

A417 Missing Link
TR010056

7.3.8 Statement of Common Ground
with The Walking, Cycling and Horse
riding Technical Working Group

Planning Act 2008

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

Volume 7

May 2022

Infrastructure Planning

Planning Act 2008

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

A417 Missing Link

Development Consent Order 202[x]

**Statement of Common Ground with The Walking, Cycling and
Horse riding Technical Working Group**

Regulation Number:	5(2)(q)
Planning Inspectorate Scheme Reference	TR010056
Application Document Reference	7.3.8
Author:	A417 Missing Link

Version	Date	Status of Version
C02	May 2022	Deadline 9

Table of Contents

	Pages
1 Introduction	1
1.1 Purpose of this document	1
1.2 The WCH TWG	1
1.3 Structure of this SoCG	3
1.4 Status of this SoCG	3
2 Consultation	4
2.1 Membership of the WCH TWG	4
2.2 Summary of consultation	5
3 Topics covered in this SoCG	22
4 Matters agreed	23
5 Matters outstanding	31
5.1 Principal matters outstanding	31
5.2 Matters outstanding	31
Appendices	i
Appendix A Signing Sheet	ii
Appendix B Terms of reference	vi

Table of Tables

Table 2-1 Consultation activities with WCH TWG	6
Table 3-1 Summary of the topics considered with this SoCG	22
Table 4-1 Matters agreed between WCH TWG and Highways England	23
Table 5-1 Matters outstanding between WCH TWG and Highways England	32

1 Introduction

1.1 Purpose of this document

- 1.1.1 This document is a joint Statement of Common Ground (SoCG) between Highways England and the Walking, Cycling and Horse riding (WCH) Technical Working Group (TWG) members in relation to the A417 Missing Link scheme, focusing on Public Rights of Way (PRoW) and Other Routes with Public Access rights (ORPAs).
- 1.1.2 The document identifies the following between the parties:
- Matters that have been agreed; and
 - Matters currently outstanding (not agreed, or subject to ongoing engagement during detailed design and construction).
- 1.1.3 The matters which are referenced in this document are those that are considered to be of material difference. Other lesser matters, such as those that concern amendments to supporting documents, will be reported on in the Consultation Report or addressed in the Environmental Statement (ES), submitted as part of the Development Consent Order (DCO) application.
- 1.1.4 Where matters are outstanding because they are subject to ongoing engagement during detailed design and construction, these are categorised as such in Table 5-1 to reflect the need for ongoing discussions beyond Examination.
- 1.1.5 This document has been prepared in accordance with Department for Communities and Local Government (now Department for Levelling Up, Housing and Communities) guidance on the pre-application process¹.

1.2 The WCH TWG

- 1.2.1 This joint SoCG is between Highways England and a wide range of individuals and organisations with an interest in public access. For the purposes of the TWG, the term WCH includes users of public rights of way and Other Routes with Public Access Rights, including disabled users.
- 1.2.2 The following parties have been involved in the WCH TWG since its first meeting in July 2019 (acknowledging some members represent more than one organisation and some have changed over time, please see Appendix B1.1.7):
1. Active Gloucestershire;
 2. British Horse Society (BHS);
 3. Campaign to Protect Rural England (CPRE) Gloucestershire;
 4. Cheltenham and Tewkesbury Cycle Campaign;
 5. Cotswold District Council;
 6. Cotswolds Conservation Board (CCB);
 7. Cotswold Trail and Access Partnership²;
 8. Cycling UK;
 9. Gloucestershire County Council (GCC) Principal PROW Officer;
 10. GCC transport officer;

¹ Department for Communities and Local Government. Planning Act 2008: Guidance for the examination of applications for development consent. (2015)

² The Cotswold Trail and Access Partnership were represented by a member of the Gloucestershire Local Access Forum (GLAF) who coordinated feedback and inputs to the group as appropriate

11. GCC ThinkTravel Coordinator;
12. Gloucestershire Local Access Forum (GLAF);
13. Gloucestershire Ramblers;
14. Gloucestershire Wildlife Trust;
15. National Trust;
16. Natural England;
17. Sustrans;
18. The Disabled Ramblers; and
19. Trail Riders Fellowship.

- 1.2.3 Without being formal members, on occasions representatives have joined the WCH TWG from Coberley Parish Council, Birdlip and Cowley Parish Council, and Leckhampton with Warden Hill Parish Council, to help better understand the proposals and opportunities pertinent to local access.
- 1.2.4 This SoCG has been informed by WCH TWG meetings and correspondence with representatives from the above organisations. Those representatives were identified through engagement with Highways England and its Strategic Stakeholder Panel, as well as recommendations from individuals and organisations during the engagement process associated with the TWG and those engaged with the wider design and development of the scheme.
- 1.2.5 This has led to membership of the group changing and expanding over time in order to help introduce representation of different interests relevant to the scheme and rights of way.
- 1.2.6 Given the nature of the SoCG and the multi-party involvement, the following points should be acknowledged/recognised:
 - a) Some organisations have engaged in the TWG at different levels and, as set out above, membership of the group has changed and expanded over time. In some instances, this has led to some organisations being involved at an early stage and not at a later stage of consultation (e.g. Sustrans, Active Gloucestershire and Cycling UK), and so this SoCG has not been signed by all parties involved and set out within this document.
 - b) Some members of the WCH TWG are members of more than one of the organisations represented.
 - c) The TWG comprises members that try to best represent their organisations where appropriate but acknowledge that interests and opinions can differ within organisations as well as within the TWG.
- 1.2.7 All members of the WCH TWG have been provided with Terms of Reference for the group, to help establish the role and function of its engagement with Highways England. A copy is provided at Appendix B.
- 1.2.8 Members of the WCH TWG have been engaged through a variety of group and smaller or one-to-one focused meetings in addition to written correspondence to support engagement activities. The details of meetings are provided in section 2 of this SoCG.
- 1.2.9 It should be acknowledged that in some cases, focused meetings were necessary to accommodate the availability of a large number of stakeholders and some requests to focus on particular matters (e.g. walking, cycling or horse riding).
- 1.2.10 Annex F Public Rights of Way Management Plan (PRoW) of ES Appendix 2.1 EMP (Document Reference 6.4, APP-323) has been developed iteratively since July 2019 and has been shared and discussed with the WCH TWG to help

capture proposals and commitments pertinent to PRow as the appropriate document in support of the DCO application.

- 1.2.11 It should also be recognised that some of the members of the WCH TWG submitted their own individual and/or organisation responses to the statutory public consultation associated with the scheme held between 27 September 2019 and 8 November 2019. Further and supplementary public consultation was held between 13 October 2020 and 12 November 2020. Any such responses are responded to as part of the statutory Consultation Report in support of the Development Consent Order application.
- 1.2.12 Some members of the WCH TWG submitted Relevant Representations to the examining authority, and any matters agreed or outstanding identified through those representations have been considered in this SoCG where appropriate.

1.3 Structure of this SoCG

1.3.1 This SoCG is structured as follows:

- Section 2 states the role of the WCH TWG in the application and sets out the consultation undertaken.
- Section 3 summarises the topics considered within the SoCG.
- Section 4 lists those matters which have been agreed, including the date that this matter was agreed.
- Chapter 5 lists those matters which remain outstanding, incorporating: a description of the matter; the position of both parties; any actions taken to address the matter; and the date of the latest position including any further meetings planned regarding the matter.

1.3.2 Appendix A includes the signing sheet.

1.3.3 Appendix B includes the Terms of Reference.

1.4 Status of this SoCG

1.4.1 This joint SoCG presents the final position between all parties during the Examination, submitted at Deadline 9 (16 May 2022).

2 Consultation

2.1 Membership of the WCH TWG

2.1.1 The following members of the WCH TWG are statutory consultees:

Gloucestershire County Council

2.1.2 The A417 Missing Link scheme is situated wholly within the boundaries of GCC. It is therefore a statutory consultee for the proposed scheme, as defined under section 42(1)(b) and section 43(c) of the Planning Act 2008 (“the Act”).

2.1.3 GCC is the local highway authority for Gloucestershire and has statutory duties in relation to local highways and maintenance, as well as the PRow network.

Cotswold District Council

2.1.4 The A417 Missing Link scheme is situated partially within the boundaries of Cotswold District Council. It is therefore a statutory consultee for the proposed scheme, as defined under section 42(1)(b) and section 43(b) of the Act.

2.1.5 Cotswold District Council is the local planning authority for Cotswold District.

National Trust

2.1.6 The A417 Missing Link scheme is situated partially on land which is owned and/or managed by the National Trust. PRowS also pass through this land. They are therefore statutory consultees for the proposed scheme, as defined under section 42 (1)(d) and section 44 of the Act.

2.1.7 This SoCG deals with issues that are relevant to the National Trust in their capacity as an affected landowner and a conservation organisation. While comments received from the National Trust regarding WCH and PRow provision have been included within the development of proposals and this SoCG, it should be noted that the National Trust have their own SoCG with Highways England and as such have expressed that they wish to sign their separate SoCG given their full position is outlined within their specific SoCG.

Gloucestershire Wildlife Trust

2.1.8 The A417 Missing Link scheme is situated partially on land which is owned and/or managed by the Gloucestershire Wildlife Trust. PRowS also pass through this land. They are therefore statutory consultees for the proposed scheme, as defined under section 42 (1)(d) and section 44 of the Act.

2.1.9 This SoCG deals with issues that are relevant to the Gloucestershire Wildlife Trust in their capacity as an affected landowner and a conservation organisation.

2.1.10 The Gloucestershire Wildlife Trust have expressed that they wish to sign their separate SoCG given their full position is outlined within their specific SoCG with Highways England.

Natural England

2.1.11 Natural England is a statutory body established under the Natural Environment and Rural Communities Act 2006 (NERC Act). Natural England is the statutory advisor to Government on nature conservation in England and promotes the conservation of England’s wildlife and natural features. Natural England is a statutory consultee under section 42(a) of the Act.

- 2.1.12 While the comments received from Natural England regarding WCH and PRowS have been included within the development of proposals and this SoCG, it should be noted that Natural England have their own SoCG with Highways England and as such have expressed that they wish to sign their separate SoCG given their full position is outlined within their specific SoCG.

Cotswolds Conservation Board

- 2.1.13 Cotswolds Conservation Board (CCB) (also known as the Cotswolds National Landscape) is an independent statutory body that works to conserve and enhance the natural beauty of the Cotswolds Area of Outstanding Natural Beauty (AONB). It was established by Parliamentary Order in 2004 and is one of two Conservation Boards in England.
- 2.1.14 CCB is a statutory consultee under section 42(a) of the Act.
- 2.1.15 CCB has expressed that they wish to sign their separate SoCG given their full position is outlined within their specific SoCG with Highways England.

Non-statutory consultees

- 2.1.16 All other members of the WCH TWG are non-statutory consultees but are interest groups that have volunteered their time to share their local and/or expert knowledge pertinent to PRow and ORPA.
- 2.1.17 Highways England consults with these individuals and organisation under section 47 of the Act.

2.2 Summary of consultation

- 2.2.1 Highways England has been in consultation with the WCH TWG during the development of the scheme's design. The parties have continued communicating throughout the progression of the scheme.
- 2.2.2 The engagement outlined in Table 2-1 covers formal consultation with the TWG, and engagement which pertains to matters raised in this SoCG. Other exchanges, such as technical notes, requests for information or clarification points are not detailed below but are available on request.
- 2.2.3 Meeting minutes were taken for each event. Matters discussed are summarised here and reflect the feedback or views of WCH TWG members involved and do not necessarily represent the views of Highways England then or now.
- 2.2.4 It should also be acknowledged that some of the WCH TWG members also attended other consultation meetings and events associated with the scheme, for example strategic stakeholder panel meetings, and events during the statutory consultation periods.
- 2.2.5 The consultation with the WCH TWG since the Preferred Route Announcement in March 2019 is set out in Table 2-1.

Table 2-1 Consultation activities with WCH TWG

Date	Method	Parties involved	Matters discussed
2 July 2019	Landscape, Heritage and Environment Technical Working Group	<ol style="list-style-type: none"> 1. Highways England 2. Cotswold AONB/Cotswolds Conservation Board 3. Cotswold District Council 4. Environment Agency 5. GCC 6. Historic England 7. National Trust 8. Natural England 9. Tewkesbury District Council 	<p>Whilst the Landscape, Heritage and Environment TWG is separate to that of the WCH TWG, some parties are members of both. At the 2nd July TWG meeting, Highways England provided an update on the scheme design and sought feedback including on WCH matters. Points raised included:</p> <ol style="list-style-type: none"> a) The need to obtain GIS data for mapping to make sure the baseline reflects the latest definitive maps b) Places such as Leckhampton Hill and Seven Springs Layby (both joining the Air Balloon Roundabout) identified as a key location where people park and walk c) Barrow Wake was identified as a key place for people to walk and enjoy the views via the Cotswold Way National Trail d) There is the opportunity to make a feature of the Golden Heart Inn e) The impact of the use of cars on the environment in this area, and anti-social behaviour f) Connections to the east of Cheltenham and the importance of links between routes and connections to the wider area g) The need for diversions of WCH routes/PROW to be as short and like-for-like as possible where practicable, ideally with continuation of the same status h) The importance of reconnecting and upgrading footpaths with connections to existing open land i) WCH movements and associated environmental impacts on Crickley Hill Country Park and Beechwoods Special Area of Conservation j) The opportunities for WCH surrounding Gloucestershire Way and link into the wider PROW network k) The provision of overbridges and the opportunities to landscape them and reduce noise impacts l) The type of surfacing which should be used

