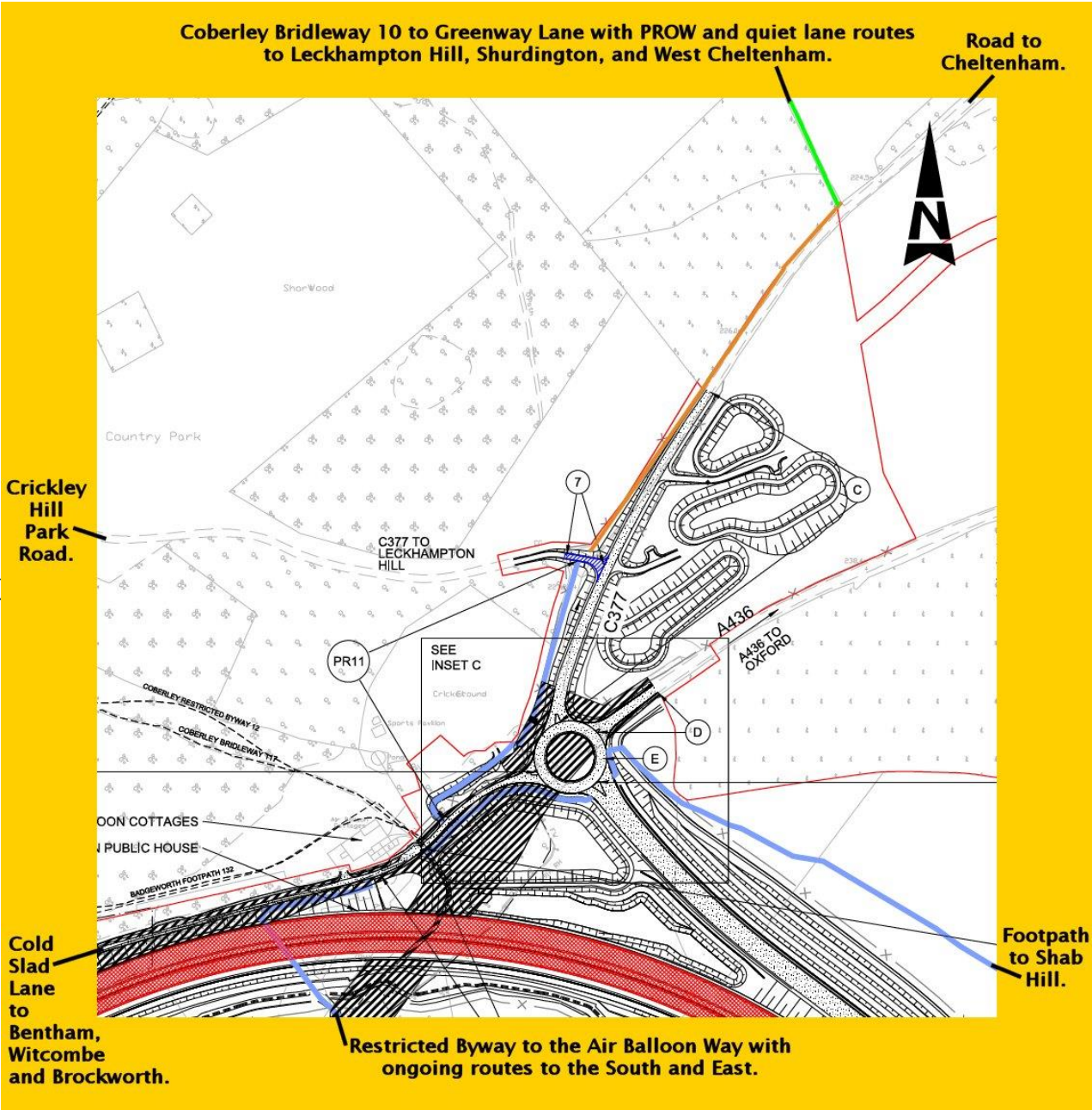


AN IMPORTANT SAFETY ISSUE FOR NON-MOTORISED USERS OF RIGHTS OF WAY
 Submission from Ralph Hampton. Registration ID: 20029068

There is a need for the proposed bridleyway from the Ullenwood Junction to Crickley Hill Park entrance to continue alongside Leckhampton Hill Road (C377), at least as far as Coberley BridleWay 10. This would provide an excellent safe route for horse riders, walkers, wheelchair users and cyclists that runs parallel to the Cotswold Way footpath that goes along the length of Crickley Hill.

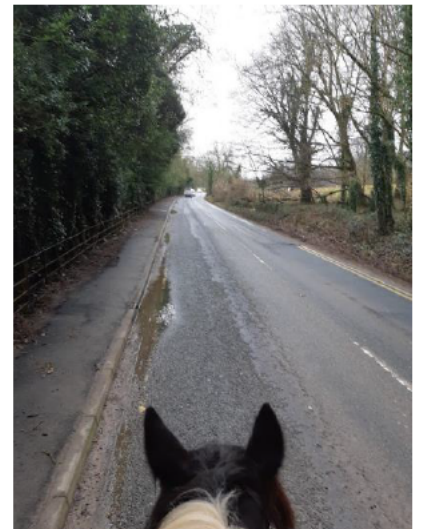
Location; with the proposed Ullenwood Road about 1/2 mile and WC routes which are shown in blue. I have highlighted



my proposal in orange and Coberley Bridleway 10 in green, and noted ongoing possible destinations.

