

Introduction

You dived with death till two years ago at Detling in Kent if, as well you might, you tried to cross the four-lane A249 to get from one side of the village to the other. It was a quiet road once; but over the last forty years they upgraded it, and cars and lorries in their thousands thunder past each day, to and from the ports. Then at last they built a bridge: a bridge for walkers, horse-riders and cyclists, so they can now reach the severed part of the village and the North Downs in safety. How enlightened, you might think, for a long-needed bridge thus to materialise out of the blue; but look at its summit, where you will see the design, in silhouette, of a little ballerina, and the telling words, 'Jade's Crossing', and, perhaps, wonder at their significance.

What a grotesquely askew scale of priorities it is that we live with, when a bridge is provided after, instead of before, a little girl's death by fast traffic; but that is what happened here. For years, together with many other Detling villagers, Caroline and Paul Hobbs, Jade's parents, campaigned for a safe crossing for this untameable torrent of traffic; then, a couple of Christmases ago, Jade and her grandmother were killed on the road on their way to the local shop; and Caroline lost her daughter and her mother. So, after more campaigning, up went the bridge. Kent County Council made funds available; even so, scarcely credible though it is, some of the cash came from collections in pubs and at filling-stations, and from fundraising events like a school bazaar. Of course, it costs money to build bridges; but this road itself did not exactly fall off a tree one autumn, and nor did they have to hold school bazaars to pay for it. They might have thought of a bridge when they shelled out their millions on the road; and then Jade Hobbs and the other five local pedestrians who have been killed in recent years would still be here.

Instead, this disregard for the safety of the pedestrian is endemic; society has come to treat wholesale exposure of pedestrians to road-danger as the norm.

In 2001 there were 40,577 pedestrian road accident casualties; 826 pedestrians were killed. One person dies in a rail-crash and they rightly hold an inquiry; yet eight hundred pedestrians are annually mashed to death beneath the wheels of vehicles, and the statistic goes unremarked, as though it were an irremediable fact of life. If pedestrians are not to continue to be killed at the rate of two space shuttles a week, other means of crossing dangerous roads need to be put in place for pedestrians than the current grim game of road-roulette, where the walker waits several minutes and then, when at last no

vehicles are in sight, sets off at a running pace, fearfully eyeing the carriageway like small prey. Anecdote suggests that the very presence of walkers on the verge waiting to proceed is an affront to some furiously-tooting motorists, who for decades have been conditioned to think that they have an absolute right to drive at maximum speed unimpeded by the concerns of lesser creatures like pedestrians.

But one cannot quite blame the motorists. It was the legislators, goaded by a road lobby run by people who have never walked anywhere in their lives, who for the best part of a century have empowered the development and design of a highway-network which serves the driver well by systematically endangering the non-motorised user. At long last we detect a slight shift of emphasis. In 2000, the Highways Agency published its *Strategic Plan for Accessibility, Encouraging Sustainable Travel*, and has set itself a policy of improving conditions for non-motorised users; and in 2002 it completed a survey of all crossing-points used by walkers, horse-riders, and cyclists. By the end of March 2003 the Agency will have developed its five-year-programme of improvements for vulnerable users; and the Ramblers' Association awaits its publication with great interest.

While the Highways Agency—which manages the motorways and trunk road network—may be working to identify and remedy dangerous crossings on its network, many local highway authorities (shire county councils, and unitary authorities) continue to fail to respond to the dangers faced by walkers, horse-riders and cyclists. This danger has been greatly raised of late, by a vast increase in the number of motor vehicles, with a 73% growth between 1980 and 2002. And 84% of local authorities expect traffic levels to be higher still in ten years.

This third edition of *You're Either Quick or Dead* lists over 1000 road crossings around the country where increased traffic volumes and speeds have made it impossible, without risk of serious injury or death, to cross roads which sever the footpath network. And it identifies numerous roads on which large volumes of fast-moving traffic divide communities and make going for a walk a life-threatening activity; one footpath in Suffolk crosses 12 lanes of traffic. In many cases the location has been the site of several serious accidents involving pedestrians already. As in previous editions, we have sought to distinguish for each road where responsibility lies: whether with the local highway authority or with the Highways Agency.

Let nobody suppose that we are clamouring for a footbridge at all or even most of these places. At so

many of them, a safe and convenient crossing could be provided by other means: such as a minor diversion of a path to connect with an accommodation bridge or underpass already provided, at public expense, for local farmers or other users; but often efforts by the Ramblers' Association and others to have these opened have met with resistance.

This report shows that people's safety is being unnecessarily jeopardised by a lack of investment and will, and by poor strategic planning by local authorities. The Ramblers' Association now urges highway authorities and the Highways Agency to tackle these problems, and make sound investment in their solution, before more people are injured or killed.

Nick Barrett
Chief Executive, Ramblers' Association
April 2003

Ten most dangerous crossings

The Ramblers' Association conducted a membership survey to find the ten most dangerous crossings in England. There are plenty to choose from up and down the country but here's the final list:

1 Suffolk at Washbrook where the A12 and A14 merge (GR 124422). Several footpaths converge at this spot. The crossing here, if anybody was foolhardy enough to attempt it, would mean the user would have to negotiate 12 lanes of high volume speeding traffic.

2 Sheffield at Catcliffe where a footpath and a footway cross the A630 (GR 406878). The sheer volume and speed of the traffic makes this crossing an accident blackspot. An elderly man was knocked down and seriously injured here in 2002.

3 Hampshire at Hordle where a byway crosses the A337 (279938). The crossing point suffers from very poor visibility due to a hedge and an adverse bend creating a high-risk crossing.

4 Surrey at Send where a footpath crosses the A3 (GR 031540). A veritable triple whammy here. High volume of traffic travelling at fast speeds compounded by poor visibility. One of many dangerous crossings on the A3 but in the Ramblers' Association's opinion the worst.

5 Cambridgeshire at Conington where a footpath is severed by the A14 (GR 331675). This is another road that carries dense and fast-moving traffic and is very dangerous to cross.

6 Dorset at Wootton Fitzpaine where three footpaths meet the A35 (GR 342952), including the Wessex Ridgeway and the Liberty Trail. Speed and poor visibility make this crossing very dangerous.

7 Derbyshire at Borrowash where a footpath crosses the A52 (GR 415354). Once again the lethal combination of high volume and high speed makes this crossing extremely hazardous.

8 East Riding at Bilton where the A165 splits the hamlet (GR 148341) – another high volume, high speed, poor visibility location.

9 West Sussex at Slaugham where 2 footpaths cross the A23 (GR 265275). The A23 has many problem crossings caused by the high volume and speed of the traffic. The problem is twice as bad here as two footpaths cross at the same point.

10 Dorset at Winterbourne Abbas where a bridleway and minor road cross the A35 at a bend (GR 589907). The same old story of high volume, high speed and poor visibility. As if the major road isn't enough of a hazard, the user also has to contend with traffic from the minor road.

Safe crossings for walkers

Whilst in most cases it is plain when a crossing is unsafe, the solution may not be as obvious. Indeed each separate site must be considered on its merits and may offer up a number of potential solutions. With safety uppermost in its mind the Ramblers' Association follows the common sense approach to solving these problems.

- ◆ **An underpass** is quite often the best answer in rural areas. It's easy to use, not visually intrusive and takes the user away from the traffic.
- ◆ **A bridge** is more visually intrusive but conversely obvious when walking that there is a crossing available. Suitable for other users like cyclists and horse riders as well as offering access for people with disabilities. Takes the user above the traffic.

- ◆ **Pelican, zebra & other crossings**—here the user crosses on the level and is reliant on the traffic obeying the signals.
- ◆ **Sharing of existing tunnels or bridges**—these often link farm premises, or culvert watercourses. Some may need modification for use by the public, but most are perfectly adequate as they are. Many are publicly-owned structures. They take the user away from the traffic.
- ◆ **Safe central refuge islands**—it is often quite easy to get across if you could stop halfway. Providing somewhere safe to do this prevents the need to perform a mad dangerous dash across lanes of speeding traffic coming from both directions. These are cheap and simple and the user can use their own discretion when crossing.
- ◆ **Diversions**—in general, authorities should avoid placing routes on the verge. Prolonged walking beside the road is noisy and can be very frightening. A diversion route through adjoining countryside is much more pleasant and usually more direct. Where paths are routed on the verge, ideally they should be for less than 200m, and they should be far enough away from the road so that a user is not subjected to buffeting by the traffic nor to spray in damp weather.
- ◆ **Other measures.** It is important when considering what sort of option to employ that reduced speed limits, warning signs and other traffic calming measures are not ignored.

Some examples

If you look at a map of Essex the county appears to be bisected by the A12. This is by no means the only major road within the county boundaries. On the A129 at Rawreth you can see one of the more innovative attempts to provide a safe crossing—a PEGASUS. Light controlled crossings have been with us a long while and a PEGASUS crossing resembles a PUFFIN crossing in that the traffic is held stopped by a red light until the user reaches the other side. The crucial difference is that horse riders can cross the road next to but separated from the walkers and cyclists because by using a high-level button they can operate the crossing without dismounting. Being at grade means it is multi-user, more sympathetic with its surroundings, five times cheaper than a bridge and takes next to no time to install.

Many walkers who walk in Stafford have travelled on the Staffordshire Way. Routes like this entice curious visitors keen to discover a previously unknown part of the country. Quite often these users are less well prepared for any hazards they may encounter—hazards like the A50. It looks fairly

innocuous on the map but until very recently just outside Uttoxeter where the Staffordshire Way crosses the A50 you would have been confronted with six lanes of speeding traffic and no obvious way of continuing your journey. Now you are directed to an underpass where you can cross swiftly and safely leaving the noise of the traffic behind you while you contemplate the further delights of the beautiful Staffordshire countryside.

Costs

The cost to the economy of pedestrian road accident casualties is £2.4 billion annually.

The average cost of designing and constructing a pelican crossing is £24,000.

The average cost of designing and constructing a puffin crossing is £27,000.

The average cost of designing and constructing a zebra crossing is £7,500.

A bridge over a road can cost up to £700,000.

A new bridge for pedestrians and other vulnerable users costs from £300,000 to £700,000 for a design-award standard bridge.

The cost of routing a path over a farm bridge or through a culvert underpass (many of these structures are publicly-owned) is negligible.

The cost of routing a path on highway authority or Highways Agency land is negligible.

The cost of routing a path over agricultural land (to make a safe and pleasant diversion cross-country rather than alongside the road) is estimated at £2000 per km. Many such diversions would need to be 400m or less.

The cost of a road improvement ranges from £5 million for a roundabout improvement to £24 million for road schemes of between 2-4km.

The Ramblers' Association and transport issues

The Ramblers' Association has been campaigning on transport issues for many years. Back in 1968, we published *Rural Transport in Crisis*, a booklet which set out the problems faced when trying to go for a walk in the countryside without a car, and how things needed to be improved. Its contents are no less valid today, although the issues are now even more complicated since car ownership has risen so dramatically.

Cars have revolutionised the way that we live, but they have also added danger and stress to our lives, erosion to the tranquillity of the countryside and gridlock to our towns and cities. As we all know, there are still huge problems with our transport system. The Ramblers' Association campaigns for better public transport, for new development to be accessible on foot, and for more sustainable alternatives to road building. We also demonstrate our commitment to sustainable transport by making sure that as many of our walks as possible are accessible to those who don't have access to a car. We also work nationally to influence the Government's transport policy and have set up a network of local transport contacts who are able to give advice to those compiling walks programmes on how to make walks more accessible by public transport. And we take part in Car Free Day which is an international event which takes place on 22nd September every year.

Trails and promoted routes

All paths crossed by dangerous roads are difficult to cross at many times during the day. Many people avoid using the paths, knowing full well how lethal the crossings can be. But trails and other routes that are promoted to the public draw walkers from many miles away who know nothing about the dangerous crossings they will encounter. Below is a note of some of the routes that are affected.

- Bedfordshire** John Bunyan Trail, Greensand Ridge Walk, Milton Keynes Boundary Walk, Icknield Way.
- Buckinghamshire** Chiltern Way.
- Cheshire** Eddisbury Way.
- Dorset** Wareham Forest Way, Wessex Ridgeway, Liberty Trail, Jubilee Trail, Monarch's Way, South West Coast Path.
- East Riding** Hudson Way, Wolds Way, Minster Way.
- East Sussex** South Downs Way, Vanguard Way, Weald Way, I066 Walk.
- Essex** Essex Way, London LOOP.
- Hampshire** Salisbury Country Way, Hampshire County Council Long Distance Path, Wayfarers Walk.
- Kent** North Downs Way, Wealdway, Wantsum Walk.
- Leicestershire** Leicestershire Round Footpath.
- Northamptonshire** Nene Way.
- Rutland** Rutland Round.
- Sheffield** Trans Pennine Trail.
- Staffordshire** Staffordshire Way.
- Suffolk** Lark Valley Path.
- Surrey** Guildford Boundary Way, Greensand Way.
- West Sussex** Walks in *Time Out Guide to Country Walks*, South Downs Way, Monarch's Way.

Risk of injury

If you hit a cyclist or pedestrian at 35mph the force of the impact increases by more than a third than at 30mph.

It doesn't matter how good a car's engineering and brakes are, there is nothing they can do to contradict the laws of physics. This increase in speed will inevitably increase stopping distance.

Speed	Thinking distance	Braking distance	Total stopping distance
20 mph	1.5 car lengths	1.5 car lengths	3 car lengths
30 mph	2.5 car lengths	3.5 car lengths	6 car lengths
40 mph	3 car lengths	6 car lengths	9 car lengths
50 mph	5 car lengths	9.5 car lengths	13 car lengths
60 mph	4.5 car lengths	13.5 car lengths	18 car lengths
70 mph	5 car lengths	19 car lengths	24 car lengths

These figures assume dry weather and good tyres and an average family saloon. Naturally, stopping distances will vary according to weather conditions, and some cars may perform in different ways. But we want drivers to recognise that however good a driver they think they are, and however good their car is, the difference between driving at 30 mph and driving a few mph over the limit, will lead to a much longer stopping distance that could in turn lead to drastic consequences.