Date	Method	Parties involved	Matters discussed
8 August 2019	Walking, Cycling and Horse riding Technical Working Group meeting	<ol style="list-style-type: none"> 1. Highways England 2. Cotswold Trail and Access Partnership 3. GCC transport planning officers 4. GLAF 5. Gloucestershire Ramblers 	<p>Highways England provided an update on the scheme design and set out the Terms of Reference and SoCG process. Feedback was sought from the group on the draft PRoW Management Plan and the proposals it contained, as well as the baseline and methodology of the assessment underpinning it.</p> <p>Post meeting note: Gloucestershire Ramblers expressed objection to the proposed implementation of the preferred route and suggested a number of improvements to minimise the impact on walking and the landscape so that the scheme could meet its claims of being landscape-led and of recreational benefit.</p>
14 August 2019	Focused Walking, Cycling and Horse riding Technical Working Group meeting	<ol style="list-style-type: none"> 1. Highways England 2. GCC Principal PROW Officer 	<p>Highways England provided an update on the scheme design and set out the Terms of Reference and SoCG process. Feedback was sought on the draft PRoW Management Plan and the proposals it contained, as well as the baseline and methodology of the assessment underpinning it.</p>
14 August 2019	Focused Walking Cycling and Horse riding Technical Working Group meeting	<ol style="list-style-type: none"> 1. Highways England 2. Sustrans 	<p>Highways England provided an update on the scheme design and set out the Terms of Reference and SoCG process. Feedback was sought on the draft PRoW Management Plan and the proposals it contained, as well as the baseline and methodology of the assessment underpinning it.</p>
4 September 2019	Focused Walking, Cycling and Horse riding Technical Working Group meeting	<ol style="list-style-type: none"> 1. Highways England 2. British Horse Society 	<p>Highways England provided an update on the scheme design and set out the Terms of Reference and SoCG process. Feedback was sought from the group on the draft PRoW Management Plan and the proposals it contained, as well as the baseline and methodology of the assessment underpinning it.</p>
27 September 2019 to 8 November 2019	Statutory public consultation	All	<p>Members of the WCH TWG were notified on 27th September 2019 by letter and/or email of the statutory consultation and provided with a deadline to submit their responses (11.59pm on 8th November 2019). The statutory consultation sought views on the scheme design and the Preliminary Environmental Information which was published for the consultation. Many members of the WCH TWG provided responses to the statutory consultation, which are reported upon in the Consultation Report submitted with the DCO application.</p>

Date	Method	Parties involved	Matters discussed
1 October 2019	Focused Walking, Cycling and Horse riding Technical Working Group meeting	<ol style="list-style-type: none"> 1. Highways England 2. Gloucestershire Wildlife Trust 3. National Trust 	Highways England provided an update on the scheme design and set out the Terms of Reference and SoCG process. Feedback was sought from the group on the draft PRow Management Plan and the proposals it contained, as well as the baseline and methodology of the assessment underpinning it.
8 October 2019	Focused Walking, Cycling and Horse riding Technical working group meeting	<ol style="list-style-type: none"> 1. Highways England 2. Natural England 	Highways England provided an update on the scheme design and set out the Terms of Reference and SoCG process. Feedback was sought from the group on the draft PRow Management Plan and the proposals it contained, as well as the baseline and methodology of the assessment underpinning it.
10 October 2019	Focused Walking, Cycling and Horse riding Technical working group meeting	<ol style="list-style-type: none"> 1. Highways England 2. GLAF 	Highways England provided an update on the scheme design and set out the Terms of Reference and SoCG process. Feedback was sought from the group on the draft PRow Management Plan and the proposals it contained, as well as the baseline and methodology of the assessment underpinning it.
27 November 2019	Walking, Cycling and Horse riding Technical working group meeting	<ol style="list-style-type: none"> 1. Highways England 2. Active Gloucestershire 3. British Horse Society 4. Cheltenham and Tewksbury Cycling Campaign/Cycling UK 5. Cotswold Conservation Board 6. Cotswold Trail and Access Partnership 7. Disabled Ramblers 8. GCC Principal PROW Officer 9. GCC ThinkTravel Coordinator 10. GCC Transport Planning Department 11. GLAF 12. Gloucestershire Ramblers 13. Gloucestershire Wildlife Trust 14. National Trust 15. Natural England 	Highways England provided a project update and the change in methodology for the Environmental Impact Assessment under DMRB. The session consisted of a PRow Management Plan workshop which discussed the scheme proposals in three sections. Feedback was sought from the group on the PRow proposals. Members of the group were able to mark-up plans with their comments at the workshop (plans were not shared externally for individual mark-up and were subsequently updated as appropriate). Highways England provided more detail on the SoCG process and how it would be structured and progressed.

Date	Method	Parties involved	Matters discussed
10 February 2020	Email	British Horse Society	Emailed concerns about use of the unclassified road 50944 and suggested alternative.
19 February 2020	Email	Highways England British Horse Society	Emailed response to concerns about use of the unclassified road 50944 and suggested alternative.
24 February 2020	Email in response to the scheme and draft PRoW Management Plan	GCC	Feedback on the latest design proposals for the scheme and detailed points and proposals set out within the draft PRoW Management Plan.
27 February 2020	Focused Walking, Cycling and Horse riding Technical working group meeting	<ol style="list-style-type: none"> 1. Highways England 2. Gloucestershire Local Access Form 	Highways England provided an overview of the response to statutory consultation, and then set out the updates to the scheme design that were made following the consultation. The proposals for further changes to the scheme design were set out, and an update provided on the next steps and programme of the scheme.
3 March 2020	Walking, Cycling and Horse riding Technical working group	<ol style="list-style-type: none"> 1. Highways England 2. British Horse Society 3. Cheltenham and Tewksbury Cycling Campaign 4. Cotswold Trail and Access Partnership 5. GCC Principal PROW Officer 6. GCC Thinktravel co-ordinator 7. GCC Transport Planning Officer 8. GLAF 9. Gloucestershire Ramblers 10. National Trust 11. Natural England 	<ul style="list-style-type: none"> • Highways England provided an overview of the response to statutory consultation, and then set out the updates to the scheme design that were made following the consultation. The proposals for further changes to the scheme design were set out • The SoCG with the group was discussed and the process for updating it • The majority of the meeting consisted of a workshop on the updated PRoW Management Plan in which the members' views on the updated proposals were sought • An update on the programme of the scheme was provided
1 April 2020	Email in response to the scheme and draft PRoW Management Plan	Gloucestershire Ramblers	Feedback on the latest design proposals for the scheme and detailed points and proposals set out within the draft PRoW Management Plan (issued to WCH TWG members on 24 February 2020).

Date	Method	Parties involved	Matters discussed
28 May 2020	Letter (via email due to Covid-19) and phone call	All members of the WCH TWG	Members of the WCH TWG were notified via a letter that the DCO submission of the A417 Missing Link scheme would be delayed due to further design and development work. The letter stated that Highways England would be continuing to engage with stakeholders. Members of the Highways England team followed up the email with a phone call to outline the contents of the letter and advise of the delay.
2 July 2020	Email	Gloucestershire Ramblers	Query as to when TWGs will re-start and information provided with notes on crossings of the A417 and an updated position from the Gloucestershire Ramblers, seeking continued input into scheme and suggestions made for future format of TWG meetings. Highways England replied to advise that a TWG would be scheduled imminently and that the information provided would be considered.
22 July 2020	Combined Technical Working Group meeting	Members of the WCH TWG and the Environment, Heritage and Landscape TWG	Project update following delay to programme, setting out the key changes to the design and the amended timescales. Invited questions from stakeholders during the session. A presentation and Q&A summarising the session was subsequently issued to all attendees (on 11 th August).
28 July 2020	Email	Gloucestershire Ramblers	Provided updated information on the views of Gloucestershire Ramblers. Provided link to the Gloucestershire Ramblers June 2020 newsletter and attached documents summarising the position of the Gloucestershire Area group in May 2020. Links provided to recent press about the delay to the scheme.
6 August 2020	Emails	Gloucestershire Ramblers	Two further emails setting out the position of the Gloucestershire Ramblers in relation to the scheme. Marked-up map provided of ORPAs and PRow numbers, as well as suggested proposals for scheme design changes.

Date	Method	Parties involved	Matters discussed
12 August 2020	Walking, Cycling and Horse riding Technical working group meeting	<ol style="list-style-type: none"> 1. Highways England 2. Active Gloucestershire 3. British Horse Society 4. Cheltenham and Tewksbury Cycling Campaign 5. Cotswold Trail and Access Partnership 6. GCC Principal PROW Officer 7. GCC Thinktravel co-ordinator 8. GCC Transport Planning Officer 9. GLAF 10. Gloucestershire Ramblers 11. National Trust 12. Natural England 13. CPRE 14. Disabled Ramblers 15. Sustrans 16. Cotswold District Council 17. Woodland Trust 	Highways England provided an update on how the design changes in the scheme have resulted in changes to the PROW network. Feedback was sought from the group and Q&A on the proposals. The next steps were outlined including the issue of the draft updated PROW Management Plan, the upcoming statutory consultation and the SoCG process. Minutes were issued on 4 th September.
14 August 2020	Email	Gloucestershire Ramblers	Request that SoCG makes it clear how organisations' views are represented – whether these are individual views or views of an organisation and which organisations are best able to comment on relevant matters. Provided clarification on role and purpose of Gloucestershire Ramblers as a charity working for all walkers.
28 August 2020	Email	All members of the WCH TWG	Highways England shared with the group the draft General Arrangement and Profile plans for the scheme, ahead of the supplementary public consultation. It was explained that the information was work in progress, draft and confidential and should only be shared within their organisation where there is a legitimate reason to do so. This was followed up with an email on 1 September sharing the draft PROW Management Plan as well.

Date	Method	Parties involved	Matters discussed
1 September 2020	Telephone call	British Horse Society	<p>A number of queries regarding the proposals, including:</p> <ul style="list-style-type: none"> • The likely increase in motor traffic on Crickley Hill and how this may affect the A40 • The possibility of a pegasus crossing near the Frogmill pub at Shipton Oliffe • Concerns from horse riders that the bridleways are on the wrong side of the road where the A40 meets the A417
2 September 2020	Email	British Horse Society	<p>Highways England Population and Health specialist provided a response to queries made on 1st September. Provided:</p> <ul style="list-style-type: none"> • Information on the traffic modelling on the scheme for flows on the A436 and A40 • Confirmation that a pegasus crossing near the Frogmill would be outside of the scope of the scheme due to being significantly outside of the DCO Boundary, but BHS could speak to the relevant local authority about such provision • The proposals at the new Ullenwood junction (A417/A436) are considered to provide an appropriate and safe arrangement for all users
2 September 2020	Email	GLAF	<p>Feedback on the draft PRoW Management Plan, including:</p> <ul style="list-style-type: none"> • Clarification sought on what is proposed to provide a connection from the west end of the severed eastern half of the Unclassified Road (UCR) 50853 to the northern part of the proposed new Shab Hill junction • Clarification sought on what is proposed for the section of UCR 47282 that runs north-eastwards from Barrow Wake car park to the present A417 just south of the Air Balloon
2 September 2020	Email	GLAF	<p>Response to query on 2nd September to state that the next WCH SoCG meeting would provide a justification for the proposals in the PRoW Management Plan and that a more detailed specialist response would be provided directly, as soon as possible, regarding the crossings queried.</p>

Date	Method	Parties involved	Matters discussed
Between 8 September and 14 September 2020	Meeting and emails	Gloucestershire Ramblers	A two-part meeting to discuss Gloucestershire Ramblers' concerns over PRow provision in revised scheme and suggestions that the group has put forward for alternative or additional design suggestions, including the downsides of increase of the current gradient from 7% to 8% (in terms of visual and noise impact) and that the Air Balloon should be referred to as an Inn rather than a pub otherwise its significance to many people as part of the landscape and heritage would be missed. Highways England specialists provided their view on the suggestions that the Ramblers had provided and discussed feasibility of these. It was agreed further position statements on these topics would be provided by Highways England in due course. Associated with these meetings were a number of emails from Gloucestershire Ramblers containing further thoughts and information to help inform the ongoing discussions.
12 September 2020	Email	Cheltenham and Tewkesbury Cycling Campaign	Set out three concerns for the A417, having reviewed updated PRow Management Plan and information sent on 28 August. Considers there to be some good improvements but three areas outstanding: lack of crossing at Crickleigh Farm; lack of clarity on bridleway at Dog Lane to Cold Slad Lane; and Cotswold Way bridge which needs to be a green bridge. Highways England PRow specialist responded on 14 th September to advise that these points would be considered and be discussed in updated SoCG and next WCH SoCG meeting.
16 September 2020	Meeting	GCC PRow and highways officer	Meeting to discuss: <ol style="list-style-type: none"> 1. The council's position on a potential unclassified road or byway open to all traffic (BOAT) connecting to Shab Hill junction; 2. Reclassification of existing PRow e.g. at Grove Farm 3. Historic severance of crossing points of the A417 near Dog Lane
18 September 2020	Email	Gloucestershire Ramblers	Gloucestershire Ramblers set out their views on three points following the meetings held on 8 th and 14 th September: the need to retain the Air Balloon Public House; the impact of the gradient on the cutting and level and waste material; and the operation of the TWGs and SoCGs.

Date	Method	Parties involved	Matters discussed
29 September 2020	WCH impacts on Crickley Hill meeting	Gloucestershire Wildlife Trust and National Trust	Meeting to discuss the walking, cycling and horse riding impacts of the updated scheme on Crickley Hill. An alternative option for replacement Common Land and access to/from the Barrow Wake car park was discussed and supported by the Wildlife Trust, to reduce potential impact on the SSSI. Support was expressed for removing existing rights of way from areas of SSSI where appropriate to do so.
29 September 2020	Walking, Cycling and Horse riding Technical working group meeting	<ol style="list-style-type: none"> 1. Highways England 2. Active Gloucestershire 3. British Horse Society 4. Cheltenham and Tewksbury Cycling Campaign 5. Disabled Ramblers 6. GCC Principal PROW Officer 7. GLAF 8. Gloucestershire Ramblers 9. National Trust 10. Natural England 11. Trail Riders Fellowship 	<p>Meeting to provide initial feedback on the draft Public Rights of Way Management Plan, draft Chapter 12 Population and Health of the 2020 Preliminary Environmental Information (PEI) report and progress the Statement of Common Ground in light of the latest scheme design. Key areas for improvement expressed included:</p> <ul style="list-style-type: none"> • East of Shab Hill connection – provision of a BOAT between existing unclassified road and proposed junction • Crossing west end of the scheme - suggested additional crossing • Common Land - opportunity to carry on the restricted byway as part of the repurposed A417 along the edge of the replacement Common Land and across the Cotswold Way crossing. This would allow Highways England to extend the Common Land further and avoid impact on the SSSI at Barrow Wake
13 October 2020	Supplementary statutory public consultation	All	Members of the WCH TWG were notified of the supplementary statutory consultation and provided with a deadline to submit their responses (11.59pm on 12 November 2020). The consultation sought views on the revised scheme design and the 2020 Preliminary Environmental Information which was published for the consultation. Many members of the WCH TWG provided responses to the statutory consultation, which are reported upon in the Consultation Report submitted with the DCO application.
20 October 2020	Meeting	<ol style="list-style-type: none"> 1. Highways England 2. CCB 3. GCC Principal PROW Officer 4. Natural England 	Meeting to discuss the diversion of the National Trail and associated requirements as part of the scheme and its DCO application.