The existing road (C377)

On 4 recent horse-riding journeys along this 0.2 mile (322 meter – measured on OS maps) section I counted 2 large trucks and 137 other vehicles passing (in both directions) – an average of almost 35 each time. It is not a quiet country road, and has a 60mph legal speed limit. Whilst I have an exceptional horse, it would put off many horse riders from their rightful passage along the highway. Paragraph 7.3.27 of the Highways England Transport Report [APP-426] states that unlike most of the other minor roads in the area, Leckhampton Hill Road (C377) would experience a large rise in traffic as a result of the Proposed Development, from 7000 vehicles per day in 2015 to 11500 in 2041, an increase by 164%.



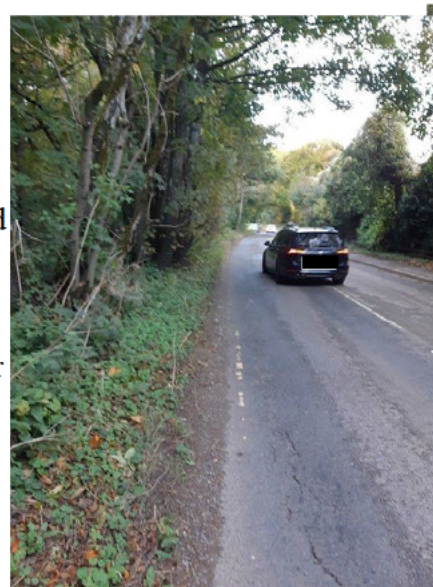
Images 1, 2 & 3 were taken from horseback during February riding from Coberley Bridleway 10 (on right of image 1) towards Crickley Park entrance (near distant cars, image 3).



Images 4 to 9 were taken in October walking along the left hand side from Crickley Park entrance (image 4), past where it reaches the wood (image 7) to the entrance to Coberley Bridleway 10 (parked Car on left, image 9).

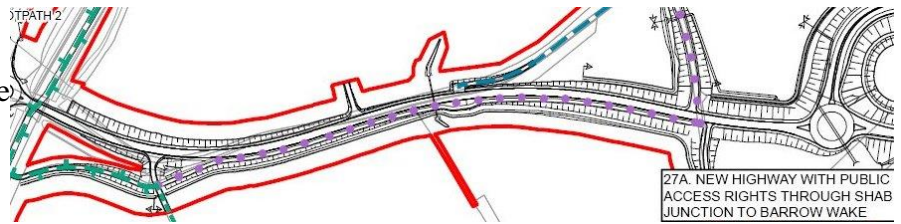
The Proposal.

A third safe, separated lane for WCH should be built, with a



40mph speed limit on the road.

The image right, shows the use of this within the project on the B4070 road (Shab Junction to Barrow Wake) where purple dots show the WCH route. It is intended that it would involve a safe route beside, but separated from, the road.



In order to maintain this additional roadside track within the red line construction area (see the detail image below) this would clearly involve nudging Leckhampton Hill Road a little towards the South East. However, if a crossing were facilitated by the entrance to Coberley Bridleway 10, the little used and unmaintained pavement on the South East side would become redundant reducing the movement needed. As half of this stretch of road is being rebuilt on top of a minor embankment, the financial implication of my suggestion would be very limited, and the gain in safety to it's vulnerable users would be invaluable.

It is important to point out that a section on a right of way that creates such dangers to its users that they are unwilling to use it at ANY time, on ANY day does, in effect, form a blockage and is therefore from the users viewpoint an obstructed highway.

My proposal presents an opportunity to create a safe link within the A417 ML project that would allow all vulnerable users to travel off the busy unsafe road, which would benefit all traffic on this important link between Cheltenham and the Motorway network. It would also give them a safe route along the crest of the Cotswold escarpment, which is otherwise blocked by Crickley Hill Park for horse riders, cyclists, and wheelchair users.



I made this proposal in response to the 2020 consultation process. It was unfortunately not taken up. It does however in my opinion offer an opportunity to make a major improvement to the safety and efficacy of the Rights of Way network around the project at little cost.

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Paragraph 7.3.27 of the Transport Report [APP-426] states that unlike most of the other minor roads in the area, Leckhampton Hill Road (C377) would experience a large rise in traffic as a result of the Proposed Development, from 7000 vehicles per day in 2015 to 11500 in 2041, an increase of 164%.

Web response:

If you do not receive a confirmation email within 24 hours then please contact the Planning Inspectorate giving your name, the name of the project (A417 Missing Link) and your registration ID (20029068).