The Highways Agency

The Highways Agency is an Executive Agency of the Department for Transport. It manages the network of trunk roads and motorways in England.

Trunk roads are used not only by car drivers and lorry traffic. Pedestrians, cyclists and horseriders also use the network maintained by the Highways Agency. In recent years, the Agency has focussed more of its attention on the needs of these more vulnerable users. The Ramblers' Association warmly welcomes this shift.

In 2000, the Agency published its *Strategic Plan for Accessibility, Encouraging Sustainable Travel*, and set itself a policy of improving the conditions for non-motorised users. In 2002, it completed a survey of all crossing points used by walkers, cyclists and horseriders. By the end of March 2003, the Agency will have developed its five year programme of improvements for vulnerable users. At the time of going to press, this programme has not been published. The Ramblers' Association awaits it with great interest.

Highways Agency target: "Reduce the impact of motorways and trunk roads on communities by improving crossing points for non-motorised users." Road Users Charter (2000)

Objectives from *Encouraging Sustainable Travel (2000)*

- ◆ to provide improved facilities for pedestrians along and across trunk roads, and improve links to other key destinations
- ◆ to address the issues of community severance associated with the trunk road network
- ◆ to improve conditions for people accessing public transport services on or via the trunk road network
- ◆ to provide equality in access to and across the trunk road network for disabled people, and improve linkages to key destinations

- ◆ to provide improved facilities for cyclists along and across trunk roads, and improve links to other key destinations
- ◆ to provide improved facilities for horse riders, particularly in terms of crossing the trunk road network
- ◆ to improve, across the whole Agency, the quality of our monitoring systems associated with non-motorised users

Key Box

Footpaths are open only to walkers.




Bridleways are open to walkers, horse-riders and pedal cyclists.

Byways open to all traffic are open to all classes of traffic, including motor vehicles, though they may not be maintained to the same standard as ordinary roads.

A puffin crossing is an adapted pelican crossing. It uses sensors to detect pedestrian movement. If a pedestrian is crossing the road slowly, the puffin crossing will allow more time to cross the road. 'Puffin' stands for Pedestrian User Friendly Intelligent.

A pegasus crossing is a light-controlled crossing for horse-riders, cyclists and pedestrians.

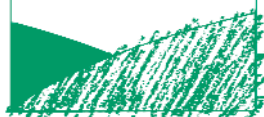
A toucan crossing is a light-controlled crossing for cyclists and pedestrians. A green cycle indicator is provided alongside the green man.

GR	Grid reference
	Volume of traffic is a problem
	Speed of traffic is a problem
	Visibility of traffic is a problem

The work of the Ramblers is funded almost entirely by the generosity of our members and supporters. To give your support please join or make a donation. Members receive a useful range of benefits, including a quarterly magazine, Yearbook and membership of a local walking group.

We publish several titles for anyone interested in footpaths. These include: *Rights of Way – a guide to law and practice*, the definitive guide to footpath law for both practitioners and lay people; *Footpath Worker*, a periodical covering topical matters; and factsheets on *Basics of Footpath Law, Reporting Path Problems and Rights of Way and Development*. For further information contact our London office.

The Ramblers



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Barnsley

Highways Agency roads

A61 at Tankersley (GR 33789908) a footpath crosses the very busy road.

Problems  

Solution The provision of a subway or bridge or refuge island or pelican crossing or zebra crossing.

A616 at Tankersley (GR 35409808) a footpath crosses the very busy road. This crossing, as well as the following crossings over the A616, is a classic example of how a community has been severed from its surrounding countryside. The building of this bypass has effectively cut off the countryside to the north for anyone wishing to walk from the town. Only a handful of paths have a bridge or underpass along the entire length of the underpass from Underbank Reservoir to the junction with the M1. On this road at Tankersley, the same problem exists at the following locations: GRs 35009815, 34839820, 34359870 and 3385990

Problems  

Solution The provision of a subway or bridge or refuge island or pelican crossing or zebra crossing.

A616 at Wortley there are footpath crossings on the very busy road at the following locations: GR 31439873, GR 32439913, GR 31689883, GR 30139885

Problems  

Solution Provision of a subway or bridge or refuge island or pelican crossing or zebra crossing.

“In 2001, there were 40,577 pedestrian road accident casualties. 826 pedestrians were killed”

DfT, Road Accidents in Great Britain: 2001, The Casualty Report.

“The average value of prevention per pedestrian road casualty is £59,590 (June 2001)”

Highways Economics Note No. 1 – 2001 Valuation of the Benefits of Prevention of Road Accidents & Casualties, DfT, November 2002.

“Using the two stats above, the ‘cost’ of these accidents was £2,417,983,430”

Barnsley Metropolitan Borough Council roads

A61 at Tankersley (GR 33589875), **Wortley** (GR 33589833) **Ecclesfield** (GRs 33159765 and 32909730), footpaths cross the very busy road.

Problems  

Solution Provision of a subway or bridge or refuge island or pelican crossing or zebra crossing.

Bath & NE Somerset

Highways Agency road

A4 at Keynsham (GR 643698) a footpath crosses the very busy road.

Problems   

Solution Provision of a bridge.

Bedfordshire

Highways Agency roads

A1 at Biggleswade (the Biggleswade bypass) (GR 185446), use of the footpath is suppressed because of the risk of accidents.

A421 at Brogborough (GR 967386) the footpath here is part of the John Bunyan Trail but use is suppressed because of the dangerous crossing.

Solution Diversion of the path to a nearby underpass.

A421 at Lidlington (GR 983403) a fatal accident happened at the footpath crossing here where there is a high risk of accidents.

A421 at Marston Mortaine (GR 989409) use of the bridleway here is suppressed because of the dangerous crossing.

A421 at Marston Mortaine (GR 998423) use of this footpath is suppressed by the dangerous crossing.

Problem 

Solution Diversion to a nearby bridge or underpass.

A421 at Wootton (GR 017445) walkers do not use this footpath crossing as it is too dangerous.

A421 at Kempston (GR 035463) it is almost impossible to cross the road where the footpath meets the A421 here.

Solution A bridge or underpass is needed.

A421 at Great Barford (the Bedford Road) (GR 144542) both a footpath and a bridleway cross the road at this location.

A421 at Great Barford (GR 154551) two footpaths cross the road at this location.

A428 at Turvey (the Northampton Road) (GR 978517) a footpath and a bridleway cross the road at this location but use is suppressed because of the dangerous nature of the crossings.

A428 at Bromham (the Bromham Bypass) (GR 994508) a bridleway crosses the road at this location.

A428 at Bromham (the Bromham Bypass) (GR 002501) a footpath and bridleway (including the Bunyan Trail) cross the road here but there is a risk of accidents.

Problems  

A428 at Bromham (the Bromham Bypass) (GR 004502) this bridleway crossing is very dangerous with a risk of accidents and suppressed use.

A428 at Biddenham (the Bromham Bypass) (GR 014 505) a footpath crosses.

Solution Possible diversion to Ouse Valley Way nearby.

A5 at Dunstable (GR 100239 and GR 991248) footpath crossings but risk of accidents suppresses use.

A5 at Eggington (GR 978257) a bridleway and two footpaths cross the road but their use is suppressed by the dangers.

A5 at Hockliffe (GR 978273) the risk of accidents suppresses use of this footpath.

A5 at Hockliffe (GR 965275) the risk of accidents suppresses use of this crossing where a bridleway meets the footpath from Church End.

A5 at Hockliffe (GR 958282) two bridleways cross the road here but risk of accidents suppresses use.

A5 at Hockliffe (GR 928308) two footpaths cross the road here making up part of the Greensand Ridge Walk and the Milton Keynes boundary route, but risk of accidents suppresses use.

A5 at Little Brickhill (GR 917316) a footpath crosses but risk of accidents suppresses use.

Solution The path could be diverted to a nearby bridge between two crossing points.

A5 at Little Brickhill (GR 907326) a footpath crosses but risk of accidents suppresses use.

Solution The path could be diverted to a nearby bridge between two crossing points.

A6 at Coffle End (GR 012596) there are two footpaths here but their inconvenience and risk of accidents suppresses use.

Problems  

A6 at Milton Ernest (GR 0156) this crossing point is made inconvenient by traffic joining the A6 from, or turning off to, the Radwell and Thurleigh roads. The risk of accidents suppresses use, and has the effect of severing parts of the village.

Problems  

A6 at Milton Ernest (GR 020549 to 019547) two bridleways cross at this location where problems are exacerbated by the connection to the Clapham bypass and the dual carriageway where only the central reservation provides any refuge. The risk of accidents suppresses use.

Problems  

Solution A bridge or underpass is required.

A6 at Milton Ernest (GR 019547) the dangerous crossing here gives access to the amenities of Browns Wood.

A6 at Clapham (GR 034524) this crossing point is part of the John Bunyan Trail.

Problem 

A6 at Wilstead (the Wilstead Bypass) (GR 058437 and GR 062430) the risk of accidents suppresses use of these footpaths.

A6 at Wilstead (the Wilstead Bypass) (GR 062430) the risk of accidents suppresses use of this footpath.

A6 at Haynes (GR 070400) the risk of accidents suppresses use of this footpath.

Problems 

A6 at Clophill (GR 075389) there is a risk of accidents on this footpath crossing which is part of the Greensand Ridge Walk.

Solution Diversion to nearby crossing further south.

A6 at Silsoe (GRs 083354 and 082350) there is a risk of accidents at this footpath crossing.

A6 at New Inn Farm (GR 082323) there is a risk of accidents where two footpaths cross the A6 at this location.

A6 at Barton-le-Clay (Barton-le-Clay Bypass) (GR 078310) there is a risk of accidents where footpaths cross the A6 at this location.

A6 at Streatley (GR 076279) the footpath here is part of the Icknield Way but there is a risk of accidents at the crossing point.

A6 at Luton (GR 080265) use of this footpath, which is part of the Bunyan Trail, is suppressed by the dangerous crossing.

“Hit by a car at 40 mph, nine out of ten pedestrians will be killed. Hit by a car at 30 mph, about half of pedestrians will be killed. Hit by a car at 20 mph, nine out of ten pedestrians will survive”

No source reference but quoted in Slower Speeds Initiative's Policy Briefing no. 3, July 2002.

Berkshire

Royal Borough of Windsor & Maidenhead Highways Agency roads

A404 severs five important paths used by walkers, cyclists and horseriders. At Bisham at GR 842829 there's a prime

example of a dangerous crossing with a cheap, simple and possibly life-saving solution.

Problems   ++ Crash barrier

Solution The route could be diverted to a private farm subway a few metres away.

Also in **Bisham**, at GR 836844, a bridleway is severed.

Problems   ++ Crash barrier

Solution The path could be extended to join a farm track and cross the A404 via the same farm access culvert as a nearby footpath.

At GR 849852 a road used as a public path is cut in two.

Problems   ++ Crash barrier

At GR 850853, a path which provides a direct link between the village and the path network in the stunning Woodland Trust property, **Quarry Wood**, is blocked by the fast-moving and noisy traffic on the A404.

Problems   ++

Solution The path could be diverted to connect with the nearby culvert walkway for another nearby route.

“ 84% of local authorities expect traffic levels to be worse in 10 years.

83% of local authorities find it difficult to implement transport improvements.

62% of local authorities say transport funds get diverted to other budgets.”

Survey commissioned by CfIT, carried out by WS Atkins, Autumn 2002.

At GR 852855, a footpath is severed. The path is a direct link between **Bisham** village, the town of **Marlow**, and the Thames Path on one side; and the path network in the beautiful **Quarry Wood**, **Cookham** village and **Maidenhead** on the other. A walker was seriously injured trying to use this path. Achieving a safe crossing at this point is a long-running campaign. The Secretary of State has, at the request of the Ramblers' Association, published diversion and creation orders to achieve the simple diversion we have been campaigning for. The failure of the local authority to submit its own diversion order led to the Ramblers taking the unprecedented step of asking for the help of the Secretary of State. The council's argument was that the public walk along a 400m stretch of this motorway-like road.

Problems   ++

Solution The path could be diverted through an existing flood arch.

West Berkshire Highways Agency roads

A34 at Beedon (GR 490771) footpaths, fenced off from road, are supposed to cross this two-lane dual carriageway. The effect is to cut central part of village off from paths in countryside of outstanding natural beauty to east.

Problems   ++

Solution One bridge over a cutting (no steps or ramps required) would connect two paths on each side. A total of four routes would be opened up.

West Berkshire Council roads

A4 at Beenham (GR 599674) footpaths cross this wide, single carriageway and former trunk road. The crossing is the only significant direct link for several miles between the path network on the north side of the A4 and that on the south side. This site involves a connecting path which leads to Aldermaston station and the Kennet & Avon Canal towpath.

Problems   ++

Solution Pedestrian-controlled traffic-lights or bridge.

Buckinghamshire

Highways Agency roads

A404 at Little Marlow (GR 860890), a dangerous crossing.

Solution Signs and waymarks should be erected to advise walkers of alternative crossing. Also signs are needed to warn motorists of the original crossing.

A404 at Little Marlow (GR 859893), the dangerous crossing is part of the direct walking route from Marlow to High Wycombe via Winchbottom and Keep Hill.

Solution The road is in a cutting so a bridge would be a reasonable solution.

A404 at Penn/Little Missenden (GR 921966), the bridleway crossing here is opposite access to Woodland Trust woodland but there have been numerous accidents in the area.

A404 at Chenies (GR 017979) the crossing here is opposite the turning for Chenies village.

M25 (GR 021921) the motorway has severed the rights of way network at this location.

M4 (GR 920798) the motorway has severed the rights of way network at this location. It would otherwise provide a walking route between Dorney and Taplow.