Date	Method	Parties involved	Matters discussed
23 October 2020	Email	British Horse Society Highways England	Query raised during Teams Live event during public consultation from the British Horse Society about extending the bridleway from Ullenwood Junction along to the Crickley Hill Access Road as far as Coberley Bridleway 10 further along Leckhampton Hill Road. Emailed response from Highways England.
28 October 2020	Email	British Horse Society Highways England	Queries by email from the British Horse Society about connections and routes proposed near Barrow Wake, replacement Common Land and unclassified road 50853. Emailed response from Highways England.
18 January 2021	Email	WCH TWG Members	<p>Email to confirm intention to issue an emailed letter from Highways England confirming all of the design changes adopted since the public consultation that was held in Autumn 2020.</p> <p>Providing thanks for comments in response to the consultation, on the draft WCH Statement of Common Ground (SoCG) and draft PRow Management Plan.</p> <p>Emailed two technical notes as previously requested / promised:</p> <ol style="list-style-type: none"> 1. Shab Hill Connectivity – confirming the new sections of BOAT each side of the proposed Shab Hill junction 2. PRow Connection at Online Section – confirming the reasons why we have been able to provide a Grove Farm underpass but no further crossings of the A417 west of Grove Farm <p>Confirmation of intention to share a third technical note, on tunnelling and cut and cover solutions.</p>
22 January 2021	Email	Cheltenham and Tewksbury Cycling Campaign	Email to provide further information about the arrangement and use of footpaths 77, 74, 80, 84 and 86 interfacing with the existing A417, and support for the scheme should an additional underpass offset from the bat underpass (in the vicinity of footpath 86) be provided.
29 January 2021	Email	WCH TWG Members	<p>Email to provide an update and agenda for 4 February meeting, and</p> <ul style="list-style-type: none"> • A PowerPoint presentation to inform the meeting on 4 February • A copy of the PRow Management Plan • A copy of the PRow Proposals Drawings • A copy of the latest SoCG document
3 February 2021	Email	National Trust	Notes to inform the update to the SoCG document.

Date	Method	Parties involved	Matters discussed
4 February 2021	Email	Gloucestershire Ramblers	Notes to inform a position on the details of the Public Rights of Way Management Plan.
4 February 2021	Walking, Cycling and Horse riding Technical working group meeting	<ol style="list-style-type: none"> 1. Highways England 2. Active Gloucestershire 3. Cowley and Birdlip Parish Council 4. British Horse Society 5. Cheltenham and Tewksbury Cycling Campaign 6. Coberley Parish Council 7. Cotswold Way Association 8. Disabled Ramblers 9. GCC 10. GLAF 11. Gloucestershire Ramblers 12. National Trust 13. Natural England 14. Trail Riders Fellowship 15. CPRE 	<p>Meeting to provide feedback on the design fix for assessment, discuss the Public Rights of Way Management Plan proposals (as also outlined in ES Chapter 12), and progress the Statement of Common Ground. A review of each of the proposals for PRow as set out in the Public Rights of Way Management Plan was held to better understand where each party agreed or disagreed.</p> <p>Note: this meeting is cross referred to in the Cotswold Way National Trail Diversion Report (Document Reference 7.11, APP-427) and the latest position is that the Gloucestershire Ramblers object to its diversion as proposed as part of the scheme for reasons set out in the matters outstanding as part of this Statement of Common Ground (and their Relevant Representation (RR-041).</p>
8 February 2021	Email	Gloucestershire Wildlife Trust	Notes to inform the update to the SoCG document.
10 February 2021	Email	British Horse Society	Concerns about the use of the 50944 up by Stockwell to carry WCH along the west of the new road, with suggestion for new bridleway.
17 February 2021	Meeting	<ol style="list-style-type: none"> 1. Highways England 2. GCC Principal PROW Officer 3. GCC ThinkTravel Coordinator 4. GCC Transport Planning Department 5. GCC Highways Department 	<ol style="list-style-type: none"> 1. Summary update from WCH TWG and design fix 2. Position with stakeholder requests for additional crossing(s) to the west of the scheme 3. Access to proposed bus stop near Birdlip

Date	Method	Parties involved	Matters discussed
19 February 2021	Email	British Horse Society	Highways England response to email dated 10 February 2021, clarifying engagement held with GCC about the issues raised and reasons why Highways England is not able to accommodate the request at this time but with some reassurance about the future of the existing network, in addition to our proposals seeking to enhance it where possible.
23 February 2021	Meeting	<ol style="list-style-type: none"> 1. Highways England 2. GCC 3. Cowley and Birdlip Parish Council 	Access to proposed bus stop near Birdlip and potential alternatives given safety concerns.
24 February 2021	Email	WCH TWG Members	Email to provide a copy of the latest SoCG document for comment in advance of the 29 March meeting.
22 March 2021	Email	Gloucestershire Ramblers	Comments to update positions within the SoCG.
29 March 2021	Email	Gloucestershire Ramblers	Comments to update positions within the SoCG.
29 March 2021	Walking, Cycling and Horse riding Technical working group meeting	<ol style="list-style-type: none"> 1. Highways England 2. GCC 3. National Trust 4. Gloucestershire Wildlife Trust 5. Gloucestershire Ramblers 6. Disabled Ramblers 7. Gloucestershire Local Access Forum 8. British Horse Society 9. Coberley Parish Council 10. Birdlip and Cowley Parish Council 11. Leckhampton with Warden Hill Parish Council 	Pre application meeting to discuss and agree the draft Statement of Common Ground.
29 March 2021	Emails	Highways England British Horse Society	Clarifications with additions/corrections for consultation activities, and response from Highways England.

Date	Method	Parties involved	Matters discussed
30 March 2021	Email	Highways England Gloucestershire Ramblers	Response to email 29 March to address comments within suggested update to positions within the SoCG.
31 March 2021	Emails	Highways England Gloucestershire Ramblers	Comments to update positions within the SoCG from Gloucestershire Ramblers and response from Highways England.
4 May 2021	Meeting	<ol style="list-style-type: none"> 1. Highways England 2. CCB 3. GCC Principal PROW Officer 4. Natural England 	Meeting to discuss the draft National Trail Diversion Report and associated requirements as part of the scheme and its DCO application.
13 September 2021	Walking, Cycling and Horse riding Technical working group meeting	<ol style="list-style-type: none"> 1. Highways England 2. GCC 3. National Trust 4. Gloucestershire Wildlife Trust 5. Gloucestershire Ramblers 6. Disabled Ramblers 7. Gloucestershire Local Access Forum 8. Cheltenham & Tewkesbury Cycling Campaign 9. British Horse Society 10. Coberley Parish Council 	Pre-examination meeting to discuss the application, relevant representations and agree the approach to updating the draft Statement of Common Ground.
10 November 2021	Walking, Cycling and Horse riding Technical working group meeting	<ol style="list-style-type: none"> 1. Highways England 2. GCC 3. National Trust 4. Gloucestershire Wildlife Trust 5. Gloucestershire Ramblers 6. Birdlip and Cowley Parish Council 7. Gloucestershire Local Access Forum 8. British Horse Society 	Meeting to discuss and agree the updated draft Statement of Common Ground in advance of Examination Deadline 1.

Date	Method	Parties involved	Matters discussed
10 November 2021	Procedural Deadline 1 submissions	Gloucestershire Ramblers	The Gloucestershire Ramblers submitted Written submissions on the examination procedure, including responses to matters raised orally at the Preliminary Meeting Part 1 (PDB-001) to inform Procedural Deadline B
14 December 2021	Deadline 1 submissions	British Horse Society	The British Horse Society submitted Written Representation (REP1-127) to inform Examination Deadline 1
14 December 2021	Deadline 1 submissions	Gloucestershire Ramblers	<p>The Gloucestershire Ramblers submitted the following documents to inform Examination Deadline 1:</p> <ul style="list-style-type: none"> • Responses to ExQ1 (REP1-069) • Submission of suggested locations for the Examining Authority to include in any site inspection, and Comments on the Examining Authority's Note of an Unaccompanied Site Inspection (USI1) on 14 September 2021 (REP1-070) • Written Representation (REP1-149) • Notes on Applicant's Submission - Late submission accepted at the discretion of the Examining Authority (REP1-150)
14 December 2021	Deadline 1 submissions	Cotswolds Conservation Board	<p>CCB submitted the following documents to inform Examination Deadline 1:</p> <ul style="list-style-type: none"> • Written Representation (REP1-030) • Responses to ExQ1 (REP1-028) • Responses to ExQ1 – Cotswolds Conservation Board Options Report (REP1-029) • Written Representation – Supporting information (REP1-031)
14 December 2021	Deadline 1 submissions	Joint Councils (Gloucestershire County Council, Cotswold District Council and Tewkesbury Borough Council)	<p>The Joint Councils submitted the following documents to inform Examination Deadline 1:</p> <ul style="list-style-type: none"> • Local Impact Report (LIR) (REP1-133) • Responses to ExQ1 (REP1-134) • Written Representation (REP1-135)

Date	Method	Parties involved	Matters discussed
14 December 2021	Deadline 1 submissions	National Trust	<p>The National Trust submitted the following documents to inform Examination Deadline 1:</p> <ul style="list-style-type: none"> • Responses to ExQ1 (REP1-096) • Summary of Written Representation (REP1-097) • Written Representation (REP1-098) <p>Cover letter, notification of wish to participate in a Compulsory Acquisition Hearing, and Submission of suggested locations for the Examining Authority to include in any site inspection (REP1-095)</p>
13 January 2022	Deadline 2 submission	Joint Councils (Gloucestershire County Council, Cotswold District Council and Tewkesbury Borough Council)	The Joint Councils submitted Comments on responses to ExQ1, Comments on Written Representations, and Comments on responses received by D1 (REP2-034) to inform Examination Deadline 2
13 January 2022	Deadline 2 submissions	Gloucestershire Ramblers	The Gloucestershire Ramblers submitted Comments on the Agenda for Issue Specific Hearing 2 (ISH2) (REP2-028B) to inform Examination Deadline 2
13 January 2022	Deadline 2 submissions	Cheltenham & Tewkesbury Cycling Campaign	<p>The Cheltenham & Tewkesbury Cycling Campaign submitted the following documents in response to Examination Deadline 2:</p> <ul style="list-style-type: none"> • Responses to ExQ1 (REP2-018) • Responses to ExQ1 – Supporting information (REP2-019)
25 January 2022	Email	British Horse Society Highways England	Confirmation that the British Horse Society would like to support the submission made by Ralph Hampton (email dated 24 January 2022) for the revision of the SoCG matters outstanding 8.4 and 9.4.
31 January 2022	Walking, Cycling and Horse riding Technical working group meeting	<ol style="list-style-type: none"> 1. Highways England 2. Gloucestershire County Council 3. National Trust 4. Gloucestershire Ramblers 5. British Horse Society 6. Coberley Parish Council 7. Birdlip and Cowley Parish Council 	Meeting to discuss and agree the updated draft Statement of Common Ground in advance of Examination Deadline 3.

Date	Method	Parties involved	Matters discussed
2 February 2022	Deadline 3 submissions	Joint Councils (Gloucestershire County Council, Cotswold District Council and Tewkesbury Borough Council)	<p>The Joint Councils submitted the following documents to inform Examination Deadline 3:</p> <ul style="list-style-type: none"> • Written summaries of oral submissions to Hearings held during the w/c 24 January 2022 (REP3-018) • Written summaries of oral submissions to Hearings held during the w/c 24 January 2022 – Appendix A: Detailed Design in DCOs Case Studies (REP3-019) • Comments on responses received by D2 (REP3-020) • Comments on the Rule 17 Request in Relation to Cotswold Way National Trail (REP3-021)
9 March 2022	Walking, Cycling and Horse riding Technical working group meeting	<ol style="list-style-type: none"> 1. Highways England 2. Gloucestershire County Council 3. Gloucestershire Ramblers 4. Cheltenham and Tewkesbury Cycle Campaign 5. Birdlip and Cowley Parish Council 6. Coberley Parish Council 	Meeting to discuss and agree the updated draft Statement of Common Ground in advance of Examination Deadline 5.
7 April 2022	Walking, Cycling and Horse riding Technical working group meeting	<ol style="list-style-type: none"> 1. Highways England 2. Gloucestershire County Council 3. Gloucestershire Ramblers 4. GLAF 5. Coberley Parish Council 	Meeting to discuss and agree the updated Statement of Common Ground to enable signing and agreement to submit for Examination Deadline 9.

3 Topics covered in this SoCG

3.1.1 The following table is a summary of the topics which are considered within this SoCG.

Table 3-1 Summary of the topics considered with this SoCG

Overarching topic	Topic number	Topic
Background	1.	Principle of Development
	2.	Project Description
	3.	Consultation
Assessment	4.	Population and Human Health, including WCH (Chapter 12 of the Environmental Statement)
	5.	Public Rights of Way Management Plan (Annex F to the Environmental Management Plan)
Potential Effects	6.	Effects and proposed mitigation for PRoW
Proposals	7.	New sections of PRoW
	8.	Reclassification of PRoW
	9.	Promotion of Public Access Rights
	10.	De-trunking of the existing A417

3.1.2 To avoid unnecessary duplication, and only where appropriate to do so, where matters are pertinent to more than one topic they are only made once in the topic section of most relevance. For example, where a matter may be relevant in both sections for topics 4 and 5, it may only appear in either topic section 4 or 5.