Solution Pedestrian compartment in the Jubilee River Tunnel.

M4 (GR 021781) the motorway has severed the rights of way network at this location.

Buckinghamshire County Council roads

A355 at Coleshill (GR 937948) the footpath here is part of the Chiltern Way but there has been a serious accident at the location.

A355 (GR 952876) a staggered footpath crossing means a

100m walk along a dangerous road; this is part of a circular walk from Beaconsfield Old Town.

Problems  

A355 at Coleshill (GR 957942) dangerous footpath crossing giving access to pub.

A355 at Amersham, a dangerous crossing (GR 953975).

A355 at Beaconsfield, a dangerous crossing (GR 955929).

A355 at Beaconsfield (GR 952924) a dangerous crossing at Birchen Spring.

A40 at Denham (GR 035868) a dangerous crossing at the foot of Redhill.

A412 at Wexham (GR 015827) this bridleway crossing provides a link between two country parks and is the subject of a campaign which the RA is supporting.

A412 at Denham (GR 037869) a crossing point at the turning for Denham village.

A412 at Denham, a dangerous crossing (GR 045849).

A413 at Amersham, a dangerous crossing (GR 950975).

A413 at Amersham (GR 956968) the footpath reaches the A413 on either side of the top of the cutting (some 100m high) and goes down diagonally to reach the old road 100m west. The road layout was lately changed to make the situation even worse for walkers and the Ordnance Survey map shows a slightly incorrect alignment.

A413 at Amersham (GR 912992) users encounter very fast traffic at Little Missenden.

Problem 

A413 at Amersham, a dangerous crossing (GR 973965).

A413 at Great Missenden (Great Missenden bypass) (GR 895017), a dangerous crossing.

A413 at Chalfont St. Giles (GR 988947), a dangerous crossing.

A413 at Gerrards Cross (GR 011884) this crossing leads towards Oakend Wood.

A413 at Gerrards Cross, a dangerous crossing (GR 008891).

A413 at Amersham, a dangerous crossing (GR 950 975)

Problems    Crash barrier

A413 at Amersham, a dangerous crossing (GR 950975)

Problems   

Solution Re-route the path 300m to another crossing under A413.

A416 at Ashley Green (GR 975053), this dangerous crossing provides access to amenities in Ashley Green village.

A416 at Ashley Green (GRs 970040 and 968038) these dangerous crossings provides access south of Ashley Green village.

A421 at Whaddon (the Bletchley-Buckingham road) (GR 813325) two bridleways cross the road at this location; the road is a single carriageway and one of the bridleways emerges from woodland suddenly on to the road. Visibility is minimal and drivers cannot see horses approaching. Because of the dangers the route is underused.

Problems  

A421 at Great Horwood/Little Horwood (the Bletchley-Buckingham road) (GR 800325) a footpath crossing over the A421 which connects to the Little Harwood Road and four more footpaths.

Problems 

A421 at Great Horwood/Little Horwood (the Bletchley-Buckingham road) (GR 791323) a footpath crossing near Briars Bank Farm.

Solution Link the footpath with the bridleway between Nash & Whaddon (near College Wood which is Woodland Trust land).

A421 at Great Horwood (GR 780322) a crossing near Cross Roads Farm.

Solution Provision of a footpath on the south side of A421 as far as the roundabout and a safe crossing would offer a route to Nash.

A421 at Great Horwood (GR 771323) this footpath provides a link between Great Horwood and Nash; the road is a single carriageway.

Problems 

A421 at Thornborough (GR 820331) a footpath crossing.

Problems 

Solution A path under the bridge would also open routes to the south.

Cambridgeshire

Highways Agency roads

A14 at Dry Drayton (GR 399628) a bridleway is dead-ended by the A14.

Solution The permissive path to Oakington Road should be made into a right of way, and walkers and riders should be provided with facilities at the over-bridge there.

A14 at Longstanton (GR 386637) a bridleway is dead-ended by the A14.

Solution A link is needed to join the path to the nearby Bar Hill bridleway where the B1050 over-bridge could be used if suitable facilities were provided.

A14 at Bar Hill (GR 380642) a bridleway is dead-ended by the A14.
Solution The B1050 over-bridge could be used if suitable facilities were provided.

A14 at Lolworth (GR 376644) a footpath is dead-ended by the A14.

A14 at Swavesey (GRs 367651 and 349663) bridleways are dead-ended by the A14.
Solution A proposed service road could link to Buckingham Road and other nearby bridleways if a bridleway was created along the verge.

A14 at Fen Drayton (GR 332674) a footpath is dead-ended by the A14.
Solution A grade-separated crossing is needed here to join the nearby Conington footpath.

A14 at Conington (GR 331675) a footpath is dead-ended by the A14.
Solution A grade-separated crossing is needed here to join the nearby Fen Drayton footpath.


A14 at Girton (GR 410618) a footpath here is further dead-ended by A1307.
Solution The path could be diverted to join a new bridge for the nearby bridleway.

A14 at Girton (GR 413615) a bridleway here is bridged under the M11 but is additionally dead-ended by the A1307.
Solution The County Council have proposed scheme of building two bridges so route can link up with Washpit Lane, and therefore completing a route into Girton. High anticipated level of usage and supported by local RA.

Cheshire

Highways Agency roads

A5117 at Shotwick (GR 349717) a footpath crosses the very busy road.

Problems    Crash barrier

Cheshire County Council roads

A54 at Kelsall (the Kelsall Bypass) (GR 526687) the Eddisbury Way crosses the road here.

Problems   

Solution A bridge and underpass exist nearby, but they are presently inaccessible.

Darlington

Highways Agency roads

A66 (GRs 282126, 287125, 298123, 302125, 306126, and 324136) dangerous footpath crossings.

Problem 

Solution Grade separated crossings are required for safe passage to a way on the other side of the road.

A66 (GR 312128) a bridleway crossing.

Problem 

Solution A grade separated crossing is required for safe passage to a way on the other side of the road.

A66 (GR 315129) a footpath crossing.

Problem 

Solution A path created alongside the road, or a grade separated crossing, would allow access to another highway.

A66 at Great Burdon (GR 325153) a bridleway crossing.

Problem 

Solution A grade separated crossing is required for safe passage to a way on the other side of the road.

A66 at Sadberge (GRs 336164 and 345166) footpath crossings.

Problem 

Solution Grade separated crossings are required for safe passage to a way on the other side of the road.

A66 at Sadberge (GR 349167) a highway crossing.

Problem 

Solution A path created alongside the road, or a grade separated crossing, would allow access to another highway.

A66 at Sadberge (GR 356165) a footpath crossing.

Problem 

Solution A path created alongside the road, or a grade separated crossing, would allow access to another highway.

“In 2000, more than 135 children died and more than 4,000 were seriously injured while walking and cycling, many of them close to their homes, with child pedestrian casualties peaking at about the age of 12. The road safety strategy document Tomorrow’s Roads: Safer For Everyone set a target to reduce the number of children killed or seriously injured by 50% by 2010.”

Derbyshire

Highways Agency roads

A38 at Findern (GR 300310) footpath crossing over busy road.

Problems   

Solution Path could be diverted to a disused privately-owned footbridge which exists close by.

“This is a notorious blackspot where there have been a number of fatal accidents.”

The A6 in Derbyshire GR 233 662 – Ms J Cooke

A50 at Sudbury a footpath crossing over busy road with a roundabout nearby.

Problems   

A52 at Borrowash (GR 415354) a footpath crossing. An RA campaign led to the provision of a very small pedestrian refuge here which is totally inadequate.

Problems  

Solution A footbridge is needed here.

Derbyshire County Council road

A6 at Nether Haddon (GR 233662) a footpath crosses this very busy road near a car park exit which effectively means three-way traffic. Haddon Hall is nearby. This is a notorious blackspot where there have been a number of fatal accidents.

Problems   

Dorset

Highways Agency roads

A31 at Winterbourne Kingston (GR 869964) a footpath crossing near Bloxworth Down; there is no footway or verge and the carriageway is narrow.

Problem 

Solution Linking path parallel to road and a central refuge; an off-road link is required to paths to east.

A31 at Winterbourne Kingston (GR 872965) a bridleway crosses the narrow carriageway at this location near Bloxworth Down.

Problem 

Solution A linking path parallel to road and a central refuge, and removing dips and brows; an off-road link is required to paths to west.

A31 at Bloxworth (GR 874966) a bridleway crossing on a narrow carriageway near Bloxworth Down. It links with a bridleway to the west of the road.

Problem  and narrow carriageway at Bloxworth Down.

Solution Provide central refuge and improve visibility.

“Excessive speed is a factor in more than 1/3 of fatal road accidents.”

(Transport Research Laboratory)

A31 at Winterbourne Zelston (GR 896 972) a bridleway and minor road cross this narrow carriageway where there are bends and a staggered crossing. This is an important north-south link.

Problem 

Solution Provide central refuge and improve visibility.

A31 at Sturminster Marshall (GR 960985) a staggered footpath crossing over a narrow carriageway; this is part of the Wareham Forest Way.

Solution Provide a central refuge and link path parallel to road.

A31 at Corfe Mullen (GR 968985) a footpath crossing over a narrow carriageway with no verge or footway which provides a link to the village.

Solution A footway/verge is required; stile to be set back in field.

A31 at Corfe Mullen (GR 969985) a former railway level crossing is being developed as trailway here. The carriageway is narrow with no verge/footway. The road severs the community but could provide a route to schools. It is an important north-south link.

Solution Pegasus crossing.

A31 at Ferndown (GR 054014) a footpath, which is an important north-south link, crosses this very busy road.

Problems  

Solution Provision of a central refuge and signage for traffic.

“A MORI poll found that 44% of people said they would cycle more if roads were safer and 26% would travel less by car if the conditions for walking locally were better.”

Transport 2000

A31 at St. Leonard's (GR 116033) a bridleway crosses the dual carriageway near a roundabout; it is an important north-south link.

Solution Improve crossing facilities at roundabout.

A35 at Wootton Fitzpaine (GR 342952) three footpaths meet at this road, near the end of a dual carriageway section (these include the Wessex Ridgeway and the Liberty Trail).

Problems  

Solution Underpass.

A35 at Whitchurch Canonorum (GR 440941) two minor roads provide important north-south links with connections to the rights of way network. The poor crossing point causes community severance.

Problem 

Solution Improve sight lines & reduce traffic speed.

A35 at Chideock (GR 412934) a minor road, Muddyford Lane, provides an important east to west link in the rights of way network. It is sited just over the brow of a hill with four lanes of traffic and a wide hatched central area.

Problem 

Solution Safe central refuge.

A35 at Chideock (GR 414933) a footpath which is an important east to west link in the rights of way network crosses the road at this location but the verge is narrow.

Problem 

Solution Provision of a wider, usable verge on north side.

A35 at Symondsburry (GR 437927) a bridleway (providing an important north-south link) and two minor roads cross the road on the brow of the hill where there is almost no visibility.

Problem 

Solution Improve visibility.

“The average cost of designing and constructing a pelican, puffin and zebra crossing would be £24,000, £27,000 and £7,500 respectively, and upgrading a pelican to a puffin would cost £4000 to £5000”

Transport minister John Spellar talking to Theresa May (Con).
Local Transport Today, 4 July 2002.

A35 at Symondsburry (GR 447929) two footpaths and a bridleway (providing important north-south links) meet at this dual carriageway (close to a deceleration lane).

Solution Provide bridge and/or redesign junction.

A35 at Symondsburry (GR 451924) a footpath (a useful north to south link) and a minor road cross at a complex junction where travellers' amenities are provided (picnic site, toilets, snacks and information boards).

Problem 

Solution Diversion to minor road over-bridge.

A35 at Symondsburry (GR 455918) a footpath crosses this busy road just over the brow of a hill on a bend. The crossing is too dangerous to use, but it would be an important north-south link if safer.

Problems   

Solution Diversion to minor road over-bridge.

A35 at Lodors (GR 515926) a footpath crosses the busy road near a new campsite and public house.

Problems  

A35 at Long Bredy and Kingston Russell (GR 569913) two footpaths and three bridleways, part of a complex path network and providing important north-south links, meet and need to cross the road near a road junction in a dip at the western end of a dual carriageway.

Solution Improvements to refuge and reduction in traffic speed.

A35 at Winterbourne Abbas (GR 589907) a bridleway and a minor road cross this busy road on a bend. The crossing is staggered and there is an inadequate verge on both sides. The northern side is obstructed by chevron boards and it is an accident black spot. The bridleway is part of the Jubilee Trail.

Problems   

Solution Off-road link with path creation, greatly improved visibility and speed reduction measures. Possible site for Pegasus crossing.

A35 at Winterbourne Monkton (Dorchester bypass) (GR 670901) a footpath, providing an important link from an urban area, crosses this single carriageway.

Problem 

Solution Central refuge.

A35 at Dorchester (Dorchester bypass) (GR 701895) a footpath, providing an important north to south link at the edge of an urban area, crosses at a long bend, close to a junction.

Problems  

Solution Provision of a central refuge but preferably footbridge.

A35 at Stinsford (GR 717925) a footpath and a bridleway (important north-south links) cross this busy road where the problem of the fast traffic is compounded by vehicles entering and leaving a layby.

Problem 

Solution Provision of a central refuge.

A35 at Bere Regis (Bere Regis bypass) (GR 845952) a bridleway crosses the road which at this point changes from a dual to single carriageway. The route is both an important north-south link and part of the Jubilee Trail.

Problem 

Solution Provision of bridge over cutting.

Dorset County Council roads

A3066 at Netherbury (GR 486981) a footpath, linking with a minor road and a bridleway, crosses this narrow, single-track road with no verges.

A3066 at Netherbury (GR 485986) a footpath, linking to a bridleway crosses a narrow single carriageway with no verges at a long bend, exiting close to a hedge.

Problem 

Solution Improve sight lines and provide off road link.