4 Matters agreed

4.1.1 Table 4-1 shows those matters which have been agreed by some of the parties, including a matter reference number to assist the reader, and the date and method by which it was agreed. This table sets out where members of the WCH TWG agree with the matter specified unless where one or more members of the WCH TWG do not agree with the matter, then it is set out that this is explained in the next chapter 5, where matters are outstanding with one or more of the TWG members.

Table 4-1 Matters agreed between WCH TWG and Highways England

Matter reference number	Matter which has been agreed	Date and method of agreement
1. Principle/Need for Development		
1.1	The TWG members generally agree with the need for development in helping to address the current situation of poor road safety and daily congestion and that the solution should reflect the special qualities of the Area of Outstanding Natural Beauty (AONB).	TWG meeting held on 03.03.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021
1.2	The TWG members generally agree with the objectives of the A417 Missing Link as a landscape-led scheme that will deliver a safe and resilient free-flowing road whilst conserving and enhancing the special character of the nationally important protected landscape of the Cotswolds Area of Outstanding Natural Beauty (AONB) that the new route passes through.	TWG meeting held on 27.11.2019 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021
2. Project Description		
2.1	The majority of TWG members agree with the form of the scheme to address the objectives of the A417 Missing Link as a landscape-led scheme, acknowledging that some members have expressed concerns about specific impacts, elements or suggested alternatives. This is addressed in chapter 5.	TWG meeting held on 27.11.2019 TWG meeting held on 29.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021
3. Consultation		
3.1	Through a collaborative approach to the preparation of the PRow Management Plan (see Annex F of the Environmental Management Plan) and feeding back on the relevant WCH sections of the Population and Human Health assessment found in Chapter 12 of the ES, the majority of WCH members agree their views and opinions have been listened to, with reasons given where Highways England have not been able to adopt their suggestions. For example, technical notes have been shared to help explain Highways England's position on some matters outstanding found in chapter 5.	TWG meeting held on 27.11.2019 TWG meeting held on 29.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021

Matter reference number	Matter which has been agreed	Date and method of agreement
3.2	The TWG members agree that the detail of design will be discussed and agreed between Highways England, its contractor and GCC should the scheme progress to construction. This would include, for example, details of surfaces, signage and enclosures. The views of other organisations should be considered as part of detailed design and the PRoW Management Plan (see Annex F of the Environmental Management Plan) sets out requirements for Highways England and its contractor. The TWG members would like to continue to be involved in the development of the detailed design of the scheme and its implementation, and Highways England agrees that GCC will represent the TWG members in discussions and agreements made with Highways England and its Contractor at the detailed design stage as the appropriate authority to do so.	TWG meeting held on 27.11.2019 TWG meeting held on 03.03.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021
4. Population and Human Health (Chapter 12 of the ES)		
4.1	The TWG members and Highways England agree that the consideration and assessment of potential effects on PRoW has been undertaken using the most up to date and appropriate standard (namely the Design Manual for Roads and Bridges Standard LA 112).	TWG meeting held on 27.11.2019 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021
4.2	The TWG members agree with Highways England's approach to include unclassified roads / ORPAs in the definition of local routes alongside PRoW for the purposes of the ES. Highways England also agrees that non-motorised users of classified roads have public access rights to use highways where there are no legal restrictions to do so.	TWG meeting held on 22.07.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021
4.3	The TWG members agree with Highways England's approach to include disabled users in the definition of WCH for the purposes of the ES, building on the Design Manual for Roads and Bridges Standard LA 112.	TWG meeting held on 22.07.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021
4.4	The TWG members and Highways England agree that the baseline for WCH and PRoW matters are adequately set out and recorded.	TWG meeting held on 27.11.2019 TWG meeting held on 29.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021

Matter reference number	Matter which has been agreed	Date and method of agreement
4.5	<p>GCC and Highways England agree that the previous A417 scheme caused fragmentation or severance of historic crossing points of the A417 near Dog Lane, where Badgeworth footpaths converge and meet the A417, which has been exacerbated by increased motor traffic levels over time. GCC has expressed these routes may have been better stopped-up at that time to prevent safety concerns associated with some users continuing to attempt to cross the A417 mainline at grade despite areas of vegetation, embankment, fencing and central reservation/safety barriers causing obstruction to crossings. Highways England has expressed concerns for the safety of walkers crossing in this location, supported by recorded incidents, including a fatality of a pedestrian.</p> <p>TWG members and Highways England agree that, where possible and reasonable to do so, the proposed scheme could help to provide enhancement rather than mitigation by addressing the fragmentation or severance caused by the previous scheme and by providing crossings of the A417. A technical note was shared by Highways England with the TWG members on 18 January 2021 to explain the reasons why it has been able to provide a Grove Farm underpass but no further WCH crossings of the A417 west of Grove Farm, on the basis of engineering risk, ecological and environmental impacts, and cost / poor value for money.</p> <p>GCC agree the proposal for the Grove Farm underpass would adequately achieve a safe north-south crossing of the A417 in this location.</p> <p>Where some members of the TWG have expressed the need for further crossing points not proposed by the scheme (where some members consider there is a need to retain crossings), this is addressed in chapter 5.</p>	<p>TWG meeting held on 27.11.2019 GCC meeting held on 16.09.2020 Email sent 18.01.2021 Position reconsidered and confirmed within the Statement of Common Ground between Joint Councils and Highways England Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021</p>
4.6	<p>The majority of TWG members generally agree with the assessment of potential effects on the WCH and PRoW network.</p> <p>Any exceptions are addressed in chapter 5.</p>	<p>TWG meeting held on 22.07.2020 TWG meeting held on 29.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021</p>
4.7	<p>The TWG members agree that the ES appropriately cross refers to the PRoW Management Plan (Annex F to the Environmental Management Plan), which sets out appropriate requirements for Highways England and its contractor pertinent to WCH routes and PRoW should the scheme proceed to construction.</p>	<p>TWG meeting held on 22.07.2020 TWG meeting held on 29.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021</p>

Matter reference number	Matter which has been agreed	Date and method of agreement
4.8	The TWG members and Highways England agree existing and replacement Common Land associated with the scheme can be accessed on foot, whereas access to cyclists and horse riders is prohibited for legal reasons. The TWG members agree that the quantity and accessibility of the replacement Common Land provides an improved situation compared to the existing. Any surfacing, signage and enclosures would be agreed at the detailed design stage.	GCC meeting held 16.09.2020 TWG meeting held on 29.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021
4.9	The TWG members agree that the ES Appendix 12.2 'Walking, cycling and horse riding including disabled users review at preliminary design' document has been undertaken to: <ul style="list-style-type: none"> • Help ensure that previously identified opportunities at the assessment phase have been taken into account and implemented where achievable; • Identify opportunities for improvements for pedestrians, cyclists and equestrians as a result of the developing highway scheme design; and • Provide survey data and design details 	TWG meeting held on 04.02.2021
4.10	The TWG members agree with the proposed provision of two areas of parking to the eastern end of the repurposed A417 for users of the Air Balloon Way, near the Golden Heart Inn and Stockwell Lane, including car parking and horse box spaces, and disabled parking spaces respectively. This seeks to help improve access to recreational routes, provide safe areas of parking, and help relieve pressure on Crickley Hill Country Park and Barrow Wake car parks with associated Crickley Hill and Barrow Wake Site of Special Scientific Interest (SSSI).	TWG meeting held on 22.07.2020 TWG meeting held on 29.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021
5. Public Rights of Way Management Plan (Annex F of the Environmental Management Plan)		
5.1	The TWG members generally agree that the PRow Management Plan sets out sufficient and adequate mitigation and enhancement of WCH routes and PRow. Where some members disagree with specific elements of the Plan and/or consider further or alternative mitigation and enhancement measures should be included, this is addressed in chapter 5.	TWG meetings held on 27.11.2019 and 22.07.2020 TWG meeting held on 29.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021
5.2	The TWG members generally agree the proposals set out in the PRow Management Plan would benefit the WCH and PRow network in the study area overall. Where some members disagree with specific elements of the Plan and/or consider further or alternative mitigation and enhancement measures should be included, this is addressed in chapter 5.	TWG meetings held on 27.11.2019 22.07.2020 TWG meeting held on 29.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021

Matter reference number	Matter which has been agreed	Date and method of agreement
5.3	The TWG members generally agree with Highways England's attempts to provide access for as many users as possible for existing or new PRoW where appropriate, although acknowledging that some members have expressed concerns for reclassifying existing routes and would not agree that where a footpath is reclassified to a bridleway or restricted byway that it is terms an 'upgrade'. This is addressed in chapter 5.	TWG meeting held on 22.07.2020 Focused meetings held on 11.09.2020 and 14.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021
5.4	The TWG members support and accept the need to consider gradients and safe PRoW routes for all throughout, including ensuring access for disabled users utilising the British Standard for Gaps, Gates and Stiles which would be agreed at the detailed design stage. The TWG members agree with Highways England's aim for a maximum gradient of 5% on new walking and cycling routes but accept this may not be possible on all / existing routes (as set out in the ES Appendix 12.2 'Walking, cycling and horse riding including disabled users review at preliminary design' document).	TWG meeting held on 27.11.2019 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021
5.5	The TWG members broadly agree with the hierarchy for mitigation and understand Highways England and its Contractor would discuss and agree detailed matters during construction (and operation) at the design stage (e.g. to assist with the selection of appropriate surfaces, signage and enclosures). Highways England agree that appropriate diversions, design parameters and materials would be provided for substituted and new PRoW, taking into account the proposed type and nature of the proposed PRoW.	TWG meeting held on 03.03.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021
5.6	The TWG members agree that Highways England does not have the powers to create amenities/facilities, for example café and toilet facilities at Barrow Wake car park, for the use of WCH. However, this could instead be explored (and delivered) by the local authority, the landowner or private businesses. Highways England agrees that the demolition of the Air Balloon Public House would result in the loss of existing facilities, as reported within the Environmental Statement as a likely significant effect.	TWG meeting held on 27.11.2019 TWG meeting held on 29.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021
5.7	In general, TWG members agree that the PRoW Management Plan is seeking to maintain and where possible enhance routes for walkers, cyclists and horse riders including appropriate use of footpaths, bridleways, restricted byways, unclassified roads and the repurposed A417 ('Air Balloon Way'). Specific exceptions where some TWG members object to particular proposals for PRoW are addressed in chapter 5.	TWG meeting held on 27.11.2019 TWG meeting held on 29.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021
5.8	In general, the Disabled Ramblers and other members representing disabled users agree with the PRoW Management Plan in seeking to maintain and where possible enhance accessible routes for all users including use of footpaths, bridleways, restricted byways, unclassified roads and the 'Air Balloon Way'. Specific exceptions are addressed in chapter 5.	TWG meeting held on 22.07.2020 TWG meeting held on 29.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021

Matter reference number	Matter which has been agreed	Date and method of agreement
5.9	Classifications of substituted and new PRoW have been discussed with GCC Principal PROW Officer who will update their Definitive Maps as necessary, following notification of completion of works by Highways England and its contractor. GCC would then be responsible for maintaining legal access to those PRoW, subject to any discussions and agreements made at the detailed design stage. Highways England further agrees any changes to the List of Streets would be updated by GCC.	TWG meeting held on 22.07.2020 TWG meeting held on 16.09.2020 TWG meeting held on 29.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021
5.10	Highways England agrees that post construction, surfaces would be made good and restored/be as per existing. Suitable surfaces for different types and classification of routes will be provided, taking into account relevant guidance, for example from the British Horse Society and others as appropriate, to be coordinated through GCC at the detailed design stage when such details would be agreed. For multipurpose routes (e.g. routes providing private means of access and a footpath) details of surfaces and access restrictions features (e.g. enclosures) will be agreed with Highways England, its contractor, GCC, the landowner and/or third party responsible for maintenance and/or use of that surface and/or route.	TWG meeting held on 22.07.2020 TWG meeting held on 29.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021
5.11	Highways England agrees that with its contractor it will provide appropriate signage for re-provided and new PRoW in agreement with GCC, to be discussed and agreed at the detailed design stage.	TWG meeting held on 22.07.2020 TWG meeting held on 29.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021
6. Effects and proposed mitigation for the existing PRoW network		
6.1	<p>The TWG members agree that where are instances of stopping-up, the PRoW Management Plan seeks to minimise or where possible reduce journey distances with diversions, with all reasonable efforts made to avoid or limit as far as practicable diversions especially for walkers who are typically most adversely impacted by diversions.</p> <p>Where some members disagree with specific elements of the Plan and/or consider further or alternative mitigation measures should be included, this is addressed in chapter 5.</p>	TWG meeting held on 22.07.2019 TWG meeting held on 29.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021
6.2	<p>The TWG members agree that the mitigation of the severance of the Cotswold Way National Trail by way of a new Cotswold Way crossing would result in an enhancement compared to its existing situation, by virtue of a grade separated and safer crossing of the A417 for users. The TWG members agree that a restricted byway designation over the crossing is most appropriate, helping connect the Air Balloon Way and provide access to all non-motorised users.</p> <p>Where some members disagree with specific elements of the Cotswold Way crossing and/or consider further or alternative mitigation measures should be included, this is addressed in chapter 5.</p>	TWG meeting held on 22.07.2020 TWG meeting held on 29.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021

Matter reference number	Matter which has been agreed	Date and method of agreement
6.3	<p>The TWG members agree that the mitigation of the severance of the Gloucestershire Way long distance path by way of a new crossing would result in an appropriate solution when compared to its existing situation, by virtue of a grade separated and safe crossing of the A417 for users. Reasonable steps have been taken to divert the Gloucestershire Way as close to its existing alignment as possible, responding to the constraints and limitations of the scheme. The TWG members generally agree a bridleway designation over the crossing is the most appropriate, helping connect footpath and bridleway connections either end of the crossing.</p> <p>Where some members disagree with specific elements of the Gloucestershire Way crossing and/or consider further or alternative mitigation measures should be included, this is addressed in chapter 5.</p>	<p>TWG meeting held on 22.07.2020 TWG meeting held on 29.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021</p>
6.4	<p>Highways England agrees that further discussions will be required with GCC in order to confirm any construction specific mitigation. This will take place following the appointment of a contractor, during the detailed design stage, and would follow the hierarchy of mitigation as presented within the PRow Management Plan.</p>	<p>TWG meeting held on 04.02.2021</p>
7. New Sections of PRow		
7.1	<p>The TWG members agree that the PRow Management Plan proposes new sections of PRow that would lead to enhancements across the WCH and PRow network when considered alongside existing and proposed diversions of sections of PRow in the study area.</p> <p>Where some members disagree with specific elements of the Plan and/or consider further or alternative measures should be included, this is addressed in chapter 5.</p>	<p>TWG meeting held on 27.11.2019 TWG meeting held on 22.07.2020 TWG meeting held on 29.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021</p>
8. Reclassification of PRow		
8.1	<p>The TWG members agree that the PRow Management Plan proposes appropriate reclassification of three sections of existing PRow, which would lead to an enhancement of the WCH and PRow network by virtue of increasing access to more types of user. Where some members disagree with the reclassification of PRow or suggest other forms of reclassification, this is addressed in chapter 5.</p>	<p>TWG meeting held on 27.11.2019 TWG meeting held on 22.07.2020 TWG meeting held on 29.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021</p>

Matter reference number	Matter which has been agreed	Date and method of agreement
9. Promotion of Public Access Rights		
9.1	<p>The TWG members generally agree that the PRoW Management Plan proposes sections of new Byways Open to All Traffic and highways connecting to PRoW that will help benefit the PRoW network.</p> <p>Where some members disagree with specific elements of the Plan and/or consider further or alternative measures should be included, this is addressed in chapter 5.</p>	<p>TWG meetings held on 27.11.2019 TWG meeting held on 22.07.2020 TWG meeting held on 29.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021</p>
10. De-trunking of the Existing A417		
10.1	<p>The TWG members generally agree with the principle of stopping-up the existing A417 to motor traffic and re-purposing sections of the existing A417 as the 'Air Balloon Way' to create a motor traffic-free route as a restricted byway between the new area of parking near the Golden Heart Inn to the Cotswold Way crossing and beyond.</p> <p>TWG members agree the Air Balloon Way should comprise a minimum width of 5m, specifically 3m hard top and 2m soft top. Highways England proposes the Air Balloon Way and connection to the Cotswold Way crossing to be this arrangement with further landscaping and planting along the corridor to create a high-quality route for people that can also provide landscape and wildlife benefits. This is considered by most as a significant enhancement to the WCH and PRoW network in the study area, with all reasonable steps taken through the PRoW Management Plan to help increase accessibility to and from this feature of the scheme. Where some members disagree with the stopping-up to all motor traffic (and preferring that local access is retained along a section of the existing A417), this is addressed in chapter 5.</p>	<p>TWG meetings held on: 08.08.2019 14.08.2019 04.09.2019 08.10.2019 10.10.2019 22.07.2020 And within statutory consultation responses received on 08.11.2019 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021</p>
10.2	<p>The TWG members agree with the need for replacement Common Land and that the replacement Common Land near Barrow Wake is the preferred solution, with it being contingent with the existing area of Common Land at Barrow Wake. TWG members agree this would benefit from access rights to walkers.</p>	<p>TWG meeting held on 22.07.2020 TWG meeting held on 29.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021</p>
10.3	<p>The TWG members generally agree with the realignment of the B4070 with new roundabout and segregated restricted byway connection to and from Air Balloon Way, to provide a safe connection for WCH. The TWG members agree with the equestrian holding area on the B4070 to provide a safe crossing. Where some members disagree with specific elements of the Plan and/or consider further or alternative measures should be included, this is addressed in chapter 5.</p>	<p>TWG meeting held on 29.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021</p>

5 Matters outstanding

5.1 Principal matters outstanding

- 5.1.1 There is one principal matter that remains outstanding or not agreed between Highways England and some members of the WCH TWG. In summary this is:
- The need for the scheme to provide at least one additional crossing of the A417 between Bentham Lane and Grove Farm underpass, to restore severed, address obstructed, or improve fragmented PRowS.
- 5.1.2 It should be acknowledged that some members of the WCH TWG object to or do not agree with wider elements of scheme design beyond the topic of WCH, for example impacts of severance on the landscape, and the demolition of the Air Balloon Public House. Those wider matters are not relevant to and are thus not captured within this SoCG, which considers WCH and PRow related matters only. Where wider design matters have been raised as part of engagement and consultation with WCH TWG members, these have been shared with the relevant project team members for further consideration and response, for example through the Consultation Report or Environmental Statement that supports the DCO application, and/or with separate meetings as appropriate.

5.2 Matters outstanding

- 5.2.1 Table 5-1 shows those matters which remain under discussion by the parties. It sets out the latest position of each party in relation to each matter outstanding, and the latest update of that position.
- 5.2.2 In response to a request by the Examining Authority (ExA) in the Rule 6 Letter issued 30 September 2021 (PD-005), the final column of the table is colour coded to indicate the status of the matter at the end of the Examination. The colour coding is set out as follows:

	Matter subject to ongoing engagement during the detailed design stage or construction
	Matter of difference

Table 5-1 Matters outstanding between WCH TWG and Highways England

Matter reference number	Matter	TWG position	Highways England position	Date of position
1. Principle of Development				
1.1	Landscape-led scheme	<p>The Gloucestershire Ramblers disagree that the scheme is landscape-led and challenge its claim to provide recreational enhancement in its current form should it lead to the loss of footpaths, the Air Balloon Public House and not retain sufficient crossings of the A417. Their position is as follows:</p> <ul style="list-style-type: none"> a) Through motor traffic should be removed from local roads to make them walkable and crossable again, with the landscape remaining much the same. An enhancement to one person or organisation may be seen as a detriment to another. Retain (same or better than present) can be a useful compromise. b) The proposals appear to change the landscape to fit the road scheme rather than try to design the road so as to minimise impact on the landscape. c) For many people the Air Balloon is a key part of the landscape and its presence when the scheme is complete will demonstrate whether the scheme is truly landscape led. d) To minimise visual and noise impact the road should be kept low in the landscape with a sequence of green bridges for all user types and for wildlife flora and fauna interconnect 	<p>The landscape-led approach to this scheme has brought together specialists and stakeholders from a range of disciplines to reach a balanced design solution that responds to the sensitive nature of the Cotswolds AONB. The design process has focused on how best to conserve and enhance the special qualities and landscape character of the AONB. This will be achieved by mitigating the effects of the scheme and integrating it within the landscape. This includes restoring and enhancing landscape features, typical to the area, such as Cotswold stone walling, hedgerow, tree, woodland and grassland planting. It also includes ecological design features such as creating new habitat and wildlife crossings, linking and restoring locally important habitats, as well as providing new habitat for rare and protected local wildlife. The landscape-led approach has allowed design interventions on all aspects of the scheme to reduce its impact on the landscape and visual resource, with the careful location and sensitive design of structures and use of locally appropriate materials. Wider benefits of the scheme include improving access and recreational opportunities and improving access to cultural heritage sites. The PRoW Management Plan is considered to provide sufficient mitigation and appropriate</p>	<p>Focused meetings on 8 and 14.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021</p>

Matter reference number	Matter	TWG position	Highways England position	Date of position
		<p>e) The Cotswold and Gloucestershire Way national and regional trails should be kept on-line alongside the landmark and historic Air Balloon Public House.</p> <p>f) If the Birdlip Bypass is to be renamed the Air Balloon Way it should at least reach the Air Balloon Public House.</p> <p>g) To maintain the countryside and avoid severance between villages the present A417 should be repurposed as any other low traffic minor local road usable for walking, cycling and horse riding, as well farm, local and maintenance vehicles whilst avoiding creation of rat-runs nearby.</p>	<p>crossings of the A417 to provide an enhanced WCH and PRow network. Wherever possible, Highways England has worked to avoid the need to demolish property or businesses during scheme design, however the need to demolish the Air Balloon Public House is unavoidable. The consideration of the Air Balloon Public House and its demolition is considered in Chapter 6 Cultural Heritage and Chapter 12 Population and Health of the Environmental Statement. Whilst it is recognised that the Air Balloon Public House is not a Listed Building, detailed historic building recording will be undertaken as part of the mitigation of the scheme.</p> <p>The existing A417 will be detrunked and repurposed with the Air Balloon Way as a recreational route to help contribute to the landscape-led vision for the scheme, with proposed landscape, replacement Common Land, and WCH access improvements.</p>	
2. Project Description				
2.1	Vertical alignment	The Gloucestershire Ramblers disagree with the proposed vertical alignment (in terms of visual and noise impact) and stress that the road should be kept low in the landscape along its length to allow near ground level bridges to retain PRowS where they are crossed by the new A417 and to meet the scheme aims of recreational enhancement and prevent the loss of the landscape such as the landmark Air Balloon Inn.	The Preferred Route Announcement in early 2019 carefully considered the views of stakeholders and set the remit within which Highways England is progressing the preliminary design of the A417 Missing Link. A tunnel or cut and cover solution has been discounted for many reasons including impact on the environment and cost. A technical note has been shared to explain this decision making, on the basis of engineering risk, ecological and environmental impacts, and cost / poor	Focused meetings on 8 and 14.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021

Matter reference number	Matter	TWG position	Highways England position	Date of position
		<p>They set out that the downsides of increasing the current gradient from 7% to 8% from Bentham to Grove Farm, including that the reduction in excavation of material for a tunnelled bridge (max 150 metres) compared to a deep cutting has not been quantified within the proposals, nor the landscape and heritage benefits of retention of a historic landmark, nor the noise and visual benefits of tunnelling at the site and at nearby Emma's Grove. There should be a ready market for bagged up Cotswold Stone excavated during the project.</p>	<p>value for money. Other than an alternative alignment avoiding the Air Balloon Public House entirely, there is no method of construction that could prevent the loss or potential significant damage to the Air Balloon Public House. Further cutting would lead to a significant excess of material that would need to be disposed of off-site given the scheme has already achieved a near balance of material, reusing material where it can. Any additional cutting and excess material would require increased construction traffic, carbon and cost in addition to increased impact on the environment.</p> <p>The PRoW Management Plan is considered to provide sufficient mitigation and appropriate crossings of the A417 to provide an enhanced WCH and PRoW network overall.</p>	
2.2	Crossings of the A417	<p>The Gloucestershire Ramblers disagree that there are sufficient proposed crossings of the A417 as part of the scheme and suggest the scheme should be delivered by first providing sufficient interconnections for both humans and wildlife, and that funds should be used to retain existing crossings. That approach should take precedent over the proposals to stop up the current A417 which should be retained as a low traffic route suitable for walking cycling and horse riding, while retaining access for local people and businesses.</p> <p>They express concerns ES Chapter 12 Population and Human Health lists</p>	<p>Highways England is committed to re-purposing the A417 as part of the scheme by providing a safe and free-flow new route that would allow for the de-trunking of the existing A417. That would facilitate a motor traffic-free route for walking, cycling and horse riding to be enjoyed by all, as well as offering replacement Common Land with landscape and wildlife benefits along its new corridor.</p> <p>Technical notes have been shared to explain decision making about potential additional crossings, discounting them on the basis of engineering risk, ecological and</p>	<p>Focused meetings on 8 and 14.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021</p>

Matter reference number	Matter	TWG position	Highways England position	Date of position
		<p>diversions greater than 500m (0.3mile) as a major adverse impact, and set out that there are a number of crossings that should be retained, which are currently not proposed:</p> <ul style="list-style-type: none"> a) At the eastern end of existing Badgeworth Bridleway 125 the opportunity to cross the A417 would be lost. The southern linking Badgeworth footpaths 74,77,78, 80 and 126 would be diverted on to a Private Means of Access to the Bentham underpass to return along Dog Lane, which adds 1 mile. b) The Badgeworth footpath 80 where it is meeting the A417 would no longer provide the opportunity for a crossing, resulting in a 1.25 mile detour via Bentham underpass. c) Badgeworth footpath 86 where it meets the A417 would no longer provide the opportunity for a crossing and objects to its change in use to a bridleway from its current footpath classification. The diversion via Grove Farm is 0.7 miles. d) Unclassified roads (ORPAs) 50853/50944 would be severed and no direct crossing would be provided and the diversion through Shab Hill junction is 0.6 miles. e) Cowley restricted byway 36 would be severed and a diversion would be 0.5 miles. f) ACO15 and unclassified road 50852 are crossing points on the A436 and although these fall outside the red line 	<p>environmental impacts, and cost / poor value for money.</p> <p>The PRow Management Plan is considered to provide sufficient mitigation and appropriate crossings of the A417 to provide an enhanced WCH and PRow network overall.</p> <p>Requests for the additional crossings as part of the scheme are addressed at 6.3 and 7.1 below.</p>	