A3066 at Netherbury (GR 483988) a footpath and a bridleway form a staggered right of way junction at a hill brow. Although this is a good north to south link local walkers consider road walking to be too dangerous here.

Problems  

A3066 at Beaminster (GR 479007) a bridleway crosses the narrow road which has high banks and poor visibility on a long bend. This is an important link, especially for riders, from town to the rural rights of way network. Local walkers consider road walking between paths too dangerous here.

Problems  

A3066 at Broadwindsor (Tunnel Road) (GR 464037) a footpath crosses the narrow road with no verge. A useful link path but local walkers consider road walking to be too dangerous here.

Problem 

Solution Create off-road path in field, parallel to road, so as to cross at safer place.

A3066 at Broadwindsor (GR 461039) a footpath crosses this narrow road near a bend. An important link path but local walkers consider road walking to be too dangerous here.

Problem 

Solution Create off-road path in fields, parallel to road, so as to cross at safer place.

A3066 at Broadwindsor (GR 458039) a footpath crosses the narrow, winding road with no verges. This is a useful link path and part of the Monarch's Way.

Problems  

Solution Create off-road path in fields, parallel to road, so as to cross at safer place.

A338 at Hurn (GR 137968) a bridleway, providing a north-south link crosses this busy road.

Problems  

Solution Divert to minor road over bridge

A338 at St. Leonard's (GR 134034) a bridleway which provides the only east-west link in the locality crosses this busy road.

Problems  

A352 at Broadmayne (GR 733863) a bridleway (providing continuous bridleway access, both east and west), crosses this single carriageway at the bottom of rising ground to the east.

Problem 

Solution Reduce traffic speed.

A352 at West Knighton (GR 721871) a footpath and bridleway, providing a link from West Knighton village, meet either side of this road, on a bend.

Problem 

Solution Install off road holding area.

A352 at Whitcombe (GR 716882) a footpath, part of the Jubilee Trail, crosses the road at a staggered crossing.

Problems  

A353 at Poxwell (GR 742835) two footpaths and a bridleway, providing east-west links, cross the road by means of a staggered crossing on a long bend on a single carriageway.

Problems  

Solution Improve sight lines from west side

A353 at Poxwell (GR 743843) a bridleway providing continuous access, both east and west, crosses this single carriageway.

Problems  

“The average speed of traffic on trunk roads in England in 2001 was 48.8 mph in the morning peak, 51.3 mph in the evening peak and 53.1 mph during the intervening off-peak period.”

DTLR, Traffic Speeds on English Trunk Roads: 2001.

A354 at Pentridge (GR 021177) a bridleway crossing is complicated by traffic accessing the garage forecourt beside the path.

Problems  

Solution Divert crossing to location with improved visibility.

A354 at Charlton Marshall (GR 858019) a bridleway crossing provides a strategic north-south link in the rights of way network.

Problems  

Solution Improve visibility and form waiting area on north side of road.

A354 at Weymouth (GR 671855) a path, forming part of both the Jubilee Trail and the South West Coast Path National Trail, crosses this busy road near a bend.

Problems   

Solution Diversion and grade separated crossing.

A354 at Bincombe (GR 671860) a bridleway, forming a useful east-west link, crosses this busy road near a turning lane close to a minor road junction.

Problems  

Solution Diversion and grade separated crossing.

A356 at Corscombe (GR 492060) a bridleway crosses this road by means of a staggered junction at a tight bend. There are no verges and high banks. The path is part of the Monarch's Way and a local round walk. There is a pub nearby and links with minor roads to the south. Local walkers consider road walking to be too dangerous here.

Problem 

Solution Create path in field parallel to road, to safer crossing-point.

A37 at Maiden Newton (GR 617989) a bridleway which is part of the Wessex Ridgeway and links the communities of Maiden Newton and Sydling St. Nicholas, crosses the road.

Problem 🚫

A37 at Sydling St. Nicholas (GR 612005) a bridleway, providing links to quiet minor roads crosses the road.

Problem 🚫

A37 at Cattistock (GR) 609 017 an important link bridleway crosses the road.

Problem 🚫

B3157 at Burton Bradstock (GR 480903) a footpath, linking the South West Coast Path with the hinterland, crosses the road at a bend, near a campsite.

Problems 🚫 👁

Solution Improve sight lines by cutting back hedges.

B3157 at Burton Bradstock (GR 505885) a footpath, linking the South West Coast Path with the hinterland, crosses the narrow single carriageway with inadequate verges.

Solution Create path on south side of road on National Trust land opposite linking footpath.

B3162 at Thorncombe (GR 378057) a footpath, linking with minor roads at the village edge, crosses a very narrow single carriageway with no verges.

Problem 🚫

Solution Provide verge.

B3162 at Thorncombe (GR 387047) a link footpath crosses a very narrow single carriageway with no verges and bends.

Problem 🚫

B3162 at Broadwindsor (GR 435031) a footpath providing a link into the village crosses the very narrow single carriageway.

Problem 🚫

Solution Create diversion to safe crossing.

B3163 at Broadwindsor (Clanden Hill) (GR 448023) a bridleway crosses the narrow road at a hill brow.

Problems 🚫 👁

Solution Provide holding area in gateway on south side

B3163 at Broadwindsor (Clanden Hill) (GR 446023) a footpath, linking two bridleways crosses the road in a dip.

Problems 🚫 👁

Solution Provide verge.

B3164 at Marshwood (GR 414009) a footpath crosses the narrow single carriageway, close to Pilsdon Pen, a local beauty spot with car park area.

Problems 🚫 👁

B3164 at Marshwood (GR 409010) a footpath, part of

the Jubilee Trail, forms a staggered crossing to meet a bridleway. The road is narrow and there are no verges.

Problem 🚫

Solution Improve verge access.

B3165 at Broadwindsor (GR 497039) a footpath, linking the rights of way network via minor roads, crosses the very narrow single carriage with no verges.

Problem 👁

Solution Diversion onto minor road

B3165 at Broadwindsor (GR 397025) a footpath, part of the Wessex Ridgeway and Jubilee Trail, crosses the narrow single carriageway, with bends, via a staggered junction.

Problem 👁

Solution Create path in fields parallel with road on east side

B3390 at Warmwell (GR 759872) a bridleway and footpath, part of the Jubilee Trail, form a staggered junction either side of a narrow road with no verges and bends.

Problem 👁

Solution Create off-road link and improve visibility.

C11 at Castleton (GR 627147) a footpath, providing a useful link on the edge of the town of Sherborne crosses the narrow road. There are steep steps down to the road and there is no verge.

Problem 👁

C2 at Farnham (GR 961144) a bridleway, part of the Jubilee Trail, crosses the narrow road with no verges.

Problem 👁

Solution Improve visibility and create off-road link.

C35 at Clifton Maybank (GR 574137) a footpath, providing a route to the railway station, crosses the narrow road with no verge.

Problems 🚫 👁

Durham

Highways Agency roads

A66 (GR 000137) a footpath crosses the road.

Problem 🚗🚗

Solution A grade separated crossing is required for safe passage to a way on the other side of the road.

A66 (GR 006136) a highway crossing of the main road.

Problem 🚗🚗

Solution A path created alongside the road would allow access to another highway at Stone Bridge. The path should be far enough away from the road so that a user is not subjected to buffeting by the traffic nor to spray in damp weather.

A66 (GR 018137) a footpath and bridleway junction.

Problem 

Solution A grade separated crossing is required for safe passage to a way on the other side of the road.

A66 (GR 025137) a footpath crossing.

Problem 

Solution A path created alongside the road would allow access to another highway.

“More than half of all cars on motorways and dual carriageways exceed the speed limit

66% of cars exceed the 30 mph limit in urban areas”

Speed Survey, DTLR, 2001.

A66 (GR 034138) a highway crossing of the main road.

Problem 

Solution A path created alongside the road would allow access to another highway.

A66 (GR 035138) a footpath crosses the road.

Problem 

Solution A grade separated crossing is required for safe passage to a way on the other side of the road.

A66 (GR 037138) a junction of three footpaths.

Problem 

Solution A grade separated crossing is required for safe passage to a way on the other side of the road.

A66 (GR 045138) a footpath crossing.

Problem 

Solution A grade separated crossing is required for safe passage to a way on the other side of the road.

A66 (GR 050138) a highway crossing of the main road.

Problem 

Solution A grade separated crossing is required for safe passage to a way on the other side of the road.

A66 (GRs 064138 and 066138) footpath crossings.

Problem 

Solution A path created alongside the road would allow access to another highway.

A66 at Rokeby (GR 073137) a footpath crossing.

Problem 

Solution A grade separated crossing is required for safe passage to a way on the other side of the road.

A66 at Rokeby (GR 080137) a highway crosses the main road.

Problem 

Solution A grade separated crossing is required for safe passage to a way on the other side of the road.

A66 at Rokeby (GR 089131) a highway crosses the main road.

Problem 

Solution A path created alongside the road would allow access to another highway.

A66 at Wycliffe with Thorpe (GR 094127) a highway crosses the main road.

Problem 

Solution A path created alongside the road would allow access to another highway.

A66 at Wycliffe with Thorpe (GR 099123) a bridleway crossing.

Problem 

Solution A path created alongside the road would allow access to another highway.

East Riding of Yorkshire

Highways Agency roads

A63 at North Cave (Cave Bypass) (GR 885310) a bridleway crosses the busy road.

Problems  

A63 at North Cave (Cave Bypass) (GR 891308). A safe crossing is needed.

Problems  

A63 at North Ferriby (GR 979264) the route which crosses the road here is part of the Wolds Way.

Problems  

Solution There is a bridge 500m away from the crossing point, but the road walk to get there is very unpleasant

East Riding of Yorkshire Unitary Authority roads

A164 at Leconfield (GR 013455) a safe crossing is needed.

Problems  

A164 at Skidby (Skidby Bypass) (GR 022342) there is a dangerous crossing.

Problems  

A164 at Skidby (Skidby Bypass) (GR 020344) a safe crossing is needed.

Problems   

A164 at Rowley (Skidby Bypass) (GRs 021353 and 023361). Problems with crossing this busy road.

Problems  

A165 at Ellerby (GR 153374) the path which crosses the road here is part of the Hornsea Rail Trail and the Trans-Pennine Trail.

Problems   

A165 at Bilton (Ganstead Bypass) (GR 148341) the road splits the hamlet and a person has already been killed.

Problems   

A166 at Bugthorpe (GR 773565) the route which crosses the main road here is part of the Minster Way.

Problems  

B1248 at Cherry Burton (the Malton Road) (GR 993427) the route which crosses here is part of the Hudson Way.

Problems  

East Sussex

East Sussex County Council roads

A22 Maresfield Bypass at Maresfield (GR 464233) footpath crossing on busy road

A22 Uckfield Bypass at Little Horstead (GRs 465200 and 467196) footpaths crossing busy road.

A22 Uckfield Bypass at Uckfield (GR 461209) footpath crossing on busy road.

A22 at Chiddingly busy road crossing which affects the Vanguard Way.

A22 Hailsham Bypass at Hailsham (GR 576104) the Wealdway regional trail crosses this busy dual carriageway.

A22 Eastbourne Approach Road at Westham (GR 604044) the 1066 Walk crossing on busy road.

A22 Eastbourne Approach Road at Westham (GR 637053) footpath crossing on busy road.

A259 at Eastbourne (GR 586986) dangerous crossing for South Downs national trail which also provides access to a golf course.

Solution About to be improved.

A259 at Cuckmere Valley (GR 514993) the South Downs Way national trail and the Vanguard Way crosses this busy road

A259 at Cuckmere Valley (GR 519995) dangerous crossing for the South Downs Way crossing which also provides access to to the Seven Sisters Country Park.

A26 at Eridge (GR 546346) which affects a cycle route and access to Eridge Station.

A264 at Withyham (GR 504389) dangerous footpath crossing.

B2110 at Ham Bridge (GR 515369) a safe cycle route crossing is needed.

B2188 at Forest Way (GR 524366) a safe cycle route crossing is needed.

B2188 at Withyham (GR 510344) a dangerous footpath crossing.

B2188 at Ashdown Forest (GR 473302) open access at the junction with B2026 to access Ashdown Forest and Vanguard Way and Wealdway routes.

Problems Made worse by recent junction improvements.

Essex

Highways Agency roads

A12 Brentwood Bypass at Brentwood (GRs 600956 and 602957) footpath crossings on this busy road links Brentwood with countryside to north.

Solution Footbridges.

A12 at Marks Tey (GR 913233) four footpath crossings on this busy road. Drivers are distracted as lanes reduce from three to two lanes, and do not watch out for pedestrians.

Problem Driver distraction.

Solution Footbridge.

A12 at Copforth (GR 929245) footpath crossing on three-lane dual carriageway.

Problem Crash barrier.



Solution The footpath could be diverted to nearby underpass which takes a quiet lane underneath the A12.

“Making it easier for people to walk or cycle short journeys is a key part of integrated transport strategy and of wider Government objectives.”

Most accidents occur when pedestrians are crossing the road or walking along the carriageway.”

DfT. Tomorrow's Roads: Safer for Everyone. 2002.

A12 at Stanway (GR 939249) two footpaths crossing a three-lane dual carriageway.

Problems   Width of road

Solution Footbridge.

A12 at Colchester (GR 977280) footpath crossing on dangerous and busy road which links Colchester with West Bergholt and the Essex Way.

Problems  

Solution Footbridge.

A12 and A120 at Colchester (GR 019289) five footpath

crossings which are difficult to find at the junction of these two busy roads.

Problems Junction of two A roads.

A12 at Langham (GR 028303) footpath crossing on busy road.

Problems Crash barrier.

A12 at Dedham (GR 035319) footpath crossings on busy road.

Problem Crash barrier.

A12 at Dedham (GR 038327) footpath crossings on busy road.

Problem Crash barrier.

Solution The footpath could be diverted to an underpass 80m to north.

A12 at Witham (GRs 830148, 822131, 826134) many footpath crossings have been bisected by this busy road on the outskirts of Witham .