Matter reference number	Matter	TWG position	Highways England position	Date of position
		boundary of the scheme they are already difficult at times and require safe crossings if motor traffic levels on the A436 increase further as a result of the scheme.		
3. Consultation				
3.1	Disagreement between TWG members, approach and weighting of opinions	The Gloucestershire Ramblers disagree with the approach Highways England has taken to engagement in that they consider weighting should be greater towards the views of Ramblers as a walking focused organisation on walking issues as for other organisations within their field. They consider a gain to one organisation may be seen as a loss to another. They set out that a 'maintain and retain' approach should be more consistent with other organisations.	Highways England has taken all reasonable steps to collaborate with individuals and organisations with an interest in WCH and PRow through the TWG. Highways England has listened and carefully considered all views and has not applied any weighting to one view over another within the TWG. The principles that Highways England has strived to address are clearly set out within the PRow Management Plan Terms of Reference, and the Plan has been collaboratively developed. Highways England has held specific focused meetings with the Gloucestershire Ramblers to better understand their concerns and suggestions, however, there remain some fundamental differences of opinion as to how the scheme should be designed.	Focused meetings on 8 and 14.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021
4. Population and Human Health – Public Rights of Way (Chapter 12 of the ES)				
4.1	Baseline	The Gloucestershire Ramblers and Cheltenham and Tewkesbury Cycling Campaign disagree with the baseline in that it should identify the need to retain crossing points including near Crickley Farm/Fly-Up (near Dog Lane). In particular, where Bridleway 125 and Badgeworth footpaths 83 and 86 meet the current A417, crossings should be retained and improved.	Highways England does not consider there to be safe or appropriate PRow crossing points in this location that require mitigation as part of the scheme. The previous A417 development created severance and acknowledges that increased motor traffic levels have led to fragmentation with safety concerns evidenced by incidents including a pedestrian fatality. Highways England	Focused meetings on 8 and 14.09.2020 GCC meeting held on 16.09.2020 Position reconsidered and confirmed at or in response to TWG

Matter reference number	Matter	TWG position	Highways England position	Date of position
		<p>The Gloucestershire Ramblers and Cheltenham and Tewkesbury Cycling Campaign stress that the increase in motor traffic levels along this stretch of route has made crossing the A417 difficult and impossible unless there are suitable gaps in motor traffic.</p> <p>The Gloucestershire Ramblers set out that:</p> <ul style="list-style-type: none"> a) Extinguishment of these crossings would result in extra journey distance and cannot be considered a recreational enhancement when the road is converted to dual carriageway. b) Inclusion of suitable bridges or underpasses could be called an enhancement in line with the scheme aims. c) Ecological benefits would be provided due to wildlife connectivity if the crossing were provided. d) Although bridges would be preferable, a suitable underpasses solution such as on the A417 at Gloucester Beeches (or longer ones on the 3+3 lane M5) are usually unlit but a central reservation skylight could be provided. e) It could be of advantage to combine an unlit or naturally lit underpass with use by bats but it's welcome that a separate footpath crossing could also be considered. 	<p>maintains that the Grove Farm underpass will sufficiently address the historic severance of Badgeworth footpath 86 which remains on the Definitive Maps, with an enhanced situation by providing a safe north-south crossing.</p> <p>A technical note has been provided to explain why further crossings will not be provided, on the basis of engineering risk, ecological and environmental impacts, and cost / poor value for money.</p> <p>Responses to suggested additional crossings is provided at 6.3 and 7.1 below.</p>	meeting held on 04.02.2021
4.2	Assessment	The Gloucestershire Ramblers disagree with the assessment findings that the proposals would lead to an improved WCH and PRow	The PRow Management Plan is considered to provide sufficient mitigation and appropriate crossings of the A417 to provide	Focused meetings on 8 and 14.09.2020

Matter reference number	Matter	TWG position	Highways England position	Date of position
		network if there is a general loss of footpath and other crossings. They consider that safe crossings are required for all existing routes that would be severed by the scheme to avoid diversions that are longer than specified in the Design Manual for Roads and Bridges Standard LA112 in order to meet the scheme aims of recreational enhancement.	an enhanced WCH and PRow network overall. It is not considered to be necessary or appropriate to provide crossings of every existing route experiencing severance or fragmentation by this linear scheme on grounds of impact on the environment, landscape, land acquisition, and cost. Where routes are required to be diverted, they would be as short and direct as possible taking into account environmental and accessibility considerations, and in some cases beneficial either by way of shorter routes or providing more, and grade separated / safer crossings of the A417 compared to the existing situation.	Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021
5. Public Rights of Way Management Plan (Annex F of the Environmental Management Plan)				
	Matters set out in sections below			
6. Effects on the PRow Network				
6.1	Badgeworth Bridleway 125 and proposed footpath diversions along Private Means of Access (Fly Up 417 Bike Park)	The Gloucestershire Ramblers, the Tewkesbury Walking and Cycling Campaign and some members of the GLAF disagree that there are sufficient proposed crossings of the existing A417 and consider it necessary for a crossing to be retained and improved with a bridge to benefit safety to cross from the south side of the A417 to the north side and Dog Lane, to mitigate the stopping up of Badgeworth Bridleway 125 without substitute (and other routes with diversions proposed) (see 7.1 below). The Gloucestershire Ramblers would like to see the diverted PRow marked alongside the private means of access, rather than	Badgeworth bridleway 125 is proposed to be stopped up without substitute but with an alternative east-west route being available for cyclists and horse riders via Dog Lane off Bentham Lane, and for walkers diverted onto a new private means of access running through Fly Up 417 Bike Park area. This will help to connect multiple footpaths in this area, and allow safe crossings of the A417 via Bentham Lane to the west of the scheme, or via the proposed Grove Farm underpass to the east via Badgeworth bridleway 87. Highways England does not consider there to be safe or appropriate PRow crossing points in this location that require mitigation	Email received 01.04.2020 Focused meetings on 8 and 14.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021

Matter reference number	Matter	TWG position	Highways England position	Date of position
		<p>over it, to help give separation to users with different types of surfacing.</p>	<p>as part of the scheme. The previous A417 development created severance and acknowledges that increased motor traffic levels have led to fragmentation with safety concerns evidenced by incidents including a pedestrian fatality.</p> <p>A technical note has been provided to explain why an additional crossing of the A417 will not be provided in this location, on the basis of engineering risk, ecological and environmental impacts, and cost / poor value for money.</p> <p>It is intended for the footpath diversions running along the Fly Up 417 Bike Park Private Means of Access to be a shared route, given the likely very low level of motor traffic using it for access to the facility. Providing a segregated route for walkers alongside the access road would require additional land from the business.</p> <p>Details of surfacing would be discussed and agreed at the detailed design stage between Highways England, its contractor and GCC.</p>	
6.2	<p>Gloucestershire Way Coberley footpath 16 Cowley footpath 3 A new bridleway to connect unclassified road (50852) to new bridleway over Gloucestershire Way crossing</p>	<p>The Gloucestershire Ramblers and some members of the GLAF welcome the proposal for a Gloucestershire Way crossing but disagree with its form. They would prefer it kept flatter and closer to its current alignment and better help connect existing woodland.</p>	<p>The Gloucestershire Way crossing and its connecting sections of footpath and bridleway would provide an appropriate and safe crossing of the A417, avoiding impact on the ancient woodland. A crossing even closer to its existing alignment would require crossing of up to 11 lanes of motor traffic and result in significant impacts on land, ancient woodland, landscape and have significant cost and engineering implications.</p>	<p>TWG meeting held on 03.03.2020 Email received 01.04.2020. Focused meetings on 8 and 14.09.2020 Position reconsidered and confirmed at or in response to TWG</p>

Matter reference number	Matter	TWG position	Highways England position	Date of position
				meeting held on 04.02.2021
6.3	<p>Cowley footpath 7</p> <p>New section of unclassified road to connect unclassified roads 50853 and 50944</p> <p>A new footpath to connect unclassified road 50853 with Shab Hill junction side road with public access rights</p>	<p>The Gloucestershire Ramblers disagree that there are sufficient proposed crossings as part of the scheme and have expressed the need for a crossing on a popular Crickley Hill Circular walk to maintain the unclassified road 50853 where it is severed by the proposed A417 and connects to Cowley footpath 7 and unclassified road 50944. They stress that without a crossing the proposed diversion at 50853 would be 0.6 miles and not as commodious to walkers or other users as it would pass through a busy junction. Lowering the proposed road at this location to accommodate a near flat green bridge should benefit the landscape of the AONB.</p>	<p>The Gloucestershire Way crossing and Cowley overbridge provide appropriate mitigation and alternative crossings for users of the unclassified road, with appropriate connections each side of the A417 with new sections of connecting PRoW.</p> <p>A technical note has been shared to help explain decision making with the agreed provision of Byways Open to All Traffic to help address severance and help connect routes to and beyond the Shab Hill junction. An additional bridge at this location would involve significant cost and likely represent poor value for money and with an additional adverse impact on the environment.</p> <p>An underpass in this location would need to be up to approximately 110m in length and the requirement to provide adequate levels would require additional engineering and land acquisition. In addition, the drainage of this underpass would need to be a pumped solution. The provision of an additional structure would increase cost, construction duration and environmental impacts.</p>	<p>TWG meeting held on 22.07.2020</p> <p>Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021</p>
6.4	<p>Realigned B4070 and repurposing the old B4070 into north end of Barrow wake car park</p>	<p>Gloucestershire Ramblers disagree with the design of the realigned B4070 and express that this is the new main Birdlip to A417 link and as such should be confirmed as running alongside the current unclassified road 50852 used for WCH to Barrow Wake underpass and car park. Their preference</p>	<p>The design of the scheme presented at the 2019 statutory consultation proposed to join the B4070 to the new A417 via green fields near Barrow Wake and along an existing narrow lane in the vicinity of Birdlip Radio Station. In response, there was some concern raised around the impacts of this</p>	<p>Email and TWG meeting held on 04.02.2021</p>

Matter reference number	Matter	TWG position	Highways England position	Date of position
		<p>would be for a separate direct connection to Birdlip so that the Barrow Wake viewpoint and car park can be kept for walkers and other users to enjoy.</p> <p>Gloucestershire Ramblers suggest various proposals to connect the Barrow Wake car park to the Air Balloon Way, Cotswold Way National Trail and Gloucestershire Way should be considered for all users including local traffic.</p>	<p>routing because it would cross the proposed repurposed A417 and would result in the loss of agricultural land.</p> <p>Comments were also received that raised concerns about the issue of anti-social behaviour at Barrow Wake car park and which suggested that the scheme could be an opportunity to help to address this.</p> <p>Having considered this feedback, and undertaking further technical assessment, Highways England has decided to amend the design of the B4070 road to Birdlip by rerouting it via the entrance of Barrow Wake car park and along the existing road to Birdlip. It is proposed to use an existing underpass and Barrow Wake's access road to replace the existing T-junction with a new, safer roundabout. This change would mean that the B4070 would no longer cross the repurposed A417, and the new roundabout would help slow motor traffic, increase the natural surveillance of the area and make Barrow Wake a more welcoming place to visit.</p> <p>With the proposals in place, WCH could use the highway with public access rights to access Barrow Wake from the B4070, or utilise the proposed new restricted byway that would connect the Air Balloon Way with Cowley footpath 44 and the B4070 on a motor traffic free route.</p> <p>Highways England is committed to improving the access with passing places and help people access the Air Balloon Way safely. The current arrangement could</p>	

Matter reference number	Matter	TWG position	Highways England position	Date of position
			legally be used by motor vehicles along a narrow path joining the existing A417 pavement, which is considered to be unsafe. Motor vehicles would not be permitted to use the Air Balloon Way.	
7. Proposed Mitigation				
7.1	Badgeworth bridleway 125 Badgeworth footpath 78 Badgeworth footpath 77 Badgeworth footpath 74 Badgeworth footpath 126 Badgeworth footpath 80 Badgeworth footpath 84	<p>Gloucestershire Ramblers together with the Tewkesbury Walking and Cycling Campaign disagree that there are sufficient proposed crossings of the existing A417 as part of the scheme and consider it necessary for a crossing to be retained and improved with a green bridge over the A417 to cross from the south side of the A417 to the north side of Dog Lane and Badgeworth footpath 91.</p> <p>The Cheltenham and Tewkesbury Cycling Campaign have provided evidence (email 22 January 2021) indicating that the three signed crossings provided for PRoW 77, 78, 80, 125 and 126 with Dog Lane and 91, 84 with Dog Lane and 127 (via A417 footway), and 86 with the A417 footway and 127 exist and are currently in use, and are asking that one good crossing be provided, in mitigation of the three listed that will be closed, between the foot of the escarpment and the Bentham underpass, to link Dog Lane/new link replacing the A417 footway to the north and the new Private Means of Access replacing and reconnecting sections of PRoW 74/77/126/84 to the south.</p> <p>The Gloucestershire Local Access Forum (GLAF) both express a preference for an additional crossing in this location, and/or in</p>	<p>Badgeworth bridleway 125 and short sections of footpath are proposed to be stopped up and diverted on a new private means of access running through Fly Up 417 Bike Park area helping connect multiple footpaths in this area and allow safe crossing of the A417 via Bentham Lane to the west of the scheme, or via the proposed Grove Farm underpass to the east via Badgeworth bridleway 87. An alternative east-west route is available via Dog Lane and Cold Slad with a new section of connecting bridleway, joined to the referenced PRoW by Bentham Lane, Grove Farm underpass and the Cotswold Way crossing.</p> <p>Highways England does not consider there to be safe or appropriate PRoW crossing points in this location that require mitigation as part of the scheme. The previous A417 development created severance and acknowledges that increased motor traffic levels have led to fragmentation with safety concerns evidenced by incidents including a pedestrian fatality. Highways England maintains that the Grove Farm underpass will sufficiently mitigate the historic severance of Badgeworth footpath 86 which remains on the Definitive Maps.</p>	<p>Email received 01.04.2020 Focused meetings on 8 and 14.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021</p>