Solution Grade separated crossings.

A12 at Ingatestone (GR 660008) footpath crossing on busy road.

Problem   



A12 various locations (GRs 416883, 497890, 524908, 843168, 888211, 901222, 909230, 964256) there are path crossings which are also of outstanding concern on this busy road.

A120 at Elmstead (GR 064262) footpath crossing on busy road.

Problem    No signposting

Solution Diversion to bridge 200m to west.

A120 at Elmstead footpath (066262) footpath crossing on busy road.

Problems No steps down embankment  

Solution New footbridge or underpass.

A120 at Elmstead (GR 075256) footpath crossing which links Elmstead Market with Great Bromley.

Problems No steps on embankment.

Solution Diversion to bridge or underpass, (one exists 200m to west).

A120 at Wix has several paths (GR 148279, 153281, 158284, 165286, 168186, 171286, 179290) bisected by this busy single carriageway road.

Solution Footbridges.

A120 at Ramsey (GR 210302) footpath crossing on busy road.

Solution Footbridge.

A120 Coggeshall Bypass at Coggeshall (GR 859233) Essex Way crossing on busy road.

A120 Coggeshall bypass (GRs 788235, 788234, 843235, 852238, 819229) has also bisected a byway and three footpaths.

A120 at Ardleigh, just outside Colchester (GRs 026282 and 037275) two dangerous footpath crossings on this busy road.


A120 Birchanger (GRs 506220 and 504224) two dangerous footpath crossings over this fast single lane carriageway.

Problems 

Solution Footbridge (note that, further east, the Department of Transport rejected suggestions by the Ramblers' Association to put in footbridges for crossings at nearby Braintree bypass, and the public are left with 9 at-grade dangerous crossings).

A120 Braintree (GRs 717222, 734218, 768216) three footpath crossings bisected by this busy road.

A13 at Orsett (GR 632808) footpath crosses this high speed dual carriageway.

Problems  Crash barrier

A13 at Stanford le Hope (GR 683836) popular footpath crossing on high speed dual carriageway used by children and families to cross from town to One Tree Hill Country Park.

Problems 

Solution Footbridge.

M11 at Chigwell (GR 432941) which affects London LOOP regional trail.

M11 at Grange Farm (GR 437948) long road diversion to use the Three Forest Way.

Problems Road walking.

Solution Need to extend and create a new bridleway crossing to avoid the diversion.

M25 on outskirts of Upminster (GR 583888) footpath cul-de-sac at motorway which would form useful link to Thames Chase Forest.

Problem The crossing was not put in at construction of M25.

Solution Tunnel.

Essex County Council roads

A127 at West Horndon, near Brentwood (GR 618991) which must be crossed to access West Horndon station and Thorndon Country Park.

Problem No crossing.

Solution Bridge for walkers, riders and cyclists (which was first recommended in the Local Plan in 1992).

A127 at East Horndon, near Brentwood (GR 647897) dangerous crossing linking to four footpaths, so dangerous that seldom used, but would give useful access from Basildon to Herongate.

Problems  

A127 at Benfleet and Rayleigh (GRs 791902, 797897, 811895 and 821892) there are four footpath crossings which are particular dangerous.

Solution Footbridges.

Hampshire

Highways Agency roads

A3 Portsmouth Road at Bramshott (GR 867336) path crossing on this busy road, severing access to café.

Problems    Crash barrier

Solution It has been proposed that part of the new A3 Hindhead Tunnel will give pedestrians access over or under the new road.

A34 at Litchfield and Woodcott (GR 463552) footpath crossing.

Problems   Crash barrier

Hampshire County Council roads

A287 at Crondall (GR 789502, 794502, 806500) three dangerous path crossings on this busy road.

Problems   

A287 at Odiham (GR 727527) footpath crossing on this busy road.

Problem 

A30 at Old Basing (GR 664520) dangerous footpath crossing which gives access to local woodland.

Problems  

A30 Cricket Hill road at Yateley (GR 820594) dangerous bridleway crossing on busy road.

Problems  

A30 at Hook (GRs 737548 and 749544) two footpath crossings at a dual carriageway where traffic is too fast to cross to central reservation.

Problems  

A31 at Ringwood (GR 178058 and 179058) two footpath crossings in close proximity on this busy road.

Problems   Crash barrier

A31 at Ringwood (GR 174057) footpath crossing at busy road.

Problems   Crash barrier

Solution Footbridge.

A337 at Hordle (GR 279938) byway crossing where hedge and bend in road impede sightlines, considered the most dangerous crossing in Hampshire area.

Problems 

A337 at Boldre (GR 307991) footpath crossing used extensively for access to New Forest and Royden Woods but sightlines impeded by bend in road.

Problem 

A337 at Hordle (GR 308942) crossing which forms

important link for three footpaths and on to network of paths near coast and New Forest

Problems  

A338 at Breamore (GR 165190) Salisbury Country Way trail crosses on busy road.

Problems  

A338 at Fordingbridge (GR 152157 and 151155) two footpaths lead to this busy road crossing which provides access to long distance path, bus stop, school, café, restaurant and pub.

Problems  Staggered crossing

Solution Controlled crossing as crossing point in 40mph restricted area.

A338 at Fordingbridge (GR 153125) two footpaths lead to this busy road crossing.


Problem 

A338 at Harbridge and Ibsley (GR 150096) two footpaths lead to this busy crossing which provides access to a long distance path, bus stop and local pub.

Problems  

Solution Controlled crossing as crossing point in 40mph restricted area.

A339 at Winslade (GR 653478) a byway crossing with poor sightlines and narrow verge for 150m to the crossing point.

Problems  Proximity to traffic

A339 at Wootton St. Lawrence (GR 584551) footpath crossing.

Problem 

A34 at Burghclere (GR 462551) bridleway and byway crossing on busy road, part of Wayfarers Walk.

Problems  

A34 at Whitchurch (GR 463447) footpath and byway crossing on busy road.

Problems  

A343 at Ashmansworth (GR 431575) byway crossing with poor sightlines, part of Wayfarers Walk regional trail

Problem 

A343 at Ashmansworth (GR 406551) footpath crossing on busy road.



Problems   

A399 at Ashford Hill with Headley (GR 514628) footpath crossing on busy road.

Problems  

A3 at Clanfield (GR 716178) bridleway crossing on busy road where walkers must cross diagonally into traffic to

access amenities (pub, Queen Elizabeth Country Park).

Problems   Crash barrier

B3349 at Rotherwick (GRs 728565, 728566, 727563, 727558, 726559) many footpaths meet this busy road which has sharp bends, and no footway in places. This restricts pedestrian access to the beautiful Whitewater Valley from Hook and Rotherwick.

Problems   Proximity to traffic

Solution Diversions to alternative crossings on straight section of road/central reservation.

B3349 at Hook (GR 728555) footpath and bridleway crossing on busy road with sharp bends and no footway to crossing, restricting access to Whitewater Valley from Hook and Rotherwick.

Problems   Proximity to traffic

Solution Creation of central refuge, and footpath alongside the road.

B3400 at Whitchurch (GR 445474) footpath crossing with blind spot.

Problem 

Kent

Highways Agency roads

A2 Canterbury Bypass at Nackington (GR 158552) footpath crossing on busy road, so dangerous that the police have told local people to avoid using the crossing.

Problems    Crash barrier

Solution Diversion to existing private crossing nearby.

A2 Dover Road at Barnham and Kingston (GR 206513) footpath crossing on busy road, part of North Downs Way and also leads to bus stop.

Problems   Crash barrier

Solution Footbridge.

A21 Sevenoaks-Hastings trunk road at Capel (GR 612432) footpath crossing on busy road with access to RSPB bird reserve and Pemsway, Paddockwood and Tunbridge Wells.

Problems   

Solution Pelican/toucan or similar user-controlled crossing.

A21 Sevenoaks-Hastings trunk road at Brenchley (GR 650395) footpath crossing on busy road to coast, particularly in holiday season.

Problems   

Solution Pelican/toucan or similar user-controlled crossing.

A264 at Speldhurst (GR 522390) footpath crossing, part of the Wealdway regional trail, with crossing on z-bend and poor sightlines. There have been many accidents.

Problem 

Solution Pelican/toucan or similar user-controlled crossing.

A2 Dover Road at Adisham (GRs 208512 and 210510) footpath and bridleway crossings on busy road, part of the North Downs Way and linking to bus stop

Problems   Crash barrier

Solution Bridge.

“People who drive or ride too fast for the prevailing road and traffic conditions cause, or contribute to, one third of road crashes, resulting in the deaths of over 1,000 people each year.”

“In the year 2000, around 72,000 reported road accidents were due at least in part to someone driving or riding too fast.”

ROSPA, Inappropriate Speed Policy Statements, May 2002.

Kent County Council roads

A2070 at Warehorne (GR 997328) footpath crossing on busy road

Problems   

Solution Diversion to existing private crossing nearby.

A229 Rocks Hill at Frittenden (GR 794393) footpath crossing at dangerous bend with crash barriers along the road which prevent walkers getting off the road.

Problems   Crash barriers

Solution Improved verges and path created on verge outside barrier.

A262 Sissinghurst Road at Biddenden and Cranbrook (GR 814378) footpath crossing on busy road that provides access to Sissinghurst Castle and Gardens and Roundhill Park Wood (National Trust properties).

Problems   

Solution At-grade uncontrolled crossing consisting of a kerb on one side of the road plus steps and handrail on opposite side, with paved waiting area on National Trust property.

A28 Canterbury Road at Wye and Boughton Aluph (GR 037474) footpath and part of North Downs Way crosses busy road that links to shops.

Problems  

Solution At-grade uncontrolled crossing consisting of kerbs at both sides of the road.

A28 Hastings Road at Rolvenden (GR 839304) byway crossing busy road.

Problems   

Solution Diversion to existing crossing nearby, not at present of public status, or an uncontrolled crossing consisting of a kerb at one side of the road.

A299 Thanet Way at Graveney with Goodnestone (GRs 044064 and 052611) footpath crossings on busy road.

Problems  

Solution Sign on highway to slow motor traffic speed

A299 Thanet Way at Hernhill (GR 067617 and 060613) two footpath crossings on busy road.

Problems  

Solution Diversion to existing crossing nearby, not at present of public status.

A299 Thanet Way at Hernhill (GR 059612) footpath crossing on busy road.

Problems  

Solution Diversion to a nearby bridge. There are three footpaths in close proximity to the bridge and all could cross over the carriageway by this means.

A299 Thanet Way at Chislet (GR 222675) footpath crossing on busy road, one of the two paths being part of the Wantsum Walk county trail.

Problem   Crash barrier

Solution Diversion to existing private crossing nearby.

A299 Thanet Way at Goodnestone (GR 043603) footpath crossing on busy road, particularly busy in summer.

Problems   Crash barrier

Solution Diversion to existing bridge 300m away, or pelican/toucan crossing. There is already a central reservation.

B2086 Swattenden Lane at Cranbrook (GR 774345) footpath crossing on narrow road with 'S' bend, crossing links to Swattenden Centre.

Problems  

Solution Signs to warn motor vehicles of footpath and a refuge created on roadside.

Lancashire

Lancashire County Council roads

A585 at Singleton footpath crossing on busy dual carriageway

Problems  

A6 at Walton-le-Dale, outskirts of Preston (GR 555267) footpath crossing on busy dual carriageway

Problems  

Leicestershire

Highways Agency roads

A1 Great North Road at parish of Greetham (GR 951140) bridleway crossing on busy road.

Problems   Crash barrier

Solution Bridge.

A14 at Swinford (GR 562789) bridleway crossing on road which is regarded as motorway by drivers, who are not alert to the possibility of pedestrians.

Problems   Crash barrier

Solution proposal to provide single crossing to serve both bridleway and footpath. Included in "Non Motorised User" Review associated with M6/M1 interchange improvement for pedestrians, equestrians and cyclists.

A453 Tamworth Road at Kegworth (GR 474268) footpath crossing on busy road.

Problems  



Solution Footbridge.

A453 Tamworth Road at Long Whatton (GR 471257) footpath crossing on busy road which has poor visibility.

Problems  

Solution Subway or Underpass.

A453 Tamworth Road at Kegworth (GR 484283) footpath crossing on busy road with narrow verges leading to crossing.

Problems   Proximity to traffic

Solution Footbridge

A46 Fosse Way at Cossington/Ratcliffe-on-the-Wreake (GR 629153) footpaths crossing on busy road leading to school, part of the Leicestershire Round trail.

Problems  

Solution Footbridge.

A47 Billesdon By-pass at Billesdon (GRs 724031 and 719032) bridleway and footpath crossings on dangerous and busy single lane carriageway.

Problems  

Solution Refuge island.

A6 London Road at Oadby (GR 638991) bridleway crossing on busy road, used as access to golf course.

Problems   

Solution Pelican or toucan crossing.

A6 Mountsorrel Bypass at Mountsorrel (GR 588147) footpath crossing on busy road, part of the Leicestershire Round.

Problems   Crash barrier

Solution Diversion to existing private crossing nearby.

A6 Market Harborough Bypass at Great Bowden (GR 722907) footpath crossing, part of the Leicestershire Round county trail.

Problem 

Solution Refuge island.

Leicestershire County Council roads

A511 Ashby Road at Ravenstone and Snibstone (GR 390153) footpath crossing on busy road.

Problems  

Solution Refuge island.

A511 Shaw Lane at Bardon, just outside Coalville (GR 459116) footpath crossing on busy road, with access to bus stop.

Problems  

Solution Footbridge.

A512 Ashby Road at Coalville/Osgathorpe (GR 424182) footpath crossing near sharp bend with poor visibility and no speed limit.

Problems   

Solution Refuge island.

Lincolnshire

Highways Agency road

A46 Welton Road at Nettleham (GRs 999758 and 997753) footpath crossings very difficult to use on this busy road for access to village amenities and bus stop.

Problems   

Solution A well-lit central island would provide a pedestrian refuge.