Matter reference number	Matter	TWG position	Highways England position	Date of position
		<p>the vicinity of Badgeworth footpath 86 (see 7.2 below).</p> <p>The Gloucestershire Ramblers suggest in this location the land is already elevated at the north side for footpath 80 and could allow for a foot bridge to land and there is space to the south of the new road too.</p> <p>Footpath 84 is at a distance to suggest retaining a crossing, with a green bridge which could also benefit wildlife. For example, underpasses of the 2+2 dual carriageway at Bentham & Cowley Junction have a length of approximately 30 metres.</p>	<p>A technical note has been provided to explain why further crossings will not be provided, on the basis of engineering risk, ecological and environmental impacts, and cost / poor value for money.</p>	
7.2	Badgeworth footpath 86	<p>Gloucestershire Ramblers together with the Tewkesbury Walking and Cycling Campaign disagree with the stopping up of Badgeworth footpath 86 south of the proposed earthworks and consider it desirable for the retention of a crossing to be provided for Badgeworth footpath 86 to cross onto Dog Lane where it currently meets the A417.</p> <p>They stress that the footpath is signed and agrees with the definitive map, and that motor traffic levels have increased to make crossing virtually impossible so requires a suitable crossing of the proposed dual carriageway to meet the scheme aims of recreational enhancement. Extinguishment of the crossing would need a diversion with severe adverse impact. A proposal to reclassify a footpath as a bridleway would not be generally welcome by walkers. Nearby Badgeworth Bridleway 87 is already available as a riding route.</p>	<p>Highways England does not consider there to be a safe or appropriate PRoW crossing point in this location that requires mitigation as part of the scheme. The previous A417 development created severance and acknowledges that increased motor traffic levels have led to fragmentation with safety concerns evidenced by incidents including a pedestrian fatality. Highways England maintains that the Grove Farm underpass will sufficiently mitigate the historic severance of Badgeworth footpath 86 which remains on the Definitive Maps. GCC agree with this position.</p> <p>The scheme also includes a new section of bridleway to connect Badgeworth footpath 86 (to be reclassified as a bridleway) to Badgeworth bridleway 87 and beyond, including via the new Grove Farm underpass.</p> <p>A technical note has been provided to explain why a further crossing will not be</p>	<p>Email received 01.04.2020</p> <p>Focused meetings on 8 and 14.09.2020</p> <p>Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021</p>

Matter reference number	Matter	TWG position	Highways England position	Date of position
		<p>The Tewkesbury Walking and Cycling Campaign have expressed they would support the entire scheme if a new underpass offset from the bat underpass would provide a dedicated crossing point for pedestrians in the vicinity of Badgeworth Footpath 86 provided that access is provided from this crossing to footpaths 77/74/80/84 on the south side of the A417. The Gloucestershire Local Access Forum (GLAF) express a desire for an additional crossing in this location.</p>	<p>provided, on the basis of cost / poor value for money.</p>	
7.3	Cowley footpath 22	<p>Gloucestershire Ramblers disagree with the design proposal to stop up and divert Cowley footpath 22 onto the proposed Stockwell Farm overbridge. As an alternative option, the Gloucestershire Ramblers consider it desirable to lower the new road and the Stockwell overbridge in such way to avoid the stopping up and diversion of Cowley footpath 22. Gloucestershire Ramblers object to Highways England's proposal to stop-up Cowley footpath 22 where it joins Cowley footpath 40 and divert it to the east of the proposed A417 as they consider this realignment to be severe and avoidable.</p>	<p>The proposed scheme results in the severance of Cowley footpath 22 and mitigation is proposed via a new overbridge to re-provide the route on a similar alignment with greater access rights via a restricted byway. This is an appropriate solution and enhancement to the PRoW network. The short section of Cowley footpath 22 to be stopped-up is unavoidable, with the current scheme proposing a new Cowley junction that partially severs it. A slight diversion is proposed with increased access rights with Cowley footpath 22 to be reclassified as a restricted byway. This is considered to be an appropriate solution and enhancement to the PRoW network, connecting into other sections of restricted byways in this area.</p>	<p>Email received 01.04.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021</p>
7.4	Cowley restricted byway 36	<p>Gloucestershire Ramblers disagree with the proposed stopping up of Cowley restricted byway 36 and its proposed diversion along a road. An alternative scheme design is</p>	<p>The proposed A417 completely severs Cowley restricted byway 36 and therefore the need to stop it up is unavoidable.</p>	<p>Email received 01.04.2020. Position reconsidered and</p>

Matter reference number	Matter	TWG position	Highways England position	Date of position
		suggested to maintain the crossing since the proposed new road is already low here.	The scheme proposes an appropriate diversion across the new Cowley Lane overbridge, providing a safe grade separated solution with provision for WCH.	confirmed at or in response to TWG meeting held on 04.02.2021
8. New Sections of PRow				
8.1	A new restricted byway to carry the National Trail across the A417 where it would join its existing route A new bridleway to connect Cold Slad Lane and the Cotswolds Way National Trail to Leckhampton Hill	<p>Gloucestershire Ramblers disagree with the proposed design and would prefer that the route of the National Trail is kept on its present alignment maintaining use for all users on a mixed use green bridge alongside the landmark Air Balloon Public House (retaining its facilities) in line with the scheme's aims of landscape led, recreational enhancement. Low cost tunnelling methods have been used in other AONBs and the HS2 scheme. Whereas tunnelling of length less than 150 metres would be deemed a bridge and could keep the gradient to 7%, a 1km tunnel from Grove Farm under the SSSI to Shab Hill would have a gradient of 6% and may not need a crawler lane.</p> <p>Gloucestershire Ramblers is concerned that the footway along the side of the Air Balloon roundabout is replaced with a proposed bridleway on the opposite side of the road joining Ullenwood roundabout. A safe and suitable crossing should be provided.</p> <p>The National Trust and Gloucestershire Wildlife Trust have expressed concerns about the impact of creating these routes that could encourage the use of cycling and horse riding, as well as mountain biking in</p>	<p>A tunnel or cut and cover solution has been discounted for many reasons including impact on the environment and cost. A technical note has been shared to explain this decision making, on the basis of engineering risk, ecological and environmental impacts, and cost / poor value for money. Other than an alternative alignment avoiding the Air Balloon Public House entirely, there is no method of construction that could prevent the loss or potential significant damage to the Air Balloon Public House.</p> <p>As a result of feedback received during the 2019 consultation, ongoing discussions with stakeholders and emerging survey data, there will no longer be a green bridge located on Crickley Hill as part of this scheme. While it would have provided benefits to the area, concerns were raised about its location, purpose, scale and visual impact, and its effect on veteran trees and a Site of Special Scientific Interest (SSSI).</p> <p>The purpose of the new bridleway link is to connect Cold Slad and Leckhampton Hill without having to navigate the proposed Ullenwood roundabout, thus avoiding safety concerns raised by our WCH Lead Assessor, which would otherwise be introduced should we now remove the link.</p>	Meeting held on 3.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021

Matter reference number	Matter	TWG position	Highways England position	Date of position
		Crickley Hill Country Park and adversely affect the SSSI.	<p>The current solution with the new bridleway situated to the west of Ullenwood roundabout means that horse riders and cyclists would merge onto the carriageway at the Crickley Hill access instead of directly onto the Leckhampton Hill carriageway. This is the preferred solution from a highways safety, cost and land requirement perspective.</p> <p>An assessment of potential impact of recreational activity on the SSSI is provided in ES Chapter 8 and does not conclude any likely significant effects with appropriate mitigation measures identified, for example promoted trails, signage and enclosures to be agreed at detailed design.</p>	
8.2	<p>A new section of byway open to all traffic to connect unclassified roads 50853 and 50944;</p> <p>New steps joining new Cowley Lane overbridge to connect Cowley footpath 44 (west) and Cowley restricted byway 26 (east); and Cowley restricted byway 26</p>	<p>Whilst not objecting to a BOAT, Gloucestershire Ramblers disagree with the proposed implementation because they would like to see Highways England lower the new A417 in the landscape so that a bridge can be provided for 50853 to connect to 50944. Lowering the new A417 in the landscape would mean that steps are not required and other diversions here are not necessary. A green bridge in line with the current unclassified road 40859 could retain a Lime tree avenue and retain habitats and the ACY26 veteran hedgerow, all integrated with the landscape.</p>	<p>Lowering the alignment would lead to a large increase in cutting depths and an associated increase in excavated volumes requiring disposal off site. This would also increase carbon impacts and cost considerably.</p> <p>The existing tree line will be retained as much as possible with new lime trees planted to flank the new bridge. Highways England has produced an Environmental Management Plan as part of the DCO application, which includes details of the mitigation and enhancement measures, such as planting and habitat restoration. The commitments set out in the Environmental Management Plan are secured through a requirement in the draft DCO submitted with the DCO application.</p>	Email dated 4.02.2021

Matter reference number	Matter	TWG position	Highways England position	Date of position
			The proposed Stockwell and Cowley overbridges will be planted with hedgerows, which will help connect habitats and integrate them into the landscape.	
8.3	A new bridleway along Cowley [Wood] Lane between proposed Cowley footpath 40 and Cowley footpath 39 (along new Private Means of Access); and a new restricted byway between proposed A417 south of new Cowley junction and Cowley Footpath 40	Gloucestershire Ramblers disagree with the proposed stopping up of Cowley Wood Lane to general motor traffic. An aim of the new road should be to remove rat-running of through traffic from local roads and in pressing to retain the nature of the countryside they do not seek closure of local roads and would prefer Highways England to retain Cowley Wood Lane for local traffic including WCH.	The design of the scheme presented at the 2019 statutory consultation included provision at Cowley junction for access between Cowley and the A417 via Cowley Wood Lane. However, many comments were received in response to the consultation that highlighted concerns that there would be an increase in motor traffic and 'rat running' on Cowley Wood Lane, which is a narrow, single-lane road. Additionally, it was raised that an increase in motor traffic would cause disruption in Cowley village. As a result, Highways England reassessed the need for this access and decided to amend the design of the junction to prevent vehicles from access Cowley Wood Lane. Access would, however, be retained along Cowley Wood Lane for local properties (with any potential enclosures to be subject to discussion and agreement at the detailed design stage), as well as a route for walkers, cyclists and horse riders, including disabled users.	Email dated 4.02.2021
8.4	Coberley Bridleway 10 and the road linking back from the Air Balloon roundabout towards the Leckhampton Hill road past the National Star College	The British Horse Society consider the scheme should make adjustments to the design of the proposed rebuilt C377 road that leads from the Crickley Park entrance road towards Cheltenham by providing a separate surface for all WCH users adjacent	The land required is outside of the DCO boundary and would require additional land acquisition (it is Gloucestershire Wildlife Trust owned land in this area). Because the suggested link would not be mitigating an adverse impact otherwise caused by the	Email 23.08.2021 Relevant Representation 20.08.2021

Matter reference number	Matter	TWG position	Highways England position	Date of position
		<p>to (but separated from) the road, and for this then to be continued all of the way up to Coberley BW10. This could easily be done 95% within the red-line DCO boundary, avoiding the Country Park, and would greatly improve safety for users along this dangerous fast, cramped and increasingly busy road that already has serious visibility issues.</p> <p>See ref 19 in Annex F Public Rights of Way Management Plan (PRoW) of ES Appendix 2.1 EMP (Document Reference 6.4, APP-323).</p> <p>This would provide a key safe route for WCH users (the only alternative for cyclists and equestrians being the road) between the A417 Missing Link project and Cheltenham/Leckhampton Hill.</p>	<p>scheme, land acquisition cannot be justified. There are also ongoing concerns about potential impacts of WCH on the Country Park and Site of Special Scientific Interest raised by other members of the WCH TWG, and this proposal would likely cause objection from those environmental organisations. On balance, the suggested additional route is not considered to be justifiable as part of the A417 scheme.</p>	
9. Reclassification of PRoW				
9.1	Badgeworth footpath 86	<p>Gloucestershire Ramblers disagree with the proposed reclassification up of Badgeworth footpath 86 to a bridleway to connect into a new section of bridleway joining Badgeworth bridleway 87 and the proposed Grove Farm underpass to the east.</p> <p>The Gloucestershire Ramblers confirm that walkers generally do not consider changing a footpath to a bridleway as an upgrade or an enhancement.</p> <p>Badgeworth Bridleway 87 already runs in parallel with this proposed route, so the change in use is not necessary.</p>	<p>The scheme includes a new section of bridleway to connect Badgeworth footpath 86 (to be reclassified as a bridleway) to Badgeworth bridleway 87 and beyond, including via the new Grove Farm underpass with bridleway connectivity to an unclassified road, which could also be used by a wider group of users such as cyclists. It is considered that this would help connect PRoW and increase access to a wider group of users, helping enhance the network in the area.</p>	<p>Email received 01.04.2020</p> <p>Focused meetings on 8 and 14.09.2020</p> <p>Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021</p>
9.2	Cowley footpath 22	<p>Gloucestershire Ramblers disagree with the proposals for Cowley footpath 22 to be</p>	<p>Highways England proposes to reclassify Cowley footpath 22 as restricted byway in</p>	<p>Email received 01.04.2020</p>



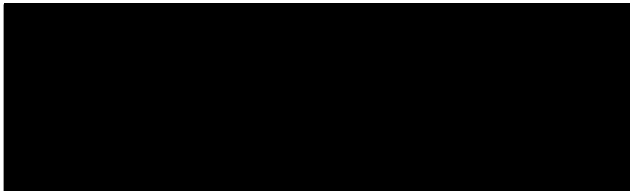
Matter reference number	Matter	TWG position	Highways England position	Date of position
		reclassified as a restricted byway between Cowley footpath 40 and the new Stockwell Farm overbridge and express it would be to the detriment of walkers. There is already a popular WCH route via Cowley Bridleway 45 and the Cowley underpass.	order to connect into other sections of existing and proposed restricted byway in this area, to provide an appropriate trail for a wide range of non-motorised users connecting Cowley to the Gloucestershire Way crossing, Air Balloon Way and beyond with opportunities for trails. This seeks to improve access to a wider range of users in the area.	Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021
9.3	Reclassification of Cowley footpath 21 to restricted byway over its entire length	Gloucestershire Ramblers disagree with the reclassification of Cowley footpath 21 to restricted byway as they consider it not to be necessary and generally a change in use of footpaths is considered a detriment to walkers. There is already a popular WCH route via Cowley Bridleway 45 and Cowley underpass.	Highways England has sought to improve access rights where possible on the PRoW network. This includes reclassifying Cowley footpath 21 as bridleway (not restricted byway) to provide an appropriate connection between the adjoining bridleway over Stockwell Farm overbridge, restricted byways to the east of Stockwell Farm overbridge, and the re-purposed A417. This provides with opportunities for trails for a wider group of non-motorised users and seeks to improve access to a wider range of users in the area.	Email received 01.04.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021
9.4	Connectivity around Shab Hill	The British Horse Society have expressed concerns about the enduring security of any assumed rights of way along tracks that are neither recorded on GCC's definitive map or are unclassified roads. As part of these concerns they consider that the use of the 50944 unclassified road by Stockwell to carry WCH along the west of the new road could be a bad idea. A suggestion has been put forward for a change of status to a BOAT, or as an alternative resolution, to create a WCH Right of Way running along the foot of the new A417 embankment to join	The route that is referenced runs through Stockwell Farm and beyond, and is maintained by the Local Highway Authority, registered as a highway, which means if any third party wished to stop up the highway in future, GCC could consider an application as a specific matter at that time. Given the clear importance of this route locally now and in the future with the A417 scheme in place, a successful application to stop it up would seem unlikely. This matter has been discussed with GCC Principal PROW Officer.	Email 28.08.2021 Relevant Representation 20.08.2021