London Borough of Bromley

London Borough of Bromley roads

A224 Orpington Bypass at Orpington (GR 482639) footpath crossing on busy road, between railway station and village and on a promoted circular walk.

Problems  

Solution Refuge island.

London Borough of Hillingdon

London Borough of Hillingdon roads

Breakspear Road South at Ruislip (GR 871071) footpath crossing which emerges close to road underpass.

Problem 

Harvil Road at Uxbridge (GR 063870) footpath crossing.

Problem 

Middlesbrough

Middlesbrough Council roads

A1043 Nunthorpe bypass at Nunthorpe (GR 539142) footpath crossing on busy road.

Problems  

A1044 Low Lane at Stainton (GRs 474143 and 476145) footpath crossings on busy road.

Problems  

A172 Main Stokesley Road at Nunthorpe (GRs 542134, 543133, 544125) three footpath crossings close to roundabout, drivers watching out for other cars rather than pedestrians.

Problems  Driver distraction

Newcastle

Highways Agency road

A69 (GR 167674) a road used as a public path crosses dangerous dual carriageway busy with traffic to Newcastle town centre

Problems  

North Yorkshire

Highways Agency roads

A1 severs many paths and other lesser highways. At **Rainton** (GR: 358754), **Coldstone Lane** (GR 341797), **Baldersby** (342794), **Street House Farm** (332816), **Street Lane** (327827), **Healam Bridge** (323836), **Street House Farm** (315852), **Back Lane** (314 854), **Londonderry** (295 883), **Little Holtby** (276919), **Osborne Cottages** (271926), **Leases Lane** (250959), **Brompton** (221001), **High Gatherley** (222011), **Woodside** (221016), **Oak Grange** (220022), **Abbey Close** (216041), and **Selgarth Farm** (216045) crossings are dangerous for walkers and other vulnerable users.

Solution A way alongside the road would connect with another highway and make these crossings safer. Any path created alongside the road should be far enough away from the road so that a user is not subjected to buffeting by the traffic nor to spray in damp weather.

At **Baldersby**, (GRs 347783, 344790) and at **New Inn Farm** (321840) there are more dangerous crossings.

Solution New routes created alongside the road would safely connect these paths with another highway. Alternatively, grade-separated crossings could be installed at these locations.

“Road traffic grew by 73% between 1980 and 2002.”

DfT, Transport Trends, 2002.

At **Rainton** (GR 361745), **Sinderby Lane** (GR 335810), **Stapley Lane** (328824), **Londonderry** (301875), **Motel Leeming** (285892), **Aiskew Grange** (280900), **Tickergate Lane** (266934), **Low Street** (255951), **Catterick** (230980), **Park House** (220005), **Scurragh Lane** (218033), more crossings are severed by the A1.
Solution Grade-separated crossings are required.

A168 at Dishforth (GR 389740) a footpath is severed.
Solution A way is needed alongside the road to connect walkers with another highway.

At **Sowerby** (GR 431801) a footpath is cut in two by the A1.
Solution A grade-separated crossing is required.

A18 at Pudding Pie Hill in Thirsk (GR 438809) a footpath is cut in two.
Solution A grade-separated crossing required.

A19 Many routes are severed by this road. At **Thirsk** (GRs 441817, near the industrial estate, and 439826 at Old Thirsk), **Knayton** (GRs 430872 and 430877), **Borrowby** (432894), **Leake** (432907 and 431910), **Marigold Hall** (433931), **Hollins Farm** (434941), **West Farm** (438952), **Mount House** (441974), **Mount Bank** (442977), **Somerset House** (442005), **Gringle Park** (442011), **Springfield Farm** (442014), **Trenhome Lane** (442037), **Doddle Hill Farm** (441042), **Green Lane** (439049), **High Flats Plantation** (439054), **Hilton** (455110), **Maltby** (466136), **Plum Tree Farm** (467143), **Mill Lane** (440246), **North Burn** (451268), **Low Stotfield** (451289), **Sheraton** (440350), **Bellows Burn Lane** (433363), near **Hutton Henry** (430368), **Eden Vale** (428369 and 426371), **Castle Eden** (420375), **Mill Hill** (416377), **Thacmyers** (412380), **New Winning** (400387), **Shotton** (411396), **Mickle Hill** (413426), **Hallifield** (408441), **Dalton le Dale** (406479).
Solution Grade-separated crossings are required.

There are also dangerous crossings at **Borrowby** (GR 432891), **Leake** (432903), **Bridge End** (440968), **Fowgill Lane** (442021), **Wellington Farm** (442027), **Spring House Farm** (439047), **Middle Burntoft Farm** (453279), **Three Gates** (452306) and near **Dalton Piercy** (453312).
Solution Ways are required alongside the road to connect with another highway.

There are unsafe crossings at **Catto Hall/Round Hill** (GR 431921), **Oxbank** (432927), **Jeater Houses** (437949), **Fiance Acres** (440960), **Mount Grace** (442986), **Middle Stotfield** (450294), **High Stotfield** (451300 and 451301), **Windmill** (451317), **Coal Lane** (451319), **Elwick** (450325 and 449327), **Middleton House Farm** (448330 and 447334) and **Gravel Hill** (435359).
Solution Grade-separated crossings or paths alongside road (to connect with another highway) would make these crossings safer.

A66, a road which carries a large volume of traffic, severs many routes used by walkers and other vulnerable users.

Crossings at GRs 102121, 107116, 122107, 129103, 140096, 144094, 149090, 159085, 196063, 202059 are very dangerous.

Solution Paths created alongside the road by these crossings would allow access to another highway.

A66 at GR 133100 another route is cut by this busy road.
Solution A path created alongside the road, or a grade separated crossing, would allow access to another highway.

A further nine crossings of the **A66** are very poor. They are at GRs 114113, 142095, 147091, 155087, 165081, 176074, 183070, 192065 and 207054.

Solution Grade separated crossings are required at these crossings for safe passage to a way on the other side of the road.

Northamptonshire

Highways Agency roads

A14 at Cranford St John (GR 928768), a footpath linking Twywell Hills and Hollows country park is divided by the A14.

Solution A bridge is required at this crossing.

A byway is also cut by the **A14** at GR 714793.

A43 at Towcester/Greens Norton (GR 683489 and also at GR 712529), a total of three highways are affected.
Solution Bridges are needed at both of these locations.

Another path is split by the **A43** at GR 710519 and is very dangerous to use.

“A woman was recently killed at this point attempting to cross the slip road and dual carriageway.”

The A45 in Northamptonshire at GR 758564 – Maurice Tebbutt

A45 near Stanwick. There is a footpath here (GR 973717) that links Stanwick village and the proposed country park in the Nene Valley.

Solution A bridge is necessary.

A45 near Wilby at GR 880657, a footpath linking Wilby and Great Doddington villages crosses the dual carriageway in the immediate proximity of the roundabout. It is very dangerous.

A45 at GR 922668. The Nene Way footpath crosses this busy road.

Problems 

A45 at GR 758564 is very dangerous. A woman was recently killed at this point attempting to cross the slip

road and dual carriageway via the footpath crossing.

Solution A bridge is a top priority here.

A45 at GRs 005766, 998744, 758566, and 962702 and 005774 there are more dangerous crossings in need of attention.

Solution Bridges and other safety measures.

A45 at Harpole (GR 689600) a footpath is severed.

Northamptonshire County Council roads

A43 at the corner of Hardwick Wood (GR 824703) a bridleway is cut in two. Other rights of way affected by this road are at GRs 234702, 828745 and 827726.

A508 at Brixworth (GR 753701) a right of way is difficult to use because of the traffic on this road.

Solution A bridge is needed at this crossing.

A605, the Oundle bypass, at many points cuts important rights of way making it very difficult for walkers, cyclists and horseriders to get into the countryside. The locations are at GRs 049879, 049874 and 048881; and there is also a dangerous crossing on the A605 at GR 055898.

Northumberland

Highways Agency

A69 This road has many dangerous crossings. At GR 650053 the road severs the historic Pennine Way long-distance path. Drivers have been convicted for driving at over 100mph on this stretch of road.

Problems  

A69 At many other points along this road the high speed of traffic, as well as the dense volume of vehicles and poor visibility are big problems for path users. Specific locations are at GRs 656053, 092662 at **Horsley**, 008650 at **Thornborough**, 902656 at **Coastley**, 919654, 727 640, 730 640, 778647, 046643 and 051645 at **North Acomb**, 143678 at **Heddon**, 168672 at **Newcastle**.

Problems   

Solution at Horsley, there is a possible diversion route over a farm bridge.

“Drivers have been convicted for driving at over 100mph.”

The A69 in Northumberland where it crosses the Pennine Way at GR NY 650053 – Mavis Harris

Rotherham

Rotherham Metropolitan Borough Council roads

A630, the Sheffield Parkway at Catcliffe has two extremely dangerous crossings at Catcliffe. The first is at GR 41708853.

Problems  

Solution A diversion could be routed to an existing crossing nearby, or a subway or bridge could be built here. The second is at GR 40688783. An elderly man was knocked down and seriously injured here in 2002.

Problems  

Solution A subway or bridge should be built here.

“Elderly man knocked down and seriously injured last year.”

The A630 in Rotherham at GR 4068 8783 – John Harker –

Rutland

Highways Agency roads

A1 There are two dangerous crossings on this section of the Great North Road. The first is on the borders of Thistleton and Stretton and is at GR 942179. At this point, two paths cross – a footpath and a bridleway.

Problems  

Solution A bridge is needed at this crossing.

The second crossing is at **Tinwell** at GR 010060. This is close to a junction where drivers' attention may be distracted by lane changing.

Problems   Crash barrier

Solution The path could be diverted to a nearby bridge or underpass.

A47 There are five dangerous crossings here. At **Ayston**, on the Uppingham By-pass (GR 86000080), a footpath is severed by the trunk road.

Problems  

Solution Refuge island.

On the borders of **Uppingham** and **Ayston**, at GR 86590056, another footpath is cut in two.

Problem 

Solution Refuge island.

At **Wardley Hill**, (at GRs 83620044 and 82570039). One of the crossings carries the Rutland Round promoted footpath.

Problems  

Solution Refuge island.

At **Morcott**, where the A47 becomes Glaston Road, the Rutland Round promoted path crosses the road again.

Problems  

Solution Refuge island.

Rutland County Council roads

A606, the Oakham Road, cuts a footpath at Somerby (GR 79771360).

Problems  

Solution Refuge island.

Sheffield

Highways Agency roads

A616 at Stocksbridge a trunk road carrying heavy and fast-moving traffic – cuts through eight historic paths. The locations are at GRs 2878 9838, 25939928, 28189855, 28039863, 27609878, 27389883, 26839908, and 26509915.

Problems  

Solution The following would make the crossings much safer: subway, bridge, refuge island, pelican crossing or zebra crossing.

A57, Mosborough Parkway, at Beighton (GR 41658388) a footpath is severed.

Problems  

Solution A bridge, refuge island, pelican crossing or zebra crossing would make this path safer.

A61. Fifteen footpaths and bridleways are severed by this trunk road. They are at: **Tankersley** (GRs 33589875 and 33639843) and **Ecclesfield** (GRs 33689538, 33689538 – where there are riding stables – 33759493, 33589568 – this carries the Trans Pennine Trail and European long-distance path – 33409580, 33309595, 33189623, 33209618, 32959655, and 32759683).

Problems  

Solution A subway, bridge, refuge island, pelican crossing or zebra crossing would make these crossings safer to use.

There are a further two crossings in **Ecclesfield** at GRs 32889665 and 3280 9673.

Problems  

Solution Pelican or toucan crossings would be the solution for these dangerous crossings.

A6102 at Bradfield (GR 31639208) a footpath is severed.

Problems   

Solution Bridge, refuge island, pelican crossing or zebra crossing would make this crossing safer to use.

Oughtibridge Lane is a minor road in **Ecclesfield** with another dangerous crossing (at GR 32439340).

Problem 

Solution Road humps.

Stubbing House Lane, another minor road in **Ecclesfield**, has a tricky crossing at GR 32989273.

Problem 

Solution Road humps.

“Excessive speed is a factor in more than a third of fatal road accidents.”

Transport Research Laboratory

Shropshire

Highways Agency road

A4 The Ramblers' Association has identified three particularly dangerous crossings on this trunk road. The first is in **Little Stretton** (at GR 445919), and the second is at **Church Stretton** (at GR 459939). The third crossing is on the **Ludlow By-pass** at GR 527747 where walkers face an awkward climb to the road. When they get there, they find only a small verge to stand on, and then there's a steep decent on other side of crossing. Very difficult.

Solution Underpass

Solihull

Solihull Metropolitan Borough Council road

A45, the Coventry Road, in Bickenhall near to the motorcycle museum, has a footpath crossing (at GR 203831).

Problems   Crash barrier

Solution The path could be diverted to a safe existing crossing nearby, not at present of public status.

Staffordshire

Highways Agency roads

A38 at Swinfen and Packington (GR 132053) severs a bridleway.

Problems   Crash barrier

Solution A refuge island or bridge would improve the safety at this crossing.

A50 (at GR 104345) cuts across the Staffordshire Way.

“A pedestrian crossing has been installed on a high-speed dual carriageway in Staffordshire. The crossing will be implemented on the two-lane A50 as a trial. The speed limit on the road is 70mph but in the vicinity of the staggered puffin crossing, it will be reduced to 40mph.”

Local Transport Today, 4 July 2002.

Stockton-on-Tees

Highways Agency road

A66 severs four paths in the authority's territory. Two are in **Longnewton** (at GRs 381167 and 383167)

Problems 🚗🚗

Solution Grade separated crossing is required for safe passage to a way on the other side of the road.

And two are in **Elton** (at GRs 392171 and 399174)

Problems 🚗🚗

Solution Grade separated crossings.

Suffolk

Highways Agency roads

A11 at Barton Mills (GR 721733) an unclassified road intersects with this busy road. So does a footpath, the Lark Valley Path (GR 720732).

A11 at Icklingham (GR 788776) a bridleway crosses.

A12 at Capel St Mary (between GRs 083371 and 092375) four paths and two roads cross the A12 here.

Solution A bridge is needed at 086373.

A12 at Copdock (GR 113402), footpath crosses.

A12 at Belstead (GRs 112401 and 117405), footpaths cross.

“Highly dangerous crossing much used by school-children; accident history and potential of great concern to police.”

The A14 in Suffolk at GR 133465 – John Andrews

A12 at Belstead (GR 117405) two footpaths cross.

Solution Underpass needed here.

A12 at Belstead (GR 124417), two footpaths cross.

A12 at Stratford St Mary (between GRs 055353 and 061358) three footpaths and a road used as a public path cross the road.

Solution A bridge, with paths linking to it, is needed.

A12 and A14, London Road, at Belstead and Copdock and Washbrook

Problems 🚗🚗 Ⓢ⁺⁺ Crash barrier

Solution There are two nearby underpasses which, with improvements, could be used by the public.

A14 at Felixtowe (GR 285354) two footpaths cross; they connect a heavily populated residential area with open country.

A14 at Levington (between GRs 235505 and 285354), two bridleways and another route with public access cross.

Solution There is a nearby underpass provided for farm traffic; this could be used.

A14 at Nacton (GR 219411) a footpath crosses; this is an important link in the rights of way which encircle Ipswich.

Solution A footbridge is needed.

A14 at Wherstead (GR 157409) a footpath crosses this dangerous 8-lane combination of main- and slip-roads; high precipitous banks provide further discouragement.

A14 at Wherstead (GR 143413) a bridleway crosses (and fences block both sides).

Problems Ⓢ⁺⁺

A14 at Wherstead (GR 142414) a footpath crosses and a steep bank makes crossing the four lanes even more hazardous.

A14 at Belstead (GR 133417) a bridleway crosses, though steep bank, concrete channel, fencing and crash barriers prevent use by horses.

A14 at Belstead (GR 130418), a footpath crosses, but fencing, crash barriers, and steep banks make this crossing of an 8-lane carriageway and slip-road combination more hazardous.

Problem Crash barrier

Solution There is a private underpass adjacent.

A14 at Belstead (GR 130417) a footpath crosses. The dangerous situation is compounded by a wide concrete drain where contractors failed to adhere to plans.

A14 at Washbrook (GR 124422), a footpath crosses. There are 12 lanes to be crossed here.

A14 at Sproughton (GRs 128442 & 127440), two footpaths cross.

Solution The paths need to be connected via a single crossing.

A14 at Bramford (GR 133465) a road used as a public path crosses. It provides a link to a school, and, though highly dangerous with a history of accidents, is much used by schoolchildren.

A14 at Coddendam (GRs 119525, 116529 and 111537), footpaths cross.

A14 at Creting St Mary (GR 097555) a footpath crosses; walkers have to climb very steep and high banks to get across the road.

A14 at Creting St Mary (GR 092563) a footpath crosses.

A14 at Creting St Peter (GR 083577) a footpath crosses.

“In 2001, there were 1,641 fatalities on rural roads, an increase on the previous two years. This constituted 52% of all road deaths, and the Department for Transport’s own formula showed this ‘cost’ society £777million.”

Paul Hamblin of CPRE, quoting DfT statistics in Surveyor magazine – 16 January 2003

A14 at Stowmarket (GR 062592) a footpath crosses.

A14 at Haughley (GR 029612) a footpath and bridleway, inaccessible by horseriders, cross.

A14 at Harleston (GR 022617), a footpath crosses.

A14 at Haughley (GR 018619) a footpath crosses.

A14 at Woolpit (GRs 988621 and 980629) footpaths cross.

A14 at Tostock (GR 964631) a footpath crosses.

A14 at Beyton (GRs 949629 and 938636), footpaths cross.

A14 at Rougham (between GRs 907363 and 912634), three footpaths and a road used as a public path cross the road.

A14 at Rougham (GR 892636) a footpath crosses.

A14 at Bury St Edmunds (GR 887634) a footpath and bridleway cross the road.

A14 at Great Saxham (GR 791659) a footpath crosses.

A14 at Barrow/Higham (GR 758662) a footpath crosses.

Suffolk County Council roads

A1065 at Mildenhall (GR 730768) a footpath crosses; path termination makes this too dangerous for pedestrians.

A1065 at Eriswell (GR 731789) a bridleway crosses; path termination makes this too dangerous for users.

A1065 at Lakenheath (GR 755818) a bridleway crosses; path termination makes this too dangerous for users.

A1071 at Boxford (GR 951461) a bridleway crosses; too dangerous for use.

A1071 at Polstead (GR 994414) a road used as a public path crosses; too dangerous for use.

A1092 at Stoke by Clare (GRs 746440 and 746444) footpaths cross, but too dangerous for use.

A1092 at Cavendish (GR 798458) a footpath crosses but too dangerous for use.

A1092 at Glemsford (GR 822466) footpath crosses, but termination makes it too dangerous for use.

A1101 at Icklingham (GR 759736), a footpath crosses but too dangerous for use.

A1101 at Lackford (GRs 796700 and 799702), footpaths cross but too dangerous for use.

A1141 at Brent Eleigh (GR 934482) a road used as a public path crosses, but too dangerous to use.

A1141 at Semer (GR 998459) a footpath crosses, but termination-points make it too difficult for pedestrians.

A1141 at Kersey (GRs 011444 and 014439) footpaths cross but too dangerous for pedestrians to use.

A12 at Foxall (GRs 241433 and 242434), footpaths cross.

A12 at Brightwell (GR 249444) a bridleway crosses, but too dangerous for pedestrians and riders.

A12 at Martlesham (GR 240469) two footpaths cross. Too dangerous for use, however; and nearest safe crossing is 2 km away.

A12 at Martlesham (GR 253479) a footpath crosses.
Solution Pedestrian-operated traffic lights would suffice.

A12 at Woodbridge (GR 260492) a footpath crosses; this would be a valuable link for a heavily populated area.
Solution Pedestrian-operated traffic lights would suffice.

A12 at Hasketon (GR 265503), a footpath crosses. The crossing is a major link to rights of way network from a residential area into the surrounding countryside.
Solution Bridge, or pedestrian-operated traffic lights.

A12 at Bredfield (GRs 272518, 274521 and 276523), footpaths cross.

A12 at Ufford (GR 289529) a road used as a public path crosses.

A12 at Pettistree (GR 303540) three footpaths cross busy dual carriageway.

A12 at Pettistree (GR 308549) a footpath crosses. Complicated by the fact that steps need to be built so that users can climb the embankment before contemplating crossing the road.

A12 at Hacheston (GR 316571) crossed by footpath and bridleway; danger compounded by the fact that a slip-road joins the dual carriageway at the crossing.

A12 at Benhall (GR 378612) a footpath crosses. Too dangerous for pedestrians.

A12 at Benhall (GRs 378617) bridleway crosses.

Problem Ⓣ⁺⁺

“Speed is killing and injuring too many people in the countryside. In 2000, 189 people were killed on the motorways in Britain compared to 1,806 fatalities on rural, non built-up roads. The Government is committed to curbing road casualties in the countryside.”

Transport Minister Sally Keeble speaking at the Institute of Highways and Transportation Seminar on Rural Speed Management, 12 February 2002.

A12 at Benhall (GR 377622) footpath crosses.

Problem Ⓣ⁺⁺

A12 at Kelsale (GRs 376639, 376645, 376647 and 380654) footpaths cross fast single-track section.

Problem Ⓣ⁺⁺

A12 at Darsham (GRs 409702, 411706 and 414713) footpaths cross fast single track section.

Problem Ⓣ⁺⁺

A12 at Thorington (GRs 417717 and 434736) footpaths cross fast single track section.

Problem Ⓣ⁺⁺

A12 at Blythburgh (GRs 451762 and 455765) footpaths cross fast single track section.

Problem Ⓣ⁺⁺

A12 at Wangford (GR 466793) dangerous footpath crossing compounded by dual carriageway section.

Problem Ⓣ⁺⁺

A12 at Wangford (GR 470797), footpath crosses fast single track section.

Problem Ⓣ⁺⁺

A12 at Frostenden (GRs 478805, 479811, 482813 and 485818) footpaths cross fast single track section.

Problem Ⓣ⁺⁺

A12 at Wrentham (GR 486818 and 494823) footpaths cross fast single track section.

Problem Ⓣ⁺⁺

A12 at Benacre (GR 499839 and 503854) footpaths cross fast single track section.

Problem Ⓣ⁺⁺

A12 at Kessingland (GRs 522872 and 526876) footpath crosses fast dual carriageway.

Problem Ⓣ⁺⁺

A134 at Fornham St Martin (GR 854677) crossed by a

footpath, but termination points make it too dangerous for pedestrians to cross.

A134 at Cockfield (GR 981557) crossed by a footpath, but termination points make it too dangerous for pedestrians to cross.

A134 at Long Melford (GR 872484) footpath crosses; too dangerous for pedestrians.

A134 at Chilton (GRs 895417 and 898417) two footpaths cross; too dangerous for pedestrians.

A134 at Great Cornard (GR 901417) a footpath crosses; too dangerous for pedestrians.

A140 at Stoke Ash (GR 114699) a footpath crosses; termination points make it too dangerous for pedestrians.

A140 at Mendlesham (GR 119652) a bridleway crosses; termination points make it too dangerous for users.

A140 at Mendlesham (GR 119632) a road used as a public path crosses, but too dangerous for users to cross.

A143 at Depden (GRs 776561 782565), footpaths cross; too dangerous for pedestrians.

A143 at Ixworth (GR 944714) a footpath crosses; too dangerous for pedestrians

A143 at Stanton (GR 958730) a road used as a public path crosses, but termination-points make it too dangerous for pedestrians.

A143 at Hepworth (GR 978739) a road used as a public path crosses, but termination-points make it too dangerous for pedestrians.

A143 at Hepworth (GR 983740) a footpath crosses; too dangerous for pedestrians.

A143 at Hepworth (GR 998742) a byway open to all traffic crosses, but termination-points make it too dangerous for pedestrians.

A143 at Wattisfield (GR 001741) a byway open to all traffic crosses, but crossing too dangerous for pedestrians.

B1068 at Stoke-by-Nayland, a footpath crosses but too dangerous for pedestrians.




B1508 at Little Cornard (GR 900365) a footpath crosses, but its termination-points make it too dangerous for pedestrians.

Surrey

Highways Agency roads

A3 at Send (GR 031540) a footpath and road cross this three-lane dual carriageway along which heavy volumes of

traffic travel at great speed. This is the most dangerous crossing on the A3. It was bad enough several years ago, but speeds have since increased.


Problems    Crash barriers

Solution A bridge is the only possible solution (a nearby culvert has insufficient headroom).

A3 at Shackleford (GR 946449). There is a dangerous crossing at this point.

   Crash barriers

A3 at Guildford (GR 022529) a footpath, part of the Guildford Boundary Way, crosses; problem of crossing this 3-lane dual carriageway built to motorway standard is complicated by slip-road to Burpham.

Problems   Crash barriers

Solution Bridge would be ideal solution.

A3 at Guildford (GR 974494) a footpath crosses this dual carriageway. The footpath is the only path between Guildford and surrounding countryside on this side of town.

Problems  

Solution Diversion to nearby private footbridge.

A3 at Shackleford (GR 945455) a footpath crosses this dual carriageway at Hurtmore Golf course. Long Distance Walkers Association organises annual event, the 'Surrey Inns Kanter'. It recently took place in this locality and entrants were given strict instructions to avoid this crossing for safety reasons (though the obvious direct route for their purposes) and use the road underpass at GR 947451 instead.

Problems  

Solution Diversion to nearby road underpass.

A3 at Shackleford (GR 946449) a footpath crosses this dual carriageway.

Problems  

Solution Diversion to nearby road underpass.

“Pedestrians and cyclists are more than twice as likely to be killed on UK roads than in Sweden or the Netherlands.”

CfIT 2001

A3 at Witley (GR 921404) two bridleways cross this dual carriageway.

Problems 

Solution Equestrian bridge.

A3 at Thursley (GR 909396) a bridleway crosses this dual carriageway.

Problems  

Solution Diversion to new bridge.

A3 at Thursley (GR 906392) two bridleways, part of Greensand Way, cross this dual carriageway.

Problems  

Solution Bridge.

A3 at Thursley (GR 902382) footpaths cross this dual carriageway.

A3 at Hindhead (GR 897398), two bridleways, part of Greensand Way, cross this busy road in a location of poor visibility.

Problems  

Solution If A3 Hindhead Tunnel is built, problem will be solved.

A3 at Thursley (GR 914400) bridleways and a road cross this dual carriageway.

Problems  

Solution Ramblers' Association is negotiating for the re-routing of this path to a new bridge.

A30 at Ashford Dangerous crossing known as Town Lane Junction, in vicinity of Ashford Hospital. Though pedestrian crossing facilities are incorporated into signals-controlled crossroads, right-turning vehicles can be stranded in the junction, and end up completing their manoeuvre during the 'green man' pedestrian phase, leading to conflicts. Believed to have high pedestrian accident rate.

Surrey County Council roads

A22 at Godstone (GR 364507) crossed by footpath which is part of Greensand Way. Pub nearby and grave of 'Walker Miles' (Edmund Taylor, walks correspondent) in Godstone churchyard is of interest to walkers and others.

A22 at Tandridge (GR 364499) a path that connects to various amenities, including a pub, is severed by the road.

Problems  

At **Woldingham** (GR 347569), walkers are cut off from the bus stop and local shops because there is no safe place to cross the road.

Problems  

In **Croydon** (GR 335593) walkers dice with death to reach the Rose & Crown pub.