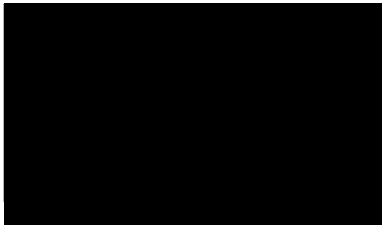
Matter reference number	Matter	TWG position	Highways England position	Date of position
		<p>the Cowley Lane at the bridge over the new A417. This second proposal would also give the occupiers of Stockwell Farm a more private and secure environment.</p>	<p>There could be merit in the unclassified road 50944 becoming a BOAT to provide it with PRoW status, but that would not necessarily change its use or maintenance, and in any case would be outside the scope of the A417 scheme given the limitations of the DCO boundary for the duration of the unclassified road.</p> <p>Highways England has carefully considered the suggested addition to the PRoW network within the DCO boundary. That land is proposed to be taken temporarily as part of the A417 scheme, whereas to create a PRoW along it. Highways England would need to justify permanent land take. A change would require additional statutory landowner consultation. Compulsory land acquisition tests are unlikely to be met given the existing routes in place, and the additional loss of that land to the landowner would also involve increased compensation required through ongoing and sensitive negotiations. Given the nature of the change proposed, this is unlikely to offer value for money.</p> <p>The land is also currently agricultural land, and the change would involve loss of that agricultural land to be calculated and assessed in the Environmental Statement, likely leading to an adverse impact being identified. In conclusion, Highways England are not able to accommodate the request at this time but hope the response provided offers some reassurance about the future of the existing network, in addition to the</p>	

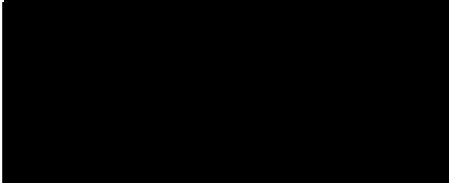


Matter reference number	Matter	TWG position	Highways England position	Date of position
			proposals seeking to enhance it where possible.	
10. Promotion of Public Access Rights				
10.1	No matters identified			
11. De-trunking of the Existing A417				
11.1	De-trunking and classification of existing A417	<p>While disagreeing with severance for various users within the scheme, Gloucestershire Ramblers disagree with the proposals but would agree with alternatively de-trunking with reclassification to a quiet B or C class road of the existing A417 between the Air Balloon roundabout and Cowley Junction to retain local access and allow all groups of users to enjoy it with the benefit of huge loss of through-traffic. There is also already a parallel walking cycling and horse riding route available through Birdlip on the stopped up old Cirencester roman road. On completion of the scheme a hierarchy of roads should be in place to separate local and through traffic.</p> <p>It would not be considered an enhancement to the operation of the countryside for the road to be converted to a Restricted Byway and closed completely to local, business and farm vehicles.</p>	<p>Highways England is committed to re-purposing the A417 as part of the scheme by providing a safe and free-flow new route that would allow for the de-trunking of the existing A417. That would facilitate a motor traffic-free route for walking, cycling and horse riding to be enjoyed by all, as well as offering replacement Common Land with landscape and wildlife benefits along its new corridor.</p> <p>The proposed scheme seeks to address the identified problems on the strategic road network, as well as improve travel conditions for users of local roads and PRow interfacing with the scheme. The scheme seeks to enhance connectivity for WCH and the repurposing of the existing A417 is a key element to help achieve this as well as meet other scheme objectives.</p> <p>A small section of the existing A417 between Cowley junction and Stockwell would be retained for vehicular access to provide access for local residents and to access parking facilities that would be provided for users of the Air Balloon Way.</p>	<p>Email received 01.04.2020 Focused meetings on 8 and 14.09.2020 Position reconsidered and confirmed at or in response to TWG meeting held on 04.02.2021</p>


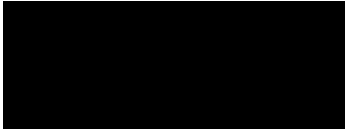
Appendices

Appendix A Signing Sheet

For signing	
Signed	
On Behalf of	Highways England
Name	Michael Goddard
Position	Project Director
Date	16 May 2022
For signing	
On Behalf of:	1. British Horse Society (BHS)
Signed, Name, Position and Date	<p>Signed</p>  <p>Name Philip Hackett</p> <p>Position Access Field Officer, South West</p> <p>Date 26/04/2022</p>
On Behalf of:	2. Campaign to Protect Rural England (CPRE) Gloucestershire
Signed, Name, Position and Date	<p>Signed</p>  <p>Name <i>N. T. Dummett</i></p> <p>Position <i>member</i></p> <p>Date <i>18/02/2022</i></p>

<p>On Behalf of:</p> <p>Signed, Name, Position and Date</p>	<p>3. Cheltenham and Tewkesbury Cycle Campaign</p> <p>Signed </p> <p>Name <i>GEORGE ALLCOCK</i></p> <p>Position <i>Committee member.</i></p> <p>Date <i>5/4/21</i></p>
	<p>4. Cotswold District Council N/A – Cotswold District Council has confirmed that it is not appropriate for it to sign this SoCG because PRow are the responsibility of Gloucestershire County Council</p> <p>5. Cotswolds Conservation Board N/A – please see separate Statement of Common Ground</p> <p>6. Cotswold Trail and Access Partnership N/A – The Cotswold Trail and Access Partnership were represented by a member of the Gloucestershire Local Access Forum (GLAF) who coordinated feedback and inputs to the group as appropriate</p>
<p>On Behalf of:</p> <p>Signed, Name, Position and Date</p>	<p>7. Gloucestershire County Council Integrated Transport Manager</p> <p>Signed </p> <p>Name Alan Bently</p> <p>Position Integrated Transport Manager</p> <p>Date 07/04/2022</p>

<p>On Behalf of:</p> <p>Signed, Name, Position and Date</p>	<p>8. Gloucestershire Local Access Forum (GLAF)</p> <div style="text-align: center; margin: 10px 0;">  </div> <p style="text-align: center; font-family: cursive;">RICHARD HOLMES</p> <p>Name</p> <p style="text-align: center; font-family: cursive;">GLAF VICE CHAIR</p> <p>Position</p> <p style="text-align: center; font-family: cursive;">26.4.21</p> <p>Date</p>										
<p>On Behalf of:</p> <p>Signed, Name, Position and Date</p>	<p>9. Gloucestershire Ramblers</p> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <div style="display: flex; justify-content: space-between; align-items: center;">  <div style="text-align: right;"> <p>Gloucestershire Ramblers Area GR-A417 SoCG sign off 2022-05-13</p>  </div> </div> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr> <td style="width: 20%; padding: 2px;">On Behalf of:</td> <td style="padding: 2px;">9. Gloucestershire Ramblers</td> </tr> <tr> <td style="padding: 2px;">Signed,</td> <td style="padding: 2px;">Signed Gloucestershire Ramblers</td> </tr> <tr> <td style="padding: 2px;">Name,</td> <td style="padding: 2px;">Name Gloucestershire Ramblers</td> </tr> <tr> <td style="padding: 2px;">Position and</td> <td style="padding: 2px;">Position Gloucestershire Ramblers Area Chair Gloucestershire Ramblers A417 lead</td> </tr> <tr> <td style="padding: 2px;">Date</td> <td style="padding: 2px;">Date: 13th May 2022</td> </tr> </table> <div style="font-size: small; margin-top: 20px; text-align: center;"> <p>The Ramblers' Association (Ramblers) is a registered charity (England & Wales 1093577, Scotland SC039799) and a company limited by guarantee, registered in England & Wales (4458492) The Ramblers, 1 Clink Street, 3rd Floor, London SE1 9DG. Tel: +44 (0)20 3961 3300</p> </div> </div> <p style="margin-top: 20px;"><i>NB: As requested by Gloucestershire Ramblers, this note has been added to confirm that elements of the application proposals as described in this SoCG are not necessarily in line with Gloucestershire Ramblers aims for footpaths, countryside and the landscape, and by signing, they are not confirming their agreement to all matters outlined in Table 4-1.</i></p>	On Behalf of:	9. Gloucestershire Ramblers	Signed,	Signed Gloucestershire Ramblers	Name,	Name Gloucestershire Ramblers	Position and	Position Gloucestershire Ramblers Area Chair Gloucestershire Ramblers A417 lead	Date	Date: 13th May 2022
On Behalf of:	9. Gloucestershire Ramblers										
Signed,	Signed Gloucestershire Ramblers										
Name,	Name Gloucestershire Ramblers										
Position and	Position Gloucestershire Ramblers Area Chair Gloucestershire Ramblers A417 lead										
Date	Date: 13th May 2022										

	<p>10. Gloucestershire Wildlife Trust N/A – please see separate Statement of Common Ground</p> <p>11. National Trust N/A – please see separate Statement of Common Ground</p> <p>12. Natural England (including national trails) N/A – please see separate Statement of Common Ground</p> <p>13. Sustrans N/A – this organisation has not participated in the WCH TWG since 25/10/2019 due to resourcing constraints</p>
<p>On Behalf of:</p> <p>Signed, Name, Position and Date</p>	<p>14. The Disabled Ramblers</p> <p>Signed </p> <p>Name Nic West</p> <p>Position Member</p> <p>Date 15/04/2021</p>
<p>On Behalf of:</p> <p>Signed, Name, Position and Date</p>	<p>15. Trail Riders Fellowship</p> <p>Signed </p> <p>Name Charles Morriss</p> <p>Position Treasurer, Gloucester Group TRF</p> <p>Date 08/05/2022</p>

Appendix B Terms of reference

B.1 Walking, cycling and horse riding Technical Working Group (WCH TWG)

B.1.1 Terms of Reference of TWG membership

Role of Technical Working Group

B.1.1.1 The Walking, Cycling and Horse riding (WCH) Technical Working Group (TWG) will serve to establish and maintain an open and productive dialogue between the A417 project team and counterparts in key stakeholder groups. The WCH TWG will provide an environment for discussion regarding the approach to the assessment of impacts, appropriate mitigation and design opportunities related to the scheme and its impacts on WCH routes, during the construction and operation of the A417 Missing Link project.

B.1.1.2 Members will work together to:

- Express their views and, where appropriate, influence the approach taken by the project team
- Identify concerns about the scheme and its impacts, and where possible propose potential solutions to address those concerns
- Share information about the project's progress and key milestones
- Understand and where possible agree the Environmental Impact Assessment
- Where appropriate, produce a Statement of Common Ground

Activities

B.1.1.3 The principal activities for the WCH TWG will be to consider current and upcoming aspects of the scheme. Topics expected to arise are likely to include the following:

- Proposed study area
- Proposed methodology
- Proposed baseline
- Assessment of likely effects
- PRow Management Plan

Meetings

B.1.1.4 Meetings shall take place approximately every two months, or as otherwise agreed by the group's members, subject to review of frequency and need.

Standard agenda items

B.1.1.5 While individual agendas will be developed for meetings, the following are proposed as standard agenda items:

- Project update
- Review of last meeting / actions
- Progress on assessment
- PRow Management Plan
- Statement of Common Ground
- AOB

Outputs

B.1.1.6 The main outputs from the meetings will be:

- Decision register and actions
- Feedback to the project on specific topics
- Feedback to the Strategic Stakeholder Panel
- Any other outputs as agreed

Membership

B.1.1.7 The membership of the group is:

- Highways England & Highways England Project Team
- Active Gloucestershire (Tom Beasley)
- British Horse Society (BHS) (Ralph Hampton, Philip Hackett, Ros Davies)
- Campaign to Protect Rural England (CPRE) Gloucestershire (Nick Dummett)
- Cheltenham and Tewkesbury Cycle Campaign (George Allcock)
- Cotswold District Council (Sophia Price)
- Cotswolds Conservation Board (CCB) (Rebecca Jones)
- Cotswold Trail and Access Partnership (Richard Holmes)³
- Cycling UK (George Allcock)
- GCC Principal PROW Officer (Alan Bently)
- GCC transport officer (Emma Shibli)
- GCC ThinkTravel Coordinator (Jo Atkins)
- Gloucestershire Local Access Forum (GLAF) (Alison Williams, Richard Holmes, Charlie Morriss)
- Gloucestershire Ramblers (Bernard Gill, Penny Fernando, Michelle Holden)
- Gloucestershire Wildlife Trust (Gareth Parry)
- National Trust (Lisa Edinburgh, Sarah Cook)
- Natural England (Hayley Fleming, Andrew Barker, Tess Jackson)
- Sustrans (Paoula Spivach, Iain Stewart)
- The Disabled Ramblers (Nicola West)
- Trail Riders Fellowship (Charlie Morriss)

Administration

B.1.1.8 The project team will provide administrative support to the group.

B.1.1.9 The agenda and any relevant information for each meeting will be issued one week in advance of the future meeting.

B.1.1.10 A decision register and actions (including draft SoCG) will be captured from each meeting and distributed no later than two weeks after each meeting.

³ The Cotswold Trail and Access Partnership were represented by a member of the Gloucestershire Local Access Forum (GLAF) who coordinated feedback and inputs to the group as appropriate