Problems  

A24 at Epsom there are two crossings which are very difficult to use (at GR 223628 and 223626). There are several schools nearby, and Nonsuch Park which is well-used by local people.

Problems   Crash barrier

A25, the Reigate Road at Brockham (GR 185502) is very difficult to cross.

Problem 

At **Wotton**, (GR 125479) another path is severed. It is difficult to cross the road to reach the pub, church and bus stop. There is a pavement along this stretch of the A25, but

it swaps from one side of the road to the other at this point, and on blind corners.

Problems   

At **Shere**, (GR 088477), those on foot find it difficult to cross the road to reach the railway station and the shops.

Problem 

A25 at St Martha's (GR 043492) a footpath crosses; this is part of the North Downs Way National Trail. Problem compounded by conflicting movement of vehicles in and out of Newlands Corner car park, a popular car park for visitors. There are cafés both sides of the road.

Problems  

Solution Traffic island or central refuge.

A217, the Brighton Road at Reigate and Banstead (GR: 249 606) a path is severed by the road.

Problems  

A322 Lightwater bypass at Windlesham (GR 928624) a footpath crosses. Local amenities include Windlesham Arboretum, and pub. There should at least be signs warning drivers of crossing.

Problems  

Solution Bridge.

A317 at Runnymede (GR 034648) a footpath, potentially useful for residents of nearby housing estate, crosses.

Problems  

Solution Pedestrian-controlled traffic lights.

A246 at Leatherhead (GR 155550) a bridleway crosses this busy road adjacent to Bocketts Farm and Visitor Centre.

Problems  

A30 at Staines (GR 044719) a footpath crosses at an unsafe location with a school nearby.

Solution A bridge should be provided; and, in the meantime, the refuge area should be increased in size and warning signs should be put up.

Warwickshire

Highways Agency roads

A46 (Stratford Northern bypass) at Snitterfield (GR 235603) a bridleway crosses this road which has a high volume of fast traffic.

Problems  

Solution Diversion to an existing crossing (underpass) nearby, not at present of public status.

A46 (Warwick Road) at Sherbourne/Fulbrook (GR 248613) a footpath crosses this fast road.

Problems  

Solution Bridge

A46 (Warwick bypass) at Warwick (GRs 264644, 265638 and 266650) footpaths cross this fast road.

Problems  

Solution Bridge.

A46 (Warwick bypass) at Warwick (GR 279667) a footpath crosses this busy and fast road.

Problems  

Solution Diversion to existing crossing (underpass) nearby, not at present of public status.

A46 (Coventry eastern bypass) at Brandon and Bretford (GR 372762), a footpath crosses.

Problems  

Solution Diversion to existing crossing nearby, not at present of public status.

West Sussex

Highways Agency roads

A23 at Staplefield (GR 264282) a footpath crosses at Slaugham.

Solution New footway south along A23 and onto a slip road.

A23 at Stanbridge (GR 265275) two footpaths cross at Slaugham. Visibility is deceptive, and footpaths are totally severed and crossable only by a minority of walkers; even so, the crossing features in *Time Out Book of Country Walks* from stations. Proposed widening of road from two to three lanes will worsen problem.

Problems   

Solution Divert path to where a foot-tunnel could be pipe-jacked under A23.

“The road has a high rate of fatal accidents and carries 28,000 vehicles per day.”

The A24 in West Sussex at GR 163248 – Nigel Sloan

A23 at Chaites Farm (GR 265213) a footpath crosses. This location is the subject of a long campaign to re-connect two footpaths to resurrect a circular walk, now not possible on account of this severance, which once features in *Mid-Sussex Times*.

Solution Footbridge needed.

A23 (at GR 265275) two footpaths cross this fast road with its large volume of traffic. On-site amenities include a tea room and garden centre; crossing is used on a walk in a *Time Out* book of walks.

Problems   

Solution Divert one of the paths to the corner of the field then into the gorge of the ghyll, and pipe-jack a new foot-tunnel under the road.

A23 at Bolney (GR 265213) two footpaths cross; they are part of walks once featured in *Mid-Sussex Times*.

Problems  

Solution Footbridge needed.

A23 at Hickstead Showground (GR 269196), a footpath crosses.

Solution New footway needed on east side of A23 linking footbridge to footpath number 6 at Twineham .

A23 at Sayers Common (GR 270183), footpath crosses. This is next to children's playground with new housing development nearby. Total severance across footpath which is crossable only by minority of walkers, though there is potential community use of path.

A27 at Arundel station (GR 024064). Dangerous location, but crossing much used by community.

Solution Traffic calming for length of old A27 including extra central refuges and pedestrian crossings.

A27 at Poling Corner (GR 045058) a footpath crosses; used by walkers on route from Littlehampton to Rustington to gain access to woods north of A27.

A27 at Decoy Wood (GR 057057) a footpath crosses. Used by residents of Angmering; and demand will increase as 600 houses are proposed to be built.

A27 at Clapham (GR 089054) a dangerous crossing exists.

“Total traffic in Britain in 1999 was nearly 9 times that of 1950.” DETR

A27 at Cote Street (GR 114058). This urban crossing is relatively dangerous but used by the local community.

A27 at Swandean Hospital (GR 120057) dangerous but used by local community.

A27 at Mill Lane and Half Moon Lane (GR 128056) dangerous but used by local community.

A27 at Offington Corner (GR 132055), **Grove Roundabout** (GR 140049), **Lyons Farm Retail Park** (GR 151051), **Dankton Lane** (GR 167055), and **Upper Boundstone** (GR 177055), crossings used by local community.

“Two deaths in the last five years.”

West Sussex – A264 – 177336 & 184336 – Nigel Sloan

A27 (at GR 869036) a path crosses this fast dual carriageway road.

Problems  

Solution A footbridge is needed.

A27 at Paines Wood (GR 990074) dangerous dual carriageway crossing, even though this is a prime desirable crossing point for walkers as it joins two large areas of woodland.

Problems  

A27 Apuldrum to Chichester section (GR 852041) a footpath crosses the dual carriageway and passes through fields beside the River Levant to Apuldrum village and Chichester Harbour Coast Path. Industrial estate & proposed new housing estate to be built nearby. Used to be well-used by workers on industrial estate. If proposals for grade-separated junctions for motor traffic go ahead, problems for walkers will get worse. Is community as well as recreational use of path.

Problems  

Solution Footbridge.

A27 at Whyke (Whyke Road roundabout) (GR 866036), three footpaths cross. Paths were previously used by school children; now road severs route from Whyke to Hunston village. There is some recreational use of path.

Problems  

Solution Diversion to a new footbridge west of Whyke roundabout.

A27 at Long (GR 876038) a footpath crosses; used by anglers and campers.

A27 at Portfield (GR 878 054) a footpath crosses, running across middle of roundabout. Shops and factory units are cut off by the road.

Solution Split-level crossing could be incorporated.

A27 at Church Farm Lake (GR 885058) an unsafe crossing.

A27 at Boxgrove/Tangmere (GR 906070) acute local severance has been caused by this road but for which there would be much community use of this path.

A27 at Crockerhill (GR 922070) an unsafe crossing.

A27 at Eartham Junction/Denmans Lane (GR 943073) an unsafe crossing.

A27 at Fontwell/Slindon Common (GR 955073) a dangerous crossing exists.

A27 at Potwell Copse/The Firs (GR 968068) a bridleway crosses, much used by walkers.

A27 at Yapton (GR 978070) a bridleway crosses.

Solution Diversion to new bridge.

A27 at Ford roundabout (GR 013068) there is an awkward crossing; its future is uncertain if proposed Arundel bypass is built.

Solution Traffic calming for length of old A27 including extra central refuges and pedestrian crossings.

A27 at Hammerpot (GR 067057) Angmering severed from pub. Path used by community.

A27 at Castle Goring/Holt Farm (GR I05056) is a dangerous crossing which provides access to Clapham Woods and South Downs from West Durrington where 800 new houses are proposed to be built.

Problems 🚗🚗 🚫

West Sussex County Council roads

A24 at Shipley (GR I63248) a footpath crosses this fast road with its high volume of traffic (it carries 28,000 vehicles per day). This would be a popular crossing for local walkers from Southwater, if it were safe. As it is, the road has a high rate of fatal accidents.

Problems 🚗🚗 🚫

A24 at Shipley (GRs I65243 and I65236) footpaths cross.

Problems 🚗🚗 🚫 👁

A24 at Shipley and West Grinstead (GR I64211) a bridleway crosses this fast road.

Problems 🚗🚗 🚫

A24 at West Grinstead (GRs I59199, I57195 and I56193) footpaths cross.

Problems 🚗🚗 🚫

A24 at West Grinstead (GR I54188) a footpath crosses; a garden centre and a caravan site are severed by this road from the Dial Post village pub.

Problems 🚗🚗 🚫

A24 at Shipley and Wiston (GR I48177) a footpath – a well-used route for people gaining access to their properties – crosses this fast road.

Problems 🚗🚗

A24 at Broadbridge Heath (GRs I53304 and I52299) footpaths cross.

Problems 🚗🚗 🚫

A24 at Southwater (GR I55290) a footpath crosses. Road severs Christ's Hospital from Horsham.

Problems 🚗🚗 🚫

A24 at Southwater (GR I63283) a bridleway crosses.

Problems 🚗🚗 🚫

A24 at Southwater (GR I65270) a dangerous crossing exists: road severs the new housing estate from the countryside, and prevents the lane from being used as a cycle route into Horsham.

A24 at Southwater (GR I66264) a footpath crosses and (GR I63254) a bridleway crosses.

Problems 🚗🚗 🚫

A24 at Washington (GR I24140) a dangerous crossing exists making a bus-stop difficult to reach.

Problems 🚗🚗 🚫

A24 at Washington (GR I19120) a dangerous crossing exists. South Downs Way affected.

Problems 🚫 👁

A24 at Findon (GR I19098) a bridleway crosses unsafely.

Problems 🚗🚗

A24 at Findon (GR I20084) a footpath crosses this fast road, which severs Findon parish church from Findon village; path is part of Monarch's Way.

Problems 🚗🚗 🚫

A264 at North Horsham (GRs I77336 and I84336), residents of North Horsham have to cross this bypass on the level to reach the countryside to the north. There have been two deaths at this location in the last five years.

“Road Traffic in Britain is forecast to increase by up to 48% by 2026 (based on 1998 figures).” (DETR)

A264 at North Horsham (GR I95334) a footpath crosses; more severance of the urban fringe from its countryside hinterland.

Solution Sustrans has proposed use of a nearby railtrack underpass.

A264 at Colgate (GRs 206334, 213335 and 239346), footpaths cross. The road severs the new housing estate of Bewbush from its local woods.

A273 at Pyecombe (GR 294128) the South Downs Way crosses this road with its high volume of fast traffic. There is no central refuge; one would expect better for a National Trail.

Problems 🚗🚗 🚫

A283 at Bramber (GR 187104) a bridleway crosses. No central reservation and very little space on the verge for walkers, let alone horses. Part of Downslink.

Problems 🚗🚗 🚫

“95% of people support the introduction of 40mph speed limits on country lanes. 65% of people feel threatened by traffic on these routes”.

(CPRE)

A283 at Upper Beeding (GR I96096) crossed by South Downs Way. High volume of traffic; no central reservation. One would expect better for a National Trail.

Problems 🚗🚗

A272 at Cuckfield (GR 286230), crossed by bridleway and a footpath. Poor visibility at this crossing of a busy stretch of single carriageway road which carries between 10,000 and 15,000 vehicles per day.

B2036 at Cuckfield (GR 296225) crossed by footpath and bridleway. Bend in road and high hedge growing into verge compound problem of visibility.

Problem 

Wigan

Highways Agency roads

A580 East Lancashire Road at Leigh (GRs 616969, 629969, 632968, 635969, 642972, 647974, 648975, 651976, 654977, 659979, 661980, 662980, 664981, 668982, 677985, 679986, 682988, 686991 and 688993), some 29 footpaths cross.

A580, East Lancashire Road at Tyldesley (GRs 691995, 693996, 696998, 699001, 701002 and 704003) some 11 footpaths cross.

A580, East Lancashire Road at Tyldesley (GR 709007) two bridleways cross.

A580, East Lancashire Road at Tyldesley (GR 713008) a footpath crosses.

Wigan Metropolitan Borough Council roads

Ashton Road at Billinge Chapel End (GR 546017 and 549013) three footpaths cross this fast road. 'At least there should be signs to warn drivers of this crossing.'

Problems  

Wiltshire

Highways Agency roads

A36 at Whiteparish (GR 210248) a footpath, a byway open to all traffic and a road used as a public path all cross here.

Solution A bridge or underpass is needed.

A36 at Limpley Stoke (GR 781618, 779608 and 780606) footpaths cross, 5 in number.

Solution provision of central reservation.

A36 at Chapmanslade (GR 832489) three footpaths and a bridleway cross.

Solution Provision of central reservation.

A36 at Upper Scudamore (GR 853471) a footpath and an unclassified road cross.

Solution Provision of central reservation.

A36 at Warminster (GR 857457) a footpath crosses.

Solution Provision of central reservation.

A36 at Heytesbury (GR 928427) a footpath crosses.

Solution Provision of central reservation.

A36 at Upton Lovell (GR 947413) a byway open to all traffic crosses.

Solution Provision of central reservation.

A36 at Codford (GR 964398) a footpath crosses and (GR 975395) a minor road crosses; this links to other paths across the River Wyle.

Solution Provision of central reservation.

Wiltshire

Wiltshire County Council roads

A30 at Laverstock (GR 172327) a dangerous bridleway crossing.


A30 at Firsdon (GR 184332) a bridleway and a byway open to all traffic cross, and (GR 192334) a footpath crosses.

Solution A bridge or underpass is needed.

Worcestershire

Highways Agency road

A456 at Bewdley (GRs 768746 to 781744), five footpaths cross.

Problems  

Worcestershire County Council road

A450 at Chaddesley Corbett (GR 891769) a bridleway crosses.

Problem 